The New AIRCO-DB
No. 10 RADIAGRAPH

A time and money saver on steel plate cutting—at an unusually attractive price.

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

WHAT THE NO. 10 RADIAGRAPH WILL DO
1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges.
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

Send for descriptive bulletins.

AIR REDUCTION SALES COMPANY
McCORMICK BUILDING, CHICAGO

Save Your Turntables!

Here's an Inexpensive Method of Preventing Rust

Costly repairs and replacements due to rust can be prevented by coating your turntables, scales, and other steelwork with NO-OX-ID. NO-OX-ID provides both mechanical and chemical protection to the steel. It saves expensive cleaning, too, because only loose rust and scale need be removed before applying. For lasting protection, specify NO-OX-ID.

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

NO-OX-ID
IRON-REDMARK TRADE MARK
The Original Rust Preventive

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

NEW YORK CHICAGO
THE SERVICE CLUBS

DURING the year 1939 Milwaukee Road Service Clubs have carried on in a praiseworthy manner the activities begun in the previous year. Although some Clubs—particularly those covering sections of line where there are few employes and those located some distance apart—have experienced difficulty in getting together frequently or regularly, the Club plan as a whole has received fine support from Milwaukee Road people.

Much has been accomplished by keeping constantly before the members the importance of sending in Traffic Tips; by stimulating interest in the affairs of their railroad and obtaining suggestions for improvements in service, and by promoting a cooperative spirit in dealing with the public and with one another. Some Clubs have held special get-together meetings with local business men, which have been very helpful.

The plan was adopted by employes as a means of helping their railroad and the success of the movement is most gratifying and promises much for the future.

As a matter of interest to Club members I am giving some figures with reference to this road’s operations last year:

Operating Revenues for 1939 amounted to $106,875,380, an increase of $7,438,534 over 1938. Operating Expenses were $85,511,814, an increase of $4,838,627. After deducting Ordinary Taxes, Retirement Taxes, Unemployment Taxes, Hire of Equipment and Joint Facility Rents, there was left as Net Railway Operating Income $8,124,194, an increase of $2,849,655 over 1938. This was less than in 1936 and 1937, and far less than is required to pay fixed charges.

Going into some of the details of operating performance, you may be interested in knowing that the average net tons per loaded freight car last year was 26.1 tons and per train 732 tons. Freight Traffic Tips help to increase the train load. The average distance each ton was hauled was 273 miles. Average Revenue received for hauling a ton of freight one mile was $.0096, or slightly less than one cent.

Average number of passengers per train was 41. Traffic Tips have helped in this and can help still more. Average distance each passenger was hauled was 167 miles. Average Revenue received for hauling a passenger one mile was $.0186—a little less than two cents.

Last year it cost us an average of $1,508 to maintain a mile of main track. We spent $5,633,810 for Coal; $523,067 for Fuel Oil, and $1,014,216 for Electric Power. Average Number of Employes in 1939 was 30,224, or 1,236 more than in 1938. Their compensation last year amounted to $54,939,000, an increase of $2,140,000. The latter figures show the effect of increased business upon employment.

I hope all Club members will continue their fine efforts for the benefit of the railroad and themselves.

\[ Signature \]

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

<table>
<thead>
<tr>
<th>Division</th>
<th>No.of Tips</th>
<th>Passenger per 100</th>
<th>Freight per 100</th>
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<td>73</td>
<td>245</td>
<td>24.4</td>
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<td>Iowa and Dakota Div.</td>
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<td>21</td>
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<tr>
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The Snoqualmie Ski Bowl

Attendance Surpasses Last Year’s Total

BEING a rather sedentary, non-skiing sort of person, the writer cannot say for certain whether there is any mark to distinguish a female ski from a male ski, but he saw about two thousand, three hundred and ten assorted ones at the same time when the two sections of the Ski Train returned to Seattle from the Snoqualmie Ski Bowl on February 4th.

Allowing two skis to the person (the normal person, that is, with only a normal number of feet), that meant that there were 1,155 skiers of both genders and all ages coming through the Seattle Union Station after a day of real rough-and-tumble fun at Snoqualmie. Then, when you add to the 2,810 skis 3,210 ski poles and toss the aggregate over the shoulders of the marching skiers, you have what Wordsworth might just as well have been talking about when he said:

“Ten thousand saw I at a glance,
Tossing their heads in spritely dance.”

But the ski heads were not the only ones that were being tossed around. The writer for one, not having a pair of skis with which to joist back, was doing a bit of fancy head tossing and ducking, because a mass of people surrounded by a mass of people they know, and all carrying a mass of skis which describe a wide and vicious arc every
time the bearer takes a notion to talk to the fellow behind him, can be something of a menace.

The day at the ski bowl had been a dandy, which likely explained the high spirits on display all sides after a hard day. And a hard day it must have been for fair, as most of the skiers were not masters at the business; being novices, they skied on all parts of their anatomy with a fine indiscrimination. He who, temporarily, was up, didn’t know when he would be down and he who was down often seemed neither to know nor to care when he would get up.

The entire 1,155 returned whole though; apparently in skiing bruises don’t count.

The crowd that day was next to the largest ever to swarm over the snow-padded terrain of the Ski Bowl. The largest showed up two weeks before, on January 21st, when the Penguin Ski Club held its annual slalom race; there were 1,972 there that day.

By the way, this might be as good a place as any to explain the meaning of “slalom” to those who, like the writer, know no more about skiing than they have seen in the newspaper and the hospitals. A slalom race is the winter sports what broken field running is to football; there are a lot of obstacles in the way. Designed to test the validity of the accident insurance policy and the immortality of the soul, the slalom race is a downhill dash in which the skier must zig this way and zag that way, around poles set up for the explicit purpose of making things difficult. The one who makes it in the shortest time under his own power wins.

It would seem that there must have been some special occasion to bring out 1,155 on Sunday, February 4th and sure enough, there was an occasion, as there usually is, but it was not of such a special nature as to account for the size of the crowd. The features of the day were a cross-country race and other special events for the Seattle chapter of Demolay and Rainbow Girls, the junior auxiliaries of the Masonic and the Eastern Star Orders.

Naturally, the Demolay boys and the Rainbow Girls were there in a body, but there were many others, too. There were so many, in fact, that there were two sections of the train required to get them up into the Cascade Mountains; one of the sections had 19 cars on it, one of which was used as a “church car,” wherein Rev. Paul B. James of the Episcopal Church conducted religious services for all who cared to attend. The train left Tacoma at 7 a.m. and Seattle at 8:30, making it practically impossible for many of the skiers to attend services before leaving.

Despite the fact that the increasingly ski-minded populace of Tacoma, Seattle and surrounding cities has several places to do its skiing, the everybody had a good time because in such a contest a nimble brain is as handy to have around as a pair of nimble skis.

That was the last event which had taken place at this writing, but for Saturday, February 17th, the Milwaukee was scheduled to be host to the Seattle Times Free Ski School for all Seattle high school students. It was also to be the date of the Seattle Post-Intelligencer Carrier’s annual winter outing trip. The Post-Intelligencer is one of Seattle’s leading daily papers, familiarly called the P.I. by the local folks.

For Sunday, February 18th, was scheduled the second event of Demolay-Rainbow Annual Ski Championships—the downhill races. Too, there was to be a special train party consisting of the Everett (Wash.) Ski Club and the Everett High School Ski Club and another special train for the Cardinal Club and the Tacoma Ski Club. It is days like that (weather permitting) that attendance records get broken.

The really big day, though, was scheduled to be Thursday, February 22nd, when the Seattle Ski Club, and the Seattle Chamber of Commerce were to inaugurate and dedicate the new jumping hill (which, by the way, is longer, higher, steeper, and generally more scary-looking than you would ever think from looking at pictures of it). By the time this ap-
1839-1940 season, as the snow in the Cascades usually doesn’t last much after March 1st, but it has been a very successful year. Better still, it has served to get Seattle and Tacoma people familiar with the place, as well as with Milwaukee service generally, with the result that we can look forward to still larger crowds at the Ski Bowl in the future.

A facsimile of the sign placed on the judges tower alongside the jumping hill and unveiled February 22nd when the hill was officially dedicated. The sign itself measures 14½" by 17½".

Old Wisconsin Mansions
Two Historic Landmarks

An old deserted mansion is a haunted house; there may not be clanking chains and blood curdling shrieks to startle the midnight air, but if you should wander about in such a house, the ghosts of its past are following you, make no mistake; and every gust of the wind that rattles the windows says “as plain as a whisper in the ear, the place is haunted.”

Old Wisconsin mansions with historic backgrounds, fallen into disuse and decay are from far and wide, who may follow the ghosts of its past are following you, to startle the midnight air, but if you think, as plain as a whisper in the ear, "the place is haunted."

Old Wisconsin Mansions
Two Historic Landmarks

A landmark with a background peculiarly Wisconsin’s own is the old mirror, a collection of Audubon plates; lovely portraits, statues and other art treasures have come back to live in Villa Louis and if one had the seeing eye or the hearing ear, would not see gay ladies of old crinoline days, gentlemen in peg-topped pants and long-tailed coats, dancing together the rhythmic quadrille or the stately minuet. Haunted house, indeed, haunted by memories of gracious living and bounteous entertainment.

Colonel Dousman a partner of John Jacob Astor, was probably the first man west of the Alleghanies to be entitled to be called “millionaire”; and his house was open house to all the important travelers that way, of his day. Military officers, government officials and those on exploration bent, came and went through its doors. The ladies of the garrison danced in its spacious parlors with the gay young officers, among which latter, was a certain young Lieutenant, Jefferson Davis, by name, who had come across country with the army, from farther up the Wisconsin River; and there stationed at the Fort, was Colonel Zachary Taylor, commandant, with his pretty daughter, “Knoxie” with whom the young Lieutenant Davis fell violently in love, and a bright romance became a part of Villa Louis’ history.

Other guests of distinction at the Villa were General Winfield Scott, another young Lieutenant, Ulysses S. Grant, shy and taciturn; John Jacob Astor, baron of the fur trade; Henry Hastings Sibley, to become Minnesota’s first governor, and many others of prominence in Wisconsin frontier days.

Colonel Dousman died in 1868 and for a number of years the widow and son lived on at the Villa, keeping up its traditions as best they might. With changing times and new customs, the old mansion had little in common, and it finally fell into disuse until, in 1938 the Dousman family brought about its restoration, donated from their own family treasures, much of its splendid furnishings, then with brilliant ceremonial, the presentation was made, and the old mansion was ushered back to its old time dignity.

The Old Agency House

A landmark with a background peculiarly Wisconsin’s own is the old...
Entrance Hall—Villa Louis

Agency House at Portage, reclaimed, refurnished and opened to the public by the Society of Colonial Dames.

The house was built in 1832 by the Federal Government for John Kinzie, the state's first Indian Agent, on the highland between the Wisconsin and the Fox Rivers. Fort Winnebago was the garrison and the Winnebago tribe lived on the reservation. Many were the guests of renown entertained at the Agency House, by the Kinzies, who were known for their hospitalities, the excellent cooking, and the fine dinners given by the chateleine. Lieutenant Jefferson Davis, was stationed at Fort Winnebago for a time, before he followed down river to Fort Crawford, and was said to have helped lay out the plans for the Fort.

Another guest of distinction of the Kinzies, was young William S. Hamilton, son of Alexander Hamilton, first Secretary of the Treasury.

After the Kinzies left the Agency House, and the Indians having been moved on down the river, the old house was unoccupied or tenanted by tavern keepers, farmers, etc., until it was purchased by the Society of Colonial Dames in Wisconsin, restored and re-decorated in its original period patterns. The Agency House has been the recipient of many pieces of old furniture of the period, which had been kept as prized relics of olden days by pioneer families of the state. There is an authentic old cabinet built by Lieutenant Davis, and there are four-poster beds, an iron fire-place kettle, old bone-handle knives and forks and many other interesting mementoes of that by-gone day. The Agency House was formally opened to the public in June, 1931, just one hundred years after it had been occupied by the Kinzies.

Painted white, with green shutters, it stands out in its simple beauty overlooking the waterways that so nearly converge at Portage.

The Agency House on the Hill

A Bouquet for Hiawatha Service

TO GIVE credit where the writer of this letter feels it is due is his object in writing. It is a nice compliment for "Hiawatha" service and is passed along so that we may all know that the efforts of our personnel to give the best of service are duly appreciated by travelers.

"December 26th, 1939
"Superintendent, Milwaukee Road,
"Chicago.

"Dear Sir:

"It seems to me that when a person has a compliment or a word of appreciation to pass along he should make it his business to do so.

"I want to state how efficient and courteous your service is on the 'Hiawatha.' Particularly, the friendly atmosphere created by your conductors. They make traveling very pleasant for the passengers. One particular instance will probably be more explanatory. Before arriving at Milwaukee on Sunday afternoon a conductor called out in a very friendly and deliberate voice, 'Milwaukee next stop, don't forget your baggage—and a Merry Christmas to you all.' The effect of this small courtesy on the passengers was most profound.

"It is a pleasure to travel on the 'Hiawatha.'"

