

*The*

# MILWAUKEE MAGAZINE

JANUARY, 1940



# THE BETTENDORF COMPANY

STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE

**B** ONE-PIECE SIDE FRAME **B**

OFFICE AND WORKS

BETTENDORF, IOWA

**A Time Proven Fact**  
**YEAR after YEAR**

***Dependable***

**RAIL ANTI-CREEPERS**

have been vitally essential in track maintenance.

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

**THE P. & M. CO.**

CHICAGO — ST. PAUL — NEW YORK



**MILES OF SMILES**

**ON AMERICAN RAILROADS**

Nowhere else in the world do railroad passengers enjoy the comfort and conveniences found on modern American trains. With roller bearings, air conditioning, and new types of seating and sleeping accommodations, the longest distances can be covered without a trace of fatigue, even by the most sensitive of travelers—and in less time than ever before.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

## MAGNUS METAL CORPORATION

*Journal Bearings and  
Bronze Engine Castings*

NEW YORK

∴

∴

CHICAGO

## Holiday Greetings

AT THIS season we are wont to review our experience during the year drawing to a close, and ask ourselves what the year ahead may hold for us as members of some 30,000 separate families, and as members of the one Milwaukee family, with which we are so closely connected.

It is encouraging to be able to report that our railroad has enjoyed an increase in business over 1938. While the net revenue therefrom is less than in 1936 or 1937, and far short of our needs, it is progress in the right direction.

The effect of increased business upon employment is clearly shown by the fact that the average number of employes carried on the road's payrolls this year is about 1200 greater than in 1938.

Last year I referred to the benefits derived from the Traffic Tip and Service Club plans. An important contribution to this increase in business and payrolls has come from the fine work of Traffic Tippers and Service Club members. It shows much can be accomplished to stabilize and increase employment if each of us takes an interest in finding new business and in establishing closer relations with the people of the communities we serve.

I refer to these matters in this Holiday message because I believe you will find the information encouraging and a stimulus to greater efforts during the year before us.

We are a fortunate people in a world that is again torn by strife and hatred. God grant that a just and lasting peace may not be too long delayed. In the meantime, we will do well to count our blessings and safeguard jealously our inheritance.

A Very Happy New Year to you all.



## New Passenger Station in Minneapolis Officially Opened

WITH rail officials from Minneapolis, St. Paul and Chicago on hand December 14th, the Milwaukee's refurbished passenger station at Third Avenue South, and Washington Avenue, Minneapolis, was officially put into service. Present at the "housewarming" were city officials, officers of the Civic and Commerce Association, members of the traffic club and residents of the Twin Cities.

Minneapolis representatives of the lines using the station served as a reception committee, under the direction of H. M. Larson, general agent of the Milwaukee; J. H. Clarkson, general agent of the Rock Island Lines; and H. M. Lewis, general passenger agent of the Soo Line. Members of the Minneapolis Symphony Orchestra provided music.

### New Features

Occupying the central position in the remodeled station is a new circular ticket office designed to accommodate the largest holiday crowds with no danger of the customers walking on each other.

The lighting which the building now boasts is, perhaps, the outstanding feature as it is provided by the new fluorescent lamps which give a soft, general illumination, rivaling daylight. With white ceilings and walls to reflect the light, reading can be done anywhere without fear of eye strain.

The ladies' lounge boasts a library



Women's Lounge

developed by Otto Kuhler, consulting engineer for the Milwaukee Road, cooperating with A. O. Lagerstrom, the Milwaukee's architect, and A. Daniels, division engineer in Minneapolis.

### Evolution of Station

It was at the end of the Civil War that the Minnesota Central Railway (a predecessor) found it necessary to provide station and terminal facilities in building the line into the country town of Minneapolis. A combination passenger and freight depot was constructed adjacent to Second Street at or near Fifth Avenue South, and the shops, roundhouse and turntable were located between Sixth and Eighth Avenues South. The passenger depot section was a two-story affair with offices on the second floor.

Records indicate that the first passenger train to enter Minneapolis arrived at this station on September 25, 1865.

From time to time additional freight facilities were provided to



Passenger Station Lobby

table, with chairs upholstered in blue and tan. There are also writing desks, floor lamps, and a fireplace.

The Interstate Company restaurant has been colorfully tricked out and the concourse between the waiting room and the train sheds has been enclosed in glass and is heated for the comfort of patrons boarding or waiting arrival of trains. A large, well-lighted automobile parking space is provided immediately adjacent to the station, and is reached through an entrance to the concourse.

Unit heaters, concealed in the walls, distribute heat during winter months and circulate cold air in the summer.

Designs for the improvements were

Four

## New Fruit Terminal Opened in St. Paul



Exterior—Fruit Terminal

accommodate the increasing business of the rapidly growing town and in 1879 the freight house was extended up to the easterly line of Third Avenue South, its present location, and a second house was constructed to the south, one to serve for incoming and the other for outgoing freight.

At about the same time an ornate passenger station was constructed to front on Washington Avenue at the foot of Fourth Avenue South. It was to accommodate the increased passenger business expected to be developed by the construction of the so-called "Short Line" extension between St. Paul and Minneapolis; this

stretch of track to provide a direct and through line of railroad from Minneapolis to Milwaukee and Chicago via St. Paul, Minnesota and La Crosse, Wisconsin. The Short Line was constructed in 1879-1880.

The new passenger station was considered at that time to be the finest west of Chicago but it was a matter of only a few years until still more room was needed and the building was razed.

The present three story passenger station located at the corner of Third Avenue South and Washington Avenue was constructed in 1897-1898, put into service in the latter year and during the years since has adequately served the public as a joint union station for the Milwaukee, the C. R. I. & P. and the Soo Line. This is the structure which has just been dressed up so completely that it looks like a different place.

To all intents and purposes it is new—and most certainly beautiful.



Interstate Company Lunchroom

THE Milwaukee's new fruit and vegetable terminal, just completed in St. Paul, Minn., was inspected on November 28th by produce dealers, city officials, officers of the local Association of Commerce and Twin City and Chicago rail officials.

Later a group of 125 attended a luncheon served in the new building which is to be used for the unloading of fruit, vegetables, dairy products and other perishables.

The fruit house measures 60 by 450 feet and is of brick and tile construction with special heating equipment to supply constant temperature control. It has a capacity of 20 cars and a spacious inside driveway for expeditious movement of delivery trucks. It was erected at a cost of \$110,000.

D. T. Bagnell, Twin City superintendent, attended, as did T. W. Proctor, of refrigerator service, Chicago. Frank assistant freight traffic manager in Chicago, and Walter L. Ennis, manager



Luncheon Celebration Opening of New Terminal

of refrigerator service, Chicago. Frank assistant freight traffic manager in Chicago, and Walter L. Ennis, manager

## Toy Trains for Father

### The Full-Grown Devotee of the Miniature Railroad Comes Out Into the Open

IT is surprising that the adult's covetous glances and lengthy hours of "helping" junior with his toy train have disguised as long as they have the innate longing which the male, regardless of age, weight or whiskers, has for miniature railroading. Apparently it is a passion which comes with the first pants and stays through to the last.

This yen has, of course, been suspected for years—in fact, ever since the first father got down on the floor to set up the first boy's toy tracks—but in the last several years there has been a tremendous upswing in adult railroading as a serious, absorbing hobby.

Once there was a time when fathers waited impatiently until their youngsters were at least several years old before bringing home an electric train, but that day is gone. The average 1939 adult railroader to scale does not make any bones about the fact that his trains are exclusively his and if wee Willie wants a train, too, that is another matter entirely.

There is, in point of fact, many

an eager-eyed father who failed to knock over his wife and children in Christmas morning haste only because



Joe DiMaggio Among Model Railroad Fans

parental dignity restrains and girth retards. Perhaps there is another reason, too. Most adult devotees of the toy train are so intense and thorough in their pursuit that they do not wait for December 25th and the off-chance that Santa (busy with house and baby)

will remember, but purchase their equipment at any and all times throughout the year.

The business of manufacturing these toys, if toys they are, is of such magnitude that there are several companies engaged in it and are, apparently, doing a land office business.

From a leading manufacturer of these models comes word that this year's census places 100,

000 adults in the classification of model railroad enthusiasts, all of them possessing at least one piece of model railroad equipment—and a light in the eye.

There are 320 community clubs serving these hundred thousand small-scale railroaders. By "chipping-in" with others of similar interests, model railroaders are able to rent club quarters in business lofts, in unused railroad stations, basements or public halls.

Usually the club owns the right of way, signals, stations, switches and other permanent line-side equipment. Engines and rolling stock are owned by the individual members who usually carry them from home to club rooms on meeting nights.

That interest in miniature railroading is racing ahead at a madcap pace is seen in current reports of unprecedented production by toy train manufacturers.

One industry anticipated before Christmas a \$12,000,000 year, 20 per cent over the previous high of 1937.

That company expected to produce and sell during 1939 a record 400,000 locomotives, about 1,400,000 freight and passenger cars, and hundreds of thousands of miniature railroad accessories such as stations, tunnels, bridges, signals, telegraph poles and whatnot.

Manufacture of electric trains has come of age rapidly in the 35 to 40 years since the first miniature was turned out to the delight of Young America (and to Older America when Young America hadn't come home from school yet). Now, in addition to electric trains which can do everything but sit up and shake hands, stations are

being built with sound effects so that at just the right time a voice from within announces, "American flyer through train—New York, Philadelphia, Chicago, and points west . . . All aboard!" This new station, known as the a-Koostikin, was voted by toy buyers from all over the country to be the most outstanding achievement in toy construction for 1939.

Other advancements of the year which have already created unusual interest at toy train counters include the unloading of miniature freight cars by remote control. One of these is a dump car which comes with a load of coal and unloading bin. When an operator touches a button, used at any distance from the track, the car tilts and the coal spills out. In a like manner, barrels are tumbled out of a gondola and logs rolled off a flat car. At the touch of a button, doors of the box car slide open and packing cases are ejected.

Under the Christmas trees of the nation this year were seen all sorts



Brooklyn Model Railroad Club in Operation

Five



# Service Club News

## A Letter to Tippers

*Mr. D. C. Curtis, chief purchasing officer, recently addressed a letter to all the employes in the purchasing and stores department who had submitted traffic tips. In view of the fact that it is a very good letter and definitely to the point, it is quoted here in part:*

We may need better ties; we may need better rail; we may need better engines; we may need better cars and more of them; we may need machinery and better facilities and more of them, but we haven't any use for any of these unless we have traffic.

Traffic for the Milwaukee Railroad is one thing we can all agree on because without it we haven't any money in the treasury for payrolls and without payrolls, we don't eat. It is just as important and more so, to pick up traffic tips and send them in as it is any other function we perform.

I hope your name will continue to appear. I also hope your good example will inspire other names in the purchasing and stores department to appear.

## Courtesy

*The paper quoted in part below was prepared by S. W. Fuller, agent at Morristown, S. D., and read at the December 7th meeting of the Nosokota Service Club.*

**W**E have all, no doubt, had the experience of being waited on in a store with such an air of boredom and indifference that we have left firmly resolved never to patronize that store again, while in some other shop we have been greeted with such courtesy and friendliness that we gained the impression we were being served with real pleasure—and have left with a warm feeling toward that place of business, and its entire personnel.

This same thing applies to our business, which is *selling* and if we serve our patrons with an air of being too busy to be interested in their wants, it tends not only to lose friends individually, but also for the railroad.

We must bear in mind that to the public as a whole *we ourselves are the Milwaukee Road*, for it is seldom that our patrons in the small communities come in contact with the more important members of the railroad family. It behooves us to conduct ourselves accordingly. Courtesy costs nothing but may pay big dividends in increased business.

We agents on this division are all

national needs having preference on all occasions, and the operation of the individual railroads as a common concern with a maximum of efficiency.

The war has not meant the immediate transfer of large numbers of railroad men to naval, military and air service. On the contrary, it is unlikely skilled men, such as locomotive engineers, firemen, signalmen, and track maintainers, will be permitted to take up other activities. Unskilled workers, more especially the younger employes, doubtless will be released for active service as time goes on, and their places will be taken by women and other war-time helpers. A number of British railroad men formed in peace time an Army Railway Reserve, and these skilled men have of course taken their places in the Army. A few leading railroad officers have been liberated for service at the wish of the government, an example being Mr. Gilbert Szlumper, president of the Southern road, who has taken up the important appointment of Director General of Transport and Movement at the War Office.

At the end of last August we had a fine example of railroad efficiency in an emergency such as the United States roads might have to face one day. This was the evacuation by the railroads to safer points in the country of hundreds of thousands of women and others living in the big cities. This was actually the greatest organized movement of mankind ever attempted, and the railroads came out of the effort with flying colors. Trainload after trainload of youngsters was dispatched from the big depots with unerring precision, and here we take off our hats to the railroad men who worked night and day in this human cause, as well as to the parents who showed such heroism at the parting.

Immediately war was declared, the British railroads took in hand the tremendous responsibility of transporting from the various inland centers to the coast the men and material forming the British Expeditionary Force. Moving a modern mechanized army is quite a different affair to the transport of old fashioned fighting forces, and the movement between Britain and France occupied several weeks, being conducted smoothly and speedily entirely according to schedule and without a single mishap. Today, vital transport services between England and France operate like clock work, there being the

*(Continued on Page 16)*



The Irish Mail

of new rolling stock, including Pullmans, tank cars and wrecking equipment. If all the new track were put together it would extend from New York to Chicago and half-way back.

Encouraged by the show of both junior and senior enthusiasm, manufacturers anticipate requirements and begin manufacturing on December 26th for the next December 25th.

There is no doubt that the perfecting of models beyond the "toy" classification is largely the result of adult interest in miniature railroading. Whether or not this interest proves the truth of smug declarations on the part of wives that their husbands are "just grown up boys," the fact remains that throughout the country staid striplings up to a mellow four-score and ten have formed clubs and gather periodically to toy with their trains. Inclement weather and indignation notwithstanding.

Important and unimportant citizens in all walks of life are model railroad enthusiasts and they have converted many a hobby-starved individual to the doctrine of the iron horse—that is to say, the iron pony. Miniature track layouts have, naturally, become more and more elaborate as the ranks have swelled and even foreign roads are to be found reproduced in table-top size, so faithful in detail that they look like the originals viewed through the wrong end of a telescope.

For what reason no one knows, exactly (and we hope Hiawatha isn't going to feel bad about it), but both the youngsters and the oldsters display a remarkable apathy toward streamlining in their models. In all probability the reason is that on the sleeker engines the drive shafts and other moving parts are not so much in evi-

dence as they are on the older types which put on an impressive demonstration of action and demonic power.

One believer, visiting his Mecca, the headquarters of the New York Society of Model Engineers, reports having discovered pickets patrolling the corridor outside the *sanctum sanctorum*. These dead-pan artists were bearing signs. The first read . . .

"We demand a 36-hour day for model railroading." . . . and the other . . .

"Union Connecting Railroad unfair to organized model railroaders. We want longer hours and less pay."

At this writing they had not succeeded in getting the 36-hour day, but if they had it they would put it to good use, all right.



"Father"

*The Milwaukee Magazine is indebted to the Lionel Corporation of New Jersey for much of the material contained in this article.*

## British Railroads Meet the Crisis

*By Arthur L. Stead, London, England*

**S**MOOTHLY and efficiently essential services are being maintained over the 50,550 miles of track forming the railroad system of Britain. Transport is playing a vital role in world affairs these days, and since the end of August last, when phenomenal evacuation problems were thrust upon them at a moment's notice, the British railways have clearly met every call made upon their skill and resources.

Let us take American railroad men behind the scenes, as it were, and give them a pen-picture of the British railroad industry of today. Touring the country, the railroad picture does not present any really striking changes on the surface. Passenger and freight trains run much as usual; passenger fares have not risen; there is no restriction upon civilian travel; and sleeping and dining-car service is available on all main-lines. Most obvious of all war effects on railroad travel is the nation-wide "black-out," but even this is being overcome, and night

travel is now not unpleasant. Above all, the outstanding impression everywhere is the marked calm and order prevailing, and the smoothness of railroad working under the new conditions.

When war became inevitable, the four British group railroads—the London, Midland & Scottish; London & North Eastern; Great Western; and Southern Companies—became subject to government control, through the agency of the Ministry of Transport, with the Railway Executive Committee as the pivot of movement. This committee comprises six

members—all leading railroad executives—under the chairmanship of Sir Ralph Wedgwood, former president of the L. & N. E. Company. The move is in line with what was done in 1914-1918, and it ensures

servicing farming communities and often during the busy season of the farm we can accommodate our patrons greatly by delivering a shipment of freight or express after hours or on Sundays. It hurts none of us to do this occasionally. I have done it and made warm friends not only for myself, but for the company and have found very few who were inclined to abuse the privilege.

When we receive advance notice of a reduction in a rate that will affect our business men, let's make it a point to advise them of the change and not leave them to find out from some salesman. This will indicate that we are on the job and are interested in what will help them.

To sum it all up, let's carry on our business relations with the public in the same manner in which we like to be served and I firmly believe that good results will follow.

## Milwaukee Junior Chamber of Commerce Tours Shops

**C**ONTINUING its practice of keeping things on the hum, the Milwaukee Hiawatha Service Club sponsored a tour of the Shops on November 15th and there were 100 members of the Milwaukee Junior Chamber of Commerce present to take in the sights.

They were enthusiastic in their interest in the activities being carried on, particularly in connection with passengers and freight car construction.

Souvenirs and booklets were given all the visitors, who accepted them gladly. They are people who are interested in the railroads, naturally, and concerned about the difficulties confronting the industry at the present time.

## Ideas

*Assorted*

**T**HE Mississippi Palisades Club, with a characteristic burst of energy, put out posters in red, white and black announcing the program which had been planned for the December 20th meeting. With Santa Claus at the top, shouting through a megaphone and a brace of dwarfs at the bottom, holding back curtains to reveal the entertain-



1939 Milwaukee Archery Champions

ment bill of fare, the poster left no doubt in the mind of the beholder that there was to be fun. And the service clubs are intended for fun as well as for activities of a serious nature.

The Austin Club also warmed up its mimeograph and put out a reminder to all concerned. It announced that there was to be a "Dutch lunch" at the December 21st get-together. It told about the turkey "contest," which was held far enough in advance of Christmas to permit the unlucky members to buy their birds. It assured all pedestrians that if they would turn up at such-and-such a place at a certain hour, they would be transported to the meeting, gratis. And, for the benefit of prospective members, the announcement reminded everyone that there were no dues. With plans like those there is no danger of an entertainment shortage.

The A. J. Elder-Dubuque Club also had a meeting on December 21st and let it be known in about the same manner as the two above did, except that the energetic one who got the idea for this bulletin added another new wrinkle. He mentioned the classifications of employes represented at the preceding meeting (i. e., enginemen, crossing watchmen, sectionmen, etc.) and then indicated the number in each group. That was to make everyone certain that he would not be lonesome and there can be no doubt about whether it worked or not. The club had another trick up its sleeve, too—it baited the employes by waving the prospect of a good lunch before their eyes and assuring them that it was free. Furthermore, it was indicated that a "nice big dressed taylor turkey" would be given away as a door prize. There were probably a great many came partly to see just how a "Taylor" turkey differs from the ordinary bird.

In a letter dated December 14th, A. E. Kemp, chairman of the Marquette Club, informed three members of his organization that they had won awards from the club for presenting the most traffic tips during the month of November. These were the winners:

Francis Kurth, clerk, Waukon, Iowa, won FIRST with a total of 168 freight and 27 passenger tips. He got a turkey. V. C. DeLorimer, carman, Marquette, Iowa, won SECOND with a total of 18 passenger and 7 freight tips. He was awarded a goose.

Wm. R. Stone, yard clerk, Marquette, Iowa, came in THIRD with a total of 13 freight tips. He was handed a duck.

On November 16th the La Crosse  
*(Continued on Page 9)*

Michael Sol Collection Seven



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

CARPENTER KENDALL, *Editor*      MARC GREEN, *Associate Editor*      A. G. DUPUIS, *Advertising Manager*

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

## R. C. Dodds Superintendent of H&D Division

EMPLOYEES on the Hastings and Dakota Division are obviously pleased with the choice of Mr. Ray C. Dodds, an ex-H&D man, to the position of superintendent. For Mr. Dodds it is a sort of homecoming and the men and women on the line apparently intend to make it a warm welcome.

Mr. Dodds entered the service of the Milwaukee Road as a telegraph operator in 1900, and in 1913 was promoted to train dispatcher at Aberdeen, S. D., and advanced to chief train dispatcher there in 1919. In 1925 he was appointed trainmaster with headquarters at Aberdeen, and subsequently was trainmaster at Sioux City, Iowa (11-5-25 to 5-1-26), La Crosse, Wis. (5-1-26 to 5-5-28) and at Madison, Wis. (5-5-28 to 4-1-29).



R. C. Dodds

In 1929 he was appointed assistant superintendent at Perry, Iowa, remaining in that position until made assistant superintendent in Kansas City, Mo., in 1934.

In 1937 he was appointed superintendent of the I&SM Division and in 1938 he returned to the K. C. Division as superintendent.

Naturally, people on the H&D are glad to see him back as many of the old-timers and not-so-old-timers remember him as a man they enjoyed working with. They are not alone in wishing him well in the new position.

## O. A. Beerman Superintendent of K. C. Division

MR. OTTO A. Beerman, who was appointed superintendent of the Kansas City Division with headquarters at Ottumwa, Iowa, effective December 1, 1939, entered railroad service as a telegraph operator in 1907. He was appointed train dispatcher at Dubuque, Iowa in 1915 and in 1918 advanced to chief dispatcher at Mason City, Iowa. In 1923 he became trainmaster at Madison, Wis., and subsequently was train-

master at Mason City (8-10-26 to 4-1-35) and Aberdeen, S. D. (4-1-35 to 5-31-36).

For the past three years Mr. Beerman has been assistant superintendent of the road's terminals in Milwaukee. His many friends congratulate him on his new position.

## A. A. Horton Observes 54 Years as Milwaukee Agent

WITH the *Fairmont Daily Sentinel* running a two-column story (complete with picture) on the front page of its November 29th issue to mark the occasion, A. A. Horton celebrated his 54th year with the Milwaukee, 45 of which have been spent in Fairmont, Minnesota. That makes him second in seniority on the entire I&SM Division, a record the more notable because of the vigor with which he does



Mr. Horton at His Ticket Window

his work and goes about the business of being an active citizen of that lovely, lake-surrounded Minnesota town.

Mr. Horton's popularity in his home town might be attributed to the fact that he engages in many activities. He is a faithful supporter of the Milwaukee Road Service Club; he is an active member of the local Kiwanis Club; president of the Fairmont Library Board; member and one-time Master of the Blue Lodge.

