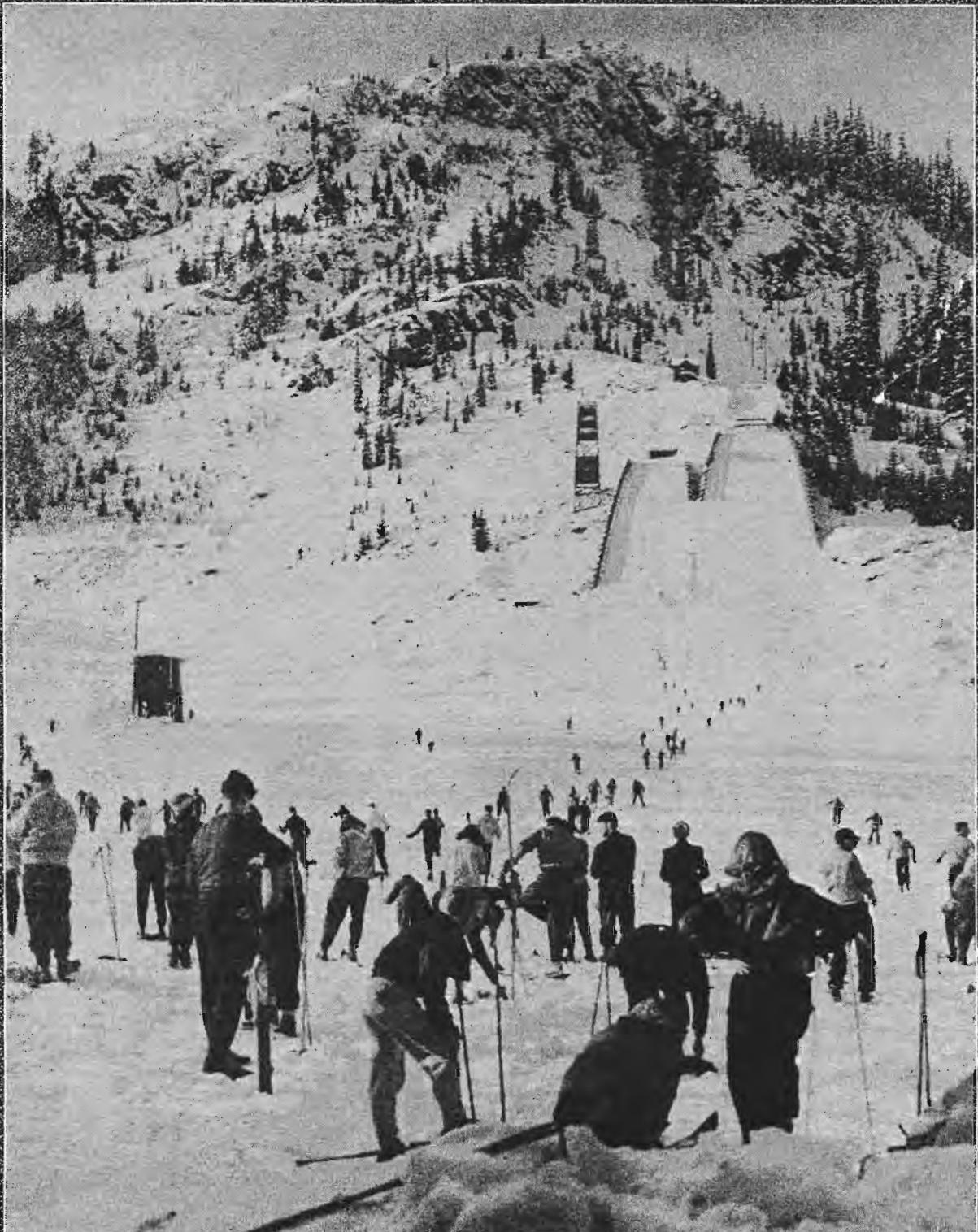


THE MILWAUKEE MAGAZINE

Published by the CHICAGO, MILWAUKEE, ST. PAUL and PACIFIC RAILROAD COMPANY



February, 1942

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

NEW YORK

•••

•••

CHICAGO



**PREVENT RUST AND CORROSION
ON RAIL JOINT SURFACES**

REDUCE COST of MAINTENANCE

NO-OX-ID prevents corrosion and "freezing" of rail joints caused by brine drippings, cinders, coal gas, moisture, etc.

A brushed application of NO-OX-ID "A Special" on the rail ends, angle bars, and track bolts at the time rail is laid will definitely eliminate "freezing."

One large eastern railroad made initial applications in 1933. Extensive use of NO-OX-ID "A Special" has followed and today the first applications are in excellent condition.

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

NO-OX-ID
IRON+^{TRADE MARK} RUST
The Original Rust Preventive

STATEMENT OF CONDITION DECEMBER 31, 1941

RESOURCES

CASH AND DUE FROM BANKS.....	\$12,093,862.27
UNITED STATES GOVERNMENT OBLIGATIONS, DIRECT AND FULLY GUARANTEED.....	7,429,796.89
Municipal Bonds.....	555,782.48
Other Marketable Bonds and Securities.....	345,633.47
	\$8,331,212.84
Less: Allocated Reserve for Bond Premium Amortization	233,510.47
Loans and Discounts.....	8,097,702.37
Real Estate Owned.....	6,368,111.33
Interest accrued but not collected.....	17,631.24
Other Assets.....	35,878.53
	3,078.32
	\$26,616,264.06

LIABILITIES

Capital Stock.....	\$ 600,000.00
Surplus.....	600,000.00
Undivided Profits.....	108,623.21
Reserve for Taxes, Contingencies, etc.....	108,032.64
Interest collected but not earned.....	19,943.07
DEPOSITS.....	25,179,665.14
	\$25,616,264.06



**MERCANTILE NATIONAL BANK
OF CHICAGO**
541 WEST JACKSON BOULEVARD
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

Continued High Standard of Service and Maintenance Depend on Economy and Extra Effort by All of Us

IN A communication which our chief operating officer recently directed to the operating officers of the railroad, he said, "Whether we can continue the high-class service that is now rendered to our patrons, or the high standard of maintenance now in effect, and make the additions to the property as recommended for Budget Authority depends on the ability of operating officers, supervisors and employees to find new methods to more economically operate the railroad."

The increase in wage rates and provisions for vacations ordered as a result of negotiations before the President's emergency board are estimated to cost this railroad \$8,862,000 per annum. As to this Mr. Gillick said, "It would be simple if some one man were able to write the necessary formula to offset this increased cost in operating the railroad by the adoption of new methods. However, as this is not possible, each of us can contribute something to that end by more intelligently examining the costs and methods of doing each job."

Also, he added, "Knowing that scrap piles are still a convenient place to throw usable material, we must adopt methods that will stop any piece of material being scrapped that by intelligent handling can be economically repaired and re-used, and both employees and su-

pervisors must be trained to do that.

"On divisions, joint meetings between the superintendent, master mechanic, general car department supervisor and their supervisors should be held at least once each month to discuss the methods and costs of conducting the business of the division and put into effect such economies as can be accomplished. At such meetings the use of fuel and the re-use of material should have intelligent consideration.

"We can agree in advance that such discussions will amount to little and be ineffective unless those participating come prepared to offer some concrete solution to the problem of effecting every possible economy in the operation of the railroad.

"With the increase in traffic, much service and many positions have been added that have resulted in more economical operation, and careful consideration must be given before eliminating such positions or disturbing service, to make sure proper operation of the railroad is not interfered with."

Mr. Gillick has stated the case plainly and emphatically. Nothing added here will amplify it. Every one of us must be clearly aware that it is our duty to deliver in effort a value that will help offset the added expense now being borne by the property that we are all so anxious to serve.

Total Freight Movement in 1941

Railroads, water carriers, trucks and pipelines performed a total freight service in 1941, measured in tons transported one mile, about 22 per cent greater than in 1940. Almost 72 per cent of this increase in freight service was performed by the railroads. The railroads last year performed almost 45 per cent more freight service, measured in ton miles, than they did in 1939 and over 60 per cent more than in 1938. No other industry ever has made a better record in stepping up its output of service to meet the requirements of a great public emergency.

Volume of Railroad Service in 1941

Railroads have this year performed 5.1 per cent more freight service, measured in ton-miles, than they did in 1929. They also have performed a passenger service almost as great as in 1929. Yet their gross earnings from the performance of these services were nearly a billion dollars less than in 1929, due to the reductions in average freight rates and passenger fares in the intervening 12 years.

Pipeline Not Necessary to National Defense

The Supply, Priorities and Allocations Board has, for a second time, declined to issue priority ratings for materials for use in construction of the proposed new oil pipeline from Texas to New York. Application for such ratings was renewed in revised form by Petroleum Coordinator Ickes, after SPAB had turned down the original application. The latest ruling by SPAB, which is presumed to dispose of the matter finally, held that the value of the pipeline as a defense project is not great enough to justify the high priority ratings for materials that would be necessary to its construction.

Since defense needs are so great, SPAB pointed out, large quantities of critical materials must not be devoted to any project, even if the project is wholly desirable in itself, that is not essential either to the defense program or to public health and safety. There would seem to be sound reason for applying the same principle to the elaborate waterway projects now included in the billion dollar bill reported by the House Rivers and Harbors Committee. If that is done, the St. Lawrence Seaway, the Florida and Beaver-Mahoning canals, and several other such schemes certainly will be abandoned.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

VOL. XXIX FEBRUARY, 1942 No. 11

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

MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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

Prospects for Additional Freight Car Supply

It was estimated that approximately 9,000 new freight cars were to be built in January, and a total of 36,000 more in the three following months. Authorization has been given to grant priorities and other help to carry out this program. The railroads had nearly 90,000 new freight cars on order at the end of November, and orders for an additional 25,651 new freight cars were placed in December. The railroad program now is for the installation of approximately 150,000 additional freight cars in service before the anticipated traffic peak for 1942 is reached in October, if the necessary materials are made available for car building.

1941 Railroad Tax Bill Smashed All Previous Records

The railroad tax bill in 1941 was more than \$555,000,000, or approximately one-third greater than in any previous year. The previous high for railroad taxes was in 1929, when taxes absorbed only 6.3 cents of each revenue dollar. Operating revenues in 1929 were almost one billion dollars greater than they were last year, and the tax increase over 1929 amounted to more than 150 million dollars, with the result that taxes in 1941 absorbed about 10.3 cents of each revenue dollar.

No other industry, in face of anything like comparable decline in gross and net earnings, has ever been called upon for a corresponding increase in tax payments.

How Shippers and Receivers May Assist in Maintaining Transportation Efficiency

It is very heartening to see evidence of the determination of the National Association of Shippers Advisory Boards to do everything in its power to aid transportation efficiency during the present emergency. The help these groups give the railroads in the matter of prompt handling of equipment is great.

The United States is divided into districts which come within the jurisdiction of the 13 Advisory Boards, and representatives of these individual boards attend an annual meeting of the National Association of Shippers Advisory Boards.

Chairman J. George Mann of that organization's Central Car Efficiency Committee offers the following definite suggestions regarding ways in which shippers and receivers may increase transportation efficiency and insure continuance of satisfactory car supply and railroad service. Insofar as they reflect the assistance being given the railroads by those with whom they do business, they will be of interest to Milwaukee Road employees:

- Translate the will to do into actual doing by arranging to know definitely each day the cars on hand for loading or unloading, and the length of time held, so that delays may be promptly handled for correction.
- Give advance notice of car needs, including size, type, destination and route—but do not order cars placed until the lading is ready.
- Avoid ordering cars in excess of actual requirements.
- Order cars only from the road or roads directly serving your plant. Do not call directly upon other roads for cars because this often entails cross-haul empty movement and other wasteful results.
- Remove all dunnage, blocking, and rubbish so that cars can be re-used immediately, without reconditioning delays.
- Notify the railroad promptly when cars have been unloaded, and report to district manager, Car Service Division, Association of American Railroads, any avoidable delays in removing empty cars from private sidings after release.
- Utilize regularly-scheduled switching service instead of requesting special switching.
- Cooperate by not rejecting cars that have been approved by railroad inspectors for loading of the commodity to be shipped, unless absolutely necessary.
- Load cars to, or in the direction of owner's rails.
- Curtail requests for tracing of shipments, and for preferential empty movement of cars.
- Prevent damage to high class cars, and consequent lost car days, by not loading them with contaminating commodities.
- Load cars to full load limit *as stencilled thereon*, or to full cubical capacity.
- On minimum carload orders use one car for shipments to two different consignees at the same destination.
- Avoid the seasonal peak of carloadings by shipping commodities, wherever possible, either before the middle of September or after the end of October.
- Purchasers of goods can aid by anticipating their needs; by combining orders to make car loads; and by indicating on orders for large quantities: "Ship maximum carload weight or full cubical capacity."

Appointments

OPERATING DEPARTMENT

Effective Jan. 16, 1942:

R. C. Hempstead is appointed assistant superintendent motive power with headquarters at Milwaukee Shops, Wis., vice P. L. Mullen, deceased.

A. M. Martinson is appointed division master mechanic in charge of the Milwaukee Division, districts 1, 2 and 3, and the Madison and the Superior Divisions, with headquarters at Milwaukee Shops, Wis., vice R. C. Hempstead, promoted. The office of district master mechanic at Milwaukee Shops is discontinued.

F. L. King is appointed division master mechanic of the La Crosse & River

Division, districts 1, 2 and 3, with headquarters at La Crosse, Wis., vice A. M. Martinson, transferred.

LAW DEPARTMENT

Effective Feb. 1, 1942:

O. G. Edwards, tax commissioner, is appointed assistant general solicitor, in charge of tax matters in the Law Department.

Floyd Williams, assistant to tax commissioner, at Seattle, Wash., is appointed tax commissioner, with office at Chicago, Ill., succeeding O. G. Edwards, promoted.