"Yours truly,

"(Signed) H. HARRIS.

Green Bay Chapter Sponsors Essay Contest

IN VIEW of the fact that all departments of the Milwaukee Road have agreed to double their efforts to make 1940 a banner year in the progress of Safety, the Green Bay Chapter of the Milwaukee Road Woman's club, will lend a hand to further promote this program.

Fifty-two dollars and fifty cents was set aside by the club for cash prizes for the best school essays on how boys and girls may aid in railroad Safety. The work is under the direction of Mrs. E. J. McMahon, newly appointed Safety Director of the chapter.

This contest is in conjunction and will be based on talks which Lieutenant E. J. McMahon, of the Milwaukee Road Police Department, is giving in schools throughout the district as part of the system's safety program. In addition to general safety topics, his talk stresses the dangers to children in trespassing on railroad property, particularly yards where switching is in progress, or flipping rides, both practices which take many youthful lives each year. Other hazards include danger to passengers and trainmen caused by thoughtless pranks such as placing objects on the rails, stoning trains, or breaking insulators on telegraph and signal lines. Still a third source of danger is brought out, in the hazard to railroaders resulting from pilfering on railroad property, or association with the questionable and often criminal characters found riding freights and in the jungles.

This contest is open to every grade school, high school and junior high school public and parochial, in the territory covered by the club: from Thiensville to Crivitz, the Neenah, Menasha, Appleton branch and the Crivitz, Marinette and Menominee branch. Essays must not exceed 500 words.

For the best essay from a high school student the club will give $10, with a second prize of $5. Best junior high school essays will receive similar awards. For the best essay from a grade school pupil the first prize will be $5, and the second $2.50. In addition there will be a grand prize or sweepstakes of $15. "Hiawatha" service essays submitted in the contest, regardless of school grade.

This contest has created much interest and favorable comment, in fact, to such an extent that the Plymouth, Wis.

(Continued on Page 13)
Service Club News

350 Attend Railroaders' Annual Good-Will Mixer in Madison, S. D., Armory

Party for Business and Professional Men Enjoys Fine Attendance, Despite Frigid Weather

SUB-ZERO weather notwithstanding, warm good fellowship was radiated at the second annual business men's Mixer sponsored by the Madison Service Club in the city's armory on the evening of January 23rd. Although some of the Road's officials from distant points were unable to attend the turnout from Madison and neighboring towns swelled the attendance to about 350, which was considerably greater than at last year's party.

There were sizable delegations present from Pipestone, Colman, Winfred, Howard, and Junius.

The object of the Mixer was, of course, to give business and professional men a chance to rub elbows with each other and with the Milwaukee employees for the purpose of improving the already close cooperation existing among them.

L. G. Attherton of Flandreau presided as toastmaster; brief talks were made by several of the men, notably A. G. Dupuis, assistant public relations officer of Chicago, and Lisle Young, public relations representative of Aberdeen.

The last speaker on the program was Hon. Dwight Campbell of Aberdeen, former state supreme court judge and now solicitor for the Milwaukee, who extended greetings.

One of the outstanding entertainments was a demonstration of a model steam locomotive and a tractor by LeRoy Brakke, employee in the Chicago shops and brother of Al Brakke, of Madison. The models were built by Mr. Brakke and operate perfectly, generating their own steam.

A selection by D. H. Boll's harmonica band and a tenor solo by Duanne Dorn of Fedora were among the items of entertainment on the program. Music was furnished by the Gold Star orchestra before and after the program and the evening was concluded with the serving of a lunch by the local fire department.

The Madison employees seem to have a talent for staging this sort of affair. Certainly everyone appeared to have a fine time and future meetings of a similar nature are already being looked forward to.

Attention

The paper which is quoted below was read at a meeting of the East End Wisconsin Valley Service Club on February 12, 1940.

IT WOULD be quite possible to write a large book on the one little word "attention," because it is applied so much in our daily work.

Attention is the fundamental constituent of good salesmanship. The basic factor of pleasing the public, gentlemen, is giving them attention! You can show neither courtesy nor politeness to a prospective customer unless you give him attention.

When a person enters a business establishment he expects to be greeted cordially and have people endeavor to please him. This is accomplished only by paying heed to his desires. If a person walks into a place of business and no one seems to notice him or notices him but does nothing to help him, he feels antagonistic before he is even waited on. But on the other hand, if he is received with an attentive approach by a smiling salesman or saleslady, he is more likely to buy. This means buying transportation as well as it does buying a hat or a pair of gloves.

Thus attention is applied in selling and we are all salesmen trying to sell our product—transportation.

Calvin W. Smith.

Below: Mid-Winter Scene on the Olympian Trail

Club Notes

Outgoing Officers of Marion-Cedar Rapids Club Issue Bulletin

ON THE first day of February, Z. G. McGee, chairman; C. T. Rowe, vice-chairman, and K. K. Taylor, secretary-treasurer of this club issued a mimeographed bulletin to all members, thanking them for assistance rendered throughout the preceding year.

Among other things, the bulletin announced that the January dance had been quite successful, around 275 attending; of that number about 65 represented other industries. The bulletin also reminded the members that on February 15th there was to be a "smoker" for the men of the organization—a business meeting for the purpose of electing officers to take office in March. By way of giving assurance that there was to be a struggle for offices at this "changing of the guard," the bulletin made it clear that none of the outgoing officers would be a candidate for reelection.

Puget Sound Club

With N. A. Meyer, of Seattle, patron saint of the Snoqualmie Ski Bowl, on hand to give a timely and engrossing account of the progress of his project, the Puget Sound club got off to a rather flying start for its 1940 season on January 19th. There were 39 present when the club met in the Union Station, Seattle.

In view of the fact that this issue carries a special article on the subject of the Ski Bowl, it is not necessary to give a detailed report of Mr. Meyer's talk. He did mention, however, that when the new ski jump was tested on January 14th, Dick Durrance, America's ace skier, now employed at Sun Valley, Idaho, was on hand to do the testing and take some pictures for a "Life" magazine article called "Life Goes to a Ski School." It was Mr. Durrance's expressed opinion that there is nothing like the Snoqualmie Ski Bowl scenery in this country.

Following Mr. Meyer's talk, motion pictures were shown, depicting the very things he had been talking about.

In the Public Eye

It is always a pleasure to see a set of club minutes start off like this:

"A meeting of the Mount Olympus Service Club (Continued on Page 10)"
The Veterans’ Convention
August 14th and 15th, 1940

ANNOUNCEMENT is made of the Veteran Employees Convention which is to be held at Hotel Sherman, August 14th and 15th, the coming summer. This convention marks the twenty-fifth anniversary of the Association, and will be a red-letter affair to celebrate its silver jubilee. A large gathering is expected, and there will be special events for both days.

Routine procedure for the members on the first day, ending with the usual banquet and entertainment in the evening. A special luncheon with probably a style show for the ladies, during the time of the business meeting in the afternoon of the first day. The place for holding of this special feature will be announced later.

In Memoriam
William C. Sievert

THE announcement of the sudden death on February 1st of Mr. William C. Sievert, which occurred in the Oak Park Hospital shortly after sustaining injuries in a traffic accident while walking in the vicinity of his home, came as a great shock to his fellow employees of the overcharge claim office and to his host of other friends.

Mr. Sievert was born in Milwaukee, Wisconsin, on February 11, 1864, receiving his education in the public schools of his community in the city of his birth. On April 29, 1887, he entered the service of the Milwaukee Road, at Milwaukee, Wisconsin—later transferring to the Chicago general office, where he remained in continuous service for 53 years.

Mr. Sievert served the company faithfully, having had an intimate knowledge of freight tariffs and overcharge claim rules. His good judgment and able counsel were greatly valued and his genial personality and devotion to all tasks assigned to him commanded the admiration of his associates.

Surviving Mr. Sievert are his widow, Mr. and Mrs. Brown are faithful patrons of the fight game as well as of the Milwaukee Road.

Manager Marena said that he and Al always like to ride the Olympian on their trips to and from Chicago.

Middle Weight Champ Rides The Olympian

Al Hostak, the middle weight boxing champion of the world, is shown here (center) as he returned to Seattle on the Olympian after his fight with Tony Zale, Gary, Indiana’s, contender for the throne. The fight took place at the Chicago Stadium on January 29th.

Hostak’s bandaged left hand was broken in the fifth round of the non-title fight, thus explaining (according to the sport writers) why the champ lost the decision at the end of the ten-round contest. The two boys will probably get together again in the summer, with a title involved.

Shown in the picture (left to right) are Mr. and Mrs. Page Brown, Al Hostak, Manager Eddie Marena and the fighter’s brother, Henry Hostak, all of Seattle. Mr. and Mrs. Brown are faithful patrons of the fight game as well as of the Milwaukee Road.

Manager Marena said that he and Al always like to ride the Olympian on their trips to and from Chicago.
TRANSPORTATION—SERVICE

While transportation is the only commodity the Milwaukee Road has to sell, it is not mass transportation in the ordinary sense for each passenger and freight shipment with a different destination is an individual transaction.

In our business, situations frequently develop unexpectedly that require more than routine handling and the employee who rises to the occasion not only gains good will for the Milwaukee Road and adds the touch that makes our service distinctive, but proves the truth of that old axiom that a satisfied customer is still the best advertisement.

Chief Operating Officer.

Terre Haute Division Employes Receive Fire Prevention Award
Banquet Marks a Notable Record

WITH Milwaukee general officers, Terre Haute city officials, insurance representatives and many railroad employees on hand to mark the occasion, a banquet was held in Terre Haute on February 20th for the purpose of presenting the 1939 Fire Prevention Award. It was a fitting celebration, for the employes of the Terre Haute Division, through 24-hour—a-day diligence have established an enviable precedent—a record the more noteworthy because 1939 was the first year for which the award was offered. During the year the division suffered no fire loss.

The trophy, a silver loving cup, 14 inches in height, was personally presented by L. J. Benson, assistant to the chief operating officer, to W. J. Whalen, division superintendent. The presentation was made following the fine banquet in the Mayflower Room of the Terre Haute House, at which more than 200 persons were present.

Added recognition to the 100 per cent fire prevention record was provided in the attendance at the meeting of C. A. Smith, state fire marshal, and a number of his deputies.
Club Notes
(Continued from Page 7)

Club was held at Port Angeles in Goneis' Cafe dining room, Tuesday evening, January 22nd. The business meeting was preceded by a dinner at 6:30 p.m., for which 31 covers were laid."

The reason it is a pleasure to read such minutes is because there can be no doubt about whether the railroad employees are getting themselves in the public eye. A lively, interesting program is always to be desired, naturally, but even if the members do little more than dine together in a cafe, hotel dining room or any place where they can make their presence known, the meeting has been a success.

There are many reasons for that. In the first place, the restaurant owner is made more railroad-conscious. In the second place, nearly any kind of a gathering gets with greater success when there is a little food mixed in somewhere. And in the third place, wives would rather husbands would eat out in the first place.

Sioux Valley Club Plans Large Time

While on the get-together-and-eat theme, it would be well to quote the following notice sent by the officers of the Sioux Valley Club to all concerned on February 16th:

"Owing to inclement weather, our regular meeting for the month of February has been postponed until March 16th.

"The pleasure of holding a meeting this month having been denied us, we are taking the next best course and arranging for twice as big a meeting in March.

"This meeting will be March 15th and will be held in the dining room of Vick's Hotel at Canton, S. D.

"As you may have surmised, the meeting will be in the form of a banquet and all members, wives and sweethearts are cordially invited, as we are planning an entertaining program. This will be our really big get-together event of the 1940 season.

"Now, this is what we wish you would do: Put yourself or any talented member of your family on the program. If that cannot be done, please contact someone who would like to appear. We would like one or two numbers from each station.

"Please see that the section crews are notified, as we are certain they have talent in their families."

There is an event well worth attending!

La Crosse Club

Here are only a few of the things which took place when this aggregation met at the Knights of Pythias Hall in La Crosse on January 16th:

The secretary reported on the dance which the club had held about a month before. The dance and the contest conducted in connection therewith brought in a total of $87.60. Of course, there were some expenses, but everyone had a good time, so why worry about what it cost?

There was an election of officers, reported elsewhere in this department.

Bob Valiquette was delegated to gather up ideas and lay plans for a Milwaukee Road float for Labor Day parade.

After the business meeting, ten games of free Bingo were played—with prizes. In addition, four door prizes were then given away (two for women and two for men).

A delicious lunch of sandwiches and coffee was served at the end of the evening's entertainment and everyone went home in a jovial mood.

Stone City Club

The old rule of business before pleasure was observed when this club met in their club rooms in Bedford, Indiana, on January 9th.

After an interesting meeting, the 78 in attendance retired to the dining room for a pitch-in supper, the tables being beautifully decorated in red and white. On the speakers' table was a huge angel food cake inscribed "Stone City Service Club"; it had been presented to the club by Mrs. Marie Tyler, daughter of yard conductor R. Foddrill. Favors in the form of Indiana limestone paper weights were given the division officials.

After the supper there was a social hour with dancing, the music being furnished by the Hawkins Band.

