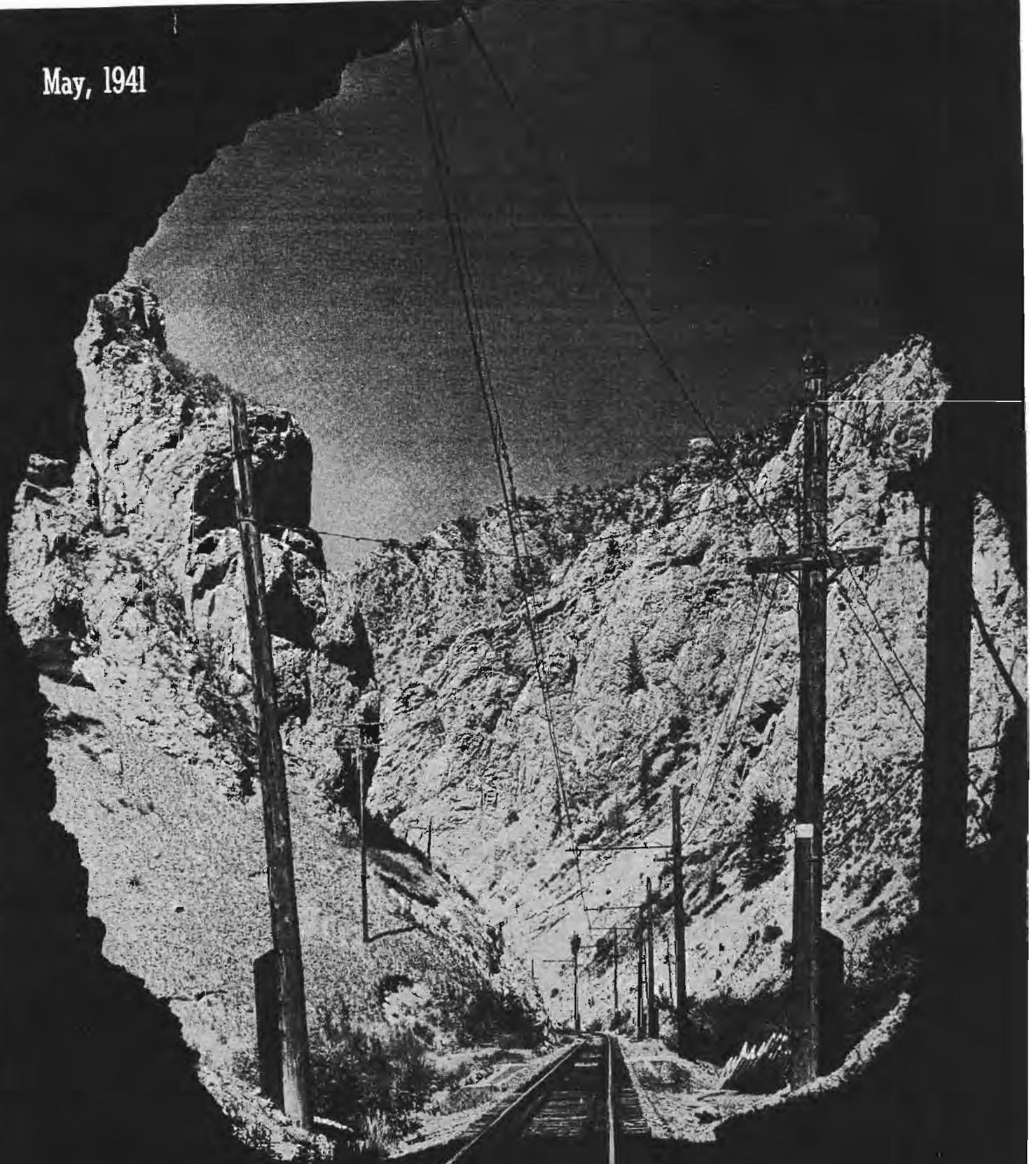


May, 1941



The
Milwaukee Magazine

**AMAZING
DEMAND**



**for Hamilton's NEW 992
Outraced Speedy Production**



WE EXPECTED tremendous demand for the *new* 21-jewel Hamilton 992 and set our rate of production high. But railroad men and watch inspectors must have chorused, "There's the watch I've waited for!" For, speedy as production has been, demand has outraced it.

We're sorry for any delays!—yet happy to report that they are now being reduced to the minimum.

Your watch inspector can tell you why the *new* Hamilton 992 is so popular that it has built a waiting list *less than two months after its introduction*. He knows it is a *completely new* watch, unlike any other on the market. Ask him about important, exclusive features that make this "the finest 21-jewel railroad watch ever offered in America"—and well worth waiting for!

HAMILTON WATCH CO., LANCASTER, PA.



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 Railroad dials.

HAMILTON
The Watch of Railroad Accuracy

The Home You'll Own

Year after year you've dreamed and planned for "the home you'll own." But wishful thinking only prolongs these dreams. Now



is the time to build or buy. Prices and building costs are reasonable, and equally important, easily available Federal Housing Administration loans are economical. Insure yourself of the security your own home will give you.

The Mercantile's F. H. A. plan offers you safe, economical assistance so necessary to every home owner. Complete details will be

quickly furnished you by merely calling Mr. Rubenzik at the Mercantile National Bank, Wabash 0438 or stop in today. Also available are Title No. 1 F. H. A. modernization loans for present home owners.



MERCANTILE NATIONAL BANK

OF CHICAGO
Real Estate Loan Dept.

541 WEST JACKSON BOULEVARD
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

of **SPECIAL INTEREST**

TO

MILWAUKEE ROAD EMPLOYEES

**Crown Company announces
new additions to a
popular line**

LOOK for the descriptive **COLORED FOLDER** in this Magazine

CROWN COMPANY

133 N. Wacker Drive
Chicago

Taxes Paid by Trucks Competing with Railroads

Eighty per cent of all the road trips made by trucks in the country are under 20 miles, according to "Public Roads," published by the U. S. Bureau of Public Roads. It is not the trucks making average trips of 20 miles or less that compete with the railroads. Nor is it trucks of three tons capacity or less. "Automobile Facts and Figures," published by the Automobile Manufacturers Association, shows that more than 90 per cent of the factory sales of trucks are of vehicles with less than three and a half tons capacity, with about 80 per cent of two tons or less capacity. All of the trucks of greater capacity are by no means engaged in inter-city competition with the railroads.

Giving that part of the trucking industry engaged in carrier competition with the railroads the greatest reasonable allowance as to its proportion of total truck registration indicates that much less than one-fifth of the total number of trucks registered actually are engaged in carrier competition with the railroads. Statements implying that such trucks have in the last 10 years paid enough in taxes "to build 137,000 miles of highway at an average cost of \$22,000 a mile" therefore implies that such trucks have paid an average of over \$300,000,000 a year in taxes. All trucks, including the 80 to 90 per cent not engaged in inter-city, over-the-road hauling, have not paid an average of anything like \$300,000,000 a year in taxes of all kinds in the last 10 years.

THE COVER

"She'll Be Comin' 'round the Mountain"

Or, if ASCAP would only permit, "Happy Birthday to You." The feted one, as you may already know, is the Olympian, who reaches its 30th birthday on May 28. However, the train's sleek appearance, and the nimbleness with which it goes humming over and around the mountains of its native habitat are such that to show a picture of the train would be to defeat our purpose. What we want to do is to emphasize the fact that the Olympian has been serving the Pacific Northwest and doing itself quite proud for three decades, so we are just showing a bit of Montana Canyon scenery as viewed from inside a tunnel, with the Olympian itself conspicuous by its absence. It looks too young for our purpose.

A number of Lines West Service Clubs are planning programs in celebration of the train's 30th anniversary; reports on some of the programs will be found in the June issue of the Magazine.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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Railroad Expenditures for Improvement Purposes

American railroads have made capital expenditures amounting to about \$3,650,000,000 for additions and improvements since 1929. Betterments in service, and the present capacity of the railroads to fully meet transportation responsibilities in connection with National Defense developments, are a result of the progressive improvement policy that the railroads have followed through perhaps the most difficult period in their financial history. The railroad improvement policy, however, has been advanced steadily without adding to the tax burdens of the country, for the reason that it has been financed from railroad treasuries, rather than from public treasuries. In this same period, expenditures of public funds to promote and maintain transportation competitive with the railroads have been greater than ever before. They have amounted to several hundred million dollars a year. These latter expenditures have been an important influence toward heavier taxes for all citizens. Yet the railroads still are the principal transportation reliance of the country's commerce and industry, as they are the transportation agency on which the entire country most depends in its present defense emergency.

From the patent office we learn that wood is one of the best partners steel ever had. Take the lowly railroad tie. Well over 2,500 ambitious inventors, who would undo the "tie that binds" with more "modern counterparts" have applied for patents. But, say the experts, cheapness, elasticity, resistance to shock, and ease of replacement keep the creosoted tie and the steel rail wedded.

Comparative Passenger Safety

IN VIEW of improvement in the air lines' safety record and the publicity given this improvement, a recent comparison put in the Congressional Record by Representative Van Zant of Pennsylvania is highly interesting.

"Steam railroads carried something more than 200 times as many passengers as did the air lines during the year 1939," said Congressman Van Zant, "and carried them an aggregate distance 30 times as far, yet railroad passenger fatalities were only about 1½ times as great as those of the air lines. If we limit the air line figures to domestic operations, there were nine passenger fatalities in 1939, or exactly one-third as many as on the railroads. However, the railroads carried 262 times as many passengers as did the air lines and carried them an aggregate distance 33 times as great. In other words, in domestic air line operations in 1939 there was one passenger fatality for each 75,000,000 passenger miles; on the railroads there was one passenger fatality for each 840,000,000 passenger miles.

"The air lines make much of the fact that over a certain period they carried 2,500,000 passengers a distance of more than 1,000,000,000 passenger miles without a passenger fatality. Let us see what the railroads have done in recent months.

"In February, 1940, the railroads carried 35,000,000 passengers an aggregate distance of 1,700,000,000 passenger miles without a passenger fatality. In March, 1940, they carried 36,000,000 passengers a distance of 1,800,000,000 passenger miles without a passenger fatality. During May and June, 1940, they carried 74,000,000 passengers a distance of 3,750,000,000 passenger miles without a passenger fatality. The statistics are so clear and convincing that there can be no question of the comparative safety of air and rail travel."

and please keep our daddy safe"



NATIONAL SAFETY COUNCIL

NEW GALEWOOD TRANSFER MEETS SPEED REQUIREMENTS



A typical trailer-train, loaded with a little bit of everything, starts on its way. As it goes along the individual trailers are cut out, one or more at a time, for reloading into trucks.



This one of the new features of the Galewood station operation—loading highway trucks for immediate delivery to consignees or to connecting lines.



At the new platform, perishable freight is transferred rapidly and sent on its way without delay. (The pictures on this page are used through the courtesy of Railway Age.)

Enlarged Station on Chicago's West Side Cuts Twenty-Four Hours from L.C.L. Handling Time

IT was almost exactly one year ago that the track work started for the new l.c.l. freight facilities at the already large transfer platform at Galewood station in Chicago. There was a tremendous job to be done, including the installation of a lift bridge, the lengthening of the existing platform and the building of a new one 1,810 feet long, but the work was carried on with such rapidity that by Sept. 30 the new facilities were complete in all essential respects and the tempo of the gigantic new operation began to quicken and hum.

Now, after several months, all the smaller details of improvement have been perfected and Galewood station is truly something to see.

Not that you will understand what you are looking at the first time you look at it, regardless of how much you know about railroading and freight handling. You step on to the platform just in time to be warned by an urgent horn. Leaping aside, you see a small-but-mighty electric tractor go pussy-footing by with a string of trailers following in its wake. As it pursues its zigzag course through the maze of everything under the sun, you note that the trailers are loaded with crated school books, floor mops, tin buckets, cosmetics, and bags of turkey feathers, together with a number of unrelated commodities. That sort of thing is going on all over the place, and the strange thing about it is that the tractor drivers seem to know where they are going and precisely where each trailer is to be taken from the string for the reloading of its cargo into trucks.

Although the Galewood operation is obviously efficient and smooth, it is bewildering to the layman. It is even impossible to give a thoroughly intelligible picture account of it, for there is so much going on over such a large area that the camera cannot begin to take it all in.

Galewood has become the center of operation for the handling of all l.c.l. freight by the road, with connecting lines and for store-door pickup and delivery service in the entire Chicago district. It is estimated that the transfer of operations to this point saves as much as 24 hours in the movement of freight, eliminates rehandling and reduces the cost of operation. It has been proved that, as was anticipated, the road is handling a much larger volume of l.c.l. traffic; at present there are upward of 200 cars, or about 1,500 tons of l.c.l. freight being scheduled out daily.

Under the new plan, inbound l.c.l. trains operate to Galewood, where a reshuffling and reloading job is done in a wink, and shipments for points beyond Chicago are trucked to connecting lines, while shipments destined for the Chicago area are trucked directly to the consignee. Contract truckers are employed. Prior to the inauguration of the new plan, inbound trains carrying only connecting line shipments were operated to Galewood. Trains of merchandise for the Chicago territory and trains containing both types of shipments were operated to the Union Street station in the near-west side of the city, from which shipments for the Chicago area were trucked to consignees by contract truckers. Freight in these trains for connecting lines was either loaded onto platform trailers which were transported to the inbound platform of the former layout at Galewood, where they were held until the amount warranted the operation of a box car to the connecting line, or trucked from Union Street station to connecting lines. The new method eliminates this re-

handling of connecting line freight and is carried out in a section of the city where there is less traffic congestion. The total effect has been to expedite very markedly the handling of l.c.l.

The new plan also provides that all outbound l.c.l. freight be trucked directly to Galewood and be loaded into cars spotted on five 42-car tracks adjacent to the new platform. The entire layout of tracks has necessarily become complex, so much so that an attempt to describe the layout in detail would be useless. That fact, however, makes the speedy, efficient operation of the transfer all the more interesting for the observer.

Among a great many other convenient features, the new facilities include 2,700 lineal feet of paved driveways, part of which is 100 feet wide; the extension of the old platform by 352 feet; the construction of the new platform, which is 1,810 feet long, consisting of a 628-foot center section 60 feet wide, flanked on its east and west sides by sections 40 feet wide. The broad new driveways run alongside the new platform. Built on the new platform is a building which houses the office of B. G. Pobloske, assistant agent, a billing office, a wash and locker room for the platform forces, and a heating plant.

In order that freight may be transferred quickly from the old platform to the new, a vertical-type lift bridge 20 feet wide has been put into service between the two. Outbound cars are spotted with a space between them at the bridge point, the bridge is lowered into place, and before you know it traffic is scudding about in either direction across the bridge.

The movement of freight on the platforms and bridge is accomplished by 200 trailers and five electric tractors formerly used at Union Street, and three new gasoline tractors. During the inbound operation the trailers are loaded inside the cars and moved by hand or tractor to the platform where they are made into trains and pulled to the point where they are to be unloaded. They are cut off from the train as it passes the assigned highway truck. In the outbound operation the shipments arriving on highway trucks are immediately loaded onto trailers at the tailboard and a continuous tractor-train operation between it and the cars prevents an accumulation of loaded trailers on the tailboard. The platform operation is further facilitated by

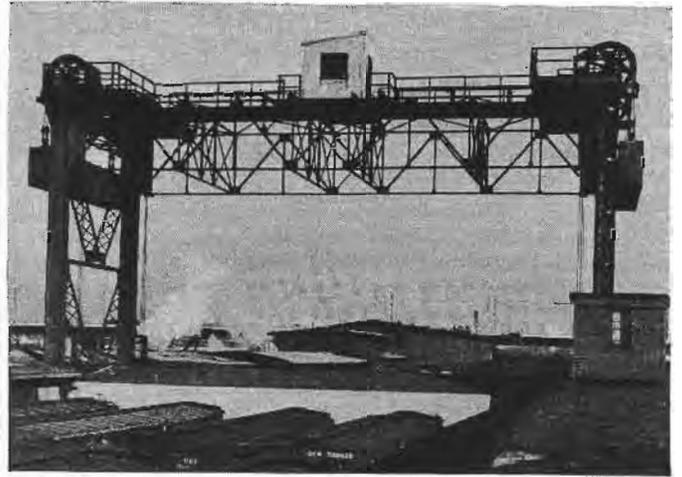


A. E. Ward, agent at Galewood station.

and efficiency with which The Milwaukee Road handles its l.c.l. freight at the Chicago end of the line could never have been more timely than now, with the railroads of the nation being called upon to bear the greater part of the ever-increasing traffic occasioned by defense work.

The next time you are in Chicago, make it a point to drop around at Gale-

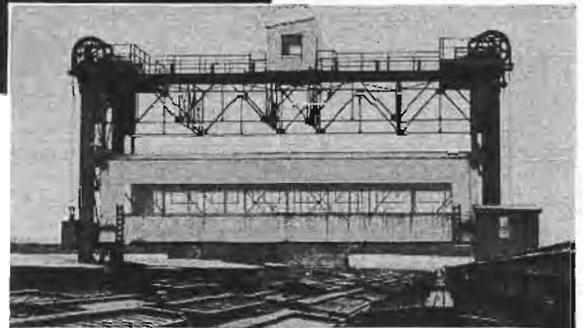
The lift bridge, when in operation, extends across five transfer tracks and connects the old platform (right) with the new.



Sergeant S. E. Hamann of the road's Police Department, is shown at the controls of the lift bridge.

The bridge is raised to permit the coupling and passing of cars.

(The pictures in this group are used through the courtesy of Popular Mechanics Magazine.)



a five-ton gantry crane which is located at the extreme east end of the new platform and which is used for transferring heavy shipments from cars to the platform and vice-versa, and a wheel-mounted crane which can be used at various points on the platform for transferring heavy objects from road trucks to the platform and vice-versa.

The highly successful new plan for handling l.c.l. traffic is the result of studies carried on by the Traffic, Operating, and Accounting Departments. The construction work itself was, of course, done by the Engineering Department.

This remarkable improvement in the speed and efficiency with which The Milwaukee Road handles its l.c.l. freight at the Chicago end of the line could never have been more timely than now, with the railroads of the nation being called upon to bear the greater part of the ever-increasing traffic occasioned by defense work.

wood station and have a look. It is a safe bet that you will learn something interesting about your railroad, and take an even greater pride in the way it is doing the job which ordinary and emergency traffic require it to do.



Prior to the installation of the lift bridge it was often necessary to push merchandise across several cars and runways to its destination, as shown here.



A Sperry detector car of the type now in service on The Milwaukee Road. The brushes and detecting unit can be seen between the wheels.

Rail Defect Hunting Season Opens

SPERRY DETECTOR CAR SEARCHES FOR POSSIBLE FISSURES IN MILWAUKEE RAIL

WHEN you see the long yellow Sperry detector car smelling its way slowly along a stretch of track, you will see what we mean when we say that the rail fissure hunting season has opened. The function performed by this remarkable piece of machinery is so vital, and its methods so intricate, that it has become customary to speak of it as though it were animate, decorating all reference to it in apt metaphors. Although it does hunt, and hunt diligently, as it creeps along at about eight miles an hour, it also diagnoses what it finds as it finds it, and for that reason is most frequently referred to in medical phraseology.