James R. Cumming is appointed assistant tax commissioner, with offices at Seattle, Wash., succeeding Floyd Williams, promoted.

Paul L. Mullen

Paul L. Mullen, recently appointed assistant superintendent motive power for the road, passed away unexpectedly on Jan. 5.

In his 51 years of life Mr. Mullen accomplished a great deal and created an enviable record with our railroad. Born in Indianola, Ia., and reared in Perry, Ia., he went to work for the road in 1903 as a caller. He then moved on to jobs as machinist apprentice, assistant foreman in the Perry roundhouse, foreman at Ottumwa, Ia., and assistant master mechanic at Sioux City, Ia.; he then became master mechanic at Austin, Minn., later going to Ottumwa, Ia., and to Savanna, Ill., in the same capacity. On Sept. 1, 1941, he was advanced to the position of assistant superintendent motive power, with headquarters in Milwaukee.

Surviving are the widow and two children of Seattle, Wash., three sisters and two brothers, to whom is extended the sympathy of the Milwaukee Road family.

Mrs. Ina C. Trewin

Mrs. Ina C. Trewin, assistant secretary of The Milwaukee Road, passed away at the Condell Memorial Hospital in Libertyville, Ill., on Jan. 2, following an illness of several weeks.

Mrs. Trewin, née Ina C. Long, was born in Victoria, B. C., on July 3, 1898. She began work for the road in May, 1921, in the Division Superintendent's Office in Mason City, Ia. In 1924 she came to Chicago and worked in the General Superintendent's Office. Shortly thereafter she married George W. Trewin of Marquette, Ia., a brakeman on the I&D Division. Mr. Trewin died in 1927 and in November, 1928, Mrs. Trewin returned to her former position with the road. In 1930 she was transferred to the Secretary's Office in Chicago, and in April, 1939, was appointed to the position of assistant secretary.

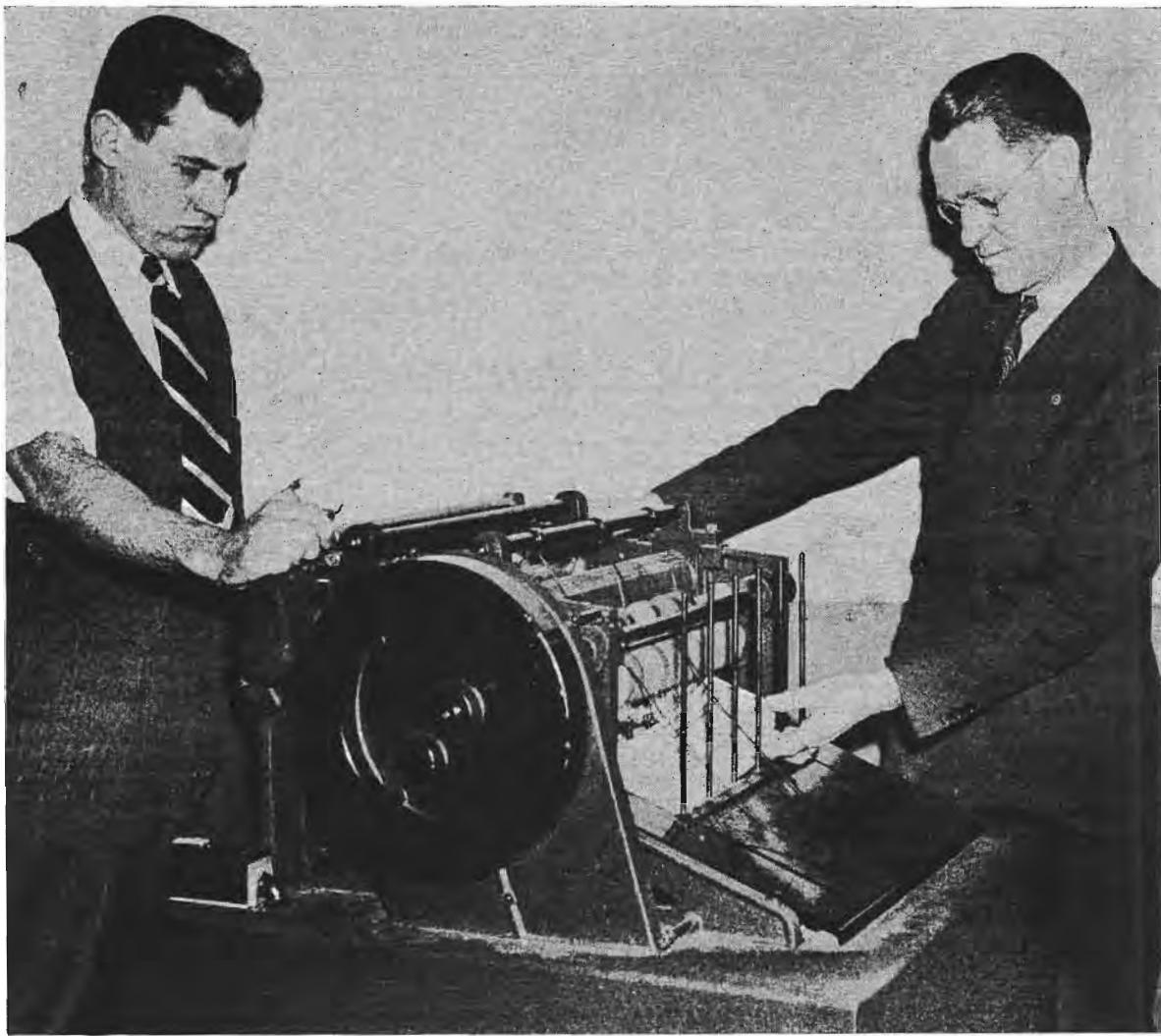
Mrs. Trewin's passing is mourned by her many friends who knew her to be a person of excellent capabilities and great refinement. She is survived by a brother, L. W. Long, of San Antonio, Tex.

Miles K. Buckley

The many employes of The Milwaukee Road who knew Miles K. Buckley, assistant to the general superintendent of transportation, were saddened upon hearing of his death, which occurred on Dec. 22, following an illness of six weeks.

Mr. Buckley was 53 years of age. He had been with the road since 1905, having started as a timekeeper. He came to the Transportation Department in Chicago in 1913.

Survivors include his widow, sons Roy and Glen, and two daughters, Mrs. Kenneth Jacobs and Mrs. Raymond Bextine, both of Chicago.



Portrait of a man signing his name 10,000 times an hour. Paymaster H. D. Fletcher (right) and Frank Morrissey, Jr., paymaster's clerk, are shown with the signing and separating machine which jerks the pay drafts from the roll and stamps Mr. Fletcher's facsimile signature on them—and does it at the rate of 10,000 an hour. The drafts Mr. Fletcher is removing from the machine are ready for checking and mailing.

Here's How Your Pay Check Is Made

THE LAST pay check is spent, of course, but as long as the prospect of receiving the next one always looms rather large on every man's horizon, you may like to know a little something about what besides your own hard work goes into the making of the beautiful twice-monthly and what mysterious doings take place in the offices of those men who create an average of \$5,800,000 worth of pay checks each month.

SOME CHANGES HAVE BEEN MADE

The new pay check forms (or "pay draft" forms as they are referred to in accounting circles) which the employes of the road have been receiving since the middle of December lead many to think that the changes which have been made in the auditor of expenditure's place of business have been great. The fact is that changing from the old form to the new one, which

Make the Acquaintance of the Organization That Causes "the Ghost to Walk" Twice a Month

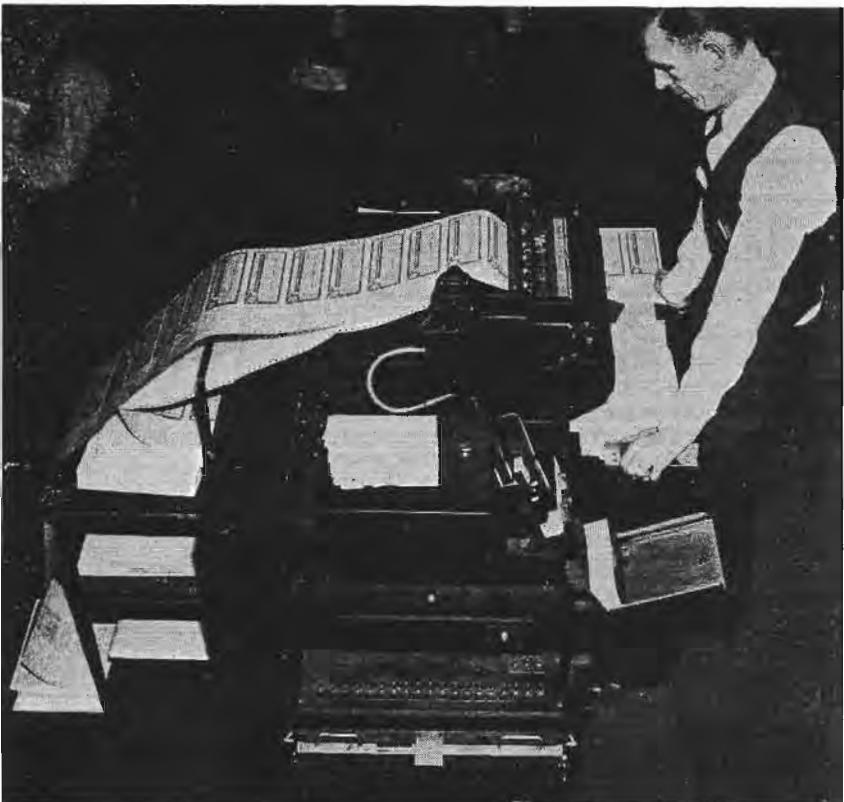
carries a stub showing a statement of earnings and deductions and a lot of other things, didn't require much of a shift because their function is performed more or less by magic anyway—or so it seems to the uninitiated.

The very fact that the added detail of earnings and deductions on the new forms can be handled by the same machines which rolled out the less informative old ones gives a partial indication of what it is that makes the preparation of pay drafts one of the most fascinating operations in the road's large Accounting Department.

Figuratively speaking, the shift was made merely by whispering new instructions to a bank of brainy mechanical devices which are capable of making the average individual feel absolutely ashamed of himself.

G. E. Engstrom, auditor of expenditure, is the man whose job it is to prepare the pay drafts. A great deal of the technical work is done by E. L. Murray, supervisor of payroll taxes, whose large force is an adjunct of the Auditor of Expenditure's Office. H. D. Fletcher, the road's paymaster, performs the last and highly important task of adding his signature so that the drafts will be good as gold at the payer's window.

The actual preparation of the drafts is done by a large machine which seemingly has a mind of its own, and a very, very accurate mind at that. It is called, by way of understatement, an alphabetic tabulator. The pay draft forms,



Pay drafts and plenty of them! This highly complex machine, being operated by John Kissel, is one of the alphabetic tabulators which prepare both the payrolls and the pay drafts. The drafts shown here are the new ones with the stubs attached. The machine, guided by electrical impulse, sets itself, types names and figures, advances the forms, and stops of its own accord when the last one is through. It does practically everything but sit up and speak.

going through it from a continuous roll at the rate of 40 a minute, emerge with two lines of figures and letters printed on each, which means that the machine has to make 80 separate impressions a minute.

The top line of figures on the stub is directly in line with the line bearing the name of the individual on the draft itself, and the bottom line on the stub is in line with the social security number on the draft; the alphabetic tabulator is set twice by electrical impulse for each draft and strikes the paper twice, preparing check and stub at the same time, and presenting between 12 and 14 separate items. The entire operation requires about one second.

IT WORKS THIS WAY . . .

The alphabetic tabulator, like many other machines used in the complex accounting procedure which results in your getting paid twice a month, is activated by electrical circuits passing through small perforations in tabulating cards. For each employee of the road there is one of these cards, punched in patterns reminiscent of the music rolls which used to throw the player piano into fits of "The Old Oaken Bucket." As these cards, which are fed to the alphabetic tabulator in stacks, are dropped into place, one by one, each completes electrical circuits which have meaning only to the machine and the operator, who, it is said, can hold a card up to the light and

translate it. The circuits set the typing bars into just the right notches, and in a split second the draft is made.

Since the alphabetic tabulator can allow just so much space for each item, individuals whose last names have more than 13 letters receive checks that have been made out on a typewriter.

TEN THOUSAND SIGNATURES AN HOUR

The long roll of drafts is then taken to a smaller and somewhat less complicated device called a signing and separating machine. As the roll moves through this new machine, the date at the top of the draft, Mr. Fletcher's facsimile signature, and the month and year at the bottom of the draft are all impressed; at almost the same time, the drafts are separated by a jerking action, and the notched track along the side of the roll is trimmed off. That extremely rapid operation is the last, and the drafts flutter from the machine at the rate of 10,000 an hour, all ready to be checked and mailed.

That, briefly, is the way your pay draft is made. Of almost equal interest, however, are the intricate and varied pieces of general accounting work that have to be done before the tabulating cards are ready for the A.T., the machine with the high I.Q.

PAYROLLS

Payrolls for those on straight salary are the simplest to prepare, because, while deductions may cause them to vary from one half of the month to

the other, they are the same from month to month. The preparation of payrolls and pay drafts for those employees who work on a wage-hour basis is something else again.

In the case of the latter, daily time sheets are collected and, by preparing a separate tabulating card (similar to the one used in making the pay drafts) for each day's work, a master tabulating card is prepared—through the dizzying efficiency of a big machine with a fine talent for mathematics. It multiplies hours by wage rate, adds daily totals, multiplies by three (Railroad Retirement deduction), subtracts from the total, performs a few more arithmetic hand springs and tosses out an answer so fast that it makes the human intellect seem pretty second rate.

There are, naturally, a number of intermediate steps in figuring what the semi-monthly compensation will be for the man who is paid according to an hourly rate, and therein lies the explanation of why an engineman, for example, always receives a pay draft which represents a work period that ended about two weeks earlier.