Changes in Club Officers

Since Last Report

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


Marion-Cedar Rapids Service Club—Chairman, W. E. Fairlee, ticket clerk, Marion, Iowa; v.-chairman, R. J. Burke, yard clerk, Cedar Rapids, Iowa; secretary, H. J. Murphy, trainmaster's clerk, Marion, Iowa.

La Crosse Service Club—Chairman, A. O. Sundet, agent, La Crosse, Wisconsin; treasurer, C. J. Knapp.

Liberal Payment

They had decided to march and walked into the procession. The clergyman performed the ceremony, and afterwards gave the bridegroom a word or two of advice.

"Thank you a thousand times, sir," the bridegroom returned fervently, "I'm awfully sorry I cannot pay you as much as I would like to, but also in greeting employees, were—A. J. Elder, assistant general manager, Chicago; W. H. Penfield, chief engineer, Chicago; F. J. Newell, assistant public relations officer, Chicago; J. E. Bjorkholm, assistant superintendent motive power, Milwaukee; F. A. Shoulty, assistant superintendent car department, Milwaukee; William Snell, general car department supervisor, Chicago; R. T. Shields, general inspector, division of fire prevention, Chicago; M. J. Carlson, assistant fire inspector, Chicago; Geo. M. Dempsey, general inspector, safety division, Chicago.

To keep the trophy a division must win it three years consecutively.

Fire Prevention Board

(Continued from Page 9)
witness the presentation of the fire prevention trophy to their superintendent as their representative."

In addition to Messrs. Benson and Whalen, some of the officials who attended the luncheon meeting and who spent the day not only in inspecting the road's properties, but also in greeting employees, were—A. J. Elder, assistant general manager, Chicago; W. H. Penfield, chief engineer, Chicago; F. J. Newell, assistant public relations officer, Chicago; J. E. Bjorkholm, assistant superintendent motive power, Milwaukee; F. A. Shoulty, assistant superintendent car department, Milwaukee; William Snell, general car department supervisor, Chicago; R. T. Shields, general inspector, division of fire prevention, Chicago; M. J. Carlson, system fire inspector, Chicago; Geo. M. Dempsey, general inspector, safety division, Chicago.

To keep the trophy a division must win it three years consecutively.
Gallatin Gateway Honeymoon

Milwaukee's Color, Sound Movie Being Shown in East

The Honeymooners with "Father and Mother."

THE Passenger Traffic Department has produced a remarkably beautiful and travel-inspiring motion picture in brilliant color and sound.

Previewed at the Union Station in the latter part of December, all the many employees who saw it went away from the showing with a feeling of pride, because the picture serves to inform potential customers and remind employes that the Milwaukee Road's own Gallatin Gateway is unrivaled as a scenic entrance to Yellowstone Park. Early in January Dan Young, inn keeper at Gallatin Gateway, and Walter Jankowski of the Advertising Department took the picture on tour through the east, south and southeast, unreeling it with their fine gift of showmanship before civic groups, professional clubs and various societies and conventions where they feel it would be to our advantage to "let our light so shine." They will be showing the picture throughout the winter.

Titled "Gallatin Gateway Honeymoon," the film has to do with a handsome pair of newlyweds who are given a trip to Gallatin Gateway by the groom's thoughtful father. The real meat of the picture, naturally, is the glorious scenery which they have as a background for their happy honeymoon. And glorious it certainly is. The photographer apparently did not miss a thing—and neither did the newlyweds, for they fished, panned gold at Virginia City, Montana, went on pack trips through Gallatin Canyon, visited Morrison Cave, took a fling at the dude ranches and generally enjoyed the typical western recreational activities at the Milwaukee's Gallatin Gateway Inn.

The picture, which is available in either 16 mm. color or 35 mm. black and white, has already been shown at some of Chicago's motion picture theatres.

Interesting Facts About the Railroads

OUT of every dollar of railroad revenue, 36 cents goes to pay the cost of owning and maintaining the roads on which their trains operate.

On January 1, 1939, there were 231,400 highway-railroad grade crossings, 1,805 having been eliminated and 641 added in the preceding year, or a net reduction of 1,164.

The average rail haul of freight in 1938, was 356 miles, compared with 304 miles in 1920.

Railroads began to carry letter mail about 1832, but extended it to paper mail about 1859.

In 1860, there were 30,626 miles of railroad in the United States, fifty per cent of which were on the Atlantic seaboard.

Tracks, terminal yards, station grounds, warehouses and other structures used in the transportation service by the railroads of the United States cover about 31,000 square miles.

About sixty million tons of steel rails are in use by the railroads of this country.

Looking Backward Through Magazine Pages

Twenty-five Years Ago

"The Panama-Pacific Exposition, at high noon, San Francisco time, swung wide its gates. It is, by all accounts, the greatest, grandest and most beautiful of all international affairs. Forty-one nations and forty-three states and three territories of the United States are taking part in the display which the President of the United States set in motion with the same gold-studded-nugget key by which the (then) president gave the opening signal for the Alaska-Yukon Exposition held in Seattle in 1909."

Twenty Years Ago

Birthday Celebration of La Crosse Get-Together Club: "On January 20th the La Crosse Get-Together Club attained its first birthday and the event was celebrated with a dinner and an open meeting held at the Masonic Temple in that city. Ever since its organization on January 20th, 1919, this most efficient and energetic club of La Crosse terminal employees has made an enviable record. Every meeting has been well attended, every committee has brought reports of things accomplished, and discussed things to be accomplished."

Fifteen Years Ago

The appointment of E. H. Bannon as superintendent of the S. C. & D. Division, effective February 1st. Mr. R. E. Rummell appointed superintendent, Idaho Division. Mr. A. J. Elder appointed assistant superintendent, Twin City Terminals. Mr. J. H. Valentine appointed trainmaster Kansas City Division.
Why Not Think?

It's a little thing to do,  
Just this.  
Anyone, no matter who,  
Ought to think.  

Take a little time each day  
From the minutes thrown away;  
Spare it from your work or play—  
Stop and think!  

You will find that men who fall  
Do not think.  
Men who find themselves in jail  
Do not think.  

Half the trouble that we see,  
Trouble brewed for you and me,  
Probably would never be  
If we'd think.  

Shall we, then, consider this?  
Shall we think?  
Shall we journey, hit or miss,  
Or shall we think?  

Let's not go along by guess,  
But rather two ourselves confess  
It would help us more or less  
If we'd think!  

—Anonymous.

The Sure Way to Prevent Accidents  
Is to THINK.

By Leo Mattien,  
Storekeeper, Terre Haute, Ind.

NOT until your home or my home,  
your loved ones or mine, are  
threatened do we fully value the teachings of Safety First.

Accidents are a menace to the peace of our homes and families. We must take steps to protect our families and loved ones as part of a good citizen's duties.

Not until one of us or our associates loses a leg, an arm, an eye—perhaps fatally injured, with the resultant sorrow descending upon the families—do we realize the utmost value to be received from doing our work in a safe, sane, and intelligent manner.

The protection and confidence a safety-minded worker inspires in us is beneficial to him as well as to you and me, and the ones who are dependent upon us. It is comforting to us who work side by side with a safe man to realize that here is one who will think twice before he performs a move that may result in injury to another. Here is one who will make the safe man's motto his own.

Untold millions of dollars are lost every year through the loss of wages suffered by the working men who are disabled, due to accidents. In a major part of these accidents the fault lies close to home. Due to the employes carelessness, he and his are made to suffer. On the other hand, accidents may be due to faulty equipment or the thoughtlessness of another workman. In either of these cases someone has to be at fault.

It is my firm belief that if every man working starts to work with his mind made up that even though yesterday was a safe day, today is going to be safer, accidents would soon be on the way out as Public Enemy No. 1.

For wasn't it Cato, the ancient philosopher, who said, "Constant repetition is a strong idea before all the people, all the time will work wonders for humanity."

What could be a finer gift for humanity, than to imbibe in all the people the teachings of Safety First?

Safety Thoughts to Commence the Day  
By A. Lowe,  
Storekeeper, Cowott Staffs, 1a.

Much has been said and written on accident prevention with the expressed purpose of avoiding pain and suffering through unnecessary injuries. Investigations show that in the majority of cases, injuries are caused through MAN FAILURE. The percentages of injuries incurred through defective tools is proportionately small. Therefore it seems that the performing of each piece of work in the safest manner possible ought to be the uppermost thought in every man's mind at the beginning of each day's labor.

We often become over-anxious in performing some piece of work assigned to us and are apt to take short cuts with the thought in mind of completing the work more speedily, overlooking the fact that in so doing we are courting danger and the possibility of meeting with an otherwise avoidable accident.

Start each day right by remembering there is a safe way to perform each particular piece of work and when another fifty-two weeks have rolled around and are but past memories, we can look back over that period of time with a feeling of satisfaction that every effort has been worth while and has set an example for some fellow worker.

Safety—A Mental Attitude

By J. V. Anderson, Dist. Storekeeper Minneapolis, Minn.

For a good many years Safety First has been recognized as essential to efficient and successful handling of transportation, and of course we are all vitally interested in transportation. If we reduce our accidents, it is a big advertisement for the railroads.

The most important safety qualification an employe can have is proper mental attitude. A good employe or a good worker must have the proper attitude toward himself and his work, as well as toward his fellow employes and the public which he serves. The difference between a safe workman and a careless one is largely mental. The railroads have put in all kinds of devices to prevent accidents, but the best-known safety device is a careful man.

All employes should have their minds on the work at hand; they should study the job and perform it in a safe and orderly manner. They should think particularly of the new, inexperienced employe, as he is the employe needing advice. We should show him how to do the work safely.

The life of railroad employes in any and all departments puts them in contact with hazardous conditions. It behooves every one of us to be a safety inspector and to call the attention of others every unsafe act we see them perform. If an employe knows of an unsafe condition, he should report it to his supervisor for correction, or correct it himself.

Whenever you caution an employe and he resents it, don't feel hurt and upset about it. If he is the right kind of a fellow, he will thank you. You are your brother's keeper—you can't get away from it and neither can I. Sometimes it seems discouraging but a good cause was never won without a lot of hard knocks and a lot of hard work.

We must believe in Safety First. We must recognize our personal responsibility. Whenever we reach that point of safety consciousness which we are aiming at, we will see this safety work in an entirely different light, and continue to improve our record and reduce injuries to a minimum. However, we must not become too self-sure. Whenever we reach that point, then we get a little careless and slide back.

The causes of the most common injuries are carelessness, ignorance, haste or disregard of safety rules.

Safety Rules: There is no excuse for disregard of safety rules. They are as important as the book of operating rules. Don't forget—"Safety is of first importance in the discharge of your duties."

Carelessness: Well, a careless employe has no place on a railroad.

Ignorance: There is no excuse for this, as each employe is given a book of safety rules which he is expected to study and become familiar with, as they are easily understood and as simple as A, B, C, which, by the way, stands for Always Careful.

Haste: Without proper safety methods or practice, haste is inefficiency, and does not help output, as the chances are you will only have to do the job over again—if you are able.

By having the right mental attitude, studying and following safety rules, doing our work in an orderly and safe manner, and co-operating with our fellow employes, supervisors and safety committee, we can do a lot of good for humanity by giving the best that is in us for the preservation of human life.

Deed—I wonder why fat men are always so jolly and good-natured?

Bunchuck—That's easy. They can't run and they can't fight.

Mrs. Gabber—I've had such a cold I was unable to speak for three whole days.

Mrs. Rabbi—Why you poor dear! How you must have suffered.

Bosco—You say that girl doing the exhibition jitterbug has a cold? What's she doing for it?

Bosco—She's trying to see if she can shake it off!
The Retirement List

John Smith
Dubuque, Ia.

Henry Christian Johnstone
Council Bluffs, Iowa

Henry Seeger
Morley, Ia.

Charles Robert O'Connor
Fort Dodge, Wis.

Ara Adrin
Milwaukee, Wis.

Ezra Isaac Bartley
Milwaukee, Wis.

Charles Henry Bush
Racine, Wis.

William George Hinkle
Milwaukee, Ia.

John Nestor Kriegl
Sanborn, Ia.

Nels Nelson Quandahl
Mitchell, S. D.

Albert Gardner
Chicago, Ill.

John Frederick Congdon
Tomah, Wis.

Frank Alexander Johnson
Orange, Wis.

Edward Wuestneck
Milwaukee, Wis.

Raymond Farrell McCulloch
Wausau, Wis.

Julius Carl Friederich
Rapid City, S. D.

Dr. Oscar Sigfrid Forsberg
Tacoma, Wash.

Gustave Vincent Gruke
Milwaukee, Wis.

Louis Albert Clarfield
Franklin, Wis.

Frank Charles Birkholz
Milwaukee, Wis.

Charles Albert Nelson
Aberdeen, S. D.

Dr. Geo. Schubert
Minneapolis, Minn.

John Andrew Carmichael
Monticello, Ia.

Edward Charles Taylor
Madison, Wis.

Gro. A. Schubert
Minneapolis, Minn.

Christopher Walter Hansen
Ladd, Ill.