Steel rail, like human beings, is sometimes the victim of internal ailments which lie seemingly dormant un-

til the fateful day when it becomes apparent that they have not been lying dormant at all but have been slowly growing and becoming more and more dangerous.

The chief ailment of this sort to which steel rail has been known to fall victim is the insidious fissure, of which there are many kinds, all of them serious to a greater or lesser degree. At an early stage in their growth they are not dangerous, and just as a human can be cured by an early operation, so too can "sick" track be made whole and sound.

The means by which this can be accomplished is, first of all, the rail detector car which finds and analyzes the trouble. Then follows amputation, regardless of whether the defect be great or small. The railroads cannot afford to take chances on rail that *might*, at some later time, reach the fracture point and break.

In its role of rail diagnostician the detector car, a self-propelled unit, moves over the track at a speed slow enough to permit each slight symptom to be recorded. On each side of the car is a set of metal brushes in contact with the rail. They pass a heavy, continuous electrical current at low voltage through each rail, setting up a magnetic field around the rail head. Any internal

defect in the rail causes a fluctuation in the smooth flow of the current through the rail.

Between the brushes is a coil arrangement which, passing along just above but out of contact with the rail, picks up the fluctuation much as a radio antenna picks up broadcast waves. By amplifying the impulse received, equipment within the car causes the fluctuation to operate simultaneously a recording pen on a moving record tape, and a paint gun under the car. Thus the car produces, as a permanent record, a chart of every inch of rail tested, and, as temporary record, a spot of paint on the rail at the exact point of defect, whenever a faulty rail is encountered.

As a result, rails containing defects which might develop and weaken the rail structure are found and removed from service before the imperfection has an opportunity to grow to a dangerous size. Fissures are a sub-molecular separation of metal inside the rail head which starts from a tiny nucleus



Cross-section of a rail head, showing one of the surfaces of a transverse fissure.

This picture shows a Sperry operator scanning the moving record tape for possible indications of rail defects.



and becomes larger and larger under the impact of heavy axle loads and high speed operations.

The Milwaukee Road "hires" a Sperry detector car for several months every year, as some sections of track are given so much use that the part of absolute safety demands it. Some of the branch lines rarely see the car because fissures are seldom found in light rail.

This year the detector car will be operated from Apr. 1 until late in August, over approximately 3,900 miles of track, not including certain short sections of new rail over which the car will pass without doing any recording.

In every case the section foreman follows in a motor car close behind the detector car, taking cognizance of all important findings. Usually, if a fissure is discovered, his crew has the rail out and a new one in before sundown. In cases where it is impossible for the rail to be replaced the same day, a slow order is given for that section of track until the rail can be replaced.

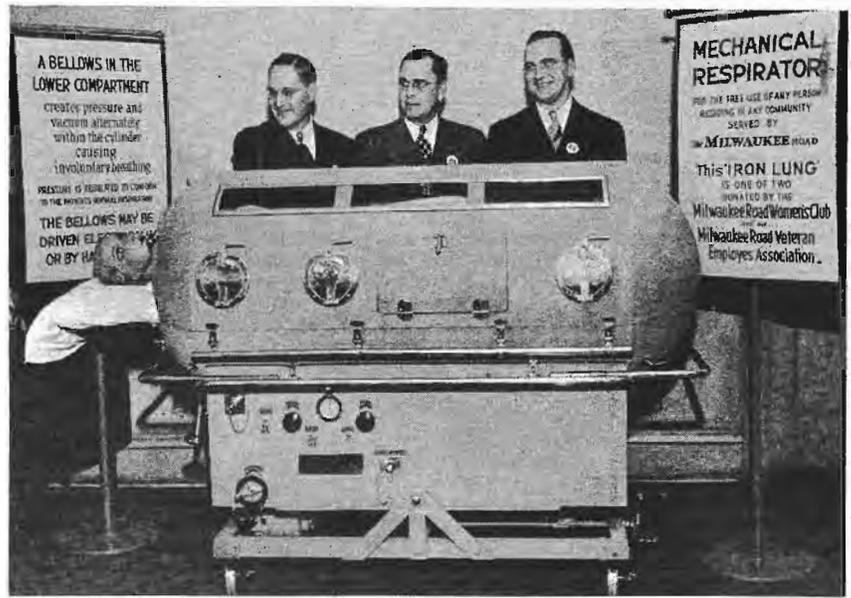
The detector car itself is as interesting as it is essential, serving as home for the crew while they are out with it. It has, in addition to its recording room at the rear, a center section for the gasoline motors, and a motorman's cab at the front; behind the cab is a sleeping and dining compartment for the crew of four. These four men, a motorman, two operators, and a steward, are employed by the Sperry Rail Service, and take care of the actual operation of the car. In addition, the railroad over which the car is being operated provides a representative from the Engineering Department who arranges for the necessary pilot service and notifies each roadmaster to be on hand when the car travels in his territory. This representative of the Engineering Department keeps constantly in touch with P. G. Savidis, office engineer of the department, in Chicago. In turn, through Mr. Savidis' records, J. T. Gillick, chief operating officer, and W. H. Penfield, chief engineer, are kept currently informed of the detector car's findings.

With the men in the car and in the office watching the detector, and the detector detecting, a fissure has a very slim chance of going unnoticed.

End to Barge Line Losses Not in Sight

Although it has been tax-supported for more than 25 years, the time when the Inland Waterways Corporation, government owned company that operates barge line service on the Mississippi River, will be able to get along without leaning on the taxpayers is not in sight, according to a statement made recently by Chester C. Thompson, its president, to a Congressional committee on appropriations. Asked how long before the corporation would be

Iron Lung Goes on Tour



Standing behind the mechanical respirator which each of them is to demonstrate at various points along the railroad, are, l. to r., Lisle Young, J. B. Dede, and E. J. Hoerl, public relations representatives on Lines East. E. H. Bowers, public relations representative on Lines West, will have charge of the demonstrations in that territory.

ONE of the two iron lungs, or mechanical respirators, which were recently presented to the road by the Women's Club and the Veteran Employees Association is now being displayed at a number of points along the railroad. It is felt that the employees of The Milwaukee Road and their families will be interested in a demonstration of this device which serves such a vital purpose. It is also hoped that the public will be attracted to the exhibits. As previously announced, each of the respirators is available without charge to any person, employe or non-employe, residing in the territory served by the road, if he be suffering from an affliction that requires its use.

Following the exhibition tour, one of the respirators will be located in Chicago and the other in Deer Lodge, Mont., from which points they will be hastily sent wherever needed.

When on display, the iron lung is in

operation, a manikin serving as the "patient." A representative of the Public Relations Department attends and supervises each exhibition. In many of the cities and towns representatives of the Women's Club are also in attendance.

As this is being written, the respirator has already been displayed in Chicago, St. Paul, Minneapolis, Austin, and LaCrosse. It will also be sent to the following places:

Savanna	Des Moines
Aberdeen, S. D.	Dubuque
Mitchell	Sioux City
Sioux Falls	Kansas City
Milwaukee	Lewistown
Madison, Wis.	Butte
Green Bay	Great Falls
Janesville	Miles City
Wausau	Missoula
Omaha	Seattle
Mason City	Spokane
Cedar Rapids	Tacoma
Davenport	

able to sustain itself, and return something to the federal treasury on capital advanced, Mr. Thompson said: "We hope to reach that point some time, but frankly I do not see it in the immediate future." During his appearance before the committee Mr. Thompson reported a 1940 loss of \$273,725 by the corporation.

The late Calvin Coolidge was well known for his salty sense of humor. Once, when a visitor caught him napping during the Presidential office hours, he opened his eyes, grinned, and inquired, "Is the country still here?"

Railroads handle about 93 per cent of the mail that passes through the various post offices.

The building of a box car provides approximately 2,000 man-hours of work (equivalent to about one year's work for one man) not including the labor required in the production of the materials which go into construction of a car.

Trespassers on railroad property who lost their lives in accidents in 1940 totaled 1,966.

What's Your Hobby?



EDWARD A. ZINZER, JR., an employe in the roundhouse at Bensenville, Ill., says that he is, of all things, a collector of player piano music word rolls. He isn't too particular about their age, either, as his collection includes modern ones and some from away-back-when. Just to make his hobby complete, he has a little side-hobby of singing the words.

In telling the Magazine about his leisure time pursuit, Mr. Zinzer writes: "Picture me among 700 music rolls. It's my recreation."

And, so saying, he pictures himself among hollyhocks. The connection isn't too apparent, but the hobby certainly sounds interesting.

"So, you complain of finding sand in your soup?"

"Yes, sir."

"Did you join the army to serve your country or complain about the soup?"

"To serve my country, sir—not to eat it."

Reduced Fares for Members of Armed Forces

SPECIAL rail fares of 1¼ cents a mile for the uniformed personnel of the Army, Navy, Marine Corps, and Coast Guard are being established on or about May 1, according to a recent announcement made by J. J. Pelley, president of the Association of American Railroads.

The special fares will be good for round-trip travel in coaches between all points in the United States and will be available to any member of the nation's military forces traveling in uniform on furlough at his own expense. The fares will carry a 30-day limit, and will expire on Oct. 31, 1941, although prior to the expiration date consideration will be given to the possibility of extending these rates.

Special fare tickets may be purchased by officers and men upon presentation of an official furlough-fare certificate which can be obtained from the commanding officers at all military establishments.

B.L.F. & E. Dance to Be Held in Milwaukee

The Guiding Star Lodge No. 130 of the B.L.F.&E. has requested that announcement be made regarding their 22nd Annual May Ball. It is to be held at St. Rita's Auditorium, South 60th St. and West Lincoln Ave., Milwaukee, Wis., on Saturday, May 24.

Music will be provided by Art Buech's Musical Clowns, and the admission is 35c. However, if you wait until the last minute to decide whether to go or stay home and miss the time of your life, then your ticket will cost you a round 50c at the door.

In case you don't know how to get to the auditorium, just take a National, Wells, or Burnham street car to South 60th St., then hop on a bus and proceed to Lincoln Ave.

Fifty Years Without an Injury

George L. Anderson, OS&D and claim clerk in the Sioux City freight house, completed 50 years of service with The Milwaukee Road on Apr. 1, and is very proud of the fact that during that half century he has never suffered a personal injury, nor has any man employed under him. He really has five more years to add to that record, as he worked that length of time for the Rock Island before joining up with the Milwaukee.

Since entering the service on Apr. 1, 1891, Mr. Anderson has worked at one time or another on every job in the freight house. No night has yet been too cold or wet for Mr. Anderson to attend a Service Club or Safety First meeting. His devotion to the interests of the road is widely known.



George L. Anderson known.

He prizes very highly a letter received from O. N. Harstad, general manager Lines East, on the occasion of his reaching the 50 year service mark. Mr. Harstad expressed his congratulations and his hope that Mr. Anderson would be able to serve the road for another 50 years.

Haughty House Wife: "Aren't you the same man I gave a piece of mince pie to last month?"

Tramp (bitterly): "No, mum, I ain't; and wot's more, the doctor says I never will be."

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

Division	No. of Tips			Division	No. of Tips		
	Passenger Tips	Freight Tips	per 100 Employees		Passenger Tips	Freight Tips	per 100 Employees
Madison Division	398	11	62.9	K. C. Div.	30	37	9.2
I. & S. M. Div.	102	263	51.9	Trans-Mo. Div.	60	17	9.1
Seattle Gen. Off.	39	14	30.8	Chicago Terms.	102	157	8.5
Dubuque & Ill.	177	195	30.0	Chicago Gen. Off.	97	57	8.4
H. & D. Div.	164	64	20.4	Coast Div.	86	17	7.7
I. & D. Div.	170	63	16.4	Rocky Mountain Div.	49	19	7.6
Milwaukee Div.	78	98	15.1	Terre Haute Div.	4	56	6.7
Superior Div.	38	49	15.1	Twin City Terms.	65	53	6.4
Iowa Div.	108	55	12.1	Milw. Terms. Div.	177	31	5.7
L. & R. Div.	127	46	9.4	Miscellaneous	4	3	1.2
TOTALS					2,075	1,305	13.0

Hollywood's Alaine Brandes Daughter of Employee

You've probably seen her in the movies, but if you want to know just who she is, read on.

At the age of three she won a prize as the most beautiful child in a Chicago contest; at five she came staggering home under the weight of a cup designating her as the best dancer in a school operetta; in kindergarten she was chosen to direct the rhythm band; and four years later she was named the foremost dancer in the Enchanted Island of Chicago's A Century of Progress Exposition; in 1939 the Chicago Federated Advertising Clubs named her "Ad Queen of Chicago"; that same year Max Reinhardt "discovered" her and gave her a six-month scholarship to his Hollywood school of dramatics; the Motion Picture Still Photographers Association of the movie capital chose her as the "Movie Glamour Girl of 1940"; this year she is rapidly coming to be known as the "Ziegfeld Girl of 1941," as the result of her excellent work in "Ziegfeld Girl." The title, however, which should be of special interest to company employees is "Daughter of City Freight Agent, Chicago," a title she has held for several years.

Alaine Brandes is the daughter of T. W. Brandes, city freight agent in the down town Chicago office of A. A. Wil-



Alaine Brandes

son, general agent, Freight Department. The talent Miss Brandes has displayed as a dancer, model, and, now, as an actress, has won her an outstanding reputation and a great deal of publicity, all of which is a source of pride to her father.

Among the pictures in which she has appeared recently are, "Ziegfeld Girl," "Turnabout," "Boys from Syracuse," "Hold That Woman," "Green Hornet Serial," "The Fired Man," "A Night at Earl Carroll's," and a number of short features.

One of the reasons for her rising popularity is that she is what Hollywood calls a "composite." It seems rather silly to credit such a beautiful girl's features to other actresses, piece by piece, but here is what Hollywood's inventory discovered:

The chin of Ann Sheridan.

The cheeks and nose of Linda Darnell.

The eyes of Vivien Leigh.

The hair of Maureen O'Hara.

And, one might add, the patience of Job. She's a good sport about it, though, and good-naturedly awaits the day when she can establish an acting reputation that will eclipse what she amusedly terms "this glamour business."

It would seem that if her ability caught the eye of Max Reinhardt, the famous German director who took the nation's breath away with his film version of "A Midsummer Night's Dream," she must have a great deal more than beauty.

T. W. Brandes has been in the employ of the road since 1917, and has held his present position since 1927. He can be sure that his fellow employees will follow his daughter's motion picture career with interest.

Front and Center!

With an eye cocked at the sky, R. W. Beckel doesn't look a great deal like an ex-railroader, but he is. He began work for the road in the Store Department at Aberdeen in the summer of 1936, and only recently went into military service. Obviously, he had had some flying experience, as he has already been graduated from Kelly Field as a Second Lieutenant.

It wouldn't surprise any of his friends very much if he developed into one of The Milwaukee Road's major contributions to defense.

Who's in the Draft?

Every day there are scores of The Milwaukee Road's young men shouldering their imaginary muskets and marching off to patriotic duty in their country's defense program. The Milwaukee Magazine wants pictures of those young winners of the "Questionnaire" quiz contest. Drafted sons of employees will also find a place within these pages.



Lieut. R. W. Beckel

Ask the departing soldier to have one of his buddies get a picture of him in uniform after he has arrived at camp. We don't like to ask too much, but whenever possible pictures should not only show the ex-rail, but should indicate what branch of the service he is in. An infantryman might be shown rubbing liniment on his feet, and a man in a mechanized outfit might be pictured with his head protruding from the top of a tank. He should, of course, submit the picture to his superior officer first.

"Front and Center!" can be developed into an interesting department of the Magazine if you will all lend a hand.

Mr. Cohen had been complaining of insomnia. "Even counting sheep is no good," he sighed. "I counted 10,000, sheared 'em, combed the wool, had it spun into cloth . . . made into suits . . . took 'em to Boston . . . and lost \$21 on the deal! I didn't sleep a wink!"

Service Clubs



This picture of Mrs. Tom Kemp, wife of retired engineer, really belonged in the April issue, in connection with the story concerning the Ottumwa Club's "Bundles for Britain" dance, but it was not available at that time. We couldn't overlook an opportunity to publish it, however, as Mrs. Kemp, alone and unassisted, sold 32 tickets for the affair, thereby aiding two causes at the same time.

Sioux Falls Club Entertains Twice

The members of the Sioux Falls Club put in two gala days Apr. 8 and 9 when they entertained in a big way. On the evening of the 8th they packed up their picture projector and dropped in on the meeting of the employes of the Sunshine Market, a large grocery firm operating in Sioux Falls and Sioux City. The pictures, "Behind the Scenes" and "Perfect Shipping" were shown, to the expressed appreciation of the Sunshine Market people.

Then, on the 9th the Service Club played host at an affair which was by way of being a new idea in Service Club functions. They gave a party in the club rooms for all of the shipping clerks from the Sioux Falls business firms. A. G. Dupuis, assistant public relations officer from Chicago, was the principal speaker of the evening, and

the content of his very "listen-worthy" talk on the business of shipping gave the crowd a lot to think about. The pictures mentioned above were shown, followed by a delicious lunch and one of the most hearty get-acquainted bees that the citizenry of Sioux Falls had ever witnessed.

Chairman Main and Mr. Wohlenberg, chairman of the committee in charge of seeing that everything proceeded apace, are to be commended for having the excellent notion of holding the shipping clerk's party, and carrying out the plan to perfection. The Sioux Falls employes felt, after having played host, that a feeling of closer friendship existed between themselves and the employes of the firms with which the Milwaukee has had business contact for years.

In fact, the Sioux Falls aggregation is of the opinion that it would do no harm for all of us to get our heads together over a friendly cup of coffee now and then.

Perry Area Club

By Mrs. Malcolm Nelson
Perry, Ia.

The March meeting of the Perry Area Club surely was more in the likeness of a lion than a lamb, for the folks kept coming in twos, fours and sixes, more and more tables were added and places set until by the time dinner was served a total of 171 sat down to a most delicious chicken and hot biscuit repast.

One can imagine the chatter in a railroad crowd of this size, but it wasn't long before quiet reigned, as all were filled to the brim. The tables were beautifully bedight in festive green streamers and spring plants. Credit for this grand dinner is due Mrs. Frank Hoes and her committee.

After the dinner, Chairman E. E. Banyard called the business meeting to order. C. W. Rink, traveling freight and passenger agent from Des Moines, and Lyle Whitehead, chief clerk, also of Des Moines, were called upon to give short talks.

Retired Engineer W. B. Howe, with 50 years service as an engineer and operator, R. E. Fitzgerald, with 55 years' service, each gave interesting talks concerning their early-day experiences.

The Service Club and the Milwaukee Women's Club are sponsoring a new project, that of moving and enlarging the present Women's Club house. This matter was discussed and both organizations have committees working on the project. It is hoped that all Milwaukee organizations will be able to use this building for their meeting place.

The chairman also announced that plans were already being formulated for the 1941 Railroad Week, so it looks as though Perry Service Club members will be kept busy the balance of the year.

