

The Milwaukee Magazine

March 1941



See Page 4



HERE IS THE NEW HAMILTON 992



America's finest 21-jewel railroad watch

EVER SINCE Hamilton pioneered the development of fine watches for railroad men, Hamilton has consistently kept the lead with a series of outstanding watches that laid the foundation for Hamilton's reputation as "The Watch of Railroad Accuracy". In 1931, Hamilton announced the first major watch-making improvement in nearly three hundred years... the *Elinvar* hairspring, introduced in Hamilton's famed Grade 992 Railroad Watch.

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chief placed a finished watch on the President's desk and said, "There it is".

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HAMILTON WATCH COMPANY
LANCASTER, PENNSYLVANIA, U. S. A.



The new 992 Elinvar is marked "Hamilton Railway Special" on the dial, and is furnished in a new plastic cigarette case package, factory sealed for your protection. Railroad Model #11 (shown above) cased in 10K natural gold-filled. Choice of R.R. dials.

HAMILTON

The Watch of Railroad Accuracy

Relative Traffic Increases of Rail and High- way Carriers

REVENUES of truck lines in the 12 months ending with June, last year, were almost 29 per cent greater than in the corresponding 12 month period ending with June, 1937, according to the recent annual report of the Interstate Commerce Commission. Revenues of bus lines also increased over 23 per cent in the 12 month periods compared, although railroad revenues showed an increase of only four per cent.

Experience, therefore, is demonstrating that equality in regulation will not alone enable the railroads to share proportionately with their highway rivals in the benefits of increase in general business. Of course, it is not suggested that such equality in regulation has been effectively established by the federal motor carrier act, however much the situation may be improved in some respects. The fact that the highway carriers still are not under the same requirement of complete self support as the railroads remains as the principal reason for their showing relatively greater revenue increase than the railroads.

Ratio of Taxes to Revenues Goes Higher

RAILROAD taxes last year not only reached a new high, the total being above \$400,000,000 for the first time in history, but it seems also that taxes last year may have absorbed a larger proportion of each revenue dollar than in any previous year. In 1939, taxes absorbed 8.9 cents out of each revenue dollar. For 1940, the final figure may be over 9.5 cents, in which case a new tax peak will have been reached in this respect, as well as in total tax payments. In any event, it is certain that in the last 10 year period an advance of about 50 per cent has been shown in the proportion of the railroad revenue dollar absorbed by taxes.

Relative Importance of Highway and Pipe- line Carriers

FROM the standpoint of freight tons transported one mile, pipelines are more important than trucks on the highways as public carriers, according to the recent annual report of the Interstate Commerce Commission. In 1939, the ICC report states, pipelines transported 11.97 per cent of the country's total freight ton miles, while motor carriers of property transported 8.47 per cent. Waterways, motor carriers and pipelines together accounted for 37.15 per cent of the country's total freight ton miles.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING. CHICAGO

VOL. XXVIII MARCH, 1941 No. 12

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

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Editor

A. G. DUPUIS,
Manager

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

Revenue Decline Much Greater Than Traf- fic Decline

CLASS I railroads last year performed about 3.5 per cent less freight service than in 1930, measuring the freight volume in tons transported one mile, but they received about 12 per cent less in freight revenues for performing that service. They performed only about 11.6 per cent less passenger service than in 1930, measuring that service volume in the number of passengers transported one mile, yet they received approximately 43 per cent less in revenues for performing that service. What other industry, in the last decade, has made as great progress in reducing the average charges for what it offers for sale, with as great improvement in the quality of its products?



"THERE GOES THE BEST JOB
I EVER HAD AND ALL
BECAUSE SOMEONE TRIED
TO SNEAK A SMOKE"

NATIONAL SAFETY COUNCIL

Tolls for Use of Inland Waterways

FEDERAL legislation imposing toll charges on the users of inland waterways is one of the important necessary steps toward placing all commercial carriers under equal obligation of self-support. A bill providing for moderate tolls was introduced in the House during the current Congress, but it has not been given very serious consideration. Other bills with like objectives likely will be offered in the next Congress, and it is altogether probable that the whole subject will be discussed more widely than it has been heretofore.

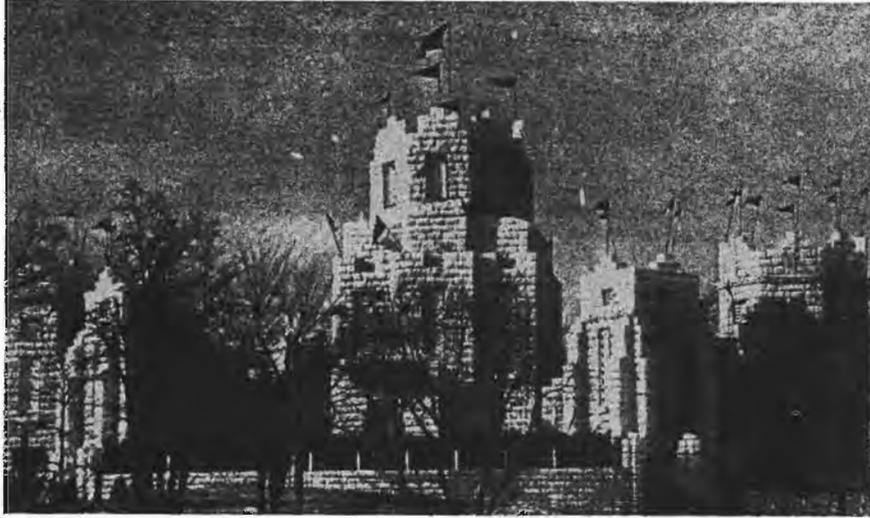
At a recent meeting of the Association of American Railroads in New York, John A. Stevenson, president of the Penn Mutual Life Insurance Company, urged that waterways and railroads should be placed on an equal competitive footing by imposing tolls on the users of inland waterways sufficient to cover fixed charges on the public investment in such waterways, together with maintenance costs, operating expenses and depreciation. Mr. Stevenson directed attention to the probability that the value of investments in railroads may be destroyed unless subsidies for other forms of transportation and unequal legislation treatment are abolished.

10 Per Cent of Municipal Airports Self Supporting

OF the 650 municipal airports in the country only 10 per cent pay their own way, according to a survey made by the American Municipal Association. The other 90 per cent draw regularly on tax funds to meet operating expenses. In view of the fact that so very few of these municipal airports are available for the use of modern military planes, the Municipal Association is suggesting that cities need more detailed and definite information on which fair standards of airport charges can be based.

Among other prospective sources of revenues for airports, taxes on gasoline for aviation use are suggested. Gasoline for aviation use now is exempted from taxation in 28 states. The principal sources of airport income, at the 200 municipal airports now listed as regular stops on scheduled air transport lines, are from landing fees, hangar and storage fees, and rents and incomes from oil and gasoline sales.

Among questions which municipal officials should be asking, it is suggested, are: "Do the air transports pay their share toward upkeep of airports? Are they paying equal amounts for equal services? If improvements for defense purposes are financed by federal funds, how will airports pay for the added operating and maintenance expenditures?"



The Ice Palace is the hub of the St. Paul Winter Carnival. It is constructed of solid ice and serves as the seat of government for the Carnival King, who, this year, was Boreas Rex VII.

St. Paul Winter Carnival

THE MILWAUKEE ROAD PLAYS AN OUTSTANDING
ROLE IN ST. PAUL'S BIG
ANNUAL SHOW

THERE probably has never been a fair, show, carnival, or other extravaganza whose build-up did not assure the prospective beholders that everything from the fat lady to the fireworks display would absolutely be "bigger and better than ever." The 1941 St. Paul Winter Carnival, which lasted from the first of February through the ninth, was no exception, but even the publicity men got fooled—it was the *biggest* and the *bestest*. For one thing, The Milwaukee Road came to the forefront of the festivities and received more attention than it ever had in any of St. Paul's annual jamborees.

Company Has Three Entries

In addition to helping things along by running a number of pre-event carnival trains (see story in this issue) and providing news photogs with some unusually interesting and photogenic sub-

THE COVER

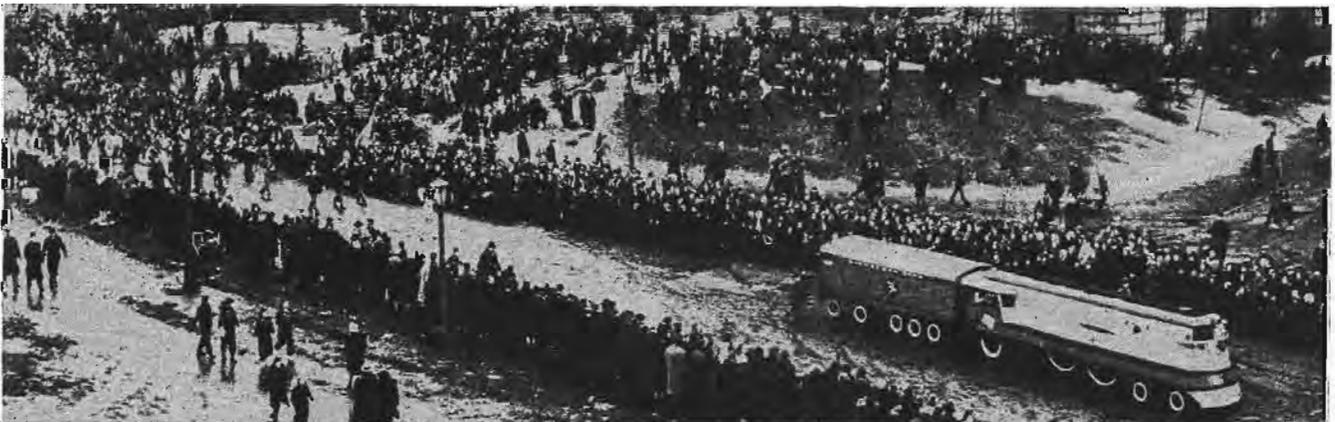
When the St. Paul Dispatch featured this picture, it went all the way and labeled it, "Oom-pah for Oomph," which is correct, of course. The fact is, the picture shows R. O. Burr, president of the Hiawatha Band, blowing a private serenade on a sousaphone for Marion Corak, majorette of the Band, during the St. Paul Winter Carnival.

jects, The Milwaukee Road had three colorful entries in the enormous parade on Feb. 1, and they did a good job of representing the railroad's thousands of employes and giving them reason to hold their chins at the proud angle.

There was the Hiawatha Band, from the Service Club in Milwaukee, newly "winterized" and feeling pretty foxy generally. The "winterizing" consisted of the donning of snappy three-quarter length overcoats of maroon, with attractive Hiawatha insignia on the right sleeve. Following in the wake of Majorette Marion Corak, they cut a sizable swath.

The Hiawatha Replica, whose itinerary has included the recent American Legion Convention in Boston, as well as many an affair closer home, was on hand also. A large picture of this impressive miniature of the oil-burning original appeared in the center of a double-spread in a special souvenir rotogravure section of the St. Paul Sunday Pioneer Press for Feb. 2. There were an estimated 300,000 people saw the parade, and the rising swell of "ah's" and "oh's" that rolled with the Replica down the route of the serpentine parade indi-

The Hiawatha Replica rolls majestically along the line of parade, followed by the Hiawatha Band.





The St. Agnes Girls Drum and Bugle Corps, representing The Milwaukee Road, catch the eye of the crowd during the parade on Feb. 1.

cated that all 300,000 noticed it. The Band followed immediately behind it.

The Hiawatha Replica and the Hiawatha Band were on hand only the first day of the Carnival, the day of the parade. The third entry, however, represented the Road throughout the nine-day festival. It was the St. Agnes Girls Club Drum and Bugle Corps, a group of 48 nattyly costumed young ladies whose remarkable precision and showmanship have earned them a great reputation. This group, which received an honorarium for its colorful part in The Milwaukee Road's scene in the show, bore their sponsor's name with brilliant flourish and dash.

The Why and the Wherefore

The St. Paul Winter Carnival was first conceived and held in 1886; after a lapse of several years, it was revived a few years ago and has become not only unique in character but in the amount of popular support and enthusiasm which has gone to make it successful year after year.

The basic idea of the Carnival is a bit of modernized mythology. Briefly, it has to do with Boreas, God of the North Wind, who, while out for a bit of air one winter day, laid a fond eye on the city of St. Paul, resting beautifully placid under a mantle of snow. In a wink he decided that St. Paul should be the capital of his realm and have a great carnival each year to celebrate. Dramatic interest is added by the nasty presence of Vulcan the Fire King and a group of henchmen who set up headquarters in St. Paul and certainly are not to be trusted. Their sole purpose in life is to dethrone Boreas and put Vulcan in his place. After going around looking mean for the

greater part of the Carnival, they finally succeed on the ninth day, but that is all right, because that is the end of the Carnival, and the people of St. Paul knew it was going to happen.

This year the reigning monarch (prior to the arrival of Vulcan) was Boreas Rex VII, who in private life is John F. Scott, president of the Minnesota Federal Savings and Loan Association. Although a pretty busy king, he had time to drop around to the Hiawatha Band's headquarters on Feb. 1. Accompanied by his Royal Guard and Prime Minister, all regally attired, he welcomed the Band to his domain. The boys played a number for the King, after which he presented them with the coin of his domain, minted for the occasion.

They were also paid a special visit by Mayor John J. McDonough, William J. Hickey, president of the St. Paul Winter Carnival Association, and Twin City officers of the Road. The Service Clubs of St. Paul and Minneapolis acted as hosts for the Band during the day.

It was a great show and The Milwaukee Road was glad to have had a hand in making it bigger and better than ever—the biggest, in fact, and the best.

Soldiers of Vulcan the Fire King's Legion of Lancers overpower Switchman Ralph Delaney and line up the tracks for the arrival of the Fire King on the Hiawatha, Feb. 9.



Appointments

TRAFFIC DEPARTMENT

Effective Feb. 1, 1941:

W. A. STAUFFER is appointed Assistant General Agent at Philadelphia, Pa., succeeding GEO. J. LINCOLN, who is retiring after many years of efficient and loyal service.

C. C. BURNS is appointed District Passenger Agent with headquarters in Washington, D. C.

Effective Feb. 15, 1941:

R. H. HARDING is appointed Division Freight and Passenger Agent at Terre Haute, Ind., succeeding W. B. CONRADI, transferred.

W. B. CONRADI is appointed Special Coal Agent with headquarters at Cincinnati, Ohio, succeeding F. K. BEEM, transferred.

F. K. BEEM is appointed Traveling Freight Agent with headquarters at Kansas City, Mo., succeeding R. H. HARDING, promoted.

J. E. BARWIN, JR., is appointed Traveling Freight Agent with headquarters at Pittsburgh, Pa., succeeding W. A. STAUFFER, promoted.

Effective March 1, 1941:

D. K. SHEPPARD is appointed Traveling Passenger Agent with headquarters at St. Louis, Mo., vice H. C. HALVERSON, resigned.

E. C. DERR is appointed Traveling Freight and Passenger Agent, with office in Winston-Salem, N. C. The position of Traveling Freight and Passenger Agent, Atlanta, Ga., is abolished.

OPERATING DEPARTMENT

Effective Feb. 1, 1941:

R. G. WEBB is appointed Assistant Superintendent of the Rocky Mountain Division, with headquarters at Lewistown, Mont., and the position of Trainmaster at that point is abolished.

C. A. NUMMERDOR is appointed Trainmaster of the Coast Division, with headquarters at Tacoma, Wash., vice R. G. WEBB, promoted.

J. O'DORE is appointed Trainmaster of the Trans-Missouri Division, with headquarters at Miles City, vice C. A. NUMMERDOR, transferred.

R. A. MIDDLETON is appointed Trainmaster of the Rocky Mountain Division with headquarters at Butte, Mont., vice J. O'DORE, transferred.

STORE DEPARTMENT

Effective Jan. 16, 1941:

D. H. PHEBUS is appointed Assistant to the General Storekeeper, with headquarters at Milwaukee, Wis. The position of District Storekeeper of the Southern District, with headquarters at Savanna, Ill., is abolished.

L. V. SCHWARTZ is appointed Division Storekeeper of the Dubuque-Illinois Division, with headquarters at Savanna, Ill.

T. A. RICHARDS is appointed Division Storekeeper of the Kansas City Division, with headquarters at Ottumwa, Ia.

By A. V. Barquist

YES SIR, there is fun to be had on Milwaukee Road Snow Trains! That is to say, *Carnival Trains*. The name has been changed right recently, ostensibly because most of them are run as combination sports excursions and St. Paul Winter Carnival builder-uppers—and nothing short of love ever offered a better reason for changing a name—but it is quite possible that there was more to it than that. There is real *carnival spirit* on these selling, sporting, rail-boosting jaunts. That accounts for their popularity.

There is a lot of fun in arranging a Carnival Train, too, especially in St. Paul, where there are 110 Carnival Clubs supported by the larger business firms. Many of them have their own drum and bugle corps, a few have a band, and three have their own horse patrols. The latter are the South St. Paul "Hook-'Em-Cows," the St. Paul Dispatch & Pioneer Press, and the North End Mounties. Each club endeavors to take in at least one Carnival Train a season, usually prior to the greater St. Paul Winter Carnival, which this year was held from Feb. 1 to 9.

The groups visit the prosperous towns and cities within a radius of 300 miles around St. Paul. The various railroads have a friendly rivalry on in arranging for the trips, and, while they have no definite agreement regarding which road does what, they do not choose the same destination the same date. They do, however, vie with one another by having Carnival Trains

The First National Bank Marching Club of St. Paul falls in line in front of the depot at Albert Lea, Minn.



En route.

Carnival Trains

**ST. PAUL BOOSTERS COMBINE
NEW FORMS OF SALESMAN-
SHIP AND FUN**

from the Twin Cities on the same dates—to various destinations. Naturally, each railroad does what it can to convince the Clubs that they will have a better time on its trains and at destinations along its line.

The writer always got a welcome

be on hand; news items about the groups are also furnished the papers, so that interest in the coming event is sustained right up to the day when the Carnival Train pulls in.

After the parade the marchers store away their equipment and make a rush for their big Sunday dinner reserved for them at the local hosteries. The afternoon's program is always well diversified: All the drum corps are invited to take part in a musical jamboree, with prizes for the best musical units, the best strutting majorettes, and the marching club that displays the greatest precision and general showmanship.

Then, of course, there is dancing in the armory and in the lobbies of the hotels; also there is certain to be skating.

reception when making the rounds of all the St. Paul Winter Carnival Clubs, inviting them to join The Milwaukee Road's Carnival Trains. Of course, the first thing to do is select an attractive town, one with ample entertainment facilities and with modern restaurants equipped to take care of at least 1,500 out-of-town visitors.

To have a successful train one should have at least five drum and bugle corps, to furnish marching music for the parade from the local railroad station to the downtown section of the host city. The term "host city" is used because these groups are often guests of the local organizations, such as the American Legion, the Elks' Club, and other social and fraternal organizations. Generally, the local business concerns provide entertainment for those of the visitors who are in a kindred business in St. Paul.