James Edward Varnam
Wells, Ia.

Peter Fiebel
Dubuque, Ia.

John Redford Pierce
Ottumwa, Ia.

Paul Silas Mantonya
Chicago, III.

James Edward Haney
Minneapolis, Minn.

John Thomas Donovan
Dubuque, Ia.

John Jos. Winiowski
Milwaukee, Wis.

Edward Richard Killian
Milwaukee, Wis.

Edwin William Krueger
Minneapolis, Minn.

Sidney Aaron Northrup
Janesville, Ia.

W. L. Henney
Milwaukee, Wis.

Jeremiah Joseph Haen
Sanborn, Ia.

Henry Louis Rolf
Portage, Wis.

Henry Kiesler
Sanborn, Ia.

John Andrew Lamont
Benton, Ill.

Thomas Michael Brady
Miles City, Mont.

William Edward Finnan
Butte, Mont.

J. P. Emery
Pittsburgh, Pa.

Ferdinand Renta
Dubuque, Ia.

Arthur Ivan Dale
Marmarth, N. D.

N. J. Hegg
Bemidji, Minn.

Frank T. Prine
Cedar Rapids, Ia.

Frank Elmer Spreng
Chicago, Ill.

August Henry Wm. Schumann
Lawlor, Ia.

James William Glassford
Lawlor, Ia.

Winfield Scott Starbuck
Cedar Rapids, Ia.

Charles Wm. Howland
Lawlor, Ia.

John Philip Doonan
Dubuque, Ia.

John J. Baldwin
Spokane, Wash.

John Henry Johnson
Fort Dodge, Ia.

The Sponsored Essay

(Continued from page 6)

station force, has offered to contribute $5, to be used as prize money for a similar poster on railroad safety, to be made by the little tots, who are too young to write an essay and yet are desirous of showing that they too know what we mean by railroad safety.

Essays will be judged by Mrs. F. T. Buechler and Mrs. E. J. Mcmahon of the Woman's Club, McClosky and A. J. Long of the Brown County Safety Council and A. D. Murphy of the Great Bay Association of Commerce.

It is the belief of the club that much good will be derived from this contest, as there has been a considerable amount of trouble from children of school age in the territory, in hazards, such as entered by Lt. McMahon in his talks at the schools. In being permitted to aid in the safeguarding of the little ones, the club believes that the money spent will be a grand investment.

Financing this contest will be from proceeds of various entertainment events. So far as known, it is the first club on the system to sponsor such an activity.

Driving Mules by Milwaukee Rules

The following is an original poem by Walter V. Cushing of Portage, Wis., contributed to the Milwaukee Magazine. Mr. Cushing is an old Milwaukeean, having fired engines back in the 90's on the Divison.

John Pate was an honest farmer lad
Who lived at home with mother and dad,
He got an idea in his head
That he could earn his daily bread.

But the easiest job of them all yet
Was the "brakie" on top with a cigarette.
Then John turned around to plow some
And worked by signals while he plowed all day.

Two rings from John and they would go,
Dwight, then Shafter, then down slow.
Five rings and they would strike a trot
And while going would make them stop.

He made up his mind when that day was
That the mules would see no more of John.
So he hiked to town for a job to try
And the corn leaves waved a fond goodbye.

"I think the boy has run away,
Because, you know, his youthful brains,
Are cotted up with running rules.

"I hope he comes to no real harm—
He never would have learned to farm.
So he hiked to town for a job to try
And the corn leaves waved a fond goodbye.

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The Milwaukee Railroad Women's Club

Attention Club Members

The biennial meeting of the Milwaukee Railroad Women's Club will take place at Hotel Stevens, Chicago, May 17th and 18th. This will be a gala event. Plan to attend.

Dubuque Chapter

Mrs. E. G. Minckler, Historian

DUBUQUE Chapter was very active during the month of December. At one of the meetings held on November 17th, Mrs. Morris Dye, president, made a brief report of the activities of the chapter. Mrs. Dye said that a Christmas party was held for children of the W. W. Keefe family. Mrs. Dye also spoke of the successful operation of the members and thanked them for their good work. She accepted the position for another year.

On December 19th our annual Christmas party was held. The children from the house and local schools were in attendance. One of the children, a girl, was dressed as Santa Claus and gave a speech on the meaning of Christmas. The speaker was well received by the large crowd. About 220 were in attendance. The various clubs and organizations of the W. W. Keefe family brought a salad or covered dish, a homemade cake, and a gift box for Santa Claus. The total amount raised was $535.88. In addition, Miss Grace Baldwin, ways and means chairman, gave a talk on the club's activities. Miss Baldwin said that the club has purchased a new telephone and a new secretary for the office. She also reported that the club has purchased a new car for the president. Mrs. Dye ended her talk by reminding the members of the annual meeting to be held in January.

Fourteen

President, Mrs. Mary von Colln; first vice president, Mrs. E. E. Sorcell; second vice president, Miss Marilyn McNicholas; recording secretary, Mrs. Grace Dougherty; corresponding secretary, Mrs. E. B. Finegan; treasurer, Mrs. Elsie Holman; historian, Mrs. Elizabeth May; and chairmen.

Chairmen: Constitution and By-Laws, Mrs. Ida Trewein; welfare, Mrs. H. A. Breyer; program, Mrs. J. A. Litscher; youth, Mrs. J. A. Litscher; correspondence, Mrs. W. W. Keefe; historian, Mrs. J. Benbros; a welcome from our president; carol singing by the entire group; recitation by Mrs. W. W. Keefe; historian, Mrs. J. A. Litscher; and recitation, Mrs. W. W. Keefe. Miss Grace Baldwin, program chairman, had charge of the Christmas party for members of the W. W. Keefe family. A short musical program, given by eight pupils from St. Joseph's parochial school, was also a solo by Duane Murphy.

Next was an I. Q. program with a biographical sketch of our chief dispatcher, Mr. W. W. Keefe.

In the stush program the honors were won by Mrs. W. W. Keefe and Mrs. L. L. Goltz in the dance, "Irish Washer Woman."

Tim Phalen, our county sheriff, as Santa Claus distributed gifts to all children. He handed out apples, oranges, and toys to all children who were present. He also handed out a gift of candy and a toy to each child. We would like to thank the sheriff for his generous gift to our children.

In charge of this party were Mesdames John Nelson, Sizer, E. E. Kemp and Mrs. Barbara Groom.

Chicago Union Station Chapter

Erma B. Oberg, Historian

OUR Benetit Party for the Christmas Basket Fund was held on November 6th in the Crystal Ballroom of the Sherman Hotel, and judging from the flattering comments we have heard, as well as from our own personal experience, a most enjoyable time was had by all. The attendance exceeded all expectations, and those not wishing to dance to the strains of the Lil Hawks' delightful orchestra, played cards. Miss Grace Baldwin, ways and means chairman, and her committee, are to be highly commended, as the party was a success financially as well as socially.

We hope 1946 will prove to be a banner year for the Milwaukee Women's Club, and the new officers and chairman of Union Station will enable us to do everything possible to make it so. It may be of interest to know that during the year 1939 a chapter spent over $300.00 for welfare work.

Installation of officers took place on December 6th in the club room, after a delicious turkey dinner in Harvey's Restaurant. The officers and chairman are as follows:

1st vice president, Mrs. Henry Ryman; historian, Mrs. Erma B. Oberg; program chairman, Mrs. Mary von Colln; and member, Mrs. H. A. Breyer.

14th Annual Christmas Party

If you were one of those who attended the 14th Annual Christmas Party held on December 6th, you were treated to a delightful evening. The party was held in the Crystal Ballroom of the Sherman Hotel. The officers and chairman are as follows:

President, Mrs. Mary von Colln; first vice president, Mrs. E. E. Sorcell; second vice president, Miss Marilyn McNicholas; recording secretary, Mrs. Grace Dougherty; corresponding secretary, Mrs. E. B. Finegan; treasurer, Mrs. Elsie Holman; historian, Mrs. Elizabeth May; and chairmen.

Chairmen: Constitution and By-Laws, Mrs. Ida Trewein; welfare, Mrs. H. A. Breyer; program, Mrs. J. A. Litscher; youth, Mrs. J. A. Litscher; correspondence, Mrs. W. W. Keefe; historian, Mrs. J. Benbros; a welcome from our president; carol singing by the entire group; recitation by Mrs. W. W. Keefe; historian, Mrs. J. A. Litscher; and recitation, Mrs. W. W. Keefe. Miss Grace Baldwin, program chairman, had charge of the Christmas party for members of the W. W. Keefe family. A short musical program, given by eight pupils from St. Joseph's parochial school, was also a solo by Duane Murphy.

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Montevideo Chapter

Elizabeth May, Historian

OUR chapter resumed its meetings in September after the summer recess which ended in a picnic at the John E. Hills cottage at Green Lake. This function has become an annual event with our chapter. Our hills, a royal entertainer, greeted the members and opened the way for a happy day. The afternoon was a "perfect day," at the end of which all were most tired to leave for home.

At one meeting held in early October, Mrs. May presented a booklet of the Hayes-Healy Travel Bureau. Mrs. Hayes book was "Two Flats via the Canals of Panama," illustrated with colored slides, and was much enjoyed and appreciated, although those of us who were so fortunate as to have Mrs. Healy are now suffering from an acute attack of wanderlust.

Fourteen
IjMoe.

On Christmas day, a program of singing was given; attendance prize was won by Mrs. Arnold All lenses were made at Christmas time.

Mrs. Thos. Dugan; recording secretary, Mrs. Geo. Hill; secretary, Mrs. Wm. Porter; 1st vice-president, Mrs. Joe Lawrence; telephone, Mrs. F. E. Worth; membership, Mrs. E. E. Barker, treasurer; Mrs. S. F. Philpot, assistant secretary; Mrs. G. Oakes, historian.

As this was our Christmas party, a program of singing was given; all of the old favorite songs were sung. As this was a Christmas party, a program of singing was given; all the old favorite songs were sung.

After the games were finished doughnuts and punch were served. We were glad to have our retiring president, Mrs. Tom Wilkerson, back at our meeting.

Our new officers for the year are: Mrs. Henry Banta, president; Mrs. Floyd Louhan, vice-president; Mrs. James Lord, 2nd vice-president; Mrs. Gus Westman, secretary; Mrs. John Deaton, treasurer; Mrs. Larry Banta, 1st vice-president; Mrs. A. E. Morisette, corresponding secretary, Mrs. P. M. Larsen, 2nd vice-president; Mrs. Andrews, secretary; Mrs. J. Stoker, treasurer; Mrs. M. E. Reilandworth, Mrs. W. J. Dillenworth, Mrs. H. A. Daniel, Mrs. M. C. Cox and Mrs. A. E. Hughes.

In drawing for the door prizes Mrs. A. M. Meeks and Mrs. F. M. Larsen were the lucky persons.

On the afternoon of December 16, 1939, from three until five o'clock, the chapter gave a Christmas party for the children of the families, those employees and other children whom each member was allowed to bring if they had none of their own.

On December 13 we served 200 at our Christmas party, a program of singing was given; all of the old favorite songs were sung. As this was a Christmas party, a program of singing was given; all of the old favorite songs were sung.

At the Decembcr meeting, at which 32 members were present, plans were made for the annual Christmas party to be held December 15th. Pot luck dinner and exchange of gifts followed. Hostesses were Mrs. Henry Helsohn and S. S. Lofdahl.

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In the new year 1940, we were glad to have our retiring president, Mrs. Tom Wilkerson, back at our meetings again after being absent because of injuries received in an automobile accident.

In drawing for the door prizes Mrs. A. M. Meeks and Mrs. F. M. Larsen were the lucky persons.

After the games were finished doughnuts and coffee were served. The faithful committee arranging this party were Mmes. H. May. After the meeting luncheon was served and cards played.

We have been busy with our regular monthly meetings and social times. On the evening of January 2nd our regular meeting was held at Sears, Roebuck and Co. It was voted to have on Feb. 22 a Washington's birthday card party at the home of Mrs. A. W. Woodworth. At this meeting, tea and dainty sandwiches were served by Mrs. Banta, Mrs. Louhan and Mrs. Westman.

All in all, our chapter has had a very successful season, and we are looking forward to a busy winter.

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The committee in charge of this party, working with the president, Mrs. Charles Portrfield, were: Mmes. Gus De Baker, A. Rasmussen, Donald Harvey, Henry Bolton, Herbert Johnson and J. R. Krause.

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Tacoma Chapter
Mrs. R. L. Whitworth, Historian

TACOMA chapter is glad to report it is still busy and happy. Last year's work closed with an increase, for the officers are very full and interesting and the new year begins with great interest. The 1940 year starts with great interest.

Mrs. H. L. Wiltrout, Historian.

Omaha Chapter
Mrs. F. R. Johnson, Historian

THIS closing meeting of 1939 was held on December 9th at the home of Mrs. F. R. Johnson, 1402 C. St., Lincoln, Neb. The meeting was held at nine o'clock and remained until eleven o'clock. The treasurer reported that the club was in a better condition than last year.