The trainmen rated a high attendance of 38 for the evening.

Following the business meeting, two numbers were sung by the women's chorus of the Service Club. The remainder of the evening was spent playing bridge and bingo.

Lines East

ACTIVITIES IN GENERAL

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

Austin Club

There was an excellent attendance on the night of Mar. 18 when the Austin, Minn., Club got together at the Todd Park shelter house.

The stag party which followed the business session gave the treasury a bit of a boost, and was expected to have an effect on attendance. Among other expectations is the possibility that Roundhouse and Maintenance Department attendance will be very good in the future, as the latter challenged the former to competition for an attendance prize. A dance was planned for some time in April, but at the time this was written no report on the result had been received.

Albert Lea Club

As the Albert Lea aggregation assembled for a meeting on Mar. 19 there were those who felt that perhaps the boys and girls had been a bit rash at their previous meeting when they promised, every one of them, to turn up with a traffic tip at the following meeting. However, when the roll was called on Mar. 19 it was found that every last one of them had his filled-out tip card with him or had already submitted it. Some of them had gone the promise one or

more better, a few submitting as many as four or five cards.

If the membership of this unusual club had ever had any doubt concerning its importance and ability to attract, the doubt was dispelled at this meeting, as many employes from Austin drove to Albert Lea, intent on not missing a thing.

Southwest Club

The Southwest Service Club held its Mar. 20 meeting at the residence of Foreman Russell Schoech of Chillicothe, Mo. They found that meeting in a private home serves a double purpose—it saves rent in the first place, and it sets the stage cheerfully and informally for the sort of good times Service Clubs are supposed to enjoy.

This club, which has taken the Powdersville-to-Galt part of the Iowa-Missouri Club under its wing, appears to be saving its money for a sizable spree at some later time. And, now that the weather down that way is becoming beautiful, Chairman Pollard can be expected to jerk some sort of rabbit out of his bonnet at any time.

Botna Valley Club

The Botna Valley Club might well be dubbed the Pitch-In Dinner Club, as the attractive menus and succulent victuals which appear at the club meetings are beginning to have a reputation in the surrounding country. Furthermore, when the suggestion was made to continue the dinners as a regular feature of the meetings, the women responsible for the excellent cuisine were all on the "aye" side of the vote. They said they figured it was a good way of getting the men out, and perhaps there is something in what they say.

Election of officers was held at the Mar. 21 meeting, with these results: Willard Currier, chairman; C. A. Case, vice chairman; R. R. Griffin, secretary. A quiz contest was held and, of course, the women won.

SERVICE CLUB SIDE-LIGHTS

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

Faith Isabel Club

Chairman Bednar had a fine chance to compare the passenger service of The Milwaukee Road with that of other roads on his recent trip to Los Angeles, and reported it to be tops in his estimation. He also related other interesting highlights of the trip at the Mar. 18 club meeting. Live stock, which is the main shipping commodity in this neck of the woods, was discussed with relation to better service over the Faith Isabel lines to Aberdeen and St. Paul. The Service Club meetings are a fine place to air these problems, and many improvements have been made in our service because of the opportunity of talking it over. Asst. Trainmaster F. E. Devlin gave a very interesting talk on Safety First and Fire Prevention.

Aberdeen Club

It was with considerable chest expansion that Chairman W. F. Kramer accepted the plaque presented to the Aberdeen Milwaukee Service Club for their very outstanding participation in the Y Olympics last month. In fact, they made such a fine showing that Steve Brace, secretary of the YMCA, stated he would be more than glad to go along with them on any program they chose to enter next fall.

It was with sincere regret that the announcement was made of the transfer of M. D. Rue, club secretary, to Milwaukee. Mr. Rue has been a very active member and will be greatly missed. B. M. Connell was appointed to replace him. Mr. Rue and Mr. Connell have been joint editors of Rails.

A good report on traffic tips was made by Supervisor W. J. Kane, who stated that totals doubled during each month the number of tips turned in during January, February and March of 1940. He further stated, however, that employe participation as a whole is still lax and much more can be done if 100 per cent cooperation in the program is accomplished. The motion picture, "Batting Around the American League," was shown, after which a real lunch was served by Chef J. Dafnis.

Since the above was written B. M. Connell has been transferred to Waubay and the job of editing Rails falls to B. C. Hoen, who we know will very ably keep up the reputation this paper has developed.

Picnickers Please Pause

Down by the Old Mill Stream—what memories are revived when we think back to our barefoot days when the gang used to spend the long lazy summer days fishing in the mill pond, or, tiring of that, jumping into the old swimmin' hole for a dip. How we like, in fancy, to live over those good old days!

Well, you don't have to live them over in fancy, because the Twin City Service Clubs are going to hold their annual picnic at Alexander Faribault Park at Faribault, Minn., on Sunday, June 8.

The park, consisting of 117 beautiful acres, is situated along the old mill pond of the Cannon River, about one mile west of the passenger depot at Faribault, immediately adjacent to our right of way. A considerable portion of the park is wooded with fine old shade trees. The old mill dam and waterfall are still there—a perfect pastoral scene and a perfect setting for a picnic.

What is so rare as a day in June? In Minnesota the answer is nothing. For then, if ever, old Mother Nature is really at her best. These are just a few of the reasons why all Milwaukee Road employes in the Twin Cities will want to attend the annual picnic of the Service Clubs at Faribault on June 8.

The committee making arrangements has extended an invitation to the Service Clubs at Austin and Faribault to join the Twin City Clubs and it is hoped they will accept the invitation. Special train service is being arranged.

F. P. ROGERS,
Minneapolis, Minn.

Roosevelt Park Club— Marmarth, N. D.

H. C. Brisbine, DF & PA, Miles City, Mont., gave a very enlightening talk on the part The Milwaukee Road, which means each and every employe, must take in the Defense program. He urged co-operation in the use of a minimum amount of time for unloading shipments so that the cars might be released for re-entry into service. He also gave interesting facts on Montana truck legislation. Mr. Brisbine has attended all but one of the Roosevelt Park Club meetings. The election of officers resulted in the entire line-up being voted in for another year: S. L. Richey, chairman; J. C. Wendorf, vice chairman; and Mrs. H. E. Wood, secy.

A pot luck supper is scheduled for the May 8 meeting of this club, and judging from the fine lunch served at the close of this meeting, we just can't go wrong on pot luck. We'll tell you about it next time.



Art Cluberton, who was recently re-elected to the chairmanship of the Passenger Shop Unit of the Hiawatha Club, Milwaukee. His unit had the largest membership in the Hiawatha Club during 1940.

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Stone City Club

The Women's Club room at Bedford, Indiana, is a very cozy place for the Stone City Club's meetings. The Easter decorations were very tastefully done, and at each place at the tables were colorful baskets with candy eggs.

Community singing, led by Mrs. B. J. Glimpse, started things under way. Harold Barry, claim adjuster at Chicago, made a claim, and a just one at that, when he said the Stone City Club is one of the finest. O. C. Beerman, superintendent of the Terre Haute Division, gave a talk on transacting business with tact and judgment. Doing little things for people helps to make friends, he said. Bob Harding, division freight and passenger agent, told of the great increase in tonnage, but said his department is still looking for more tip cards. The business meeting was then held and was followed with a little more community singing.

Betty Jane Allen proved she is quite an actress by rendering a clever recitation, and Leo M. Long recited about 10 of his own original poems. To those people who do not care for poetry, we can say they would have enjoyed the entertaining manner in which Mr. Long recites. His verse is a cure for the blues. T. M. Pajari,



Representatives of the Aberdeen, S. D., Club receive the plaque awarded to them for winning the YMCA Olympics on Mar. 17 (see April issue of the Magazine). Shown, l. to r., are: Steve Brace, YMCA secretary; W. F. Kramer, service club chairman; H. F. Lucas, chairman of club's executive committee; Sam Swensen, chairman of Y Men's Club; and R. C. Dodds, H&D Division superintendent.

division engineer, then won a prize for being able to make the most words from the two words, "Milwaukee Road." It takes an engineer to do that. The last feature on the program was presented by the Boys Club orchestra, under the direction of F. J. Kline. There are some mighty fine Milwaukee Road boosters in the Bedford area, and they belong to the Stone City Service Club.

Hiawatha Service Club

Miscellaneous Unit

The new officers of the unit are: Walter Ewig, chairman; John Gafke, vice chairman; Erwin Laabs, secretary and treasurer. The unit should be assured of some expert leadership with these gentlemen in the driver's seat. Here is another group that loves to sing, as was proved when the night was filled with music.

Union Depot Unit

Superintendents Valentine and Bannon both gave educational talks. The unit was also honored with the presence of Engineer Art Ivens, Conductor H. Schommer, and brakeman W. Wolf. Henry Fekring rendered a few violin solos, accompanied by Mrs. H. G. Wood, which was the forerunner to some lusty community singing, with Chief Dispatcher Morrissey holding down the tenor section. Two very fine sport movies were shown, one on swimming and diving and the other on a western rodeo. A fine smelt lunch made it an exceptionally good program. Jerry Smigelski won first prize for the most traffic tips.

Station Employees Unit

With Warren Vetter, Dick Steuer and Bill Koepke on the entertainment committee, this unit will be given some real treats. The Mar. 29 meeting featured the "Club Estrelata," a clever group of Mexican singers and dancers. A small group of the Hiawatha Band, featuring Louis Bashell with his accordion, provided music for dancing and singing, and Jimmy McGuire, after drinking some of the magic water from the River Nile, spewed enough fire from his mouth to demand refreshments. Chairman Radke obliged.

Locomotive Shop Unit

Oscar Remy, chairman of this unit, and Joe Lofy, chairman of the Roundhouse Unit, are constantly issuing challenges to one another. A few weeks ago Lofy put on quite a party at one of his meetings. Not to be outdone, on Mar. 28, Oscar came back with a counter punch. Max Schwartze put on a "reel" treat with his sound effect movies. Chairman Remy held a "Prize Quiz Program," Daniel Matthes and Wilbur Reed rendered vocal solo numbers, and William Rem played the accordion. Speakers, refreshments, and dancing rounded out a well balanced program. As Remy left the hall he was heard to mutter under his breath, "What's Lofy got that I haven't?"

Hiawatha Service Club Band

A special train carried the Hiawatha Band to Fond du Lac, Wis., on Saint Patrick's day, where they gave a concert. Volunteers were asked to donate their services to transport the band. The first six men on the Northern Division contacted by Trainmaster J. W. Phillips gladly offered their services. They were Jess Baker, engineer; Henry Kloeden, fireman; William Schulz, conductor; John Whipple, brakeman; and A. Murowsky, engineer. A switch crew at Fond du Lac also donated their services. They were H. R. Bond, Sr., engineer; Paul Brodda, fireman; Walter Puls, foreman; Ed Coyne, helper; H. R. Bond, Jr., helper. The Hiawatha Band is indeed grateful, and the Northern Division

can be given four stars for its splendid cooperation.

The Milwaukee Road has been sold. It occurred Apr. 17 at the Astor Hotel in Milwaukee. The Road was sold to the Milwaukee Traffic Club. The salesmen were 25 men in uniforms, and one gentleman in civilian clothes. The 25 men in uniforms were the Hiawatha Band and the gentleman in civilian clothes was Mr. Bannon, superintendent of Milwaukee Terminals. A small group of the band gave an entertaining program to about 300 members of the Traffic Club, with Mr. Bannon as master of ceremonies. Literally, The Milwaukee Road has been sold.

The Hiawatha Band provided an entertaining evening for the Newcomers Club, in Milwaukee on Apr. 18.

Jottings

La Crosse Club

Chairman Joe Burns lead the group in some good old Irish songs at this Saint Patrick's Day meeting. The attendance was the best in many a month. Ed Bornfeth, special traffic representative, gave one of his engrossing talks. Messrs. Munson, Marchand, Hennessy, and Galliven were present. Some entertaining acts, including dancing and singing, were enjoyed just before Charley Galliven ate all the lunch.

East End Wisconsin Valley Club

The club had a two hour business session—all for the good of the Road. Assistant Superintendent G. F. Hancer, Roadmaster C. A. Parkin, and J. A. Jacubec came down from Wausau. Ed Bornfeth, special traffic representative, wanted to get some of that delicious lunch prepared by the ladies, but the meeting lasted just long enough for Ed to have to hurry and catch the 10:35 p. m. back to Milwaukee, and to miss out on a dozen sandwiches.

Momence Area Club

With Alan Hughes playing the guitar, Dale Roessler at the piano, William E. Flowers playing the violin, and William R. Flowers, mandolin, the Momence Club is always provided with good music. Ed Willette, probably the oldest in the group, has more pep than three jitter-bugs. And he also plays the drums—and how. This was the first meeting presided over by Chairman Ira Wallace.

Fox Lake Area Club

A. G. Dupuls, assistant public relations officer, addressed the group. An organization committee was appointed in order to have some specific organization and to

Officers of the Freight Shop Unit of the Hiawatha Club, Milwaukee. L. to R.: Wilbur Reed, secretary and treasurer; Herb Starke, chairman; Ray Fendrich, vice chairman.



bring more members to the meetings. The club was honored with the presence of the Hon. A. J. Amundsen, mayor of Fox Lake, who also gave an interesting talk and invited the Hiawatha Band to the lake this summer. Messrs. Weber, Sery, Schiebel, and Donald LeMay were guests from Milwaukee. Donald entertained with his exceptionally fine accordion music, and Mr. Weber showed some movies.

Ripon Area Club

With such representation as J. H. Valentine, superintendent; J. W. Phillips, trainmaster; Andy Mallum, traveling freight and passenger agent; Walter Scott, freight claim inspector; and A. C. Lambert of the Western Weighing and Inspection Bureau, the Ripon Club was provided with eloquent orators. Mr. Valentine was given a rising vote of thanks for his contribution to the meeting. Mrs. E. A. Kent, wife of the secretary and treasurer, was awarded a box of candy by Chairman B. C. Sielaff for the most tip cards submitted. Entertainment by Lorraine Bonk, and Alfred Gehrke and his orchestra brought out the dancers, not only of the club, but of the surrounding territory.

Lines West

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

Miles City Club

One hundred and fifty-two employees at Miles City were awarded cards bearing the signature of H. A. Scandrett in appreciation of their activity in obtaining traffic tips during 1940, and Machinist Hobart M. Aggers was the recipient of a letter of commendation from Mr. Scandrett for extraordinary activity in submitting traffic tips in 1940. These award cards were presented by Supt. A. W. Herven at the Mar. 31 meeting of the Miles City Club. They claim there is no secret about their method of securing traffic tips, merely "keeping their eyes and ears open."

The Service Club movement and its accomplishments were highly praised by Supt. Herven, Conductor A. M. Wannebo and retired Conductor W. H. Kelly; the latter remarked, "Too bad they weren't started 20 years ago!"

The idea seems to be to put officers in for their second term, and it's a fine idea when they are holding interesting and enthusiastic meetings. Here they are: chairman, G. A. J. Carr; vice chairman, A. W. Wickersham; sec., R. H. Jensen. Reports are that the boys have been doing some heavy drinking since the Coca Cola machine was installed in the Yard Office, proceeds from which are to go to the club treasury. In fact, they are considering putting one in the Roundhouse Office as well.

Piano selections by Karl Krutt and the showing of the sound film "The All American Way" were highly entertaining and enjoyed by all.

Puget Sound Club

From the reports made by M. H. McEwen, western traffic manager, W. C. Givens, Coast Division superintendent, and A. H. Barkley, traffic tip supervisor for Seattle General Offices, at the meeting of the Puget Sound Club on Apr. 18, it would appear that prosperity has at last teetered around that jolly old hypothetical corner.

Said Mr. McEwen, "Right now the volume of freight moving over Lines West is as great as it was at the peak of the '29 boom. Our Service Clubs," he added, "have done splendid work in helping us rise out of the depression. They will be even more important now that we have the opportunity to make, and keep, new friends and patrons."

Stated Mr. Givens, "Our railroad is in tip-top shape. We've got everything it takes to get, and hold, the business."

Reported Mr. Barkley, "Traffic tips on Lines West for the first quarter of '41 show a 30% increase over the same period in '40."

All of which put the Puget Sounders in such an expansive frame of mind that they sat through a showing of a color-movie, "The Rise and Fall of the Tacoma Narrows Bridge," that probably represents an all time high in production costs. There were "Ohs," and "Ahs," as the mammoth structure swung on its great steel cables like a hammock in a March wind, but only a "pooh-pooh for the expense" as the \$5,000,000 structure collapsed into the swirling waters of the Narrows 200 feet below.

Jack McMahan, agent at Seattle, made arrangements for the movie with Sid Campbell of the Foss Tug & Barge Co.

Earlier in the meeting, when Chairman John O'Meara asked for the usual report from the membership committee, Roy Jorgenson, committee chairman, with his back against the kitchen door, and grimly hanging onto the last bit of S.R.O., responded that the most acute problem facing his committee at the moment was a shortage of chairs.

There were 110 members, and guests present, and the Union Station club room fairly bulged.

Man (handing over his pay envelope to his wife): "You got a nice increase this week, dear."

Inland Empire Club

To commemorate the 30th anniversary of the running of the first Olympian, the Inland Empire Service Club at Spokane will hold a banquet on May 27, at which retired veterans will be honored, according to plans made at a meeting of the club on Apr. 21. Chairman Fred Beal appointed Mrs. M. C. Helmer chairman of the banquet committee, and Mrs. G. Hill and Jack Reagan, DF&PA, will organize the program.

Threatening to mar the smooth proceedings as the club discussed the various angles of the celebration, a slight hitch developed when it was learned that Don Morken, ticket agent, had been casting one, and sometimes two, votes on each proposition discussed, despite the fact that he had already surrendered his civil rights by joining the U. S. Naval Air Force, and would be inducted before said celebration was to come off.

After an executive session, the club passed a resolution of censure of Morken's irreverent attitude toward the democratic processes, and declared his vote to be null and void—not that it changed the results any, but just for the principle of the thing.

Following adjournment, Mrs. F. J. McDowell, and Mrs. C. F. Allen presided at the percolator.

Northern Montana Club

With business on the Northern Montana branch up nearly 15 per cent, according to the report of C. S. Winship, D.F.&P.A., at the meeting of the Northern Montana Club on Apr. 14, and National Defense requirements swelling the volume daily, co-operation in the railroads' program to prevent car shortages becomes a matter of immediate concern.

Stated R. G. Webb, assistant superintendent, in outlining the steps being taken to prevent car shortages, "The entire railroad industry is keyed to the demands of the National Defense program, and we need have no fear of a lack of rolling stock, if everyone of us does his part to co-operate by preventing unnecessary withdrawals of cars from service. Accurate blind siding reports, prompt pick-ups of cars made empty, and careful classification of cars for the different types of loadings—these are some of the things we can do to keep defense materials rolling smoothly over our line."

Following a general discussion of the part the Service Club can play in further increasing the efficiency of our railroad, the meeting was adjourned to hear a group of comely lassies, Helen Smith, Bette Rittenhouse, and Phyllis Ray, daughter of Chairman Bob Ray, accompanied by Clista Mansfield, give out with a smooth brand of close harmony.