There is another job that is most important, too. The townspeople in the host city are encouraged to invite residents from surrounding communities to come into town on Sunday (most popular day) to see the parade and take part in the day's fun. The Chambers of Commerce of the towns to be visited are contacted weeks beforehand, and a reception committee is appointed. The local newspapers are provided with pictures of the groups that will

A. V. Barquist, who wrote this article which so well demonstrates one of the types of new business the railroads have been encouraging within very recent years, is on the inside, so to speak, and is well qualified to have an opinion on the subject of Carnival (or Snow) Trains. He is employed in the City Ticket Office, St. Paul, and has been directly connected with the interesting work of arranging the excursions he writes about.



Fire Prevention Trophy Goes to Madison Division

SUPERINTENDENT J. A. Macdonald was a happy man and a proud one on Feb. 11 when more than 150 men, including the governor of Wisconsin, and many officials and employees of the Road, gathered at a luncheon in the Loraine Hotel in Madison, Wis., to present him with the Fire Prevention Trophy. The Madison Division had led the entire Milwaukee Road in fire prevention during 1940—had completed the year without a single, solitary fire chargeable under the terms of the contest. That was what all the shouting was about, and that was why Mr. Macdonald took a bow on behalf of the men and women whose diligence had given his division the handsome silver cup.

This was the second time the Fire Prevention Trophy had been presented. Last year it went to Superintendent W. J. Whalen, then of the Terre Haute Division, for a perfect fire prevention record during 1939. It is significant that each division that has claimed the coveted prize during the two years the contest has been in effect has made good its claim by chalking up a record 100 per cent perfect.

J. E. Bjorkholm, assistant superintendent of motive power, acted as toastmaster at the luncheon and did a very capable job. Among those called upon for brief talks were J. T. Gillick, chief operating officer; L. J. Benson, assistant to chief operating officer; J. A. Macdonald, superintendent of the Madison Division; and James R. Law, mayor of Madison. A somewhat longer talk, and a highly significant one, was made by Governor J. P. Heil.

Governor Heil took the occasion of a railroaders' luncheon to officially announce that Floyd Green, a former Milwaukee Road engineer, would be reappointed to the Wisconsin Employment Relations Board, and that H. W. Mackenzie, director of the Wisconsin Conservation Department, would be re-

tained in office. Both of the appointments struck a pleasing note for the men from Wisconsin. The governor went on to say that one of the first jobs he had ever held was that of news vendor on Milwaukee Road trains, and that later he had worked as a machinist in the Milwaukee Shops, in Milwaukee, Wis. His speech was greeted by an enthusiastic round of applause from the railroaders, and his remarks made the front pages of the Madison papers.

L. J. Benson gave a concise summary of the work that has been done by the Fire Prevention Division since it was created in 1930. The Company's fire losses have been reduced markedly, and for the year 1940 amounted to \$42,000.

In addition to those mentioned above,

Among those at the speakers' table were, l. to r.: L. J. Benson, assistant to chief operating officer; J. T. Gillick, chief operating officer; J. A. Macdonald, superintendent of the Madison Division; Governor J. P. Heil of Wisconsin; and O. N. Harstad, general manager.

the following were also seated at the speakers' table: O. N. Harstad, general manager; W. H. Penfield, chief engineer; D. C. Curtis, chief purchasing officer; T. W. Burtness, secretary for the Road; Frank J. Newell, assistant public relations officer; J. A. Deppe, superintendent of the Car Department; R. T. Shields, general inspector of the Division of Fire Prevention; W. H. McCormick, chief of police, Madison; A. R. McDonald, counsel, Wisconsin Railroad Association; Col. J. W. Jackson, executive director of the Madison and Wisconsin Foundation; M. J. Corrigan, fire commissioner, city of Chicago; Floyd Green, commissioner of the Wisconsin Employment Relations Board; and Richard Widman, chief of the Fire Department, Madison.

J. T. Gillick (right) presents the Fire Prevention Trophy to Supt. Macdonald while James E. Law, mayor of Madison, Wis., looks on.



About Traffic Tips

Last month I called attention to the record-breaking total number of tips sent in during the month of December. This month I am happy to tell you that in January there were more *productive* tips than in any previous month.

You will be interested in knowing that the total number of tips sent in from May 1938 to the end of December 1940 was 68,603 and that from these tips our agents and traffic solicitors were able to obtain 55,767 tickets, 15,928 carloads and 5,541 l. c. l. shipments, not counting regular and prospective movements.

These figures show the possibilities of the traffic tip plan if every Milwaukee Road man or woman would support it. So far only 10,500 of our people have sent in one or more tips in the 21 months the plan has been in effect.

It is gratifying to note the consideration that is given this subject at Service Club meetings and the discussions that arise in connection therewith. These meetings afford an excellent opportunity to sell the traffic tip idea to members and we can expect much benefit from Club activities in this respect.

We are not far into the year 1941 and with the good start we have made, I hope everyone on the railroad will put forth a real effort so we can make this year noteworthy for increased traffic tip returns, increased Service Club membership and improved relations with the communities we serve.




Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions Shown Below During the Month of January, 1941

Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Madison Div.....	289	9	47.2	Iowa & S. Minn.....	25	34	8.2
Superior Div.	28	137	28.6	La Crosse & River.....	122	24	8.0
Dubuque and Ill.....	186	163	28.5	Rocky Mountain Div.....	50	12	7.8
H. & D. Div.....	197	61	26.1	Chicago General	77	47	7.2
Seattle General	26	12	22.4	Trans-Missouri	38	12	6.1
Milwaukee Div.	70	93	13.5	Milwaukee Terms.	169	28	5.8
Iowa & Dakota.....	140	48	12.7	Twin City Terms.....	43	41	4.4
Terre Haute Div.....	3	104	12.1	Coast Div.	44	13	4.1
Kansas City Div.....	38	49	11.8	Miscellaneous	3	14	2.9
Iowa Division	112	30	10.4	Chicago Terms.	14	15	1.0
TOTALS					1,674	946	10.4

Road Receives Two Mechanical Respirators

Double Care



Presentation of the respirators. The machine at the extreme left is shown closed, while the other is opened to show how the patient is placed inside the pressure chamber. L. to R., Isabelle C. Kendall, president general of the Women's Club; H. A. Scandrett, trustee; Dr. A. R. Metz, chief surgeon, Lines East; and J. T. Gillick, president of the Veterans' Association.

IT is difficult to conceive of a more commendable gesture than that made by the Milwaukee Railroad Women's Club and the Milwaukee Veteran Employes Association on Feb. 14 when they presented The Milwaukee Road with two mechanical respirators, popularly known as "iron lungs." The presentation was made to H. A. Scandrett, trustee, by Isabelle C. Kendall, president general of the Women's Club, and by J. T. Gillick, president of the Veterans, in the office of Dr. A. R. Metz, chief surgeon, Lines East.

The purpose of mechanical respirators, as most people have learned from the extensive publicity they have received, is to compel respiration by artificial means in cases where infantile paralysis has rendered a victim incapable of normal breathing.

One of the machines is being kept in Chicago and the other in Deer Lodge, Mont. They are available for free use not only by any employe of the Road, but by any resident of the communities in which the Road operates, and wherever they are needed they will be shipped immediately upon the application of any doctor to the Road's local physician.

In order to facilitate handling, these two respirators have been equipped with special features requested by Dr. Metz. The motor can be operated by direct current or by standard alternating current, thereby making it possible to use them in baggage cars as well as in hospitals or homes. They are equipped with rubber tired casters and can be moved quite easily. Metal rods have been mounted along the sides so

that in case the respirator has to be placed in a vehicle too small for the machine as shown assembled in the picture, the bed alone, with its casing, can be lifted from the motor container; in such a case the air pressure around the patient would be maintained through a tube connected to the motor.

The 9,000 members of the Veterans' Association and the 16,650 members of the Women's Club deserve a great deal of credit for this humanitarian gesture.

J. J. Clinker

JOHNS JOSIAH CLINKER, water inspector on the D&I, Milwaukee, and Madison Divisions, passed away at his home in Bensenville, Ill., on Feb. 16, at the age of 59.

Mr. Clinker was born in Tama, Ia., on Sept. 1, 1881 and entered the employ of the railroad as a pumper at Tama, Ia., in May, 1898. At various times he had held positions of pump repairer and water inspector at Savanna, Perry, Moberidge, and Bensenville. For a short time during 1916 and 1917 he was employed by the Rock Island Railroad at Des Moines, Ia.

Mr. Clinker is survived by two sons: Charles, who is water inspector on the Kansas City Division, and Cletus, who is athletic coach at South Dakota State College at Vermillion, S. D.

Railroads since 1923 have put 1,146,000 new freight cars and 17,000 new locomotives in service.

The average tractive power of locomotives is now 36 per cent greater than in 1921.

A NEW poster entitled, "Winter Demands Double Care," issued by the Safety Section, Association of American Railroads, has just been posted by our agent at Bridgewater, S. D.

This poster was of considerable interest to me as it should be to all who live in South Dakota, particularly the section men on the railroad, because of the hazards against which we must guard during the winter months. In the very near future we will have quite a number of days when there will be a thaw followed by a freeze at night and those are circumstances when "Double Care" is necessary. There will be icy conditions around station platforms, switch stands, sidewalks, high-way crossings and throughout the yard; icicles will form on eaves of buildings, setting up a dangerous condition unless the icicles are knocked down before another thaw causes them to drop onto someone's head. It is a season when conditions must be watched continually and cinders or sand used to correct slippery conditions and thereby prevent a serious accident.

Within the next month or so, the ties and other material for 1941 will be received and it is well known that unloading ties at this time of the year (or at any other time) demands "Double Care." Purchase a pair of safety shoes now, so as to have them "broke in" before the spring work. Many employes have worn safety shoes before but there are others who have found one excuse or another for not wearing them, never realizing that these shoes can prevent many a sore toe or worse. While it is important to use care when handling ties, particularly treated ties, there is the possibility of one of them slipping and causing a toe injury unless safety shoes are worn. That is why I say, "Double Care" is necessary to safe handling of ties to prevent injury to toes and fingers as well.

Many of our division officials are young men but their hair is turning gray from the responsibility they have on their shoulders. The responsibility we have for ourselves and for the few men under our supervision does not amount to much when compared with the officials' responsibility for all of us. So, when one of the officers calls our attention to the importance of carrying out safe practices while on the job, we should realize that he is trying to protect our jobs and our bodies.

Some employes who read this and who may be acquainted with me may say, "Why is he telling us all this stuff? The officials tell us this every day." Sure, we receive safety letters 'most every day and we read them over. BUT, do we practice what we are told about? That is what counts. Let's all pitch in and take "Double Care" and have a 100% safety record for 1941.

WILBUR F. WELAND,
SECTION FOREMAN,
BRIDGEWATER, S. D.

Des Moines Rail Fans Call on Midwest Hiawatha

NOTHING testifies more convincingly to the romance of railroad- ing than the fact that clubs for rail fans have cropped up in every country where railroads play a vital part in commerce. There are rail fans almost everywhere there are rails, but the particular enthusiasts The Milwaukee Magazine is concerned about at the moment are the Des Moines Rail Fans, who took a little jaunt up to Madrid, Ia., *en masse*, on Jan. 12 to see the Midwest Hiawatha.

Although the Club is only about five months old, it has a membership of 54, 10 of which joined right after the trip to Madrid. The jaunt to see the Hiawatha was made at their own expense, of course, and in the oldest coach available. The Road provided them with a real museum piece, dug up from somewhere or other—complete right down to the oil lamps and stove—and the contrast the equipment made with the Hiawatha was just what the Des Moines Rail Fans wanted. They went bedight in white engineer's caps and laden with cameras and enthusiasm.

Among the railroad hobbyists in this group are many of Des Moines' leading citizens. At present there are doctors and ministers on the list, and at the

rate the membership is growing there is reason to believe that by summer every profession and line of business in the city will be represented by a spare-time engineer in a white cap. The officers are: R. D. Kimmel, president; Charles Laird, secretary; and E. A. Laverrenz, treasurer.

The Des Moines Rail Fans' car, shown herewith, was donated by the Des Moines Railway, complete with 60 feet of yard track. The car is used to take trips about the city and also as a club house. Heat, as well as light, is provided by placing the trolley on the wire. The interior of the car is to be modernized before summer and will be lined

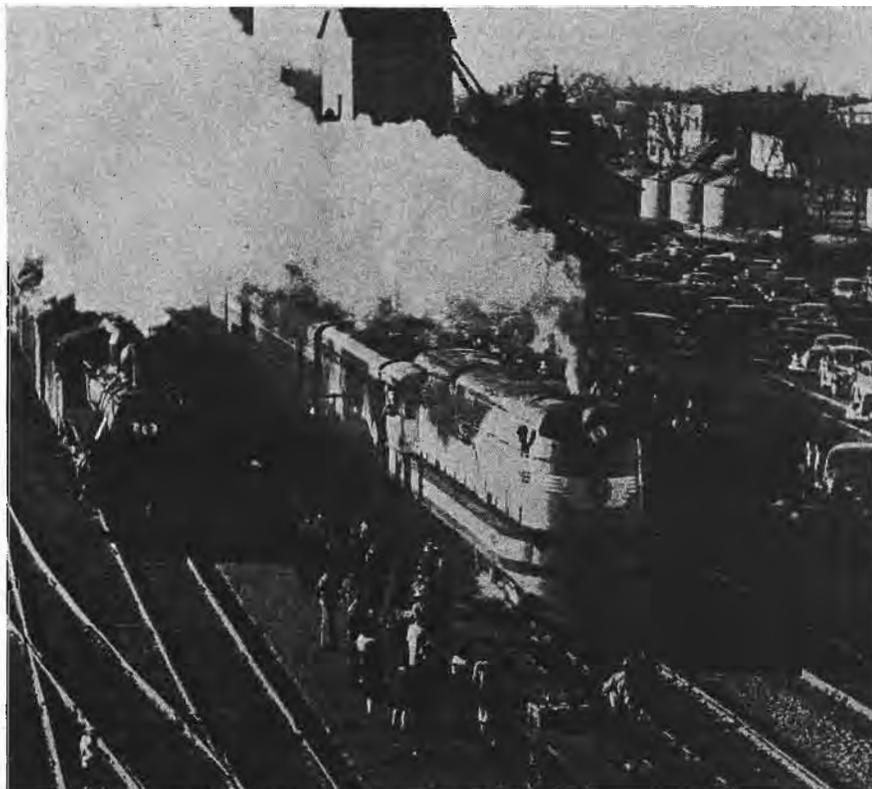
The group which made the trip to Madrid on Jan. 12 poses by the "Special" that took them.

with all sorts of pictures pertaining to new and old railroad equipment. Railroad men are invited to inspect the car at any time, and to help the picture library by donating any new or old-time locomotive pictures they may have. In case the pictures are wanted back, the Des Moines Rail Fans will have copies made and return the originals to the owners. Full credit will be given to those donating or lending the pictures.

The Rail Fans' club car which is used for meetings and for getting around Des Moines.



The Des Moines Rail Fans wanted a good look at the Midwest Hiawatha, so they had their train pulled up alongside at Madrid, Ia. Some of the fans can be seen in their white caps at the right of the picture.



Edward Murray

EDWARD MURRAY, retired employe of the Engineering Department, passed away in Chicago, on Feb. 17, at the age of 73 years. He was born in Ireland in 1867 and entered The Milwaukee Road's service on Oct. 2, 1892.

In November, 1906, he was made assistant engineer in charge of construction work on the Puget Sound Line in the State of Montana, and later was appointed district engineer at Miles City. The three large bridges crossing the Yellowstone River, each with four 270 foot through truss spans, were built under his direction. He had a splendid record on construction work, and was a very hard worker, looking always to the Railroad Company's interests.

In 1927 he was transferred to work on Lines East, and in July, 1930, took up work in the Chicago General Office, where he did good work in keeping up bridge records, going over bridge inspection reports, and assisting in making up instructions for field work. He retired on June 30, 1938.

He is survived by his widow, Mrs. Kathryn White Murray, and son, Edward J., who are living at 6583 Lakewood Avenue, Chicago.

SERVICE CLUBS



Francis Dunn, attorney at Madison, S. D., who acted as master of ceremonies at the Madison mixer.

Madison, S. D., Holds Third Annual Mixer

THE third annual mixer, put on for the public by the Madison Service Club, at Madison, S. D., was held on Feb. 5 with some 450 men in attendance. Chairman Broderick introduced Francis Dunn, attorney at Madison, who acted as master of ceremonies. A special guest of the evening was C. J. Cawley, agent at Pipestone, who was mentioned recently by Ripley's "Believe It Or Not" in recognition of his 61 years of service for The Milwaukee Road at Pipestone. Other visiting officials were introduced and made some interesting remarks.

The main speaker of the evening was A. G. Dupuis, assistant public relations officer of Chicago, who gave a very enlightening talk on the competition the railroads are having to meet today and how they are meeting it. It is the writer's belief that the 450 interested men who heard Mr. Dupuis' talk have a much better understanding of just what our railroads are up against in the way of competition.

Mrs. Gladys Buhl favored the group with two very lovely vocal numbers. Mrs. Buhl, of Wessington Springs, has sung for the Service Club at other times, and all are always most happy to be in her audience.

The rest of the evening was spent conversing and partaking of the fine lunch which was prepared by the city firemen. The results of this meeting cannot be measured in any other terms than friendship for The Milwaukee Road.

Miles City Entertains

THE well laid plans of Chairman G. A. J. Carr of the Miles City Service Club resulted in the get together of well over 400 people of Miles City and vicinity, including officers, employes, friends, and patrons of The Milwaukee Road on the evening of Jan. 27 at the



H. J. McMahon of Miles City, master of ceremonies at the Miles City Club's public meeting.

Swan Nelson, program committee chairman of the Miles City Club.



Supt. A. W. Hervin addressing the Miles City public meeting on the subject, "Why a Superintendent."

Elks Club. Chief Clerk H. J. McMahon acted as master of ceremonies in the absence of Chairman Carr, and very ably conducted the affair.

Superintendent A. W. Hervin, in his opening address entitled, "Why a Superintendent," paid fine tribute to the department heads and their employes on the Trans-Missouri Division.

The principal address of the evening was given by Judge Dan O'Hern of Miles City, who spoke on the adaptability of the railroads to the task of expeditiously handling the nation's transportation problems should an emergency arise. He compared the situation of 1917-18 with that of today, stating that we have expert railroad representatives working with the National Commission on Defense which we did not have in those days. He expressed



G. A. J. Carr, chairman of the Miles City Club.

his belief that the employes of the railroads would give everything they have to whatever purpose the Government of the United States might direct its energy.