Mr. Horton started his railroad career by working with his brother who was station agent at Wentworth, S. D. Having learned telegraphy, he was made agent at Kinbrae, Minn., where he served 2½ years. He was then transferred to Edgerton, Minn., where he was agent for 6½ years before coming to Fairmont.

Upon arriving in Fairmont, he took root in short order and during the years there has built three homes and has owned four.

His son, Lyman, is also with the Milwaukee and has been for 10 years. At present he is chief clerk in the general agent's office at Pittsburgh, Pa.

## J. N. Petersen

THE sudden death, on December 13th, of J. N. Petersen, supervisor of the Personal Record Bureau, Chicago, came as a shock to his many friends and business associates who knew him as an active, youthful appearing man, seemingly in robust health. Death was caused by a heart attack.

Born in April, 1890, Mr. Petersen started working for the Milwaukee in 1906 and was employed as a clerk until 1917 when he was promoted to the position of statistician in the office of the general superintendent of the Southern District, at Chicago.

In 1919 he was made chief clerk to the superintendent of the Employment Bureau and in May, 1938, was promoted to supervisor of the Personal Record Bureau, with offices on the second floor of the Union Station.

Mr. Petersen, whose home was at 3955 North Lamont Ave., Chicago, leaves one brother, Victor Petersen, who is employed as chief clerk at Union street.

## Appointments

EFFECTIVE January 1, 1940: Mr. F. E. Davlin, Superintendent of the Coast Division, who has served the company loyally and efficiently for many years, is, at his own request, retiring from the service.

Mr. L. K. Sorenson is appointed Superintendent of the Coast Division, with headquarters at Tacoma, Washington, vice Mr. F. E. Davlin, retired.

Mr. A. C. Kohlhase is appointed Superintendent of the Rocky Mountain Division, with headquarters at Butte, Montana, vice Mr. L. K. Sorenson, transferred.

Mr. A. W. Herwin is appointed Superintendent of the Trans-Missouri Division, with headquarters at Miles City, Montana, vice Mr. A. C. Kohlhase, transferred.

Mr. J. O'Dore is appointed Trainmaster of the Rocky Mountain Division, with headquarters at Butte, Montana, vice Mr. A. W. Herwin, promoted.

Mr. R. A. Middleton is appointed Trainmaster of the Rocky Mountain Division, with headquarters at Lewistown, Montana, vice Mr. J. O'Dore, transferred.

Mr. C. C. Macchiant is appointed Trainmaster, La Crosse-River Division, with headquarters at La Crosse, Wis., vice Mr. G. P. Hancer, promoted.

## Jol.

A crowd of about 1000 people gathered in front of the Jol. station on Monday night. The crowd was mostly men, but there were a few women. The crowd was mostly men, but there were a few women. The crowd was mostly men, but there were a few women.

## Usually the Case

Smith: "So your son is in college? How is he making it?"  
Smithers: "He isn't. I'm making it and he's spending it."

## ABOUT TRAFFIC TIPS

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF NOVEMBER, 1939

Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Dubuque & Illinois Div.	135	294	34.4	La Crosse & River Div.	72	15	4.5
Iowa and Dakota Div.	111	118	18.6	Twin City Terminals	49	21	3.6
Madison Division	55	8	10.0	Coast Division	40	7	3.0
Seattle General Offices	19	5	7.2	Chicago Terminals	26	57	2.8
Chicago General Offices	63	46	6.8	Milwaukee Terminals	72	19	2.7
Iowa & S. Minnesota Div.	16	32	6.5	Kansas City Div.	9	8	2.3
Hastings & Dakota Div.	50	18	6.1	Trans-Missouri Div.	11	5	1.8
Iowa Division	17	72	6.0	Rocky Mountain Div.	12	2	1.7
Superior Division	16	20	6.0	Miscellaneous	1	6	1.1
Terre Haute Division	1	37	5.0				
Milwaukee Division	19	36	4.6				
				Totals	794	826	6.3

## Service Club News

(Continued from Page 7)

Club held a dance in the Knights of Pythias Hall in La Crosse and it was so very well patronized (150 couples and a few singletons) that at last report they were well along with plans for another to be staged on December 20th. At the first one each person paid 25c and received, in addition to admittance, five 5-cent purchase tickets with which to buy refreshments. And, with a couple of Thanksgivings so near at hand, poultry was disposed of. They made money.

At the frolic on the 20th it was planned to intersperse the dances with speeches—and maybe more poultry, considering the proximity of the Yuletide feasting.

## Club Notes

Madison, S. D., Club to Fete  
Businessmen

IN January, 1938, this club threw a party for the local business and professional men; last August the club members joined forces with the Kiwanis and Rotary Clubs of Madison and had a joint meeting of such importance that it drew Milwaukee Road representation from Minneapolis and Chicago and dispersed everywhere else, having experienced so much success in these public relationships, plans are now being progressed for another party for the businessmen of the town, to be held about the third week in January, 1940.

Things are planned well in advance in Madison, the above arrangements having been started at the meeting of the club on November 17th. There were 35 present.

## Fox River Valley Club Meets

Not only were there more than 100 in attendance when this club met on December 16th, but a highly entertaining program was provided solely by children of the members. The meeting was very successful, especially in view of the fact that it was only the second get-together held since the club was re-organized on November 17th.

By way of getting things under way, a discussion was held, outlining the purposes of such an organization.

Then the juvenile entertainers made their appearance and formed the after party, a truly enjoyable party. There was a 7 piece orchestra, a cornetist, a Hawaiian guitar trio, a girl vocalist and a young boy who sang. In addition to the musical program, three girls gave recitations and Santa Claus presented all the children with candy.

After the meeting a delicious lunch was served.

From all appearances the club is well on its way to being one of the best on the line.

## Results

Coal is coal but how it gets delivered into the basement of a certain Wisconsin school is something else again. When the Watertown Club met in Watertown, Wisconsin, on November 15th, a representative from one of the member towns turned in a report which indicated that the road employes where he came from had made their wishes known.

He related how the railroad men at his station went before the school board and succeeded in having a resolution put into the fuel contracts to the effect that all coal used by the schools be shipped in by railroad. When the contract was let the local coal man got it but paid the coal hauled from Milwaukee by train; however, the railroaders kept their eyes on the proceedings; the school board made the dealer surrender his contract and then made him remove all the coal from the school basement. It was removed by a load which came in by rail.

This club reported that at Watertown alone there have been 60 carloads of freight received this past fall through the club's traffic tip activity.

There were 47 members in attendance at the Nov. 15th meeting, practically all dressed for a hard time party, and while the women prepared the lunch a song was held, those not in costume being required to pay a forfeit. The proceeds went to pay the accordionist. After the lunch there was an entertainment program followed by a dance.

It was one of the best meetings the club held during the year of 1939.

## Milwaukee-Hiawatha Club Branches Out

Effective January 1st a separate unit of this club is being organized to include all employes at the Union Station, the over-town ticket and freight offices, light and claim offices, and passenger train and engine men living in Milwaukee.

This club has reached such proportions that there will be other units of the organization created in other parts of the territory, and later a governing committee of employes elected by each unit will direct the activities of the various units, as well as arrange the functions to be engaged in by the entire club.

## Changes in Club Officers Since Last Report

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

Iowa Great Lakes Club—B. E. Jennings, agent, Cylinder, Iowa, chairman; D. C. Byers, agent, Evely, Iowa, vice-chairman; Jack Erkes, section foreman, Spencer, Iowa, secretary.

Middle H&D Club—E. O. Twedt, agent, Langford, S. D., chairman; Pete Peterson, section foreman, Bristol, S. D., vice-

chairman; J. Pagaus, agent, Piermont, S. D., secretary.

Fairbault Club—P. X. Kennedy, agent, Montgomery, Minn., chairman; S. A. Fitchman, agent, Owatonna, Minn., vice-chairman; H. A. Lick, clerk, Fairbault, Minn., secretary.

Everett Club—A. C. Weber, car foreman, Everett, Wash., chairman; J. B. Mason, city passenger agent, Everett, Wash., vice-chairman; Mrs. Roy Vogel, wife of section man, Everett, Wash., secretary.

West End Club—Harry Bahr, helper, Tripp, S. D., secretary.

West H&D Club—E. C. Weatherly, agent, Minn., S. D., chairman; J. Tasse, section foreman, Java, S. D., vice-chairman; A. W. Schultz, agent, Hillsview, S. D., secretary.

Sioux Falls Club—Harry Kelly, brakeman, Sioux Falls, S. D., chairman; Al Math, engineer, Sioux Falls, S. D., vice-chairman; Glen Kasek, car inspector, Sioux Falls, S. D., secretary.

Electric Club—Sam Lane, electrician, Deer Lodge, Mont., chairman; H. W. Melton, operator, Deer Lodge, Mont., vice-chairman; H. F. Dell, clerk, Deer Lodge, Mont., secretary.

On Wisconsin Club—P. N. Spartz, agent, Kiel, Wis., chairman; C. P. Blossa, agent, Menasha, Wis., vice-chairman; C. Duquette, section foreman, Plymouth, Wis., vice-chairman; B. N. Robinson, operator, Plymouth, Wis., secretary.

Portage Triangle Club—E. M. Shewmaker, signal maintainer, portage, Wis., chairman; G. A. Lipscomb, yard foreman, Portage, Wis., vice-chairman; George Farnick, locomotive fireman, Portage, Wis., secretary.

Mississippi Valley Club—J. L. Maker, freight house clerk, Lake City, Minn., chairman.

East End Wisconsin Valley Club—George Bankert, agent's chief clerk, Wisconsin Rapids, Wis., chairman; B. Erickson, section foreman, Wisconsin Rapids, Wis., vice-chairman; Calvin Smith, warehouseman, Wisconsin Rapids, Wis., vice-chairman; John Sanger, agent, Rudolph, Wis., secretary.

Missouri-Iowa Club—G. A. Martin, agent, Luerne, Mo., chairman; E. W. McNair, telegrapher, Seymour, Iowa, vice-chairman; S. B. Moore, agent, Sewan, Iowa, secretary.

Des Moines Area Club—Lyle Whitehead, tele clerk, Des Moines, Iowa, chairman; A. J. Deitrick, operator, Des Moines, Iowa, vice chairman; R. H. Conrad, city freight agent, Des Moines, Iowa, secretary.

Fox River Valley Club—W. C. Head, ticket agent, Elgin, Ill., chairman; F. H. Fisher, brakeman, Elgin, Ill., vice-chairman; H. E. Tremblin, agent's chief clerk, Elgin, Ill., secretary.

Root River Valley Club—R. A. Hilsner, agent, Wycoff, Minn., vice-chairman; Charles Stevens, agent, Rushford, Minn., secretary.

Elder-Dubuque Club—H. A. Unmacht, Dubuque, Iowa, chairman; W. J. Rellhan, Dubuque, Iowa, secretary.

Michael Sol Collection



Dubuque, Iowa, vice-chairman; W. A. Stafford, Dubuque, Iowa, secretary; F. E. Eckstein, Dubuque, Iowa, treasurer.

**Puget Sound Club**—Laura Babcock, local offices, Seattle, Wash., secretary.

**Western Minnesota Club**—T. A. Monroe, freight conductor, Montevideo, Minn., chairman; A. F. Ambly, freight house cashier, Montevideo, Minn., vice-chairman; W. G. Herzog, agent, Olivia, Minn., vice-chairman; A. H. Blomgren, agent, Appleton, Minn., vice-chairman.

## Milwaukee Man Hunts Deer—and Vice Versa

Edwin H. Bowers, brakeman, Coast Division

A rumor that war had broken out in Okanogan County, Washington was found, upon investigation, to be only Mr. Charles McKee, Coast Division conductor, and a party of seven of his Puyallup Valley friends firing an impromptu fusillade in celebration of the bagging of a full quota of deer, one for each in the party. Eight hunting rifles rapid firing at a rock target do make quite a racket.



The Deer Hunting Party.

On September 29th Charley and his party with a fourteen horse pack-train trekked into the Boulder Creek region of Okanogan County, about 150 miles from the Milwaukee line at Wenatchee. The country lies like the fingers of a giant hand with alternate rocky hog backs and wild canyons stretching into the wilderness. At 8000 ft. elevation the party bagged their eight deer in the first day and a half of shooting on the rock cliffs.

The deer that Charley got was a tough customer. Charley spied the deer about 120 yards above him. It was a difficult shot at a 90 degree angle, but Charley made the try and the deer dropped in his tracks. (Later Charley found that the bullet had broken the deer's left hind leg, pierced the neck, and had come out at the base of the left ear.) Charley scrambled up the hillside and laid his rifle on a rock thirty feet from the deer, a fine antlered buck, and seemingly quite dead. Being an experienced hunter, Charley knew that the deer should be bled at once to keep the meat from being spoiled, so he thrust his knife into the buck's throat.

"This," said Mr. Buck, "is too much," and, surging to his feet, he lowered his bristling antlers and charged at Mr. McKee. Charley, with a deal more haste than dignity, fled to the rock where he had laid his rifle, scrambled up, turned, fired point blank, and Mr. Buck was venison.

Although the party had its limit of deer, so much were they enjoying the camp life there in the wilderness made beautiful by a six inch fall of snow, the peaks flaming crimson in the sunrise, glowing golden in the sunset, that they stayed on until October 5th.

With five horses added to the pack train, the hunters prepared to decamp. The deer, hanging from a rack, had frozen quite stiff, and it was difficult to get them securely lashed on the horses. On the way down one of the deer slipped under a horse's belly, tripping the horse so that he tumbled down the mountainside. Luckily, he rolled into a log before he had fallen far, or horse and deer would have plunged 3000 feet into the canyon below.

The result would have been fifty-fifty hamburger—one part venison to one part horse.

## American Legion Milwaukee Post No. 18

To Veterans of the World War: Milwaukee Road Post No. 18, the American Legion, seeks to expand its usefulness by increasing its membership from eligible unaffiliated veterans of the World War who are employes of the Milwaukee Railroad. Its purpose is to carry on the associ-

## Booster Club Christmas Party Fills Station

S. Claus Makes Yuletide Debut December 16th. Shares Spotlight With Clowns.

THE annual Christmas party which the Booster Club springs in the Chicago Union Station, to the delight of thousands of little railroaders, is staged with more of a flourish each successive year and appears to be growing in popularity.

At any rate, when Bill Denney, retired Fullerton Avenue Building storekeeper and perennial company St. Nicholas, came into the station from the train and established his jovial self on his throne, there were 2,200 animated little "believers" on hand to greet him. He in turn greeted them with a bit of good advice — admonished them to grow up to be good railroaders like their dads.

In addition to the swarm of over two thousand boys and girls, with parents to match, Santa and the half dozen cavorting clowns attracted such a horde of passers-by that the train shed was crowded. The parents and children lined up for the trip past the gift-dispensing counter were there in such numbers that the queue could be seen

trailing out beyond the body of the jam. The array of gifts which the Booster Club had purchased to tickle the fancy of the eager-eyed youngest generation was something worth seeing. The assortment was such that every child, regardless of whether he was still in arms or racing around under his own power, could have three gifts which suited his age.

For the boys there were all sorts of games and for the little girls dolls of course, and a whole stack of other things. Naturally, there was a little carton of Christmas candy for every one and, probably, stomach aches for the unwatched.

It was a great party and once again the Booster Club has reason to feel proud of itself.

## Good Advice

A radio fan says:  
If your sweetheart is a blonde and you love a brunette, transformer.  
If she gets grouchy, tickler.  
If she wants to meet you for lunch, meter.  
If she wants a fur coat, resistor.  
If she continues to insist, eliminator.



Left to Right: W. V. Wilson, E. B. Finegan, Bill Denney and J. T. Gillick.

# The Agricultural and Colonization Department

## 4-H Club Members Use the Milwaukee

ONE of the most interesting and inspiring meetings that takes place in Chicago each year is the 4-H Club Congress. From all sections of the United States, rural boys and girls are selected to attend the Congress, where they compete for National honors.

They are "doers," who through organization and good leadership learn how to use self help. They fatten calves of their own ownership, to the chagrin of many an old time herdsman. A 4-H Club member again fed and showed a steer to the grand championship, thereby winning the highest honor annually bestowed by the International Livestock Exposition of an American stockman.

These leaders of America's tomorrow learn by experience and practice not only how to raise and feed better farm animals, but how to produce better crops, bake the best bread, make a complete wardrobe, can all kinds of fruits, vegetables and meats, how to keep in best health and many, many more things that promote self reliance and good citizenship.

About 300 of the thousands of 4-H Club members in Milwaukee served states were selected by their state leaders because of their outstanding club work and project completions to attend the Club Congress and there compete with similarly selected club members from all other states. They traveled to and from the Congress via our lines. Most of them write and tell us of their trip. Their letters are full of appreciation of Milwaukee service and courtesy.

## New Approved Booklet "Live and Farm in the Dakotas"

"LIVE and Farm in the Dakotas" is the title of a new booklet, just off the press, describing farm and ranch opportunities in Milwaukee served areas of the two states.

The booklet tells of sources of income farmers and stockmen use or may use to secure a farm or ranch home capable of adequately supporting their families and creating an estate. Each page carries three illustrations which illustrate how Dakota farmers practice approved farming methods and are providing for their future permanency in all sections of the states.

Before printing, copy of the booklet was submitted to several leading citizens, civic and agricultural associations for suggestions and approval. Such approval was received and the booklet is now being mailed to several hundred

inquirers who seek reliable information regarding agricultural opportunities in South and North Dakota.

## Land Owners Vote to Organize Columbia Basin Irrigation Districts

IN SMALL squares on a ballot slip history was written December 9, 1939, as 1,468 owners of Columbia Basin, Washington, land voted to organize what are known as the South and East Irrigation Districts. Of this number only 116 land owners opposed organization of these irrigation districts.

This overwhelming vote exceeded the required 60 per cent for organization of the South and East Irrigation Districts. Now these and the Quincy Columbia Basin Irrigation District are legally empowered to undertake negotiation of contracts with the United States Bureau of Reclamation for repayment of construction costs. Land owners' and water users' contracts must be entered into before government funds can be expended for construction of works appurtenant to the irrigation of the Basin.

When voting to organize the two districts, the land owners also elected directors for each district, who will represent them in their negotiations with the Bureau of Reclamation.

Though the three Columbia Basin irrigation districts are now legally organized, there are many hurdles to be covered before irrigation waters are delivered to the irrigable lands which have all other essentials for the production of bountiful crops. When irrigation of the three districts is completed, water will be delivered to about 1,200,000 acres of land, the largest irrigation project in the world.

To get owners of lands in the irrigable areas of the Columbia Basin to the voting places, the Milwaukee Road ran a special train on which 583 revenue passengers were carried from points west of the Cascade Mountains and 12 from Ellensburg to Othello, Washington and return. The special train carried two dining cars in which 710 meals were served to the travelers.



In all parts of the Dakotas there are farmers whose success is told in the improvements they have built. This farm home is near New England, North Dakota.

## Rapid Valley Project to Be Constructed

THE Rapid Valley irrigation project in South Dakota received Presidential approval for construction about the middle of November.

This project is located in the easterly part of the Black Hills. The 12,000 acres of land to be irrigated are traversed by the Milwaukee Road as it approaches Rapid City. Engineers estimate the project will cost \$2,470,000, of which \$980,000 is expected to be provided from the United States Department of Interior 1940 appropriation and \$1,490,000 by the Works Progress Administration.

The Bureau of Reclamation will construct, operate and maintain a new dam and reservoir about 15 miles up-stream from Rapid City to impound waters of the Rapid Creek. This Pactola dam will have a maximum height of 157 feet and a crest line of 1,100 feet. The reservoir created by the dam will have a capacity of 40,000 acre feet of which 10,000 acre feet will be reserved for Rapid City's municipal supply and the remainder allocated to the project lands.

Construction of this project will help stabilize the agricultural industry of the community by providing a supplemental supply of irrigation water for the irrigable lands in Rapid Valley and thereby permit land owners and water users to practice more diversified farming. Although lands in the project have been under irrigation for 30 years the present supply of irrigation water is drawn directly from Rapid Creek and because of no storage facilities, is usable only in early spring for early maturing crops, greatly limiting farm production.

The 10,000 acre feet of water allotted to Rapid City for municipal use will meet the requirements of 30,000 population in addition to supplies already available.

The repayable portion of the cost of the project amounts to \$980,000 and is divided equally between the city and land owners and water users in Rapid Valley. This sum is to be paid in 40 years' time after completion of the project and without interest. It will require an annual payment of \$12,000 by each, Rapid City and water users in Rapid Valley.

Construction of the project will not be begun at once. It is not to be undertaken until arrangements are completed for subdivision of present large farms into smaller units onto which new settlers will be located.