The refreshment department was ably presided over by Mesdames R. McCullough, and R. Randall.

We learned that, as soon as the U. S. Army got wind of Bob Ziegler's occult powers (see April issue of Milwaukee Magazine), he was immediately inducted into service, and it is rumored that he is now practicing passes at panzers. (40 words censored here. Details of secret U.S. weapons will not be divulged by this journal.—Ed.)



The new officers of the Northern Montana Club get together to take care of a little serious business. They are, l. to r.: Anne Hawkins, secretary; Bob Ray, chairman; and Bob Randall, vice chairman.

Electric Club

Chairman H. W. Mellon being absent on one of his numerous civic activities, Vice Chairman Dwight Rittenhouse presided at the meeting of the Electric Club at Deer Lodge, Mont., on Apr. 8, and acquitted himself right well.

Secretary Harry Dell reported that, of the traffic tips turned in on the Rocky Mountain Division in March, more than 43 per cent originated at Deer Lodge.

Traffic Tip Supervisor E. Sears attributed this fine record to the fact that all traffic tip supervisors at Deer Lodge are now using a record system that enables them to locate the soft spots in their organizations.

Discussing future tip possibilities, Supervisor Sears pointed out that many inter-coastal ships are now being withdrawn for wartime service, and business that formerly went by water will now be looking for a new route. Said Supervisor Sears, "This is our opportunity to prove to these shippers the superiority of Milwaukee service over any other form of transportation."

Mount Tacoma Club

With the traffic tip contest between the Store and Operating Departments in Tacoma having ended in a photo-finish, the shop men are clamoring for a crack at the track. A challenge was offered all comers by George Ellis, shopman, at the meeting of the Mount Tacoma Club on Apr. 17. "We'll take on either, or both, of those also-rans," he declared, indicating with a defiant gesture Superintendent W. C. Givens, who captains the Operating Department's tippers, and W. E. Roberts, who beats the drum for the Store Department, "and, when the race is over, you can cart 'em off to the glue factory. We'll take a free feed out of their hides!"

Followed a period of pandemonium, during which we discreetly ducked, and so missed some of the details of the arrangements for the match, but we're going back for a full report—just as soon as we can find our tin hat.

Biggest upset of the season was scored by Assistant Superintendent L. Wiley, who captured the jack-pot from not only Mr. and Mrs. W. E. Roberts, but the entire Store Department, with as neat a bit of fifth columning as ever we did see. By planting himself in their midst disguised as a cancelled requisition, he obtained one of their special private numbers, and, sure enough, it was the one that little Jacqueline Schoré plucked forth.

Somewhat conscience stricken on seeing the tearful gleam in the eye of W.E.R., Mr. Wiley donated the prize to the club as a nucleus for a special activities fund. Chairman C. M. Owen thanked him on behalf of the club, and said that someone would be appointed to administer the fund. Immediately there were 19 volunteers from the Store Department. W.E.R. volunteered so vociferously that Chairman Owen stated that what the club really needed was a sergeant-at-arms.

During a lull in the uproar, the meeting was adjourned, and Frank Marchese and his accordion soothed the tumultuous throng with the sweet strains of "The Missouri Waltz," and Jacqueline Schoré, granddaughter of Frank Kroll, Sr., retired derrick engineer from St. Maries, danced and sang with grace and *comme-il-faut*.

Home-made cake and coffee were served by the Mesdames F. L. Sowles, W. C. Givens, R. W. Beal, E. P. Allen, G. Beachwood, and Dan Martin.

Central Montana Club

In his eulogy of the 20 retired Milwaukee veterans who were presented with honorary lifetime memberships by the Central Montana Service Club at a meeting on Apr. 15, V. O'Dell, Northern Montana conductor, who was active in the organization of the railroad pension plan, declared, "Our retired veterans constitute the honor roll of our railroad. It was their contributions to railroading, during the long years of service, that brought about the great improvements in railroad service that are so vital to the nation today. We ask them to continue to give us their counsel from the wisdom of their experience, and we invite them to continue to take an active part by joining us in our service club program."

In accepting the honorary memberships for the veterans, A. E. Maxheimer, retired agent, stated that Milwaukee loyalty thrives as well on pension checks as ever it did on paychecks.

Following the presentation of the honorary membership cards to the veterans, a buffet supper was served, and music was provided by a clarinet quartette from the Lewistown High School.

And then there is the yarn about the fellow who called up a theater and ordered "a box for five." "We haven't any," the man answered, "and besides you're nuts." Eventually the poor fellow discovered he had been connected with an undertaking parlor.

Company Bowling



Here are the captains of the teams in the Aberdeen, S. D., Milwaukee Road League, ready for action.

Women's League of Chicago

Standing as of Apr. 16

Team	Won	Lost
Sioux	51	39
Hiawatha	51	39
Pioneer Ltd.	49	41
Chippewa	48	42
Varsity	47	43
Southwest	46	44
Tomahawk	44	46
Marquette	42	48
Olympian	40	50
Arrow	32	58

Bowler	Team	Aver.
Retzke, H.	O	148
Porten, M.	C	144
Hanke, T.	S	143
Glowienke, M.	S	136
Steiner, F.	P	136

Men's League of Chicago

Standing as of Apr. 22

Team	Won	Lost
Pioneer Ltd.	61	32
Day Express	58	35
Chippewa	51	42
Marquette	50	43
Arrows	47	46
M. Hiawatha	47	46
On Wisconsin	46	47
Varsity	45	48
Olympians	45	48
A. Hiawatha	44	46
Sioux	44	49
Tomahawk	44	49
Copper Country	43	47
Fisherman	41	52
Fast Mail	41	52
Southwest	34	59

Bowler	Team	Aver.
Konertz	Ch.	182
Peterson, A. E.	M	179
Becker	A	178
McCloskey	F	177
Ciesinski	Sx	177

Men's League of Madison, Wis.

Final Standing

Team	Won	Lost
Marquette	45	36
Sioux	42	39
Varsity	42	39
Hiawatha	39	42

Bowler	Aver.
Dempsey, J.	175
Corcoran, C.	171
DeLebarre, R.	166
Fischenich, A.	162
Dempsey, F.	162

Bowlers in the Milwaukee Road League of Tacoma. This league, which consists of 10 teams, was organized in 1922 and is the oldest member of the Industrial League of Tacoma.

Men's League of Seattle, Wash.

Final Standing

Team	Won	Lost
Yard	27	18
Local	23	22
Engineers	21	24
General	19	26

Bowler	Team	Aver.
Kord	L	175
Webster	G	172
Morgan	E	173
Olson	Y	167
Loran	E	167

THIS WILL BE the last report on bowling news, although a few of the leagues have not yet completed their schedule. This department feels that inasmuch as the next issue of the Magazine will not appear until June, the bowling reports would more or less conflict with summer sports.

Many thanks to all correspondents, namely, Ray Fletcher and C. A. Candler of Tacoma; L. M. Weigand of Seattle; C. D. Wangsness of Mitchell, S. D.; Fred J. Kratschmer of Spokane; Bert Hoen of Aberdeen, S. D.; K. A. Laugen of LeRoy, Minn.; Chris Behr of Minneapolis; Kay Gohmann of Ottumwa, Ia.; F. W. Liegois of Madison, Wis.; E. J. Hoerl of Milwaukee; and Marge Porten of the Chicago Women's League. Your contributions and support were prime factors in making this bowling section interesting reading.

A vote of thanks from all the company bowlers to A. G. Dupuis, manager, and Marc Green, editor, for their support and contribution of space for bowling news in this fine magazine.*

And in conclusion, congratulations to all the bowlers who have participated in this sport during the season just passed. By participating you have helped boost and advertise The Milwaukee Road.

The purpose of this column has been to stimulate individual efforts toward this collective purpose by comments, both complimentary and otherwise, regardless of the exception recently taken to the "otherwise" method by the Sports Misinformant of the Chicago Booster Club publication.

We hope everybody had a fine season and will return to bowling in the fall with more enthusiasm than ever.

JOHN E. SHEMROSKE.

* Hear, hear!—Ed.



Stray Bits

We Did

Getting out this publication is no picnic.
 If we print jokes, people say we are silly;
 If we don't, they say we are too serious.
 If we clip from other magazines, We are too lazy to write it ourselves.
 If we stick close to the job all day, We ought to be out hunting up news.
 If we do get out and try to hustle, We ought to be on the job in the office.
 If we don't print contributions, We don't appreciate genius;
 If we do, no one but the author reads them.
 If we make a change in a fellow's write-up,
 We are too critical;
 If we don't, we are asleep.
 Now, like as not, someone will say
 We swiped this from another magazine.
WE DID!

Food for Thought

The greatest sin—*Fear.*
 The best day—*Today.*
 The best town—*Where you succeed.*
 The most agreeable companion—*One who would not have you any different from what you are.*
 The great bore—*One who will not come to the point.*
 A still greater bore—*One who keeps on talking after he has made his point.*
 The greatest deceiver—*One who deceives himself.*
 The greatest invention of the devil—*War.*
 The greatest secret of production—*Saving waste.*
 The best work—*What you like.*
 The best play—*Work.*
 The greatest comfort—*The knowledge that you have done your work well.*
 The greatest mistake—*Giving up.*
 The most expensive indulgence—*Hate.*
 The cheapest, stupidest and easiest thing—*Finding fault.*
 The greatest trouble maker—*One who talks too much.*
 The greatest stumbling block—*Egotism.*
 The most ridiculous asset—*Pride.*
 The worst bankrupt—*The soul that has lost its enthusiasm.*
 The cleverest man—*One who always does what he thinks is right.*
 The most dangerous person—*The liar.*
 The meanest feeling of which any human being is capable—*Feeling bad at another's success.*
 The greatest need—*Common sense.*
 The greatest thing, bar none, in all the world—*Love.*

Summary of Women's Club Activities

Covering year January 1 to December 31, 1940, inclusive.

Membership Dec. 31, 1940.....	Voting	Contributing	Total
Membership Dec. 31, 1939.....	6,378	10,233	16,611
	6,314	10,090	16,404
Increase	64	143	207
Expended for Welfare and Good Cheer, \$12,506.14			
Estimated value of donations of clothing and other articles received and distributed, requiring no expenditure of club funds, \$1,575.14			
Number of families given aid, 370			
Number of families reached through Good Cheer activities, 8,613			
Number of families given Christmas baskets, 423			
Calls made in connection with Welfare and Good Cheer work, 19,091			
Messages of Cheer and Sympathy sent, 3,950			
Donated to local chapters by the general governing board: \$1,760. For Welfare work, \$566.00. In Membership Prizes, \$1,195.00			
Cleared on money-making activities, \$15,703.10			
Number of books in circulating libraries on Dec. 31, 1940, 4,899			
Number of books lent to members from circulating libraries, 9,833			
Amount expended for new library books, \$806.29			
Amount earned on library book rentals, \$318.07			
Balance in general governing board and local chapter treasuries as of Dec. 31, 1940, \$27,011.84			

REPORT OF MEMBERSHIP ON DECEMBER 31, 1940, AS COMPARED WITH DECEMBER 31, 1939

Chapter	Voting Membership			Contributing Membership			Total Membership		
	Dec. 31 1940	Dec. 31 1939	Gain	Dec. 31 1940	Dec. 31 1939	Gain	Dec. 31 1940	Dec. 31 1939	Gain
Aberdeen	432	469	..	638	720	..	1,070	1,189	..
Alberton	40	36	4	75	75	..	115	111	4
Austin	117	114	3	207	182	24	324	297	27
Avery	38	44	..	77	63	14	115	107	8
Beloit	90	86	4	133	124	9	223	210	13
Bensenville	96	87	9	114	177	..	210	264	..
Black Hills	88	84	4	120	115	5	208	199	9
Butte	59	55	4	82	65	17	141	120	21
Channing	61	56	5	71	64	7	132	120	12
Chg. Full. Ave.	441	421	20	603	580	23	1,044	1,001	43
Chg. Union Sta.	177	199	..	472	578	..	649	777	..
Council Bluffs	48	45	3	67	65	2	115	110	5
Davenport	64	56	8	147	142	5	211	198	13
Deer Lodge	51	91	..	36	61	..	87	152	..
Des Moines	32	35	..	43	45	..	75	80	..
Dubuque	90	115	..	122	123	..	212	238	..
Great Falls	27	23	4	44	36	8	71	59	12
Green Bay	185	141	44	396	287	109	581	428	153
Harlowton	88	86	2	93	71	22	181	157	24
Iron Mountain	41	38	3	42	42	..	83	80	3
Janesville	160	155	5	166	156	10	326	311	15
Kansas City	66	68	..	131	191	..	197	259	..
La Crosse	136	128	8	180	173	7	316	301	15
Lewistown	48	75	..	89	91	..	137	166	..
Madison, S. D.	69	66	3	87	82	5	156	148	8
Madison, Wis.	137	118	19	142	116	26	279	234	45
Malden	65	63	2	48	47	1	113	110	3
Marion	114	112	2	133	180	..	247	292	..
Marmarth	42	38	4	54	53	1	96	91	5
Marquette	87	99	..	39	42	..	126	141	..
Mason City	191	184	7	266	259	7	457	443	14
Merrill	28	New	..	16	44
Milbank	48	47	1	83	81	2	131	128	3
Miles City	239	231	8	294	286	8	533	517	16
Milwaukee	252	266	..	723	592	131	975	858	117
Minneapolis	129	171	..	702	756	..	831	927	..
Mitchell	105	98	7	185	141	44	290	239	51
Mobridge	109	93	16	54	54	..	163	147	16
Montevideo	95	92	3	166	164	2	261	256	5
New Lisbon	60	53	7	51	43	8	111	96	15
Othello	36	48	..	73	124	..	107	172	..
Ottumwa	193	185	8	314	303	11	507	488	19
Perry	157	150	7	125	111	14	282	261	21
Portage	110	109	1	75	68	7	185	177	8
St. Maries	28	35	..	13	38	..	41	73	..
St. Paul	100	95	5	284	266	18	384	361	23
Sanborn	85	84	1	87	85	2	172	169	3
Savanna	177	176	1	396	382	14	573	558	15
Seattle	85	84	1	170	201	..	255	285	..
Sioux City	157	148	9	312	299	13	469	447	22
Sioux Falls	53	52	1	119	102	17	172	154	18
Spencer	33	40	..	46	59	..	79	99	..
Spokane	89	88	1	87	79	8	176	167	9
Tacoma	159	138	21	252	227	25	411	365	46
Terre Haute	117	110	7	222	259	..	339	369	..
Three Forks	47	36	11	116	65	51	163	101	62
Tomah	177	160	17	206	175	31	383	335	48
Wausau	95	105	..	104	82	22	199	187	12
Wisconsin Rapids..	35	33	2	41	42	..	76	75	1
Total	6,378	6,314	..	10,233	10,090	..	16,611	16,404	..



The marquee of the Hotel Morrison, Chicago, extended a hearty welcome to the Women's Club.

Milwaukee R. R. Women's Club District Meeting

THE first of the 1941 district meetings of the Women's Club was held at Hotel Morrison, Chicago, on Apr. 23, with a large representation from 32 chapters of the Chicago District. The chapters represented were: Chicago Fullerton Avenue and Union Station; Bensenville and Savanna, Ill.; Beloit, Green Bay, Janesville, Madison, Merrill, Milwaukee, New Lisbon, Portage, Tomah, Wausau, and Wisconsin Rapids, Wis.; Council Bluffs, Davenport, Des Moines, Dubuque, Marion, Mason City, Ottumwa, Perry, Sanborn, Sioux City, Spencer, Ia.; Channing and Iron Mountain, Mich.; Black Hills and Mitchell, S. D.; Kansas City, Mo., and Terre Haute, Ind.

The total attendance was 234 and the meeting was one of the most interesting and successful which the district has held.

The treasurer general, Mrs. W. W. K. Sparrow, gave her report of the financial condition of the general treasury, but her balance did not include the amount to be paid on the iron lung which the Women's Club presented to the railroad. This was because Dr. Metz had not yet completed his research into certain improvements that he felt would add to the usefulness of the respirator. It is understood, however, that the amount is approximately \$1,600.00 and as soon as the bill is presented Mrs. Sparrow will make the remittance and the amount will be included in her next report.

Reports of the Membership, Welfare and Ways & Means committees were heard with much interest. Many outstanding cases of relief and assistance to the sick and unfortunate have been cared for by the various chapters during the past season. Some interesting and novel features in the schemes for entertainment and raising money for

welfare work were revealed in the Ways & Means reports. The membership drives are in progress at the present time and several chapters have already "gone over the top" in respect to the memberships of the previous year which is a remarkable showing for so early in the year.

Mrs. Kendall had some time previously requested that the chapter presidents inform themselves as to the number of "draftees" in their respective districts and if there were already or likely to be cases of need among the families of the boys who might have been contributors to the family support. Up to the present time no such cases had developed but the superintendents and supervisory officers have promised to report any such cases and the Women's Club will stand by to do whatever they may be called upon for.

Red Cross work for the women was discussed and many

of the chapters which have not already taken up this work are preparing to do so.

The session closed after discussion concerning the perpetuation of The Bulletin for another year. This publication has found much favor with the club women and the presidents of the chapters represented were asked to take a vote of their membership to be returned before the vacation season.

At 1:30 the members gathered in the attractive Terrace Garden of Hotel Morrison for the annual luncheon. A short program of music and dancing was presented by courtesy of the two Chicago chapters, which included two groups of songs by Mrs. Mida Anderson, whose charming voice and selections gave much pleasure. Miss Virginia Unas entertained with two groups of interpretive dancing. The program was an "all Milwaukee" affair: Mrs. Anderson is the wife of Mr. Harry Anderson, a veteran of 30 years' service with the Milwaukee, and Miss Unas is the daughter of a Chicago Terminals employe.

Kills Two Birds



Dave F. Williams—49 out of 50.

PROBABLY THE FIRST MAN TO "kill two birds with one stone" was using a sling-shot, but Dave F. Williams recently did just that with a shot gun and a great deal of enthusiasm for his railroad. Mr. Williams is the signal maintainer at Renton, Wash., during his working hours, and a champion trap shooter after hours. However, it isn't just the killing of clay birds we are talking about, but the fact that he recently won a trap shooting competition and got the road a piece of business on the strength of it.

The competition was held by the Seattle Gun Club, where Mr. Williams leveled his gun from a 16-yard mark and broke 49 out of 50 birds. By way of proof that it pays to have a combination traffic tip enthusiast and expert marksman going about his trap shooting with a Milwaukee Road emblem on his sweater, it is worth pointing out that a hardware firm in Seattle routed a 44,000 lb. car of ammunition from the factory in Connecticut over the Milwaukee lines. The firm wrote Mr. Williams to inform him that he was responsible for the routing.

ON THE STEEL TRAIL

Madison Division

W. W. Blethen, Correspondent
Superintendent's Office
Madison, Wis.

Thos. J. Kelly, retired yardmaster, Madison, passed away at his home on Apr. 17. He had been in failing health for some time. Surviving are his widow and daughter, Phyllis, to whom sincere sympathy is extended.