Mrs. I. A. Hindert was chairman; Mrs. J. W. Smith was secretary; Mrs. E. B. McNeil was chairman of the program committee, and Mrs. C. L. Grube was chairman of the membership committee.

Mrs. Arthur N. Johnson, Historian

La Crosse Chapter
Mrs. Rt. Rev. A. Schleusner, Historian

The closing meeting of the Butte Chapter was held on December 9th at the home of Mrs. C. L. Grube, 1121 E. 1st St., Anaconda, Mont. The meeting was called to order by the president, Mrs. A. W. Heflin, at 8 o'clock. Mrs. F. R. Johnson, 1402 C. St., Lincoln, Neb., was called on as a special guest and introduced by the president. She was requested to be a member of the club.

Mrs. I. A. Hindert was chairman; Mrs. J. W. Smith was secretary; Mrs. E. B. McNeil was chairman of the program committee, and Mrs. C. L. Grube was chairman of the membership committee.

Mrs. Arthur N. Johnson, Historian.

Black Hills Chapter
Mrs. Fred Diehl, Historian

BLACK HILLS Chapter is beginning the New Year with a new club house. The club held its second annual sale on Saturday, January 20th, in the home of Mrs. C. L. Grube, 1121 E. 1st St., Anaconda, Mont. The meeting was called to order by the president, Mrs. Wm. Fawcett, at 8 o'clock. Mrs. F. R. Johnson, 1402 C. St., Lincoln, Neb., was called on as a special guest and introduced by the president. She was requested to be a member of the club.

Mrs. I. A. Hindert was chairman; Mrs. J. W. Smith was secretary; Mrs. E. B. McNeil was chairman of the program committee, and Mrs. C. L. Grube was chairman of the membership committee.

Mrs. Arthur N. Johnson, Historian.
FRIENDS and employees were shocked and saddened to learn of the sudden passing of Charlie Thorncroft, switchman, on Jan. 10th. Charlie was robbed of his heart attack, while at work, and succumbed shortly after at the Boulevard Hospital. Four children, and his wife survive Mr. Thorncroft and to them we offer our sincere sympathy in their sorrow.

Julius H. Bigelow, former agent at West Ave., who retired Dec. 19, 1939, passed away the latter part of January, at the Hines Hospital. Mr. Bigelow served in the Spanish-American War. He was 67 years old and leaves a wife and one son, Earl. We express our sympathy to the family.

Mr. and Mrs. George Cady announce the birth of a 7lb. boy, named Lawrence John Gerhart, on Feb. 1st. O. J. Foberg succeeds Mr. Gerhart.

H. George, retired GYM at the puzzles, never fails to mail cards containing pictures of the bathing beauties in Florida, to the boys—and they always arrive when mercury is zero. Some fun.

**BUNGALOW FOR SALE IN CHICAGO**

Six-room bungalow, located 1½ blocks south of Mont Clare Depot, 5 by 100-foot lot, is ready for an immediate move-in, large hot water heater, wood or coal furnace, large rooms, Union bell, 25 ft. enclosed porch, all in first class repair. Price includes all tools, lawn mower, ladders. Vegetarian blinds, radiator cabinets, fireplace equipment, Elektrolux refrigerator, gas range, 10 by 20 ft. living room floor, and many other articles necessary to the comfort of a genuine home. Price $5,500.00. Your own terms.

DAVE O. DICKINSON
6932 Medill Avenue, Chicago, Ill.
Phone Merrimac 9271

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

R. E. F.

We regret to register the death of Mrs. Ida E. Cooper, wife of conductor T. E. Cooper, who died January 11th, quite suddenly, of a heart attack. We extend our sincere sympathy to the survivors.

It is also our sad duty to chronicle the death of James L. Moore, locomotive engineer of the Union Pacific Railroad, who was killed in an engineer’s kit. Vitamins A, B, C-D-G are all that remain of the most remarkable collections of pills ever assembled in an engineer’s kit. Drugs and medicine bottles are of little use when he opened the bag. All of which proves you can’t fool the flu germ.

Several of the terminal employees have been confined to their beds during the past weeks with colds, flu, pneumonia and other winter troubles: Ben Miller, Ernie Woods, Frank Burneth, Ed. Smith, Mike Wiltsie, Andrew O’Malley, all switchmen, are some of the lads who were pretty sick. Geo. Bruns and Geo. Hall, engrs., were on the sick list.

Crado Williams, car inspector, west yard, burned his hands on the furnace grates. He was home for over two weeks.

There seems to be no curable curiosity about the Union St. offices, as to when Charlie McIntyre, ticket carrier, will get his new teeth. On investigation we find that he has been measured for same—and should be displaying a swell piece of crockery about the time you read this.

Pat Carey is modeling a new suit of overalls at the Bensenville Roundhouse. A preview of the outfit was made in the presence of over 200 employees.

R. P. Hayes, yardmaster, Halleted St., spent some of the cold weather in California. He was relieved by Joe Hogan.

H. George, retired GYM at the puzzles, never fails to mail cards containing pictures of the bathing beauties in Florida, to the boys—and they always arrive when mercury is zero. Some fun.
Fay Clover, the cashier at the local office, and Miss Mildred Patten, stenographer at the same office, are good-naturedly arguing over the new adding machine which is being installed. I imagine Fay will prove ownership by preferred use.

Brakeman E. H. Bowers has been promoted and will be appointed to a good position on the Public Relations Committee at Chicago. Mr. Bowers has a fortunate combination of good looks and a pleasant gift of gab and should make good on the new job. Here's wishing him success!

Brakeman C. L. Rhodes of the Tacoma Yard force is off on leave of absence, having gone to Parsons, Kansas.

Conductor J. E. Neff has applied for pension status, No. 10 as brakeman.

Otto Tomany was relieving conductor Cooper during his wife's sickness and death. Mr. Cooper served as brakeman one trip on the ski trains we went back to the rural quiet of the farm.

Jake Falk of the Tacoma Shops and wife spent the holidays at Los Angeles, Calif. Strange to relate, he came back alone—only the wife!

Among those who have been, or are at the present writing, off from duty on account of the epidemic of "flu" are: Mr. Connor of the relay office. Train dispatcher William Monroe, off at Fort Slocum in New York, where he is on leave due to automobile accident. Tubby Cleb, of the local freight office, is off on leave of absence, having gone to Louisiana, Florida, Texas and New Mexico.

Mr. Hale?

The wedding of Evelyn Nastati to Dick became the talk of the town. The newly formed combination. And with Mrs. Floyd Lacy and Mrs. W. J. Black in there backing up the line as treasurer and news-merchandise controller, it has all the ear-marks of being very successful.

Chuck Milner, the answer to a section heroes dream, has been getting himself the honor of being one who is after the biz. He was named subscription-setter for the coming off-peak effect for the yard employees' Back To The Rails Club. And so far he has been doing nicely, thanks to a little Irish humor and wit to be able to talk a Russian out of a Fin. Keep it up, Chuck, and your name will go down in history.

Fullerton Avenue Building

Chicago

L. G. J.

The wedding of Evelyn Nastati to Dick between the lines and St. Robert's Episcopal Church February 3, 1940. There was a huge attendance as the nuptials were planned as a benefit for the wedding their Milwaukee Road friends presented them with a fine radio, not to mention the many good wishes sent to them. It is true.

T. P. Schmidt, car foreman, was elected president of the club, and Roy Michael, engine porter, elected chairman for this company's members in a good electric model of officers held at the Railroad Y. M. C. A. early this month. Ted, former vice-president, was named publicity and advertising chairman, and Lloyd Patterson, and gained inter-city recognition during the big celebration held here last fall, notably in his reproduction of "Hawai" which was really a bone.

So good luck, and may the coming season of this sport be the greatest yet, as pronounces a success as did the last.

While and on the printed page pertaining to the GYM' has been singing the proverbial winter "Short-Handed" Blues, what with about one-third of the switchmen unable to work on account of illness, who know for oil on the hondo of hard luck but old man Colburn. Here is the story told by "FC" himself, so take it for good luck, and may the coming season of this sport be the greatest yet, as pronounces a success as did the last.

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would not be so pleasing. Anyway, someone stole the poster but the chairman is now a week. Charley is pipetitter at the Sioux Island the latter part of January. Switch made first place in Tip Cards, chairman co-operation in this nationwide drive. Telling the whole world the I&D man Frank Henderson of Sioux Falls remained very disappointing.

making another and a more elaborate one his daughter at Manila gave birth to a fine boy, promoted to diversion clerk. We also wish to welcome Darrell Newcomb, the new office boy, who is at the present writing at home, sick with the flu. We are informed that our own Rose P. King, famous for onion health for nearly a year. She expects, hopes, and wishes to receive $1,500 as a birthday present. Hope you have a good time. Thanks for the club's interest and sympathy to him and his family.

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May 28th at the Hawkins Alleys in St. Paul. Gladys and Elvai walked away with $25 plus."  

Willard Wilson has a baby girl now—Gail Wilson, born Feb. 5th. All the men, with the exception of a very few, are bowling on Tuesday nights at Bryant & Lake. Rumors are that Bill Sayler shows a talent of being high man at this writing.

Dayton Johnson has taken a leave of absence and he and Ruby are going out to look California over.

Local Freight Office

Don Hayes of the yard office has taken over the position of chief claim clerk, effective February 1st, vice Chester MacLennon, having accepted a position in the claim department. Stanley Holtum has been working in the bill department coach cleaner, who is at the present moment, a very serious illness. He has been very instrumental in the welfare of the local service clubs. Our best wishes are yours, lad.

Ward Fleschback and wife are the parents of a daughter, born January 5th. Congrats, Mr. and Mrs. Fleschback.

Bill Steinlicht, son of Mr. and Mrs. Carl Steinlicht, recently undertook an operation for a kidney stone, has been in the hospital the last couple of months. He reports he is doing well and is back at work. We wish him well and we are glad to report is coming along fine.

The Earl Martin family has left our vicinity and are now located in Butte, Montana, where Earl is manager of the interstate lunch room. Papa and mamma are getting along fine and I do hope to hear from you occasionally. The best of luck to you both.

Engr. A. R. Davidson and wife plan an extended trip to St. Louis, Kansas City, St. Louis, Memphis, Chicago, and then home to Aberdeen.

Engr. Wm. Lovell Johnson will make the same trip.

J. L. Morley, boiler foreman at Aberdeen roundhouse, recently was laid up at home, sick. He is at the roundhouse and the rest of the terminal hope for a speedy recovery.

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REASONABLE CAR FINANCE PLAN

The Mercantile National Bank invites its many friends and customers to consider the new Mercantile Automobile Finance Plan, when you purchase a new or used car—or borrow on your present car. The combination of friendly, reliable Mercantile service, and a most reasonable rate makes this a very desirable loan source for you. For your convenience, payments may be made through the mails and, if you prefer, you may provide insurance through your own insurance broker. Come in today or telephone Wabash 0438, ask for Mr. Wendt, he will gladly give you the interesting details on the new Mercantile Car Finance Plan.

MERCANTILE NATIONAL BANK
541 WEST JACKSON BOULEVARD
CHICAGO

CARter Blatchford, Inc.
50 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS
Reformed to meet specifications for new bars.

VULCAN XX STAYBOLT IRON
VULCAN ENGINE BOLT IRON
VULCAN IRON FORGING BILLETS
LOCOMOTIVE FORGINGS
AXLES
CRANK PINS
PISTON RODS
HAIR FELT INSULATION

LUMBER PILING—TIES
and
MINE TIMBERS

Egyptian Tie & Timber Company
St. Louis  Chicago


Thomas E. Dewey, aspirant for the Republican Presidential nomination, stopped at Aberdeen and made a 20 minute speech while the Olympian stopped for 10 minutes. Dewey was en route to Portland, Oregon, via the Milwaukee Road. Mr. Richardson and others from the local freight office were there to welcome Mr. Dewey. What are your thoughts on Dewey, Johnny P.?

Carter Blatchford, Inc.

MERCHANT NATIONAL BANK
541 WEST JACKSON BOULEVARD
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

LUMBER PILING—TIES
and
MINE TIMBERS

Egyptian Tie & Timber Company
St. Louis  Chicago

Freight Shop News

OUR friendly efforts to help one another make for better understanding and a safer department. Be a "builder-upper" instead of a "tear-downer." It takes determination and intelligence to encourage your partner to do his work the right way and help prevent an injury.