Adding to the interest and enjoyment of the program, several numbers of entertainment were presented, including the following: Four numbers by the A Cappella Choir of Custer county high school, directed by Julian Steen; two songs by Charles Stewart, accompanied by Lucille Snyder; violin selections by Miss Carol Snyder; songs, Don Cremer accompanied by his mother, Mrs. Charles Cremer; talk, "America United," by Miss Gertrude Mae Rogers; songs by Charles Rice, accompanied by Mrs. J. Elzea; and piano, accordion and violin numbers by Miss Loreen Earl and Floyd Konkright. The program was concluded with a door prize drawing of \$5, won by J. T. Graff, Car Department employe.



Mrs. Gladys Buhl, of Wessington Springs, S. D., who sang at the Madison mixer. She appears on the Clubs' programs frequently.

Dancing was then enjoyed to the rhythm of some old time music which was very generously furnished gratis by Guy Comstock, Mr. and Mrs. Jack Fulks, Mr. and Mrs. Frank Robinson, Felix Wagner, William Niklas, Waldo Northcut and Floyd Konkright.

This was a splendid meeting and a fine example of what our Service Clubs can and are doing. There was an abundance of that old western hospitality. Everyone who attended was obviously glad that he had. The Miles City Club did an exceptionally fine job.

Club Notes

Lines East

SERVICE CLUB SIDE-LIGHTS

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

Important Meeting of Faith Isabel Club

Despite the old flu bug which kept many people, including W. C. Boyle, secretary, from attending the Faith Isabel Club meeting, there were about 125 people assembled at Lantry, S. D., on Jan. 21. With Chairman Bender on vacation and Sec. Boyle ill, it became necessary for Public Relations Representative Lisle Young to take over and fill the bill. After the country's transportation problems were explained from the railroad's point of view by D. F. and P. A. McIlyar of Miles City, and Mr. Brisbine, traveling freight agent of Miles City, members of the audience entered into the discussion. It is certain that from this meeting a better understanding was reached of the importance of whole-hearted support to the railroad in order to maintain the service which they are now performing.

A meeting of the Middle H&D Club was held on Feb. 13 at Bristol, S. D. Election of officers was held with the following taking office for the coming year: Lloyd Curfman, agent at Waubay, chairman; Duncan Rockwell, station helper at Waubay, secretary; Ernie Hanson, signal maintainer of Milbank, vice chairman. It will be interesting to watch the activities of this Club in the future.

Fargo Line Club held their scheduled meeting at Wahpeton, N. D., on Feb. 4 despite the stormy weather and 18 degrees

Mr. McIlyar (left), DF&PA at Miles City, and Mr. Brisbine (center) traveling freight agent at Miles City, were among those at the meeting of the Faith Isabel Club on Jan. 21.



Twelve



Stanley Core, roadmaster, reading a paper concerning the duties of a roadmaster at the Jan. 16 meeting of the Black Hills Club at Rapid City.

below zero temperature. However, the business of electing new officers was postponed until it was possible for more of the members to be present. Agent Gelsler and wife missed their Service Club meeting but got stuck in a snow drift trying to get there. Better luck next time, Fargo Line.

West End Club met on Jan. 23 at Tripp with a nice attendance. Aside from the regular business transacted, Chairman A. J. Gorman, agent at Parkston, gave a brief summary of his 40 years of service with the railroad, comparing conditions and salaries of today with those of his first years of service, urging all to cooperate by turning in traffic tip cards and securing more business to make our jobs even better and more secure.

The Musselshell Valley Club turned out on Feb. 10 with about 40 in attendance. There was a fine exchange of ideas on the best ways of meeting competition and of securing business. Supt. Hervin, DF&PA McIlyar, and TFA Brisbine were the principal speakers and there were talks from other members present. After the business meeting, Agent Rediske and part of the Ryegate town band entertained and were heartily applauded. Section man Anton Estrada also entertained with a Spanish song.

The Black Hills Club met on Jan. 16 in the Women's Club Rooms at Rapid City, with Chairman R. I. Colvin. Roadmaster Stanley Core read a prepared paper on what the duties of a roadmaster consist of. Matters of business were taken up and there were many accounts of favorable comments heard regarding the new train schedule, which makes it much easier to reach Rapid City. This will, no doubt, make it easier to secure business with this improved service.

The Arrow Club of Sioux City opened their new club rooms on Feb. 13. They are located at the Scandinavian Club, 314 Jones St., a very spacious and beautiful hall. Entertainments on a large scale are being planned for the future. With this incentive for social activity, we feel sure that this club will grow by leaps and bounds. W. H. Marriott, traffic manager of the Sioux City Grain Exchange, gave a very interesting and timely talk, urging the Milwaukee employees to get behind their railroad, as he stated from his close observation he sees the trucks cutting in deeper each day, but felt that if the railroad employees would each do his part, a great deal could be accom-

plished in combating this competition.

Vice Chairman A. B. Main conducted the meeting on Feb. 12 of the Sioux Falls Club. Chairman Kelley has been unable to act in the capacity of chairman since the new train schedule has been in effect. It was reported that business had picked up appreciably since the new type coach had been put on from Bristol to Sioux Falls, replacing the old timer that was outmoded.

The Aberdeen Club held its monthly meeting on Jan. 29 with a large attendance and some very interesting talks and discussions on securing tips and on how the H&D compares with other divisions in traffic tip standings. Messrs. Rue and Connell came in for a lot of praise as editors of the new semi-monthly paper which is being published on H&D Club notes. This should stimulate much interest among the various clubs on this division. There is always a new trick up the sleeve of the Aberdeen Club.

Correction

The February issue of the Magazine carried a picture of M. T. Perry, and identified him as chairman of the Madison, S. D., Service Club. Mr. Perry was chairman of that Club until recently, but has been succeeded by J. A. Broderick.

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Mississippi Palisades Club— Jan. 22

E. G. Graves, chairman-elect, took over the gavel which had been wielded so efficiently by J. J. Roe the past year. A. J. Reinehr told the group that December was the best month for tip cards in the history of the Club, but that he was looking for more. He also hoped the Club would continue to take an active part in the affairs of the community. This not only means more business for the railroad, but it also creates a better feeling and understanding as a whole. After those fine words the Club made a donation; this time to the annual drive of the Boy Scouts of U. S. Grant Area. Superintendent W. J. Whalen expressed his feeling of cooperation toward the Service Club, and said he was glad to see his old friends on the D&I.

V. F. Engman, chief carpenter of the B&B Department, was the guest speaker of the evening. He gave a fine talk on the importance of the Bridge and Building Department. Most pile driving, repairs to masonry bridges, placing of culvert pipe, repairs to, placing and painting of, steel bridges are operations performed by the system crews. Then there are the division crews and a water service force. The bridge and building payroll for the D&I Division alone amounts to \$100,000 per year, which does not include work train labor or labor by other departments, charged to bridges and buildings. The D&I services a total of 595 bridges of all kinds—wood, steel and concrete. There are 1,820 culverts ranging in size from the 12 foot diameter to the 20 foot arch. There are 1,062 separate buildings or other structures of all kinds, such as locomotive coal, water and sand facilities, cinder pits and conveyors, plat-forms of all kinds, turntables, stock yard and stock scales. All are maintained by the Bridge and Building Department. There are miles of underground water pipe and drains which cause a lot of trouble, because they are buried and proper inspection of condition cannot be made and repairs arranged for in advance of failure. Fire prevention is closely connected with the B&B Department. It is their duty to maintain

structures as far as possible free from fire hazards, to keep heating plants and chimneys in first class condition at all times. And they must also maintain fire fighting equipment.

L. V. Schwartz, chairman of the public committee, and the man behind those attractive notices of meetings, is also a business getter. A doctor purchased two round trip tickets at Chicago (Chicago to Savanna) via a competitor line. Mr. Schwartz took the doctor over to the Savanna depot to receive a return refund, and another customer rode on the Hiawatha. Schwartz was also responsible for the showing of Lew Fonseca's "Batting Around the American League," 2,000 feet of interesting facts about baseball, baseball stars, and highlights of the 1940 world series, which was very interesting and entertaining. A fine lunch was enjoyed after the picture.



Newly elected officers of the executive board of the Hiawatha Club. Standing: Ambrose Sery, named as honorary chairman. Seated, l. to r.: Martin J. Biller, general secretary and treasurer; William P. Radke, general chairman; Erwin Weber, general vice chairman.

Hiawatha Club—Executive Board—Jan. 15

The Hiawatha Club has completed its first eventful year. Looking back, we find that through the medium of meetings, many a fine friendship has resulted. The Shops and Terminal as a whole have been woven into a closer bond. The employees in the shop have met the employees in the office, and those in the yard have met those in the freight warehouse. And they have found that these friendships are worth developing. They have discovered further, that there is pleasure in this important job of furthering the interests of their company.

The officers of the 14 units in Milwaukee form the executive board. This board met Jan. 15 to elect for another year three officers to preside over this body. Before the balloting took place, Ambrose Sery, who was the able leader this first year, called upon the officers for a few remarks. Oscar Remy expressed hope that the officers to be elected would carry along despite the criticism that they will encounter. Bill Radke, the work horse of the Club, said he would continue to do his part for the success of the Club. Joe Lofy, who rarely misses a meeting, stated that no matter who was elected, the Club would stand behind the general officers, with plenty of support. Clarence Schwab said that he had gained experience through the short time he has been in Service Club work, and hoped all Units would continue to meet. Bill Cary, secretary of the Milwaukee Road Bowling League, thanked the general officers of the board for the precise manner in which the meetings were conducted. Erv Weber, the

movie camera man, said he was green at the outset, but now is in the swing of things, and attends as many meetings as possible. Phil Stetzenbach expressed hope that the officers could drive home to their members the importance of the Club work.

The ballots were counted, with the following results:

William Radke, general chairman.

Erwin Weber, general vice-chairman.

Martin Biller, general secretary and treasurer.

As a tribute to his fine work and leadership, Ambrose Sery was named honorary chairman for the coming year, retaining full powers on the executive board.

Mississippi Valley Club—Jan. 23

When the meetings are held on the Minnesota side, the Wisconsin members pay a \$1.00 bridge toll charge, and vice versa when held in Wisconsin territory. The boys pay and do not complain about it. They are showing their loyalty to a concern that means their livelihood; at the same time they enjoy belonging to a Club that the employees can call their own. This is their Club. They travel many miles to attend a meeting and enjoy this get-together. When one travels miles to a meeting he wants something for his time and trouble, so the officers of this Club

see to that. There are always refreshments, lunch, and entertainment. If the entertainment is not good enough, they entertain themselves. Of particular note is the interest shown by the track men. They are out in goodly number, and appreciate that the Road has given them a club.

J. L. Maher is the chairman, George Roeschi, vice chairman, and J. M. Hemsey, secretary and treasurer. These three work hand in hand to see that everything works smoothly. They line up the entertainment, lunch and refreshments. And they must be doing a pretty fair job when over 50 members attend each meeting. At this particular meeting, Wabasha's one man band, Julius Bakke, entertained. Also on the program was a picture of some of the Wabasha boys on a hunting trip, and also some beautiful shots of Yellowstone Park, showing Old Faithful in action. Paul McDonald, who took the pictures, also operated the projector.

On the business side, Messrs. Opie, Lakmann and Deschneau, gave talks on the importance of securing additional business for the railroad.

Freeport Area Club—Jan. 21

Secretary Askey reported that more tip cards were submitted during the month of December than any other month in the history of the Club. In fact, the increase was 100% over the same month of the preceding year. As a reward for the fine work, Chairman Fleck distributed a freight and passenger tip card to each person. Seriously, these people in the Freeport Club are not looking for awards. They are a splendid group, not great in number, but exerting a great force for the benefit of the Road, because they know how, and enjoy working together.

The members of the Club certainly enjoy a bingo game, and they do not seem to be perturbed when they do not win a prize, as was proved by Agent Springer.

In fact, now and then they do not even call "Bingo," when the card is completed. Chairman Fleck seemed to take it in good grace when Mrs. Fleck made this oversight. Mrs. Fleck said it would not happen again.

After Askey had called off numbers for about an hour, he was hungry and wanted to eat. So the entire group, in order to please him, sat down and enjoyed some delicious chop suey, prepared by Mrs. Daniels. It's great to be a member of a good Club.

Jottings

HIAWATHA CLUB

Milwaukee Shop Office Unit—The manner in which Marty Biller conducted the meeting proved that he is not only capable as a secretary and treasurer, but a good chairman as well. And he brought his own entertainment. His talented daughter, with her accordion music, had the group singing, dancing, and cutting capers.

Roundhouse Unit—Joe Lofy, chairman, announced that his Unit would be the best in the Terminal during the year 1941. Four officers of other Units, attending as guests, declared this was a challenge and accepted it as such. May the best Unit win. Joe Monzella, of the Public Relations Department, Chicago, was a guest.

Coach Yard Unit—In order to succeed in the membership drive, Erv Weber, the able secretary and treasurer, spoke to the night shift at 11:45 p. m. Erv is through at 4:30, but returned at 11:45 to talk membership—the boy deserves a pat on the back.

Station Employees Unit—Elmer Keller, chief clerk at North Milwaukee, is president of the clerk's organization and vice chairman of the Unit. He also belongs to civic and fraternal organizations. All this activity has made Elmer quite an orator, as was proved at the February meeting. J. E. Leahy, newly appointed agent at Chestnut Street Station, and B. L. Swang, recently appointed to the agency at West Allis, attended their first Service Club meeting in Milwaukee.

Store Department Unit—Chairman Fred Schiebel is out after a 100% membership. He told his group he got more out of his dollar membership dues last year than out of any other dollar he spent.



Tony Abfalter, a member of the Store Dept. Unit of the Hiawatha Club, receiving a door prize at a recent meeting. The billfold and key case are being presented by Gladys Rogalinski.

Locomotive Shop Unit—Mr. Abarhart and Mr. Koop attended the meeting and expressed hope that the Locomotive Shop would do its share during the year 1941. Oscar Remy, the chairman, is hoping his boys can show up Joe-Lofy's Roundhouse gang.

Davies Yard and Terminal Unit—"Am I my brothers' keeper?" We can be our brothers' keeper, by helping the Company retain business. C. A. Kennedy, told the group. Traffic Tips help the younger men hold their jobs. Chairman George Schramm had a nice meeting, including the lunch and refreshments.

La Crosse Club—We cannot say what national party the four officers of the La Crosse Club belong to. But we do know that the four men were re-elected to their



Officers of the Store Dept. Unit of the Hiawatha Club. L. to R.: Al Zerke, secretary; Fred A. Schiebel, chairman; E. F. Grisius, vice chairman.

respective offices for the third consecutive term. Now mind you, they did not choose to run. In fact, all four thought that new blood should be injected into the leadership of the organization. But to no avail. The members present drafted them as follows: Chairman, J. T. Burns; vice chairman, A. O. Sundet; secretary, H. F. Ogden; treasurer, C. J. Knapp.

Rockford Club—Mr. and Mrs. Wilbur Somers have spent 35 happy years together in marital bliss. The Club helped to celebrate the occasion by holding a mock wedding. Messrs. Fleck and Askey of the Freeport Club were out of town guests.

Green Bay Club—Superintendent F. T. Buechler, after attending the Service Club meeting, went to the meeting of the Green Bay Traffic Club, and forthwith was elected their president. Chairman Reeves announced the Service Club is planning to hold a public meeting at Abrams, Wis., in the near future.

East End Wisconsin Valley Club—Calvin Smith, secretary of the Club, and captain of the bowling team, announces a card party will be held to help defray the cost of some snappy shirts for those Wisconsin Rapids bowlers. Now watch the pins fall.

Lower Wisconsin Valley Club—The roads were slippery, the night was cold, the wind was blowing, and the snow was falling. But still, Glen McDonnell, Harlow Shields, William Peterson, and Louis Pronold drove 40 miles to attend the meeting. That is loyalty, or something. The Club plans to hold a blow-out some time in April.

Watertown Club—After two very successful years, Harry Zoelle relinquished the chairmanship. Officers for the ensuing year are as follows: Chairman, A. G. Hillebrandt, vice chairman, W. Usher; secretary, Mrs. H. Graf; treasurer, Mrs. S. A. Butler. The ladies are planning to sponsor a card party in the near future. Dr. C. W. Nebel showed two interesting films, "Army on Wheels," and "Wheels Across India." A lunch topped it off.

Perry Area Club

By Mrs. Malcolm Nelson,
Perry, Ia.

Members of Perry Area Club enjoyed another one of their pot-luck suppers Jan. 30 at Fraternity Hall, Perry, Ia. The kitchen committee saw to it that plenty of delicious baked ham was there for all. The variety of good "eats" alone is enough to entice mere man to one of these meetings.

During the business session that followed the dinner, election of officers for 1941 resulted in the following: Chairman, E. E. Banyard; vice-chairmen, M. H. Nelson and H. J. Peterson; secretary, Herbert Langdon; treasurer, Ruth Buckley.

Talks relating to the betterment of the Club and for the good of The Milwaukee Road were given by various members present. If intentions of all do not go astray, along with many New Year resolutions, Perry Area Club should go places during the year 1941. A contest is on between the different departments. The attendance from each department will be recorded during the next four months, figured on a percentage basis, and a prize will be given the department having the highest score. Mr. Banyard appointed a chairman of each department to interest the employes in coming out to the meetings. A ways and means committee was also named to devise

plans for raising money. Due to the length of the business session no social program was given.

ACTIVITIES IN GENERAL

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

Ottumwa Club

The Ottumwa Club held a special meeting on Feb. 5 for the purpose of arranging a dance to be held March 17. This organization is always well toward the forefront of the Service Club movement and its activities almost from the start have been characterized by their interesting nature, originality, and successful outcome. This particular dance is to be a "Bundles for Britain" affair, and it would be safe to predict that it will leave the Club safely in the black.

A. J. Elder-Dubuque Club

This Club sponsored a group of movies in the Marshall School in Dubuque, Ia., on Feb. 18. The evening's program was one of the most entertaining ever offered by any Service Club, and the public, which was given a special invitation, seemed to concur.

"Gallatin Gateway Honeymoon" was the lead-off thriller, and was followed by "Batting Around the American League," the official American League motion picture of 1940. Later in the evening the Elks Club of Dubuque joined the festivities and showed some films on "Americanization."

What could have been more complete? Every one who liked beauty, sports, or his native land could not have had anything less than a good time.

Marquette Club

The Marquette Club held its regular monthly meeting on Feb. 11 in the Women's Club rooms. The new chairman, Mr. Dittmer, made it very plain that he intended to carry out the activities of the Club to the satisfaction of just as many employes as possible and then proved his sincerity by appointing committees which included representatives from all departments. Being very considerate of the employes who have to drive a number of miles to attend the meetings at Marquette, he and his vice chairman arranged to hold some of the meetings out in the Club area, in addition to the regular sessions in Marquette.

Two I&D officials were guests at the meeting—R. E. Sizer, trainmaster, and L. R. Neuweisen, chief train dispatcher. These men voiced some excellent ideas on various subjects.

After the meeting the Marquette High School Band entertained, and a Dutch Lunch was served.

Briefly Noted

The Southwestern Club of the Kansas City Division held a meeting in the residence of Russell Schoech at Chillicothe, Mo., on Jan. 16. The interest of the division traffic officers was indicated by the attendance of L. L. Korthanke, T.P.A., and R. H. Harding, T.F.A. Civic activities for the future formed the nucleus of this Club's discussion.