# Veteran Employees' Association

## Treasurer's Report

### STATEMENT OF RECEIPTS AND DISBURSEMENTS

August 1, 1938 to July 31, 1939

July 31, 1938 Balance—Cash on hand and in banks..... \$15,598.51

#### RECEIPTS—

From—		
Initiation Fees .....	\$ 549.00	
Dues .....	5,164.00	
Overpayment of Dues.....	9.25	
Sale of Membership Buttons.....	8.01	
Miscellaneous Receipts .....	1.25	
Interest on University Court Apt. Bonds.....	80.00	
Interest on Savings Account .....	105.39	
<b>Total Receipts .....</b>	<b>5,916.90</b>	
		<b>\$21,515.41</b>

#### DISBURSEMENTS—

Postage .....	\$ 115.79
Printing and Stationery .....	165.25
Office Supplies .....	16.37
Overpayments refunded .....	9.25
Dues refunded .....	2.00
Collection Expense .....	10.79
Miscellaneous Expenses .....	13.00
H. Hammersmith—Membership Buttons .....	551.84
F. H. Noble & Co.—Pins for Women Members .....	51.82
Auditing of Accounts .....	25.00
Secretary's Salary .....	1,200.00
Secretary's Expenses at Reunion .....	10.00
Bank Exchange and Charges.....	36.00
	<b>\$2,610.11</b>

Receipts and Disbursements in connection with the Milwaukee Road Veteran Employees' Reunion at Milwaukee, Wisconsin, August 24 and 25, 1939—

#### Disbursements—

##### BANQUET AND ENTERTAINMENT—

Banquet — Auditorium — 2,142 covers @ \$2.00 — Auditorium	
Catering Co. ....	\$4,284.00
Hotel Schroeder—291 covers .....	531.95
Orchestra and Entertainers—Heine and his Grenadiers and Ruth Racetti, singer .....	215.00
Rent for Pianos, Spotlight, Set-up for stage—Auditorium	
Catering Co. ....	12.50
Choral Club Hotel Accommodations—Stratford Arms Hotel.....	85.00

##### LADIES' LUNCHEON AND ENTERTAINMENT—

Hotel Schroeder—Luncheon, 789 covers .....	789.00
R. A. Ische—Orchestra .....	32.00
Hotel Schroeder—Spot-lights, P. A. System, etc.....	55.00

##### WISCONSIN DELLS TOUR—

Upper Dells trip—1,573 @ \$1.00 .....	1,573.00
Dells Coffee Shop—Luncheon .....	\$116.40
Arntz Restaurant—Luncheon .....	130.20
Glassel Restaurant—Luncheon.....	50.40
Finch Hotel—Luncheon .....	70.80
Raymond & Cartright—Luncheon .....	1.20
Wenkman's Restaurant—Luncheon .....	54.00
Kilbourn Inn—Luncheon .....	6.60
Badger Restaurant—Luncheon .....	175.80
K & G Restaurant—Luncheon .....	105.60
Hotel Crandall—Luncheon .....	104.40
Black Hawk Hotel—Luncheon .....	13.80
Brooks Hotel—Luncheon .....	71.40
Buckley's Restaurant—Luncheon .....	103.80
Artists Glen Resort—Luncheon .....	3.60
1,680 covers @ 60c .....	1,008.00

#### PRINTING—

Rand, McNally & Co.—10,000 Advance Notices .....	60.00
Convention Tickets, Menus and Programs—	
Rand, McNally & Co.—3,000 each .....	282.75
Big Four Sign Co.—Placards and signs .....	24.00

#### MISCELLANEOUS—

Western Badge & Novelty Co.—3,000 badges.....	630.77
Hotel Schroeder—Teleph. installations and calls .....	6.30
Betty Nelligan—Telephone Operator .....	10.00
R. A. Tamms—Accordionist—Reception Music .....	29.00
F. W. Fairbairn—Sketch for Menu Cover .....	50.00
Estella Gumz—Flowers for Banquet and Ladies' Luncheon.....	36.00
William Mooney—2 megaphones .....	1.36
Industrial & R. R. Supply Co.—3,000 Flag Lapel Bows.....	24.00
Hotel Schroeder—13 bbls. beer, including room, service and help .....	390.00
Hotel Schroeder—Sundries .....	3.55

## 1939 Greetings 1939

**A**S I FEEL so deeply grateful to the Editor of our splendid Magazine for this privilege and realize how little space she has to give us, I shall strive to make this report as brief as possible. We have at the close of this year 7,327 members and have lost by death in the same period 298 of our fine companions. Of this present total 480 have been enrolled since the last report in the November Magazine of 1938. When the members came in so rapidly after the Milwaukee Convention, I felt that it would mean only a strong effort during the balance of 1939 and 1940 to bring the total up to the ten thousand our president, Mr. James T. Gillick, wishes but these numerous deaths rather discouraged that ambition.

1940 will be the twenty-fifth anniversary of our organization and of course this auspicious occasion will be celebrated with the biggest and finest convention we have ever held. What do you think? If we all keep the subject in mind, don't you think we could bring in twenty-five hundred or three thousand more before next summer? Let's try.

With best wishes for the health and happiness of each and every one.

Respectfully submitted,  
MRS. GRANT WILLIAMS,  
Secretary.



L. to R.: Ray Miller, Mr. McCann and W. W. Bates

### E. H. McCann Retires

**T**HE morning train from Madison, Wisconsin, came into the Chicago Union Station on November 30th at 11:35 and a slight, spry man of 74 years hopped down from the cab. It was Engineer E. H. McCann completing his last day's work as a railroader—the last day of 54 years' continuous service with the Milwaukee.

Mr. McCann, who lives at 1250 Columbia Avenue, Chicago, has had as much fun, he claims, as the engineers on the extra fare trains have had out of bringing in the celebrities. Mr. McCann was the oldest man in point of service and in age among the Milwaukee road engineers.

"It's not just quitting a job," said the veteran engineer after his last run yesterday. "It's the associations I'll miss—the fellows I know and work with."

Total Disbursements .....	\$10,178.18
Less—Received from sale of Dinner Tickets .....	2,364.00
<b>NET COST .....</b>	<b>\$ 7,809.18</b>
Paid in advance and taken into 1938 Account .....	135.00

Net Cost, paid in 1939 .....

Total Disbursements .....	\$10,284.29
Balance .....	\$11,231.12

#### INCOME ACCOUNT

Total Disbursements—August 1, 1938, to July 31, 1939.....	\$10,284.29
Total Income—August 1, 1938, to July 31, 1939 .....	5,916.90

**NET DEFICIT .....** **\$ 4,367.39**

#### NET WORTH

Cash Balances as at July 31, 1938—	
First National Bank of Chicago—Checking Account .....	\$ 5,508.04
First National Bank of Chicago—Savings Account .....	9,253.03
Cash on Hand .....	827.44
	<b>\$15,598.51</b>

Invested in Securities .....	2,000.00
<b>NET WORTH—July 31, 1938 .....</b>	<b>\$17,598.51</b>

**LESS—**

Net Deficit—August 1, 1938, to July 31, 1939 .....	4,367.39
<b>NET WORTH—July 31, 1939 .....</b>	<b>\$13,231.12</b>

Consisting of—

Investment in University Court Apt. Bonds .....	\$ 2,000.00
Balances in—	
First National Bank of Chicago—Checking Account .....	3,424.17
First National Bank of Chicago—Savings Account .....	7,105.29
Cash on hand .....	701.56
	<b>\$11,231.12</b>

"You'll not miss us," said A. T. Berg, superintendent of Chicago Terminals, "because you're going to come in and visit every time you come downtown and you know it."

Mr. McCann started railroading on September 30, 1885. He once drove trains to Evanston when the Milwaukee Road used the right of way now used by the Chicago "L."

In addition to Supt. Berg, the following men were present to say goodbye to Mr. McCann: R. H. Miller, assistant superintendent of Milwaukee Division; W. W. Bates, assistant master mechanic of Milwaukee Division; L. W. King, trainmaster; E. G. Keisele, assistant superintendent; J. M. Calligan, trainmaster; H. E. Sittler, trainmaster; E. A. Witt, office assistant to chief operating officer; Wm. Steubner, fireman for Mr. McCann 25 years ago and now an engineer on the Milwaukee Division.

### The New Generation

**A**PRACTICAL and profitable demonstration of how cutover timber land can be restored by reforestation to produce a cash-crop income without a lifetime wait was revealed recently in Wisconsin Rapids, Wisconsin, as the Nekoosa Edwards Paper Company marked the tenth anniversary of its first forest field day. In 1929 the company's newly planted 4-year-old pine trees were just visible over the tops of weeds. Now thousands of them have reached a height of 25 feet. Some of the trees showed a growth of more than 2 feet in a single year.

The Wisconsin Rapids firm now "farms" 30,000 acres of planted forest

lands devoted to pine and spruce crops, and is increasing its plantation at the rate of 3,000 acres a year, to be continued until the tree farm totals 125,000 acres.

## LOOKING BACK THROUGH THE MAGAZINE

### Twenty-Five Years Ago:

"A Golden Jubilee." . . . The banquet tendered A. E. Manchester, superintendent of Motive Power, December 16th, at the Hotel Pfister, in Milwaukee, who celebrated on that date his fiftieth anniversary with the road, was a function that fittingly honored the remarkable record of a remarkable man. . . . Nearly two hundred officers and employes of the Milwaukee Road, the Governor of Wisconsin, and a score of his friends assembled to make this anniversary the gala day of his long, useful career. . . . Fifteen speakers on the program of the evening furnished Milwaukee (road) history, retrospections of a lifetime and treatises on the rewards of labor well applied. . . . F. J. O'Connor, chief clerk in the Motive Power department, read letters from President Earling, H. H. Field, C. F. Loweth, H. R. Williams, D. L. Bush, P. C. Hart, H. B. Earling and W. J. Underwood, expressing regret at being unable to attend, and hearty good wishes to the guest of honor. Also a letter written by F. D. Underwood, president of the Erie Railroad, stating that while the overalls worn by Mr. Manchester when he first knew him, would not fit him today, his hat still would."

### Twenty Years Ago:

"Medal of the Order of Leopold II." "A medal of the order of Leopold II was conferred by King Albert of Belgium upon General Manager J. T. Gillick and Chief Traveling Passenger Agent G. A. Cobb. The letter trans-

Some selective cuttings have already been made and it is believed that the first general harvesting of pulp logs will begin in five years.

The company maintains its own tree nursery to produce its planting stock. With 85 miles of fire lanes and cooperation with the forest-protection service of the Wisconsin Conservation Department, fire losses have been negligible.

## A Canner Exceedingly Canny

**W**HILE his sisters and his cousins and his aunts, as well as others of his backward relatives, stick to more primitive methods, one up-and-coming squirrel in Mercer, Wisconsin, has taken heed of the march of time.

His brethren have gone on caching an occasional nut here and another nut there, but this fellow, gaining ingress to the cellar of a house, has put up his winter's supply of nuts in a row of mason jars. By now he is probably feasting in style because in November it was reported that 5 pint jars had been completely packed with black walnuts and hickory nuts and the mouths of the jars sealed with bits of torn newspapers. Mrs. M. E. Brandt, in whose basement this preserving has been carried on, announced she was leaving an opening in a cellar window so her squirrel might draw freely on his stores during the winter.

mitting the decoration to Mr. Gillick reads: "Department of State, Chief Special Agent, Washington, D. C., November 3rd, 1918. Mr. J. T. Gillick, General Manager, C. M. & St. P. Ry., Chicago. My dear sir: I have been directed by His Majesty, King Albert of the Belgians, to present you with the inclosed Medaille d'Or of the Order of Leopold II, as a token of his appreciation of your efficient attention to duty in connection with the movement of his train over your road. Please return the inclosed blank form to me properly filled out and your signature affixed, and I will see that it is forwarded to His Majesty's secretary. Very sincerely, (signed) J. M. Nye, Chief Special Agent."

### Fifteen Years Ago:

"T. W. Burtress Elected Secretary." Effective January 1st, Mr. T. W. Burtress was elected to the secretaryship of the C. M. & St. P. Ry., succeeding Mr. E. W. Adams, who resigned the office because of ill health. Mr. Burtress has been in "Milwaukee" service since August 2nd, 1902, when he entered its employ as office boy in the car record department. He transferred a few months later to the freight auditing department. . . . On August 2nd, 1916, exactly fourteen years after first entering the service, he became chief clerk to President A. J. Earling. He remained in that capacity with President Byram. . . . On January 1st, 1922, he was given the title of president's office assistant, which position he leaves to assume the duties of secretary of the company with offices in Milwaukee.



# The Milwaukee Railroad Women's Club

## Aberdeen Chapter

Mrs. Max A. Hansen, Historian

SEVENTY-FIVE members were present at the regular monthly meeting of the Aberdeen Chapter, which was held in the club rooms November 20th. The president, Mrs. E. H. Soike, presided. All members repeated the club's motto, which was followed by singing "Our Club" songs.

The minutes were read, and the following chairmen made their reports: Mrs. Aug. Zick, treasurer, reported a balance of \$937.70 on hand; Mrs. H. Sundem, corresponding secretary, reported 18 greetings and sympathy cards sent; Miss M. E. Brown, membership chairman, reported a total of 1,176 members.

Mrs. Soike read a message of appreciation from Mrs. H. M. Gillick to the Milwaukee families for their many expressions of sympathy in her great loss and bereavement.

The officers elected for the ensuing year are as follows:

President, Mrs. E. H. Soike; 1st vice-president, Mrs. A. J. Anderson; 2nd vice-president, Mrs. W. J. Beckel; recording secretary, Mrs. A. E. Hatten; treasurer, Mrs. A. C. Zick; corresponding secretary, Mrs. H. Sundem; historian, Mrs. R. A. Burns.

Mrs. Soike, in accepting the position of president for another year, asked for the continuation of the co-operation she has received in the past; and to assure her of their confidence, a rising vote of thanks was tendered her unanimously for her untiring work and efforts.

Since the next regular meeting will fall one week before Christmas, on Dec. 18th, the date was set ahead to Monday, December 11th, at which time a 6:30 o'clock turkey dinner will be served, followed by regular business and the installation of officers.

Several "Thank You" messages were received. Mrs. Louis Christman, who had been ill at time of October meeting, was present and thanked Mrs. Soike and the club members whose thoughtfulness had helped in her recovery.

Plans were made for Christmas baskets for the needy.

Mrs. Soike expressed appreciation to Mesdames John Achtien, Joe Mofffenbier and Wm. Pierson, the October social committee for serving refreshments at Booster Club meeting, as well as the Chapter meeting.

Door prizes were given to Mrs. W. Baumann and Mrs. Wm. Kramer. The quilt to Mrs. Art Schmidt.

At the close of the meeting a tasty lunch was served by the hostesses, Mrs. O. C. Iverson and Mrs. Oscar Mattice.

This chapter held a turkey dinner for the women members in the club rooms on December 11th. They served to 171 members. A grand turnout. The chefs were: Mrs. Louise Crissman and Frank Lipond. The dining room was in charge of Mrs. Lawrence McCormick. The serving was done by Mesdames Beltz, Wm. Westerfield, Joe Mofffenbier, Jack Sailer, E. Hansen, Wm. Mertz, Clyde Pierson and Miss June Beltz. The general chairmen included Mesdames W. W. Arnold, Thomas Tracy, George White, Ben Mathes, Wm. Westerfield, E. C. Conley, Wm. Beckle, Burlock, O. A. Mattice, Frank Williams, and Lucille Stager. A silk American flag was presented to the club by the Woman's Relief Corps, in charge of Pres. Hattie Brown. The flag was accepted by Mrs. John Weist. This dinner was given to celebrate the club's 34th anniversary. The honorary guests were Mrs. R. C. Dodds, the club's 1st vice-president; Mrs. C. J. McCarthy, first treasurer, and Mrs. A. C. Zick, the first secretary. Mrs. John Hills,

the first president and the originator of the Woman's Club at Aberdeen, was unable to be present. This column wishes to express its appreciation for such a fine club and for the things they have done in the past and for what they plan on doing in the future. Congratulations to all the members of the Milwaukee Woman's Club.

## Ottumwa Chapter

K. M. Gohmann, Historian.

ON November 10 at the regular monthly meeting the following officers were elected for the new year:

President, Mrs. A. O. Thor; 1st vice-pres., Mrs. Wheeler Gage; 2nd vice-pres., Mrs. Wm. I. Wendell; recording sec'y, Mrs. E. J. Kervin; corresponding sec'y, Mrs. J. C. Roberts; treasurer, Mrs. R. M. Johnson; historian, K. M. Gohmann.

Also at this meeting it was voted to hold the monthly meetings in the future on the first Friday of each month, instead of the second. On December 1 the meeting was preceded by a cooperative luncheon at one o'clock; during the meeting plans were made for the children's party to be held on December 17, in the afternoon, at the club house on Sherman street; with a tree, gift of candy and popcorn for the children, program and Santa Claus in person. Baskets of food at Christmas for the needy will be prepared and distributed, as in the past.

The new president, Mrs. Thor, announced the following chairmen of the various committees for the coming year:

Sunshine committee, Mrs. P. Grubbs; safety committee, Mrs. T. Kemp; by-laws, Mrs. Chester Gage; ways and means, Mrs. M. Reynolds; auditing, Mrs. H. G. Barnard; entertainment, Mrs. J. L. Frost; purchasing, Mrs. F. Ebberts; publicity, Mrs. K. M. Gohmann.

A dance was held the evening of November 18 in the K. of C. Hall, with Art Reifsnnyder's orchestra playing.

## Seattle Chapter

Mrs. J. Nordquist

"A BRIGHTER CLIME"

(In memory of Mrs. H. B. Earling)

By Mrs. F. W. McDougal

WRITTEN on the hearts of hundreds of loyal friends with whom she came in contact year by year is the name of Mrs. H. B. Earling, whose passing is mourned especially by the Milwaukee Women's Club of Seattle. She will never be forgotten, for as the first president of the organization she won the admiration and affection of every member. To know her was to enrich and beautify one's life—her enthusiasm was boundless, her interest in the welfare of less fortunate acquaintances was untiring and her ideals lofty with the spirit of true womanhood.

In the little things, also, of which life is chiefly made up, she added graciousness to all the varied efforts of her busy days. With smiles and kindnesses and encouragement given cheerfully she secured happiness for those who looked to her for guidance or comfort.

Seeking the best for others, employing her time and talents in the service of those about her, she leaves imprinted on the hearts of all who knew her, the memory of a noble character. This the years cannot dim, like the evening star it is ever bright.

With all sweetness and peace, she has furled the sails of her earthly affairs to take refuge in the port of "Beyond" just out of sight. In the words of Riley,

"Oh, by their dear remembered smiles, And outthud hands and welcoming speech, They wait for us, thousands of miles This side of 'Out of Reach.'"

As this is being written the ladies of Seattle Chapter are making preparations for our annual Christmas party. There will be dinner at six and a program following, with exchange of small gifts. Mrs. B. R. Johnson is dinner hostess, assisted by Mesdames A. W. Magill, M. L. Pence, S. O. McGalliard, A. L. Muelhausen, E. H. Barrett, S. W. Harvey and C. E. Coburn.

Other very pleasant social occasions during the past several months were:

A very lovely garden party at the home of Mrs. Harry Rowe on July 20; on August 19th the board members were entertained by our president, Mrs. DeMars, at De Marwood on the Sound. Plans for the fall were discussed and much fun was had eating corn and watermelon. October 12th a Harvest Home dinner was served in the club rooms. The ladies who made this a wonderful success were: Mrs. Clyde Medley, chairman, with Mesdames Caron, Brundage, Johnson, McEwen and Sanders. The girls who served the tables were stenographers from the various offices. Mrs. McDougal had charge of the program. Everyone entered into singing of old time tunes, with Mrs. Moody conducting. Messrs. McDougal, McGalliard, Sanders and Bigham gave an impromptu rendition of "Old Black Joe." Mr. McEwen favored us with a couple of piano selections and Mr. Sanders sang some solos. Then the rugs were rolled back and with Mrs. Scott playing the piano, there was general dancing.

The first Fall business meeting was held in the club rooms September 28 with vice-president Mrs. E. R. Johnson in charge, in the absence of Mrs. DeMars. On the program was a talk on Interior Decorating by Mrs. George Hall. Mrs. Clyde Medley gave an interesting report of the District Convention held in June at Gallatin Gateway. At our regular business meeting October 26, Miss Etta Lindskog was our guest and she spoke to us of the original aims and purposes of the club.

At the meeting on November 16 plans were made for the Christmas tree to be held December 14. A report was given by Mrs. McEwen on hotel prices for a prospective dance to be held in January or February. Mrs. C. F. Goodman gave a book review of the interesting book "Native's Return," by Louis Adams. A good cheer report was made as follows: flowers for the sick, \$9.69; flowers at time of death, \$5.10; personal calls, 10; telephone calls, 12; one message of cheer and 8 families reached.

## Savanna Chapter

Mrs. G. H. E., Historian

THERE were thirty-four members of Savanna Chapter present Monday evening, December 12th, at the regular meeting held at the Lydia T. Byram club rooms.

Reports from the various committee chairmen showed the following:

Welfare Chairman reported three families helped at an expenditure of \$77.66 during the past month.

Good Cheer Chairman reported spending \$6.95 for flowers. This included flowers for the sick and one funeral spray. Four cards of cheer were sent, three personal calls made and one phone call.

Ways and Means Chairman reported \$2.25 from coin march and \$21.50 from club room rental.

It was planned to fill Christmas baskets again this year for distribution among the needy.

The next meeting will be a get-together pot luck supper to be held January 8th. Mrs. Harry Buswell will be general chairman, Mrs. J. J. Van Boykern and Mrs. G. H. Rowley will have charge of the dining room and Marie Clifford will be in charge of the entertainment. It was decided to play cards after this January pot luck instead of dancing.

The coin march netted \$1.24. Mrs. A. Day won the \$1.50 attendance prize.

After the meeting, cards and refreshments were enjoyed. Mrs. Max Cottral won high score in contract bridge; Mrs. L. L. Hilsch high score in auction bridge; Mrs. Harry Slade high score in 500, and Mrs. Brooks winning in bacc.

## Sioux City Chapter

Mrs. Ben Rose, Historian

SEASON'S Greetings to you all. Our president, Mrs. J. W. Carney, needed no polls or graphs as she presided at the meeting following the annual turkey dinner in November. The year's activities were neatly and expressively tabulated, and very effectively outlined to the membership and visiting friends. Two hundred and seventy-five people enjoyed that dinner and gave her a big hand as she concluded her resume.

Then came the highlight of the evening, and I might say of the whole year, for our club was honored with the presence of Miss Etta Lindskog, secretary-general of the Milwaukee Women's Club, and Mr. W. H. Ingraham our division superintendent. Both of them addressed our meeting. Mr. Ingraham remarked it was something in the nature of a homecoming for him, as he recalled his years of residence here, and added that he somewhat exceeded his usual mileage-per-hour, because even the thought of missing that turkey dinner was not to be considered for one minute. Miss Lindskog gave us many helpful and interesting ideas, and just to have her with us is always an inspiration. Flowers to the guests and Mrs. Carney, and new chef's caps to Mrs. Arthur Nelson and her committee for the grand feed and plenty of it.

Reports from officers and committees were given, two of them of especial interest—Mrs. H. Hoffman, ways and means, raised \$152.58 through the mediums of card parties, drawings, lunches and membership prizes. Mrs. Tom Snyder, the sunshine lady, reported—4 meals served to bereaved families, 12 plants sent to sick, 4 bouquets, 4 funeral sprays, 2 baskets of fruit, 84 good cheer and sympathy cards, 108 telephone calls and 49 personal calls.

The secretary's and the treasurer's books have been duly audited and to the secretary goes a new feather for her hat, as she has not missed a meeting in two years.

The last thing on the year's program is the big Christmas party held annually in the depot with Santa Claus coming on a festive engine. Mrs. A. G. Class, who seems to have a penchant for getting up unusual entertainment, arranged a unique program for the Christmas of 1939. A quintet of guitars were a musical feature. There was tap dancing and several dramatic numbers for the entertainment of some 150 children and about the same number of parents. Following a brief account of their origins the tree lighting ceremony took place, as the Christmas carols were sung. Mr. J. Hansen gave the word of welcome.

This ends the year for Mrs. Carney as president—a year of delightful associations and pleasant memories. And she gives into the hands of the new president a happy, healthy, active club of women resolved to go forward during 1940 facing bravely whatever may be before us. There will—we hope—be much fair weather, but unsettled world conditions is an apprehensive shadow lurking on the horizon which we cannot entirely ignore. One thing is sure, the Sioux City Milwaukee families know that the Women's Club can always be counted on to stand by.

Thankful that we are citizens of the United States of America, let us make 1940 a BANNER year. And may PEACE come to this troubled world.

## St. Paul Chapter

Mrs. J. S. Walker, Historian.