THE BACK PAY DRAFTS

The smoothness and promptness with which Mr. Engstrom's organization prepared and delivered the drafts covering back pay due under the new rate provides an index to the efficiency of their operation. There were 45,285 of those drafts, totaling somewhat in excess of \$1,826,000. The road's average number of employees at this time of the year is approximately 33,500, but the back pay drafts went not only to the regular employees but to several thousand part-time workers, such as the men in track extra gangs.

Practically all of those drafts were in the hands of the men and women of our railroad before Christmas because, it was reasoned, that was when they would be the most needed.

The speed with which the road is able to pay its employees is explained by the fact that our method of producing payrolls and pay drafts is as modern and as completely mechanized as any that is known. As a matter of fact, a number of railroads and other companies are inquiring into our system, its operation and advantages, to determine whether it would work for them.

The new wage rates which went into effect in December had nothing to do with the change-over to the new pay draft form. The chief reason it was done was that it would provide the individual with an aid in keeping his own books now that payroll deduction has become a popular means of meeting certain recurring expenses approved for payroll deduction.

The tremendous increase in the number of employees who, following the outbreak of the war, authorized deductions for the purchase of Defense Bonds would seem to credit the Accounting organization with the gift of clairvoyance.

The Cover

Pictured on the cover is the road's own Snoqualmie Ski Bowl as viewed from the lodge. Located in the Cascade Mountains not far east of Seattle, Snoqualmie is rapidly becoming one of the most popular skiing spots in the entire Northwest. This winter every coach available for the Ski Trains has been packed. The bowl is serving even a greater function now than heretofore by offering recreation to the people in and around Seattle and Tacoma who are busily engaged in the war effort.

Outstanding on the calendar of ski events in the Northwest this year were the Pacific Northwest Open Jumping Championships which were held at Snoqualmie on Jan. 25. The results were not known when this was written. The jumping hills, as shown in the picture, by the way, look quite insignificant compared with what they really are. In profile the jumping hills and the steep approach runs fairly take your breath away.



Joseph L. Speckner at his ticket window on the day of his retirement. (Photo by courtesy of the Wisconsin State Journal.)

Joseph L. Speckner Retires

Joseph L. Speckner took his coat and hat off the hook and walked out of the road's Franklin Street station in Madison, Wis., on Dec. 31, bringing to a close a 57 year career as ticket agent and telegrapher, 35 of which years were spent with The Milwaukee Road.

Mr. Speckner started railroading with the Chicago and Northwestern as ticket agent in 1882, back in the days when a ticket agent was paid \$40 a month for 12 hours work a day, 31 days a

Incident in Lewistown

IT is a pleasure to present here the most heart-warming indication of Milwaukee Road friendliness that has come to the Magazine in a long, long time.

It begins with a letter which H. A. Scandrett, trustee, received early in January from 1st Lieutenant Gordon C. Langsdorf of the Medical Corps attached to Letterman General Hospital, San Francisco. A portion of that letter follows:

"On Christmas day government business necessitated my being delayed in Lewistown, Mont., waiting for the 9:45 p. m. Milwaukee Road train to start me back to the Coast. Outside there was a foot of snow, so I continued my monotonous wait in the depot. Then a stranger, a Mr. Matthews, paused to pass the time of day and when he learned of my unhappy Christmas prospects, he invited me to his home for a turkey dinner with his family. He was a clerk with your railroad.

"I was welcomed by his wife and children, not as a stranger, but as an old cherished friend. Their home was simple and modest, but comfortable—that of a truly noble American family who had undergone disappointments and unemployment, but yet continued to live without complaint and with an apparent determination that their daughter and son should have a better opportunity than they. They did not apologize for their old automobile, for they were buying their home on savings from their salary.

"When I boarded the Milwaukee train to Harlowton that Christmas night, I found that I had enjoyed the Christmas of 1941 as much as any of my previous ones, and had come to the realization that we are now at war to protect and insure the preservation of just such a way of life in American homes as I had observed that day. Also, if Mr. Matthews of Lewistown, Mont., is an example of all Milwaukee Road employees, your company need certainly have no fear for its future."

The Mr. Matthews referred to is Dana W. Matthews, a clerk in the Lewistown station. Needless to say, Mr. Scandrett answered Lieut. Langsdorf's letter, expressing his profound pleasure in the knowledge that "this courtesy was shown to a man in our armed service, on which not only our safety but our very existence depends." In a letter to Mr. Matthews which very accurately reflected his feeling of pride in what had taken place on Christmas day in Lewistown, Mr. Scandrett said, in part, "Your action does you great credit and reflects most favorably on The Milwaukee Road."

Friendliness is a Milwaukee Road Tradition.

month, if the month had that many days. In those days the telegrapher was a Western Union agent; he had to receive and transmit messages, deliver, and collect for the wires in addition to his regular chores, at no extra salary. He later became an agent for the C&NW and for several years was transfer agent with the Elgin, Joliet and Eastern.

In 1906 Mr. Speckner became ticket agent at Franklin Street, Madison, and continued to hold the job down for 35 years.

Asked on his last day on the job if he would do it over if he could plan his career again, Mr. Speckner said, "You know, I think I would at that. Ticket selling was always first rate with me. Never the same; every day it's a different story."

All his life he has enjoyed traveling but he says that he is going to do a good job of it now—and let somebody else sell the tickets.

R.A.F. headquarters in England received a radio report from a British bomber flying amid heavy anti-aircraft fire in Germany: "Over Hanover; natives unfriendly."

The absent-minded professor was walking along one day when he met a freshman.

"Am I walking uptown or downtown?" asked the professor.

"Uptown," replied the freshman.

"Then," observed the professor, "I had my lunch."

New traffic sign: "Slow Down Before You Become a Statistic."

"Are you positive the defendant was drunk? How do you know?"

"Well," replied the officer. "I saw him put a penny in the patrol box, then look up at the clock on the steeple and shout, 'I've lost 14 pounds.'"

Abraham Lincoln

As a Railroad Man

A BRAHAM LINCOLN was a railroad man long before he was a national figure. He fostered railroads, pleaded their cases in court and traveled on them at every opportunity. After becoming President of the United States, he hastened the advent of transcontinental transportation by rail, and helped to determine the standard track gauge of the country.

These facts, generally unknown, will be found in the yellowed records of railroads with which Lincoln was identified and over which he rode. They throw light on a side of the Great Emancipator's career that has received but little notice at the hands of his biographers.

From the time he was a boy, "Honest Abe" was interested in transportation. At first he favored the development of waterways, because he was familiar with them and thought they were cheaper to build and maintain than railroads. Later, however, he was one of the railroads' staunchest advocates.

As a legislator, Lincoln supported and promoted measures for the building of railroads. In fact, while a member of the Illinois Legislature, his enthusiasm overshadowed his better judgment, and he voted for an ambitious railroad construction program without much thought about where the money was coming from to carry it out. The last speech he made in Congress was on a "Bill Granting Lands to the States to

Make Railroads and Canals," the passage of which he earnestly sought to accomplish.

After serving one term in Congress, Lincoln returned to Springfield, Ill., where he resumed the practice of law. Thereafter, until 1860, he acted on many occasions as attorney for several railroads, among them being the Illinois Central, the Rock Island, and the Alton. Most of his railroad cases had to do with land rights or were suits filed against the railroad for personal injuries, the loss of cattle, and the like. By employing homely logic and simple, picturesque phraseology, he was successful in the great majority of instances.

Probably the two most important suits that Lincoln ever argued were for railroads—one for the Illinois Central and the other for the Rock Island. Both involved issues of far-reaching effect.

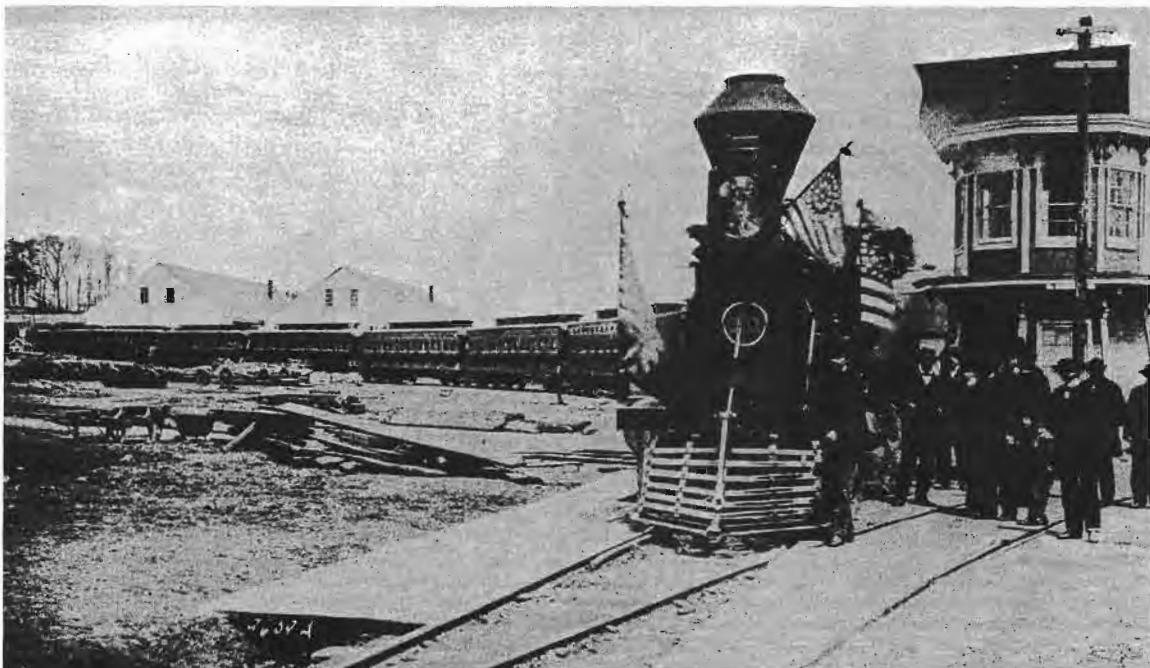
When the Illinois Central was granted a charter in 1851, the state exempted the railroad from taxation, in lieu of which the company was to pay seven per cent of its gross revenues into the state treasury. Shortly after this, a county assessed the railroad, and the latter went to court about it. The railroad lost the case in the lower court,



President Lincoln and Grenville M. Dodge at Council Bluff's, Ia., where they discussed plans for the building of the Union Pacific Railroad.

but appealed to the State Supreme Court and won. If the final decision had been unfavorable to the railroad, the millions of dollars that the Illinois Central would have had to pay in local taxes would have doubtless bankrupted the company. For his services in this case, Lincoln was paid \$5,000—the largest legal fee he ever received.

The celebrated Rock Island case concerned the right of railroads to bridge navigable streams. In the face of strong opposition from power steamboat interests and river cities, the railroad had thrown a span across the Mississippi river between Davenport,



President Lincoln's funeral train at West Philadelphia station, Philadelphia, Pa., where it arrived on Apr. 22, 1865.

Ia., and Rock Island, Ill. A few days after the bridge was opened, the steamboat "Effie Afton" crashed into a pier and caught fire, destroying the boat and burning part of the bridge. The boat company claimed that it was an accident, and that the bridge "menaced transportation." The railroad charged that the boat had either deliberately run into the bridge or the pilot had been criminally negligent. At any rate, an action was brought by the steamboat company to recover damages for the loss of the craft, but in reality it was a test case to prevent such bridges from being built.

Lincoln was retained by the Rock Island, and the case was heard before the Federal Circuit Court in Chicago. Besides endeavoring to show that the collision was intentional, Lincoln argued that "one man had as good a right to cross a river as another has to sail up or down it." He also pointed out that railroads operate the year 'round, while river traffic is halted during the winter months. The jury disagreed, and not until years later did the United States Supreme Court rule that the bridge could remain. Had the decision been different, the entire pattern of railroad operations in this country would have been changed.

Another way that Lincoln served the railroads was as arbiter. He was often called upon to decide disputes between carriers. It was under his direction, also, that the first valuation of the Illinois Central was made.

An incident that might have changed the course of Lincoln's career is said to have occurred in the early spring of 1860. The Illinois lawyer delivered a brilliant political address at Cooper Institute in New York City, and in the audience was Erastus Corning, president of the New York Central Railroad. Corning was so impressed by the speaker that he sought Lincoln the next day and offered him the post of general counsel for the railroad at a salary of \$10,000 a year. Tempting as the proposition was, Lincoln declined it, saying that he wouldn't know what to do with so much money.

After becoming the nation's chief executive, Lincoln realized more than ever the great importance of railroads to the development and safety of the country. Consequently, he played a leading role in the launching of the Union Pacific project, which was to link the East with the West. He advocated and signed the act chartering the railroad, decided the railroad's point of beginning and fixed the width of the track as four feet, eight and one-half inches, the standard gauge. Unfortunately, a bullet from the gun of John Wilkes Booth ended Lincoln's life before his

dream of a transcontinental railroad line was realized.

Railroads were often used by Lincoln in going to court and to Washington, during his political campaigns and on visits to the battlefields. It is said that he once rode in the pioneer Pullman sleeping car, which was originally tried out on the Alton between Springfield and Chicago.

During his lifetime, Lincoln made two trips by rail that have gone down in history. One was his journey to Washington to become President; the other was to Gettysburg. A third trip that has been recorded in detail was when his body was transported to Springfield for burial.

The trip from Springfield to the national capital in 1861 (today a railroad journey of 19 hours) took two weeks. It was over most of the railroads then existing between Illinois and Wash-



Lincoln's arrival in Washington, D. C., for his inauguration as President of the United States.

ton, D. C.—now the Pennsylvania, the New York Central, the Baltimore & Ohio, the Cleveland, Cincinnati, Chicago & St. Louis, and the Wabash. Traveling was done by day, the party putting up at hotels or private homes at night. A rumor that an attempt would be made to assassinate the President-elect as he passed through Baltimore caused a last-minute change of plans, and Lincoln arrived at his destination in the early morning. Unexpected at this hour, there was no cheering crowd to greet him.