The Eastern Iowa Club held its January

meeting on the 20th. The organization has an average attendance of 25 members out of a possible 42, which is not half bad. Recognizing the sincerity of this Club, Mr. Keefe, D.F.&P.A. at Dubuque, drove from Dubuque with his chief clerk to attend the meeting.

At the regular meeting of the Council Bluffs Club on Jan. 23 election of officers was held. The results were as follows: T. P. Schmidt, chairman; Carl Schonberg, vice chairman; L. B. Bryant, secretary; and Ed Lee, treasurer. Mr. Schmidt appointed his committees for the year. Mrs. Ed Lee, president of the Council Bluffs Chapter of the Women's Club, offered that organization's full support to the Service Club.

The Botna Valley Club met on Jan. 27. Prior to the business session a pot luck supper disappeared, and following the business of the evening those who felt in the mood played cards. Then a quiz contest was held between the men and women. Seems incredible, but the men won.

The East Kansas City Division Club was forced to cancel its meeting of Jan. 28 because of an extremely heavy snow fall.

What a wonderful thing the weather is—
It snow and blew,
And then it thawed,
And now, by jing, it's friz!

Lines West

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

Electric Club Meeting

It would hardly be cricket to give his name, but a certain representative of the Traffic Department thanked the members of the Electric Service Club at their meeting on Feb. 11 for turning in a traffic tip that resulted in his meeting a very attractive young lady, and, incidentally, persuading her to ride the Olympian on her trip East.

"One reason that we like traffic tips," said the Traffic Department representative (who shall be nameless), "is that they make it possible for us to meet the nicest people."

Chairman H. W. Mellon responded that the Electric Club was doing its best to widen the acquaintanceship of the Traffic Department. He pointed out that almost a traffic tip a day had been turned in at Deer Lodge during the month of January, and praised the shopmen at that point as being especially active in this laudable endeavor, the increase in traffic tips at the Deer Lodge shops being nothing short of phenomenal.

Mount Tacoma Club Meeting

Outnumbered six to one, but fighting gamely behind their dauntless leader, "Glamour Boy" Walter "Jehu" (for he driveth furiously) Jennings, the Store Department at Tacoma held the Operating Department to a 20 to 20 tie in the traffic tip contest which closed on Feb. 20.

At the meeting of the Mount Tacoma Club that night, W. E. Roberts, Store Department spokesman, his head bloody but unbowed, said fervently, "Ours is a moral victory that shall go ringing down the ages like Leonidas at Thermopylae, Horatius at the bridge, and the defense of the Alcazar."

"But," chorused the boys of the Operating Department, "you're still stuck for one half of the dinner check."

Mr. Roberts looked pained. "Please," said he, "let's not be sordid."

More than 100 members were present at this meeting to honor three retiring brother employes, Joseph F. Kotthoff, locomotive engineer, George K. Meador, section laborer, and Mike McCormick, Store Department. Two lively little tap dancers, Do-

Mores Yost, daughter of Nick Yost of the Store Department, and Patty Strachan, accompanied by Helen Morris, provided entertainment. Following a go-as-you-please card party, the ladies of the Milwaukee Women's Club served a delicious luncheon. W.E.R. didn't get in on the refreshments. He was out in the cloakroom practicing Napoleonic gestures.

Inland Empire Club

Speaking at the meeting of the Inland Empire Club at Spokane on Feb. 17, Roger Spurling, claim agent, urged Milwaukee Road employes to adopt the attitude of the citizens of "sunny California."

"In fact," said Mr. Spurling, "the reason we always couple the words 'sunny' and 'California' is because the Californians have been so enthusiastic about their own state that they ignore its shortcomings, and do a whale of a job of selling its advantages."

Urging the Service Club members to inform themselves about the advantages offered by The Milwaukee Road over its competitors, Mr. Spurling said: "Milwaukee Road' and 'better service' go together. Just like 'sunny' and 'California,' or 'ham' and 'eggs.' Become acquainted with those advantages. Get enthusiastic about them. Some of your enthusiasm is bound to spill over and infect possible patrons."

At this point the meeting got out of hand, the members being carried away by the vigor of Mr. Spurling's oratory. First one and then another rose to bear testimony to some particular point of Milwaukee Road superiority, until a stranger would have thought that he had stumbled into one of those old-fashioned testimonial camp meetings, with some right hardened sinners finding grace with fervent conviction.

Chairman Fred Beal, who knows his camp meeting technique, decided that the clamoring converts needed an interval in which to calm and collect themselves, so he introduced Misses Grace Helmer and Mary Lou Lavin, a pair of personable lassies, who played and sang in a soothing and enjoyable manner.

As the meeting adjourned, one member of the refreshment committee was heard saying to another: "Did you hear that Johnny Paine is going to California on a vacation?"

"When?"

"Right away. Tomorrow, I think."

"Will he be gone long?"

"Couple of weeks."

"Not long enough. But it's a help."

Then they went to the phone and cancelled an order for a truck load of doughnuts.

Waiter: "How would you like your rice?"

Blonde: "Thrown at me, brother."

SPORTS — BOWLING

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

Milwaukee Road Men's League of Minneapolis

Standings Feb. 13

Team	Won	Lost
Hiawatha	39	21
Chippewa	31	23
Olympian	34	26
Sioux	32	28
Fast Mail	30	30
Marquette	28	32
Arrow	25	35
Pioneer Ltd.	19	35

Bowler	Average
Collin, E.	176
Swanson, L.	171
Thill, B.	168
Borgerson	167
Behr, C.	166

Milwaukee Road Women's League of Chicago

Team	Won	Lost
Sioux	36	24
Hiawatha	36	24
Varsity	35	25
Southwest	30	30
Olympian	29	31
Pioneer Ltd.	28	32
Tomahawk	28	32
Chippewa	28	32
Marquette	25	35
Arrows	25	35

Bowler	Team	Av.
Retzke, Helen	O	149
Porten, Marge	C	142
Hanke, Tess	S	141
Glowlenke, Marge	S	139
Steiner, Florence	PL	136

Milwaukee Road Men's League of Tacoma

Standings Feb. 7

Team	Won	Lost
Ticket Office	18	6
Boilermakers	15	9
Coach Yard	15	9
Supervisors	14	10
Machinists	13	11
Blacksmiths	11	13
Store Dept. No. 2	10	14
Pipe Shop	10	14
Round House	8	16
Store Dept. No. 1	6	18

Bowler	Team	Av.
Collins	BS	186
Kusch	SD No. 2	173
Cline	Sup.	172
Hutchinson	BS	170
Pentecost, L.	PS	168

Milwaukee Road Men's League of Chicago

Team	Won	Lost
Pioneer Ltd.	45	21
Day Express	44	22
A. Hiawatha	35	31
*Olympians	34	29
Sioux	33	33
Tomahawk	33	33
Chippewa	33	33
Varsity	33	33
Arrows	32	34
On Wisconsin	31	35
M. Hiawatha	30	36
Copper Country	30	36
*Marquettes	29	34
Fast Mail	29	37
Fisherman	28	38
Southwest	26	40

*Postponed Series to be rolled.

Bowler	Team	Av.
Konertz	Ch.	180
Haldys	M	176
Peterson, A. E.	M	176
McCloskey	F	176
Ciesinski	Sx.	176

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

Standings Feb. 8

Team	Won	Lost
Hiawatha	43	17
Pioneer	35	25

(Continued on page 30)



ON THE STEEL TRAIL

Charles J. Cawley Featured in "Believe It or Not"

Charles J. Cawley, agent at Pipestone, Minn., was recently one of Ripley's subjects in his famous "Believe It or Not" feature. This piece concerning one of The Milwaukee Road's oldest employes in point of service was complete with a sketch of Mr. Cawley and read, "Charles J. Cawley was the first and only station agent in 61 years' existence of the Pipestone, Minn., railroad depot." And, as is rather habitual with Mr. Ripley, he is right.

Upon being asked to let the readers of The Milwaukee Magazine in on his life story, Mr. Cawley obligingly wrote the following, which is quoted from his brief synopsis of a very long railroading career:

"I was born at Mazomanie, Wis., on Sept. 12, 1858, and went to school there. My father, James Cawley, had gone to Mazomanie in 1855, one year before The Milwaukee Road's predecessor line was built west of Madison, Wis. As a youth I never saw anything but Milwaukee engines and trains; I thought it was the only railroad in the U. S. A. And I think so yet.

"My father was a merchant and I was expected to take his place but by a stroke of fate I was unexpectedly inducted into railroad service. My cousin was the operator at Sun Prairie, Wis. I went to visit him and while I was there he fell and broke his leg, and he asked me to stay and learn telegraphy. He was a 'paper' operator and we both took up 'sound' operating



Charles J. Cawley

—in 1875. The Wisconsin Valley Railway was built into Wausau, Wis., in 1876, and in 1877 I went to Wausau as operator.

"At that time H. E. Pierpont was sent to Council Bluffs as operator and a few years later he was sent to the S. M. Division as traveling auditor, with headquarters at Pipestone. I remember he would come in with a batch of undercharge collections and I would help him check them. In 1878 I was sent to Schofield, Wis., as agent.

"The Southern Minnesota Railway was building the bridge at Jackson, Minn., and they bought all of the timbers and ties for the extension west of Jackson at Schofield. I had an opportunity, therefore, to meet the Southern Minnesota Railway officials and before long was asked to go west and take a station. I was sent to Lakefield, Minn., on Oct. 1, 1879.

I went to Pipestone as agent on Nov. 25, 1879, the first agent the station had, and have served continuously to date. Consequently, I am the only agent that Pipestone has had in more than 61 years."

Joe: "Have you noticed how reluctant the young men of today are to marry and settle down?"

Jim: "Yes, I believe you're right."

Joe: "They seem to fear marriage. Why before I was married I didn't know the meaning of fear."



Ruth Eleanor and Robert Berman

Brother, Sister Pass Bar

Robert and Ruth Eleanor Berman of Des Moines, Ia., son and daughter of Harry Berman, a train baggageman on the Iowa Division, were among the 29 young Iowans to whom the state Supreme Court recently issued licenses to practice law. Miss Berman was the only girl in the group. Both of the Berman barristers stood close to the top of their class. They are in Washington, D. C., at the present, and Robert has just succeeded in passing the District of Columbia bar examination.

Iowa Division—Second District

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

Herman M. Bellman, after many years of faithful work as conductor for The Milwaukee Road, recently retired. Many are the tickets he's punched and waybills he's sorted and complicated switching jobs he has figured out. A good many remember his brother, Henry, "the Bear," who was also a conductor for many years on this Des Moines Division.

The Des Moines "UD" Telegraph Office is undergoing a major operation and we'll hardly know the old girl when the job is finally completed. Among the improvements is a slick new table, a set of all new instruments, steel switchboard wiring cabinet, and everything brought right up to date. Fluorescent lighting will complete the picture.

The City Ticket Office has also had its complexion changed, having been entirely redecorated inside, and in addition is to get a complete new set of lighting fixtures.

The Hiawatha connection is doing a nice business from and to Des Moines. Messrs. Shannon, Forrett, McCutchen, Marvin and Berman are giving the folks a fast ride and plenty of service. They nestle right up alongside the Hiawatha at Madrid, making a convenient and easy train-side connection.

Billy Moody, son of Baggage Man W. C. Moody, is doing himself right proud in the Annual Golden Gloves Boxing Tournament in Des Moines, and has punched his way into the semi-finals.

A. C. Jacobs, agent at Waukegan, was off a few days recently, due to illness, and was relieved by Don Calhoun.

Relief Agent Herb Cannon had charge of the station at Yale while Agent Ray Dawson was ill.

I&D Division

Max V. Brager, Associate Editor,
Clerk, Supt.'s Office,
Mason City, Ia.

Marquette-Sanborn

Operator H. E. Browman of Spencer and Mrs. Browman returned recently after a three week trip to Mexico.

Sorry to learn of the death of Dispatcher C. S. Pack's mother who passed away at Greenville, S. C., on Feb. 4. Mr. and Mrs. Pack attended her funeral. W. L. Taylor, operator at Britt, Ia., worked extra in the Mason City Dispatcher's Office during Mr. Pack's absence.

When Frank Dickhoff comes (to the subject of fishing) can spring be far behind?

Mareus Peterson, freight conductor at Mason City, was operated on at the Mercy Hospital, Feb. 15, and is now in serious condition. Several fellow employes offered to have their blood tested and three were found to be the right type. At this writing they are calling for more blood donors. We hope that the blood transfusions are successful and that Mareus is back with us soon.

Had quite a discussion the other day with Switchman Carter Thoma on "How to Keep Warm in the Winter." He claimed to have three complete changes of wardrobe, one for springy weather, one for about 10 above and another for below zero. Carter said he could lie right down in the Yard during a blizzard and not freeze. That would be a convincing example but on the other hand, if he should have a book-length dream, the Yard might be tied up for hours.

Martin Vanderlan, section laborer at Emmetsburg, has been drafted into the Army, has passed all examinations and will leave about the first of March.

The rumors that have been floating around the past several months have finally been confirmed—Conway Range is engaged. The little lady is Miss Mozell Burns of Chicago. Congratulations, "Bloom." No doubt after the big event in May or June, Conway will have both his hands out instead of just one as at present. Conway has spent several week ends in Chicago recently. Understand when he has to return to Mason City that Mozell Burns.

E. C. Adams, known to his friends as "Eddie," visited at the local office the latter part of January. Eddie formerly worked in the local offices at Mason City and is now located at Chicago as secretary to General Manager O. N. Harstad.

Thought for the Day: Don't be discouraged when things get blue, remember that the mighty oak, was once a nut like you.

I&D Division—Central

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

Passenger Brakeman Edward E. (Ted) Stevens died suddenly while on duty at Manilla, Ia., Feb. 12. He was 39 years old at the time of his death and is survived by his widow, Mildred, a daughter of Roadmaster C. E. Kemp, and one daughter, Cherie. Interment was in Sioux City. The Pall bearers were uniformed trainmen from Sioux City.

Franklin B. Gorman, agent at Trent, S. D., was married at Dell Rapids, S. D., on Jan. 28, to Miss Dolores Georgina Thill,

the ceremony being performed in St. Mary's Catholic Church. The wedding was attended by Dispatcher Richard J. Gorman of Sioux City and the best man was Albert Gorman, another brother, also an agent on the Road.

James Deigman, age 28, son of Engine Foreman Peter Deignan, died at Sioux City, Feb. 4, after an illness of several years.

Operator George Smith of Rodney, is the proud father of an 8½-pound boy, born Feb. 4. The father was temporarily relieved from duty by his brother, Wayne Smith, who just recently transferred from the LaCrosse Divn.

Donald (Duck) Decker has been appointed operator at Hornick. DD has quite a reputation as a cook and Harvey at Charter Oak is going to extend an invitation for him to demonstrate on the three geese he has.

Conductor John Dunham's luck has changed. He won a \$50 bank night award in Sioux Falls on Feb. 1.

Switch Foreman O. A. Anderson, Sioux Falls, entered a hospital on Feb. 7 and the reports are he is recovering from a major operation.

Ed Gorman has bid in second operator's position at Yankton and Harry Bahr has taken over the Utica agency that was vacated. Tom Graves is the third operator at Yankton since his return from the Sunny South vacation.

Roadmaster Bahr at Yankton, who is a great hunter, was recently given a full blooded hunting dog by a friend in Missouri.

Roy Brown, section foreman at Armour, was called home because of the sudden death of his father recently.

Agent Hershberger, Elk Point, was confined to bed recently due to illness and was relieved by A. W. Sanburn of Mapleton.

Operator Kenneth Gray, Elk Point, has moved into the new home he purchased and is all set for a long stay.

I&D Division—West

C. D. Wangness, Correspondent,
Car Dispatcher, Mitchell, S. D.

Paul Ashland of Mason City, Ia., has accepted the position of stenographer in the Roadmaster and Assistant Trainmaster's Office. He takes the position formerly held by Mrs. Hall, who with her husband has moved to Lewiston, Mont. We welcome Paul to our midst and we also extend our best wishes to Mrs. Hall in her new location.

Switchman Lawrence Halverson has returned from an extended stay in Oregon.

Agent Barnhardt of Lawler has been appointed agent at Sanborn, Ia., account former Agent Collins moving to Spencer.

Jackie O'Neil of Mitchell has received the helper's job at Charles City and went there the first of February to start work.

We were all saddened by the sudden death of Passenger Brakeman Stevens of the SCD Division and extend our sympathy to the bereaved.

Quite a few of the boys are laid up with the flu and colds, and we hope that they will all be back to work shortly.

We are informed that Switchman Harry Halverson has been trying to get an eye on some coyotes for the past two weeks but to date we have not heard of any big catch.

Switchman Shook of the local yards has been confined to a local hospital for the past few weeks.

Nick Pastoria of the local roundhouse has retired. After many years of faithful duty Nick has decided to take the rest of the days in comfort.

A large number of employes attended the banquet given in honor of former Roadmaster Phil McMahon early in February. After a good supper several short talks were given by members of the party and Mr. McMahon was given some gifts in remembrance of his fine record established while roadmaster on

this division. A number of out-of-town guests were present, including many of the local officials of the I&D first and second districts.

Carl Anderson and family are spending several weeks vacationing in California.

Brakeman Wallace Severson spent a week with his parents at Onida, S. D.

Honey Powell of the Local Freight House is looking for an assistant interchange clerk again, blonde preferred. All applicants see Bill Powell.

There seems to be a couple of employes in the Freight House who didn't know who Abe Lincoln was; by a strange coincidence they both stopped on their way home to pick up their respective families and waited about an hour and then discovered it was a holiday. One was at the school and the other stopped at the court house. Remember when, Ed and Boyd?



Former Roadmaster Phil McMahon (left) is congratulated by Superintendent Ingraham.

Twin City Terminals

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

Minneapolis General Offices

The 1941 Winter Carnival in St. Paul had a special significance for Milwaukee Road employes, because among the 18,000 marchers The Milwaukee Road was represented by our Girls Drum & Bugle Corps of St. Paul, the Hiawatha Band from Milwaukee, Wis., and last but certainly not least, the replica of the Hiawatha locomotive, all three units being among the highlights of the grand parade.

One of the busiest persons in St. Paul on Feb. 1 and 2 was Frank J. Newell of our Public Relations Department, who through old acquaintances and connections in St. Paul, arranged for a lot of fine publicity for our railroad in the press.

The Twin City Service Clubs acted as hosts to the visiting members of the Band.

On the evening of Jan. 20, 51 friends of "Pete" Davis gathered together to help "Pete" celebrate his retirement from yard service at Minneapolis.

Mr. Davis started working as a switchman for the Road at Minneapolis in 1894 and worked continuously until his retirement on Jan. 1. Most of his service was performed in the Fish Alley industrial district where Pete has a host of friends, many of whom were present at Pete's farewell party.