Here it is the month of March and the Freight Department's Bowling League is going into the 21st week, and we find the "dark horse" of the league, the "Ore Cars," leading the pack. In a dead-lock for second place, one game behind the leaders, are the "Ore Cars" and the "Cattle Cars," while the "Bunk Cars" reign alone in the third place. The standings are as follows:

<table>
<thead>
<tr>
<th>Team</th>
<th>Won</th>
<th>Lost</th>
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<tbody>
<tr>
<td>Ore Cars</td>
<td>35</td>
<td>25</td>
</tr>
<tr>
<td>Cattle Cars</td>
<td>35</td>
<td>25</td>
</tr>
<tr>
<td>Bunk Cars</td>
<td>32</td>
<td>28</td>
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<tr>
<td>Pickle Cars</td>
<td>31</td>
<td>29</td>
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<tr>
<td>Auto Cars</td>
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<tr>
<td>Bunk Cars</td>
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<td>31</td>
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<tr>
<td>Flat Cars</td>
<td>28</td>
<td>32</td>
</tr>
<tr>
<td>Repair Cars</td>
<td>24</td>
<td>36</td>
</tr>
<tr>
<td>Tank Cars</td>
<td>20</td>
<td>40</td>
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</tbody>
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In individual averages we find Elmer "Lucky" Blankenberg with a fat 185.36 sitting on top. Following him are Keller with 177.75 and in third place is Soapy Glazer who, it is rumored, makes the ball fly as a racing pigeon. Blankenberg also has a death hold on high single and high triple with 244 and 626, respectively.

The Ore Cars have captured team high triple and high single with scores of 244 and 899. Work hard, boys, those scores are not so hard to beat!

Apprentice Carman, Dick Bauch, deserves a word of praise for the very fine way he manages the League, but you wonder why he is in such a hurry to get out after it's all over. Well, what single fellow hasn't a heart throbbing for him?

One Friday evening Ed Krueger brought his family, and he had a wonderful time trying to bowl and keep his eyes on his boys. If I'm not mistaken one of the boys got away on him. Poor Ed, after getting the point of exhaustion, found him trying to set up the pins on a closed alley. Ed resolved to come alone after that experience. I'll bet the boys had their pants dusted plenty that night.

Philosophy is exceedingly difficult. It re­joices in technical terms and hair splitting distinctions; it employs subtle and refined arguments, and it won't be hard to understand why just this particular question has been selected for your information. I hope, to give you a general conception of the main problems which are discussed between them every day in the week, and the reason why they are problems.

We shall begin with a brief consideration that these two raise pigeons, sometimes called squabs, homing pigeons, doves, etc. It seems that every time a bird is born Fopek or Glazer provides one of the easiest paths into the philosophical maze of what the bird will do in the races to come. The reader would be surprised if he could only hear of all the ancestors the bird has and what they have done, and so every day it goes on and on.

A majority of us have been wondering about our Shakespearean electrician, John Miller. There has been one opportunity after another for the uncovering of some of his poems. What we want is a copy of the publication of one of his poems if it is humanly possible to get one.

Recently, Tim Reidy passed away. Tim, as many of us knew, was always possessed by the desire for knowledge, in the best sense, a man who was always in love with his work. His friends join in expressing their sympathy to his bereaved family.

As a result of a great many requests from shop fellows, who are now becoming aware of the coming baseball season and its excitement, it becomes necessary to summarize the progress which has been made so far by discussing the various teams which will be in the league.
We are planning on entering a team in the Garfield and Shorewood Leagues which will cost us $200.00, fully equipped. Only the cream of ball players will play in both these leagues. Very soon there will be an announcement for tryouts. Provisions will be made for a lot of advertising for the backs of the cards. Opportunities for anyone will be very welcome.

A 7½ lb. baby boy really caused John Jennings to glow from ear to ear. Congratulations, Mr. and Mrs. Jennings.

Joining the ranks of young women wearing engagement rings is Helen Zyczglova, whose engagement to Eddie Wasilewski was recently announced by her parents at a surprise party in their home. Eddie, who works on the second shift already has named his friend, Chester Warcowloa, as best man.

Congratulations are in order for Mr. and Mrs. Tony Milazzo, Jr., who were married on February 10th. May all their troubles be little ones. They are honeymooning in sunny California, sends his best wishes to all his friends among patrons and fellow employees, always affable and accommodating. His death is greatly deplored by many friends. The funeral services were held at Delmar Sunday, February 28th.

Miss Alice McGuire of Marion departed Thursday, February 8th, to spend two weeks' vacation in Mexico City.

Chester S. Corneliuss of Marion was appointed February 15th to the Truck and Freight Division of the Interstate Commerce Commission and has gone to Washington, D. C., to receive his training after which he will be stationed at some other city to carry on his work.

G. E. Larning of Savanna was appointed acting trainmaster of the Eastern division and branch lines January 1st on account of the illness of Mr. Shellenbarger. Mr. Larning is well known and will have fine operation.

Train dispatcher H. M. Thayer of Milwaukee was in Marion several days early in January, relieving J. B. Gorman, who was ill for a short period.

Roadmaster George Barnoske of Marion enjoyed his January vacation so much that he has had it extended to include February. Mr. Whalen is a very capable substitute.

J. L. Shipman was transferred from Seattle to the division engineer's office at Marion, January 1st.

Ralph C. Seager of Marion, chairman B.R.T. for this division, went to Chicago January 16th to attend a general committee meeting.

The Marion Chapter of the Milwaukee Railway Women's Club met at the Hallwood Cafe Thursday, January 11th. Mrs. E. C. Fox, the new president, presented Mrs. L. R. Shellenbarger, the retiring president, with a gift on behalf of the chapter. She also presented a gift to Mrs. Oliver Folsey, who has moved to Chicago.

Iowa (East) Division

Mrs. W. G. Bowman of Marion returned February 3rd after a ten days’ visit with her three sisters at St. Louis, Mo. Agent W. T. Bright of Elwood was absent from duty early in February on account of illness. R. M. Emerson was acting agent.

Oliver Folsey of Marion has been transferred to Chicago and is succeeded by Melvin Schramm, formerly of the Signal and Telegraph Department headquarters at Marion. Mr. Folsey, who has been located at Marion for a number of years, has many friends on the Division who much regret his leaving and wish for his future success.

The Milwaukee Veteran Employees' reunion is to be held at Chicago August 14 and 15. This is the twenty-fifth anniversary. The Iowa Division will be largely represented. Hope to see you.

W. C. Zimmerman, retired roadmaster, died suddenly at Portland, Ore., the latter part of January and his remains were brought to Delmar for burial, which occurred January 27th. The outstanding characteristics of Mr. Zimmerman as noted by many of his friends on the Milwaukee road were, capability, faithfulness and friendliness. His death is much regretted.

E. L. Steen, 78 years, of Delmar passed away at his home Thursday, January 26th. He entered the Milwaukee Railway service as operator and agent at New London, Wis., in 1881. During his long career with the Milwaukee road he had made many warm friends among patrons and fellow employees, always affable and accommodating. His death is greatly deplored by many friends.

The Life Insurance, in connection with your membership in this Association is issued by an Old Line Legal Reserve Life Insurance Company, operating under the stringent Insurance Laws of the State.
Neil Bowen was installed as Worthy Matron of the Ottumwa Chapter of the O.E.S., Ottumwa, on January 8 and on January 31 attended the Eastern Star school of instructions at Muscatine.

A guest at the Milwaukee Hotel, Hot Springs, Ark., is Engineer Eimer Rudolph of Kansas City, who is enjoying his annual sojourn at the Springs.

Agent R. G. Larson, Kansas City, has been transferred to Union Street, Chicago, and O. R. Lambertz has been assigned as agent at Kansas City; E. Ferguson, for many years joint CRISP and Milwaukee agent at Muscatine, recently retired and H. L. Toussaint has been appointed as acting agent; joint M&SL and Milwaukee agent, C. O. Daubenbigh, Hedrick, has been transferred to Ackley, Iowa, succeeded by H. Botta.

Notice was received of the death of Mrs. Mary Hengel, aunt of Mrs. H. C. Fritsche, Ottumwa, whose death occurred at her home in Cabool, Missouri. Mrs. Fritsche departed on February 8 to attend the funeral services.

Several office employees were out duty during January account of being victims of influenza; chief clerk J. W. Sower was away for ten days during January; yardmaster R. H. Washburn and wife were ill and Mr. Washburn was off the week of January 31; A. Richards, weighkeeper, West Yard, was off duty during the third week of January; roadmaster F. M. Lotus was off several days during the last week of January; H. G. Johnson of the engineering department was compelled to remain at home for three days in the latter part of January account of a severe cold; Mrs. O. A. Beerman, Mr. and Mrs. R. A. Whiteford, roadmaster F. M. Barnoske, Mrs. J. W. Sower and Mrs. M. L. Taylor were ill.

Engineer Geo. Kissinger, retired, who has been spending the winter with his daughter in Tulsa, Okla., Mrs. Hugh Evans, will continue his trip out to the west coast in February, including stopovers at Los Angeles, San Francisco, Portland, Seattle and Spokane, returning to Ottumwa via the Northwest route.

Agent C. D. Buelk and wife are planning spending a few days during February with their daughter and family, Mrs. Ed Lee, in Amarillo, Texas, where Mr. Lee is in the radio service of the Braniff Airways.

Several days in the early part of February were spent by Mrs. Ed Kiburs of Cedar Rapids as a guest in the home of roadmaster F. M. Barnoske.

Mr. and Mrs. Thor, Sr., of Minneapolis are visiting for an indefinite time in the home of their son, trainmaster A. O. Thor, Ottumwa.

On February 11, yard conductor, D. E. Chamberlain, accompanied by his wife, departed from Ottumwa for Denver, Colo., thence to Salt Lake City, Spokane and other western cities, expect to be away a month.

Word has been received from Mrs. J. A. Tomlinson, who is wintering in Miami, Florida, that the temperature has been very low and the flowers are not blooming as profusely as in past years because of the cool weather.

The mother of condr. L. O. VanDykde and Mrs. Frank Chrisman of Ottumwa, Mrs. Frank Van Dyke of Meadville, Missouri, was a visitor recently for a month, dividing her time with her son and daughter and their families.

Engineer J. L. Cuff died very suddenly on January 17 in his home in Ottumwa. He had been in service on January 17, working as engineer on the 3:30 p.m. switch engine shift at West Yard. Funeral services were held the following Sunday afternoon. He entered the services of the company on August 25, 1914, as a fireman and was promoted to engineer on August 3, 1923.

### Out Where the West Begins

#### East End of the Trans-Missouri Division

**D. H. A.**

Mrs. George Hilton, who has been a patient at the Low Hospital for several weeks has now sufficiently recovered to be removed to her home. During her illness, George's mother, Mrs. Josie Hilton, of Council City, came to care for little Carol Ann.

John C. Fuller, night baggageman, is also back on the job again after a long illness.

Theodore S. Johnson, first trick car clerk, is spending some time visiting friends and relatives in Minnesota and Wisconsin.

Mr. and Mrs. Chas. W. Nuth have returned from an extended trip to California,
where they spent some time with their daughters. They also stopped at New Orleans, San Antonio and El Paso, Texas, and St. Louis. On their return trip they visited their daughter Betty at Omaha, who is taking nurse’s training there.

Mrs. Jennie O’Toole, agent at Firestone, S. D., is taking a two-months’ vacation from her duties. During her absence her position is being filled by George Dimick.

Conductor Louis Larson, wife and daughter Edna of Marmarth, have returned from a month’s vacation spent at Eagle Rock, Colo., and Los Angeles, visiting his son and family.

Telegraph lineman Ivan N. Kern is sporting a brand new 1940 Plymouth de luxe coupe.

Mrs. Ivan N. Kern returned from a three weeks’ visit at the home of her daughter and son-in-law, Mr. and Mrs. Ed Erickson at Seattle.

Mrs. Ed Sandals and Mrs. Tom Milligan were called to Janora, Iowa, by the death of their father, Dan Brown. Their mother Mrs. Brown, returned with them and will make her home with the Sandals family for the present.

Roy Van Dyne of Roseburg, Ore., bid in the position as agent at Havrelock, N. D., and is now keeping bachelor quarters in the depot there.

Mrs. E. E. Pinch and Mrs. Ford Olson attended the wedding of their niece, Dolores Rose Vachreau of Harlowton, Mont., Hospital for appendicitis and is coming along fine. Conductor Ed Sandals was taken sick while on his run to Faith and was brought to the Union Station, started on his annual vacation trip to California, where he will spend the next few months just taking life easy.

Mrs. Alice Ailes passed away at Aberdeen, S. D., on Monday, February 5th. She was formerly Alice Helmsy of Mobridge and the remains were brought here for burial. She was laid to rest in a cemetery beside her father and brother.

Mr. and Mrs. Fred Lentz spent the weekend at St. Paul visiting their daughter and also took in the ice carnival while there.

Capt. H. C. Hoech, son of Mr. and Mrs. E. H. Hoech was operated on at the Mobridge Hospital for appendicitis and is coming along fine.

Conductor Ed Sandals was taken sick while on his run to Faith and was brought to his home, where he is quarantined for smallpox. At the present writing he is convalescing nicely.

Special Officer L. D. Lyons is improving in the Holy Rosary Hospital at Miles City from the effects of a recent operation. Mrs. Lyons is spending a few days there with him.

Sincere sympathy is extended to Mr. and Mrs. Leonard W. Clark on the passing of their son Gordon, whose death occurred at Redfield, S. D., on December 17th. He was buried in Greenwood cemetery beside his brother Kenneth.

Mrs. Leo Middleton of Kirkland, Wash., spent a few days here with her husband.

FROM here she went on to Chicago for a brief visit.