ST. PAUL Chapter met November 14th at eight o'clock. The meeting was called to order by the president, Mrs. O. D. Wolke, who called on members present to recite the club motto.

Mrs. Wolke then asked for reports from all chairmen. Mrs. J. E. Crotty, chairman of the nominating committee, assisted by Mrs. G. Brew and Mrs. Luckner, gave the report as follows: President, Mrs. O. D. Wolke; first vice-president, Mrs. E. A. Biechler; second vice-president, Mrs. J. Sitzmore; treasurer, Mrs. W. C. Allen; re-

ording secretary, Mrs. O. D. Martin; corresponding secretary, Mrs. J. Maher; historian, Mrs. M. Cashill.

Mrs. Wolke reported that the club still has a quantity of vanilla on hand and is anxious to dispose of it as soon as possible.

All present were urged to do what they could to promote business, either passenger or freight, for the Milwaukee Road. "Boost for the Milwaukee."

The treasurer, Mrs. Allen, announced that the amount in the bank had decreased considerably, so the club sponsored a dance and card party in the K. C. ball room on November 24th. The following committee had charge of arrangements: Mesdames O. H. Lundquist, O. D. Wolke, E. T. Chamberlain, F. M. Washburn, J. Maher, E. A. Biechler, J. G. Sitzmore, and J. S. Walker. As a result, the proceeds from the dance and card party replenished our bank account to the extent of fifty dollars.

Mrs. Biechler, welfare chairman, is very happy to have a sufficient amount on hand to take care of future requests for aid.

We were all very sorry to hear of Mrs. Taber's misfortune in breaking her hip, and we hope she will soon be able to leave the hospital.

November 28th, the Board members met at the Hotel Lowry for a one o'clock luncheon, which was followed by the business meeting. The plans were made for the children's Christmas party which was held at the regular meeting on December 13th.

Each member was asked to bring a donation of canned goods to be used to help fill the Christmas baskets that the club distributes each year at Christmas time.

We can all help Mrs. Washburn, membership chairman, by paying our dues on time, thus enabling her to solicit new members.

## Green Bay Chapter

Mrs. Anton Johnson, Historian

GREEN BAY Chapter held its December meeting in the clubhouse on the 7th, with a dinner at 6:30 p. m. It was "pot luck," the club furnishing the meat. About seventy-five attended.

The program chairman, Josie McLean, offered three numbers: a tap dance by Betty Boyden, a solo by Clare Heyrman and a dance by Betty Boyden and Mark Lakye, accompanied by Glen Parks.

The welfare chairman and committee filled Christmas baskets for all of our needy families. She also reported taking care of two destitute families.

After the meeting carols were played and an enjoyable social hour was spent.

## Madison, S. D., Chapter

Mrs. Mike Perry, Historian

ABOUT 25 members of this Chapter assembled to receive the visit of their secretary-general, Miss Etta Lindskog of Chicago, Ill. A luncheon was given in her honor at the General Beadle Hotel after which the club held a business meeting in the newly finished clubrooms. Miss Lindskog gave a very interesting talk at this meeting, complimenting the group upon its club work and their new rooms in the freight depot.

As a token of recognition the club presented Miss Lindskog with a corsage.

Arrangements for the luncheon were in charge of our president, Mrs. H. G. Gregerson.

Club officers for 1940 were elected at the meeting. They are Mrs. George McKinney, president; Mrs. M. J. Perry, first vice-president; Mrs. Fred Wagner, second vice-president; Mrs. A. D. Moe, recording secretary; Mrs. F. J. Kovaieski, corresponding secretary; Mrs. C. A. Berg, treasurer, Mrs. H. G. Gregerson, historian.

The club voted to hold its annual Christmas party for the children Dec. 22nd, in the passenger depot.

Mrs. Johnson, president, and Mesdames Krueck and Kelley of the Sioux Falls club, were special guests for the afternoon.

Arrangements for the luncheon were in charge of Mrs. H. G. Gregerson, president.

## Minneapolis Chapter

Mrs. A. A. Kurzeka, Historian

THE meeting November 6 was preceded by a baked ham dinner. Mrs. L. Hindert was chairman. Over 100 members were present and from all appearances everyone enjoyed the meal.

Mrs. O. Berg called the meeting to order. Reports were read and election of officers took place. The following members were elected to take over the activities of our chapter for the coming year:

Mrs. L. Hindert, president; Mrs. C. Matzoll, first vice-president; Mrs. H. Hauser, second vice-president; Mrs. J. Murphy, secretary; Mrs. S. Philpot, associate secretary; Mrs. A. Nease, corresponding secretary; Mrs. R. Risberg, treasurer; Mrs. J. Nordale, historian.

Our annual Christmas dinner preceded the December meeting held on Monday, December 4. Mrs. R. Pledler and Mrs. C. Hammer, assisted by the entire board, prepared and served the turkey with all its trimmings. Over 125 members were present.

After a short recess the big event of the evening took place. A couple of vocal and orchestral selections were rendered, then who should come jingling in but Santa himself with the gifts for all the members.

Following the opening of gifts, the meeting was called to order by Mrs. Berg. Mrs. A. Peterson, welfare chairman, reported assisting five families. Mrs. Pledler, good cheer, reported 17 calls and 11 messages. Chances were sold on a box of home made candles donated by Mrs. R. Dongnow. Ten dollars was realized. This money will be used for good cheer.

The proceeds from our December dance will be used for the purchase of Christmas baskets.

The Minneapolis Chapter extends its wishes to all for a prosperous and Happy New Year.

## The Retirement List

William Gussman.....	Dubuque, Ia.
John N. Marks.....	Savanna, Ill.
Thomas Bray.....	Kingsburg, S. D.
Rasmus England.....	Bellingham, Wash.
Charles Oover Leak.....	Milwaukee, Wis.
Antonio Manella.....	Chicago, Ill.
Thomas George Crawford.....	Chicago, Ill.
Joseph Anton Kattner.....	Burlington, Wis.
Emil Schmidt.....	Dubuque, Ia.
Timothy Joseph Guhin.....	Dakota, Ill.
Georgina V. Tullis.....	Loyalton, S. D.
James Arthur McNally.....	Austin, Minn.
Harry M. Clark.....	Ottumwa, Ia.
Albert F. Dettmann.....	Milwaukee, Wis.
Otto Friedrich Kramer.....	Minneapolis, Minn.
Darius William Geiseman.....	Bensenville, Ill.
Thomas Lester Wilcox.....	Perry, Ia.
Elizabeth Schiffer.....	Milwaukee, Wis.
Clarence Henry York.....	Pembine, Wis.
John Victor Nelson.....	Amberg, Wis.
Garland G. Coonrod.....	Lewistown, Mont.
Patrick Hogan.....	Marion, Ia.
Edward B. Gillick.....	Aberdeen, S. D.
John Nelson Scannell.....	Moseley, Mo.
George Franklin Ruble.....	Chicago, Ill.
Charles A. Ringstrand.....	Perry, Ia.
Lewis Dames.....	Minneapolis, Minn.
John David Markel.....	Chicago, Ill.
John Grant Krouse.....	Monticello, Ia.
Christ Mathis.....	Dubuque, Ia.
Andrew Sandholer.....	Savanna, Ill.
William Patrick McGraw.....	Tacoma, Wash.
A. Charles Hagensick.....	Chicago, Ill.
Nels Peterson.....	Tacoma, Wash.
Charles Boyd Thompson.....	Milwaukee, Wis.
John Carl Holden.....	Chicago, Ill.
Patrick James Larkin.....	Portage, Wis.
Dennis Edward Kennedy.....	New Lisbon, Wis.
Frank Adelbert March.....	Chicago, Ill.
Charles Frank Adametz.....	Muscoda, Wis.
Edward Everett Roberts.....	Watertown, Wis.
Frank William Bulgrin.....	Portage, Wis.
Thomas Peterson Benson.....	Peterson, Minn.
Arne Bertelson.....	Parkera, S. D.



Lawrence Muenster.....Dubuque, Ia.  
 Albert Fred Kufalk.....Milwaukee, Wis.  
 Gustave Emil Marquardt.....Sanborn, Ia.  
 Wayne Monroe Barnes.....Minneapolis, Minn.  
 Edd Morrow.....Seattle, Wash.  
 John Carl Scharff.....Dubuque, Ia.  
 Fred Billington.....Mayville, Wis.  
 Herbert Nelson Hubbard.....Miles City, Mont.  
 Kalmon Petterson Ronne.....Sisseton, S. D.  
 Carl Jungwirth.....Dubuque, Ia.  
 Charles Shafer.....La Crosse, Wis.  
 William Frederick Haack.....Glenview, Ill.  
 Peter Butz.....Bensenville, Ill.  
 Thomas Perry Acton.....Jasonville, Ind.  
 John Capretz.....Dubuque, Ia.  
 William Arthur McIntosh.....Dubuque, Ia.  
 Charles Breese Vosburgh.....Chicago, Ill.  
 Joseph John Posledni.....Chicago, Ill.  
 Vincent Joe Mike Krysmanski.....  
 .....Milwaukee, Wis.  
 Chris Kaiser.....Manning, Ia.  
 Francis Hofmaster Dersch.....Dubuque, Ia.  
 Otis Daniel Fullhart.....Perry, Ia.  
 Mike Jan Makarski.....Chicago, Ill.  
 Bennie Connant Longan.....Moberidge, S. D.  
 Adolph Gustav Hammermeister.....  
 .....Dubuque, Ia.  
 George Freeman.....Orting, Wash.  
 John Nicholas Brimeyer.....Dubuque, Ia.  
 Frederick George Sebastian Mitchell, S. D.  
 William Benjamin Nease.....  
 .....Minneapolis, Minn.

Ernest August Cordes.....Sparta, Wis.  
 Otto Albert Geelhart.....Bayne, Wash.  
 Charles Sorensen.....Milwaukee, Wis.  
 George John Hurst.....Milwaukee, Wis.  
 Frank McCormick.....Everett, Wash.  
 Hugh W. Edwards.....Milwaukee, Wis.  
 George Rink Golden.....Egan, S. D.  
 William Joseph Reardon.....Ossian, Ia.  
 George Johnson.....Chicago, Ill.  
 Martin Ingram.....Chicago, Ill.  
 Patrick James Sheeran.....Milwaukee, Wis.  
 Frank Jay Hardenbrook.....Marion, Ia.  
 Henry Edward Blank.....Perry, Ia.  
 Peter Zane.....Aberdeen, S. D.  
 Thomas Forrester.....Spokane, Wash.  
 John Thomas Breman.....Rockford, Ill.  
 Frank Richard Sebastian.....Milwaukee, Wis.  
 James Joseph O'Brien.....Dubuque, Ia.  
 Charles Friedrich Burmeister.....Grafton, Wis.  
 Lewis Pederson Skaar.....Rushford, Minn.  
 Elmer Bartlett Holdridge.....Coast Division  
 Thomas Douglas Clinker.....Moberidge, S. D.  
 James McCarty.....St. Paul, Minn.  
 John Moran.....Minneapolis, Minn.  
 William Schulz.....Council Bluffs, Ia.  
 Nicholas Goergen.....Austin, Minn.  
 Theodore Ernst Max Borman.....Chicago, Ill.  
 Frank Joseph Kaczmarek.....Chicago, Ill.  
 Edward William Reid.....Mason City, Ia.  
 Gottlob Gohl.....Milwaukee, Wis.  
 Peter McMahon.....Fairmont, Minn.  
 Roman Frank Kowalewski.....Milwaukee, Wis.

conditions, and train crews and yard staffs have adapted themselves wonderfully well to the altered requirements. All locomotive cabs in Britain now are equipped with anti-glare screens for use at night, and signal and other lamps have metal screens fitted above the lenses.

Very early in the war, the headquarters of the group railroads were transferred out of London to pre-selected locations in less vulnerable areas. In the metropolis only skeleton staffs are maintained in the former headquarters offices. Elaborate telephonic and telegraphic communications link the wartime railroad headquarters with the whole of the 50,500 miles of railroad. In general, the method of operation now followed is that covered by the control system, such as operated in 1914-1918. Today, however, vital controls are carefully protected from possible air attack, and other special needs provided for.

Every branch of the British railroads is engaged in war work of one kind or another. In the workshops ambulance and casualty evacuation trains are being turned out. Each ambulance train is fully equipped for traveling staffs of doctors and nurses, kitchens and wards for stretcher and sitting-up cases.

The British railroads are in particularly fine shape as regards locomotive and car stocks, and rolling-stock and track maintenance is of a very high standard. It may be stated with truth that there was never before a time when the railroad machine was tuned up to such a pitch of perfection. The railroads do not by any means underestimate the task which faces them, but they are completely confident of their ability to deliver the goods, and the half a million employes of the trunk roads, working with a rare will, face the future undaunted.

### Interesting Facts About the Railroads

**C**LAIMS resulting from loss and damage to freight due to train accidents in 1938 were 41 per cent less than in 1937.

Demurrage paid by shippers because of their delay in loading or unloading freight cars beyond the 48-hour free time allowed by the railroads, averaged 17 cents per car in 1938, or a reduction of 80 per cent compared with 1918.

Fire loss to merchandise in transit on the railroads amounted to \$198,250 in 1938, or only 5 per cent of the total loss from all fires on railroads.

Steam heat supplied by locomotives supplanted stoves in 1881, as means of heating passenger cars.

Tanks between the rails from which railroad locomotives scoop up water without coming to a stop were first used about 1872.

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

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

Luella Miller.....Care Store Department, Dubuque, Iowa  
 Mrs. Dora M. Anderson.....Care Local Agent, Moberidge, S. D.  
 F. B. Griller.....Care Ticket Office, Sioux Falls, S. D.  
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana  
 Mrs. Nora B. Decco.....Care Asst. Telegrapher, Three Forks, Montana  
 R. R. Thiele.....Care Asst. Telegrapher, Tacon  
 K. D. Smith.....Care Operator, Portage, Wis.  
 H. J. Montgomery.....Care Mechanical Dept., Milwaukee Shops  
 J. J. Steele.....Care Care Davis Yard, Milwaukee, Wis.  
 V. C. Williams.....Care Care Agent, Council Bluffs, Iowa  
 C. R. Taylor.....Care Care General Agent, Cedar Rapids, Iowa  
 C. D. Wangness.....Care Care Dispatcher, Mitchell, S. D.  
 Leonard Janke.....Care Care Pullerton, Chicago  
 Raymond F. Huger.....Care Care Superintendent, Aberdeen, S. D.  
 G. H. Garrison.....Care Care Car Department, Seattle, Wash.  
 Mabel Newberry.....Care Care Asst. Lewistown, Mont.

### Chicago Terminals

**J**OHN McGIOWAN started to work for the Milwaukee Road Jan. 2, 1885. He served for many years as a yardmaster at Galewood. John will be 54 years old next April, and we hope he has many more happy years. He took the pension Dec. 1, 1939. South of the border, down Mexico way, went our good friend Bill Rands and wife. Bill went on pension Dec. 1st.

Thomas Knox, engr., was injured in an automobile accident near Naperville during November.

Bob Bruus won the World's Heavyweight Wrestling Championship belt in Connecticut during November. Bob is the son of engineer Geo. Bruus.

Comrades of his old army outfit recently honored John L. Norton, yard clerk, of Western Ave., with a nice birthday party at the home of Jimmy Imbler at River Grove. Mrs. Frank Cozze served a real old time Italian dinner and a good time was had by all.

We are sorry to report the death of Wm. C. Bryant. Bill had been on a pension for the past two years. He formerly served as a switchtender on the slide at Galewood. Mr. Bryant lived at Itasca, Ill.

Michael Kirby, for many years a yardmaster at the Western Ave. coach yard, took the pension, effective Dec. 1st. We don't know what Mike's future plans are but we hope he enjoys them. At one time Mike had three brothers all working for the Milwaukee. Jack, Jim and Bill Kirby.

Mr. and Mrs. Stanley Matze report the birth of a son during the latter part of November. Stanley is a member of the Milwaukee Special Police.

November was the month the boys were out shooting "at" ducks and pheasants. Gene Lewin was supposed to be a machine gunner in the last war. He took four shots at one poor little pheasant—Bang-Bang-Bang-Bang! and didn't even ruffle up its feathers.

Bill Jepsen, RH foreman at Bensenville, is another hunter—but the lot that Bill displayed looked more like brown leghorn chickens than pheasants. Somebody should furnish the boys with pictures of pheasants—so they'll know what they look like next hunting season.

We are sorry to report the death of our inspector Earnest Koerber of Galewood. Mr. Koerber was taken down with pneumonia and died suddenly. Earnest had been with the road several years and his fellow employes join in extending their sympathy to his family.

William Westhouse, mechanic helper at the Bensenville R. H., died suddenly during November from heart trouble. We extend to his family our sincere sympathy.

### Twin City Terminals

**R**ECENT visitors in the Traffic Department were Joe Marshall, formerly city freight agent in Minneapolis and now trav-

eling freight agent at St. Louis, and Mr. C. J. Cawley, agent of Pipestone, Minn.

Mr. and Mrs. Marvin Edward (asst. chief clerk) and daughter just returned from a most enjoyable although belated vacation in Tulsa.

Ruth Jackson spent Thanksgiving with her brother and his family at Aberdeen, S. D.

W. E. Sinclair, general agent, was one of the lucky winners of a turkey at the Traffic Club luncheon.

Nicka Kostka and her family spent Thanksgiving with their respective families at Red Wing.

Very charming young lady is the daughter of Mr. and Mrs. Marvin Edwards, assistant chief clerk, Traffic Department. Carol Ann celebrated her first birthday last month.



Carol Ann Edwards

Francis Jones was married to Hilmy Olson at 8:30 p. m., Dec. 2nd. At an office party held for them on Nov. 22nd they were presented with a toastmaster set complete with tray and table.

For those of you not at the party, we have an invitation to come on and see how the toastmaster works. (Not all at one time, however.)

Word has been had from Charlie Rogers that he and his wife are enjoying the winter down in the Rio Grande Valley. He says he's discovered a railroad down there he had forgotten all about and he can tell you the number of freight cars arriving and departing each day, as well as their contents. His address is Harlingen Courts, Harlingen, Texas. He says he'd like to hear from the "gang."

Due to the difference in Thanksgiving dates, some of our office celebrated on the 23rd, while others took the 26th. Mathilda Cully went to Aberdeen for turkey dinner. Georgia Perry visited friends in Waterloo. Neta Moore took a little more vacation and went to Chicago after eating her Thanksgiving dinner in Mason City, and Eleanor Moran spent a couple of days in Austin.

Eric Gehlke spent a week of his vacation in Minneapolis getting in trim to put away a lot of turkey on the 30th. Understand he also celebrated Thanksgiving in Illinois on the 23rd.

The boys in the AFE Department had a shower on Willard Wilson and the office afterwards was invited to view all the "cute little things."

Miss Jennie Goss of the local freight office returned from a trip in the east after attending a Junior Hadassah Convention in Baltimore; stopped in Washington, D. C., and New York City. High light of the trip: Jennie made the acquaintance of a handsome Fifth Ave. policeman. (No, honestly, he isn't an Irishman.) Mr. and Mrs. Martin Marin attended the

Notre Dame-Southern California game at South Bend in November.

We should have some housewifery from the local freight during the coming year. Those moving into new homes are Elizabeth Hessburg, on the banks of Rice Lake; Joe Carter, on St. Anthony Blvd.; Harold Beringer on Harriet st.

### D&I 1st District

E. S.

**W**E didn't get our usual "Merry Christmas" greeting in for the Christmas Magazine number, so we hope you had a grand and glorious Christmas and that the year 1940 will be a very happy, prosperous and safe one for the employes of the D&I Div. and their families.

Congratulations are extended to superintendent and Mrs. H. C. Munson on the birth of a daughter in June Leab hospital, Clinton, Iowa, Thursday, Dec. 7th. The little lady has been named Marjio Judith.

The first get-together gathering of the members of the Milwaukee Women's Club and their families was held in the Lydia T. Byram Community House, Savanna, Monday evening, Nov. 10, with a pot-luck supper at 6:30. On this date the Economy and Store Departments were in charge and provided an entertaining program, including Kenneth Kelly's "Dumb" magic and vocal-drama, tap dancing by John Barry and Mrs. Wilson, ice dance by Mrs. Gerald Ann Huns and vocal solo by Robert Davidson. We were delighted to have as our guest that evening, Miss Ella Lindskog, secretary-general, from Chicago. The second get-together meeting will be held on Jan. 8th, with the Engineering and Operations Departments in charge. Planning has been enjoyed at previous get-together meetings, but the Jan. 8th pot-luck supper will be followed by a short program and games.

Mrs. W. H. Dahl, who has been a resident of Savanna for many years, died at the home of her son-in-law and daughter, Asst. Genl. Mgr. and Mrs. A. J. Elder, Nov. 29th, following an illness of many months. Funeral services were held in Savanna, Saturday afternoon, Dec. 2nd, with interment in the Savanna cemetery. During the services Mr. J. V. Schwartz sang "The Old Rugged Cross." Survivors are the son, Genl. Mgr. and Mrs. A. J. Elder, two grand children, three sisters, two brothers and many other relatives to whom our sincere sympathy is extended.

We regret to report two deaths among our telegraphers on the Illinois Division. On Nov. 19th occurred the sudden death of J. W. Miller, agent at Stillman Valley. During 1926-1927 Jack was operator in the Chief Dispatcher's Office at Savanna and has held various telegrapher's positions on the Illinois Division where he had a host of friends. Funeral services were held in Byron, Ill., with burial in Reynolds, Ill. Sympathy is extended to Mrs. Miller and other relatives.

Warren O. Moyer who has been a famil-

### British Railroads Meet the Crisis

(Continued from Page 6)

closest association between the railroads of the two countries.

Ordinary civilian travel naturally had to be restricted in Britain at the beginning of the war, and railroad activities centered on essential military and freight services. Long-distance expresses were in some cases withdrawn, and in others the schedules were amended so as to provide for various intermediate stops. Restaurant and sleeping cars were withdrawn, and other facilities curtailed. Now, however, there has been a great improvement of services all around. Restaurant and sleeping car service is back again, and there are adequate passenger connections between all cities, although journey times inevitably are somewhat longer than normally.

Peculiar problems have been presented in connection with railroad travel at night. A complete "black-out" of a national railroad system takes some little time to become effective, and it takes an even longer time to reduce to a minimum the inconvenience arising therefrom. For a time no lights whatever were available in many trains, but now standardized lighting has been developed, and the lot of the night traveler is happier. In general, car lights take the form of low-wattage electric lamps, with the lower half of each lamp painted a dark blue. Blinds are, of course, drawn at dusk. New improved lighting plans now under way for the trunk services will afford even better illumination in the near future.