Asst. Gen. Yardmaster J. J. Burns acted as master of ceremonies for the occasion and presented Mr. Davis with a purse; but, notwithstanding that Pete was in good form, words failed him when making a response. But he did convey his appreciation with suitable gestures.

Mr. Davis is in fine physical condition, and we hope that he lives for many more years to enjoy his retirement.

Walter J. Zahradka, secretary to N. A. Ryan, general manager of Lines West, was a Minneapolis caller Feb. 10.

While returning to his home after completing work at the Minneapolis Baggage Room, Fay Van Valkenburg was struck by an automobile and critically injured on the night of Feb. 6. Mr. Van Valkenburg

was removed to Northwestern Hospital, where it was found that he had three ribs fractured; also knee and ankle fractured. He passed away at 8:45 a. m., Feb. 12. He is survived by one sister, Miss Mabel Van Valkenburg, of Minneapolis, and a brother, Clarence A., of Tacoma, Wash.

Walter W. Koons, retired caller and sorter at Minneapolis Mail Platform, recently left for California, where he expects to spend the remainder of the winter.

George W. Pasko of the Engineering Department, now on leave of absence, and Charlie Rogers, retired accountant, recently called and visited their old haunts in the Depot. Charlie says the weather conditions in Minnesota this winter are not as severe as they were down in Iowa in '87 (or was it '78?); but he was pleased to learn that we were able to keep the railroad running.

The new man in the Engineering Department is P. H. Geelhart, transferred from Savanna to fill the position made vacant by J. C. Fenno, who is now in the Engineering Office in Chicago.

Congratulations to Bob Mason, of the Engineering Department, and Ruthanne Norris, whose marriage took place at Riverside, Ill., on Feb. 8. After a trip to New Orleans, the Masons will make their home in Minneapolis.

Minneapolis Local Freight and Traffic Dept.

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

Lowell E. Sexter, stenographer at the City Ticket Office, is vacationing in southern waters. Mr. Sexter left on the Pioneer Feb. 20 bound for New York City and sailed Feb. 22 on the SS. Washington for a 12-day West Indies Cruise. His itinerary includes shore excursions at Puerto Rico, Virgin Islands, Haiti and Havana, Cuba.

The Minneapolis Local Freight Office has had advance demonstration of a thorough spring cleaning and renovating, what with the new coat of paint on wall and ceiling; there has also been installed an excellent lighting system of the fluorescent type which is the envy of other departments. This new light has filled a long felt need and is a truly remarkable improvement.

A. J. Keller, formerly special coal agent at Minneapolis and now in Chicago was a recent visitor in the Minneapolis Office. . . . Mrs. Harry Erickson, wife of city freight agent, is now convalescing from a very serious operation. . . . City Freight Agent G. E. Benz and his family visited friends in Kansas City recently. . . . Understand Nick Kosta tried to beat the parking meters but, unfortunately, it was one of those days that the policemen were patrolling their beats, with the result that Nick is now out \$1.00 instead of 10c.

South Minneapolis Shops

Orlino M. Smythe, Correspondent,
Car Dept.

Seems 's if Storehelper Harry Miller is first on the Store Department draft list—hasn't been called yet.

The Locomotive Department lost two men: Roundhouse Laborer Peter H. Berg, and Machinist Apprentice Donald Kurtz, who left Feb. 15 for Fort Snelling and parts unknown.

Ivy Crogan and Emma Zinn of Southtown didn't break any records but "also ran" in the Chicago-St. Paul-Minneapolis RBWA bowling tourney Feb. 9 in St. Paul.

Shop Supt. G. Lamberg enjoyed the California sunshine during the latter part of January.

Condolences to the families of Walter P. Anderson and William Ulcoff, who passed away recently after short illnesses. Both of these men had worked as machinist helpers at South Minneapolis Shops.

A broader smile would not be forthcoming on the face of Apprentice Walter Gross, if he were the father—but as it is, he is

the proud uncle of the famous Nick Brown quadruplets of Leonard, N. D.

Harry C. Polk, yard conductor, Minneapolis, retired on Dec. 31, after many years of loyal service.

Sandy W. Brown, yard conductor, Minneapolis, of captain's rank in the 135th Infantry, left Feb. 10 to report to Camp Beauregard at Leesburg, La.

Car Dept. Laborer Harold C. Anderson, who drew No. 158 in the October draft, visited at Butte and Salt Lake City before reporting to Fort Snelling Army headquarters on Feb. 15.

One hundred per cent membership in the Minneapolis Service Club is the boast of Car Department forces.

Ole J. Johnson, train yard oiler, recently sustained an auto injury, which deprived him of a week's work.

Trygve Magausen, light repair yard helper, is enjoying a month's leave in Florida and Louisiana.

St. Paul

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

Donald M. McGeen, general agent, Freight Dept., was elected president of the Transportation Club of St. Paul on Jan. 21 at the organization's 20th annual election in the Hotel Lowry. He succeeds Geo. Hamilton, traffic manager of the Seeger Refrigerator Co. Mr. McGeen joined the Transportation Club of St. Paul July 7, 1922, when the organization was scarcely more than a year old. He is the Club's 19th president. Two years ago he was elected to the office of second vice-president, and last year served as vice-president. Congratulations! Not only to you, Mr. McGeen, but to the Transportation Club on their selection of a mighty fine leader for 1941!

The 19th annual dinner of the Transportation Club of St. Paul, Jan. 28, in the Hotel Lowry, was attended by E. B. Finegan, chief traffic officer; E. W. Soergel, freight traffic manager; T. W. Proctor, assistant freight traffic manager; S. G. Grace, general freight agent; and John T. McSweeney, assistant general freight agent, of Chicago. Minneapolis was represented by H. L. McLaughlin, general northwestern freight agent; and W. E. Sinclair, general agent, W. J. Cameron, the voice on the Ford radio program, came from Dearborn, Mich., to be the guest speaker of the evening, addressing approximately 750, one of the largest dinners of the Club.

Elsewhere in this issue you have, no doubt, read about St. Paul's Greater 1941 Winter Carnival, and glanced at the pictures, which can't possibly give you a complete picture of the beauty and magnitude of this great event, which was hailed by all as the biggest success so far. But did you know that during the Carnival . . .

Miss Dorothy Kelbe, majorette of The Milwaukee Road Drum and Bugle Corps, was awarded fourth place in the national majorette contest held at the St. Paul Auditorium in connection with the Carnival . . .

Among our out-of-town employees here for the big parade Feb. 1, besides the Hiawatha Band from Milwaukee, were Jim Hagelin, from our Duluth office, who marched with the large scarlet-clad Duluth delegation; Henry Troger, passenger agent from La Crosse; L. J. Benson, assistant to chief operating officer, Chicago; and F. J. Newell, assistant public relations officer, Chicago.

The following served on the reception committee to receive the band on its arrival in St. Paul Feb. 1: W. F. Davison, R. C. Donehower, A. A. Kurzejka, D. G. McMillan, A. F. Maschke, M. J. Medinger, A. S. Peterson, Geo. Quinlan and F. P. Rogers.

We've had some inquiries from the fairer sex as to who the very pleasant looking gentleman is who has been riding around town all week in the miniature Hiawatha. For your information, girls, it is none other than our lieutenant of police, Ken-



Majorette Dorothy Kelbe, of the drum and bugle corps which represented the Road during the St. Paul Winter Carnival.

neth McLaren.

The Twin Cities are to be hosts to the 9th Annual National Eucharistic Congress, June 23 to 26, which will attract several hundred thousand people from all parts of the continent and South America. The Passenger Department is working on a number of special trains to handle the visitors.

Hats off to the St. Olaf Choir of Northfield, Minn., for their good judgment in choosing our line for their eastern tour. This included appearances at Chicago, Philadelphia, Washington, D. C. (where they were enthusiastically received by inaugural throngs), New York and Boston, and other principal cities, being heartily praised everywhere they were heard. The choir, numbering approximately 60 people, returned from their successful 23-day tour on Feb. 10.

Art Peterson, city freight agent, and wife, spent the week-end of Feb. 8-9 in Milwaukee visiting relatives.

Geo. Quinlan, city freight agent, and wife, and Glen Nicolin, rate clerk, commercial office, were part of the great exodus from here Feb. 15 to Duluth on one of the snow trains.

Bob Stewart, clerk, Local Office, and a group of his friends had a big time for themselves Jan. 26 following our snow trains around into Owatonna, Albert Lea, Austin, Northfield and St. Paul by car. Bob even retrieved lost articles for some of the carnivalites along the line. One special train was conveyed by Vic Barquist and Paul Nikolai; the one to Northfield only by Don McMillan and Stu Olsen, Passenger Dept.

Charles Fielder, yard clerk, retired Jan. 31 after 31 years of faithful service.

Frank Jelinek, father of Emil, roundhouse clerk, passed away Jan. 23 at the age of 77 years.

Jack Marron, telegraph operator, Hoffman Ave., passed away Jan. 28 at the age of 48 years. Mr. Marron had served The Milwaukee Road 27 years.

Geo. Yahnke, messenger, Local Office, was busy passing out cigars and candy recently, the occasion being the arrival of a baby girl. He is greatly vexed now over a name for the young lady.

Edward Hansen, clerk, Local Office, was one of the many flu victims the past month, being confined to his home for a week.

A man hopes that his lean years are behind him, but a woman hopes that plenty of hers are still ahead.

Tacoma and Coast Division —West

R. R. Thiele, Correspondent
Care Agent, Tacoma

Gen. Supt. L. K. Sorensen, of Milwaukee, Wis., arrived in Tacoma Feb. 10 and arranged for the moving of his household goods to his new home in Milwaukee. He was a most welcome visitor and seemed glad to get back even if only for a few days.

E. W. Hoag, agent at Maytown, Wash., passed away Feb. 7, the victim of pneumonia. Mr. Hoag was 66 years of age and had been with this company since 1912, all the time as agent at Maytown. He leaves a wife and two daughters.

Herbert E. Moody, traveling auditor of joint facility accounts out of Auditor J. N. Strassman's Office, Seattle, died suddenly Jan. 23 of a heart attack. He had been in the Company's service since February, 1916.

Albert C. Murphy, hours of service inspector for the Interstate Commerce Commission, who made his home in Portland, was found dead in bed at Butte, Mont., Jan. 23. He was a frequent business visitor at the Superintendent's Office and was very well liked by everyone.

James S. Eccles, chief clerk to Superintendent Givens, was ill early in January, but is now back on the job fit as a fiddle, whatever that may be.

H. Hendricks, retired conductor, was rushed to St. Joseph's Hospital, Tacoma, on Jan. 23 and underwent an emergency operation for appendicitis; he is still in the hospital as this is written, but will soon be out. We offer our best wishes.

C. L. Rhodes, conductor, has been a patient at the hospital for a minor operation and is recovering.

R. R. Moyles, chief clerk at the yard, was off for a few days with flu, but is up and around again. O. H. Guttormsen worked for him for a day and Kennie Alleman, the old reliable, relieved Guttormsen; with the help of the "swing man" the emergency was met.

J. G. Giebel, conductor, has been off for a month with the flu; he got an extra hard dose of it.

B. L. Bills, passenger brakeman, has been off for three weeks on account of an injury to his hand, sustained in automobiling, but it is now improving and he will be on the job again. Ray Craig, Jr., has been relieving him.

Mrs. Clara Carrotte, who was confined to St. Joseph's Hospital, Tacoma, for a month because of influenza and complications, was able to return to work about the middle of January. However, to add insult to injury, she then had the misfortune to fall and sprain her ankle and was compelled to limp around with a cane.

Machinist Harry Strong has been off for some time because of influenza; we hope he may soon improve. The same thing is true of J. E. Brady, roundhouse foreman, who is also under the weather. He was elected to the chairmanship of the United Ex-Railwaymen's Association at the annual banquet held Jan. 11. Far be it from us to suggest any connection between the two.

Tom Dolle, who is on the Revising Desk at the Local Office at present, is just back on the job after a two weeks' siege of the flu; he is as spry as usual.

Al Goldsborough, the regular incumbent of the Revising Desk, who has just been through a long and very serious illness, is now up and around again.

R. B. Craig, Jr., brakeman, was married to Miss Dahl of this city at Our Saviour's Church; we have not learned more of the particulars as yet.

C. A. Nummendor, from Miles City, Mont., recently appointed trainmaster here, has already moved his family here and has taken charge.

Godfrey Lamberg, shop superintendent from South Minneapolis Shops, spent several days here the early part of February, looking over the practices at the local shops.

A group of students from Annie Wright Seminary, famous girls' private school of this city, under the guidance of their teacher, paid a visit to the shops with a view toward a better understanding of the shop operations.

Miss Millie Anderson, formerly of the Accounting Department in this city, has now finished her layoff and has resumed work as stenographer at the Local Freight Office. Miss Hazel Fern, who was on that position, has now gone to Seattle, where she had bid in the position of bill clerk.

Mr. George P. Slagle, from the I&D Division, has been appointed chief carpenter of the Coast Division, T. E. McFadden having been assigned to other duties.

What might have been a very serious fire was discovered at the Cedar Falls Employees' Hotel by Junior Pace, son of Lead Dispatcher Pace, around the chimney of the kitchen. Young Pace immediately gave the alarm and men came running from all directions, but Substation Construction Foreman Randall and Substation Operator Patton, armed with gasoline tins of water, did the chief job of putting out the fire, which was confined to burning a hole 10 feet square in the roof. The cost of rebuilding the structure would have been about \$20,000.

Miss Ruth Rundle and Claude Petersen, formerly of the Tacoma District Accountant's Bureau, paid a hurried visit to their former home at Tacoma about Christmas time. We are informed that in the case of Miss Rundle it may have been another attraction at Tacoma which prompted her coming.

Ray Fink, formerly swing clerk at Tacoma, has now gone over to Seattle, where he has bid in the position of warehouse foreman. Carl Tveter is now on the swing job here.

There have been great changes at the freight house; the middle section has been leased to the Columbia Distributing Co. (alias J. W. Peronto & Co.) for handling various outside and Eastern brands of beer. A commodious office has been constructed, a splendid cold storage locker built and a winerom installed; about 6,000 square feet is devoted to the new enterprise.

Joseph Kothhoff, locomotive engineer with service dating back to 1910, retired Feb. 5; Geo. K. Meador, section laborer at Alder, retired Jan. 31; Frank E. Butts, electrician at the shops, retires on pension Mar. 1; Bert Curtice, of the B&B Department, retired on account of total disability Jan. 15. We wish all of them a long and peaceful retired life.



Junior Pace

E. L. Meyers, Diesel expert from Lines East, is at Seattle and Tacoma in connection with the four new Diesel switch engines now in service at these two points.

On Mar. 1 the new arrangement will go into effect under which three dispatchers will be installed at Spokane, the line being split at Othello; the two branch line dispatchers' positions will be abolished. Headquarters for the division will be maintained at Tacoma.

The ski trains are running full blast now and handling 1,000 to 2,000 passengers every Saturday and Sunday to and from the Snoqualmie Ski Bowl.

Rocky Mountain Division

Nora B. Decco, Correspondent,
Three Forks, Montana

About the most important piece of news on this division the past month was the transfer to Miles City of our trainmaster, James O'Dore, and the transfer of R. B. Middleton, trainmaster, from the Northern Montana Division at Lewistown to the Rocky Mountain, with headquarters at Butte. We regret to see Mr. O'Dore leave us but we welcome Mr. Middleton, and trust the best of luck will accompany each in his new district.

Engineer and Mrs. Charles Davies have returned from a month's trip around the world by automobile . . . well, maybe not that far, but from the collection of post-cards that arrived in the local postoffice there were not many places in the good old U. S. A. they did not see.

Fireman Whalen is working on the Butte switch engine for a while.

Two new men among the student brakemen are Tommy Jenkins, son of Conductor Jenkins, and George McPhail, son-in-law of Fireman Chollar.

A new face, or at least one we have not seen for some time, is that of Operator Ranger, who has been assigned to second trick, Harlowton. Mr. Ranger has not worked here for many years. Operator Ujlery has been assigned to third at Harlowton, Monthey going to Falls Yard.

Standard rule classes are being held over the division at present. Several classes are held at each sub terminal so all the men can attend.

Conductor Charles Steele is a patient in the hospital at Deer Lodge, where he has undergone a major operation.

Halford Rector, who was in the hospital in Seattle for a week, has returned home and is about ready for work again.

Mrs. Gladys Simmert has taken a 90-day leave of absence from the cashier's posi-

tion at Bozeman; she has been ill with the flu since returning home. . . . Mr. Grevitt from Harlowton has been assigned to the Bozeman cashier's position.

Mrs. Blanch Martin, wife of the signal maintainer at Willow Creek, has returned from California, where she went to see her young granddaughter. While she was away Mr. Martin's mother passed away suddenly.

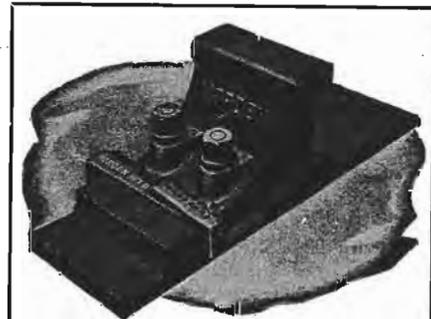
Engineer A. E. Barnes has returned from a week's visit with friends and relatives in Chicago.

Mrs. D. A. Robinson, wife of Engineer Robinson, is home again after a session in the St. James Hospital in Butte, where she underwent a major operation.

Mr. and Mrs. O'Ragan have returned from a trip to Vancouver, B. C., where they were called on account of the illness of a sister of Mrs. O'Ragan's.

Fireman P. Fauver is home again after some time off on account of illness. He is up and about again and we are glad to see he is so much improved in health.

Lady (severly): "Do you drink?"
Beggars: "Sure, where shall we go?"



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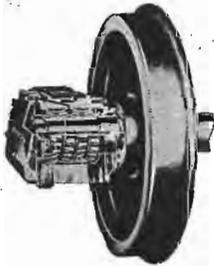
St. Paul, Minn.





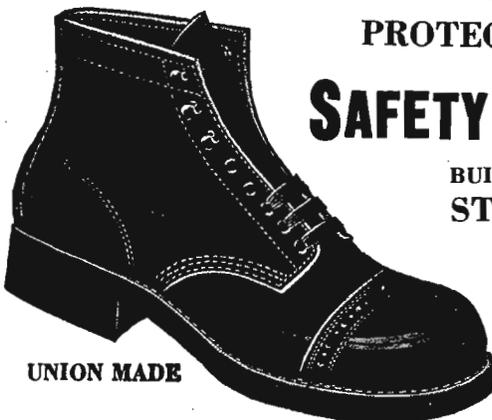
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I&SM Division—West

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

VACATIONS

Fred Wagner, passenger conductor between Madison and Austin, Minn., accompanied by his wife, recently spent 5 weeks vacationing in California.

W. Wood, agent at Freeborn, Minn., is taking a month's vacation visiting in the West. He is being relieved by F. J. Olson of Grand Meadow, Minn.