Miss Dorothy Morris, who underwent an appendectomy at the Mobridge Hospital, has now fully recovered and is back on the job again as cashier at the J. C. Penney store.

John Hilt was a hospital patient for a few days.

Mr. and Mrs. George Sweda have returned from a trip to Chicago where they visited George’s mother and other relatives.

Mr. and Mrs. Harold Scott left for Port Collins, Colo., where they will visit his mother and also a brother in Wyoming.

Mrs. Percy Sherman returned Sunday night from Rochester, Minn., where she underwent a goiter operation. She is now much improved.

Our genial express agent, R. N. Bangs, was transferred to Anaconda, Mont. Mr. William Cotton from Glasgow, Mont., is our new man.

**Spokane and Inland Empire**

El Joy Ray

GREETINGS. Did not the cold snap in January remind you quite a bit of Florida?

On the 15th day of January, with the thermometer at 16 above, a pretty rovin' girl found down on the usual walk to the lawn in summer time, and began pecking around for whatever might turn up. After that there was not a regular caller.

The Milwaukee bowling team in Spokane broke every possible record in the Railroad League on January 24th. High single game of 267 was taken by Gene Boyd; high three games of 3140 had been held by the Great Northern, so the score of 3275 established by the Milwaukee will, we think, dislodge the other roads something to shoot at from now on.

Agent W. W. Cutler, Spokane, was under the weather for several days around the first of the year.

Several extra men were put on in Spokane Yard section during the snow in January to sweep and keep the switches open, etc.

Richard Isitt, helper in the roundhouse, Spokane, thought he would cut down on his smoking expense, so he bought a new corn cob. One noon he was caught trying out a new tobacco. After the smoke cleared away, everyone came back into the lunch room and on inspection it was found the new tobacco was called “Waste-oke.”

On Sunday, Feb. 4th, Chris Finne, inspector at the Union Station, started on his annual vacation trip to California, where he will visit relatives in San Diego, Los Angeles and San Francisco.

It is with the deepest regret that we announce the death on the night of Feb. 2nd, of roadmaster Rodger W. Gallagher of St. Maries. Mr. Gallagher was at Avery, Idaho, and left there on his run car for St. Maries after train 15 pulled out. Shortly after 8 p.m. his car was seen going through

**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

Twenty-three
some first class poetry, Tyler finally squared off the matter by explaining that he had wide experience in both fields, so Tommy let it go.

J. R. Boughman, operator, relieved on second trick, St. Maries, Idaho, during part of January. Supt. L. K. Sorensen and ass't. Supt. G. H. Hill were in Boise, Idaho, on Feb. 8th, in conference with the State Railroad Commission, in connection with discontinuing train service between Bovill and Elk River, Idaho, on the St. Maries branch, for the balance of the year.

Agent Frank G. Socwell, Ewan, returned to work on Feb. 3rd, after being off for some time with sickness. Agent F. M. Sever, Cusick, Wash., has been granted a ninety-day leave of absence. Mr. Sever went to Arizona for his health. Elmer Brunett, carman from Deer Lodge, is working on the car repair track, Spokane. The young hoist there, Chris Finna, cement for Coulee Dam is again moving from the plant at Metaline Falls, Wash. Our inbound and outbound movements of freight have shown quite a little improvement during the past thirty days. After the usual shut-down of the lumber mills for the end of the year, it is again encouraging to see movements of lumber, match blocks, poles, etc. Shipments of grain, seed peas and general merchandise are holding up very nicely. In general, the outlook is quite favorable.

Ever hear of the Anti-Aggressive War League (or something like that)? Well, there is such an organization in Spokane, and our own Tyler Quinn, Spokane, who passed away the morning of Feb. 12th, Roland was taken to the hospital on Feb. 4th, having contracted a very bad case of pneumonia. He showed some improvement and was later taken to his home. His wife found him dead in bed the morning of the 12th. Howard Jensen and Sylvan Lang of the Milwaukee bowling team is Spokane, started off the Spokane City Bowling Tournament in earnest on Sunday, February 11th. These boys got a total of 1391, which isn't bad for a starter.

The new arrival, Mr. J. W. Arnett, candidate for President, arrived in Spokane on February 11th, over the Milwaukee. It is believed that Mr. Gallagher succumbed to a heart attack somewhere between Pocono and St. Maries.

The B&B outfit of R. E. Campbell is now "wintering" in Spokane.

Our deepest sympathy is extended to the family of Roland McInerney, claim clerk, local freight house, Spokane, who passed away over the morning of Feb. 12th. Roland was taken to the hospital on Feb. 4th, having contracted a very bad case of pneumonia. He showed some improvement and was later taken to his home. His wife found him dead in bed the morning of the 12th. Howard Jensen and Sylvan Lang of the Milwaukee bowling team is Spokane, started off the Spokane City Bowling Tournament in earnest on Sunday, February 11th. These boys got a total of 1391, which isn't bad for a starter.

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The depot force at Watertown, Wis., have adopted a homeless cat, twice kind-hearted to the limit. Being a mascot, there is a controversy going on as to what must be the proper name. Ticket agent John Stein claims Pocahontas it is and nothing else, but lineman Marquardt begs to differ, inasmuch as the cat appeared as a rover and therefore should be called Capt. John; to date the cat still responds to "Kitty" when called.

Seeing that it is winter and I don’t fish in winter, maybe I shouldn’t mention it but a fish story has leaked out from Punta Gorda, Florida, where a Portage resident is holed up for the season. Bill Stafford writes that during the recent cold snap he reeled a 250-pound sea bass as it swam to the top of the water, being runner on the level is melting away, which reminds one of the fellers we used to see this time of year sliding up to the hitching posts along the street to scratch their backs when the old red woolen mugwights began to itch in the January thaw.

**Milwaukee Terminals**

G. W. E.

YARDMASTER Malcolm P. Haslam was confined to his home for two weeks with illness from January 15th. He has now recovered and is back on the job.

Engineer Franklin V. Babcock died January 17th, at the Soldiers’ Home hospital, after a short illness. He was a Milwaukee Road veteran of 32 years and a mighty fine man. He was a member of the American Legion, Hartford Lodge No. 120, F.&A.M., Lodge No. 130, B.of.L., and the Veteran Employees’ Association. He is survived by his wife, two sons and a daughter.

Mr. Tobin followed the express business as a messenger and retired after some 45 years of faithful service with the Express Company to reside in Portage with his daughter, Mrs. Herman Ambros. He was active up to the time of passing away, being a familiar figure on the streets where everyone hailed him as “Uncle Dick.”

Mr. Race, who was a World War veteran, aged 60, had served the store department as a clerk here, and was known by all for his accommodating manner and willingness to help anyone and his friends were many. Our division extends sympathy to the family of this veteran employee.

At Portage Feb. 13th the Portage Triangle Service Club held another successful meeting presided over by vice chairman George Linscott. The instructive speeches by traffic representatives Lailk and Bornheath were well received. Preceding the business meeting a debate was held by a committee consisting of Mrs. Ralph Jorns, chairman, and Medames Goethompson, Burns, Sullivan, Dithberner, Owen, Davis, Bublitz and Atkinson. A play, The Winner, was given by Friendship Village players. In the cast were Thomas E. Fairchlld, Miss Gertrude Gloeckler was director.

Henry F. Reidy, died January 23rd. He is survived by his wife, two daughters and three sons.

Stafford writes that during the recent cold snap he roped a 250-pound sea bass as it swam to the top of the water, being runner on the level is melting away, which reminds one of the fellers we used to see this time of year sliding up to the hitching posts along the street to scratch their backs when the old red woolen mugwights began to itch in the January thaw.

**A Time Proven Fact**

**YEAR after YEAR**

**Dependable RAIL ANTI-CREEPERS**

have been vitally essential in track maintenance.

They are the only devices which will absolutely prevent the creeping of rail.

![P&M Co.](image)

**CHICAGO**

**ST. PAUL**

---

**CAT’S PAW RUBBER HEELS AND SOLES**

**RAIL ANTI-CREEPERS**

Railroad man know how dangerous an unexpected slip or fall can be! That's why so many employees on every railroad in the country insist on the original, genuine NON-SLIP Cat’s Paw Rubber Heels and Soles!

And when it comes to wear, remember Cat’s Paw is the famous rubber heel and sole that has 9 lives.

So ask your shoe-repair store for Cat’s Paw! Buy them for yourself and you'll buy them for your whole family. The Cat’s Paw Rubber Co., Inc., Baltimore, Md.

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**TWINDE PROVEN FACT**

**STOP SLIPPING!**

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EDWARD KEOGH
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Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

Serials from Cereal Center

C. R. T.

SINCE skating has been the pastime for a number in the general agent's office, we are at a loss to know who should be in line for the silver skate award; we understand the P. F. I. Tom Manton is a regular Hans Brinker, and assistant agent McGee is a close rival, to say nothing of the transit clerk and the messenger.

We wish to extend our sympathy to the family of engineer George W. Grennan, who passed away Saturday, Jan. 20, in a hospital after a short illness. George was honored at the time of death; we extend our sympathy at this time.

Relief yardmaster Geo. McNabb was confined to his home for a few days in January with the “flu.” During his absence for Gifts Only (see above) meetings were held at that place. We extend our sympathy in this case.

Switchman Frank Freeman returned from a very pleasant vacation in the west—California and other points. He reports a most pleasant time. We wonder how it seems in the snow and ice we have had for some time.

Handsome Kenneth Hilleger has been confined to his home for a few days in January with the “flu.” During his absence, Mr. Williams was in charge.

Yard clerk C.-W. Williams and family were called to the “Old Home Town,” Council Bluffs, Iowa, during January to attend the last rites which were held at that place. We extend our sympathy at this time.

Switchman Fred Chermsak went to Chicago, Feb. 1, for a little look around the Big Town. We understand he returned with quite a sore neck; however, we have not heard just what caused this trouble.

General yardmaster Geo. McNabb was on a business trip in California and other points. He reports a most pleasant time. We wonder how it seems in the snow and ice we have had for some time.

Machine shop foreman, J. Sundquist and we know that you have earned a deserved retirement.

Mr. and Mrs. John Enwistle have returned from a visit with their daughter in California.

Mr. and Mrs. Frank Moulton have again opened a house in Mitchell, where, it is hoped, Mr. Moulton will be employed at the round house.

The many friends of former yardmaster Chas. Winters were grieved to learn of his passing July 29, in a local hospital after a short illness. George had worked for the Milwaukee for 38 years and his passing will be keenly felt by all who knew him.

Relief P. F. I. Martin Manton stopped in Cedar Rapids for a few days last week, and his passing will be keenly felt by all who knew him.

Switchman Fred Chermsak returned from a brief talk by him talks were made by Mr. Young of Aberdeen and Mr. Van Maren of Mason City. Discussions relative to traffic tips and other business were held and after a short session coffee and doughnuts were served by the committee.

The big hook from Sioux City was in our territory twice the latter part of January due to a collision in the Mitchell yard and also near Belvidere.

Former machinist foreman, E. O. Wright, of the local round house has retired on the pension and with his family have moved to Cedar Rapids where they will make their future home. We all wish you many years of health and best wishes for a happy retirement.

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Youngstown Steel Door Co. & Camel Sales Co.

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322 S. Michigan Ave.
Chicago

Youngstown Steel Sides for Repairs to Freight Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

For Gifts Only

Customer: “These hose came from your store, but they aren’t worth a darn. They went through the very first day I wore them.”

Haberdasher: “Great Scott! You didn’t put them on and wear them, did you? They weren’t intended to be worn. They were designed solely for Christmas presents.”

Your Local Watch Inspector Deserves Your Patronage

CHAS. H. BERN
Union Station Bldg. —— Chicago, Illinois

MILTON J. HEEGN
29 E. Madison Street —— Chicago, Illinois

H. HAMMERSMITH
332 W. Wisconsin Avenue Milwaukee, Wis.

ALLEN & BERG CO.
255 Hennepin Ave. Minneapolis, Minn.

The above are Official Watch Inspectors for

The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Twenty-six

News from the West I&D

ROADMasters Core of Rapid City and

Mason City

For Gifts Only

C. D. W.

A large number of our local employees have been confined to their homes during the recent cold spell due to the flu.

Mr. and Mrs. Frank Moulton, who were grieved to learn of his passing July 29, in a local hospital after a short illness. George had worked for the Milwaukee for 38 years and his passing will be keenly felt by all who knew him.

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We mine the coal we sell.

DEEP VEIN

AND

BLACKHAWK COALS

DEEP VEIN COAL COMPANY

111 North 7th Street
Terra Haute, Ind.

Iowa (Middle and West) Division

Ruby Ekman

G. ORGE DISBURG, who worked for many years as an elevator operator at Manilla before his retirement, died suddenly on January 26th. Funeral services and burial took place at Manilla. A number of friends of the family from Perry were in attendance at the last rites.

Conductor A. E. Peterson was off duty in February and was a patient at Mercy Hospital in Council Bluffs for an operation. Mrs. Laura Crouse, mother of Charles Crouse of the Perry round house force, died at the home of her son on January 17th. She was 83 years of age and had been in poor health a long time.