In a train consisting of a gaily decorated locomotive and four coaches, the Civil War President went to Gettysburg in 1863 to dedicate the famous battlefield. Eye witnesses claimed that he wrote at least part of his historic address in his "state room" while en route.

Lincoln was the only President for whom a private railroad car was especially built. Constructed in the military

car shops at Alexandria, Va., the rich chocolate brown car bearing the coat of arms of the United States was bullet-proof, and had two lounges of unusual length to accommodate the President's great height. The car was never used by Lincoln in his lifetime, but conveyed his remains and those of his son, Willie, from Washington to their final resting place.

This last trip of the martyred President was over a long circuitous route in a funeral train heavily draped with black crepe. Although most of the journey was at night, crowds lined the track to pay homage. So many flowers were strewn over the rails that the locomotive's wheels would frequently slip, almost stalling the train.

With the death of Abraham Lincoln, the nation lost a great man and the railroads a good friend. It was he who said that "no other improvement that reason will justify us in hoping for can equal in utility the railroad."

In Safety There's Strength

"Accidents waste time—time that can't be made up anywhere. Accidents destroy men. The strength and skill of a worker is a national asset that can only be replaced with a greater expenditure of time. Accidents destroy property—and property can be replaced only by duplicating the time necessary to create it in the first place."

—Paul V. McNutt,
Federal Security Administrator.

PEOPLE call it the national defense program.

Actually, it is the greatest safety campaign ever undertaken—a united effort to bulwark the nation and its people against harm.

As tools for this drive, planes, ships, tanks, and guns are needed. So many are needed in so short a time that industry is working all day and all night to produce them. More and more men are being mustered into a great industrial army, trained quickly, and dispatched to production's front line trenches.

In army camps, factories, and central offices our installers are spinning a strong and more vital web of communications for the country's security. Installation intervals are being drastically reduced, new and inexperienced men are joining the ranks, older men are being readied overnight for greater responsibilities.

This combination of speed and unfamiliarity unless braked by caution will and does breed accidents. Despite our safe tools, methods, and safety-mindedness, we are suffering more than we did a year ago. Continued, these mishaps will delay urgent work, cause

(Continued on Page 11)

FRONT and CENTER

CORP. George B. O'Brien enlisted in the Army on Aug. 19, 1940, and was stationed in San Francisco until last November, when his outfit, Company I, 30th Infantry, was sent to Fort Lewis, Wash., where he is now. He is the son of Mrs. Matt Kennedy of Green Bay. Matt Kennedy was, prior to his retirement, night roundhouse foreman at Green Bay.

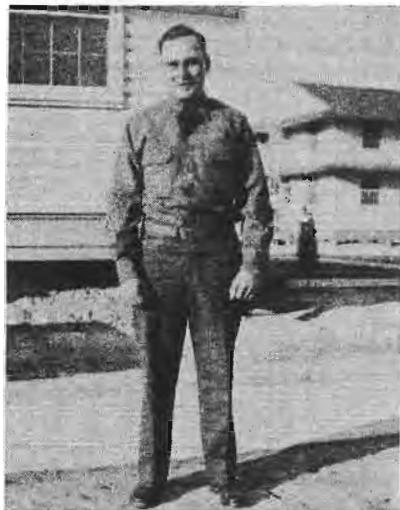


George B. O'Brien

PERRY E. "Pep" Paullin is in the Army now. In fact, he is Master Sergeant Paullin in the 109th Quartermaster's Corps, 34th Division, located at Camp Claiborne, La. He was employed as a machinist at Mitchell roundhouse until Feb. 10, 1941, when he was inducted into regular military service. He had served as 1st sergeant in the South Dakota National Guard for seven years.



Perry E. Paullin



Robert Ingvaldsen

FROM the Minneapolis Shops came Pvt. Robert Ingvaldsen, who is now a student draftsman in the Engineering School at Fort Belvoir, Va. He was a car helper before donning the khaki.



Willard Koch

PVT. Willard Koch of the Quartermaster's Corps, Fort Lewis, Wash., can be claimed as a Milwaukee Road soldier on two scores. Before going into the Army he was employed at Portage, Wis., as extra baggageman, and his father is a sectionman in the Portage Yards.



Delton M. Lundberg

DELTON M. LUNDBERG, son of A. W. Lundberg of the cashier's department, local freight office, Minneapolis, is a graduate of the University of Minnesota. Having studied aeronautical engineering, he was employed by the Northwest Airlines Co. before going into the Navy. He recently completed his training with the U. S. Naval Air Corps at Pensacola and Miami, Fla., and is now an instructor of instrument flying and engineering at Corpus Christi, Tex.

Business—and Pleasure

An R.A.F. flyer was questioned about a newspaper-wrapped parcel he put in his pocket before each flight over Germany. "That's a brick," he explained. "I toss it down after the bombs. You see, the bombs are in the line of duty, but the brick—that's personal!"

PRIOR to donning a uniform for Uncle Sam, Raymond Stark was employed by the road as an oiler on the airline, Milwaukee Shops, Milwaukee. His father is William Stark, chief inspector at Davies Yard in the Milwaukee Shops.



Raymond Stark

The Perfect Specimen



Here he is, Donald D. Daniels, dubbed "the perfect man" by the Marines. The duly-awed admirer is Reporter Anne Stewart of the Seattle Post-Intelligencer. (Photo by courtesy of the Seattle Post-Intelligencer.)

THE United States Marines, true to their reputation for always doing things right, have turned up with a fellow whom they have tagged as the perfect man. Ladies, be seated!

Donald D. Daniels of Seattle, the young man who seems to have everything he should have and none of the things he shouldn't, has a background that is pretty much H&D Division. To begin with, the boy's father, B. W. Daniels, was formerly a switchman in Montevideo, Minn. An uncle, Bert Daniels, was a switch foreman at Montevideo for many years. Another uncle, George Daniels, is a brakeman working out of Montevideo.

In a recent issue of the Seattle Post-Intelligencer a story about the perfect man appeared under the head, "Youth No Sub-Marine," and went something like this:

And here, you disbelievers, is five feet ten and one-half inches of perfect man.

No squint, no squat, no stoop, no corns. Not a single tooth filling.

Good feet, good eyes, good ears and a good line. Beautiful girls' phone numbers all over the wall.

Without the war, we probably would never have known about it.

But Donald Dorvin Daniels, truck driver, heard the call to arms and

in the third finger of his left hand in a wild backyard football game, he'd never been much afflicted with man's common ailments. But neither he nor his roommate, George Peters, had ever suspected he was perfect.

"What a moniker, 'perfect man,'" said Daniels wearily.

He doesn't sleep eight hours, he doesn't beat his chest before the open window, he can take fruit juices or leave them, he smokes and he even has a beer now and then.

"I guess I play around as much as the rest of them," he explains.

But you'd never know it to look at his chart.

"... No heart trouble, no breathing trouble, no sore throat, doesn't wear arch supporters, not color blind, had no serious diseases, doesn't stutter, no scars, no stiff joints, never been arrested..."

hied himself down to the Marine Recruiting Office. He started making out the usual forms and going through the usual examinations.

Before long, the story goes, Marines were coming from far and wide to admire him while D. D. Daniels stood there and shivered.

Never before in the history of the recruiting station had such a specimen appeared.

"He's the most perfect man we've ever seen!" said the recruiting officers, hastening to explain that you don't have to be perfect to join the Marines, although you do have to be tough because the Marines are the toughest . . .

Well, anyway, it all came as more or less of a shock to Daniels, 25.

Aside from breaking a bone in the third finger of his left hand in a wild backyard football game, he'd never been much afflicted with man's common ailments. But neither he nor his roommate, George Peters, had ever suspected he was perfect.

"What a moniker, 'perfect man,'" said Daniels wearily.

He doesn't sleep eight hours, he doesn't beat his chest before the open window, he can take fruit juices or leave them, he smokes and he even has a beer now and then.

"I guess I play around as much as the rest of them," he explains.

But you'd never know it to look at his chart.

"... No heart trouble, no breathing trouble, no sore throat, doesn't wear arch supporters, not color blind, had no serious diseases, doesn't

In Safety There's Strength

(Continued from page 9)

overloads, and imperil the safe and sure accomplishment of the campaign.

Worse than that, for the individuals involved, accidents add up to pain, lost time, and anxiety—casualties at a time when we can least afford them.

It's time to think again of safety—to apply it continually on our jobs and off, to set an example for all who associate with us, to help put over the safety drive on which the whole nation depends.

—The Observer,
(Western Electric Company).

'Tis the night before pay day, and all
through my jeans
I've hunted in vain for the ways and
the means;
Not a quarter is stirring; not even a
jilt;
The kale is off duty, the greenbacks
have quit;
Forward, turn' forward, O Time in thy
flight,
And make it tomorrow, just for tonight!

Milwaukee Soldier Wins Quiz Contest

IT USED to be Blacksmith Helper Ed Rome of the Car Department in Milwaukee; then it was suddenly Pvt. Ed Rome. And now it is "Quiz Kid" Ed Rome, because a few months ago he won a quiz contest that was aired over a station in Waynesville, Mo., about 12 miles from Fort L. Wood, where he is stationed. The prize was a long distance telephone call to his home in Milwaukee.

Ed Rome has another nickname around camp now—it's "Black Tiger," a very fitting monicker which he picked up after winning a camp boxing tournament. Ed's father, Joe Rome, is employed in the truck shop at the Milwaukee Shops.



Ed Rome is shown as he won first prize (a long distance telephone call to his home in Milwaukee) in a quiz contest broadcast over a radio station near his Army camp.

SERVICE CLUBS

Song Birds Sing Sweetly for Sioux

By Lisle Young

SIOUX FALLS and Sioux City had a rare treat that sent their Christmas spirit soaring when the Milwaukee Road Choral Club of Chicago spent a day in each city giving some of their finest performances. On Friday morning before Christmas they arrived in Sioux City in time to sing a concert in the large Davidson Department Store. The singing was of such quality that employees and customers alike were spurred on to greater things in the name of Christmas.

The chorus then went on their merry way to carol for the student bodies of the East High School, the North Junior High, and the Leeds High, after which they were taken to the Scandinavian Club for a well deserved lunch. After lunch a sightseeing trip was planned, with cars furnished by members of the Service Club, led by Sheriff W. R. Tice and Deputy Leo Naughton.

After a very good dinner at the Scandinavian Club, served by the Women's Club under the direction of Mrs. Arthur Nelson and Mrs. W. L. Eckert, financed by the Service Club, the Choral Group sang for the Arrow Service Club, which was meeting that night.

The last concert of the evening was

given at the Orpheum Theatre, where they were very well received. They returned to the station where they were served coffee and sinkers before they boarded the train for Sioux Falls. Boutonnieres were presented to the ladies as souvenirs from the Service Club, and Indian head lapel pins were given by Leo Dailey and Harold Murphy of the Chamber of Commerce.

Much credit is due the officers of the Arrow Club, W. A. Lux, Jay Bailey, Arthur Broome, R. L. Robson, Mr. Noonan, and Roy Worthington for the splendid way in which the visitors were entertained. Our thanks to those outside the Milwaukee family, including Mayor David F. Loepf, who introduced President George Dempsey and the group at each appearance; H. H. White, S. M. Hickman and H. A. Arnold, principals of the schools; Mr. Carlin of the Davidson Store; Al Redmond, manager of the Orpheum Theatre; Wm. Wachter, manager of Hotel Mayfair; Director C. A. Norrbom and his Swedish Glee Club; W. C. Slotsky of the Associated Retailers, and the Sioux City Tribune and Journal for the generous publicity.

On Saturday morning the chorus was greeted with fresh enthusiasm by mem-

bers of the Sioux Falls Club, who presented the ladies with a fresh corsage and the men with a rose. They were taken to the Chamber of Commerce building where they sang over a loud speaker, carrying their beautifully blended voices for many blocks. A very delicious banquet was served at noon by the Chamber of Commerce, after which a sightseeing trip was taken on buses chartered by the Service Club. There was even time for the ladies to do some shopping, and Mrs. Ruth Ahrling claimed that she had "found just the hat that she had been looking for," and I am told that 11 other ladies in the group followed suit.

Sandwiches and coffee were served to the chorus by the Service Club before the former's departure for Chicago at 5:20. Our most heartfelt thanks are extended to Paul K. Meyers, secretary of the Chamber of Commerce, for his generous support in making this visit so pleasant. We also wish to congratulate Chairman Peters, Lloyd West, and Jake Wohlenberg on their very efficient and gracious handling of the affair.

The members of both these clubs raised the funds to finance this activity in very short order and with very little trouble and have reason to be proud of the results. Pleasing comments have been heard from both the entertainers and the entertained regarding these two days of genuine good fellowship.

A GLANCE AT SOME OF THE CLUB MEETINGS

By W. C. Wallis
Public Relations Representative
Milwaukee, Wis.

Tomah Area Club

Representatives of nearly every department and station within the area gathered in a private room at the public library building in Tomah on Thursday evening, Jan. 15, to discuss various methods by which the club could take a more active part in civic and national affairs. Near the close of the meeting a committee composed of L. J. Stoiber, club chairman; Robt. Fuchs, vice chairman; H. J. Seitz, secretary-treasurer; J. Reinehr, A. C. Harris, C. E. Hemsey, J. L. Thouvenell, R. S. Taylor, and R. M. Swailes was selected to review the various suggestions offered at the meeting and be prepared to recommend definite plans for adoption by the club at the meeting of all employes in the area during the latter part of January.