L. V. Olson, agent Grand Meadow, Minn., is taking a month off and is attending to business matters in Austin, Minn. He is being relieved by Geo. F. Jones, of Pipestone, Minn.

George Thue, section laborer at Fulda, Minn., is taking two weeks off. He is being relieved by Jack Janda, of Kinbrae, Minn.

Lawrence Killion of Minneapolis, visited several days with his folks, Mr. and Mrs. Fred Killion at Jackson, Minn.

MISCELLANEOUS

Leo J. Flynn, passenger brakeman, is back on the job again after being off duty for over 6 weeks. Mr. Flynn was confined to his home after suffering a minor injury which he received when in a minor accident in his car. Nice to see you back on the old run again, Leo.

Mr. and Mrs. W. C. Belling of Chandler, Minn., are the proud parents of a baby boy born on Jan. 11. They have named the young man Thomas Adal. Congratulations, Mr. and Mrs. B.

Have noticed in the seniority list of agents and operators that the Union Card number for year 1941 for W. C. Belling was left off in error. He carries card number 1876.

The Midwest I&SM power gang—Kinbrae to Iona Lake, inclusive, have organized a power bowling team. We are open for dates and we meet all competition. For dates write L. R. Burke at Kinbrae, Minn., or Les Hauge at Iona Lake, Minn.

Iowa Division—Middle and West

*Ruby Eckman, Correspondent,
Clerk, Perry, Iowa*

T. W. Clark, father of Conductor Palmer Clark, died at his home in Des Moines, Jan. 19, following a short illness.

William Jones and Leo Smithson, two of The Milwaukee Road men's sons who joined the Navy some weeks ago, have completed their training at the Great Lakes and have gone to the Naval Air Station at Jacksonville.

Brakeman Lloyd Peel and wife have a son, born Jan. 31 at the Perry Hospital. Conductor E. R. Hickey was in the Uni-

versity Hospital at Iowa City during January for medical treatment.

Fred Wasson, former Milwaukee employe, and a brother of Engineer Halsey Wasson, and Switchman H. O. Taylor's wife, died at the Taylor home the latter part of January following a short illness.

Mrs. J. Callahan, mother of Engineer Walter Callahan, died at her home in Angus the latter part of January. She had been in poor health for a year.

Clyde Blossom, brother-in-law of Engineer Fred Selsor, died Jan. 28, following a short illness. Fred's sister, Mrs. Blossom, died two weeks before her husband's death.

Elsie Honomichl, eldest daughter of Conductor L. G. Honomichl, entered the Augustana Hospital in Chicago in January to start a course in nurse's training.

Billy Lee Holland, who has always made his home with his grandfather, Switchman George Rawlins, joined the navy in January.

Arthur Merkle, son of Operator H. E. Merkle of the Perry office force, was married in Oklahoma City Jan. 4 to Claire Freidlan of Chickasha, Okla. Arthur is in business in Oklahoma City. He is a landscape architect.

William Bostadt, father of Conductor E. A. Rumley's wife, died at a Council Bluffs hospital the latter part of January following a short illness.

Perry railroad men and their wives vacationing in the West and South this winter include Engineers Thomas Rellihan, Benton Stitzel, and Lloyd Leonard who went to Florida, and Louisiana; Engineers Frank Keith and Earl Townley and Conductor John Narver, who went to California; and Agent Herman Krasche, who went to Texas.

Elmer Kester, retired bridge carpenter, died at his home in Manila the early part of February. Mr. Kester has lived alone since the death of his wife four years ago and suffered a stroke while alone in the home. He was found a few days later when friends had failed to see him about the house and made an investigation. Two sons live in Montana.

D. R. Poole, who was section foreman at Jamaica for many years, bid in the Bayard section when J. C. Theulen retired. L. W. Winfrew of Cedar Rapids took the Jamaica section.

John Orman, who was first laborer on the Dawson section for a long time, was appointed assistant foreman at Council Bluffs in January.

Machinist Elmer Swanson was in the hospital during February for a major operation.

J. P. Lutze, who worked for the Milwaukee for many years as engineer, traveling engineer and assistant master mechanic, died Jan. 19. John retired some time ago on account of the condition of his health.

There is a new baby girl in the Don Calhoun home at Lytton. Don is a Des Moines Div. relief agent and the baby's grand father is H. C. Calhoun, the regular agent at Lytton.

William Cheek, who has been in the Car Department at Perry for a long time, went to Kansas City in January and A. C. Rogerson came to Perry from Aberdeen.

On Jan. 24 a wedding of double interest in the railroad family took place. Miss Dorothy Barnoske was married to Thomas Young. Dorothy's father, W. E. Barnoske, was section foreman and road master for many years before his retirement. Mr. Young is on the firemen's list but has been engaged in other work for some time on account of eye trouble. They will live in Jefferson.

William Barker, engine inspector at Perry roundhouse, knows now something about the sufferings of Job, as he too has had a couple of boll sieges.

Retired Conductor John Clark, who worked on the Middle Division for many years prior to his retirement in 1937, died at his home in Perry on Jan. 18 following a short illness.

Conductor John McCurdy of the West Iowa Division now answers to the title "Grandpa." A son was born to Mr. and Mrs. Edward McCurdy Jan. 20.

Milwaukee Terminals

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

The Milwaukee Union Station continues its march forward; the Baggage Room was one of the last to be redesigned and streamlined but it "got the works." Patrons approaching the counter to check or claim their luggage no longer have to cough or whistle to attract the attendant's attention; an electric eye, one of the latest of modern inventions, rings a bell when a patron walks through its magic beam. Inconspicuous, and efficient, it reflects the railroad's concern for the traveling public's comfort and satisfaction.

Coach-yard Carman Wally Noctor's little girls have a new baby sister. Congratulations, Wally, and thanks for the cigars.

Arthur Hoppe, cab starter at the Union Station, died after a short illness. A familiar figure to passengers and employes, he will be sadly missed.

At the Fowler St. Freight House it's no news that Joseph Hoerl is the papa of a new son. It's not Joe's fault if the boys don't know the youngster's weight down to the last ounce, either. That's one baby that IS worth its weight in gold.

The Glee Club, with many members from the Coach Yard, but not enough members for a full chorus, has joined forces with a Shorewood group, for the time being, so they can practice with a full chorus. All the boys from the railroad sing either bass or tenor.

BOWLING NEWS

Johnny Pluck's masterful kegging keeps him safely ahead of all rivals here. His 190 average is five pins ahead of his closest rival, E. Watts. Rich Seiden, in his second year of bowling and holding an average of 182.5 should be a real threat next year if not this.

I&SM Division—First District

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

Sympathy is extended to the bereaved family of Jacob Swartz, retired section foreman, Conover, Ia., who died at his home, Jan. 24. At the time of retirement he had worked over 50 years for our company. He was 71 years of age.

News of the death of another old timer has been forwarded to me and will report it here as no doubt many remember him. John F. Malek, brother of Joe Malek, agent at Cleveland, and Jim Malek, agent at Lonsdale, died at the home of his daughter in St. Louis, Mo. He was an agent operator on this Division from about 1895 to 1906.

Switchman Andrew Erickson, Austin, helped his mother celebrate her 101 birthday, Feb. 16. Mrs. Erickson lives at Lansing, Minn.

Walt Gleason, Agent at Cresco, deserves a pat on the back. Business at Cresco has increased to the point where even the newspapers talk about it. The force handled 1620 carloads of freight received and forwarded last year, which is an increase of 273 cars over 1939. They enjoy another distinction as the three men in the Freight House have an aggregate service record of 103 years. W. A. Gleason, 43 years; G. A. Lee, cashier, 34 years; and G. C. Hamilton, clerk, 26 years.

Jennings D. Hotchkiss, cashier at Decorah, left around the first of February for military service at Paso Robles, Calif. He is 1st Lieutenant in the Field Artillery Reserve. His position is being filled temporarily by Donald Bolmgren, son of Carl Bolmgren, Agent at Decorah.

Jan. 16 saw the Faribault National Guard outfit leave for Camp Haan, Calif. Included were Pvt. Ernest Wohlford, son of John Wohlford, engine watchman; Pvt. Warren Langdon, son of Lee Langdon, clerk; Pvt. John J. Schult, son of John W. Schult, conductor. All were from Faribault.

The Northfield National Guard Company left Feb. 18 for Camp Claiborne, La., and will have some of the sons of employes included. Merle Chapman, son of C. C. Chapman, operator at Comus; Lyle Freeman, son of Frank Freeman, retired section laborer, Dundas; William Otterstad, son of Carl J. Otterstad, operator at Northfield; and Lyle Ramsey, son of Sam Ramsey, retired cashier, Northfield.

The J. T. Moes became grandparents for the first time on Jan. 25.

Superior Division

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

DEATHS

Retired Crane Engineer Jake Rasmussen passed away on Feb. 2.

The daughter of Superintendent's Stenographer Harold K. Matthews passed away Feb. 15.

The sympathy of all Milwaukee Road employes goes to the families.

Fireman James Wlznar of Menominee, Mich., reports the birth of a baby boy born Dec. 23. Congratulations, Jim.

Agent J. E. Leahey of Menominee, Mich., has been transferred to the agency at Chestnut St., Milwaukee, which is a promotion for Mr. Leahey, and we want to wish him success. Carroll P. Devereaux, formerly agent at Coleman, Wis., has been transferred to Menominee, Mich. Roy McLean, first operator at Iron Mountain, Mich., has been made agent at Coleman.

Agent J. R. Peebles is taking a leave of absence because of his health and plans to take an extended trip through the south.

It has finally leaked out that Cupid has struck one of our conductors, John Fleming. This has been a dark secret for some time, but those things finally get out. Congratulations, John.

The Car Department is busy with its program of repairing ore cars for the coming season. There are about 400 cars to be reconditioned, and in order to speed up the work, an additional five men have been added to the force at Green Bay. It is expected that the ore season will start earlier than usual.

Would appreciate receiving some news for the Magazine from employes on the line. Just about every time a certain freight auditor by the name of E. G. Frazier steps into the office he is after the correspondent about not having certain news in the Magazine. He called my attention to the death of Auditor C. Bush which took place some time ago, although it was overlooked in the Magazine. Mr. Bush was well known on the Superior Division, having audited at all stations at some time or other, and we all miss him very much.



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Despite its capacity, the new Sheffield 53 is light enough for one man to handle. 125-pound rear end lifting weight. And it is sturdy, safe, powerful, and dependable.

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Write Fairbanks, Morse & Co., Dept. C 51, 600 S. Michigan Ave., Chicago, Ill.

Instruction books and parts lists on any Fairbanks-Morse railroad equipment will gladly be sent on request.

- **Engine**—water-cooled, horizontal, single-cylinder, two-cycle, reversible type, with air-cooled cylinder head. Eight h.p., but actually develops 13-brake horsepower. Air cooling of head results in evaporating 20% less water than similar engines with water-cooled head, while operating temperature is reached more quickly. Water hopper around cylinder cast integrally with cylinder; crankcase cast separately. Piston of special aluminum alloy and cast-iron skirt. Crankshaft mounted in two Timken roller bearings. HOLLEY carburetor. Five-gallon gas tank. Flexible gasoline tube with fuel filter. Split-type spring blade timer with condenser.

- **Patented Clutch**—Will withstand slipping and cannot be burned out in operation.

- **Chain Drive**—Long recognized as a superior and highly efficient drive. The best type for emergency use in deep snow and high water.

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- **Differential Front Axle**, rail skids, two-way lifting handles, and safety railings are standard equipment.

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FAIRBANKS MORSE
RAILWAY EQUIPMENT

Spokane and Inland Empire

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

NOTICE

The next meeting of the Inland Empire Service Club will be held at 7:30 p. m. on Monday, Mar. 17, 4th floor Union Station, Spokane.

Don Henry, steno in Ass't Supt's Office Spokane, is on a 90-day leave of absence. We understand Don is in Portland, Ore.

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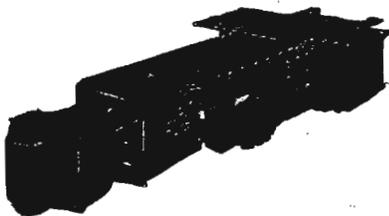
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COLUMBUS, OHIO**

New York - Chicago - Louisville - St. Paul

doing a little temporary work for the I. C.

George Thornton, relay operator at Plummer Jct., journeyed to Washington, D. C. for the President's inauguration on Jan. 20. George has two daughters working in the Treasury Dept., in Washington, so his trip was two-fold or three-fold. He was relieved by J. C. Maddox.

Robert Burns of Tacoma is the new city passenger agent in Spokane, having been transferred here when our old friend Vic Strouse accepted a similar position in Missoula.

Harry R. Meyer, storekeeper at Deer Lodge, paid us a surprise visit on Jan. 23. Mr. Meyer was transferred from Perry, Ia., to Deer Lodge last July.

Clem J. Shook, locomotive fireman on the Warden Line, was in Spokane for several days during January, due to his wife's undergoing an operation here.

This item may be a little late, but it is healthy news, nevertheless. Agent P. Taylor of Plummer, Ida., says his station shipped 28 cars of Christmas trees to Chicago and Eastern points during the Holidays. The West is always doing her bit to cheer up the East.

After spending a few weeks down in Oregon, firing on the Union Pacific, Thad Rosenberg returned to his old job at Spokane Roundhouse. Thad was back only a short time when he caught flu.

W. C. McCaughey, carman at East Spokane, is in the market for bits of wire, chain, rope or what have you. Mac says it was a fine car back in 1930, "but them days is gone forever."

Exit Ione Station! The death knell was tolled for Ione, Wash., station on Feb. 1. Once a thriving station and a good revenue collector, Ione started to slip with the advent of trucks, and the recent closing of the Panhandle Mill there, finally sealed her doom. With it's sister cities, Spirit Lake, Newport, and Rathdrum, Ione boasted one of the finest depots on the POR Line. These depots are all built of brick, and along the same plan, with once-beautiful terraces, lawns and flower gardens surrounding them.

The Hello Girls in Spokane are anxiously awaiting the day when they will move into their new quarters on the first floor of the Union Station. At present they are located on the fourth floor, and it gets so hot up there at times, that the girls almost have to wear asbestos suits.

Ray Lozier of Avery, Ida., who has taken a position of stenographer in the local offices in the Union Station, Spokane, has

been appointed Secretary of the Inland Empire Service Club. Ray was formerly clerk in the roundhouse at Avery.

G. H. Hill, ass't supt., conducted the rules examinations for train and engine-men and yard employes the first and second weeks of February. These examinations are held in Mr. Hill's office every two years.

The Spokane daily papers recently published an article to the effect that the Lehigh Portland Cement Co. had purchased a large tract of land in East Spokane, jointly owned by The Milwaukee Road and Union Pacific. The company contemplates erecting a warehouse, packing house and five silos to handle storage and all cement shipments throughout the Inland Empire directly from Spokane. This was formerly being handled from Metaline Falls. The construction of a joint spur of more than 1,000 feet had been authorized with work to start immediately, according to the article.

Spokane Freight House announces a substantial increase in local freight shipments during the past few weeks.

Our Eastern friends will hardly believe this, but here in the middle of February the flowers, shrubs and grass are already beginning to show signs of life.

D&I Division—First District

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

We regret to report the death of Maurice W. Stark, well known D&I-1st District engineer, of Savanna, whose death occurred in the Passavant Hospital in Chicago on Feb. 2, following a six month illness with a heart disorder. Military funeral services were held in DeKalb, Feb. 5. Maurice had been in the employ of The Milwaukee Road for 28 years and during the World War served with the 13th Railway Engineers.

James Bailey, of Elgin, who retired from active service as a locomotive engineer on the D&I-1st Dist., Oct. 25, 1937, after 58 years of service, died in the Sherman Hospital in that city on Jan. 23, following a brief attack of pneumonia. Sympathy is extended to Mrs. Bailey and daughters.

Engineer J. P. Crowley, of Savanna is improving after a severe attack of the flu.

BLESSED EVENTS

Mr. and Mrs. Harold Datisman (Engineering Department) of Savanna, announce the arrival of a daughter, Bonnie Elizabeth.

Brakeman and Mrs. Luther Lynn, Savanna—a son, Robert Wilson.

And Mr. and Mrs. C. L. Sturtevant, also of Savanna—a son, Jason Charles.

With the appointment Jan. 16 of D. H. Phebus as assistant to the general storekeeper, at Milwaukee, we have some changes in the personnel of the Store Department at Savanna: L. V. Schwartz has been appointed division storekeeper at Savanna, and W. McGowan succeeds Mr. Schwartz as chief clerk.

Percy Geelhart, of the Engineering Department, Savanna, has been transferred to the same department with headquarters in Minneapolis.

W. K. Griffith, Milwaukee, succeeds Mr. Geelhart at Savanna.

Supt. W. J. Whalen, Savanna, was among the guests present at the luncheon held in Madison, Wis., on Feb. 11, honoring the Madison Division for having a 100 per cent perfect fire prevention record in 1940. Congratulations to the Madison Division.

Thomas Shanahan, who has been agent at Hampshire, Ill., for 33 out of his 58 years of service with The Milwaukee Road, retired from the service on Jan. 20. The D&I Div. employes hope that the years of his retirement will be well-filled and very happy ones.

Messrs. C. E. Kinney, J. H. Mulder and L. V. Schwartz attended the funeral services held for Maurice Stark, in DeKalb, on Feb. 5.

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to absorb horizontal shocks

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OFFICE AND WORKS

BETTENDORF, IOWA

Fullerton Avenue Building Chicago

Eugene D. Heing, Correspondent

This column is being written while Chicago enjoys (?) sub-zero weather. Perhaps we can find some comfort in the fact that many of our co-workers are basking, or have basked, in warmer and sunnier climes.

Florida, the Shangri-la of sun lovers, has among its patrons Mabel Bengstrom, Sophia Walker and Stella Murphy, all of the Computing Bureau; C. A. Peterson, assistant comptroller; G. A. Burns, of Auditor of Overcharge Claims' Office; W. E. Nichols, of Freight Claim Agent's Office, and Chas. Becker, of Freight Auditor's Office.

Other vacations to the southlands include Alice Obrecht to Mexico and Hedwig Kohler to Arizona.

As we all know, the 108th Engineers will leave in a few days for Camp Forrest in Southern Tennessee. Sgt. Len Janke, Cpl. Wm. Rysick, and Pvts. Bob and Larry Mulholland and Bill Olsen will constitute Fullerton Avenue's representation.

The bowling situation is tied up, with two teams sharing the lead. Al Gerke assures us that his Pioneers will step ahead anytime now. Jake Jacobson rolled a 660 series.

The basketball team is going along in great style. Recent games resulted in three wins and two losses—a total for the season of 10 wins and two losses. The team traveled to Elgin to play the First Evangelical Church. This was the third time the teams met and our boys came home with a neat 61 to 39 win, making it two victories to Elgin's one. The two games lost were to the St. Mary's Training School of Des Plaines, 31 to 29, and Glenview, 26 to 22.