Freight traffic looms large on the British roads in peace time, and nowadays under war conditions this side of railroading becomes more important than ever. Various altered arrangements have been devised to meet the situation. Thus, all freight depots close earlier in the day than usual for



Caravan Coaches—Used as Summer Camps on L.M.S. (London, Midland & Scottish)

the acceptance of outward freight; this to enable the staffs to get through the bulk of their work before darkness falls. All freight tendered for conveyance has to be clearly labeled, and bulk shipments are encouraged rather than l. c. l. consignments, in order to save handling. Highway collection and delivery services, which were always prominent in British railroading, have been curtailed with a view to economizing on gasoline.

Classification yard working has been perfected so as to meet "black-out"



jar figure in the CB&Q tower at Savanna, where he has been employed for many years, was found dead at his home in Savanna at 8:30 a. m., Monday, Nov. 6th, where he had lived alone since the death of his twin brother, on Feb. 17, 1937. Mr. Moyer had been in the employ of the Milwaukee for 34 years and held his position faithfully and well. Funeral services were conducted in the Savanna on Nov. 8th, with burial in the Savanna cemetery. Surviving is one brother, Grove Moyer of Laramie, Wyo., to whom sympathy is extended.

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

Bill

WE welcome R. C. Dodds as our superintendent with hearty congratulations. He is not a stranger in this territory, having been located here several years ago. He has been busy since taking charge and shaking hands with his many friends.

On Nov. 21st, the Brotherhood of Firemen and Engineers held a banquet at Montevideo and three men were honored: A. F. Ludington, traveling engineer at Aberdeen; H. T. Dersch, traveling engineer at Minneapolis, and Stephen Grice, roundhouse foreman at Ortonville, Minn. Ludington and Dersch were presented with 25-year service buttons, and Stephen Grice with a 50-year service button. General Chairman Harry Toward gave a very interesting speech. A nice dinner was served and a good time was reported by all.

G. F. Smith, passenger conductor on the west end, took the pension November 16th and now he and his wife are enjoying "sunny California" and the Hawaiian Islands.

George Foster, engineer on west end, is planning an extended tour to take him to Spokane, Kalspell, Portland, and New Orleans.

Walter Johnson, caller at the local round house, with his family is spending his vacation in Terre Haute, Ind.

A. E. Maloney, clerk to the assistant superintendent at Montevideo, and wife were guests in the Don Rue home for Thanksgiving dinner at Aberdeen. The Bill Kramer family were also guests at the Rue residence for dinner.

Mrs. H. F. Gibson has returned to her home. She is looking and feeling in the pink of condition. She underwent a major operation in a St. Paul hospital.

Bill Berg and family were guests at the Rose Cummings home for Thanksgiving dinner.

Mr. Bill (Romeo) Powell of the freight house, took a sightseeing tour of Minneapolis over a week-end recently. How are the landscapes and the churches, Bill?

Retired Engineer J. B. Lawson is one of the loyal readers of the Magazine. He awaits their arrival at the roundhouse with great anticipation to see what is going on over the railroad.

Tilford Smith, former conductor on the H&D and retired in 1936, passed away in Seattle following several months' illness.

Carl Borgh, the lucky bridegroom on the 25th, besides taking the steps into matrimony also is taking steps in obtaining a 1940 DeSoto on his way to the home city of Milwaukee. A new car and a new girl all in the same week. Some guy, I'd say.

C. O. Bross returned to his duties at the car shops from the local hospital where he was confined for treatments for an infected nostril. He is very much improved, and we are glad to report.

Is there a safecracker in the midst? That is the question that pondered in the head of Ticket Agent Bill Geer one morning last week. Bill positively could not get the safe open, and couldn't find anybody that could crack it for him. To top it all off, he had to borrow money from various employes to start the day's work. Seeing as there weren't any Jimmy Valentines in the crowd, they had to get a torch and burn their way through.

E. W. Hull and wife departed from Chicago on an extended tour of the East. They plan on visiting in Washington, D. C.,

Boston and part of Virginia before returning to Aberdeen.

Congratulations to Papa and Mama Bill Kramer, who are the proud parents of a baby girl born December 9th, and she weighs 8 lbs.

Bert Smith is the owner of a new DeSoto that has nearly all the accessories of a modern home. It really is a beauty.

## Kansas City Division

K. M. G.

HAVING spent less than two years as superintendent on the K. C. division, Mr. E. C. Dodds departed in the latter part of November for Aberdeen, S. D., where he will serve in the same capacity. He was entertained at a farewell dinner by the officials in the Hotel Ottumwa on Saturday evening, November 25. He takes with him the good wishes of all for success and good luck in his new field. Mr. O. A. Beerman, formerly assistant superintendent at Milwaukee, has been appointed to the position of superintendent on the K. C. division, effective December 1.

Effective with November 16, P. M. Loftus took up his duties as roadmaster on the east and middle divisions. He expects to move his family to Ottumwa about December 10.

A two weeks' vacation was spent by chief carpenter Koehly and wife with relatives in Los Angeles, Needles, Calif., and points in Arizona, returning to Ottumwa on November 8.

Constance Wendell, oldest daughter of ticket agent W. I. Wendell at Jefferson Street Station, Ottumwa, is now in Pasadena, Calif., attending Sawyer Business College.

J. W. Nelson and wife, accompanied by their son, L. J. Nelson and wife, left Ottumwa on November 9 for Lawrenceville, Ill., to spend several days with Mrs. C. L. Kielkopf, daughter of conductor Nelson.

The family of L. H. Rabun, accompanied by Mrs. R. C. Dodds, went to Austin, Minn., on November 12 to visit with the P. J. Weiland family; en route home stopped at Mason City to see the Ralph Replegle family; also, put in a little time hunting pheasants.

Mrs. Frank H. Burton spent several weeks visiting in Seattle during the late fall. She has received advice of the appointment of her son, Sam, to position of deputy in the social security department of the Internal Revenue, with headquarters in Des Moines.

Notice was received of the death of E. M. Packard, December 6, at the home of his sister in Ashtabula, Ohio; funeral services and burial to be the following Friday afternoon. Mr. Packard passed his eighty-seventh birthday last July 25.

For two weeks Mrs. S. E. Yeoman was a patient in the St. Joseph hospital, Ottumwa. Due to the seriousness of her condition her daughters, Mrs. C. H. Roper of St. Louis and Mrs. E. M. Mize of Emporia, Kansas, were called home. Glad to say she was able to return to the Ballingall Hotel, Ottumwa, where she and Mr. Yeoman reside, on November 19 and is getting along nicely.



Joseph Hoyer (right), B&B carpenter, Sabula, Ia.; and Peter Schroeder, Store Dept. chauffeur, Savanna, Ill., with all the pheasants the law would allow. Birds shot near Mason City, Ia.

George Kissinger was in Chicago to celebrate Thanksgiving Day on November 23 with his daughter, Mildred, of the district accounting office. In the early part of October he spent ten days in Chicago, at which time his other daughter, Mrs. Hugh Evans of Tulsa, Okla., was also a visitor in Chicago.

On December 1 occurred the death of Mrs. O. R. Taylor at her home in Perry, Iowa. She is the mother of Merwin L. Taylor of the division engineering department in Ottumwa. She had been ill for several months. Funeral and burial were in Perry on the following Monday afternoon. Mrs. Taylor is survived by her husband, four sons and one daughter, all of whom have our sympathy in their bereavement.

Roadmaster F. M. Barnoske and wife were in St. Louis for several days during a part of their vacation, visiting in the home of their daughter Mrs. W. Smith; thence went to Hastings, Neb., and visited with their son and daughter-in-law, and later to Logan, Iowa, to visit with relatives. Returning to Ottumwa on November 7, they were accompanied by the father of Mrs. Barnoske, who will make his home with them during the winter months.

Joanne Hobbs, youngest daughter of conductor Sam Hobbs, entered the St. Joseph hospital on November 6 and returned home the latter part of November, having undergone an appendicitis operation. For several days her condition was very critical.

Engineer Wm. L. Franklin returned to his home on November 25 from the Ottumwa hospital, where he was confined for three weeks. Mr. and Mrs. Franklin are looking forward to a trip to Savannah, Ga., for an indefinite period just as soon as he is able to travel.

Two of our employes are applying for annuity: conductor Earl Trowbridge, who entered the service as a switchman on Sept. 1, 1903, was promoted to conductor Feb. 2, 1914, and made application, effective with November 25. Edw. O'Brien, engineer, who has been with the Milwaukee since Aug. 2, 1912, promoted to an engineer on Dec. 15, 1922, and performed service for the last time on November 15. He has been in ill health for the past several weeks.

Charles Vosburg, son of assistant division engineer, W. H. Vosburg, spent the Thanksgiving holiday at his home in Ottumwa; he is a student at Ames, Iowa.

## Milwaukee Terminals

G. W. E.

CAPT. JOHN H. M'KANE returned to work October 17th after a vacation of two years. Welcome home, Capt.!

Yardman Harry M. Findler sojourned at the Milwaukee hospital for three weeks from October 20th. With the experience he had in operating a wheelchair while in the hospital he claims that he could run a Diesel engine.

Mrs. Oscar Schmidt, wife of yardman Oscar Schmidt, Manhattan Beach, California, arrived in Milwaukee October 16th for a visit with friends and relatives. A letter from Oscar on December 8th advises that as soon as he disposes of his property in California he will become a resident of God's country, good old Wisconsin.

Machinist Daniel MacFarlane was at Huntington, West Virginia, October 18th, attending the funeral of a cousin who was a merchant in that city.

Switchtender David J. Nugent died November 20th, after 17 years' service with the Milwaukee Road. He was a veteran of the World War and a member of the Brotherhood of Railroad Trainmen. He is survived by his wife, a son and four brothers.

Yardmaster Peter H. Petrie died at his home, 1421 South 59th St., West Allis, November 24th. He had been employed by the Milwaukee Road fifty years before he retired a year ago. He was a member of the Railroad Trainmen and the Veteran Employees' Association. He is survived by his wife, five sons and two daughters. Steamfitter Henry J. Horsch died at the

Milwaukee hospital November 24th. His home was at 1421 North 21st St. He was a World War veteran and had been employed by the Milwaukee Road thirty years. He was a member of the Steam Fitters' Union and the Veteran Employees' Association. He is survived by his father and mother, engineer and Mrs. Charles Horsch, his wife, five brothers and six sisters.

Yardman John P. O'Rourke died November 25th at his home, 1115 West Vliet St. He was a member of the Switchmen's Union of North America and the Veteran Employees' Association and a mighty fine man who will be missed by many friends. He had been a railroad employe 53 years, 38 with the Milwaukee Road. He is survived by five sisters.

Yardman Owen J. Buckett died at the Soldiers' Home hospital November 13th. He was a World War veteran and an employe of the Milwaukee Road 19 years, a member of the Brotherhood of Railroad Trainmen. He is survived by his wife, mother and sister.

Engineer William P. Duer died at St. Joseph's hospital December 9th. His wife died at the same hospital September 9th. He had been employed by the Milwaukee Road nearly 50 years when he retired a year ago. He was a member of the Masonic order, Brotherhood of Locomotive Engineers and Veteran Employees' Association. He is survived by three brothers and three sisters.

Mrs. Mary Dugan, widow of the late engineer James Dugan, died December 11th at her home, 841 North 15th St. She is survived by a sister and niece.

Conductor James D. Fox has so far recovered from his recent illness that he called on the boys in the yard several days ago.

The local Milwaukee paper of November 26th had a fine picture of Hswatha engine No. 4, with Diapatcher Albert Shanke and Sergeant John Holton, engine inspector, and everyone is asking who the old gentleman is who is standing with them.

Yardman Lawrence A. Egan has nearly recovered from his recent illness and expects to return to work in another month.

Conductor and Mrs. Roy R. Lewis expect to leave on a trip to California December 27th. They are visiting for a month with their son who lives in Hollywood.

## Iowa (Middle and West) Division

Ruby Eckman

A GROUP of Perry railroad men demonstrated their ability as cooks when they, with a few other members of the American Legion, served a turkey dinner to the Legion Auxiliary Nov. 28th. The Milwaukee men who were in the front line were Charles Stoner, Thos. Connell, Homer Johnson, Albert Nicholson, Edward McGuire and Bert Cline. They did a good job of preparing and serving the meal.

Chester Evitts, caller at Perry round house, is something of a fancy worker. "Smoke," who had the misfortune to lose his left arm while braking a number of years ago, rigged up a table for holding his materials and does a fine needle point work as any lady. He started his Christmas fancy work early and had some very beautiful pillow tops and chair covers to give his relatives and friends.

Conductor and Mrs. Joseph Taylor of Terre Haute, ate Thanksgiving dinner with the George Rawlins family at Perry. Mr. Taylor works on the T. H. division under "WJW," a former Iowa division official. Superintendent R. C. Eozas and wife stopped off in Perry for a short visit with friends when they moved from Ottumwa to Aberdeen.

Retired conductor H. W. Lee and wife, with their daughter, Mrs. H. J. Fuller, and grandson Edward Fuller, all journeyed to Wichita, Kansas, to eat turkey on the regular Thanksgiving. Edward is a student at Iowa State College in Ames and their vacation was at the close of the month.

Yard master A. M. Peterson of Perry yard force took his vacation late this year and made a trip to Northern Minnesota with his nephew to do some big game hunting. He didn't see any deer but the nephew, who with a friend does hunting and trapping, provided all kinds of game for their meals.

Joe Chedeck, who worked as water supply man on the Iowa division with headquarters at Perry for a few months, bid in the job at Marion and changed his headquarters to that place the last of November. John Collings came to Perry to work until a permanent appointment is made.

Chester Vodenick, who is in the United States Navy, assigned to the Mississippi as a first class seaman, was home on furlough during November to visit his parents, Conductor and Mrs. Fred Vodenick.

Charles S. Curler, who worked for many years as a machinist in Perry roundhouse, celebrated his 91st birthday anniversary in November with open house to his many friends who called to extend congratulations. He is the only surviving veteran of the Civil War living in Dallas County. His son, John, works as a freight brakeman.

Arlene Olson, daughter of Engineer and Mrs. Bernie Olson, was married November 25th at Newton, Iowa, to Marvin Crandall of that city. The young people will make their home in Newton.

Mrs. George Kruger joined Mr. Kruger in Chicago the latter part of November to make that place her home. George has been working at Bensenville for the last year.

Charles Williams of the signal department, who has been making his home in Chicago a couple of years, moved back to Perry the latter part of November. He is in charge of a crew now instead of holding a maintainer's job, so Perry makes a convenient location for him.

Mr. Kellman, father of Mrs. Mayme Berryhill of the Perry road master's office force, died at the family home in Belle Plaine during November. Mrs. Berryhill was on her vacation and was at home at the time. Following the funeral services she returned to Perry, bringing her mother with her to make this place her home.

Fireman Harley Woods was laid up at his home during November on account of a foot injury. He operates a chicken farm at the edge of town and uses a trailer in hauling stuff to the farm. While making a hitch of the trailer he dropped the connecting bar on his foot. The bar struck his toes and then the instep. He was wearing safety shoes at the time, so the toes were not smashed, but the injury to the instep was painful.

Earl Lane, clamshell operator, took a vacation the last of November and with his family went to Northern Wisconsin to visit. While there, James, his eldest son, had the good fortune to bag a big buck deer while on a hunting trip. The lad had much better luck than his father, so when they came home he had a good time telling his schoolmates all about how it was done.

Mrs. O. R. Taylor, wife of retired conductor, and the mother of Clifford and Kenneth of the Cedar Rapids freight house force and Merwin of the Ottumwa office force, and brakeman Thurlion Taylor of Perry, died at the family home in Perry early the morning of December 1st. Mrs. Taylor had been in poor health for several weeks and the end had been expected. The sons and the daughter, who also survives, were with their mother the last few days, before her death.

Harold Haugen, who had been employed in the B and B department for twenty-five years or more, died at his room in Perry on December 8th. He had been working steadily until the day of his death when he arranged for a couple weeks' lay-off and left the bridge crew under Foreman Lars Legvold when they moved from one division to another through Perry. The Elks lodge of which he was a member, had charge of the services.

The approaching marriage of Helen Aspinwall, daughter of Arthur Aspinwall of the roundhouse force, and Robert Action of

Grand Junction, was announced the fore part of December.

Traveling Auditor J. B. Wallis, who was a patient at the Presbyterian Hospital in Chicago for eight weeks following an operation, returned to his home in Perry the forepart of December.

E. L. McGuire, who has been a relief dispatcher in the Perry office for a couple of years, was appointed to a job at Ottumwa in December.

## Davies Yard News

J. J. S.

JOHN Dunn observed his 35th birthday on November 16. John received a gift from Al Wash in the form of a dog. Now John's next problem is what to do to get rid of the dog.

John Nelson was lucky enough to win a turkey for Thanksgiving. A co-worker of John's, who has been forced to retire from active work due to poor health, was the recipient of John's turkey.

Erwin Teschendorf is indebted to the CCC boys in the vicinity of Wausaukee, Wisconsin. Erwin, of the coach yards, is another ardent deer hunter, and while up north hunting for deer, it seemed he lost his way and his party of friends had to call out the CCC boys to find him. Erwin has vowed that in so far as deer hunting is concerned, the well-known sport has lost an enthusiast.

Andy Schilhansl recently bought a hunting dog. To the present writing Andy has been unsuccessful in finding a suitable name for this champion of the canine world. Andy is more than glad to have all suggestions sent to him, so rack your brain and try to help Andy out of his difficulty.

Alex Meyer and his shadow, Ed Nowakowski, tried their luck at deer hunting near Minocqua, Wisconsin. The first day out, Alex and Ed had spent three or four hours in the woods when all of a sudden they saw a very large buck (the buck was as big as a house, so Ed tells us) coming toward them. They became frightened as this monster approached them and dropped their guns and climbed up a tree. After being in the tree for several hours they regained their courage and decided that they had acted a little hastily in climbing the tree. They again resumed their search for a deer but concluded that the deer were more frightened of them than they were of the deer.

Fred Scheibel has a brand new pair of bright red hunting trousers for sale. Fred bought these trousers prior to his trip to the north woods for deer hunting. It seems that the bulls do not think much of Fred's choice of colors for they pursued him all over the country.

Edw. Wotoszynek, captain of the Milwaukee Road Archery Team, tells an interesting story of Ray Stark. It seems the first time Ray tried his skill with bow and arrow he was at an indoor archery range. Ray mistook the lights overhead for the target and after shooting out three lights and leaving the range in total darkness he suddenly realized that lights were for a much better purpose than that of a bull's eye.

## Terre Haute Division

C. H.

C. H. BITTLER, formerly traveling engineer at Austin, Minn., on the I&M Division, has been appointed assistant master mechanic and traveling engineer of the Terre Haute Division, with headquarters at West Clinton, Indiana.

L. W. Barnes, Terre Haute division engineer, has been promoted to position of traveling engineer at Austin, Minn., on the I&M Division.

The Momenca Area Service Club had a very fine attendance at their service club meeting held at Momenca on December 13th. In addition to the business meeting, a very enjoyable social meeting was held.

Agent Omar Shupe of Walz, Ill., was under the weather for a short period in



November and we are glad to see him back on the job.

We understand that Police Officer Thunherst at Faithorn is giving serious consideration to placing a truck motor in his car in order to give him additional energy to operate the siren.

Mrs. C. Kramer is recovering from illness at the home of her daughter, Mrs. W. J. Whalen.

Chief Clerk Fred Pearce and Mrs. Pearce recently made a trip to St. Louis to visit Mrs. Pearce's father, who has been confined to the hospital in St. Louis.

General Yardmaster Guy Kelly, who was off duty for a period of ten days during the quail season, says the hunting was very good.

Agent Elmer Terrell of Linton also hunted quail for a few days during the quail season, but we understand the quails in the district where Elmer hunted are still living.

## I and D Division

C. W. D.

WELL, here we are starting out another year, and we hope it will be a happy and prosperous year for our Milwaukee family and the good old Milwaukee Road.

We hope everyone had a merry Christmas. After a check-up we find that there still is a Santa Claus. Everyone seems to have been well remembered again this year.

O. E. Bradford, traveling inspector of Austin, was in Mason City the first of December, inspecting the hog showers. Brad says with the warm winter we are having we may need to shower the hogs, if it gets much warmer.

Mr. and Mrs. C. C. Smola have returned from a vacation trip to the West Coast. They report a wonderful trip. Charlie says when he retires he intends to move to California. Mrs. Smola says they will not locate in Hollywood if she can help it. Seems as though she had quite a time keeping Charlie away from the movie studios while they were there.

Mr. and Mrs. Nels Quandahl visited the Herman Quandahl home over Thanksgiving, and we are glad to see them again and hope they don't forget to call on us around the offices when in town again.

Mrs. Marie Randall of the superintendent's office had a week's vacation about December 1st. Marie says two Thanksgivings were too much for her, so she laid off a week to rest up.

We are sorry to report the death of A. H. Toiby, Dec. 3rd, after an illness of eight weeks. Mr. Toiby was a retired car man, having worked for the Milwaukee for many years. Funeral services were held Wednesday, Dec. 6th, and burial was in the family lot in Elmwood. We extend our sympathy to his family.

Our yardmaster, F. H. Dickhoff, is going around singing "school days, good old golden school days." We understand he has started to school again—Traffic School, for minor offense of double parking while window shopping, looking at some fishing tackle in the windows.

Herman Quandahl is back on the job again after a week in the hospital for an operation. We are glad to see Herman out again. Herman would have been there yet if his wife had let him stay. You know, we have some real good looking nurses here in our hospitals.

H. M. Shipman and family have moved here from Milwaukee. Mr. Shipman is in the Signal Maintenance Department, having been transferred here from Milwaukee. We all welcome the Shipmans to our city, and hope they will like it here.

Mr. and Mrs. Blackmarr spent Thanksgiving with Mr. Blackmarr's daughter and family in Chicago. Engineer Blackmarr says his granddaughter sure has learned to talk quick. Only a year old and already she can say: "Grandpa, have you got a nickel?"

C. E. Mutschler, chief clerk, Superintendent's Office, has returned to work after a week's vacation spent along the river near Dubuque, duck hunting. We are all

still looking for a duck dinner, but so far no results.

We are glad to report that engineer H. McClintock is able to be out again after a few weeks' illness. We hope he will soon be back to work again. They say the girls along the line miss his pleasant smile and his waving at them as he goes by.

Those who did not attend our December 5th Service Club meeting sure missed some real entertainment, as Prof. A. J. Moore gave a very fine and humorous talk on his experience of a coon hunting trip he was out on a few nights before. We all hope our club will do as well or better next year, and that all employees, if possible, will keep open the date of our club meeting and be sure and attend.

We all extend congratulations to conductor W. J. Flynn, who was married recently to Miss Florence Lannigan. After a week's honeymoon trip through the Ozarks, Mr. and Mrs. Flynn are happily located in a little love nest at 415 1st St. No. West. No more hanging around the downtown club rooms for Billy now. We hope he can get away once in a while to visit us at the yard office.