A few of the members of the Choral Club are shown at the luncheon which the Sioux Falls Chamber of Commerce held for the group on Dec. 20. Mrs. Ruth Ahrling, the young lady in the foreground, is wearing a hat she bought in Sioux Falls between performances. Eleven other women in the group, upon seeing Mrs. Ahrling's hat, decided that they liked Sioux Falls styles better than those on display in Chicago, and straightway purchased chapeaux and things.

If the enthusiasm of this group is picked up by the remainder of the employees in the Tomah area, this club should soon become one of the most active on the entire system. They already have several plans which might easily be adopted by the club, and in addition, are planning to take an active part in the local civilian defense organization.

Land o' Lakes Club

The regular monthly meeting of the club was held on Jan. 14 at the Moose Hall in Watertown, Wis., and was featured by the election of the 1942 officers. Officers selected include J. C. Stein, chairman; Walter Schuenke, vice chairman; Wiley Moffett, secretary; and Mrs. Walter Schuenke, treasurer.

During a very active business session, a donation of \$25 was pledged to the local Red Cross chapter, and the members are also assisting in the promotion of the sales of Defense Bonds. The members enjoyed a lunch and social hour after the business meeting.

Milwaukee Hiawatha Club

Erwin Weber, chief clerk at Davies Yard, was elected general chairman of the Milwaukee Hiawatha Club executive committee at the business meeting which followed the group's first annual banquet on Jan. 14. Mr. Weber has served in this capacity for the past five months, having succeeded Wm. Radke, who was transferred to Chicago Heights last August. The officers of the various units for the past year, as well as those elected to serve in 1942, attended the dinner held at Hindmann's in Milwaukee.

The tables were a work of art, thanks to the diligence of General Chairman Weber and his wife. Attractive place

At right: The speakers table at the Milwaukee Hiawatha Club's banquet on Jan. 14. Those shown are, l. to r.: Lisle Young, public relations representative, Aberdeen, S. D.; A. G. Dupuis, assistant public relations officer, Chicago; W. C. Wallis, public relations representative, Milwaukee; Martin Jos. Biller, general secretary-treasurer of the club's executive committee; Erwin C. Weber, general chairman of the executive committee; Robert Burr, president of the Hiawatha Band; and Fred Scheibel, vice general chairman of the 1941 executive committee.

cards were near each plate, and the space allotted to each unit was marked by either a miniature crossing gate, cross-buck crossing protection sign or automatic signal cut from light weight show card paper and colored accordingly.

Following the dinner, the past and present officers of the various units were introduced, with special tribute being accorded Bruno Heinrich, general chairman of the picnic committee; Fred Scheibel, chairman of the committee which planned the recent gala Wind-up Party and vice general chairman of the executive committee for the past year; Erwin Weber for his faithful service as general chairman during the last few months, and to Marty J. Biller for the assistance and cooperation he had extended to all during his terms as general secretary-treasurer of the executive committee.

Lisle Young, public relations repre-



Above: The 1942 officers of the Union Depot Unit of the Milwaukee Hiawatha Club. L. to R.: H. K. Steiner, chairman; Elsa Pritzlaff, secretary-treasurer; and J. Shannon, vice chairman.



Above: The 1942 executive committee of the Milwaukee Hiawatha Club. They are, l. to r.: Martin Jos. Biller, general secretary-treasurer; Erwin C. Weber, general chairman; and Harold J. McGuire, vice general chairman.



The 1942 executive committee of the Milwaukee Hiawatha Club, consisting of the officers of the individual units of the club. The picture was made at the organization's banquet in Milwaukee on Jan. 14.

sentative, Aberdeen, S. D., was then introduced as a special guest, and following his remarks, the speaker of the evening, A. G. Dupuis, assistant public relations officer, was presented. In his address, Mr. Dupuis stressed the importance of every elected officer assuming his responsibility to the group which placed him in office by promoting the general activities sponsored by the club. Also, he discussed various possibilities for the general organization to cooperate in drives and campaigns sponsored in the interest of national defense.

The speaking program was followed by a brief intermission during which the group picture of the officers for the year 1942 was taken. The January meeting of the executive committee was then called to order and the following officers were elected to serve during the year: Erwin Weber, general chairman; Harold J. McGuire, vice general chairman, and Marty J. Biller was re-elected general secretary-treasurer.

La Crosse Club

R. C. Bice, chairman of the La Crosse County Chapter of the American Red Cross, appeared as guest speaker at the Jan. 13 meeting of the La Crosse Service Club. Approximately 15 employees and wives enjoyed his interesting and timely remarks concerning the recently inaugurated drive for additional funds. Their interest may be noted in the fact that they are already planning to sponsor a benefit dance to be held at the Avalon Ballroom in the near future and the net proceeds are to be donated to the Red Cross.

A bingo session followed the meeting, with the winner of each game receiving a Defense Stamp book containing \$1.00 worth of Defense Stamps. These are certainly worthwhile prizes and no doubt La Crosse now has an additional 20 or 25 stamp collectors.

Delicious refreshments were served following the meeting and bingo games.

Congratulations are certainly in order to the active officers and members of this club.

Milwaukee Hiawatha Club—Union Depot Unit

The Dec. 18 meeting of the unit was held in Room 22 of the Union Depot and was a combination dinner, business meeting and Christmas party. The dinner was served smorgasbord style and included all those delicacies that appeal to the eye as well as to the taste. There were many who made the rounds more than one time that evening, and they couldn't be blamed, either. Though preparations were made for 100 guests and only 80 appeared, there was very little remaining.

The business meeting was called to order by Chairman Heinrich, and included brief talks by Robert Lalk, Superintendent Valentine, J. H. Chambers, and Herb Wood on subjects of interest to all present.

The annual election of officers was

the next order of business and resulted in the selection of H. K. Steiner, draftsman in the Telegraph-Signal Department, as chairman; John E. Shannon as vice-chairman; and Miss Elsa Pritzlaff, secretary-treasurer.

Who should enter at the conclusion of the business meeting but Santa Claus, including whiskers, red suit and high black boots. Not many were fooled for long, though; they knew it was Ed Hoerl, chief clerk at Chestnut Street, hiding behind the hoary bushes. Santa led the group in several songs in keeping with the season and Miss Alice Becker sang several beautiful solos. Then Santa began the pleasant task of handing out gifts to those people whose names were drawn. There were 40 lucky people; 20 of them carried home five-pound hams and the other 20 took five-pound sausages.

On this note of seasonal cheer and plenty the guests began to drift toward their respective firesides with a warm feeling of well-being.

SERVICE CLUB SIDE-LIGHTS

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

J. E. Andres Feted at Retirement Banquet

Terminating 51 years of faithful service to The Milwaukee Road, Chief Dispatcher J. E. Andres was paid special tribute at a sumptuous banquet held in his honor at the Chamber of Commerce in Montevideo, Minn., on Dec. 29. An impressive array of his friends and officials of the road were present.

Mr. Andres, who will be 70 on Mar. 2, began his career with the Milwaukee Road in 1890 as mail carrier and clerk at McGregor, Ia. Having learned telegraphy, he became operator at

On hand to welcome J. E. Andres into the ranks of the retired were, l. to r.: Iver Severson, retired pump repairman; Dave Fisher, retired agent at Montevideo, Minn.; and F. W. Schaefer, retired agent at Glencoe, Minn. The man on the end is J. E. Andres, holding the gifts that were given him.



These are the women who served the smorgasbord-style dinner to the members of the Milwaukee Hiawatha Club's Union Depot Unit on the night of Dec. 18—and those who partook of the food claim they'll never forget it. L. to R.: Miss Mabel Chambers, Mrs. C. Endlund, Mrs. B. O. Heinrich, Mrs. W. W. Piehl.

Marquette in 1891 and stayed until 1901 when he was transferred to Mason City as side table operator and extra train dispatcher. In 1903 he came to Montevideo as train dispatcher and was promoted to chief dispatcher in 1913; he has been in continuous service there.

Mrs. Andres passed away in 1925, and since that time Mr. Andres has managed single handed the job of raising their seven children, five girls and two boys, all of whom are living; all are now married except the youngest boy.

Mr. Andres has kept young and active by giving good service to his job, and going in for golf in a big way as a hobby. His friends did not forget this fact, and presented him with a beautiful set of matched golf clubs and a year's membership to the golf links.

A handsome box of glazed fruit was also given him by the directors of the road.

Edgeley Line Club Holds Dancing Party

Edgeley Line Club members and guests found that dancing and 30 degrees below zero weather mix very well, when they held their dancing party on Jan. 3, at Ellendale, N. D. They didn't



exactly order that weather, but took it with a smile and went on with their plans. A number of the Aberdeen Club members and their wives drove up, and a good time was reported by all. Chairman L. H. Wahleen was in charge of the affair, and a good lunch was served by Mrs. Wahleen and her committee.

ACTIVITIES IN GENERAL

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

Mississippi Palisades Club

The business session of the Mississippi Palisades Service Club meeting of Dec. 17 at Savanna, Ill., was confined to the activity the club was to take in the civilian defense program. The majority of the club roster had, prior to the meeting, registered with the local defense board, also the Service Club had joined with other groups in assisting the civilian defense board financially.

Mr. Schwartz, division storekeeper, reported on all activities the club had taken part in, and also explained the general outline of the defense program to be followed in Savanna.

Mr. Whalen, superintendent, in his remarks stressed the importance of the defense program and the various activities the Service Club should take an active part in; he also asked the members to assist in the Red Cross drive. Before the close of the meeting those present donated to this cause. Doughnuts and coffee were served after the meeting.

Stone City Club

On Dec. 11 the Stone City Club held their annual Christmas party with well over 100 present. Such attendance, however, is a regular thing in this club, the season making no difference. Santa Claus was present and presented gifts to both old and young. Santa Claus was none other than the chairman, W. D. Hyslop, who has for a number of years acted in this capacity for church and civic groups; he has often been referred to as the Santa Claus of Bedford, Ind. This was the last meeting at which Mr. Hyslop was to act as chairman, as new officers were to be installed at the January meeting. The retiring officers have completed a very successful year. Their labors in the Service Club will be the inspiration of their successors.

Ottumwa Club

On Jan. 16 the Ottumwa club held its installation of officers for the year 1942. The new officers are: Chairman, Robert Dobratz, engineer; Norb Davis, machinist, vice chairman; Harold Henson, stenographer to superintendent, secretary; C. H. Baker, time reviser, treasurer. These gentlemen have long been active in the club and assisted the retiring officers throughout their term of office.

Words cannot be written to cover the



This is how the Madison (S. D.) depot looked throughout the Christmas season. The Madison Service Club bought the flag and the holly and evergreen decorations, and the City of Madison put up the latter. Harvey Gregerson, the agent at Madison, says that the boys are careful to see that the flag is raised bright and early every morning and lowered every night.

stickers that buy Boeing bombers, according to a plan announced by Chairman Roy Jorgensen at a meeting on Jan. 17.

Suggestions made by Mr. Scandrett in a recent letter to Service Club chairmen encouraging participation by the clubs in the nation's war effort were discussed, and the members pledged themselves to join in the current Red Cross recruiting campaign, and to contribute to the waste paper

activities of the retiring officers. The most outstanding work of these officers is the fact that in performing the duties of the Service Club in civic activities, they not only made the Ottumwa Service Club the outstanding civic club on the railroad, but also took the lead in the city of Ottumwa above all other clubs, and through these activities they have been the cause of other civic groups in that city becoming more active and also by their actions they have placed The Milwaukee Road above other forms of transportation. Through their work a competitive railroad in the city of Ottumwa has been inspired to organize a Service Club. The new officers face this competition for the coming year; however, they can feel proud to be officers of the leading civic group in the city of Ottumwa.

To the retiring officers we say, "A SWELL JOB WELL DONE!"

Lines West

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

Puget Sound Club

Winners of the evening attendance prizes at future meetings of the Puget Sound Club will receive two defense stamps instead of the usual four bits, thus giving them a nest egg to encourage further accumulation of the little

and scrap drives which have been organized in the Seattle schools.

Feature of the evening was a lantern slide lecture on Milwaukee Road electrification by R. Beeuwkes, chief electrical engineer, who was in charge of the original installation, still regarded as the greatest job of railroad electrification in the world. With graphs, charts, and pictures, Mr. Beeuwkes pointed out the tremendous advantage enjoyed by our road, through our 656 miles of electrification, in handling the large volume of national defense business now pouring over our lines.

Since the Christmas party planned for December was literally blacked out, the Women's Club will join with the Service Club in holding a Washington's birthday party in February, it was announced by Mrs. R. C. Sanders, president of the women, who pointed out the value of renewing our devotion to the founders of the freedoms we enjoy. Definite plans are to be announced at a later date.

Mount Tacoma Club

If ever an enemy bomber should lay his lethal eggs around and about Tacoma, he will find the members of Mt. Tacoma Service Club fully prepared to cope with whatever he dishes out, or so it would seem after hearing Verne Swearinger, B&B carpenter, describe the innards of various types of bombs,

the effects, and the counter measures to be taken in such an emergency.

Verne, a veteran of World War I, recently took a course in chemical warfare from Army experts at Seattle. His detailed description of the messy methods being used to harass civilians in the current fracas made very gruesome listening, but everyone realized that a thorough knowledge of correct countermeasures against bombing attack would do much to minimize destruction and loss of life, and were grateful that we had someone in our own ranks who was qualified to give such instruction.

A more pleasant report was that of H. W. Williams, division master mechanic, who told the story of Glamour Girl (as the boys call our big, new streamlined Diesel-electric on the Othello-Avery run) as an example of the improvements in equipment and methods that have made it possible for the railroads of the United States to handle a far larger volume of freight than in 1929, with less rolling stock and motive power.

Jack Sheridan, lieutenant of detectives, Milwaukee Road police, suggested the following set of rules as effective in protecting railroad property in war time:

Be especially vigilant to prevent fires, and thoroughly prepared to cope with any that might start.