The Freight Claim Office had a little bowling meet of its own on Feb. 8. Larson's Juniors took the honors with 1565, Mort's Colts 1533, Ham's Indians 1517, and Brodie's Specials 1503. Larson rolled a 245 game. Eberhart cleaned out the grandstand and Kirch's straight ball (down the gutter) were the outstanding highlights.

MY SPIES AND I REPORT

There are two strong men in the building—Harry Baldacinni and Merrill Lundgren. These two hoist dumbbells (weights) at the local "Y." . . . Frank Trom, tariff mailing, has volunteered and will go to Camp Grant in a few days. . . . Mabel Underwood, it is reported, has never been late in her 22 years of service. . . . "Lil Abner" Heiman made a successful trip to Elgin with the basketball team. This year he wasn't locked in the "office." . . . Don't forget the Hiawatha tournament at Bensingers Randolph Alleys, 29 W. Randolph St., starts Feb. 22. See the bowlers in action Mar. 1, 2, 8 and 9. . . . Marie Trojanowski, Car Accountant's Office, has left service and is now busy keeping house. . . . Elsie Veblow and Caroline Helsn are in the hospital. . . . This concludes the chatter for this month—more later. Take it easy.

Davies Yard, Milwaukee

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

The stork has visited the House of Noctor! On Feb. 10 Walter (Cowboy) Noctor, of the Coach Yard, and formerly of the Davies Yard, became the proud parents of a baby girl. Congratulations!

On Feb. 22 Miss Mary Klewein, daughter of John Klewein, Sr., was married. John Klewein, Jr., acted as best man at his sister's wedding. Best wishes to Miss Klewein and bridegroom.

We can safely say that spring is almost here, for Ray Stark has found himself a new "honey chile." Most every Sunday one can see Ray and his Miss Rosemary skating at the Riverview Rollerskating Rink.

Al Waldera and his mother spent a week-end in Minneapolis visiting friends and also an uncle who is very ill at the Veteran's Hospital at Fort Snelling.

It has been rumored that when the bingo bug bites you, you stay "bit" for a long time. At the present writing the newest bingo enthusiast is Vernon Allie. Anyone passing Vernon can hear him muttering numbers, but please do not become alarmed for Vernon is only getting himself in trim for his bingo session.

Trans-Missouri Division

—West

R. H. Jensen, Correspondent,
Secretary to Supt.,
Miles City, Mont.

General Manager N. A. Ryan was a visitor at the Trans-Missouri Division Offices at Miles City on Feb. 5. While in Miles City Mr. Ryan attended the Annual Miles City Chamber of Commerce Banquet and was guest speaker of the occasion.

Another visitor in Miles City from Seattle the fore part of February was H. E. Arnold, assistant to general manager, who conferred with division officers regarding schedule matters. We are always glad to see Mr. Arnold.

Our loss is the Coast Division's gain with the recent transfer of Trainmaster C. A. Nummerdor to Tacoma. We were sorry to see "Nummy" leave our midst, but are glad for the opportunity to make the acquaintance of his successor, James O'Dore, to whom we extend a hearty welcome.

Agent W. T. Wells of Mildred is vacationing in California. During his absence, Agent A. G. Wilson is assuming the agency duties at Mildred. . . . Agent O. B. Tripp of Hettinger has gone to Rochester, Minn., for physical check up, and is being relieved by Agent A. O. Thompson. . . . It is understood that Agent Corbett of Miles City will soon be back on the job after having been confined to the hospital due to sickness for several days. . . . "Shorty" Lock, custodian at Marmarth, has been vacationing the past couple of weeks, with Bernard Barnes relieving him. . . . Jesse Franklin of the Miles City Freight House force has been con-

fined to his home due to illness, but is expected to resume his duties shortly.

Maintenance of Way forces on Roadmaster Geelhart's district have been busily engaged unloading and distributing new 112 lb. rail in the vicinity of Orinoco and Lavinga, which is soon to be laid in the track replacing the present 85 lb. rail.

Mrs. J. O. McIllyar recently departed for Aberdeen, Wash., to visit friends and relatives on the west coast.

Mrs. J. L. Goss and son, daughter and grandson of Division Engineer E. H. Johnson, returned to their home in Kansas City after spending five or six weeks in Miles City.

Master Mechanic Riccius spent several days in Chicago, Milwaukee and Minneapolis on business the latter part of January.

Mrs. J. R. Weatherly, wife of chief dispatcher, departed for Seattle Feb. 10 to visit with Mr. Weatherly's sister from Alaska.

We are happy to report that Dispatchers P. G. Kearney and H. R. Winship are rapidly recovering from their recent illness, and it is expected they will be released from the hospital shortly. Chief Dispatcher Welch of Moberge also is on the sick



R. R. MEN

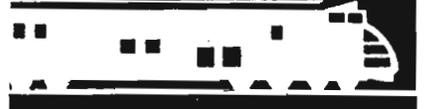
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list and to him we wish a speedy recovery. Harry Knesal, son of Roadmaster Knesal, recently enlisted in the Army Air Corps and left for Hamilton Field, Calif., the first part of February.

Among the employes of Miles City who departed Feb. 20 for military service are: Ted Nelson, machinist apprentice; Ralph Jensen, agent-operator; and Duane Parks, Store Dept. . . . Parke Burns, clerk in the Division Engineer's Office, also graciously submitted in his turn as the roll was called, but, so he states, a *pes planus* condition inflicted upon him by Mother Nature has prevailed upon him to be content with being placed in a status of deferment.

Iowa Division—East

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

Mrs. O. W. Bristol of Marion died Feb. 1. She was the wife of Trainman Orville W. Bristol. Funeral services were held at Marion, and the remains were taken to Savanna, Ill., for interment. A number of railroad friends and others accompanied the family to Savanna.

Chief Clerk and Mrs. Guy Miller of Marion went to Los Angeles City Feb. 14 for a two-weeks visit.

A number of employes have been off duty because of illness but it was mostly of a mild form.

Following transfers are noted in the Division Engineer's Office:

Marion to Milwaukee—C. E. Graham, R.

McCann, J. L. Shipman

To Marion from Milwaukee—L. A. McCullough

From Butte, Mont. to Marion—E. R. Smith

From Chicago to Marion—F. L. Striebel.

Train Dispatcher Willis Jordan of Marion is recovering from pneumonia and expects to return to work soon. Mrs. Jordan has returned home after several weeks of hospital treatment for pneumonia.

Miss Alice McGuire of Marion returned to work in the B & B Department recently after being hospitalized with pneumonia at Cedar Rapids.

Passenger Brakeman H. E. Deisher, 67, of Monticello, died Jan. 23. He began work for the Milwaukee in 1906 and made his last trip Jan. 18, 1941.

E. A. Bevington was appointed third trick operator at Green Island.

Agent L. J. Miller of Springville is on the job again after a few weeks' illness.

Conductor and Mrs. Thomas Costello of Marion left Feb. 10 for a two-month sojourn in Texas.

Passenger Brakeman William Dubbs of Marion left Feb. 3 to spend three weeks in California.

Conductor and Mrs. H. L. Mellish and retired conductor and Mrs. Charles Carrington of Marion returned Jan. 18 after spending 3 weeks in Los Angeles.

William C. Givens of the Civil Engineer's Office in Marion has passed preliminary tests and will leave Feb. 25 to join the Marine Corps for military training at a camp in Virginia.

Company Doctor J. J. Keith of Marion has been inducted into federal service as an officer in Co. H, 136 Medical Regiment of the Iowa National Guards and will leave Marion late in February for a year's training at Camp Claiborne, La.

Regret to note the death of Conductor William Weber who has been running between Dubuque and Nahant for some time. He entered service of the Milwaukee June 29, 1913. He died at Dubuque Feb. 7. Funeral services were held at Dubuque on Feb. 9, and the remains brought to Marion for interment the same day.

Terre Haute Division

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

This division is sorry to lose W. B. Conrad, who has been division freight and passenger agent here for the past several months, and whose appointment as special coal agent at Cincinnati became effective Feb. 15.

Wood has been received that Roy K. Baker, formerly of the Division Storekeeper's Office at Terre Haute, is temporarily filling a government position at Rolla, Mo.

R. T. Tolliver, agent at Odon, Ind., since Sept. 1, 1913, retired from service on Jan. 31. Announcement recently was made of the marriage of Walter Glass, Jr., son of Walter Glass of the Terre Haute Store Department, to Clara Mansfield of St. Bernice, Ind., on Dec. 26.

Operator Pat Bailey, formerly first trick operator at Spring Hill tower, is working the side table operator's position in the Rea Building.

Willard H. Glass, 17-year-old son of Walter Glass, Store Department employe, has enlisted in the Navy and is stationed at the Great Lakes Training Station.

We regret to report the death of former Roadmaster M. J. Murphy, which occurred at Houston, Tex., on Feb. 11. Mr. Murphy's years of service with the Company totaled 40 years at the time of his retirement on July 1, 1937.

At this time, plans are being made by some of our artists of the hardwood to represent this division in The Milwaukee Road bowling tournament to be held in Chicago on Mar. 8 and 9. Those contemplating a try-out of their skill in this event are: L. C. Hubert, G. J. Scholl, J. A. Ogden, O. A. Beerman, T. J. Lentz, A. J. Wright, A. H. Schwartz, H. E. Barnes, P. E. Mueller, Jack Dyson.

Friends of Engineer and Mrs. H. A. VanBrunt of St. Bernice, Ind., surprised them with a dinner party at their home on Jan. 25 in honor of their 25th wedding anniversary, and Mrs. VanBrunt's birthday.

Robert Colwell, son of T. I. Colwell of the Superintendent's Office, has reported for government duty at Camp Jackson, Columbia, So. Carolina. He is 2nd Lieutenant in the Army.

Drafting Room News, Milwaukee Shops

Howard H. Melzer, Correspondent,
Mechanical Dept., Milwaukee Shops,
Milwaukee, Wis.

Never let it be said that one draftsman will not carry the torch for the rest of his buddies. Since the recent emigration of one "Juddie" Montgomery and family to St. Louis, this department has been without an official representative in the news columns of the magazine. We have therefore hurried to fill the breach (for one month, at least), and do hereby commence with the old adage: "If you like it, tell others; if you don't, tell us."

Richard "Buttercup" Cowper, the Halliburton of The Milwaukee Road, is now one of 700 or more draftsmen with the Consolidated Aircraft Corp. in San Diego, Calif. Dick writes that working nights isn't half bad as long as one has a place to snooze during the day time. Hotel rooms are at a premium, it seems, with theatres even renting out sleeping space during the wee hours. Dick may have been mistaken for Robert Taylor on occasion, but he'll have to step on the gas to keep up with the sailors at the naval base if he expects to rate with the girls down there. Ask Betty about the "blitz" of most military men.

We hear that John (Jay) Fedler likes his position with the Line Material Co., of South Milwaukee. We say, "Lots of luck to you, Johnny, but who's going to build the next beaver tail?"

The St. Louis Car Company seems to be going over big with Monty. According to Art Schultz, who receives regular reports from Jackie, little "Juddie" is being kept quite busy grinding out drawings for new streamliners, which he says is just to his liking. Wonder if Monty is having any pool competition.

Have you heard what our ever-versatile Elmer Reinke has been up to now? As long as trains run on rails, Elmer's accomplishment will live in the annals of the Mechanical Engineer's Office. For the "straight from the shoulder" information, we refer you to either Fred Buettner or Lisle Horton who can give you a first hand account. What a man, Elmer! Wow!

And speaking of Horton, do you realize that the "Limey Line" hasn't come through with a good gag since Dec.? Guess he doesn't get to the last page in Pathfinder lately.

Bill Rightmire, "Ben" Benzer, and Jim Elder, Jr., are back in the Drawing Room again. Bill is working for Clarence Brophy, while Ben and Jim are in the Car Department. Jim hasn't missed a prom in the last month.

Invariably we get around to Attorney (?) Reinke again. Elmer is going to be a very busy man from now on: It's income tax time again. It is also reported that Elmer may have a little fun with those men who walk up and down carrying signs on their shoulders—Elmer's building a house, you see. We also have it that June 7 will be the day on which marital bliss will come his way, if a certain young lady has her way, and we think she will. Elmer is on a fruit diet of late. He lost a half pound last week and is now down to 210.

The Locomotive Department is busy streamlining a few more engines. Art Schultz and Co. are rapidly getting to know the night watchmen.

As you have perhaps noticed, we haven't said anything about bowling. We feel that there are more words spilled about the sticks on Tuesday morning than there are pins spilled on Monday night, so what's the use!

"Hooks" and that famous paste can are back in the Blue Print Room again, so we are now getting our prints "next week Tuesday."

Cedar Rapids Terminal

Clifford R. Taylor, Correspondent,
Clerk, Cedar Rapids, Iowa

I wish to offer my little bit this month, for when the items were to have been sent in last month, Yours Truly was nursing a good case of the flu and hence not able to get the items in on time.

Anyone interested in ice skating may get in touch with Asst. Agent McGee or Perishable Fruit Inspector Thos. Manton, both being very accomplished in the art. "Mac" and "Tom" have their daughters as students at the present time, but we are more than sure from their discussions that any of the older girls on the ice need look no further for instruction.

Harold Kennedy, formerly of Des Moines,

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and who has been working as an extra yard clerk at Perry for the past few months, has bid in the position of messenger in the General Agent's Office and displaced Vincent Dvorack who has been working on the position since the regular Messenger John Feiereison was appointed to the job as Relief Clerk at Cedar Rapids Yard.

Raymond Burk, yardmaster's clerk at Cedar Rapids for a number of years, has been appointed to one of the temporary positions in the Pension Office. Harry Van Fossen who has been working second trick at the Yard, has bid in the position made vacant when Ray went to Chicago and his position is still on bulletin. Good luck, Ray, and beware of those tall buildings.

M. L. Taylor, clerk in the Division Engineer's Office at Ottumwa, visited with Transit Clerk Kenneth K. Taylor and family and Yours Truly en route to Perry,

where he visited for several days at the O. R. Taylor residence.

James Springer, Agent at Freeport, Ill., visited with the old gang at Cedar Rapids Freight Office early in February. "Jim" formerly worked as bill Clerk in the General Agent's Office.

Captain of Police W. E. Riley went to St. Louis, Mo., Feb. 15, to attend the funeral of Mrs. Bensen, mother of L. J. Bensen.

Miss Dorothy Jasa, daughter of Cashier Richard Jasa, was rushed to Mercy Hospital Feb. 14, where an emergency appendectomy was performed. "Bunny" says that it was a very fitting celebration for him, as it was exactly one year ago that date that he entered the same hospital for a major operation.

Rate Clerk Eddie Burk and his family decided to retire from the "farm" and move back to the City; hence they sold the country place and have purchased a residence in Cedar Rapids. Eddie complains of not being able to sleep because of all the city noises.

Anyone seeing a strange coon hound, contact Demurrage Clerk Tom Feiereisan, who is short such an animal.

D&I Division—2nd District

Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa

Several of the employees on our division, as well as members of Milwaukee Road families, have passed away in Dubuque recently. An expression of sincere sympathy is extended to their survivors. The poet comforts us with these words: "It's only a wonderful journey from an old world to a new, where golden gates have opened wide to let our loved ones through. And there, with just the same glad smile and

the heart we cherish so, our dear ones wait until we meet in the land where loved ones go." We regret to report the following deaths: P. L. Dunn, agent, Waukon, Ia.; John Donovan, retired carman; William ("Bump") Webber, conductor; Henry ("Froggy") Kress, engineer; "Doc" Carmody, retired carman; Nick Kass, boilermaker; Mrs. Charles Foot, wife of switchman; Mrs. Martha Brewster, widow of retired engineer. Mrs. Brewster proudly traced her ancestry back to President Harrison and was a charter member of our Dubuque Chapter, Milwaukee Railroad Women's Club.

Operator Lyle Webb has returned to his old job at Marquette, and E. H. Madison of Red Wing, Minn., replaces him at Dubuque. We welcome Mr. Madison and his wife to our city.

We are a bit late in congratulating you on becoming trainmaster at Milwaukee, "Bud," but you know how it is—we're a little off the main line and news travels slowly. We'll miss the W. J. Rellihan family from Dubuque but, as usual, our loss is Milwaukee's gain. (We're getting to be good losers, you know.)

Now that Captain Horsfall has the proper insignia, he feels confident concerning his team going places. In fact, the first evening he wore his badge they scored three good games. But it almost ended with a fatality as Oscar, the team's mascot, was carried out of the alleys. (That shouldn't have surprised you, Mr. Ohde; they were only following your instructions, you know.)

"Bill" Buddin was seen returning from East Dubuque the other night. A brand-new answer this one—he was simply "inspecting the site for the new bridge." Not bad, eh?

Cutters George Fluke and James Kelly have returned to work after being laid up a week with old debbil flu.

Joe Chaloupka and Dinny Schaffer, our retired "hoggers," literally blew into the Roundhouse Office the other day. Just because the little red globe showed it to be seven below zero didn't keep these 'ale and 'earty boys at home. They're still vitally interested in everything that takes place on The Milwaukee Road. Moral: You can take the boys away from the Road, but you simply can't take the Road away from the boys. No sir-ree!

H&D Division

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

The column was missing last month—hope somebody noticed it other than I.

Mrs. Pat Mundy is recovering nicely from a lingering illness.

E. Burke was laid up with the flu for a couple of days.

Bill Armstrong was also a victim of the dreaded flu for a few days and is back to work again now.

Mrs. Harry Gibson, Mrs. Al Zick and Al Zick, cond., recently left Aberdeen for an extended visit in California.

Johnny Faeth and Red Delting won a radio and electric lantern recently. The luck of some people!

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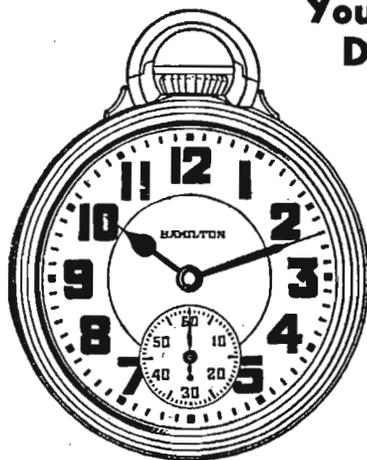
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Bill Berg, CC Freight House, and wife were laid up for a few days with the flu. Who did the cooking with the chef in bed?

Our sympathy is extended to the relatives of Charles Soliday who died suddenly in January.

Geo. Lieb, second trick operator, Ortonville, was laid up about a week with the flu.

Due to the turmoil and confusion and etc. have overlooked to welcome G. A. Dyke, agriculture agent, to our midst. Welcome, Mr. Dyke! Hope you will be with us as long or longer than we had the pleasure of having Evan Hall with us.

Foster Beck is appointed agent at Correll, Minn., permanently.

R. L. Marlett is appointed second trick dispatcher at Aberdeen.

L. H. Walleen, Jr., is settled at Roscoe as second trick operator.

Ole Sletten is appointed agent at Watson permanently.