While attending an entertainment at the high school, Ira G. Lutz, agent, Edgerton, suffered a heart attack and died. Sympathy is extended to his widow and son Kenneth.

Chippewa Engine No. 150 was exhibited at the University of Wisconsin Engineering Exhibition, at Madison recently. Fireman Frank O'Neill was delegated to watch and talk. He did both.

Florence Callahan, former clerk in Madison Freight Office, now Sister Mary Anne Agnes of the Sisters of St. Mary, is stationed at St. Mary's Hospital, Madison.

Brakeman Pitzenberger lost his pocket-book on No. 18. It was found and returned, with \$18.00 intact. Evidently Mae did not have the search and seizure clause placed in the marriage contract.

At this writing our sick list includes Conductor Dan Ford, who is recovering from a major operation at St. Mary's Hospital; Jim Monks, retired conductor, is also at St. Mary's Hospital, Madison; Wm. Meuer, station baggageman at Madison, is ill with pneumonia, and H. R. Jones, car foreman, Madison, is hospitalized in Milwaukee. We all wish these folks a speedy recovery.

Edward Agner, son of Train Dispatcher C. H. Agner, is now one of Uncle Sam's boys and is stationed at Camp Grant, Ill.

Another addition to the recently remodeled passenger station at Madison is the new ticket case, which is just the "last word" in office equipment.

Emil Schneider, retired engineer, died while vacationing in Florida. Although Mr. Schneider was a LaX&R Div. employe he made his home in Madison for many years.

Theo. Kruschke, engineer, died suddenly at his home in Wauzeka.

D&I Division— Second District

Lucille Millar, Correspondent
Dubuque Shops

During the past few weeks the following members of The Milwaukee Road family have passed away:

Peter Greiner and Henry Altman, retired carmen.

Retired Carpenter Charles Stuart (who passed away at his home in Bellevue).

Retired Boilermaker Martin Lang.

Mrs. Joseph Huber, wife of Machinist Huber.

Ye Scribe has discovered that while the contributions to her are few, when she skips a month of reporting there's quite a yell and stew. (Anyhow, am glad someone misses it when 'tign't there.)

It seems that Willie Stafford, as a card player, is continually paying the rent of his associates. (Nice work but you'll never be able to buy the ring, William, if you throw it away, you know!)

Oscar Ohde has discovered a new cure for rheumatism. The body being made up of electrons, he finds that by placing a heavy copper band around the wrist and another around the ankle, he has put these electrical impulses to work, causing excess energy to be applied to that stiff knee. (Oscar would also advise that a copper ring be placed in your nostrils to relieve an overtaxed mind!)

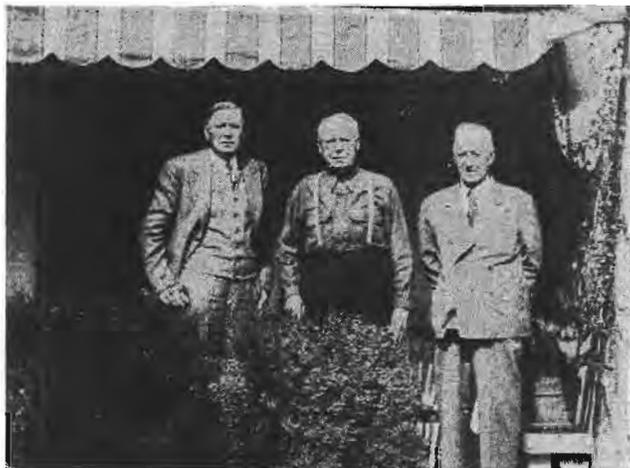
Ernest Keck's attitude is a dejected one since the passing of his pet dog. While the boys are doing all they can to cheer him, Ernie still "moons" around like a lost soul.

Julius Sprengel-meyer must be good in the bowling alleys—someone stole his shoes "just to keep him from scoring." Later the shoes were found, but too late to roll up a good score that evening. M. D. Hobde says, "No one even looks at my shoes."

Crane Engineer Hedrick reports that he is leaving for California the latter part of the week for a short vacation.

We observed Grandpa Belknap window-shopping in the baby department of our BIG store—that brand-new granddaughter that recently arrived at his daughter's home must have the best, he says.

p. m., Mar. 24, Dispatcher G. R. Humphrey completed 45 years of service with the Milwaukee. His many friends along the division by word of mouth and by telegraph, wished him "happy days" and the office force and division officials at Savanna, in recognition of his long term of efficient service, presented him with a Kroehler reclining chair and footstool. Mr. Humphrey wishes to extend his thanks



When three retired conductors from the D&I Division get together in California, the occasion calls for a picture. They are, l. to r.: O. T. Welch, F. B. Wheeler, and Thomas Coyle. Prior to their retirement, Conductors Coyle and Welch handled freight, and Conductor Wheeler was on Nos. 107 and 108. The picture was taken at the Wheeler residence in Pasadena.

and appreciation for the telegrams and the gift.

D&I Division— First District

Eunice Stevens, Correspondent
Superintendent's Office
Savanna, Ill.

George Van Tassell, retired Iowa Divn., conductor, and former Savanna resident, died Mar. 26 in Pasadena, Calif., after an illness of two years.

Charles Golden, retired Iowa Divn. conductor, and well-known resident of Savanna, died at his home in Savanna, Apr. 1, following an illness of more than a year. At the time of his retirement on Feb. 12, 1939, Mr. Golden had been with the Milwaukee for almost 40 years.

J. W. Collins, night yardmaster at Nahant, Ia., died suddenly Mar. 27 while on his way home from work.

On Mar. 10, J. M. Moudry was appointed chief dispatcher at Savanna, and L. Callaway of the K. C. Divn., is taking over the swing dispatching position effective Apr. 15.

Kenneth Clark, who has been stationed at Savanna as asst. divn. engineer, was appointed asst. divn. engr. in Chicago Terminals, effective Apr. 1. M. L. Bardill, of Chicago, succeeds Mr. Clark at Savanna. Mr. Clark was presented with a desk set as a remembrance from his co-workers in Savanna. The good wishes of the D&I force are extended to Mr. and Mrs. Clark and we welcome the Bardills.

With his latest instructions issued over the dispatcher's 'phone at Savanna at 4

Iowa Division— Middle and West

Ruby Eckman, Correspondent
Perry, Ia.

Ernest Gilmore, who worked for some years in the Locomotive Department on the Iowa Division, died at his home in Perry during March.

E. A. Evans, water service engineer on the Iowa Division, was in a Des Moines hospital in March for an operation. Mr. Howing came out from the Chicago office to look after the work while Everett was off duty.

Operator Don Atkins underwent an emergency operation for appendicitis the latter part of March. Operator Disburg from Manila relieved him at Weston.

Assistant General Yard Master C. E. Hannegan of Perry was off duty nearly all the month of March as the result of an attack of pneumonia.

The Iowa and Des Moines Division had some excellent passenger business when the Elks Bowling Tournament was on in Des Moines. Several special trains, as well as extra cars, were handled.

Engineer Elmer Clothier was elected mayor of Perry, Ia., for the fourth consecutive term at the city election held the first week in April. He was also made president of the Commercial Club.

Arthur Curran, a brother of Francis Curran, cashier at the Perry Freight Office, and son of retired Engineer M. Curran, died at a Cedar Rapids hospital in

March from a rare disease known as rock cancer.

Mr. and Mrs. Harold Ivey are the parents of a daughter born Apr. 6. Harold is in the Signal Department. Walter Ivey, the maintanar at Herndon, is the young lady's grandfather.

Engineer George Starliper and wife have a new grandchild, as a daughter was born to Mr. and Mrs. Eldon Collins in March. Mrs. Collins was formerly Helen Starliper.

Iowa Division—Second District

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

George Legvold, for 40 years a B&B carpenter, and now retired, was recently married to Mrs. Christena Houge of Slater. Both Mr. and Mrs. Legvold were born in Norway, but have lived most of their lives in the U. S. A., having come here approximately 75 years ago. Congratulations to a fine couple.

Ray Dawson, agent at Yale, has just recently resumed work, after having been off duty two weeks with an attack of flu. He was relieved by C. J. Bartle.

Conductor M. R. Petty has at last been allowed to venture forth from the Veterans' Hospital in Des Moines where he has been confined since early in February. He still has not been released, but expects to be as good as new, and allowed to resume work in a few weeks' time.

After much tempting, a Perry bowling team composed of A. J. Kressin, A. F. Iliff, H. J. Peterson, Harold McDivitt and Lee Varnadore, was finally coaxed into an alley in Des Moines for a battle with a team of Des Moines bowlers, Ed Davis, Dante Toson, Louie McLain, J. G. Haigh and L. R. Whitehead. Both teams seem to have emerged victorious, Des Moines claiming the victory on the basis of win-



ning two out of three games, and Perry claiming the honor of first place by garnering fourteen more pins in the total for the three games. It looks like there will have to be another match to settle this score.

Conductor Andy O'Laughlin has returned to work after an illness of more than a year. He is captain on the Hiawatha connection, and is performing the duties with the vim and vigor of old.

Miss Lotta Davis, stenographer in the DF&PA Office, spent a very interesting vacation in the South, where she visited many spots of historic interest. Highlight of the trip was a voyage to Cuba, and the sight of several Italian boats along the Florida coast that were later interned by the government.

Conductor E. H. Adams has given up the Perry-Spirit Lake way freight run in favor of the Rockwell City branch job. R. H. Gilbert has taken the way freight with layover in Spirit Lake.

The "Des Moines Division" recently added some new men to its ranks, when Clyde Anderson, Jr., son of Clyde Anderson, fireman, of Rockwell City, was hired as fireman, and Jack Conley of Des Moines, hired as brakeman. That's a good sign.

Iowa Division—East

*J. T. Raymond, Correspondent
Care of Agent, Marion, Ia.*

Conductor Charles Golden of Savanna died Apr. 1. He had retired just two years ago.

Conductor George H. Van Tassel died at Pasadena, Calif., on Mar. 27. He had retired in 1928.

Trainman Herbert V. Carver died Apr. 9. He had retired in February, 1939.

Mrs. Raymond McCann and infant daughter Judith Kay have gone to Milwaukee to reside. Mr. McCann is located in the Milwaukee's Civil Engineering Department there.

Mr. and Mrs. F. J. Hardenbrook of Marion went to Hot Springs, Ark., on Mar. 13 for a two-month vacation.

Mr. and Mrs. Kenneth Hillerege of Marion returned Mar. 8 from a 7-week vacation at Long Beach, Calif.

G. W. McElwain of Marion returned Mar. 8 after spending the winter at Long Beach, Calif.

Trainmaster and Mrs. G. E. Lanning of Marion left Apr. 11 to spend two weeks in Florida.

Twin City Terminals

*F. P. Rogers, Division Editor
Superintendent's Office
Minneapolis, Minn.*

Minneapolis General Offices

A Good Citizen: According to the navy news bulletin, "A man who is clean inside and outside; who neither looks up to the rich nor down on the poor; who can lose without squealing and win without bragging; who is considerate to women, children, and old people; who is too brave to

lie, too generous to cheat, and who takes his share of the world and lets other people have theirs—is a Good Citizen."

What a swell place this old world would be if we were all good citizens.

That "putt-putt" you have been hearing around the Minneapolis Passenger Station was not one of the new Diesel locomotives but was an air-compressor machine blowing insulation under the roof of the Passenger Depot. The occupants of the third floor should be able to keep nice and warm next winter.

O' Man River is on the rampage again, the water stage of the Mississippi being the highest it has been in the past 11 years at Minneapolis. The Third Avenue bridge offers a fine vantage point to view the turbulent waters tumbling over St. Anthony Falls in their mad race to the Gulf of Mexico.

In February, Clarence Prescott of the Engineering Dept., and his wife, went South for their vacation, spending part of their time at Brownsville, Tex., with their son, Warren, and the remainder of the time in New Orleans. The idea was to absorb sun but they found that there had been more sunny weather in Minneapolis than in the South. They had an enjoyable trip, spending some time in the Rio Grande Valley and Matamoros, Mexico.

Minneapolis Local Freight and Traffic Dept.

*Florence McCauley, Correspondent
Freight Office*

John Burket, check clerk, has returned from a three-month leave of absence, during which period he and Mrs. Burket basked in the sunny South.

Miss Bonnie Stevens is the new employe in the Local Freight Office. Although very young, she has had considerable experience in transportation service. We welcome you, Miss Stevens.

Gladys Mirocha of the Local Freight Office made the grade in the RBWA bowling team and went to Chicago to take part in the tournament.

At the present writing, Nick Kosta, diversion clerk, is in St. Mary's Hospital recovering from an attack of pneumonia. His jovial disposition is missed. . . . Bert Hoen, chief clerk in the Aberdeen office, was a recent visitor. Mr. Hoen was a member of the Aberdeen delegation attending the ABC. . . . Frank Corcoran, messenger, has been taking some very candid shots with his candid camera. He recently surprised several members of the Traffic Department with pictures taken unbeknownst to them.

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

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

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

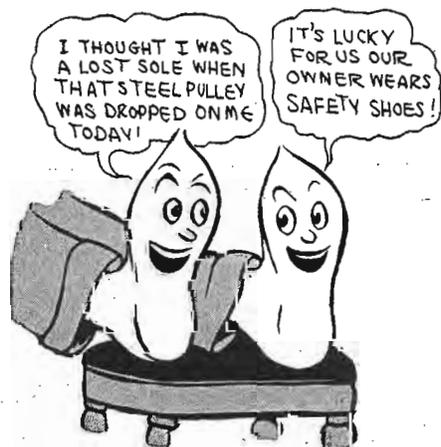
T-Z Railway Equipment Co.
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**Present Day
SAFETY Requirements
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Equipment**

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FUSEES**

**Fill the Bill
SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin**



BE KIND TO YOUR FEET

WEAR YOUR SAFETY SHOES

NATIONAL SAFETY COUNCIL

The Minneapolis Passenger Traffic Club's 20th annual banquet was held Apr. 14 at the Curtis Hotel. Needless to say, a good time was had by all!

Spring is here, and the main thing for the young singles is to "keep out of the draft."

DULUTH OFFICE

The Duluth office force are holding their heads pretty high these days. Now that they are installed in their new quarters in the Duluth Athletic Club building, they feel quite proud and are willing to welcome visitors at any time.

Jim Hagelin, clerk, now president of the Duluth Traffic Club, is working overtime in preparation for the joint meeting the night of Apr. 21 with the N. W. Shippers Advisory Board and other commercial organizations on Perfect Shipping.

Rumors are that Elmer Lund, chief clerk, has a new "flame." Taking into consideration the reliability of rumors, no further details are available at this time.

South Minneapolis Shops

Oriole M. Smythe, Correspondent
Car Dept.

Harold Cecchi, River Division fireman, was married on Apr. 10 at Providence, R. I. The newlyweds will honeymoon in Bermuda. Edward Kerrott, from Minneapolis roundhouse, was best man. Following the wedding, Mr. and Mrs. Kerrott are vacationing in the East.

On May 1 two main cogs in the Locomotive Department at Minneapolis, Shop Superintendent G. Lamberg and Chief Clerk Ben Benson, climaxed long railroad careers with retirement.

Succeeding Mr. Lamberg is F. O. Fernstrom, former division master mechanic at Aberdeen. Herb V. Allen, personal stenographer under Mr. Lamberg since 1932, has been appointed chief clerk in Mr. Benson's stead. Paul Kronebusch, second shift clerk in the roundhouse, will succeed Allen as stenographer for the shop superintendent.

Several joint parties were given for the "retiring." Under Supt. Bagnell's direction, a stag dinner was given Apr. 24 at Freddie's cafe, attended by officials from the entire system. The shops' and roundhouse employes held a stag in honor of the two on Apr. 22. South Minneapolis Shops office employes entertained for "Ben" Apr. 28 at Lee's Broiler, and each gathering produced a gift.

George Ward, our official winter vacationist, arrived back from three weeks at Hot Springs, Ark., very hale and quite unhappy to see some old snow lying around that the sun overlooked.

Gardner Lugow announces pansies will replace the petunia hedge in the Shop beauty spot this summer—located between the big cinder pile and last year's orange peels.

Oswald Roth, storehelper, who suffered a stroke in 1938, has not yet regained sufficient strength to resume his work, but sends a note of deep gratitude to Shop employes who so kindly remember him with cards, flowers, and visits.

Stockman Louie Muir surprised us with a week's absence—fu.

Orville N. Nelson, car helper in the shops, reported to Ft. Snelling for Army training on Apr. 7.

Bernard G. Miller, the first switchman from S. Mpls. to answer draft call, left on March 5.

James A. Scanlon, yard clerk at South Mpls., joined the Marines on Mar. 31 and is now stationed at San Diego, Calif.

Car Department forces welcome another new carman apprentice; John T. Earenficht.

Our sympathy is extended to surviving relatives upon the death of James F. Foster, retired switchman, on Mar. 5; John A. Cassady, retired switchman, on Mar. 14; Homer Henry, retired engineer, on Apr. 11; Howard Kalina, son of E. W. Kalina, pipe-fitter foreman, on Mar. 30.

St. Paul

Alice Treherne, Correspondent
General Agent's Office

A special train left here Mar. 24 conveyed by Don McMillan, general agent, Passenger Department, which carried 70 members of the Ice Follies of 1941 en route to Chicago and Boston. Celebrities such as Roy and Eddie Shipstad and Oscar Johnson, founders of the show, and Heinie Brock, who got their start skating at the Hippodrome here, plus Evelyn Chandler, Bess Erhardt, and many others were on board. They have a wonderful show and no one should overlook an opportunity to see them. During their 14-day appearance at the Arena in Minneapolis they were acclaimed by 85,000 people.

Concurrent with the return engagement of "Gone With the Wind" in the Twin cities, St. Paul and vicinity experienced one of the most severe storms in the history of the weather bureau here Mar. 15 and 16 (just too late to report in the last issue), accompanied by a 60 to 85 m.p.h. wind, resulting in the loss of many lives, property damage, and disrupted highway and airplane travel for several days. The railroads not only kept running, but, according to reports, also assumed the role of good Samaritans and stopped to pick up many stranded motorists and others caught in the storm, thus saving an untold number of lives.

Relief Agent S. P. Finnegan, of the I&M Division, is a busy young man these days, having taken over Agent C. J. Bennett's post at Minnehaha station Apr. 1, while the latter is on a 60-day leave of absence. Mr. and Mrs. Bennett left for a vacation in California, stopping at Seattle en route.

Enthusiasm is running high at the ABC tournament here in St. Paul. Bowlers to the left and right of us, 30,000 of them, coming from 900 cities of the United States and Canada, and all attracting thousands of visitors to our Saintry City, and the flow will continue unabated until May 6. Nearly every Milwaukee train from the East and West has several teams of bowlers among its passengers. With 40 glistening alleys and the high scorers in action in a virtual blitz on those 400 pins, the show has been compared to a 3-ring circus. Almost too much going on at once for a single pair of eyes to watch.