Be thoroughly informed on the most effective methods of coping with incendiary bombs; be vigilant to prevent sabotage; notify proper authorities if signs of attempted sabotage are detected, but avoid hysterical reports that may start wild rumors.

All employees whose work gives them knowledge of military movements should avoid talking about these movements, even to close friends and relatives.

Keep calm, and cooperate fully with the proper authorities in times of emergency.

Following the business session, Pvt. Frank Marchese, Washington State Guard, who works in our coach shop at Tacoma when he isn't doing squad drills under the critical eye of Capt. W. E. Roberts (alias Mt. Tacoma Service Club chairman), played several lively tunes on his piano-accordion.

Refreshments were served by a Women's Club committee consisting of Mesdames F. L. Sowles, W. M. Bresnahan, and P. G. Russ.

On a dark and stormy night, the trainman was signaling to the engineer when he dropped his lantern to the ground. Another man, passing by, tossed it back to him on top of the boxcar.

In a few minutes the engineer came rushing up to the scene. "Let's see you do that again," he said.

"Do what?"

"Jump from the ground to the top of that boxcar."



Dad

*"There's someone in the lower hall;
See who it is." "Just Dad, that's all."
Just Dad returning to his door,
His labor done, the long day o'er,
His back perhaps a little bent,
His body weary, yet content,
His step perhaps a little slow,
And yet how glad to see the glow
Stream out across the evening gloom!—
Just Dad, that's all, just coming home.*

*The food is on the table bright,
The living-room with yellow light.
The furnace sends its pleasant heat
And bids the wintertime retreat.
Outside the dark, outside the storm,
But all within is snug and warm,
The roof is strong, the wall secure,
And peace and job and comfort sure.
"There's someone in the lower hall;
See who it is." "Just Dad, that's all."*

—The Louis Allis Messenger.

Accounting Trouble

When the flood was over and Noah had freed all the animals, he returned to the ark to make sure all had left. He found two snakes in the corner, crying. They told him their sorrow.

"You told us to go forth and multiply upon the earth, and we're adders."

A Thought at Income Tax Time

Razors pain you;
Rivers are damp;
Acids stain you;
And drugs cause cramp;
Guns aren't lawful;
Nooses give;
Gas smells awful;
You might as well live.

20 mm. Aircraft Cannon in Mass Production

The Ordnance Department of the Army announced today that mass production of 20 mm. aircraft cannon has been attained.

Manufacture of these guns was tripled within the past month, and there is every indication that the production rate will continue its rapid climb.

The 20 mm. aircraft cannon is an automatic weapon which fires armor-piercing and high explosive ammunition with machine gun rapidity, yet having a greater caliber than any machine gun used by the Army.

Army Lauds Defense Worker for Heroism

Heroism in this war is not limited to the battlefield. Defense worker Joseph G. Smith received two citations from the Army for "an act of courage above and beyond the call of duty." Smith had protected the lives of his fellow workers by grabbing a red-hot valve handle, so hot that it twisted out of shape as it turned, and closing off a line to an acetylene tank in flames and on the verge of an explosion.

It happened in the Pittsburgh Store Fixture and Equipment Company where gas masks were being assembled for the Chemical Warfare Service. Welders were at work when a flashback on one of their acetylene hose lines started a fire. The oxygen hose line burned through, producing a flame of intense heat which enveloped the oxygen and acetylene tanks. The safety plug on top of the acetylene tank melted, releasing an upward jet of burning gas. At one point the tank became red hot.

Smith sensed the impending danger of a serious explosion and grabbed the main valve on the acetylene tank. The valve handle twisted as he turned and seared through the flesh on his hand. The fire died out as the flow of gas stopped. Smith burned his hand badly but averted certain danger to lives, equipment, and national defense.

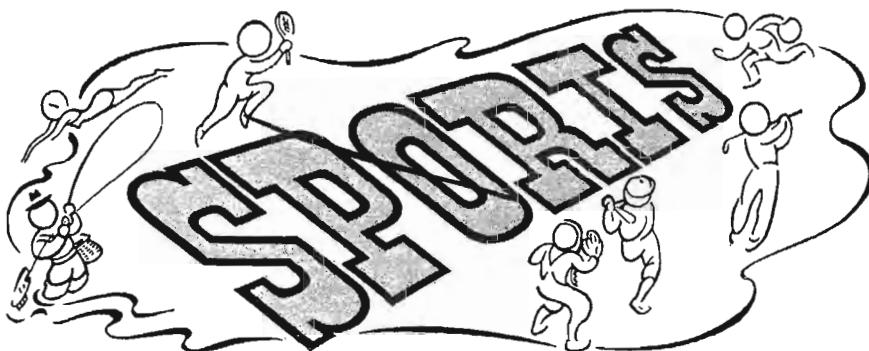
For his heroic courage, he received a letter of commendation from Major General William N. Porter, chief of the Chemical Warfare Service, who said:

"It is my opinion that it required just as much courage to grasp a red hot valve wrench . . . as would be required to face hostile fire in battle. It is gratifying to learn that we have men of your type engaged in the necessary production of munitions for national defense."

Appearing as guest on the "We, the People" program, Columbia Broadcasting System, the evening of Dec. 30, 1941, Joe Smith was also awarded a letter of citation from the Hon. Robert P. Patterson, Under Secretary of War, who said:

"Your country is indebted to you, Joseph Smith, for an act of courage above and beyond the call of duty . . . I am proud to make this unofficial citation a matter of record. In this war, as in no other war in our history, heroism will not be confined to the front lines."

A man had a fixation that he was a dog and used to go around barking. Finally, after spending some time in a sanitarium, he was released as cured. A friend met him on the street and commented on his good behavior and appearance. "I'm cured," said the man, "and I never was better. Just feel my nose."



**John E. Shemroske, Sports Editor
Room 749, Union Station
Chicago**

EVIDENTLY the boys took to heart the tiny barb about their neglected duties and have really gone to town. News we have, plenty of it.

First of all, we go into a little detail about that great game of basketball. . . Trailing at the half 19 to 10 and leading 37 to 35 with two minutes and 50 seconds remaining in the final period, the Milwaukee Road basketball team, composed entirely of Fullerton Avenue employees in Chicago, finally took the short end of a 39 to 37 score in a game with the Kerk's Pure Oilers at Portage, Wis., one of the ranking pro teams of the Midwest. The game was packed with thrills. Proceeds went to the Red Cross. The road's team, with Harry "Red" Wallace as manager, and Bill Stegman as coach, performs every Wednesday evening at the Lincoln Belmont YMCA in one of the strongest industrial leagues in Chicago.

Members of this great basketball team are Bob Damm, Marty Griebnow, John Kern, Merrill Lundgren (and he, by the way, is a bowler, too, and a good one), Frank Quinn, and Old Man Roy Schiffer, Rudd, Bill Wolters, Bernard Greenberg, and Ed Hert complete the personnel of the team.

BOWLING

MILWAUKEE...The first half of the season was won by the Marquette team, captained by H. J. Montgomery, with a 157 average...A. Milazzo with 159...T. Tanin with 167...W. Buchholz, 174...C. Lieb, 174...F. Glaser, 177...and last but not least, the man responsible for the heavy work, E. Wroblewski, with 183...Congratulations, boys, and we hope you repeat...H. Zunker led the individuals with a grand 191, followed by F. Kuklinski with 188, and Johnny Pluck with 187...The boys in Chicago will soon take them up on their challenge in that great intercity match.

From Dick Steuer in Milwaukee we hear...That Tom Regan has kept up his leadership through his consistently fine bowling, his closest rivals being Bill Barbian and Ray Felten. In this Social League, the St. Paul team has won the last 20 out of 27 games and is now, as a result of that splurge, leading the

league...Only four games separate the last place team from the top...This is an excellent league, showing that teams are evenly balanced and with a few months still to go, it is still anybody's lead...Bill Stark continues with his famous roundhouse hook to hold high individual three game series, and Lefty Eckhart continues to be the best man at picking up R. R.'s

MITCHELL, S. D...The members of the Service Club Bowling League held their first 1941-42 banquet at the Navin Hotel recently. In attendance as special guests were Superintendent W. F. Ingraham, Assistant Superintendent J. T. Hansen, and Division Engineer Lakowski. Leading individual bowler is Erdman of the Tomahawks, with 183...followed by Nicholl with 161...and Wangness with 157....The Tomahawks continue to lead with 26 games won and 10 lost, followed by the Marquettes with 19 and 17.

MINNEAPOLIS...Hard working Chris Behr is plenty busy in promoting the Hiawatha Tournament, and as a result his team feels it keenly...But, nevertheless, Chris is to be congratulated for the swell manner in which the tournament is coming along. . . He says there is going to be a large representation.

CHICAGO...Attention all bowling fans! Here is an attraction you will not want to miss. At 2:30 p. m., Sunday, March 1, at the Bowgium, Sheridan and Montrose, a team from the Men's League will bowl a match game with the Bireley's Beverage girls' team who bowl in both the Congress Ladies' and Playdium Major Leagues in Chicago. This team maintains an average of close to 840 and includes such stellar bowlers as Elnora Fick, who recently bowled a 278 game in league competition; Ruth Bayna, who has a great many series over 600 to her credit; Betty Brugman, instructress at the Howard Bowl, as well as Leslie Miller and Evelyn Andersen, who are noted for their ability to hit the 1-3 and Brooklyn pockets most consistently.

There will be no admission charged for this affair and it is hoped that we

will have a goodly delegation behind alleys 15 and 16 at the appointed time and place.

A mere mention of Herschel Valandingham shooting 604 sends chills up many a spine, especially since the man is a 130 average bowler...However, he proves the point that every one has a chance.

DON'T forget The Milwaukee Road Annual Hiawatha Tournament...Chris Behr and his Minneapolis committee have worked very hard on this tournament and already have achieved great results...A fine representation is assured and all that is needed now are the final entries from a few small towns along the line that have not been heard from yet...Let's go, boys...It's a handicap tournament, and every one has a chance. For entry blanks write to Chris Behr, secretary, 2633 29th avenue, So. Minneapolis, Minn.

The next issue of the Magazine will contain all final information on this tournament...And by the way...all those interested in having this tournament at their fair city or town next season are reminded to see Chris for ballots at the tournament. Start passing around your campaign cigars.

Last call for the American Railway National Bowling Tournament in Chicago, to be held at the Bensinger Alleys on Mar. 14 and 15 . . . 21 and 22 . . . 28 and 29 and Apr. 4 and 5 . . . Entries will close Feb. 21, and this is the last notice . . . Write E. W. Hampton, secretary, 4827 Wolf Road, Western Springs, Ill. . . Preference to out-of-town bowlers for special dates will be given, so what more could you ask for? . . . Remember that this tournament is open to all railroad, Railway Express and steamship employees in the United States and Canada.

While having our fun, let's remember the soldiers and sailors of our country. . . Buy Defense Stamps and Bonds. Let's remind the world that railroad employees can lead all groups in subscribing for this great cause.

Steel in Tacoma Narrows Bridge to Be "Rescued" for Defense

Approximately 3,500 tons of scrap steel, originally scheduled to be thrown into Puget Sound, will be salvaged and eventually routed into the nation's defense program, the Office of Production Management announced recently.

The "rescue" of the steel, which became scrap as a result of the Tacoma Narrows Bridge collapse in November, 1940, was accomplished through the joint efforts of several branches of OPM cooperating with the State of Washington Toll Bridge Authority.

It has been estimated that the 3,500 tons of steel scrap, when it is reclaimed, with an equivalent amount of pig iron, could be used in the production of 100 light or medium tanks, 200 four-ton trucks, or 600 16-inch navy shells.

To Traffic Tipper And Service Club Members

IT'S useful at the end of the year to review the record to see if progress has been made and if there are things we can do to improve results for the future.

Since the traffic tip plan was inaugurated in May, 1938, each year has shown a substantial increase. In 1941 there was an increase of 37% in tickets and an increase of 35% in carload and l.c.l. shipments over the results you accomplished in 1940. Productive tips in 1941 totaled 23,681 and these resulted in the sale of 33,370 tickets, and in obtaining 8,760 carload and 3,103 l.c.l. shipments. These are the equivalent of 111 trains of 300 passengers each, and 175 freight trains of 50 cars each.

This is an encouraging record of growth, and all of you who have contributed to this result have a right to feel good about it. Certainly I do. The excellent showing is evidence of what can be accomplished by men and women who realize their personal interest in the welfare of the business in which they are engaged, and want to do something about it. These results were due to the work of 6,100 people. The average number on our payroll in 1941 was 31,583. If every one of us showed a like interest and made the same effort, the results would dwarf present accomplishments, good as they are.

Important too is the fact that the tip campaign and Service Club activities have brought Milwaukee Road people closer together, and improved and strengthened our relations with our patrons and generally with the people in the communities we serve. These achievements are of greater value now than in ordinary times, because a friendly, cooperative railroad will do better than others when the war is over and the traffic volume thins out.

Always in our thinking and in our work these days is the war. We can win it and we will win it, but we could lose it and we would lose it if we did not very promptly remedy the state of unpreparedness in which its outbreak caught us. That will be done—is being done every day. Fortunately for the country, the railroads were prepared and because they were they are meeting adequately the ever-increasing demands upon them, and The Milwaukee Road is doing its full part. It is squarely up to all of us on this railroad to do the best job of which we are capable, and we are going to do just that.