A. C. Gilhoi is appointed agent at Stewart permanently.

A. C. Rognelson has left Aberdeen and been transferred to Perry, Ia., as car foreman. Sorry to have you leave, Rog, but hope you don't forget your friends at Aberdeen if you should come up this way for a visit sometime.

Frank "Dagwood" Faeth paid friends in Aberdeen a visit between trains recently.

No news from the Local Freight House. Bill Powell must be sick or relaxing again.

La Crosse & River Division —1st District

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

DEATHS

Frank Leng, veteran retired switch foreman, passed away recently at his home in Portage after a long illness. Frank worked at Portage nearly all his life, and will be greatly missed by his many friends and neighbors. A brother, Harry Leng, at one time a switchman here, is now with the city police force of Portage.

Rufus Blanchard, veteran retired engineer, passed away in LaCrosse recently. He had a service record of 47 years with the Road. He worked in LaCrosse Yards and will be greatly missed by his many friends on the division.

The sympathy of the division is extended to these bereaved families.

RETIREMENTS

Veteran Machinist Otto Klomp and Machinist Helper Otto Gloeckler of Portage roundhouse have retired after long years of service with the Road and we neglected to mention the retirement of Roundhouse Foreman George W. Ballard of Portage in previous issues.

GOSSIP

Ivan Little has gone into the puppy raising business in a big way. For particulars, call him up.

"Pop-eye" Eberhardt is figuring on making a trip on the eight o'clock shift, as he

claims there aren't so many branch pipes busted in the daytime. Veteran switch foreman George Linscott, who has been on the sick list, is doing nicely after a serious operation at St. Savior's Hospital here.

Do you remember the days when Winter sports consisted of sleigh rides on the old hay rack? How times have changed. Now they go skiing by train with plenty of winter cheer in the baggage car.

Freight Traffic Dept., Chicago

Wesley S. McKee, Correspondent,
Traffic Department, Chicago

We wish to express our sympathy to Wesley Nehf and son on the recent loss of their beloved wife and mother.

C. A. Prendergast, better known as the Duke of Milford, reports that he is feeling much better, though from the symptoms he described to that Kansas sanitarium you'd think he'd about given up.

Incidentally, the Duke has entered the Milwaukee Road bowling tournament with the grand average of 122. Seems that Charley is never satisfied unless he can get at least 40 per cent off.

Speaking of bowling, Frank Maday, our athlete extraordinary and peer of all bowlers who bowl with their vocal cords instead of their arms, did not enter the tournament out of sheer sympathy for the rest of us. His most recent vocal series was 617. Isn't it wonderful what that Chinese tobacco will do for one!

Mlle. Tina Langton, our renowned exponent of the culinary art and famed gourmet, has recently concocted a new and delightful dish known as *clay pigeons, Creole, a la Langton*.

Mlle. Langton will be pleased to furnish copies of her recipe if you will address her at 765 Union Station, enclosing 5 cents to cover cost of wrapping and mailing.

Isn't that backwards sweater of Irma's a doodle? Wonder how she'd get it buttoned in the event of fire.

"Bubbles" Sampson, former Barney Oldfield of the highways and scourge of the Park Ridge boulevards, has finally slowed down to a walk. On a recent occasion while being chauffeured to our Edgebrook station at the terrific rate of 25 m.p.h. "Bubbles" sprained his ankle stepping on the brake that wasn't there, and he of two-wheel corners thereupon requested a more moderate speed. It sure looks like Mary is doing wonderful work.

We are pleased to announce that on Feb. 4, at 10:30 a. m., Thomas Burke, infant son (pardon me—youthful son) of John Burke, took his first unaided steps.

Married life again takes its toll. "Handball" Sauter, erstwhile athlete and former protegee of Champ Platak, now finds it tough to finish a game, much less win it. He recently lost to "Killer" Kane of the Madison 7-11 Club.

Thanks for those very charming valentines. The sentiment expressed was certainly very touching.

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

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SYMPATHY IS EXTENDED

To the family of Upholsterer Dyer Conrad Haak, who passed away on Jan. 27.

To Frank and Joseph Synek upon the death of their father.

To the family of retired Wood Mill employe, Peter Rondella, who passed away on Jan. 31.

ROUND 'N' ABOUT THE SHOPS

The chatter heard around the Sash and Door Department is that Herb Bingenheimer traveled to his summer resort recently to spend a week-end and invested it instead. (A Christmas tree barter or something.) For further details, consult Herb. . . . One who is missed considerably around the Freight Car Shop these days is Ed (Ison) Kilgren who is confined to the Mt. Sinai Hospital. . . . Sample box car parts were certainly on George Bilty's "train of thought" during construction. . . . The modern lighting system is completed in the Wood Mill. . . . Our "super system" as Foreman Niver calls it. . . . Painter Gus Kruege has returned to work after six weeks of illness. Best wishes for good health from now on, Gus. . . . It's a "blessed he-vent" for Mr. and Mrs. Sylvester Walendowski. The baby boy was born on Feb. 11. . . . Congratulations. . . . Also congratulations to Mr. and Mrs. Wilbert Weatheral who became the parents of a baby girl born on Jan. 29. . . . "Boost Wisconsin dairy products" is exemplified and we saw Cable Splicer Frank Czernewski dunking cheese in his office "the other lunch ago." . . . That's O. K., Frank, we know a Rocky Mountain Division carman who salts his butter. . . . Upholsterer Cutter Alfred Comdohr has returned to work after a sick leave. Welcome back, Al. . . . Ed Kornfehl gave the spectators at the Silver City Bowling Alleys something to talk about the other evening. He rolled one of his famous fire balls down the alley, knocking over nine pins, one of which flew to the adjoining alley, knocking over nine pins there—18 pins in all and the crowd went wild. That's one for Ripley, Eddie. . . . There was a little misunderstanding regarding the last Freight Car Shop Service Club meeting. The refreshments lasted three hours—not Herb Starke's speech. . . . Alex Kornfehl smiles. His welding class on Saturday A. M. is enthusiastically accepted and several of his students are proving to be exceptional proteges.

Here is a little story too good to keep. It seems that one cold, blustery day in the early part of February our genial Scotch storekeeper, Art Lowe, was wending his weary way to work, and just before making the last stop, which would be in the coach yards, he naturally slammed on the hydraulics for a quick exit, but imagine his surprise and embarrassment when said car just kept merrily rolling along, paying no heed to the frustrated foot-pressure being applied. Final total damage: One dented fender and front bumper. Moral: To get the BREAKS, be sure of your BRAKES.

The night "Dinger" has himself a new living room suite, the result of a local contest won by Mrs. Now all of the big national contests are receiving letters from this vicinity—in hopes.

ON THE SICK LIST

Mrs. Herbie Childs underwent an operation at the local hospital and is reported well on the way to recovery. Those with the good old flu and various other ailments included Emery Johnson, H. E. Rooney and "Happy" Orby Kensingler, who had a kink in the back.

We understand Ada Olsen, roundhouse clerk, has handed in her resignation after 10, these many years. So long, Ada, and don't forget us after the first of March.

Miss Virginia Smith, daughter of the GYM, has been chosen as one of the maids to serve the yet unknown Queen at the Mardi Gras which is a yearly, big social event in this hyar city. Also, the twin daughters of Asst. GYM E. L. Hannum have been invited to entertain with their own interpretation of the rose dance, a feature on the program, which also includes yours truly's brother who is acting as one of the escorts. It seems The Milwaukee Road will be well represented at this colorful affair. Coming in, Corky? And with Mrs. Fred Bucknam in charge of ticket sales, it can't miss.

A study in concentration: The boys studiously scanning the "white slips" sent from Chicago with little black figures. Uncle Sam's nice way of saying, "Come up and see me, boys."

Madison Division

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

Retirements—L. A. Adair, agent at South Wayne; Jos. Dunn, check clerk at Madison; John D. Wightman and Peter D. Connelly, engineers.

We regret to state that Patrick Haynes' pantry was pillaged and more than \$1,000 in nickles and dimes stolen. The shock was

so great that Pat couldn't attend the trophy banquet. No clues yet.

Condr. Paul Smithson has been getting the breaks by making round trips to Marquette for stock. Paul says, "Double or nothing."

As predicted, it's a boy at the Matt O'Loughlen's. The name is Patrick.

Congratulations, George M. Dunn, on your appointment as general chairman of B. of R. C.

Since Carl Metz left the division there has been quite an improvement in the appearance of some men—some are thinner, some heavier and some have glasses.

Train Dispatcher Parkin is recovering from an operation. Isador Brey and Bert Godding are around after an illness. Thos. J. Kelly is at St. Mary's Hospital, Madison, and can see visitors.

LOW SPOTS AT THE TROPHY BANQUET, MADISON

Hugh Jones and Tony McMahon forgetting their tickets.

Lineman Robinson, the first at the hotel, got lost and waited in the main floor dining room among a lot of strange insurance men. The Governor beat him to the banquet.

Frank Dempsey thought the photographer was using company bulbs.

Vanderhile inviting the Malone sisters to join his Rhythm Rascals.

Those compartment pocketbooks snapping shut after announcement was made that there would be no tipping.

Dick Widman, Madison fire chief, a guest, lost his hat and coat. Frank Sullivan, machinist, Janesville (a lightweight), was the culprit and reported at the fire station, a la Charley Chaplin, where an exchange of garments was made.

Supt. Car Dept. Office, Milwaukee

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

If you are wondering why Ralph goes around with that "So you're the one" look on his face these days, it's because he's sleuthing around trying to find out who sent those valentines.

Speaking of valentines and Valentine's Day, on passing by Willard's desk your correspondent noticed attention drawn to that date on his desk calendar. It wasn't to remind you of payday, was it Willard?

We notice that Mr. Nystrom has a coat of that famous February tan but we haven't been able to find out yet where he got it.

Kenneth recently returned from his sojourn to Florida minus that Southern tan—but with a flair of southern hospitality. What's the matter, Ken, did you stay under cover all the time.

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Anyone hearing about a church supper please contact Al Groth. Ask Al how he keeps score while eating potato pancakes.

If any of the S.C.D. employes know of anyone who is seeking legal advice, we advise you to acquaint them with the fact that you know just the man who can help them. J. M. Bremser has just completed his court room experience. It was John's first summons for jury work and from what he says he liked the experience.

Frank: "What model is your car?"

Joe: "It's not a model—it's a horrible example."

Kansas City Division

*K. M. Gohmann, Correspondent,
Care Supt., Ottumwa, Ia.*

The Morey Clay Products Company, established for years in Ottumwa on our tracks, has been purchased by the Ottumwa Brick & Tile Company. M. L. Ackley Motor Company is constructing an automobile storage building on our tracks west of Sherman Street Station, which should result in additional business.

On Jan. 17 Mrs. W. G. Dingeman died in the Colonial Hospital in Rochester, Minn. She had been in ill health for several months and previous to going to Rochester was a patient in the St. Joseph Hospital in Ottumwa for a period of time.

Jon Iver Carlson, 7 year old son of Iver Carlson of the Superintendent's Office, died at the Ottumwa Hospital on Jan. 18 from injuries sustained in a sled accident. His sister, Patti, age 10, received facial injuries and was a patient in the Ottumwa Hospital for several days; she has recovered and returned to school.

Our congratulations to Harold F. Burroughs, who was appointed assistant freight traffic manager of the D.&R.G.W.R.R., headquarters in Denver, Colo. Mr. Burroughs began his railroad career on the Milwaukee as timekeeper in the office of superintendent, Ottumwa.

Ed. Schmidt of the Engineering Department in Ottumwa has accepted a position with the Stanoline Pipe Line Company, Carrollton, Mo. A newcomer to our Engineering Department is Harry Stern of Milwaukee, who fills the position vacated by Henry Reno, transferred to Chicago Jan. 1.

Announcement of the marriage on Jan. 25 of Jean Morgan of Hay Springs, Neb., and Louis K. McLean has been received. Mac was formerly in the Engineering Department in Ottumwa. The young couple will reside in Bayard, Nebr.

The recent changes made in the Store Department adds a new clerk to the Ottumwa force and on Feb. 1 Maynard Leighty, wife and little girl took up their residence in Ottumwa, Mr. Leighty filling the new position in the Store Department. His brother, Lowell, has been working

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temporarily in the local Store Department, both having formerly been employed in the Store Department in Savanna, Ill.

Carnival Trains

(Continued from page 6)

ing, skiing, tobogganing, and sleigh-riding for the sports-minded individuals.

Each Carnival Club has a reserved coach of its own, which enables the members to keep their unit intact and enjoy their games, singing, and amateur vaudeville stunts in comparative privacy. The success of a Carnival Train from the standpoint of the individual passenger is judged by the number of people in town to see the parade, the hospitality of the towns visited, as well as by the type and number of musical organizations that have accepted the Road's invitation to take the trip.

Many of these excursionists have not traveled on a train in years, and for a surprising number of the younger set it is their first train ride. As for the residents of the towns visited, many say they have not been down to their home railroad station for years, and express themselves as being pleasantly surprised at seeing so many people arriving in town by train. All in all, there are many benefits to the railroad, outside of the immediate revenue received, the most satisfying of which is to see the pleasure the local agent derives from being in the limelight, from being on the town's reception committee, and having his picture in the paper as the representative of the railroad which brings to town hundreds of singing, parading, and colorfully dressed visitors.

The trains to Faribault, Minn., on Jan. 12 carried 875 passengers, 15 musical units, and two horse patrols. These 40 horses and the musical units furnished the most colorful parade of the 1941 season. On Jan. 26 the train visited Owatonna, Albert Lea, Austin, and Northfield, Minn., with a parade in each city. The second section of this train went to Northfield only, and was sponsored by the Northfield Winter Carnival Association. A total of 2,000 passengers were carried on all the trains during January.

Yes sir, there is fun to be had on The Milwaukee Road's Carnival Trains.

Sports

(Continued from page 15)

Marquette	31	29
Tomahawk	31	29
Southwest	27	33
Sicux	26	34
Olympian	25	35
Arrow	22	38
Bowler	Team	Av.
Irving	H	174
Hoen	H	166
Japs	H	163
Blake	H	163
Kurzejka	T	162

From Aberdeen, S. D., Bert Hoen reports that while some of the boys have

been bowling for a number of years, this is the first year of bowling for the majority in this league, which accounts for the comparatively low averages. However, what the boys lack in averages is made up in the spirit of competition and it is plenty tough at times. Officers of the league are: President, W. F. Kramer; Vice-President, H. F. Lucas; and Secretary-Treasurer, Bert C. Hoen.

From Minneapolis, Minn., Chris Behr reports that the Hiawathas are stepping along at a fast clip. However, the second place Chippewas take the cake, for on Jan. 31 they shot a hot series of 2813, finishing with a 1095 game. Responsible for that terrific game were those two Irishmen, L. Swanson with 256 and C. Hansen with 255, Hansen totaling 646 for his series. That is really bowling, boys. Genial Victor Borgeson is steadily going up in his averages. . . . Individual leader, Ed. Collins, has been confined to the hospital, but the grape vine has it, that he will soon be around to protect his top spot in the standings. Duke Rodin has developed a screw ball and Lee Nelson, they say, has developed something new in bowling, called the "perpendicular aim."

From Spokane, Wash., Fred J. Kratschmer reports very interesting news. On Feb. 12 the Olympians' bowling in the City of Spokane Tournament, rolled into first place in the class B section with a high score of 3175. This is 132 pins over the former leaders and 45 pins over the present leaders in the Class A group. The members of this team are Wm. Gunn, Sr., R. Webster, H. Jensen, Wm. Gunn, Jr., and F. J. Kratschmer.

From Le Roy, Minn., we hear that K. A. Laugen, our local agent, one night rolled five practice games for an average of 204. This department also happens to know that his team trims the Austin Train Dispatchers quite regularly.

From Ottumwa, Iowa, Kay Gohmann reports that The Milwaukee Road Service Club team bowling in the Industrial League is going great guns, and that the team in its new uniforms of Maroon and Gold far outshine in appearance the other teams. She also reports that railroads don't mean a thing to Fromm, Seals, and Luman. High single game went to McNamer with 232. Fromm was high with 551, McNamer next with 541, and Wilson 510.

From Mitchell, S. D., C. D. Wangsness reports that among the newcomers this season Jr. Winter got himself a 220, followed by Glenn Wallis and Chas. Wantoch with 219 each. Those scores represent high games bowled so far in this league and, considering the fact that the boys are young and newcomers into the league, it looks very much like the boys will stand out over and above the average. To the members of the committee who arranged the banquet at the Navin Cafe a vote of thanks for the wonderful way in which this affair

was handled. Gastronomically speaking, the food was swell. . . . Socially speaking, all the boys enjoyed a dandy evening.

From Tacoma, Wash., Ray Fletcher reports that the Boiler Shop gang won the first half from the Supervisors, on a roll off. Collins continues to lead the league and, from appearances, no one will catch him. L. Kusch was put out because his name was not mentioned last month. Well, here it is, Mr. Kusch. How does it look in print?

From Chicago's Ladies with no correspondent reporting, your Editor decided to look in on them recently. Thinking, of course, that there would be at least one good fight, but nope, not even a good squeal was heard. You would think that from 50 women at least one could be picked who could give you some dope or the inside of what is going on. A photographic exhibit of what I am talking about appears in this issue, and if any one has any suggestions as to who would be a likely looking correspondent, let me know.

From The Chicago Men's League. It is worth two bits of any one's purse to see. . . . Otto, The Lamb, and Harry the John, roll their sour apples. . . . Konertz the Leader, and Passaretti the Holder Upper. . . . Steve the Hawk and his dance . . . and Slide and Glide Cooper . . . Elmer Martwick and his Cannon Ball . . . Curly Top Nickels and his fade-away ball and Wajoo Barrington and his Bunya Ball. . . . Of more importance is Jacobsen, a 160 average bowler shooting a new high series of 660 . . . not to be outdone by this upstart, our Shylock, the treas., Al. Gerke, came up the following week with 645, which is one reason why they are able to lead the league over the Day Express by one game. . . . There are rumors that if F. J. Stowell, Sr., should bowl Jr. in a special match game, and judging from Sr.'s scores of late, this department would in all probability wager on Junior. . . . By the time this is printed Red Bulman will be a much married man. Sat., Feb. 22, was the day Red chose—or was it the Mrs.?

ATTENTION ALL BOWLERS who are bowling in the Hiawatha Tournament . . . it is suggested that, for your own convenience, you stay at the Planters Hotel, located three blocks from the Union Station at 19 North Clark Street. This hotel is within walking distance of the Bensinger Alleys. Rates are as follows—single, \$1.50 to \$2.00, without bath; \$2.50 to \$3.00, with bath; double, \$2.50 to \$3.00, without bath; \$3.50 to \$5.50, with bath. . . . A total of 700 bowlers will participate in this affair and there will be a total amount of \$725 in prize money to be distributed. Medals will be awarded to the winners in the Five Man, Doubles and Singles, with a Diamond Medal to the winner of the All Events. —J.E.S.



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