## The New Hub of the I&D

F. B. G.

THE Milwaukee family all welcome Mr. Clyde Zane to this Division as the new Division Freight and Passenger Agent who comes to us from Kansas City, succeeding Mr. M. M. Wolverton transferred to Kansas City, which was effective December 1st. It is always with regret to have an old acquaintance leave us, but it is also a pleasure to make new friends. We wish them every success in their new venture.

Lathrop James Angle, 60, trucker at the Sioux Falls freight depot, died at a hospital, November 26th. Mr. Angle had been in poor health for about three weeks, but had worked up to a week before his death. Funeral services were held on November 28th and burial in Hills of Rest Memorial Park, Sioux Falls.

The Russian Railway Service Corps held their annual reunion at Sioux City on November 11th, and for the fifth consecutive year Harry L. Hoskin, chief dispatcher at Sioux City, was elected president.

Audry Ross, daughter of Hiram Ross, section foreman, Platte, died December 8th, after having been in poor health for several years. Funeral services were held at Geddes, December 10th.

Engineer Walter Houser is on a trip to the West Coast, and will return to Sioux City about the first of the year. We hear rumors that while Walt left alone, he may return with a bride.

Tommy Gibbons, whom all the sport lovers know, paid a visit to the agent at Wagner the forepart of December. You will recall Tommy stayed 15 rounds with Jack Dempsey at Selby and was able to return to his training camp a half mile away under his own power.

We are advised that Gene Deveney, operator at Yankton, has joined the ranks of the benedicts. The wedding occurred at Yankton on Thanksgiving day.

Recent advice from Ed Harkrader, operator, now in the Veterans' Hospital at Des Moines, indicates that he is making a satisfactory recovery from his recent serious illness and will be back on the job before long.

Frank Miller, ditcher fireman, has returned to Fairview, having completed the season's work in the vicinity of Savanna.

Mr. Adolph ("Canned Tomato") Erickson, lineman at Sioux City, has returned from a vacation in the East.

Fireman Earl B. Hansen is in a Sioux City hospital, having recently undergone a very serious operation.

Engineer Al. Cropley has resumed work after a couple of weeks' vacation and says he feels better than ever. Brakeman Bill Eckert says he would like to spend the holidays in Long Beach, Calif., but so long as this section of the country has California weather he sees no need of sojourning to the West Coast.

Tickot clerk Frank Griller and wife attended the sales meeting of the American Association of Railroad Ticket Agents in Jacksonville, Fla., November 13th and 14th, where passenger traffic problems were discussed. The association had a post convention trip to points of interest on both coasts of Florida and a trip to Havana. It was the only representation at this meeting from the State of South Dakota.

Mike Noonan, retired switchman, was a recent visitor at Sioux City.

Mrs. Edward C. Todd, wife of roundhouse foreman, Sioux Falls, returned on December 9th from a short visit with her daughter at Portland, Ore., who was married in September and moved to that point to make her home.

Baggage man Alex J. Ginsberg of Sioux City spent the Christmas holidays in California. Darn snappy figuring we calls it, Jake, to dodge the Christmas mall in this manner.

Newcomers in Sioux Falls are R. J. Harbeck from Sioux City, who was appointed car foreman, and John Madden of Milwaukee, Wis., taking over the duties of car department electrician.

Chris Olson, 72, retired section foreman, died suddenly at his home in Hawarden, December 11th, after a period of failing health. Mr. Olson had retired in 1937. Funeral services were held at Dell Rapids, December 13th, and burial at that point. We wish to extend our sympathy to the bereaved.

The evening of December 13th was the first meeting conducted by the new officers of the Service Club of Sioux Falls which proved to be one of the best attended meetings this club has had. There were 50 present, of which eight were from out of town. A pool was taken up to start funds for the club on a 60/40 basis which Art Johnson, night roundhouse foreman, drew and turned the winning over to the club and as a result the net take for the treasury amounted to about \$5.00.

## News from the West I&D

C. D. W.

THE regular monthly meeting of the Mitchell Service Club was held at the Milwaukee Women's Club rooms, Nov. 20th, with one of the largest attendances on record. A number of out of town visitors attended, including agents Marshall of Bridgewater and Dolan of Alexandria and section foreman Long of Alexandria and Welland of Bridgewater, and engineer Matlice of Aberdeen. Short talks were given by Mr. Marshall and Mr. Dolan on service club work. Chairman Ihiff gave a short talk and also stressed the necessity of members increasing the tip cards turned in. Following the meeting the refreshment committee served oyster stew.

The members of the Mitchell Women's Club are to be congratulated on the beautiful appearance of the passenger station at Mitchell this holiday season. It is not only decorated on the inside but on the outside as well, there being five very nicely illuminated trees surrounding the station. Credit should also be given to passenger brakeman Cechman, who directed the decorating.

Cond. Robt. Quass has been on the sick list for the past week but we are glad to report that he is back to work again.

Mr. and Mrs. Evan Hall attended the International Live Stock Show at Chicago and then continued on to the East, where they will spend several weeks visiting at Washington, D. C., and New York City.

Operator Shuck of Chamberlain has received the appointment of second trick at Canton and he in turn will be relieved by operator Gallagher of Jackson Junction.

We are sorry to report the illness of conductor Gust Radloff of Sanborn and also of retired conductor Hulbert of Sanborn and hope they both are soon on the road to recovery.

Mrs. Jennings of Spencer is taking an extended vacation from her duties as clerk at the Spencer station.

Foreman Peter McCauley of the Spencer

station visited in North Dakota the fore part of the month.

Agent Peterson of the local station visited over the week end at his former agency at Sheldon and also with his brother who is stationed there.

Brakeman Powers of Sanborn has resumed work again after several weeks' absence on account of sickness.

Brakeman Davis had the misfortune to injure his foot last week and although we know it was very painful, we trust that it will in no way handicap him, as we have it from a reliable source that he intends trying out for the Iowa football team next year. Or did we get it mixed up with another Davis?

Well, as another year is about to pass, may we extend our best wishes for all employees on this division, and wish you and yours a Happy New Year.

## Iowa Division (East)

J. I. Raymond

With Best Wishes for 1940. "May you live long and prosper."

SCHMIDT Brothers of Delmar won the grand championship at the International Fat Stock Show in Chicago with a car load of Angus cattle. They brought \$23 per hundred weight, the same as paid last year. John F. Monmsen of Miles, Iowa, and Henry Harmsen of Teeds Grove, were also among the exhibitors receiving high prices at the car lot auction. These men are shipping over the Eastern Division of the Milwaukee Road and we are proud of their skill in putting flesh on their cattle so as to capture preference among the exhibitors at the International Stock Show in Chicago.

L. Mathewson of Dubuque has been transferred to Marion as telegraph lineman in place of J. E. Tobin.

The dues for the Milwaukee Veteran Employees association can be left at the Marion headquarters. Plan to attend the 25th anniversary of this organization which will be held late this coming summer.

Trainmaster Lyell R. Shellenbarger of Marion had a hospital experience early in December. Was improving slowly when these notes were sent in December 12th.

Retired engineer L. C. Low entered a Cedar Rapids hospital early in December for observation and treatment.

Many railway friends on the division sympathize with locomotive engineer Bob Strayer of Marion in the loss of his daughter, Blanche Myrtle, who passed away December 7th at her home after a long illness. Funeral services and interment at Marion December 9th.

Glenn C. Cheadle, who has been agent for the American Railway Express Company of Marion, has been transferred to the Newton, Iowa, office. Mr. Cheadle has been employed by the Milwaukee Railroad and the express company for 25 years, has a wide acquaintance and is popular in railway circles who greatly regret to see him leave. He is succeeded by H. G. Adams of Decorah, who has served here before during vacation periods.

Mr. and Mrs. W. N. Foster of Marion returned home Nov. 13th from La Crosse, where they were guests over the week end of Supt. and Mrs. W. C. Givens and Mr. and Mrs. A. M. Martenson.

Retired locomotive engineer George E.

**STREAMLINE SERVICE**  
Flashing streamliners ride the rails today—a far cry from the chugging steam-power locomotives in use fifty years back. Yet railroad men need protection now as then. And Continental, a pioneer in Accident and Health Insurance, has kept pace with the railroad in offering at all times the greatest possible protection at the lowest possible cost.  
"The Railroad Man's Company"  
**CONTINENTAL CASUALTY COMPANY**  
CHICAGO - TORONTO - SAN FRANCISCO

**Your Local Watch Inspector Deserves Your Patronage**  
**CHAS. H. BERN**  
Union Station Bldg. -1- Chicago, Illinois  
**MILTON J. HEEGN**  
29 E. Madison Street -1- Chicago, Illinois  
**H. HAMMERSMITH**  
332 W. Wisconsin Avenue Milwaukee, Wis.  
**ALLEN & BERG CO.**  
255 Hennepin Ave. Minneapolis, Minn.  
*The above are Official Watch Inspectors for*  
**The MILWAUKEE ROAD**  
Consult them when considering the purchase of Watches or Jewelry

**WEST COAST WOOD PRESERVING CO.**  
[ We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers. ]  
Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle



We mine the coal we sell.

DEEP VEIN  
AND  
BLACKHAWK COALS



Organized 1903  
WE SPECIALIZE  
IN  
STOKER PREPARATIONS

DEEP VEIN COAL COMPANY

111 North 7th Street  
Terre Haute, Ind.

28 East Jackson Blvd.  
Chicago, Ill.

Guaranty Bldg.  
Indianapolis, Ind.

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

UNION REFRIGERATOR TRANSIT LINES  
Milwaukee, Wisconsin

Save 50% on  
Bridge Maintenance



By eliminating the need for thoroughly cleaning rusted steel surfaces, NO-OX-ID will cut your bridge maintenance costs in two. Just remove the loose rust scale and apply NO-OX-ID over the rusted surface. One coat penetrates to the metal, stops further corrosion, and further loosens the rust. Write for full information.

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

**NO-OX-ID**  
IRON-TRADE MARK-RUST  
The Original Rust Preventive

Busby, 59 years, passed away November 25, 1939, after a long illness. He was a graduate of Marion High School and won his track letter at Iowa State College. Entered the service of the Milwaukee Road as a fireman August 25, 1900, and promoted to engineer Sept. 9, 1906. Retiring on account of ill health June 11, 1927. He is survived by his widow, a daughter, Marion Elizabeth, who teaches in the high school at Anamosa, and a sister, Mrs. Dorothy Hussey of Maywood, Illinois.

George R. Hennesay, son of Mr. and Mrs. George R. Hennesay of Cedar Rapids, went to Des Moines December 11th to enlist in the U. S. Army Air Corps. He studied three and a half years at Coe College in Cedar Rapids, Iowa, and was accepted under the new system whereby applicant must be a high school graduate to enlist in the U. S. Air Corps.

### Wisconsin Valley Division

Lillian

**A HEALTHY—HAPPY AND PROSPEROUS NEW YEAR TO ALL.**

Jerome La Sage, age 18, son of Mrs. Matt La Sage, was killed in an automobile accident when a car in which he was riding with two other occupants crashed into a post and caught fire on the outskirts of Merrill, Dec. 2nd. The other two occupants were rescued, one of them seriously injured. Jerome was born in Tomahawk, and came to Wausau with his parents when a child. He was graduated from the Wausau high school in 1937. Besides his mother he is survived by two brothers and two sisters, all at home. Funeral services were held on Dec. 5th. The Valley employees extend sympathy to Mrs. La Sage and family.

Miss Kathleen Vachreau, who teaches school in Green Bay, Wis., spent the week end of Nov. 23rd at the home of her parents, Mr. and Mrs. Henry L. Vachreau.

Mrs. H. M. Gilham and Mrs. Bert Boorman left for a visit with Roy Gilham and family, at Lewistown, Mont. They expected

to arrive there in time for Thanksgiving dinner Nov. 23rd.

Geo. F. Hancer arrived in Wausau Friday, Dec. 1st, from La Crosse, to assume his new duties as assistant superintendent of the La Crosse-Valley Division. J. J. O'Toole, who formerly held that position, left here to take over the assistant superintendency of the Milwaukee Road terminals in Milwaukee.

J. P. Horn, roundhouse foreman, has returned from a hunting trip in the north woods for deer. While he was rather reluctant voicing much in regard to the pleasure the trip afforded him, we know by the satisfied smile he has been wearing that he must have received his quota.

Dennis Kennedy, 68, New Lisbon, retired passenger train conductor on the Valley Division, passed away at a Mauston hospital Dec. 3rd, which he entered following a heart attack. Funeral services were held at the Catholic church in New Lisbon, Dec. 5th, burial in the parish cemetery.

### Drafts from the Drafting Room

H. J. Montgomery

ROMANCE? Usually it finds its way in the springtime, but we know of two "young single chappies" who are sort of going soft in the cold winter time. Howard Melzer says it won't be long now, while Elmer Reinke just ain't talkin'. But now that Elmer has been "elected" Secretary of our branch of the Service Club and has finally acquired a title, we think the time is ripe. Anyway, both boys have promised us a big blow-out at the end of the single road.

The Chicago bowlers (40 strong) came to Milwaukee on December 2 and met 40 from Milwaukee. Approximately 65 per cent of Milwaukee boys bit the dust individually, but thanks to two Milwaukee teams who piled up a surplus of 300 and 400 pins the local boys took the team match by 124 pins. The high life of the day's bowling was George Jung's 80 game.

Richard Cowper is now working along with "Landslide" Elmer (won by 2 votes) Reinke. Nice going, Dickie, but what did you do now?

Odegaard treated a few friends to an amateur boxing show recently. Find some tickets, Ode? Or do you know the door man?

Alex Demske said "Aloha" to the drafting room on Dec. 7th as his time was up. Alex has returned to the machine shop, which is being capably handled by that prize pen pusher Adonis (still is kinda cute), Armin Guschl. It was nice knowing you, Alex.

Bob Engelke took an exam in refereeing basketball and came through with flying colors. Of course, Bob will only get small games at the start but later we expect he'll be handling a Big Ten game or so. Bob has also refereed some high school (B teams) football games last year (1939).

Ewald Zastrow and James Elder took vacation on Thanksgiving No. 2. They left here on Wednesday night, Nov. 29, and went clear to the Pacific Coast (Tacoma). Then James and Ewald went sight seeing till that evening of the same day that they arrived. Ewald got homesick and deserted James and headed for home, getting here

### TO THE CREW OF THE HIAWATHA

Many of the banks of the Northwest Bancorporation are located in the territory you cover. They are there to serve you and all Milwaukee Road employees with the same speed and safety and courtesy which characterize your great line.

### NORTHWEST BANCORPORATION

110 affiliated banking units serving seven states of the Northwest. All are members of the Federal Deposit Insurance Corporation.



on Tuesday, Dec. 5, making almost a non-stop vacation trip to the coast. Page Mr. Ripley. James took his time and came in Dec. 9 and reported a very interesting trip.

Willard Schroeder just knocked off high 3 game total with 665. Is this just a one night splash or can we expect such "Keg-gling" from now on?

Milw. Road Social Bowling Bowl  
Geisinger knocks 'em for 563 . . . Ed Carey batters 257 . . . Ed McGroth rode 'em for 558 . . . Joe Judge, 87-74-100—nuff said . . . W. Radke, secretary, also can bowl—569 . . . Pepper Martin—333 for a good night's work . . . H. Corbett leads league with 175.32 average . . . W. Radke second spot—170.22 . . . M. Kurth, third—169.32 . . . L. Velt, second (last)—102.22 . . . J. Judge, first (last)—98.5.

The Tomahawks of the Milwaukee Road League would like to swap places with the Tomahawks of the Milwaukee Road Social League. (That is, in position only.)

### Milwaukee Road Bowling League

Team	Won	Lost	Aver.
1 Sioux	28	14	873.28
2 Marquette	27	15	820.26
3 On Wisconsin	26	16	844.25
4 Southwest Ltd.	26	16	807.14
5 Copper City	24	18	833.33
6 Pioneer Ltd.	23	19	869.30
7 Fast Mail	23	19	818.40
8 Hiawatha	22	20	822.5
9 Chippewa	22	20	811.34
10 Olympian	18	24	804.38
11 Tomahawk	17	25	801.26
12 Arrow	17	25	793.6
13 Varsity	17	25	777.39
14 Milwaukee Exp.	16	26	790.3
15 Morning Hlaw.	15	27	755.2
16 Iron Country	15	27	726.21

### Milwaukee Road Social Bowling League Standings, December 5, 1939.

Team	Won	Lost	Aver.
1. Tomahawk	28	8	760.30
2 Arrow	25	11	709.30
3 Fast Mail	24	12	710.14
4 Varsity	21	15	728.22
5 Sioux	25	15	710.17
6 Southwest	19	17	687.19
7 Hiawatha	13	23	682.1
8 Pioneer	12	24	692.34
9 Olympian	12	24	674.16
10 Chippewa	5	31	642.25

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

R. R. T.

MR. R. H. BARRETT, extra gang time-keeper, had the misfortune to break his left arm shortly before the extra gang was done for the season and he will be laid up for a month or two. We hope that he may make an early recovery.

Machinist Joe Tracy, retired, died at Seattle, Nov. 15th. We have not heard particulars but we express our profound sympathy to the surviving family.

Mr. J. G. Davidson, agent at Ashford, underwent an operation at St. Joseph's

Hospital, Tacoma, Nov. 27th. He is recovering very nicely and was able to return to his home in time for the Christmas holidays. We offer our best wishes.

Mr. William Reeves, of the store department, who has been laid up for a considerable period of time by reason of illness, has now recovered sufficiently to be able to go to work again. We extend our congratulations and best wishes.

Barbara Jean, daughter of W. M. Woodard, chief clerk at the city freight and passenger office, was in attendance at the University of Washington, when she was taken sick. She was in a hospital at Seattle for several weeks but was then transferred to her home in Milton, near Tacoma. She is now slowly recovering, but will not re-enter the University during this quarter. We offer our best wishes for her early and complete recovery.

Brakeman Alex B. Smith is at present confined to his home with a painful attack of rheumatism. We hope it will soon leave him and permit him to get back to work.

There was considerable sickness in the Store Department lately. Lewis Bruner, A. E. Stevens and Emil Johnson were among those sick but all have recovered and are on the job again. Congratulations!

Harold Wheeler, the messenger, is celebrating the arrival of a fine baby boy on his second wedding anniversary. We did not hear of it in time to get in on the cigars but wish him joy anyway.

Mike Wahn of the supply train is the proud father of a fine pair of twin boys, born Saturday, Oct. 25th. He is considerably swelled up over this, which we all understand; everybody is congratulating him, in which we join.

Conductor F. S. Andrews of the Everett-Enumclaw line was a recent victim of an automobile accident, which resulted in two broken ribs and he is off duty for the time being. We hope the injury will soon heal and let him get back. Joe McCammon is relieving him at present.

The Store Department is celebrating two

### AUTOMOBILE LOANS

The Mercantile National Bank announces a new Automobile Finance Department to amplify its Services to its many friends and customers. We invite you to consider this department for the purpose of financing the purchase of a new or used car, or borrowing on your present car. Rates are most reasonable and, if you prefer, you may provide for insurance through your own insurance broker. The courteous service and personal attention, that has long characterized each of your banking transactions with Mercantile, prevails in this new department. Come in and acquaint yourself with this added Mercantile Service. Mr. Wendt will be glad to give you all the interesting details.



MERCANTILE NATIONAL BANK  
OF CHICAGO

5 4 1 WEST JACKSON BOULEVARD

MEMBER FEDERAL DEPOSIT INSURANCE CORP.

### First National Bank OF Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound  
Established more than forty years ago.  
1892-1937  
Member of Federal Deposit Insurance Corporation

weddings: Earl Bartle married Miss Dot Lane, and Neil Sullivan married Miss Aileen Moore. We congratulate these gentlemen and their brides and wish them a long and happy married life.

We were very much surprised to hear the news of Mr. Frank Devlin's impending retirement. He has been a sick man for quite a while and his retirement is really no surprise to those who knew his condition, but it will leave a void here on the Coast which will be hard to fill, for Mr. Devlin has endeared himself to everybody on the division by his fairness and gentlemanly demeanor. The best wishes of all employees go with him and Mrs. Devlin when he retires. If we mistake not, he has been in the railroad business for 47 years—time to take a rest we are all agreed. He and Mrs. Devlin spent ten days early in November back in Wisconsin visiting friends and relatives. They will soon be in a position to take a permanent vacation and we all wish them a long and happy retired life.

Conductor George A. Beechwood, who has been with the road ever since it extended toward the Coast, retired Oct. 31st. He and Mrs. Beechwood are going to hibernate this winter at their pleasant home on the Tacoma-Seattle highway, but in the spring they are going to start touring the country. Let us hope that they will meet with no accidents but return to lead a quiet and undisturbed life.

Chief Dispatcher Bowen at Bellingham

Michael Sol Collection





PROTECT YOUR FEET  
with  
**SAFETY FIRST SHOES**

BUILT WITH PROTECTIVE  
STEEL TOE-BOXES

A wide range of styles  
available thru your local  
storekeeper.

**SAFETY FIRST  
SHOE COMPANY**  
Holliston, Massachusetts

UNION MADE

**BEAVER BRAND**

**Carbon Paper**

and

**Inked Ribbons**

"There's no other just  
as good"

**M. B. COOK CO.**

508 S. Dearborn St., Chicago

**LUMBER  
PILING—TIES**

and

**MINE TIMBERS**

**Egyptian Tie & Timber  
Company**

St. Louis Chicago

**'M-F'**

**Lock Nuts and  
Water-Tight Bolts**

Used on Rolling Stock of  
Leading Railways

**MacLean-Fogg Lock Nut Co.**  
Chicago, Ill.

also retired on January 1, 1940, after completing forty years of service on the Milwaukee. Mr. Bowen came to the Coast Division from Miles City, where he had been trainmaster. He made a host of friends at Bellingham who will wish him every enjoyment on his farm near Bellingham.

Michael T. Smith, known to hundreds as "Tom" Smith, retired from service as brakeman on Nos. 15 and 16 Nov. 1st. With his wife they left for a 3,500 mile auto trip to California and other Southern points returning Dec. 1st.

We had the surprise of our life when we came down to the Milwaukee local freight office at Tacoma the other day and found it decorated, shining like a jewel in the new paint. The old Milwaukee orange color was gone, replaced by a light grey with dark grey trims. You would be surprised to see what a difference that made! Bright red new counters in the Cashier's Department made Fay Clever wear blinders, at least while new; the vault has been refurbished—in short, it's all new, except the old force. Congratulations!

Glen Russell, the baggage agent at the Passenger Station, with his wife, were off on a ten-days' trip to Michigan to take possession of a new Nash. You will now see them go by with that lordly expression on their faces which characterizes Nash owners; however, they will still talk to their old friends. Carl Tvetter relieved him in the meanwhile.