Accompanying a party of six, A. V. Barquist, passenger agent, and wife left here on a vacation Mar. 29 for New York, whence they sailed on the Swedish-American liner M. S. Kungsholm for a 12½-day cruise to the West Indies, stopping at Port-au-Prince, Haiti, Cristobal, and the unique San Blas Bay, Panama. These San Blas Islands, home of the "white Indians," are like a South Sea group transported to the coast of Panama, the natives being a primitive, friendly, aboriginal people. Travel to all parts of South America and these islands is heavy at this time because of conditions abroad, and Mr. Barquist reports most boats to these ports are sold out months in advance, as was the Kungsholm on which they sailed.

If there are any orchids or palms to be awarded for breezy comments in our Magazine, we think they should go to Vern Williams at Council Bluffs for his able handling of the news in that area. "Metropolitan stuff," I call it!

The Amphion Chorus, numbering 80 people, from Fargo, N. D., and Moorhead, Minn., returned Mar. 27 from a week's tour of Chicago, Milwaukee, LaCrosse, Wis., on our line. Ollie Anderson, traveling passenger agent who conveyed the group, says they spoke very well of our Hiawathas and our service in general, which in all their travels they claimed was second to none. Particularly pleasing to them was our dining car service on the Hiawathas. It was hard for them to believe that such splendid meals could be obtained for so little.

Resort keepers on Minnesota's more than 10,000 lakes are readying their equipment for what promises to be a big year. The fishing season in Minnesota opens on May 1, when trout can be taken. It will be open

to pike and pickerel fishermen on May 15, and for those who want all other fish, the date is May 30 in the southern zone and June 21 in the northern zone. You fellas in the arid zones better oil up your equipment and give these wonderful lakes of ours a try!

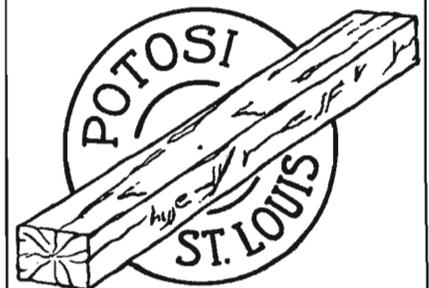
Miss Ruth Mary Christoffer, daughter of Mr. and Mrs. Carl S. Christoffer, was married on Apr. 5 at Plymouth Congregational Church, Minneapolis, to George Robert Carlsen of Minneapolis. Mr. Christoffer was formerly general superintendent of the Twin City Terminals and is now vice president and general manager of the Saint Paul Union Depot Co. and the Minnesota Transfer Railway Co. The young couple are making their home in Mill City.

Friends of Marlon Cashill, telephone operator in our Local Freight, will be interested to know that her son, John, left Apr. 14 for Chicago, where he will enter the Great Lakes Training School, having

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Not just one or two good features recommend it to you . . . it has good design and rugged, precise construction throughout. Thus it fully maintains the standards that have kept Sheffields the leaders since the day 44 years ago when Sheffields introduced motor cars to railroading.

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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.

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

FAIRBANKS MORSE RAILWAY EQUIPMENT

enlisted in the Navy, which means he will be in the service of Uncle Sam for six years. John has had some previous military training, being a graduate of St. Thomas College. Another of our employes, Assistant Car Foreman James Weatherell and wife visited Milwaukee Mar. 28 to bid goodbye to their son Dick, who also left for military service on that date. He is stationed at Camp Grant, Ill., in a medical training battalion. He was a medical student at the University of Minnesota for two years.

Conductor Edward Chamberlain, Duluth line, suffered a fractured hip at Rush City, Minn., while in charge of his train recently. He is reported resting comfortably at St. Mary's Hospital, Duluth. How about you guys sending him a card now and then.

We are glad to report that Edward McDonald, switch foreman at the Union Depot, who was seriously hurt in an automobile accident about two years ago and unable to work for 21 months, returned to his job Apr. 2; also that Donald Hammes, car oiler, who was operated on for appendicitis in March, returned to work a short time ago, and says he is feeling better than ever.

Marion Cashill, operator, Local Freight, and her daughter Kathleen left here Apr. 21 for a week at San Antonio, Tex., to be present when Miss Kathleen's fiance, Howard K. Petschel of St. Paul, graduates from the Army Air Corps at Kelly Field.

Wonder what you contributors to the Magazine would think of an annual get-together at some future date? PLACE: Open to argument. TIME: Ditto. REASON: Obvious. Let's hear your ideas on the subject, correspondents! A. T.

I&D Division

Max V. Brager, Division Editor
Superintendent's Office
Mason City, Ia.

Marquette-Sanborn

"Otto Secory, champion speller for Grant School, after a hard fight, was finally defeated by a representative of Garfield School, in a spelling match." Tough luck, Otto. We were right behind you all the time . . . Perhaps I should mention this item was taken from the local paper's column entitled "Thirty Years Ago," and that Otto is now cashier at Mitchell, S. D. Superintendent W. F. Ingraham's brother, S. G. Ingraham, was elected mayor of Evanston, Ill., at the city's recent election. "Bert" has been out this way several times and his many friends were glad to hear of his success.

Yardmaster Dickhoff plans to leave May 15 on his annual fishing trip to Northeastern Wisconsin.

While we are on the subject of fishing, I want to notify all anglers that the bullheads are biting fast and furious at Clear Lake, at this writing. However, Carl Dunavan, chief yard clerk at Mason City, sat for 8 hours and only caught one, while the fellow next to him caught 47. Glad to see Al Zack, electrician, back with us after an absence of several months.

Anyone desiring information concerning landscaping, see Roundhouse Foreman H. L. McCaughey, who is now beautifying the lawn of his new home in Mason City.

Cliff Oeschger, chief clerk in the Store Dept. at Mason City, has been hauling truckloads of fertilizer for his new garden.

A son arrived in the home of Brakeman E. L. McGarvey on Mar. 17. Understand he is already a conductor and running around his dad.

William Gross, machinist at Mason City, has been working at Platte, S. D., for the past several weeks.

Retired DF&PA W. F. Cody's dog "Rex" was run over by a truck recently

and killed. "Rex" had been a familiar sight around the Mason City offices for a long time.

E. W. Winn, formerly second operator at Emmetsburg, is now second operator at Rapid City and has moved his family there. D. B. Bush, agent at Sexton, has been appointed second operator at Emmetsburg.

Bert Brant, P.F.I. at Mason City, recently found he had locked the keys in his car and had to open the door by reaching up through the luggage compartment. After trying to get the key into the ignition switch and turning down an offer of a push, Bert discovered it wasn't his car. See what I mean? EMBARRAS-SING!

E. L. Block, agent at Charles City, Ia., has returned to work after a month's illness.

All of us are pleased to see the I&D Division at the top of the list in the safety contest for 1940. Everyone is to be congratulated for his help in attaining this record.

We extend our sincere sympathy to Roy Gouffer, Store Dept. employe, and wife in the sad loss of their five-month baby boy, who passed away on Easter Sunday.

Sanborn—Rapid City

C. D. Wangness and Paul Ashland
Correspondents
Mitchell, S. D.

It's news when it rains in South Dakota, so we have to start out informing ye all, that it recently rained a slow steady rain here for two days and two nights in a row.

George V. Schirmer, carpenter at the Mitchell Roundhouse, retired Mar. 29. He was presented with a fishing pole and a radio from the roundhouse gang. Presentation was made by Joe Findley and Lyle Paullin. A fitting poem was read by E. E. Monroe, boilermaker helper.

A chicken may be a chicken to most folks, but to Cond. Ed Cussens its a pain in the neck. Ed was enjoying himself trying to pick a fight with the fowl species and in some way received a pain in his back that cost him several trips to the chiro's office and the loss of a round trip on his run.

Glen Sundquist, son of Boiler Foreman Sundquist, was recently elected president of the junior class at Dakota Wesleyan College. He was also elected vice president of the Student Association.

Albin Lindblad, son of Lineman Lindblad, student at Dakota Wesleyan, was awarded a chemistry fellowship at the University of Nevada.

Baggageman O. D. Adams of Sanborn will move to Mitchell in the near future and will run between here and Rapid City.

We can not help wondering why Car Foreman Chas. Heinold is sporting that shiner on his right eye.

Car Inspector J. Entwistle and wife returned recently from an extended stay with their daughter in Texas.

Operator Cole of Kadoka has asked for leave of absence because of being called to the Army.

Operator Earl Winn has received the position as operator at Rapid City and Delbert Burke has been named operator at Chamberlain.

Sioux Falls Line

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

Effective Apr. 15 Leonard A. Mostrom, OS&D and claim clerk, Sioux Falls, is to be stationed at the Twin Cities as freight inspector, directly under W. L. Ennis. This is a nice promotion, and congratulations.

Conductor and Mrs. W. H. Lane, who have resided in Sioux Falls for several years, have moved to Sioux City. The Milwaukee Women's Club gave Mrs. Lane a farewell party on Mar. 26.

The railroad employes and the public generally turned out in large numbers on Mar. 25 and a few succeeding days to view the newly covered Hiawatha engine in service between Sioux Falls and Sioux City.

Lucille Nelson, daughter of Vic Nelson, section laborer, Sioux Falls, has brought fame to the family by winning a local contest on the best poem written in the Washington High School and also third among contest entrants in high schools throughout the United States.

Engineer Jack O'Neil's hobby is dogs. Started out raising Coon hounds as a boy near Dubuque and later specialized in rat terriers. Prides himself on classifying the dogs who are used as models in well known calendar pictures.

The Clerk's Organization of Sioux Falls held a meeting Mar. 27. Diversion was bingo, cards and lunch. Highlight of the evening was the serving of a cake Len Mstrom baked which turned out to be Manchester's cookies.

Sioux City and Western Branch Lines

*Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.*

Rain, rain, and more rain! Looks like the old time weather man is on the job again and South Dakota can look for another real crop.

Mrs. A. W. Bahr and son, Robert, wife and son of Roadmaster A. W. Bahr of Yankton, recently made a trip to Ft. Ord, Calif., where another son, Harold, is in training.

Agent L. C. Landmark of Westfield, who has been on sick leave for several months, is much improved.

Operator Art Sanburn of Mapleton, and agent Roy Greene of Ravinia have exchanged positions.

Operator Paul Bridenstine has passed his examinations and is now a qualified train dispatcher.

The Haley-Neely Company are now located in the freight house at Sioux City, a portion of which has been remodelled into a most modern and up-to-date fruit house.

A letter has been received by L. B. Falinsky, car foreman at Sioux City, from Max Belfrage, formerly of the Car Department at Sioux City, and now a member of Uncle Sam's forces at Camp Claiborne, La. Max reports Army life is not bad at all—he has been promoted three times in the two months he has been in service; first to Private 1st Class, then to Corporal, then to Staff Sergeant.

La Crosse & River Division—First District

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

DEATHS

Fred Race, veteran stationary engineer, Portage Roundhouse, recently passed away at his home after a long illness. He will be missed by his many friends. He had taken care of the stationary engine here for over 20 years.

Emil C. Schneider, retired veteran locomotive engineer, passed away recently due to a heart attack at Winter Haven, Fla., where he was spending the winter. Burial was at Portage, his old home. A brother-in-law, Conductor James McDonald, is in passenger service on the LaX&R.

GOSSIP

Trainmaster Marchant's chief clerk, Clarence Stoltz, had good reason to buy that New Easter outfit this year, seeing as how he is the proud daddy of a little daughter.

We are glad to hear General Yardmaster Nick Weber's voice on the 'phone

again after he has been off some five months in La Crosse Terminals. Switch Foreman Kenneth Schwartz relieved him at Camp 20, La Crosse.

Caller Harold (Skinny) Rendler, La Crosse Terminals, has been granted leave of absence to go into Army service. He left La Crosse Easter Sunday.

This is open season for floods, flowers, and gardening in general. As for myself, I am getting doggone fish hungry. How about you all?

RETIREMENTS

At Portage, Warehouse Foreman Paul Roeker of the Portage Freight House, with some 40 years' faithful service, has taken his pension. He says it will be something new not to have to bound out of the hay when the old alarm clock calls.

Trans-Missouri Division—West

*R. H. Jensen, Correspondent
Superintendent's Office
Miles City, Mont.*

SCOOP!!! And why not? I guess if you were a correspondent for The Milwaukee Magazine and into your home came a brand new little boy, it would be scoop news to you, too. Well, that's what happened—the name is Gary Richard—and is my head swelled! Mrs. J. and the young son are getting along splendidly.

Harold G. Meehan, brakeman, passed away at Miles City on Apr. 12. Mr. Meehan was 45 years of age, and had recently been promoted to conductor.

Time Revisor Joe Peschl, Clerk Adolph Carufel, and Instrumentman Dean Swanson, of the Superintendent's Office, were among the Miles City bowlers who participated in the Montana State Elks' Bowling Tournament at Anaconda on Mar. 29 and 30. Another enthusiast, Louis Seaman, clerk in the Store Department, departed for St. Paul Apr. 11 to take part in the National ABC Bowling Tournament.

Conductor A. A. Arnold of Harlowton passed away at Miles City on Mar. 31 after a short illness. Mr. Arnold came to Montana in 1907, since which time he has been in the continuous employ of the Milwaukee as conductor. He is survived by his wife.

We are sorry to learn of the death of young William Rankin, son of Section Foreman and Mrs. George Rankin of Mar-marth, and offer our sympathy to the bereaved family.

'I'll be much happier with my sheep' were Robert Raney's farewell remarks, as he severed relationship with the boys in the uptown Traffic-Telegraph Office, for whom he served as messenger boy for the past several years, to accept employment on a sheep ranch near Miles City. Kidding aside, we are sorry to see Bob leave and wish him much success in his new endeavor.

La Crosse & River Division—Second District

*F. O. Anderson, Correspondent
Red Wing, Minn.*

We regret to report the passing of two old railroad men on this Division. L. H. Dieball, signal maintainer at Hastings, Minn., passed away recently due to injuries. R. I. Winters, agent at Menomonie, Wis., passed away recently after a short illness.

Francis J. Wadley has been appointed agent at Menomonie and Operator McGoon is taking Mr. Wadley's position temporarily.

River traffic on the Mississippi was opened during the first week in April. It was necessary to break the ice through Lake Pepin.



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RAY-O-VAC COMPANY

MADISON, WIS.

Trans-Missouri Division— East

Dora H. Anderson, Correspondent
Care of Agent
Mobridge, S. D.

The many friends of Chief Dispatcher M. J. Welch are glad to find that he has recovered from his operation and is now back on the job again. Mr. Harold Mosher, who relieved him, is now taking Dispatcher Harold Winship's position at Miles City, while the latter is recuperating from a similar operation.

Trainmaster Frank J. Devlin and wife of Miles City have moved to Mobridge and will now make this their home.

Conductor Al Gates is seriously ill at the Mobridge Hospital.

Frances Regina Williams, lyric soprano, daughter of Agent F. C. Williams, was the

guest soloist at the Saturday Night Serenade at the Columbia Broadcasting Studios in New York City, on Saturday evening, April 5. Her numerous friends enjoyed the program very much and we are proud of our home girl, who is making good in the big city.

Switchman Emil B. Johnson and wife are at Hot Springs, Ark., with their son Dick, Second Lieutenant in the Air Corps, who underwent a serious operation at the Veterans Hospital there. At the present writing he is doing as well as can be expected.

James Campbell, clerk at Othello, Wash., passed through here recently with his wife and daughter en route to Milwaukee, Wis. where he has accepted a position in the Mechanical Department.

Engineer and Mrs. J. O. Beaver are the parents of a daughter born on Mar. 30.

Conductor Harry S. Fritz retired on Jan. 1 after 37 years of continuous service with the Milwaukee and Northwestern railroads. "Capy" Fritz, as he is known among his friends here, began his railroad career at Belvidere, Ill., in 1903. He is 65 and plans to live the life of Riley from now on.

Rocky Mountain Division

Nora B. Decco, Correspondent
Three Forks, Mont.

At this writing our fair state is covered about three feet deep with snow . . . and all the tulips with buds on them and blue birds looking around . . . well, that comes of not getting winter in January when we should.

Tommy Fairhurst gave a big dance here on Apr. 19. That is, his gang gave it, meaning the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen . . . and every one you met was selling tickets . . . the proceeds to go to buy uniforms for the high school band . . . a good time was had by all . . . And not to be outdone by any such rural dancers, what did Chief Clerk William O'Riley of Supt. Kohlhasé's Office in Butte do but give a swell dance in the passenger station at Butte the same evening . . . the proceeds going to . . . no doubt to pay for the music, as they had a whole band at their dance . . .

Who should dash into the Telegraph Office the evening of Apr. 17 but our little summer friend Joe Kolanda, who

keeps the trains nice and cool. He had expected to return to this territory this summer again but understand he will be working in Milwaukee from now on. We will miss him.

Condr. Thomas Roach was fatally injured Apr. 6 while on duty near Finlen, west of Butte Yard. Mr. Roach was one of the most popular men on this division and was liked by every one. To Mrs. Roach, his only surviving relative, we extend our most sincere sympathy.

Condr. Steel is back home again. In error we had reported him in the hospital at Seattle but he never did get any farther than Deer Lodge, and he got so much better right away he came back home . . . he liked everything in the hospital, he said, but the cigars, but of course they did not belong to the hospital, at that. From what I hear, they were brought in from the outside.

Mike Suzuki has been assigned the section here. Koga is with the extra gang at Garneill and young Chandler from Camp Creek has returned home after a few weeks' extra work here . . . He is taking the section at Garrison in a few days.

Agent Logan, for many years at Deer Lodge, has retired and moved to his home in Idaho. Mr. Mellon, who was operator at Deer Lodge for some time, was assigned the agency and a first trick operator has been put on there. Operator Hopkins has bid it in.

Train Dispatcher J. P. Phalen took about a month off and went to California and around . . . Dispatcher Olson worked first while he was away and Dispatcher Williard second, later on moving to third trick, and Dispatcher Horn taking the swing job. Mr. Peterson left us without a word and moved, bag and baggage, to Spokane . . .

Mrs. Sam Haffner, wife of Engineer Haffner, has returned from a short trip to Oklahoma where she visited friends and relatives. Sam started work in their nice garden as soon as she left, and, from what I can learn, stopped as soon as she returned . . . this is one of the best gardens in the town and the rest of us just take one look at it and go back home, and . . . well, for myself, I just can't grow that kind of a garden and that's all there is to it.

One more brakeman has been added to the R. M. Division list. Eugene Burns, eldest son of Brakeman Robert Burns, has just finished all his student trips and is ready for whatever comes along now.

Engineer Torgrimson has been called to the Northern Montana Division to work.

Rocky Mountain Division

—Northern Montana Branch

Mabel Newbury, Correspondent
Office of Asst. Supt.
Lewistown, Mont.

Spring work has started on the division. Roadmaster Haanes has a work train with Roy B. Nichols operating Shovel X29. Koga's Jap gang is working between Harlowton and Lewistown on Roadmaster Lee's territory. On the first of May we expect Hans Jensen's extra gang to start work.

Engineer A. A. Torginson from Three Forks is assigned to the Lewistown switch engine.

Mrs. Art Keeler, wife of Roundhouse Foreman Lewistown, is at this time quite ill at her home.