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

Division	No. of Tips			Division	No. of Tips		
	Passenger Tips	Freight Tips	Per 100 Employees		Passenger Tips	Freight Tips	Per 100 Employees
Madison Division	357	4	53.8	Rocky Mountain Div....	50	6	6.2
Iowa & S. Minnesota...	85	119	28.7	Iowa Division	70	12	6.1
Seattle General	46	4	28.7	Superior Division	24	8	5.2
Dubuque and Illinois...	171	81	19.7	Chicago General	71	35	5.1
Hastings and Dakota...	197	30	19.5	Terre Haute Div.....	..	49	5.0
Iowa and Dakota Div...	215	27	15.8	Twin City Terminals...	71	8	4.4
La Crosse and River....	167	21	10.2	Coast Division	43	12	3.5
Kansas City Division....	15	60	10.1	Milwaukee Terminals ..	99	25	2.9
Trans-Missouri Div....	64	14	9.1	Chicago Terminals	22	16	1.2
Milwaukee Division ...	61	25	6.6	Miscellaneous	3	2	0.8
TOTALS.....					1,831	558	8.7

**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE
MONTH OF DECEMBER, 1941, AS REPORTED BY
DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass	Frt.				Pass	Frt.
Chicago General Offices—									
Arensdorf, John	Sec. to Chf. Opr. Officer	Chicago, Ill.	2		Nolan, J. J.	Car Distributor	Chicago, Ill.		
Barnett, H.W.	Head Clk. Frt. Clm.	Chicago, Ill.	1	6	Oberg, Erma B.	Engineering Dept.	Chicago, Ill.	1	1
Benson, L.J.	Asst. to Chf. Opr. Officer	Chicago, Ill.	1		Parrott, W.O.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.		
Berg, S.M.	Ticket Seller	Chicago, Ill.	1		Rank, C.F.	Mgr., Mail, Expr., Bag., & Milk	Chicago, Ill.	1	
Blodgett, Cora	Typist	Chicago, Ill.	1		Rappe, H.H.	Aud. Exp. Off.	Chicago, Ill.	2	1
Broberg, W.E.	Aud. Inv. & Jt. Pac. Accts. Off.	Chicago, Ill.	1		Rennebaum, E.A.	Gen. Frt. Traf. Dept.	Chicago, Ill.	1	
Brodhagen, F.M.	Adjuster	Chicago, Ill.	1		Saida, A.C.	Supt. of Bldg.	Chicago, Ill.	1	
Brown, J.L.	Gen. Supt. Trans.	Chicago, Ill.	3	2	Schubert, Agnes	Steno-Info. Clk.	Chicago, Ill.	1	
Burch, E.E.	Draftsman	Chicago, Ill.	1		Schofield, E.J.	Dist. Adjuster	Milwaukee, Wis.	1	
Cassin, J.J.	Credit Clerk	Chicago, Ill.	2		Shortall, Elizabeth	Ediphone Oper.	Chicago, Ill.	1	
Christ, George	Frt. Aud. Office	Chicago, Ill.	1		Sullivan, Genevieve	Information Clk.	Chicago, Ill.	5	
Conway, Michael	Police Dept.	Chicago, Ill.	1		Tomkins, B.	Purch. Dept. Sten.	Chicago, Ill.	2	
Culver, C.L.	Special Tax Agt.	Chicago, Ill.	2		Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	2	
Doody, G.M.	Purch. Dept.	Chicago, Ill.	1		Walker, R.J.	Milk Traf. Agt.	Chicago, Ill.	1	
Dougherty, C.R.	Asst. Mgr. RS&CP	Chicago, Ill.	1		Walsh, Florence	Secy. to Asst. to Chf. Opr. Off.	Chicago, Ill.	1	
Dousman, B.A.	Accountant	Chicago, Ill.	1		Willer, Marion	Steno. Pur. Dept.	Chicago, Ill.	1	
Dove, R.E.	Asst. Engineer	Chicago, Ill.	1		Wilson, E.C.	Instrumentman	Chicago, Ill.		18
Eichin, Fred	Aud. Exp. Office	Chicago, Ill.	1					71	35
Fisher, W.B.	Freight Traffic Hd. Clk. Frt. Clm.	Chicago, Ill.	1						
Frey, J.G.		Chicago, Ill.	2						
Frick, Frank	Aud. Exp. Office	Chicago, Ill.	1						
Gieseke, Alma	Compt. Opr.	Chicago, Ill.	1						
Ginter, D.J.	Clerk	Chicago, Ill.	1						
Harner, E.F.	Aud. Exp. Office	Chicago, Ill.	1						
Harrington, J.	Frt. Clm. Adj.	Chicago, Ill.	1						
Helwig, W.F.	Asst. Bur. Head-Frt. Aud. Off.	Chicago, Ill.	1						
Heuel, W.P.	Aud. Overcharge Claims	Chicago, Ill.	1						
Hilliker, B.L.	Welding Supvr.	Chicago, Ill.	1						
Jackson, Cecilia	Telephone Opr.	Chicago, Ill.	2						
Janes, R.H.	Spec. Rep. Gen. Mgr. Off.	Chicago, Ill.	1						
Jeffrey, F.H.	Asst. Treasurer	Chicago, Ill.	1						
Jensen, V.	Tie Inspector	Chicago, Ill.	1						
Jones, Cecil	Clk. Frt. Traffic	Chicago, Ill.	3						
Klauber, Grace	Steno-Clk. Eng.	Chicago, Ill.	2						
Klotz, E.M.	Mail, Expr. Bag. & Milk	Chicago, Ill.	1						
Littwin, Anna	Clk. Car Acct. Off.	Chicago, Ill.	1						
Loderhose, G.W.	Frt. Clm. Agent	Chicago, Ill.	1						
Lowry, F.C.	File Clk. Trst. Off.	Chicago, Ill.	1						
Marquiss, Edith	Frt. Aud. Office	Chicago, Ill.	1						
McGrath, Agnes	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1						
Miller, Helen	Real Estate Dept.	Chicago, Ill.	1						
Miller, Irene	Law Dept.	Chicago, Ill.	1						
Mueller, Herbert	Special Account.	Chicago, Ill.	1						
Mussweiler, H.J.	Chf. Clk. Tax. Dept.	Chicago, Ill.	1						
Naatz, A.G.	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1						
Newton, T.J.	Frt. Clm. Dept.	Algoma, Wis.	1						
Chicago Terminals Division									
Baker, Robert D.	Instrumentman	Chicago, Ill.			Bitz, H.F.	Agent	Chicago, Ill.	1	3
Connery, Wm. A.	Rate Clerk	Evanston, Ill.			Dudley, Fred	Engineering Dept.	Mannheim, Ill.	2	3
Dudley, Fred	Wife of Engr.	Chicago, Ill.			Griesenauer, Georgia	Dept. Employee	Chicago, Ill.	4	
	Daughter of Ret. Inst. man.	Chicago, Ill.			Hanson, A.	Inst. man.	Chicago, Ill.	2	
	Cook	Chicago, Ill.			Kohn, Arthur	Blacksmith	Galewood, Ill.	1	
	Kohn, Mrs. Arthur	Mrs. Blksmt.			Lahiff, E.	Wife of Blksmt.	Galewood, Ill.	2	
					Lyons, J.P.	Loc. Stkpr.	Chicago, Ill.	1	
					Miller, E.A.	Clerk	Chicago, Ill.	1	
					Nauheimer, Mathilde	Chf. W.B. Clerk	Chicago, Ill.	1	
					Perry, M.J.	Clerk	Chicago, Ill.	1	
					Pobloske, B.G.	Station Force	Chicago, Ill.		
					Polenzani, Joe	Asst. Agent	Galewood, Ill.		
					Polk, William	Clerk	Chicago, Ill.		
					Roach, Wm. J.	Rodman	Chicago, Ill.		
					Stellmacher, H.L.	Car Tracer	Galewood, Ill.		
					Striebel, F.J.	Sleeping Car Con.	Chicago, Ill.	3	
					Waskow, August	Instrumentman	Chicago, Ill.	2	
					Zunker, W.O.	Checker	Chicago, Ill.		4
						Entry Clerk	Galewood, Ill.	1	
								22	16
The name of a prospect on a traffic tip card is half the job of making a prospect a customer.									