We hear of two old acquaintances over in Spokane landing regular positions: H. E. Harris has become checker in the warehouse and Tom Quinn check clerk, also at Spokane. Congratulations!

Robert Huntsman is now on the yard clerk force in Tacoma yard.

Please take a look at these additions to the local forces: two brakemen transferred here from Bellingham, James Kemp and Robert Western; new brakeman hired here, Roy J. Hall; student brakemen hired here, P. W. Blason, S. M. Laddane, Fred Burt; new switchman hired here, J. R. Jacobs. It isn't much, but it's encouraging.

Mr. G. C. Medglin, formerly of Milwaukee, has been appointed roadmaster on the Gray's Harbor and Tacoma Eastern branches. Mr. H. C. Davis has been transferred to Mr. Pinson's office as instrument man.

Francis Kirkland of the train dispatcher's office was among those who went out after deer in his auto. He came back safe and sound and brought back steak for his friends, too, but those who know say it tasted for all the world like the ordinary beefsteak of commerce—ahem and forsooth. Who knows?

Two new runs have just been bulletined: a Centralia-Long View logger and a Mineral-Morton day switch; run, no assignments as yet. Let's hope the improvement keeps up.

Two loggers run regularly from Morton at present.

Idaho Division brakeman J. E. Gump is now on Nos. 15 and 16, regularly.

**CARTER BLATCHFORD, INC.**

80 E. JACKSON BLVD.

CHICAGO

**RAIL JOINTS**

Reformed to meet specifications  
for new bars.

**VULCAN XX STAYBOLT IRON  
VULCAN ENGINE BOLT IRON  
VULCAN IRON FORGING BILLETS  
LOCOMOTIVE FORGINGS**

**AXLES  
CRANK PINS  
PISTON RODS**

**HAIR FELT INSULATION**

**MILWAUKEE BOWLING LEAGUE**

November 24, 1939

Team	W	L	Total
1—Boilermakers	32	16	27036
2—Roundhouse	30	18	26466
3—Extra Gang	29	19	27264
4—Accountants	27	21	24695
5—Machinists	25	23	28010
6—Supervisors	25	23	26927
7—Blacksmith Shop	19	29	24530
8—Ticket Office	19	29	23941
9—Store Dept.	18	30	26630
10—Pipe Shop	17	31	26561

High Individual Game—	Score
Kimose	271
Stansbury	271
High Individual 3 Games—	Score
Kimose	758
High Team Game—	Score
Supervisors	1167
High Team 3 Games—	Score
Supervisors	3362

**"Out Where the West Begins"—East End of the Trans-Missouri Division**

D. H. A.

DEEP sorrow was cast over the entire community by the passing of Mrs. Theodore S. Johnson, the former Maria Larson, whose death occurred at a Miles City hospital on Nov. 23rd, following an operation. Her untimely death leaves a void in this community that can never be filled. Funeral services were held on Monday, Nov. 27th. The profusion of flowers and generous memorial offerings shows the high esteem in which she was held in this community. Deepest sympathy is extended to the bereaved husband, Mr. Theodore S. Johnson, her mother, Mrs. Hanna Larson, her sister, Mrs. F. C. Williams, and seven brothers, namely, Martin, Louis and Helmer of Moberge, Richard of Firesteel, Lennie and John of Rapid City and Edwin of Kenyon, Minn. Having known her as a true personal friend, this tribute has been left to her:

**"TO LIVE IN THE HEARTS WE LEAVE  
BEHIND IS NOT TO DIE"**

*Beautiful life is that whose span  
Is spent in the duty of God and Man,  
Beautiful calm when the course is run,  
Beautiful twilight at the set of sun,  
Beautiful death, with a life well done.*

Mr. and Mrs. Emil B. Johnson spent Thanksgiving at Minneapolis with their son Dick, who is a student at the Minnesota U. Mrs. J. L. Caldwell and daughter Barbara also spent Thanksgiving there with James Caldwell, Jr., who is attending the Minneapolis School of Art.

Brakeman William Moran had the misfortune to fall from the top of a box car while on duty at Morristown, badly fracturing his leg. He was brought to the Moberge hospital for treatment where he will be layed up for some time.

Conductor J. B. Collins is also a hospital patient with a knee injury which he received while working at Haynes, N. D. Mr. W. F. Rose has been transferred to

**PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES**

HEALTH

ACCIDENT BENEFITS effective from first day of Disability.

ILLNESS BENEFITS from first day of Disability.

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

ACCIDENT

Death by Accident which includes Life Insurance

\$2,000.00

Life Insurance, Natural Death

\$1,000.00

Monthly payments at age of application

16-49 inclusive

\$1.80

50-54 inclusive

\$2.50

Ages 55 or over, rates on application.

LIFE

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

NO MEDICAL EXAMINATION REQUIRED

Good if you leave service on pension or otherwise.



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

**EMPLOYEES MUTUAL BENEFIT ASSOCIATION**

1457 Grand Avenue

St. Paul, Minn.



Milwaukee. We are sorry to lose this estimable family from our midst. Mrs. Rose was very active in church work as well as musical circles and will be greatly missed. We wish them much success in their new home.

Miss Helen Manley, who is attending Teachers' College at Aberdeen, spent her Thanksgiving vacation at home with her parents, Mr. and Mrs. A. F. Manley.

Mrs. Dora Anderson underwent a tonsillectomy at the Moberge hospital last week. Mrs. Frank Gintner was a patient at the Moberge hospital, having her tonsils removed.

Mrs. Louis Schelfelbein and daughter, Joan, spent the week end in Minneapolis enjoying the Xmas sights and visiting friends.

Our amiable baggage man, Bernie Wrenn, is again suffering from a severe attack of *Malaria* and is taking a much needed rest until after the holiday rush.

Conductor J. L. Downs spent a few days hunting in the Black Hills.

Mrs. Gus Deuschler, who underwent a major operation at the Moberge hospital, is improving nicely and will soon be able to go home.

It seemed like olden times with so many of the old "ralls" being called back here to work during the fall rush. Among them were "Red" Richardson, "Red" Wands, L. V. Culp, Warren Roberts, John Klein, Mr. Pridden and many others.

Mr. and Mrs. E. D. Patten spent a few days in the Twin Cities visiting friends.

Mr. and Mrs. Leo Swanton enjoyed a visit from her mother, Mrs. W. P. Moran, and her brother J. R. of Sioux City, Iowa.

Mrs. A. F. Manley was called to Walla Walla, Wash., by the illness and death of her mother, Mrs. J. N. Brooks. We extend our sympathy.

The Milwaukee Women's Club gave its annual Thanksgiving dance at the city auditorium on Thanksgiving night the 30th. Bill Klitz's orchestra from Aberdeen furnished the music and an enjoyable time was had by all. Under the efficient leadership of Mrs. George Gallagher as chairman, a number of tickets were sold and we were able to clear about \$50.00 after all expenses were paid.

Mr. and Mrs. Roy Keating spent their Thanksgiving with relatives at Milwaukee. Miss Nadine Beaver spent her Thanksgiving vacation with friends in the Twin Cities.

Steve Fuller from San Antonio, Texas, is home for a visit with his parents, Mr. and Mrs. W. C. Fuller.

We are a little late with our holiday wishes this year, but we take this means of wishing all the Milwaukee family a Happy New Year, with health, happiness and prosperity for all, this is the sincere wish of your Moberge correspondent.

Mr. Ernest Tatro, pumper at Bowman, passed away suddenly on December 1st from a heart attack. He had spent the day at his home at Hettinger and was being taken back to Bowman in a car by his son when death occurred. He is survived by his widow and three children. We extend sympathy to the bereaved family.

Mrs. Jennie O'Hern was awarded the position of station agent at Firesteel, S. D.

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

**Youngstown Steel Door Co. & Camel Sales Co.**

322 S. Michigan Ave.  
Chicago

—OFFICES—  
The Arcade  
Cleveland

500 Fifth Ave.  
New York

Hammond, Indiana • Youngstown, Ohio

Fullerton Avenue Building,  
Chicago

J. G. J.

THE employees of the building have received sanction for the formation of the Hiawatha Credit Union. The first payroll deduction will be on January 18, 1940, and each succeeding month at the same date. The savings of members will be applied as payment of shares—each share being \$5.00 and paid off at not less than \$1.00 per month. All in all, it is a fine thing and with Federal Bank Deposit Insurance as a safeguard it should draw a host of members. Those interested should see Mr. W. A. Johnson, Auditor of Overcharge Claims Office, or any officer or committee member for more information.

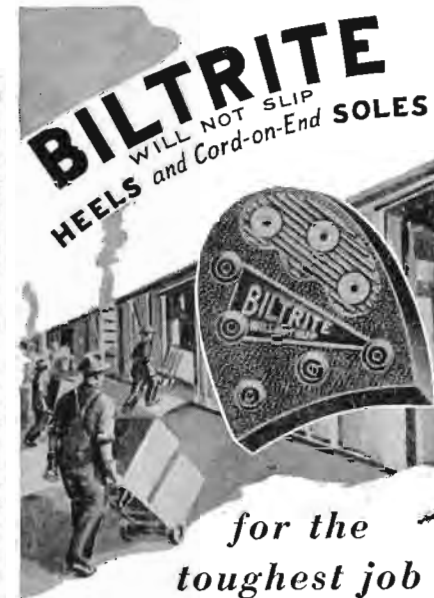
There are Christmas parties and Christmas parties but our Booster Club really put on one that was a honey, breaking all records of previous years. Two thousand kids were entertained, and we really mean they were shown a good time. Six clowns performed for the children, which broke up the monotony of waiting. Kriss Kringle arrived on a special train all decked out for the occasion and he was none other than Bill Denny, our retired stationer. Bill probably was the most liked man in our building and his loud booming voice was a real pleasure to hear again. There were just as many oldsters trying to talk to Santa as there were youngsters. (This party should show the wisecracks what their dimes are used for.)

Also worthy of mention is Open House sponsored by the Women's Club. This is the annual occasion just before Xmas when all of us gluttons go down to the club-rooms, eat ravenously and take in the musical program. This year was no exception and again the refreshments were delicious and the hospitality perfect. The men of the building are thoroughly appreciative and have asked us to convey thanks—"Merci, Mademoiselles et Mesdames."

Dick Benash of the Ticket Auditor's office was rushed to Roseland Community Hospital on December 9 for an appendectomy. He is doing fine and we hope he will be O.K. soon.

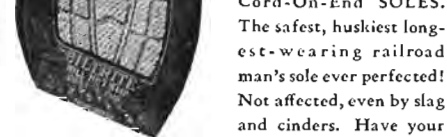
At this writing we learn Florence Neligan is confined to the Illinois Masonic Hospital with pneumonia. Her condition is improving and we hope soon to see her back in the building.

We must not forget the wedding of Donna Mooney of the Abstract Bureau to Frank Anzalone. The nuptials were performed at St. Vincent's rectory on Nov. 25. Evelyn Croke of the same bureau and her husband were the attendants. The re-



Whatever your work, BILTRITE Heels will make it easier, more comfortable for you. Their springy resilience—their built-up side-walls—their sturdy,

non-slip safety plugs are features that assure greater comfort and matchless wear! For men, women and children. Ask your shoe repairman to show you BILTRITE Cord-On-End SOLES. The safest, huskiest longest-wearing railroad man's sole ever perfected! Not affected, even by slag and cinders. Have your shoes repaired with BILTRITE Heels and Cord-On-End Soles today.



There is only one BILTRITE—ask for it by name at nearest shoe repair shop.



ception was held at Donna's home. Good luck to you, Mr. and Mrs. Anzalone!

November 30th marked the thirtieth year of service with the Milwaukee Railroad for Gertrude Clavey, our genial "hello" gal. Most sincere congratulations on this long and fine record.

**IDLE CHATTER**—Basketball prospects look good if the team ever has a chance to get together all at once in order to smooth out the kinks. By the way, they are still looking for players and anyone interested should contact any member of the team. . . . Frank Burke notified us he is breaking the buttons off his vest due to Brother John becoming a proud papa. Congrats to John and Uncle Francis William Kelly Burke. . . . And whatever happened to Fred Brinks, "the great basketball star"? . . . Mr. Weitzenfeld of Overcharge Claims was a former friend of the late Knute Rockne and used to play football with him as a lad. If we are wrong, Mr. W., blame it on the "boys". . . . Then there's argument by the book lovers—some say *Grapes of Wrath* is wonderful, others don't like it. Which only goes to show that it's all according to taste after all. . . . Andy Duffy knocked off 650 while bowling recently and it sure evoked comment from his bosom buddies. . . . We missed the bowling trip to Milwaukee but hear it was successful and they were well entertained. Some of the pastboard manipulators were conspicuous by their absence, though. Why? . . . And we hope you haven't all got a headache from the holidays. . . . Ho hum, another year.

### LaCrosse River Division First District

Scoop

OUR veteran chief operator, L. C. Philbrook, in G. O. office, Milwaukee Terminal, has taken a few weeks' vacation to visit the West Coast, particularly Los Angeles. We hope he does not mistake oranges for snowballs out there. Louis Smalz is taking his place in G. O.

Santa Claus played a mean trick on train dispatcher Lonnie Farnham, who holds the second shift at Madison, when his family doctor told him his youngest girl had scarlet fever. He hopes to be able to lift the quarantine by Christmas and says the case is not a severe one so we hope to see him home for Christmas.

We are sorry to announce the passing of Mrs. Peter Hollinshead which occurred in the hospital at Portage, due to a sudden heart attack. Her husband passed away about three months ago in California. She was buried beside him at New Lisbon, her old home town.

Mrs. Ben Winn passed away at Watertown in the hospital, due to complications. Her husband is one of our veteran locomotive engineers.

Both Mrs. Hollinshead and Mrs. Winn were well known and active in community doings and their sudden passing was a shock to their many friends.

Have you noticed the time freights lately? For instance, No. 264 not long ago had one hundred loads—some five thousand tons of freight. Who says business is falling off?

Our service club meetings conducted by chairman Shoemaker have been well attended and some good speakers introduced. At the last meeting held at Portage Mr. H. E. Peterson of the regional retirement board of Milwaukee, Mr. C. F. Meyers of the retirement board, Washington, D. C., Mr. C. P. Young of the Unemployment Insurance, Madison, Mr. E. A. Bornfleth, our division freight agent, and Mr. G. C. Hittel, special traffic representative, all contributed very interesting talks regarding our railroad and how to increase business. The final speech was made by division superintendent W. C. Givens who stressed the importance of getting more business and making our railroad benefit thereby. The life of the party was long Joe Carmichael who, dressed in the role of a negro preacher, gave several discourses which kept the audience laughing, to say the least.

After forty-nine years of service with

our railroad, Otto Behl, who has been first trick operator, Columbus, Wis., since I can remember, has retired on pension. His term of service for such a length of time is one to be proud of as he was always pleasant mannered and a reliable employe who will be missed by all his associates. We wish him a Merry Christmas and many Happy New Years to enjoy his pension so well earned.

Wasn't so long ago that if we didn't have ice skating by Thanksgiving it was voted a bum winter and sulphur and molasses was kept handy for cantankerous young 'uns.

Mrs. Mabel Zinns passed away in a Milwaukee hospital recently after a long sickness. Her husband is one of our veteran engineers on the Hiawatha trains. Mrs. Zinns, whose father, Charles Sroka, made the Oneida Hotel in Portage the famous hostelry it is today, was noted for her good qualities and as a neighbor and friend will be greatly missed by her large circle of friends here and in Milwaukee. The sympathy of our division is with her bereaved ones.

Saw the roadmaster and section foreman looking over snow fence lately, so I'll say **Happy New Year** for 1940 before we get snowed in.

### West End of T. M. Division P. R. H.

J. C. HOUSTON, former custodian, trainmen's bunk house at Melstone from 1928 to 1937 when he retired, passed away at Wheatland, Wyo., November 29th, at the age of 80 years.

We are pleased to report that F. E. Ayers, retired agent at Mildred, who has been in the hospital at Miles City for some time, is now able to be out again and has returned to his home.

D. J. Hagerty, train dispatcher at Miles City, is in the hospital at Miles City, and is somewhat improved at this writing.

Swan Nelson, yardmaster at Miles City, is recovering nicely from a recent operation and will soon be back at work again.

Mrs. F. C. McCauley left Miles City December 1st for Ferham, Minn., to be at the bedside of her father who is seriously ill.

Mrs. Amyleigh Essex, clerk in Miles City Store Department, returned December 5th from Excelsior Springs, where she was receiving medical attention for about two weeks. Reports indicate that she is much improved in health, and will soon return to work.

Claude Smith, formerly employed as stenographer in Division Engineer's Office at Miles City, called on us December 11th, when on his way to Glendive.

Happy New Year to all Milwaukee employes.

### Northern District Car Dept. O. M. S.

A RAILROAD Service Club was formed at Minneapolis on Nov. 15, 1939. Over 250 men were present at the meeting. The purpose of this club is to promote and stimulate business for the railroad. The Car Dept. at So. Minneapolis has signed up 165 members and a fund of \$64.00 was raised (50c contributed by each member) to defray the expense of meeting places, etc. The Service Club comprises all employes working for the railroad and the executive committee elected for the coming year are the following officers:

A. Balloon, Chairman (Operating Dept., switchman).  
R. Anderson, vice-Chairman (Car Dept., carman).  
H. Allen, Secretary (Locomotive Dept., Clerk).  
F. Rogers, Treasurer (Superintendent's office).

Foreman Penny of **Mpls. Wood Mill**, presented the Chairman with a gavel. Ideas or proposals offered by employes may be dropped in the Suggestion Box, and will be acted on at the meetings to be held once a month.

Louis O. Skuttle, formerly employed at

Mpls. wood mill, passed away on Nov. 18th at the home of his son in Kirkland, Wash. Mr. Skuttle had retired on railroad pension, Dec. 1, 1937.

Car Dept. employes at Mpls. Shops and Coach Yard purchased 40 tickets to the Milwaukee Women's Club fall dancing party, on Dec. 8th at Curtis Hotel Ballroom. Benefits will be used for Christmas baskets and the needy.

Miss Marilyn Hauger, age 6 years, daughter of Einar Hauger of Car Dept. office, was awarded fifth place in the Eighth Children's National Photograph Contest, and first place in Minneapolis. The photograph is on display at Donaldson's. Mother and Dad are very proud but Miss Marilyn is quite unconcerned.

Congratulations to Mr. and Mrs. Phillip A. Garvey on the birth of a baby daughter at their home.

Valentine Stask, who has been ill, is reported much improved, and plans to return to work at Mpls. Coach Yard quite soon.

Foreman C. O. Bross, Aberdeen, is also reported improved, after a brief illness.

Foreman J. C. Weatherall (St. Paul Frt. Yard) and wife entertained their sons and families from Milwaukee at the parental home on Minnesota's Thanksgiving Day, Nov. 30th.

Carman A. G. Cogswell of St. Paul Frt. Yard has returned from a brief visit at Dayton, Ohio, due to serious illness of his mother. Understand she has since improved in health.

We wish all our friends a very Happy New Year.

### You Can't Turn Back One Careless Second

UNCEASING vigilance and carefulness during every moment will reduce accidents.

Nothing will insure greater success with respect to safety than knowing, observing, and enforcing the rules.

Not one of us would willingly cause injury or possibly death, but it takes one careless second to cause an accident, or permanently maim an innocent fellow worker, or possibly snuff out a human life.

L. E. Lamb,  
Store Keeper,  
Sioux City, Iowa.

### Safety First

We've been reading in the Bulletins  
Of scores of accidents—  
Shattered records, broken bones,  
And injured folks lament.

There's many a man who bravely tried  
To lift a ten ton weight,  
But now he is a broken man,  
Who sighs and curses fate.

Now if you're wise you'll take good care  
Lest some day you should curse  
Because you failed to heed the sign  
Marked plainly "Safety First."

W. V. Lavinger,  
Storehelper,  
Sioux City, Iowa.

### A Poor Example

Johnny (looking out of the window):  
"Oh, mother, a motor car has just gone by as big as a barn."

Mother: "Johnny, why do you exaggerate so terribly? I've told you forty million times about that habit of yours, and it doesn't do a bit of good."

### Motoring on the Milwaukee —Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WINTER is here only on the calendar, which will soon show a new date, and 1940, we trust, will be bright and happy for all the railroad family on the Milwaukee.

January 1st, we read in the paper, our Rocky Mountain division will have as superintendent Mr. A. C. Kohlhase, who has been for the last two years superintendent at Miles City, the district between Harlowton and Aberdeen, S. Dak., and Mr. James O'Dora, who has been assistant superintendent at Lawistown district, Great Falls to Harlowton, will be our trainmaster. Our superintendent for many years here, Mr. J. K. Sorenson, will take the district out of Tacoma, where his headquarters will be, and Mr. A. W. Herwin, who has been our trainmaster for the past two or three years, will be promoted to superintendent (in Mr. A. C. Kohlhase's place) out of Miles City. We regret very much to lose our well liked and popular "LKS," but as Mr. Sorenson will be on another division nearby, our loss is certainly their gain, and we welcome ACK indeed. He was our trainmaster here for a number of years and knows all our faults and failings. While "AWH" had not been with us so long, he and his lovely wife were well liked and we can only wish them the very best of success in their new home, and in Mr. Herwin's new position he is going back where he will also be at home, as he came to this division from Miles City, where he had been trainmaster for about ten years. As for Jimmy O'Dora, there is nothing to be said—he "grew up here" and everyone knows only good things about him, so why tell about them. We extend our greetings to the men who come to us and welcome them to the division, and to those who have been our officials, we give them our best wishes for success. Mrs. Sorenson and Mrs. Herwin will be missed greatly in the Milwaukee women's club work, where they have been very active, but no doubt similar duties await them, too, in their new homes.

Among visitors here during November was Mrs. Ed. Mathieson of Spokane, who visited at the Leah and Lefavor homes. She will be remembered here as the wife of the late Ed. Mathieson, who was for many years roadmaster of this district.

Mrs. Tommy Fairhurst has returned home from Spokane, where she has been in the hospital for some weeks, having undergone a major operation there. She is much improved in health. Mr. and Mrs. Vaniwegan of Seattle took care of the house, Tommy and the children while she was away.

Mr. and Mrs. Griffith of Martinsdale are in our city a lot nowadays, due to the serious illness of Mr. James Lewis, father of Mrs. Griffith. He is somewhat improved at this writing.

Fireman Gibbs, who worked out of here the past summer, has gone to Harlowton, working at the roundhouse there. Fireman Keeney is now working on the Northern Montana division, as a number of trains were pulled out and older men returning to bring who had worked during the summer on the engineers' extra board.