Mr. and Mrs. A. M. Maxeiner (retired agent, Lewistown) have just returned from spending the winter in California.

Fireman and Mrs. W. A. Bratz returned recently from a trip to California and Washington points, where they visited relatives and friends.

Engr. and Mrs. S. G. Spring have just returned from Seattle, where Mr. Spring attended committee meeting of the local chairman of the B. of L.F.&E.

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H&D Division

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

S. A. Beck, agent at Renville, Minn., has been appointed agent at Linton, N. D., permanently.

W. F. Harris, agent at Linton, N. Dak., has been appointed agent at Olivia, Minn., permanently.

T. N. Thompson was appointed second trick operator at Bristol, S. D., but gave the job up.

L. L. Phelps has been appointed agent at Abercrombie, N. D., permanently.

Help those! Help them! Help these! Well, what's the matter with helping your own division. Give out with some news. All it takes is a couple of sentences and everybody is happy. I'm waiting.

F. J. Zobach has been appointed agent at Ortonville, Minn., permanently.

T. E. Thompson has been appointed agent at Ipswich, S. D., temporarily.

Applications are being received for agencies at Renville, Minn., and Glencoe, Minn., permanently.

Frt. Condr. Geo. Eastman has taken a job on passenger.

We are sorry to hear of the passing away of retired Engr. Homer Henry on Apr. 11.

Applications for position of train announcer at James, S. D., are requested.

I&SM Division— First District

*M. S. Olsen, Correspondent
Northfield, Minn.*

For an opener we must congratulate one of our sons who has made good on our railroad. J. J. Moudry, erstwhile operator and extra dispatcher on this division, has been appointed chief dispatcher of the D&I. A good man on a heavy division, and all wish him success.

The annual Easter vacation special train from Carlton College left Northfield this year with eight cars and approximately 200 students bound home for their spring vacation. Their genial escort, S. F. Luce, reports a fine trip to Chicago and a good time by all. Mr. Luce is at his best when shepherding a train load of anything anywhere.

George W. Clark, whose home is Pierre, S. D., was hired during the past month as extra agent-operator. He formerly was employed by the Western Union.

This will be my last news for a few months, as I am leaving soon for several months in the West. Upon my return I will take up where I left off, and hope that you all will get back of this news and send in a note or two when you see something happen that you think will interest the readers. So until then, good-bye and good luck.

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as good"*

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508 S. Dearborn St., Chicago

I&SM Division—West

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

After the Service Club meeting at Pipestone, Minn., Apr. 7, the Milwaukee's power bowling gang bowled with Messrs. Hotchkiss, Kalvelski, R. A. Burns and Young from Aberdeen, and also Mr. McGovern from Austin. The power gang won both games by the skin of their teeth.

Geo. F. Jones of Pipestone, Minn., is relieving E. H. Wood of Junius, S. D. Mr. Wood suffered the misfortune of a minor car accident.

Geo. Voss of Madison, S. D., recently fell out of his bed at Fulda, Minn., breaking his nose. He had attended a show and, after retiring, dreamed that he was fighting Joe Louis. Guess the punch was too much for George's nose.

Fellow employes, please send me pictures and news items of interest for our great Milwaukee Magazine. Let's all help keep this column a-going.

I&SM Division—East

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

Our sincere sympathy is extended to the bereaved relatives of the following:

John Peder Martinson, retired sec. foreman, at Welcome, who died Mar. 27.

Byron H. Brown, father of H. C. Brown, condr. He died at his home in Austin, Apr. 6. Byron was a former Store Dept. helper, who retired in 1936.

Time Reviser Rose Krulish leaves Apr. 18 for El Paso, Tex., and points in New Mexico for a short vacation.

A witness reports the following incident which took place Apr. 10:

"While train No. 222 was traveling up Chandler Hill, after leaving the beautiful Shamaramah Valley, one of the picturesque spots along the SM Division, Engr. John Kaisersatt was suddenly confronted by a man standing in the middle of the track, and it appeared to John that he was holding his hands over his eyes. He sounded the whistle but failed to get any response, and the next thought that entered John's

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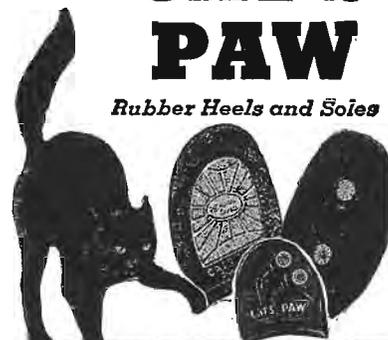


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	12 Months	18 Months
\$100	\$ 8.95	\$ 6.10
200	17.73	12.10
300	26.52	18.09
500	44.09	30.08

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

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mind was, 'Ah, ha, a suicide.' So he at once applied his emergency brake, and, lo and behold, the man stepped off the track when the engine was barely 20 feet from him. As they passed him, John began to laugh and stuttered, 'Judás Priest!' The darn fool was there to take a picture of our engine and train. The 'hands' which John had seen covering the man's face turned out to be a candid camera. It is to be hoped that he got a good picture."

Terre Haute Division

Christine Hammond, Correspondent
Superintendent's Office
Terre Haute, Ind.

On the night of Mar. 26 friends, neighbors and employes from the NYC, C&E, Gary Line, and the Milwaukee, gathered to tender a farewell to their friend, A. O. Tutweiler of Delmar, Ill., who has taken the agency at Williams, Ind. Cards furnished the diversion of the evening and Mr. Tutweiler was presented with a fine fishing outfit as a remembrance.

Mr. and Mrs. Robert Ellis of Terre Haute are the proud parents of a baby girl, Barbara Jean, born Mar. 16. Mr. Ellis is employed in the Division Engineer's Office.

The new member of the engineering force is Joe H. Robertson, a native of these parts.

Locomotive Engineer Thomas Eydman passed away on Mar. 23, a victim of acute appendicitis.

Willard H. Glass, son of Walter Glass of the Terre Haute Store Department, recently enlisted in the U. S. Navy, has been transferred to service on the U.S.S. Augusta at Mare Island, Calif.

Telegraph Operator C. C. Sims, Jr., has been accepted for service in the U. S. Army, leaving on Apr. 2 for Ft. Benjamin Harrison at Indianapolis, Ind.

Miss Eleanor Faris, daughter of Agent M. C. Faris of Terre Haute, and Miss Alice Church of the Accounting Department in Chicago, have returned from a week's sight-seeing tour in Florida.

Nice to see Ed Hollis of the Traffic Department back on the job after a short illness.

Kansas City Division

K. M. Gohmann, Correspondent
Superintendent's Office
Ottumwa, Ia.

Due to the recent retirement of Operator C. E. Brown, Chillicothe, the position of second trick was assigned to C. O. Johnson; second trick at Braymer to R. E. Wilson, for years agent at Farson, Iowa. W. L. Ireland of Hayesville has been appointed agent at Farson and S. A. Allen succeeds Mr. Ireland as agent at Hayesville. We understand that 75 friends of R. E. Wilson gathered at the train to bid farewell to him and to his family on their departure for Braymer.

The second oldest engineer on the division, Wm. Fry, retired on Mar. 22, after 48 years of service. He was employed as a fireman at Chillicothe and in August, 1900, was made an engineer.

Brakeman Jos. Milburn retired on Mar. 29, after 41 years of service. He was a resident of Mystic, Ia., for many years, but recently moved to Ottumwa, where a daughter is attending school.

Silas C. Messersmith, section laborer, working in gang at West Yard, retired on Mar. 30, and Jos. W. Stogdill, section laborer at Sewal, retired on Mar. 2.

Marriage of Mrs. Mildred T. Hentschel, registered nurse at Ottumwa Hospital, and Hugh M. Allerdice, brakeman, took place at Centerville on Mar. 27.

Forty Milwaukee officials and co-workers of C. L. Boland, roadmaster, gathered at the Leeper Hotel in Chillicothe on Mar. 31 and gave a banquet honoring him on his promotion to general track inspector. Agent G. M. Reisch of Braymer was toastmaster. Mr. Boland was presented with a gift of luggage. He has been temporarily succeeded by E. Schoech of Liberty, whose position as section foreman is being filled by A. H. Chamblin.

Superintendent W. G. Bowen and wife have recently returned from a vacation in Miami, Fla.

A music certificate was presented by the School of Fine Arts in Ottumwa, to Elaine VanDyke, daughter of Conductor L. O. VanDyke, on the evening of Mar. 27, following her senior recital program.

F. H. Fluck, 84, died at the home of his son, Alvin, in San Diego, Calif., on Apr. 1. Remains were taken to North English for burial. Mr. Fluck had 55 years of service upon his retirement in 1937.

Council Bluffs Terminal

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

THE OBSERVATION CAR OF PEOPLE
WE KNOW

Yours truly minus a seat last month—illness.

"OP" Lacey and the Mrs. taking in a drawing room riding the old goat, headed for the Eastern Star. But no casualties.

Herbie Child right up in front with a smiling countenance over the prospect of the new position he acquired at Cedar Rapids Yard, at long last. Good luck, Herb.

Marty Schmidt, carman, riding home from the firehouse, investigating results of damage done to his home one 2 a. m. early in March.

On the sick list this month we find Kell Madsen, carman, who was taken to the hospital in a very serious condition, but is now recuperating.

Would like at this time to pin a tulip on Alice Treherne, who has many interested readers on the West Iowa Division who greatly enjoy her interesting columns. Keep it up, Treherne; may sign you up with Dorothy Kilgallen before it's over.

SIGNS OF THE TIMES

The Globe Oil & Refining Co. will soon start installing a new "tank farm" in this city, and while not located on our tracks, it means a decided increase in car-loads received from the CB&Q. Generally, BUSINESS IS GOOD, THANK YOU, and all of the local lines are preparing for a heavy rush in the coming summer months.

WANTED: A sub-machine, tommy or a double-barreled shot gun for the East Yard Office force who sadly watch the thousands of Canadian geese flying temptingly low overhead each morning, squawking to be *pot-shotted*. What a temptation!

With two work trains on the road at this time, and more in prospect for the coming season between here and Manilla to lay new rail and lengthen the passing tracks, our road is preparing to do its share in the defense program now under way.

With the change of season well on its way, it is interesting to note, with perhaps slight alarm, the various unnecessary chances the boys make. For instance, sweaters replacing sheepskins, striped caps coming off for lighter headgear, etc.—much to the discomfort of those caught Easter Sunday when a 40 m.p.h. gale blew the sand right out of your eyes. Then right back in again.

Spokane and Inland Empire

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

W. E. McCaughey, car inspector at East Spokane, has been taking it a little easier of late. The B&B crew recently moved his tool house from Green Street to Lacy Street at the Spokane Fairgrounds. As this distance is nearly half a mile, it would save Mac a lot of heavy lugging of material and tools back and forth. However, just after this move, the "rumor" came out that the Union Pacific insisted on setting out the empties at Green Street. Mac was pretty much perturbed. At this writing he claims he got tough with them, and talked them "out of it."

Sect. Foreman R. A. Stevenson and wife of Dalkena spent a few days last month visiting relatives in Thorp, Wash.

Joe Kolanda has been relieving temporarily as air conditioning man at Spokane, account Jim Holmes having accepted the job of electrician at Tacoma Shors.

The section forces at Lone, Wash., have completed the retirement of the old log dump and timber dock tracks formerly serving the Panhandle Lumber Co. at that point.

Guy Chimenti returned to his work as foreman of Spokane Yard section on Mar. 24, after a 90-day leave of absence. Foreman Melvin Serosky, who relieved him, has returned to his home in Kapowsin, Wash.

Mar. 20 an impressive meeting on the conservation and re-use of materials was held in G. H. Hill's office in Spokane. The meeting was conducted by D. C. Curtis, chief purchasing officer of Chicago. In the party also were Messrs. G. H. Walder, purchasing agent, Chicago; J. T. Kelly, gen. storekeeper, Milwaukee; J. V. Miller, asst. gen. storekeeper, Milwaukee; C. S. Finlayson, purchasing agent, Seattle; and J. C. MacDonald, dist. storekeeper, Tacoma. The picture which Mr. Curtis painted as to the possibilities of deliveries of certain materials, especially forgings, alloys, steel mill products, track materials, etc., was anything but encouraging. Some of the party, including Mrs. Curtis, Mrs. Walder, Mrs. Miller and Mrs. Ralph Hartzler, enjoyed an automobile ride to Coulee Dam and Dry Falls.

With deep regret we announce the death on Mar. 31 of Mrs. Mary C. Hays, mother of P. L. Hays, chief dispatcher, and Don Hays, yard clerk at Spokane. The deceased was 88 years of age.

Jake Bitterman has returned to his old job on Spokane Yd. section.

J. C. Paige, TF&PA, Spokane, has been transferred to the territory with headquarters at Ellensburg, Wash.

E. Roman, CF&PA, of Portland, Ore., has been transferred to Spokane, with similar duties.

R. W. Reynolds, commissioner of Agricultural and Colonization Department of Chicago, accompanied John C. Page, commissioner U. S. Bureau of Reclamation to the Inland Empire and Coulee Dam during March.

Condr. H. B. Vandercook was off for a few days recently because of sickness.

R. C. Peterson of Butte, Mont., has moved into his old home in Spokane, having on Apr. 4 accepted the position of swing operator there.

N. C. Grogan, dispatcher at Spokane since Mar. 1, returned to Tacoma on Apr. 4 to take a regular trick.

Ray Jacobs, electr. apprentice from Milwaukee Shops, has taken the job of electrician in Spokane Car Dept.

Headquarters of Section No. 14-D, Guy T. Gregory, foreman, has been moved from Lone, Wash., to Metaline Falls, Wash.

Dr. Charles L. Kyle, physician and surgeon for The Milwaukee Road at Spokane since 1936, received orders to report to the Army Medical Corps at Camp Murray, Wash., on Apr. 18. Dr. Kyle, who now holds the commission of captain

in the Medical Corps, U. S. Army, entered the services of the Milwaukee Hospital Association in 1936, coming to Spokane from Ft. George Wright. Since that time he has made a host of friends, not only in Spokane, but in the entire Inland Empire and the West Coast. Dr. Kyle is very well liked by the entire Milwaukee family on the West End, and as a token of their appreciation of his devoted services to them, the Milwaukee employees of Spokane presented him with a handsome military coat on his departure. Dr. Kyle's name is now before the U. S. Army Board for promotion to the rank of major, and his many friends join in wishing him the greatest of success.

Johnny: "These pants that you bought for me are too tight."

Mother: "Oh, no, they aren't."

Johnny: "They are too, mother. They're tighter'n my own skin."

Mother: "Now, Johnny, you know that isn't so."

Johnny: "It is, too. I can sit down in my skin, but I can't sit down in my pants."

Seattle Terminals

F. W. Rasmussen, Correspondent
Local Freight Office

Roy Edwards, transfer checker, returned Mar. 17 from a business trip to Arkansas, and has again resumed his regular line of duties. While in Kansas City he chanced to meet our own L. G. Fox, retired, and wife, who are touring the East and South.

Ed Notski of the Seattle General Passenger Agent's Office was appointed city passenger agent at Tacoma effective Apr. 1. His many Seattle friends wish him well on his well earned promotion.

Mrs. Florence Hall McMahon has bid in the position as stenographer in the Chief Carpenter's Office, Seattle, displacing Miss Mildred Fetters, who has gone to the bill room in the Local Freight Agent's Office.

Bob Brinkley has been appointed diversion clerk in Traffic Manager's Office, vice Art Brett, transferred.

Ed Blake of the Car Department and his wife recently returned from a 60-day vacation trip to Chicago and other Eastern points. They report a wonderful vacation.

We are glad to have C. M. Campbell, GYM retired, call at the various offices

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BOSTON, MASS.

now and then to pay us a friendly call. He is enjoying a well earned rest.

Armpie Meeker of the Car Department has been appointed inspector at the waterfront, and we will wager that no bad order equipment will get by Armpie.

We are glad to report the promotion of Art Brett from the position of diversion clerk in Mr. McEwen's Office to that of chief clerk to the DF&PA at Aberdeen, Wash. He took over his new duties on Apr. 1.

**Tacoma & Coast Division
—West**

R. R. Thiele, Correspondent
Agent's Office, Tacoma, Wash.

We regret having to mention the death of Conductor Frank P. Boardman, who died on Mar. 20 at Cle Ekum. He had retired in November, 1937.

Conductor Tony O'Brien is in St. Joseph's Hospital at present; he is improving and hopes to be out soon.

Pete Nikoloff, who recently retired after many years of service as lamp tender in Tacoma Yard, is in the hospital at present, due to illness.

Conductor John Ferrier is off duty at present, confined to his home by illness.

Len Hogan, machine operator in the wood mill at Tacoma Shops until his retirement about six months ago, is at present in St. Joseph's Hospital, Tacoma, because of an attack of heart disease.

Fred J. Alleman, who retired as local agent, Tacoma, on Mar. 31, was feted at a farewell party on Mar. 26, by the force of the Local Freight Office. He was given a handsome traveling bag as a token of esteem. The largest of several farewell gestures made in his honor was at the Masonic Temple, the meeting being attended by nearly 200 Masons. We may add as a personal tribute, that no man ever deserved more good words and that we hope he will enjoy his rest for a long time.

Mr. Harry Hatch, who was formerly of the District Accountant's Office at Tacoma, but who has not performed any service since that office was abolished, has now retired, effective Mar. 31. The good wishes of his former associates go with him.

Elmer G. Fowler, train dispatcher at Tacoma, with service date going back to 1908, retired, effective Apr. 1.

Andrew L. Nichols, blacksmith at the Tacoma Shops, retired Mar. 31.

Dennis Yant, boilermaker helper at the shops, retired Mar. 31.

Ivar Berven, formerly of the District Accountant's Office, Tacoma, and then of the Yard Office force, has bid in the newly created position of roadmaster's clerk at Tacoma.

Engineer F. J. Linville and wife, plan an extended trip to the East Coast, with a visit to Missouri, beginning about the first of May.

W. B. Alleman for once was sick for a few days early in April, and Kenneth Alleman was relieving him, while Glen Graham was working in Kenneth's place at the Local Office.

Neil Grogan is working the third trick as train dispatcher, coming from Spokane, and R. C. Peterson came from Butte to Spokane to go on a regular job of dispatching at Spokane; Clint Miles went back to the yard at Tacoma and N. P. Hanson went back to Seattle.

Clarence Otto, who has been operator at Cedar Falls and Kittitas, but has not been working for several months because of illness, has now bid in the agency at Maytown, vice Mr. Hoag, deceased.

H. R. Carrell, formerly agent at Hyak, and then agent at White Bluffs, has bid in the second trick at Cedar Falls, getting back into more familiar territory.

Mrs. Wheeler, first trick operator at our private telephone exchange, is back at her post again after being down with the influenza, and Mrs. Edling is back on second trick again.

The Superintendent's Office recently enjoyed a brief call from J. R. Clarke and Carl Lundell, both formerly of the District Accountant's Office at Tacoma, but now of the Accounting Bureau at Chicago.