Charles Brown, for many years a passenger brakeman on the Iowa Division, died the fore part of February. He retired some time ago on account of ill health.

Marlow Stotts, day yard clerk at Perry yard, who was a patient at the University Hospital in Council Bluffs during the last part of January, was confined to his home for several weeks for an operation and treatment. He was brought to his Perry home the fore part of February. Marlow's condition is not good.

Machinist Thos. Connell and wife and daughter joined Mrs. Connell's parents, Mr. and Mrs. Benton Sitzel, in Long Beach, Calif., the fore part of February for a short trip. Mr. and Mrs. Sitzel and Mr. and Mrs. A. J. Krohnke have been spending the winter in California.

Mrs. O. J. Atkins, wife of the agent at Ferguson, suffered a stroke while visiting at the home of her daughter in Neola, and has been in a serious condition.

Howard Lee, agent at Fosteria, who has been in bed with the flu, is off duty in February.

Extra brakeman Lloyd Peal had a chance to take the book of rules examination given by the Train Rules examiners.

Iowa division employees learned with regret of the death of William Zimmermann, retired roadmaster, who died in Portland, Oregon, also retired agent H. L. Stein, who died at Delmar the latter part of January. Both men were buried in Delmar.

Ted Carney was appointed foreman of the Waukee section in January.

B. C. Snyder returned to work at Dawson in January, following a serious illness.

Frank Houston, who has been working as yard clerk, bid in the night ticket clerk's job at Perry depot, when Clarence Counsell was appointed to a regular day job.

February 2nd, Virgil Rogers, daughter of engineer William A. Rogers, was married to Jack Ellis, of Perry. The young couple will live in Perry. Jack being associated with his father in a dry cleaning establishment.

Engineer Frank Kaith was off duty during the latter part of January on account of the death of his father which occurred in January. Mrs. H. L. Balsbaugh, mother of engineers George and Orville Balsbaugh, died January 22nd, following a several months' illness. Mrs. Balsbaugh was the widow of H. L. Balsbaugh, who had worked as a hostler at the round house for many years before his retirement.

Robert Bostwick, father of Floyd Bostwick, of the Perry yard section force, died at his country home near Perry the latter part of January.

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ST. PAUL, MINN.

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

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Present Day SAFETY Requirements

DEMAND the Best Equipment

LAKE SID RAILWAY FUSEE COMPANY

Beloit, Wisconsin

Twenty-seven
Twenty-eight

**Northern Montana Division**

_M. N._

We are pleased to report that brake man H. R. Beall is back at work after several weeks' absence due to sickness.

Section forearm John Petro recently returned from California, where he had taken Mrs. Petro for her health. We hope she will be sufficiently improved to return to her duties in the office. While in California Mr. Petro visited with former conductor B. S. Ford, who is pleasantly located in Alhambra. Mr. Ford asked to be remembered to all his friends on the Rocky Mountain Division.

We are very glad to report an increase in business of about 25 per cent over last year in plaster and plaster products at Heath. We are advised that this is due to an anticipated building boom in the Pacific Northwest in 1940.

The Northern Montana Service Club of Great Falls held a meeting Feb. 12th. There was a nice attendance and it was an interesting meeting.

W. L. Reeser, agent at Winnett, and Mrs. Reeser left Feb. 13th for Tacoma to visit their daughter. Relief agent W. F. Stetson is relieving Mr. Reeser.

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West Coast Wood Preserving Co.

We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers.

Office: 1118-4th Avenue, Seattle, Wash.  Plants: Eagle Harbor and West Seattle

Drafts from the Drafting Room

H. J. Montgomery

Carrots!! Carrots!! Raw Carrots!!

For further information see Herb Matli and "Papa Jay" Fedler, our vegetarians. It seems their latest motto is— "When you need a lift, reach for a raw carrot."

On the night of January 29th the Mechanical Engineers bowling teams, the Marquette and Tomahawks clashed in a match game. The Marquette won by 11 pins even after spotting 16 pins a game. Some of the nite's high lights: H. W. Chandler—46 first game; Odegard with 8 strikes—a mere 213—Armstrong bowling with a glove on—Art Schults with 1 up on battery to own 3 pins and comes back to take one more on next shot—Best gunners were Cochrane, Wetherail, John Fedler, and Odegard and H. W. Chandler. You just can’t beat a good team like the Marquette.

Word comes from friends "across the way" at the Store Dept. that Ray Koepp has accomplished the fine art of "Bingo Calling." Anyone interested or knowing of any club that is interested, get in touch with Ray. He admits too, only a few more months and he will be ready for broadcasting tobacco ads on the favorite "Hit Parade."

H. J. Montgomery

M. M. Matli

H. W. Chandler

Jr. Fedler passed out twice on Sunday, January 28th. When notified he was the father of a son, it was too much. Later, he passed out cigars as all proud fathers do.

Mrs. Fedler is doing nicely as is the 7 lb. 8 oz. Spahr William Fedler. We offer our heartiest congratulations.

"Roll out the Barrel" Ed Watts really rolled 'em (down the alley) last week to the tune of 665. A big 255 game helped a lot. He says he owes his "good form" to pitching baseball, hay and horseshoes. This big splash (the 665 count, I mean) is good for tie for top honors of league. Quality and Service

New comer—Welcome!

William Vierthaler—machine shop, son of Frank Vierthaler, former foreman of Loco. Air Brake Dept. putting in 3 mos. on drawing board.

The office toboggan team will have to wait until next year to see how good they are because lack of snow has thrice cancelled the City toboggan meet. Capt. "Ears" Zastrow, Bob Engelke, Ernie North, "Daddy" Fedler, and that outdoor he-man, Richard Cowper, composed the "potential new champion" squad.

On December 21, 1939, J. Robert Harris became the proud father of 9½ lb. Richard. Both son and mother are doing nicely. Congratulations from us all to you all.

We extend our deepest sympathy to the bereaved kin of Joseph Guschl, who passed away Jan. 22 at the age of 46 years. Joe was a brother of Armin (Sky) Guschl and Ross, and son of Joe Guschl, the Upholstering foreman up to 15 years ago.

And Santa Blushed

I hate to say it just because. It sounds so mean and shocking;
But Nature beat you, Santa Claus,
At filling Peggy's stocking.

---

Scandia Coal Co.

33 So. Clark St.
Chicago, Ills.

606 Grand Ave.
Des Moines, Iowa

Mines—Madrid, Iowa
on C. M. St. P. & P. Ry.

Sold by retail dealers throughout Northwestern Iowa and South Dakota

The Bettendorf Company

Steel Founders Car Builders

Originators of the

One-Piece Side Frame

Office and Works
Bettendorf, Iowa

Baxter Laundries

Corporation

Quality and Service
Unexcelled

West Side Division . . . . . . . . . . . . . 3128 W. Lake Ave.
Ked. 2203

South Side Division . . . . . . . . . . . . 7751 So. Chicago Ave.
Plaza 4100

North Side Division . . . . . . . . . . . . . 2516 Armitage Ave.
Humboldt 0480

CHICAGO

Lawrence's Division . . . . . . . . . . . . 1627 W. North Ave.
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Morden Security Adjustable Rail Brace

Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

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St. Louis, Mo.
Louisville, Ky.

Washington, D. C.

Twenty-nine
Terre Haute Division
C. H.

ON February 1st, I. G. Wallace of the cle, seat In the whole house to eat In, list the past month; took a trip up to

Mr. Green is not that kind of a person.

Mr. Green is not that kind of a person.

Butte, well the past month has been real

Mr. Green is not that kind of a person.

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The Sioux City Chapter
Mrs. Ben Rose, Historian

OUR chapter started the 1946 ball rolling with a reception for the presidential dinner of the new year. This "all-time high" seemed to call for something expressively expressive, so Mr. Jess Jamison led a hilarious chorus in singing "Hall, hail the gang’s all here," and other old-time favorites.

Following the dinner, the Heins Company gave a very interesting and educational moving picture of the history and development of the canning art. We're told when Napoleon Bonaparte needed a means of preserving food for his soldiers, was later to prove a highly successful one. Until such time as the Heins Company took it up scientifically and were able to put on the market a highly developed pure food for his soldiers, was later to prove a highly successful one. Until such time as the Heins Company took it up scientifically and were able to put on the market a highly developed pure food for his soldiers, was later to prove a highly successful one. Until such time as the Heins Company took it up scientifically and were able to put on the market a highly developed pure food for his soldiers, was later to prove a highly successful one. Until such time as the Heins Company took it up scientifically and were able to put on the market a highly developed pure food for his soldiers, was later to prove a highly successful one. Until such time as the Heins Company took it up scientifically and were able to put on the market a highly developed pure food for his soldiers, was later to prove a highly successful one. Until such time as the Heins Company took it up scientifically and were able to put on the market a highly developed pure food for his soldiers.

As an advertising plan they offered a free can of soup to every woman present at the site of the presentation, and the members and the membership campaign was outlined.

Mrs. Homer Snow, chairman of the ways and means committee, traveling basket that are really going places, with a celerity that should be brought to the attention of the Hiawatha, if it wishes to retain any speed championships.

The 1946 officers are as follows: president, Mrs. W. L. Eckert; 1st vice-president, Mrs. E. A. Murphy; 2nd vice-president, Mrs. C. F. Bobbitt; treasurer, Mrs. C. L. Bushnell; recording secretary, Mrs. B. M. Gallas; corresponding secretary, Mrs. J. T. Hansen; historian, Mrs. Ben Rose.

The chairman of the committees are: constitution and by-laws, Mrs. H. H. Horman; welfare, Mrs. A. S. Elder; good cheer, Mrs. John Carney; ways and means, Mrs. Homer Snow; membership, Mrs. L. R. Johnson; safety, Mrs. John McGrane; house and purchasing, Mrs. B. Brashear; hostesses, Mrs. Jesse Jamison; telephone, Mrs. L. R. Johnson.

We regret to announce the following deaths among our Milwaukee families: Mrs. J. Townley, 73, died at home; Mrs. V. B. Swenson, 70, died at the hospital; Mr. E. M. Henneman, 50, died in the hospital; Mr. C. E. Bostrom, father of clarence; Mr. C. V. Bostrom, 40, died in the hospital; Mr. R. L. Williams, 50, died in the hospital; Mrs. M. M. Bostrom, 40, died in the hospital; Mrs. A. M. Bostrom, 30, died in the hospital.

We extend our best wishes for a speedy recovery to Mrs. Geo. Brew, who is at home after spending two weeks in Bethesda Hospital, also to Mrs. H. L. Tabor, who is also at home now after a long time spent in a hospital.

Marmarth Chapter
Mrs. G. B. Childers, Historian

MARMARTH met December 14th in the club house for the members annual Christmas party and to complete plans for cheerful cheer for the children of the club and their families at Christmas time. Cards were sent to be sent to out-of-town members. Program chairman, Mrs. Fagan, arranged an evening program for the ladies and the children, in their exchange of inexpensive gifts, were happy in the Christmas spirit which prevailed. A nice lunch was served by Mesdames Maxfield, Richey, Hodges, Ashley and Miss Kornek.

On December 28th the regular meeting of the chapter was held with Mrs. P. J. Caro­

lidian, president. Treasurer reported $1.28 in the silverware fund.

One of the interesting features of the program was the reading of the chapter's suggestion of the married members to the unmarried members of our club to "How to propose." Of course this being leap year, we are sure if there are yet any eligible "bachelors" on our roll, they'd better beware as Margaret Fagan and Eileen Maxfield know all the "secrets."

A nice lunch was served by Mesdames L. Rushford, Bernhard, Wood, Boyer and Williams.

St. Paul Chapter
Mrs. Marion Cashill, Historian

ST. PAUL Chapter met December 12th for the annual Christmas party to members and their children. Nine children took part in the program, enjoyed by the youngsters and grown-ups as well. All joined in singing "Jingle Bells." Rhein and his troop led the children in a march around the beautiful Christmas toy and distributed candy. Refreshments were served by social chairman, Mrs. Sitzmore, to more than one hundred persons.

The first meeting of the year was held on January 9th, which was opened by the president, Mrs. O. D. Wolk. Roll was called for officers and chairman. Treasurer's report was read and approved. Mrs. Wolk reported a lovely prize for perfect attendance to all the meetings for the past year to Mesdames Sitzmore, Washburn and Martin. The prize, which each and every one of them won, was a Milwaukee Woman's Club pin. A potluck supper was served to fifty members.

A nice lunch was served by Mesdames, Mrs. P. J. Carney, Mrs. Fagg, Mrs. G. W. Childers, Mrs. R. C. Rushford and Mrs. G. B. Childers were winners.

At 6:30 a very delicious pot-luck supper was served for members of the club, re­

tired veterans and escorts.

Jan. 21st the chapter met with the president, Mrs. W. M. Wood was president in 1937 and 1938, so it seemed like old times to again her in the chair.

Treasurer, Mrs. Maxfield, reported received tickets $37.35, disbursements $36.45 and a balance on hand $89.44.

Library, Mrs. W. Childers, reported the receipt of many books for our circulating library.

Mrs. Dernbach reported $3.24 in the silverware fund.

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