Mrs. Campbell, wife of operator James Campbell, has been elected president of the Three Forks chapter of the Milwaukee women's club. She will be a good president, say all of us.

Mrs. Francis Jense, who will be remembered as Miss Evelyn McCormack and who now lives in Milwaukee, is the proud mother of a lovely daughter. Engineer Leslie McCormack and the Mrs. went right back to see it. This all happened during November. Congratulations.

Frank McCormack, who has been cashier at the Bismarck station for our line for about ten years, is on the sick

list. We are all sorry to hear this and hope he will soon be much improved. Everyone misses him. There is never anything too much trouble for him to do if it helps anyone, and all of us have got into the habit of asking him instead of looking it up for ourselves, and that way we know it will be right, too. May he soon be back at work again.

Aha, I see why the third degree gets results now. Miss Mabel Newberry, not knowing for sure how much I know, if anything, was so much in doubt as to what I might know, she came through with a nice bit of news. Well, young woman, I am going to hold that right over your head and hope you stay with us; you are o.k.

Two Thanksgivings in one month, and the next month Christmas. It's a good thing there are not two of the latter, says I. Whatever happened to my Christmas money, I can't see. Well, anyway, someone gave us a turkey, so that helped.

Operator Robinson during the last of November had the great misfortune to lose his right arm while climbing off a car near the Yard office. The switch engine hit the car and threw him to the ground and one wheel ran over his arm. This is indeed a sad accident and we extend our sincere sympathy to Mr. Robinson in this accident. Operator Blichner is working at Bulte Yard at present.

A wedding of interest to our division was that on December 2nd of Miss Florence Kyle and Mr. Gordon E. Tibbitt at the bride's home in Hamilton, Mont. Mr. Tibbitt is a well known Rocky Mountain division employe, having been bridge and building foreman of a crew here for many years. Mr. Tibbitt is the son of engineer Ralph Tibbitt of this place. Mrs. Tibbitt is a graduate of the State University at Missoula and is a lovely and popular member of the Hamilton Younger set. We extend our very best wishes to this happy couple.

Some of this I did not see in the papers so it may be true, and some came in the mail and that may be true also. Better luck next time and a Happy New Year to all.

### Twelve Ranchmen Produce Train Load, Quality Lambs

A SHIPMENT of 41 double-deck carloads of lambs, or 13,103 head was made in early October by a group of ranchmen in Northwestern South Dakota, to one Iowa buyer. Every hoof was loaded in a Milwaukee car and started their journey eastward on Milwaukee rails.

The numbers and records were not unusual—other ranchmen in Milwaukee range territory ship as many or more lambs at one time and have been doing so for years. The unusual feature of this shipment was the fact that 12 ranchmen, under good leadership, set out to get the top price for their lambs by breeding and growing the kind careful buyers and feeders want for their corn belt feed lots. Selling these lambs to a scrutinizing buyer was no accident on the part of the dozen ranchmen. They made plans to do so years in advance.

These ranchmen are engaged strictly in the production of feeder lambs. They employ a supervisor who is on the job every month in the year, constantly making the rounds of the flocks, checking their condition, advising on feeding and so on.

Strict attention is given to keeping the ewes in the best possible health, through protection from worm infesta-

### CASH TALKS . . .

And it usually speaks the loudest when your earning power is cut off.

A dependable Provident Policy means cash when you're disabled.

Founded 1887

PROVIDENT LIFE and ACCIDENT  
INSURANCE COMPANY  
CHATTANOOGA, TENNESSEE

### There Is No Substitute for Natural Pure Water

HEALTH-FIRST DRINK

CHIPPEWA  
NATURAL SPRING  
WATER

"The Purest and Softest Spring Water  
in the World."

PHONE CANAL 1860 or write

Chippewa Spring Water Co.  
1318 S. Canal St. Chicago

Still Greater

### PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER  
SPRINGS

to absorb vertical shocks

CARDWELL WESTINGHOUSE CO.  
CHICAGO

CANADIAN CARDWELL CO., LTD.  
MONTREAL

Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment

LAKESIDE  
FUSEES

Fill the Bill  
SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY  
FUSEE COMPANY  
Beloit, Wisconsin

Michael Sol Collection



## EDWARD KEOGH PRINTING COMPANY

*Printers and  
Planographers*

732-738 W. Van Buren St.  
Phoncs: Monroe 0432-0433-0434  
Chicago, Illinois  
PROMPT AND EFFICIENT SERVICE

## LOCOMOTIVE:

**FEED WATER HEATERS**  
(The Locomotive Water Conditioner)  
**SLUDGE REMOVERS**  
**BLOW-OFF COCKS**  
**CENTRIFUGAL BLOW-OFF  
MUFFLERS**  
**STEEL TIRES**  
(Taylor Normalized)  
**GRID UNIT AIR-COM-  
PRESSOR RADIATION**  
**WILSON ENGINEERING  
CORPORATION**  
122 So. Michigan Ave., Chicago

## LUMBER FOR EVERY PURPOSE

We can fill your lumber require-  
ments, no matter what they may be.

**HARDWOOD FLOORING**  
**DROP SIDING SHINGLES**  
**GRAIN DOORS**  
**RAILROAD CROSS TIES**  
**PINE FIR MAPLE**  
**WHITE OAK RED OAK**  
**HEMLOCK**

No Order Too Small—None Too Big  
Write Us for Information

**The Webster Lumber Co.**  
2522 Como Avenue, West  
ST. PAUL, MINN.

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

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

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

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

tion. The flocks are not held too long  
on old ground and the ewes are wormed  
twice and the lambs once a year. The  
lambs are given supplemental cotton-  
seed cake feeding instead of depending  
for growth from range grasses only.

They have no patent on their suc-  
cess and there are no secret formulas.  
The 12 ranchmen simply use good sires,  
keep their flocks healthy and provide  
sufficient feed so that the lambs develop  
uniformly from the time they are born  
until they are sold.

Does their method of feeder lamb  
production pay? The best answer to that  
is 12,103 lambs sold, there were only  
90 cut backs and the lot brought \$75,-  
036.67 f.o.b. cars. Another good way  
to find out is to visit the ranchers who  
live near Morrirstown, Isabel and Faith,  
South Dakota, from which towns the  
lambs were shipped.

## Safety Education

By Harry F. Dell

Deer Lodge-Store Department

THE "Safety First" movement has  
now been with us for some time  
and has gained favor and an important  
place in employer and employee rela-  
tionship in not only the railroad indus-  
try but in practically all others, at least  
to some extent. It is a good and worth-  
while movement, for one reason, if for  
no other, in that it is concerned with  
the human family, for aiming to pre-  
vent injuries, it plays a vital part in the  
welfare of any and all employe'  
dependents.

It takes time for a man to learn his  
trade and it costs some money. Fur-  
thermore, the longer a man plies his  
trade, concluding that he has a goodly  
portion of aptness for the one he se-  
lected, the more valuable he becomes to  
his employer through more experience



## MORDEN SECURITY ADJUSTABLE RAIL BRACE

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

### WE MANUFACTURE

Frogs — Switches — Crossings — Guard  
Rails — Gage Rods — Rail Braces —  
Compromise Joints — Balkwill Crossings  
— Articulated Crossings — Samson  
Switches—Betts Switches and Security  
Track Designs.

## Morden Frog & Crossing Works CHICAGO, ILLS.

Representatives in  
Cleveland, Ohio  
New Orleans, La.  
St. Louis, Mo.  
Louisville, Ky.  
Washington, D. C.

acquired. The method of education or  
self-improvement known to mankind by  
the old saying, "Experience is the best  
teacher," is very good, however, there is  
another worthy to be mentioned in pass-  
ing and that is one I read of not so  
long ago as voiced by an educator. He  
said "Repeat, Repeat, Repeat" and that  
is what we are doing, I would say, in  
our safety first work, for we hold meet-  
ings regularly, go over the rules time  
and again and do other things connect-  
ed with the movement in the same  
manner.

Speaking of a man's experience help-  
ing him to be more valuable, it is al-  
ways desirable to have that kind of  
men in any organization, and to pre-  
serve such a condition, safety first is  
doing considerable, in that its efforts  
are in behalf of the experienced man  
as well as the inexperienced. In this  
connection, I think the young man  
starting out in any industry where to  
think safety and work safely is part of  
the program is fortunate. Being safety-  
minded, he will avoid a serious acci-  
dent that would leave him crippled or  
handicapped in some manner all the  
rest of his life.

This particular work, about which  
this article is being written, evidences  
thoughtfulness of others, which is good  
anywhere and any time. It manifests  
unselfishness, which is another fine at-  
tribute to have obtained in any indus-  
try or organization. We see these in  
the efforts put forth by the employes to  
accomplish something for "Safety  
First" and on the part of the employer  
as he considers the various suggestions  
submitted, some of which mean an out-  
lay of money. These two principles of  
thoughtfulness and unselfishness  
coupled with good earnest effort of  
brain and brawn will spell success for  
the work of safety first, I believe.

## Safety the First Law of Self Preservation

By Mr. F. L. Brenton, Storekeeper  
Davenport, Ia.

We used to have the good old days  
when men were men. Bravery and  
great valor were of the most impor-  
tance. This was emphasized mostly in  
a physical way. Men had to protect  
their homes from the wilderness.

Today it takes just as much bravery  
and valor, but not in the physical man-  
ner. We have learned to use our mental  
facilities as well. In the United States  
our problems are to get the most out  
of life. In this we have the best chance  
of anyone in the whole world. We have  
everything to do with, but it is how we  
use it and what we do with it that  
counts.

We are gradually coming to think and  
work more safely. If you doubt this,  
go to the library and read some books  
on industry in Russia. They have  
many machines and industries made by  
the progressive nations of the world,  
but have not as yet become acquainted  
with them and are not as safety minded

as those of the more progressive na-  
tions. Our engineers who went over  
there will tell you this. The casualties  
which they found and taken for granted  
by the Russian people were deplor-  
able. Our engineers had more difficulty  
teaching safety to them than skill. So  
it has been here, but we are winning.

In the days of great physical ability  
and bravery, men of learning were  
classed along with the weaker of the  
group. Let us hope that the UNSAFE  
MAN OF TODAY WILL SOON BE-  
COME AS UNPOPULAR AS THE  
WEAKER OF ANY GROUP.

## Bentonite

Bentonite is found in several of the  
western states. Large deposits are in  
areas served by the Milwaukee Road in  
the Dakotas and Montana. They were  
formed, as were all others, by volcanic  
ash settling at the bottom of water  
bodies in the early history of the for-  
mation of our western country.

There are many kinds of bentonite,  
their differences being largely due to  
mixtures of foreign material which re-  
duce their percentages of purity. Gen-  
erally the bentonites are divided into  
two groups, one the colloidal and the  
other non-colloidal, or those that swell  
no more than do plastic clays. The col-  
loidal bentonites at present are in in-  
creasing demand due to recent discover-  
ies.

The chief source of supply of the  
colloidal bentonites is western South  
Dakota and eastern Wyoming. Of the  
192,183 tons of bentonite used in this  
country in 1938 almost 79,500 tons were  
mined in these two states. The balance  
was very largely mined in Texas and  
California and used in their respective  
oil fields and were largely sub-benton-  
ites of the class two type.

The class one bentonites have an ex-  
panding market. They were practically  
unused 15 years ago. But due to re-  
cent discoveries large quantities of type  
one bentonites are now consumed by  
foundries for rejuvenating molding  
sand and as a core wash, also in various  
industries as a binder. Medicinal, cos-  
metic, and pharmaceutical prepara-  
tions of various sorts utilize bentonite  
as an inert vehicle. It is employed to  
stop seepage through and beneath dams  
and to plug up leaks generally. It is  
a standard suspending, spreading and  
adhesive agent in horticultural sprays  
and insecticides. Other established  
uses are: For emulsifying asphalts and  
other water immiscibles; as an admix-  
ture in concrete to improve workability  
and flow and to prevent segregation;  
in dewatering wood pulp to inhibit gum-  
ming of screens; to gelatinize wet-mash  
poultry foods; for clarifying wines; and  
as a suspending, thickening, and paste-  
forming agent in a wide variety of  
products and processes. Bentonite ad-  
ditions to concrete make it tough so  
that it can be used for resurfacing  
floors including feather-edge repairs of  
worn spots. Another interesting new

use is for Wyoming bentonite roofing, a  
covering of pure bentonite which is  
claimed to afford complete protection  
against water, fire, and hail. It seems  
paradoxical to use mud to make things  
clean yet bentonite is used to wash tex-  
tiles and to make glassware sparkle.

More new uses of bentonite are con-  
stantly being discovered. One such is  
alsifilm, a product that looks like paper.  
It will not burn, no acid corrodes it,  
it is transparent like cellophane, taste-  
less and odorless. Its uses are many.

The growth in uses of bentonites may  
bring about need and development of  
the deposits in Milwaukee territory in  
the near future.

## I&S M News

E. L. W.

R. E. GILBERTSON, of Erwin, So. Dak.,  
is relieving agent V. E. Garlock of  
Lake Preston, So. Dak., for a period of two  
weeks while Mr. Garlock is spending his  
vacation sight seeing in eastern points.

Geo. F. Jones of Pipestone, Minn., is  
acting as agent at Hatfield, Minn., while  
F. R. McDaniels is working the side table  
at Austin, Minn.

L. R. Wenzel, traveling freight agent  
from Minneapolis, Minn., called at Wirock,  
Minn., on Tuesday, Oct. 10, 1939.

One day about three weeks ago, Al Gol-  
den, sec. 4 man from Fulda, stopped in the  
depot at Wirock, Minn., with all of the  
buttons torn from his shirt and jacket.  
Upon asking him what was the cause or  
trouble, he threw out his chest and said,  
"Boy, it sure is a grand feeling to be a  
daddy after 14 years of married life." It's a  
girl, named Janice Lee. Congratulations  
Mr. and Mrs. Golden.

Brakeman Ed Flynn on 94 and 95 is on  
the sick list at his home in Madison, So.  
Dak. We all wish you a speedy recovery,  
Eddie.

Understand our crack Milwaukee marks-  
man with his automatic is bagging his  
limit of duck every day. How about send-  
ing a nice fat Mallard, Eddie. If any of  
you fellow employe friends want to learn  
some pointers about shooting ducks, just  
go out with Eddie Schied from Lakefield.  
He even brought home last Sunday a bag  
of six nice tame mallard drakes. Watch  
out for those farmers, Eddie.

Have noticed in the Traffic Tip Bulletin  
that the I&S M Divn. is close to the bottom  
of the list in the number tips sent in.  
Let's make it a point for each employe in  
the month of November to at least send  
in one tip each. How about it?

## DELICACIES FOR THE TABLE Specialties

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

**E. A. AARON & BROS.**  
CHICAGO, ILLINOIS

**Franklin Craftsmen Inc.**  
PHOTO-ENGRAVERS  
HARRISON 1221  
418 SO. MARKET STREET  
CHICAGO

## "BUCKEYE" YOKE and Draft Attachments



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

**THE BUCKEYE STEEL CASTINGS  
COMPANY** - Columbus, Ohio  
New York - Chicago - Louisville - St. Paul

## MAUMEE INDIANA WASHED COAL

CLEANER  
HOTTER  
BETTER

Mined on  
THE MILWAUKEE RAILROAD

## THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers  
TERRE HAUTE, INDIANA

## NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treat-  
ment and for use at softening plants.  
Complete chemical feeding equipment.  
Locomotive, automatic, continuous  
blow-down.  
Simplified testing kits and control  
methods.  
Practical and competent service en-  
gineers.  
Complete and modern research labora-  
tories.  
Surveys, analyses and recommenda-  
tions furnished without obligation.

**NATIONAL ALUMINATE CORP.**  
6216 West 66th Place CHICAGO, ILLINOIS

## CREOSOTED MATERIALS

and

## COAL TAR PRODUCTS

**Republic Creosoting Co.**  
Minneapolis





# THE TRADING POST



The use of these columns is FREE to members of the MILWAUKEE ROAD family who have personal property to exchange or sell. Ads must reach the Editor not later than the 15th of the month. Your name and the department for which you work must be sent in on a separate slip.

FOR SALE—Late Model Singer Shoe Machine, 29 K 58. Guaranteed to be in perfect condition. Price \$40. C. H. McIntire, Madison, So. Dak.

FOR SALE—English Bull Dog puppies, sire Dartmouth's Dean of Women, AKC—A-16048, dam Peaceful Pansy O'Pugillist, AKC 66471. Genuine 'sour-mugs' and very classy puppies. Reasonable. F. L. Costello, % Asst. Supts. Office, Sioux City, Iowa.

FOR SALE—\$135.00 Holton Wiedoeft Saxophone, Model Melody "F," like new, with case. Will sell for \$25.00. Phone Spaulding 8923, evenings, Chicago.

CHRISTMAS CARDS: New 1939 designs, packed in boxes of 21 and 50. Samples (without name imprint) 10c, refundable on order. Name imprinted FREE on orders received before Dec. 5th. Vincent Rundgren, 2147 Belle Plaine Av., Chicago, Ill.

ANTIQUES WANTED — Old Copper Lustre, Glass paper weights, Old Colored Glassware, Old Clocks, Majolica and Old Walnut furniture. Will also trade. What have you? Address: A. D. Ceurvorst, 110 1/2 West 6th, Davenport, Iowa.

SWAP PRINTING FOR ???—Advertise what you need and have to offer in exchange. Vincent Rundgren, 2147 W. Belle Plaine Ave., Chicago, Ill. Phone: Lake View 6038, evenings.

FOR SALE—1/2 horse power Century Induction Motor and 1 1/4" mandril—16" circular saw 2 1/2" belt. Price \$30.00. Also Lyon & Healy Silver Plated Sliding Trombone and case—Price \$20.00. Call Newcastle 6130, Chicago—After 5 P. M.

FOR SALE: Two-wheel trailer. Cheap. Must be seen to be appreciated. Wm. Selk, 2730 N. Marshfield Ave., Chicago.

FULL BLOODED German Police pups for sale. Write for pictures and prices. Ben. Johnson, 6533 Cedar Ave., Mpls., Minn.

FOR SALE: Advertisement cards of the early 1880's. Collecting these an interesting and growing hobby. Price 1c each. No less than 10 different ones to a customer. Also some early (about 1889-92) R. R. P. O. flag and odd post-mark covers, 3 for 10c. Limited number. E. A. Ashley, Canton, S. D.

FOR SALE—Canaries—Deep golden cinnamon choppers, that sing all day. Also yellow Hartz mountains, guaranteed singers, \$3.00. Females, 75c. Yellow Yorkshires at higher prices. Also Golden Seabright bantams, male or female, \$1.00. Earl A. Dagele, Sanborn, Iowa.

FOR SALE: Two Adams Type 2-A motor cars in good condition. Will sell for \$10 each. These were the property of the late George W. Thomas. Address Mrs. G. W. Thomas, 602 W. Bridge St., Austin, Minn.

FOR SALE: Cocker Spaniel pups, 3 months old. Black. Price \$10.00 each. Joseph R. Sirovy, Section Laborer, Jackson, Minn.

FOR SALE: Violin having original finish like new including bow and case, \$15.00; Lyon & Healy B flat slding trombone, satin silver finish, burnished gold bell, \$20.00. Prices represent a fraction of original cost and both instruments are in good condition. Owner may be reached during day by inquiring at office of Auditor of Overcharge Claims, or phone Briargate 5332, evenings—Chicago.

CHRISTMAS CARDS: New designs. 50 for \$1, 21 for \$1, or Etchings 14 for \$1. Name printed FREE, if desired, on orders received before Dec. 5th. V. Rundgren, 2147 Belle Plaine Av., Chicago.

AT STUD FINE TOY BOSTONS: Puppies for sale. Also, one Cocker Spaniel 8 mos. old; one English Bull, 4 mos. old; one Wire Hair, 6 mos. old. Blackhawk Kennels, R.R. No. 3, Davenport, Iowa.

BOOK MATCH COVER COLLECTORS, ATTENTION! Glad to exchange covers. All kinds appreciated. Al. J. Koch, 3392 No. 22nd St., Milwaukee, Wis.

FOR SALE: Large new Edison Phonograph; hardly used; cost \$225. Will sell for \$35. Also Bargains in other Edisons. Address C. S. Reynolds, Agent, Milwaukee Road, Russell, Ill.

## Short Waves

"A brief pause for station announcements," said the conductor of the train.

There are three controls on most radio sets: Wife, mother-in-law, and daughter.

No farmer whose cow has had the colic can understand how some radio crooners can get \$1,000 a week for making the same noise.

## Rah! Rah!

"Has Josh learned much at college?"

"No doubt about it," answered Farmer Cornfossil. "He tried to tell me something about a fight between Greeks and Trojans, but I told him he was wasting his time. What us home folks wanted to hear about was the football game."

## PICKED A GOOD ONE

A charitable woman, much interested in a poor neighborhood, noticed that whenever she called on a protegee of hers, she always saw a very down-and-out sort of man standing at the corner of the street.

One morning she took compassion on him, pressed a dollar into his hand and whispered, "Never despair."

Next time she saw him he stopped her and handed her nine dollars.

"What does this mean?" she asked.

"It means, m'm," said the man, "that 'Never Despair' won at 8 to 1."

## TOUGH BABY

Bill (viciously attacking a piece of chicken): "This must be an incubator chicken."

Joe: "Why?"

Bill: "No chicken with a mother could be so tough."

# CONTENTS

	Page
Snow Sports on Mount Rainier.....	Front Cover
Holiday Greeting.....	H. A. Scandrett 3
New Passenger Station at Minneapolis.....	4
Toy Trains For Father.....	5
British Railroads Meet the Crisis.....	6
Service Club News.....	7
H. C. Dodds, Superintendent H. & D. Div. ....	8
O. A. Beerman Promoted.....	8
A. S. Horton 54 Year Veteran.....	8
J. N. Peterson—Obituary.....	8
Appointments.....	8
About Traffic Tips.....	9
Service Club Notes.....	9
Milwaukee Man Hunts Deer and Vice Versa.....	E. H. Bowers 10
American Legion Post No. 18.....	10
Booster Club Christmas Party.....	10
The Agricultural and Colonization Department.....	11
Veteran Employes Association.....	12
Looking Back Through The Magazine.....	13
The Milwaukee Railroad Women's Club.....	14
The Retirement List.....	16
On the Steel Trail.....	17

# Ruling the Rails!

## IN LUXURY IN POPULARITY



## IN SMOOTH SILENT SPEED



### TWO A DAY EACH WAY

# Hiawathas

## CHICAGO • MILWAUKEE • ST. PAUL • MINNEAPOLIS

The streamliners with a distinctive character all their own

# THE MILWAUKEE ROAD





**ok**

ASSOCIATION OF AMERICAN RAILROADS

In September and October the sharpest upswing in freight traffic ever recorded was handled by the American Railroads — without delay, congestion or complaint