Switchman George Albers has been loaned to Everett for four months; and the steamshovel operators, the famous brothers Sidney and Tubby, have been engaged in switching service at Seattle.

E. B. Conkling has bid in the night job as operator at Skookumchuck and Opera-

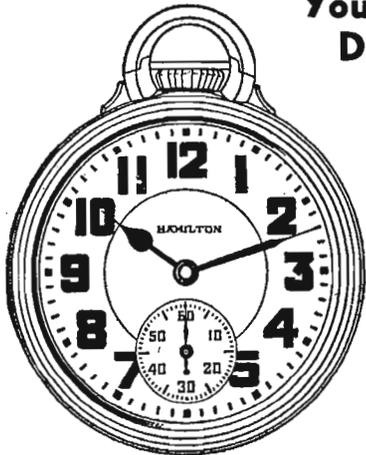
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St. Paul, Minn.



tor J. R. Piatt has gone on the night job at Maytown.

Cliff James of the Car Department is quite an enthusiast on rhododendron; he spent about one hundred dollars on bushes last season and is going in strong again this season. M. L. Trudenowski, loading supervisor, is putting quite a garden between the buildings belonging to the Car Department. We wish them both the best of luck in their endeavors.

Speaking of hobbies, Millie Anderson of the Local Freight Office wants all her friends to know that she is collecting China butter chips; she is stirred up by Mrs. Carrotte's majolica fame. And speaking of hobbies, the writer of these lines pleads guilty to being a stamp collector; doubtless there are more of them on the road.

Milwaukee Terminals

L. J. Cooke, Correspondent
Coach Yard

Ralph Nick, car cleaner, the Coach Yard's sole contribution to the draft, left here early in April. At the station when he left he was presented with the farewell gifts of two cartons of cigarettes and a razor with enough blades to last him for his whole year's stay in camp. Being a good bowler and ball player may not help much in the Army, but Nick is a "hot" drummer so maybe he'll get into the band. All of us include our best wishes with the smokes and the razor.

Two others leaving the Coach Yard, special apprentices transferred to other points for air-conditioning maintenance work, are Mel Hoaglund, who goes to Montana, and Ray Jacobs, who goes to Tacoma. Folks at Tacoma might be interested in knowing that besides getting a first-rate mechanic they're getting a pretty fair bowler, too. He has a 171 average.

The Coach Yard has no plans for entering a team in the Shop League this year; the good players are going into the bigger leagues and the others are bowing to Father Time and taking up fishing.

Nicholas Meuren, 64, terminal switchman, was killed when struck by a passing engine Apr. 14. Mr. Mueren, who was a veteran employe with 45 years of service, is survived by a wife, two sons and two daughters.

Milwaukee Shops—Davies Yard

J. J. Steele, Correspondent

Mrs. Ignatz Bushnig has just returned from an extended vacation in Florida.

When Bob Stark "goes a courtin'" he does it in a big way. Bob surprised his gal with an orchid corsage recently. We are prone to believe that when orchids are sent wedding bells are not far off.

Clarence Ambrose Ermisch will be giving a going away party soon. Clarence promised Charlie Ullman a party if he was inducted into the Army. Charlie has received his classification, which is 1A. Here's hoping we all have a good time!



Save 50% on Bridge Maintenance

Thorough cleaning, which comprises half the cost of ordinary bridge maintenance, can be eliminated by using NO-OX-ID. Remove heavy rust patches and apply NO-OX-ID "A" Special. It penetrates to the metal, stops corrosion, and loosens remaining heavy rust scale so that it ultimately falls off. The scattered bare spots can then be touched up for lasting protection.

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CHEMICAL COMPANY

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If practice makes perfect, the Davies Yard Tigers will have a winning baseball team this year. Every noon one can see Ray Stark and a few of his team mates practicing diligently.

Spring has made her formal bow to the world. The grass is becoming green, buds are beginning to appear, and even our tenor, Joseph Clenian, is ushering in his interpretation of Spring. Joe has begun sponsoring a mustache and we are proud to announce that it now has nine hairs, each a different color and length.

A "blessed event" has taken place at the home of Mr. and Mrs. Tom Cervero. The baby boy weighed 8 lbs. 7 oz. at birth and has been named Thomas Jr.

A share of E. F. Palmer's skill in bowling can be attributed to his attractive niece, Miss Harriet Palmer, who acts as his good luck charm and his most faithful rooter. It seems that each time he throws a ball Miss Harriet crosses her fingers and as a result of this he bowled a single high game of 243.

It has been rumored that Roman Waszak will desert the bachelor ranks and become a model husband the early part of the forthcoming summer.

Some time ago Fred Scheibel attended a basket ball game at Madison and upon leaving the game, boarded a train, presumably for Milwaukee. To his amazement he found himself in Rockford, Ill. Face still red, Fred?

Farmer: "You must be brave to come down with a parachute in a gale like this."

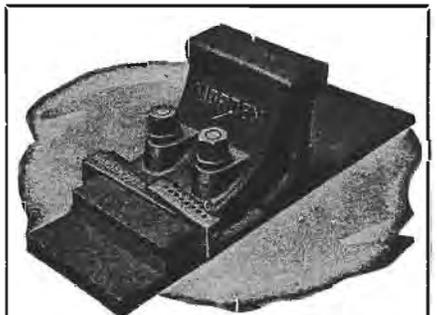
Stranger (grumpily): "I didn't come down with a parachute—I went up with a tent."

* * *

Traffic Cop: "Whatcher name?"

Red-Light-Passer: "Aloysius Sebastian Cyprian."

Traffic Cop: "Well, don't let it happen again!"



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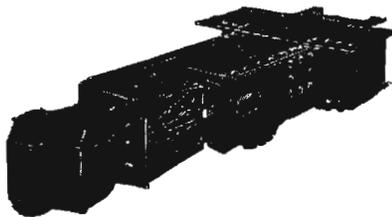
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Milwaukee Shops— Car Dept.

George L. Wood, Jr., Correspondent
ROUND 'N ABOUT THE SHOPS

This business of traffic tips is rapidly becoming a popular competitive sport and Wallace Paulson, caboose shop employe, is an ardent fan. Judging from the traffic tip bulletin, Harry Belond, from our main office, is the man to beat, Wallace . . . Charles Kuetner and Charles Klug rolled in the National A.B.C. Bowling Tournament at St. Paul and came home with tales of scores which in the final reckoning should net them approximately \$150 . . . The Freight Shop roof gang on Track No. 2, consisting of Messrs. Utzig, Sloan, and Strain, are authorities on military training. They receive this knowledge from Roman Andrews, who is a member of the "Home Guard" . . . George Lewitzke was the holder of the lucky number at the Annual Sportsmen's Show, which netted him one case of canned dog food. (Yes, George has a dog.) . . . Ray Kroening, from the airbrake department, has taken a 90 day leave of absence and is now spending his time at the Milwaukee School of Engineering, learning welding . . . One quiz program proving popular with some of the boys is conducted by Uncle Sam, commonly known as "Questionnaire." Those called into active service since our last writing are John Drinka, Karl Schwartz, and Walter Teske. Good luck in your new venture, fellows . . . We wish to extend a word of greeting and welcome to Carman Apprentice Roger Smith who comes from Miles City, to receive welding instructions . . . Connie Seidler's new home is under construction at Muskego Lake. It's the home with the "master kitchen" and Connie still insists that he's the boss of the family

. . . Those who are convalescing at their homes this month are Dick Severson and Ike Ketchpaw, office employes; Steamfitter Walter Kischevsky, and Blacksmith Apprentice Herbert Fehl . . . In closing we might mention a statement made by Dick Bauch—quote, "I would have been married had I won the Home Show home." End of quote.

Joseph Volk, Wood Mill employe for 36 years, retired this month. May the rest which you have earned be a pleasant one, Joe.

OBITUARIES

Sympathy is extended to the bereaved family of William Schwantes who passed away Mar. 22.

We extend our sincere sympathy to the bereaved family of Julius Gralewicz, who passed away on Apr. 14.

CONGRATULATIONS

To Mr. and Mrs. Lawrence Schulte, who were blessed with a daughter on Mar. 22, 1940. Just one year (Mar. 22, 1941), within four minutes, the second "bundle of joy" arrived—another baby girl. No wonder Lawrence is calling Mar. 22 a red letter day.

To Mr. and Mrs. Frank Czernewski, who are the proud parents of a baby girl, born on Mar. 25. That, incidentally, makes the score 2 to 0 in favor of the girls.

TALES FROM THE BENSINGER WOODS

I'm ball M22, in vain I sit and wait for you, as I sit there in my rack and watch the Chippewa Pack. They throw me slow and they throw me fast; with bowling like that, their average won't last.

There's Bill Weatherall, I'm used to him; nine times out of 10 he'll leave one pin.

Mr. Lentz throws a wicked ball. When I hit the pins they scatter. When he sees two standing there, he says "What's the matter?" Team Captain Fiebrink throws me down in vain and his average stays about the same.

There's one whose average is minus 10. I believe they call him Mr. Sjogren.

Harvey Klind has a nice straight ball. He shouldn't be bowling at all. With him I've hit 186, but the game before was 95 sticks.

Dick Weatherall slung me with a shudder and I ended up right in the gutter.

Thank goodness there're only two more nights when I will see a lot of fight, for a ball that's always full of nicks, to be thrown by guys with a lot of tricks. Please put me back now on the rack; I'll be here next Monday when you get back.

Hotel Clerk: "Pardon me, mister, but how did you happen to be named J. John B. B. Bronson?"

Patron: "I was christened by a minister who stuttered."

* * *

Gwendolyn: "I had a date with a general last night."

Madeline: "Major general."

Gwendolyn: "Not yet."

Milwaukee Shops— Drafting Room

Howard H. Melzer, Correspondent

For a long time now we've had the idea that Bob Engelke was learning how to split atoms as he sat over in that corner hour after hour. We were wrong. It was Oscar Peterson's ventriloquism that captivated Bob. We haven't seen Bob do any lap-sitting yet, nor have we been able to decide whom he more nearly resembles, Charlie or Mortimer. Time will tell. But if you should see an Adam's apple running up and down the front of somebody's spinal column and hear weird noises coming from it, don't be alarmed; it's simply Bob abusing his larynx.

The Naval Reserve finally caught up with James Elder, Jr. Jim had been "on deck" for some time before the orders came. A card from Jim at Great Lakes informs us that it isn't only the army that marches. Jim hopes to be breathing the salt air in May or June. "Bon voyage, fella!"

Did you know that we have a teacher in our midst? Ernie North is teaching blueprint reading at the evening Vocational School classes in connection with the defense program. Ernie spends two nights a week imparting technical knowledge.

Fred Wiegatz has returned from his stay with the St. Louis Car Company, and was immediately dubbed "Strawberry Blond." (We wonder if Harold Chandler looked like that back in his prime.) Fred says that St. Louis is all right but not for him. Jackie Armstrong is doing O.K. by himself, according to Fritzie. Trust Juddie to get along.

Roy Juell has been back with us for a number of weeks now, leaving California and the rain to the girls he left behind. Roy still is single, as you might expect, so California's loss is Milwaukee's gain. Our own Adam Lazonga, as always, full of stories and experiences, so things have been rather interesting in Car Dept., to say the least. Roy could write a book, and we don't mean maybe.

Passenger car work is beginning to perk up a bit; in fact, it's come to the point where Elmer Reinke has had to curtail his derogatory dissertations on mother-in-laws and apply himself to the job of telling all concerned just "how we're going to build these cars." Elmer's south side love nest is nearly completed, and he hopes to move in after his proposed week-end honeymoon, June 7 and 8. Elmer still thinks he's going to be the boss. Experience keeps a dear school, but Reinke will learn in no other.

At present we have three apprentices up in the drawing room. Marvin Peterson, pattern maker apprentice, is working in the Locomotive Department, while Don Bartz, carpenter apprentice, and John Kominowski, blacksmith apprentice, are holding forth on the car side.

At this writing the bowling season is drawing to a close. Honors for the second half went to the Arrow team. Our own Tomahawks tied for second place, while the Marquettes finished next to the

bottom. Art Schultz led the boys in our office with an average of 170.

A flash from Tacoma. Harry Gunther, one of our 1940 alumni, writes that he is firing a Diesel in and around his home town, and collecting the do-re-mi. We'll swallow those figures on his monetary returns, but those "records" that he claims to have hung up on that transcontinental dash—well, that's something else again.

Bob Engelke announces that the golfing season is scheduled to open on May 2. To date, 12 men have signed up. Don't laugh, but it is reliably reported that Art Schultz will defy Old Man Lumbago, and be out there killing snakes with the rest of them. Benny Benzer may be the third man from our office. Vernon Green, we think, could complete the foursome.

Cedar Rapids Terminal

Clifford R. Taylor, Correspondent
Cedar Rapids, Ia.

Our sympathy is extended to the family of retired Engineer M. Curran, in the passing of his son, Arthur Curran, Mar. 16. Congratulations are in order for Mr. and Mrs. Lyle Chermak on the arrival of a daughter, born Mar. 19, at St. Luke's Hospital, Cedar Rapids. Lyle is one of the younger switchmen at Cedar Rapids Yard. "There'll Be Some Changes Made" seems to be the theme song for Cedar Rapids in general.

George Crabb, who for a number of years has been ticket clerk at Cedar Rapids passenger station, has been appointed city passenger agent, the position held by the late C. L. Sherwood. Operator Hopkinson has been put on at the passenger station from 8 a. m. to 4 p. m. The latter's position is being filled by Operator Ben Dvorak, who has been on the midnight until 8 a. m. job, this job being filled

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temporarily by Relief Operator W. B. Peterson, pending regular assignment.

Harold M. Warner, who has been variously employed in the General Agent's Office for some time, has been appointed to a position as freight service inspector with headquarters at Kansas City, Mo.

The position of assistant rate clerk formerly held by Harold Warner has been assigned to Kenneth K. Taylor, who has been transit clerk in the General Agent's Office, the latter position being assigned to Wm. Chadima, who has been the yard and bill clerk in the same office.

Herbert Childs, who has been working for some time as a relief yard clerk at Council Bluffs, has bid in the third trick job, which was made vacant when Lloyd Bailey decided to return to Perry.

Gene Houston, son of General Agent and Mrs. F. W. Houston, is visiting with his parents at this time, prior to his entering military training. Gene is employed in the First National Bank at Clinton, Ia., and plans to return to this position at the conclusion of his service. He will report for duty at Des Moines, Ia., on Apr. 16.

Teacher: "Willie, how do you define ignorance?"

Willie: "It's when you don't know something and some one finds it out."

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

Carl Peterson, member of our softball team and star bowler, was married on Apr. 12 to Miss Margaret Perlstrom. A farewell bachelor party was given the groom in a hall in the vicinity of the Chicago Bears' football field. The couple are honeymooning on the West Coast.

Word has been received from Selectee Frank Trom, presently located at Centro, Calif., that army life is vigorous, his health good, but he'll be glad to get back.

The Chicago American recently published a very good picture of the Easter services at Camp Forrest, Tenn., and in the front row were two of our ex-softball players, Pvt. Matt Priester, 9th Class, and Corp. Bob Chermak. From Priester's expression you would think he had just popped up with the bases full.

Bill Fisher is now located in Ft. Riley, Kan.

Grant Erickson, youthful son of Practitioner Roy D., recently deposited a penny in his abdominal savings bank. It took 10 days to ring the "No Sale" bell. All's well.

Please don't send Tobias Ryan any more circulars on gas ranges—the "Snapper" has informed me that he has closed a deal.

Mrs. James Franklin, the former Dorothy Chesterman of the Oriental Traffic Department, is the mother of a baby girl, Susan, born Apr. 11.

Several of the gals have taken up knitting, whether for "Bundles for Britain" or "Bundles of Love," I can't say.

'Tis rumored that several of our ter-pischorean artists are now tackling the minuet and other old-time dances; I'd love to see Walter Klos I and "Ropes" O'Brien II doing the quadrille.

Superior Division

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

H. C. (Bert) Ellis, retired pile driver foreman, passed away at his home in Green Bay on Mar. 20 at the age of 71 years. Bert, as he was known to everyone, retired in December, 1936, after more than 45 years of service. Bert is being missed very much, and the sympathy of all Milwaukee Road employes goes to Mrs. Ellis and family.

Conductor Luke Robinson, one of our young conductors, passed away at his home on Apr. 14 after a long illness. Sympathy is also extended to his family.

F. T. Buechler, superintendent, recently returned from his two weeks in California, where he visited relatives and friends. He had a good time and a good rest.

Lost, Strayed or Stolen. Lieutenant of Police E. J. McMahon had an urge to go to work and started looking for his overalls, which he had hung in his office. However, he was unable to locate them, as they had disappeared. This is too bad, as it may be some time before he is again inclined to do manual labor.

Chicago Terminals

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

William Stockwell, retired engineer, passed away during the month. Mr. Stockwell entered the Milwaukee service in 1886 and retired a short time back. For 33 years he served as local chairman of the Engineers.

Robert E. Brown, switchman, passed away suddenly during the month from injuries sustained in an accident.

Sylvester E. Martin, fireman for The Milwaukee since 1907, passed away on Apr. 12 after a long illness.

John J. Hogan was graduated from the De Paul University Law School last winter. He successfully passed the Illinois Bar examinations and is now qualified to hang out his shingle. John is the son of YDM Joe Hogan.

John A. McDonald, yard conductor, and Mrs. Georgia Lovell were quietly married on Apr. 1. They spent their honeymoon at Duluth, Minn. The best wishes of the Terminal employes go with them.

Glenn H. Denny, yard conductor, was also quietly married some time in March—so quietly we didn't get the bride's name. However, to Mr. and Mrs. Denny, the best of luck.

Switchman Harvey Ridel and wife are happy over the arrival of a new son during the month. Congratulations.

Carl Zeitchel and wife are back from a trip to the Central American countries. Stops were made at Panama and several other small countries.

The local B. of L. F. served a dinner of corned beef and cabbage to their members and wives one evening during the month, which was followed by dancing. Charley Seigel served as master of ceremonies. He explained the similarity of beef and cabbage for the human body and coal for an engine. His talk was highly entertaining.

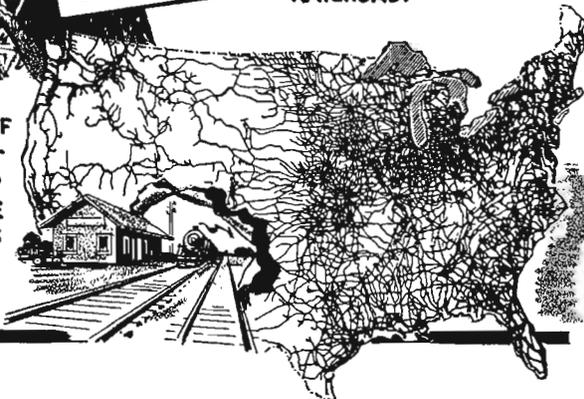
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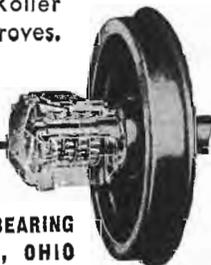


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