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass	Frt.
Coast Division									
Allen,C.F.	Track Dept.	Spokane,Wash.	2	1	Ralston,R.	Rate Clerk	Dubuque,Ia.		
Anderson,A.J.	Asst.Off. Engr.	Tacoma,Wash.	1	1	Schmidel,George	Chf.Clk.to Agt.	Savanna,Ill.	3	
Brown,W.F.	Track Dept.		1		Schroeder,P.A.	Store Dept.	Savanna,Ill.		1
Cardle,D.C.	Clerk	Tacoma,Wash.	1		Schuster,L.A.	Equip.Maint.	Dubuque,Ia.	1	5
Carpenter,H.D.	Cash,Frt.Office	Seattle,Wash.	1		Schwartz,L.V.	Div.Storekeeper	Savanna,Ill.	1	
Chessey,R.H.	Clerk	St.Maries,Idaho	1		Smith,H.J.	Conductor	Dubuque,Ia.	1	
Cline,M.J.	Loco.Dept.	Tacoma,Wash.		1	Smith,Lee	Switchman	Savanna,Ill.	1	
Cowling,E.J.	Brakeman	Mineral,Wash.	1		Stafford,Wm.A.	Clerk	Dubuque,Ia.	1	
Cutler,W.W.	Station Force	Spokane,Wash.	1		Swingle,W.E.	Ticket Clerk	Dubuque,Ia.	1	
De Guire,C.E.	Clerk	Tacoma,Wash.		1	Tressell,J.J.	Check Clerk	Dubuque,Ia.	3	
Dilts,Jesse	B&B.Dept.	Tacoma,Wash.	1		Tyler,Irvin	B& B.Dept.	Savanna,Ill.		1
Gengler,J.C.	Clerk	Spokane,Wash.	3		Van Bockern,J.J.	Track Dept.	Savanna,Ill.	1	
Givins, Madeline	Clerk	Seattle,Wash.		1	Veit,C.L.	Conductor	Dubuque,Ia.	2	
Gleb,A.H.	Operating	Tacoma,Wash.		1	Walsh,Edward	Coach Cleaner	Savanna,Ill.	1	
Goldsborough,A.	Revising Clerk	Tacoma,Wash.		4	Webber,Thomas	Pass.Brakeman	Dubuque,Ia.	1	
Hansen,M.	Loco.Dept.	St.Maries,Idaho	2		Whelan,J.R.	Clerk	Dubuque,Ia.	2	
Harris,H.E.	Freight Station	Spokane,Wash.	1		Wickler,Frances	Wife of Opr.	Davis Jct.,Ill.	1	
Herzog,S.E.	Asst.Supt.Clk.	Tacoma,Wash.	2		Wickler,S.B.	Operator	Byron,Ill.	1	
Howard,Byron	Store Dept.	Tacoma,Wash.	1		Withhart,F.M.	Ex-Baggageman	Savanna,Ill.	5	
Johnson,Chas.A.	Loco.Dept.	Tacoma,Wash.						171	81
Jose,R.B.	Tel.Operator	Everett,Wash.	2						
King,Rose	Clerk	Seattle,Wash.	1						
Malone,T.A.	Loco.Dept.	Othello,Wash.	2						
Mason,Mrs.E.B.	Wife of CPA	Everett,Wash.	1						
McGuire,Eugene	Conductor	Tacoma,Wash.	1						
Morrissey,P.J.	Loco.Engr.	Cedar Falls,Wash.	1						
Owen,C.M.	Operating	Summer,Wash.		1					
Perrone,Vincent	Track Dept.	Manito,Wash.	2						
Pinson,J.F.	Div.Engineer	Tacoma,Wash.	2						
Richardson,M.H.	Loco.Dept.	Othello,Wash.	1						
Roberts,W.E.	Stenographer	Tacoma,Wash.	2						
Roller,J.	Pump Repairer	Lind,Wash.	2						
Schwanke,R.J.	Loco.Dept.	Othello,Wash.	1						
Speck,J.H.	Machinist	Tacoma,Wash.		1					
Stromberg,N.F.	Loco.Dept.	St.Maries,Idaho	1						
Waring,Fred	Loco.Dept.	Othello,Wash.	1						
Weigand,L.M.	Clerk	Seattle,Wash.	2						
Weller,F.W.	Operating	Spokane,Wash.	1						
			43	12					
Dubuque and Illinois Division									
Addicks,Fred	Sec.Foreman	Bellevue,Ia.		1	Anderson,Emil W.	Sec.Foreman	Marvin,S.D.	2	
Ames,John	Asst.Cashier	Dubuque,Ia.	4		Arnold,Wm.W.	Pass.Brakeman	Aberdeen,S.D.	3	
Barrett,C.E.	Car Foreman	Nahant,Ia.	1		Baker,Raymond	Laborer	Redfield,S.D.	1	
Bennett,Orville	Car Stoker	Dubuque,Ia.	3		Beckel,Kenneth	Store Helper	Aberdeen,S.D.	1	
Brandt,Elmer	Stenographer	Dubuque,Ia.	3		Bismarck,A.J.	Conductor	Aberdeen,S.D.	1	
Brennan,George	Sec.Foreman	Waukon,Ia.		2	Bjork,A.	Agent	Eureka,S.D.		2
Calehan,Doris	Clerk	Savanna,Ill.	1		Bjorn Dahl,M.N.	Sec.Foreman	Redfield,S.D.	6	
Cardia,N.J.	Car Dept.	Marquette,Ia.		1	Borgh,Carl	Car Dept.	Aberdeen,S.D.	1	
Carpentier,R.B.	Baggageman	Dubuque,Ia.	3		Buescher,A.	Sec.Foreman	Shakopee,Minn.	1	
Cassidy,J.M.	Conductor	Dubuque,Ia.	1		Chamberlain,Guy	Brakeman	Aberdeen,S.D.	2	
Ceurvorst,A.D.	Operating	Davenport,Ia.		4	Cusick,T.J.Jr.	Sec.Foreman	Britton,S.D.	1	1
Crawford,E.J.	Chief Dispatcher	Dubuque,Ia.	10		Dobratz,Carl A.	Track Laborer	Redfield,S.D.	7	
Davis,D.R.	Rndhse.Foreman	Savanna,Ill.	2	2	Durmsa,Vetsie	Sec.Laborer	Andover,S.D.	1	
Doran,C.E.	Cashier	Dubuque,Ia.	5		Evald,A.Vernon	Loco.Dept.	Aberdeen,S.D.		1
Dumeyer,A.	Welder	Dubuque,Ia.		6	Falkenhagen,W.M.	Bus Driver	Watertown,S.D.	35	
Eckstein,F.E.	Chief Clerk	Dubuque,Ia.	4	2	Geiser,F.M.	Agent	Hillsview,S.D.	1	
Evans,L.I.	Instrumentman	Savanna,Ill.	1		Geiser,Mrs.F.M.	Wife of Agent	Hillsview,S.D.	2	
Fall,G.E.	Frt.Hse.Foreman	Dubuque,Ia.	3		Hagen,J.G.	Agent	Wolsey,S.D.	2	
Fisher,J.H.	Car Foreman	Savanna,Ill.	2		Hartzell,M.M.	Tel.Operator	Ortonville,Minn.	1	
Flynn,Tim	Ret.Carpenter	Dubuque,Ia.	2		Hatcher,H.D.	Sec.Foreman	Ellendale,N.D.	1	1
Frederick,A.H.	Pumper	Kittredge,Ill.	1		Hilt,Frank	Sec.Foreman	Ipswich,S.D.		1
Fuller,Clarence	Carman Helper	Marquette,Ia.	2		Hilt,Tom	Sec.Foreman	Zeeland,N.D.	1	
Galvin,Francis	O.S.&D.Clerk	Dubuque,Ia.	3		Hodgson,A.W.	B& B.Foreman	Aberdeen,S.D.		
Georgen,Emil	Receiving Clk.	Dubuque,Ia.	3		Jones,Edwin	Rate Clerk	Aberdeen,S.D.	5	1
Georges,H.	Instrumentman	Savanna,Ill.	5		Jones,Richard	Night R.H.F.	Aberdeen,S.D.	1	
Goitz,L.N.	Store Dept.	Marquette,Ia.	2		Karr,L.J.	Fore.Store Dept.	Aberdeen,S.D.	9	
Hall,Gladis M.	Clerk	Savanna,Ill.	1		Keenan,J.S.	Chf.Dispatcher	Aberdeen,S.D.	1	
Hallahan,C.J.	Delivery Clerk	Dubuque,Ia.	3		Kelley,H.L.	Instrumentman	Aberdeen,S.D.	1	
Hallahan,Joe	Car Stoker	Dubuque,Ia.	3		Keuseman,Henry	Sec.Foreman	Norwood,Minn.		2
Harris,Chas.G.	Rodman	Savanna,Ill.	3		King,Harry	Lumberman,Store	Aberdeen,S.D.	1	
Helle,Arne	Sec.Foreman	Lansing,Ia.	3		Klucas,Ed	Brakeman	Montevideo,Minn.	1	
Hocking,W.C.	Bill Clerk	Dubuque,Ia.	3		Kolkman,Harry	Track Dept.	Bowdle,S.D.	2	
Imhoff,John	Car Stoker	Dubuque,Ia.	3		Kramer,W.F.	Secy.to Supt.	Aberdeen,S.D.	1	
Jaeger,D.	Clerk	Dubuque,Ia.	3		Krebs,Henry	Sec.Foreman	Hosmer,S.D.	1	1
Kelly,James	Safety Appl.Insp.	Dubuque,Ia.	5		Licht,Martin	Sec.Foreman	Virgil,S.D.	1	
Kemper,L.R.	Ret.Machinist	Dubuque,Ia.	4		Lucas,H.F.	Chief Clerk	Aberdeen,S.D.	2	
Kennedy,E.R.	Police Dept.	Dubuque,Ia.	2		Lundberg,A.F.	Train Bagmn.	Minneapolis,Minn.	3	
Kurt,Francis	Clerk	Waukon,Ia.	16	53	Mashok,E.J.	Pumper	Bowdle,S.D.	1	
Lange,Henry	Check Clerk	Dubuque,Ia.	4		Mattern,John	Car Dept.	Aberdeen,S.D.	1	
Layton,George	Capt.Of Police	Savanna,Ill.	1		Maunders,B.L.	Track Laborer	Virgil,S.D.	1	
Lincoln,Richard	Bill Clerk	Dubuque,Ia.	3		McCarthy,C.Ruth	Clk Law Dept.	Aberdeen,S.D.	1	
Long,W.E.	Ret.Machinist	Savanna,Ill.	1		Menzia,Anton	Lum.Store Dept.	Aberdeen,S.D.	2	
Mach,William	Carman	Savanna,Ill.	3		Menzia,Martin	Ret.Sec.Laborer	Roscoe,S.D.	3	
McCauley,C.H.	Conductor	Marquette,Ia.	3		Mertz,Wm.G.	Car Dept.	Aberdeen,S.D.	1	
McCowan,W.A.	Car Inspector	Davenport,Ia.	3		Moriarty,W.J.	Clk.Store Dept.	Aberdeen,S.D.	4	
Milks,A.H.	Car Stoker	Dubuque,Ia.	3		Murphy,W.H.	Chf.Clk.to DMM	Aberdeen,S.D.	1	
Millar,Lucille	Clerk	Dubuque,Ia.	1		Netzcl,L.E.	Asst.Roadmaster	Aberdeen,S.D.	1	
Muir,John	Cutter	Dubuque,Ia.		2	Ostradson,Oscar	Sec.Foreman	Edgeley,N.D.		2
Mulligan,Francis	Car Stoker	Dubuque,Ia.	2	1	Peterson,Chas.E.	Engineering Dept.	Aberdeen,S.D.	1	
Muntz,A.L.	Blacksmith	Savanna,Ill.	1		Peterson,Peter	Sec.Foreman	Bristol,S.D.	2	
Noble,Merritt	Loco.Dept.	Marquette,Ia.	1		Petrick,F.L.	Agent	Clinton,Minn.	1	
Ohmer,Frank	Station Helper	McGregor,Ia.	4		Phelan,Frank	Track Dept.	Milbank,S.D.	1	
Peck,Earl	Expense Clerk	Dubuque,Ia.	4		Prunty,G.J.	Pumper	Cologne,Minn.		2
Pillard,L.L.	Signal Maint.	Marquette,Ia.	1		Rabine,Mike	Sec.Laborer	Andover,S.D.	1	
Pohl,William	Loco.Dept.	Marquette,Ia.	3		Rasdall,M.S.	Stock Yd.Fore.	Aberdeen,S.D.	2	1
					Rieger,John J.	Lumberman	Aberdeen,S.D.	1	
					Ring,Mrs.W.E.	Wife of Div.Eng.	Aberdeen,S.D.	1	
					Ronning,Stanley	Cashier	Fargo,N.D.		
					Ruehmer,August F.	B& B.Carpenter	Minneapolis,Minn.	1	
					Ryan,Winifred	Clk.Store Dept.	Aberdeen,S.D.	2	
					Schwan,Joseph	B& B.Dept.	Aberdeen,S.D.	1	
					Seiler,J.J.	Clerk	Aberdeen,S.D.	8	
					Seiler,Mrs.J.J.	Wife of Clerk	Aberdeen,S.D.	1	
					Shier,P.V.	Station Force	Brampton,N.D.	1	
					Sitter,Adam	Ret.Sec.Foreman	Ipswich,S.D.	1	
					Smith,G.H.	Agent-Operator	Virgil,S.D.	2	
					Spatafore,George	Son of Sec.Fore.	Warner,S.D.	2	
					Spatafore,Joe	Yard Foreman	Aberdeen,S.D.	2	
					Spatafore,John	Sec.Foreman	Mellette,S.D.	2	
					Spatafore,Tony	Sec.Foreman	Warner,S.D.	1	
					Springgs,W.T.	Sec.Foreman	Mellette,S.D.	3	
					Teske,Jacob	Agent	Woonsocket,S.D.	2	
					Teske,Thos.	Sec.Foreman	Java,S.D.	3	1
						Sec.Foreman	Eureka,S.D.	3	

(Continued on page twenty-one)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.

Hastings and Dakota Division—Continued

Tessler, Maurice	Chief Clerk	Fargo, N.D.		3					
Thares, Tony	Sec. Foreman	Ipswich, S.D.	1						
Thompson, G.C.	Motor Car Opr.	Montevideo, Minn.	3						
Twedd, Roy	Brakeman	Aberdeen, S.D.	35						
Vanderhoof, W.J.	Agent	Wegdahl, Minn.	1						
Walsh, H.J.	Agent	Zeeland, N.D.	1						
Werner, Ben	Sec. Foreman	Andover, S.D.	2						
Wheelton, W.A.	Agent	Hickson, N.D.		1					
Williams, Emma	Clerk	Wahpeton, N.D.		1					
Wisch, Herb	Sec. Laborer	Glencoe, Minn.	1						
Wisch, Wm.	Track Dept.	Glencoe, Minn.		1					
Witte, W.A.	Agent	Tulare, S.D.		1					
			197	30					

Iowa Division

Barnoske, Joe	Sec. Foreman	Cedar Rapids, Ia.	1	1					
Bartlett, M.M.	Sec. Foreman	Miles, Iowa							
Bean, F.W.	Agent	Jamaica, Iowa	1						
Blake, A.F.	Agt. Ry. Express	Perry, Iowa							
Bruce, F.O.	Rate Clk. & Opr.	Council Bluffs, Ia.	2						
Buckley, Everett	Conductor	Perry, Ia.	2						
Buckley, Ruth	Abstract Clerk	Perry, Iowa	1						
Bucknam, F.J.	Chief Clerk	Council Bluffs, Ia.	1						
Carleton, W.A.	Rodman	Marion, Iowa	1						
Carlson, Oscar	Mech. Dept.	Perry, Ia.	1						
Chapman, Frank	Car Dept.	Council Bluffs, Ia.		1					
Cook, George H.	Boilermaker Help.	Perry, Iowa	1						
Cooper, W.E.	Rndhse. Foreman	Cedar Rapids, Ia.	2						
Cornelius, C.R.	Retired Cond.	Council Bluffs, Ia.	3						
Council, Clarence	Freight Dept.	Clinton, Iowa			1				
Davis, E.E.	Chief Clerk	Omaha, Neb.	1						
Dollison, A.J.	Conductor	Cedar Rapids, Ia.							
Eckman, Ruby	Operating	Perry, Iowa	1						
Faillor, W.E.	Rndhse. Clk.	Marion, Iowa	3						
Fiala, A.E.	Operator	Council Bluffs, Ia.		1					
Fisk, C.E.	Loco. Fireman	Cedar Rapids, Ia.	1						
Fulton, L.E.	Sec. Laborer	Newhall, Ia.		1					
Griffin, R.R.	Agent	Panama, Ia.		1					
Harrison, M.A.	Messenger	Council Bluffs, Ia.	10						
Hennessy, G.F.	N.R.H. Foreman	Cedar Rapids, Ia.	1						
Hildreth, Mason	Store Dept.	Perry, Iowa	1						
Hilton, C.E.	Sec. Foreman	Newhall, Ia.							
Hoes, Frank R.	Asst. R.H. Foreman	Perry, Ia.	2						
Hughes, J.N.	Solicitor	Des Moines, Ia.	2						
Kressin, A.J.	Rndhse. Foreman	Perry, Ia.	1						
Lange, L.R.	Div. Storekeeper	Marion, Ia.	4						
Lee, E.G.	Sec. Foreman	Slater, Ia.	1						
Mahan, Mildred	Stenographer	Dee Moines, Ia.	1						
McGuire, Alice E.	B. & B. Clerk	Marion, Iowa	2						
McGuire, J.B.	Operator	Oxford Jct., Ia.	1						
McZane, George	Operating	Marion, Iowa	1						
Miller, L.J.	Agent	Springville, Ia.	3	1					
Monahan, E.J.	Police Dept.	Cedar Rapids, Ia.							
Nelson, M.H.	Loco. Crane Engr.	Perry, Ia.	1						
Nelson, Mrs. M.H.	Wife of Crane Opr.	Perry, Ia.	1						
Noelsch, Duane	Clerk	Marion, Ia.	2						
Pauli, A.E.	Sec. Foreman	Olin, Iowa			1				
Peet, T.	Sec. Foreman	Elwood, Ia.		2					
Rickel, Elmer	Laborer	Perry, Ia.	2						
Schmidt, T.P.	Car Foreman	Council Bluffs, Ia.	1						
Sheets, William	Mech. Dept.	Perry, Iowa	2						
Sterba, Henry	Rate Clerk	Omaha, Neb.	1						
Straaks, Hubert	Rodman	Marion, Iowa	1						
Sweening, W.J.	Telegrapher	Omaha, Neb.							
Taylor, Clifford	Claim Clerk	Cedar Rapids, Ia.	1						
Varnadore, Lee	Mach. Helper	Perry, Iowa	1						
Zeiser, E.L.	Operator	Persia, Ia.	2						
Ziehlke, O.H.	Sig. Maintainer	Oxford Jct., Ia.	1						
			70	12					

Iowa and Dakota Division

Abbott, Mrs. G.E.	Wife of Agent	Vivian, S.D.	3						
Albertz, John H.	Sec. Foreman	Pukwana, S.D.	2						
Aleck, Charles	Sec. Foreman	Harrisburg, S.D.	1						
Aleck, James	Sec. Foreman	Harrisburg, S.D.	3						
Anderson, Chas. T.	Sec. Foreman	Geddes, S.D.	1						
Anderson, Eric E.	Sec. Foreman	Delmont, S.D.							1
Anderson, J. L.	Sta. Attendant	Parker, S.D.							
Anderson, Ralph	Operating	Mason City, Ia.	1						
Bankson, J.R.	Operating	Sioux Falls, S.D.	1						
Bankson, Mrs. J.R.	Wife of Yrdmstr.	Sioux Falls, S.D.	2						
Bettis, R.H.	Agent	Farmingdale, S.D.	1						
Blanchard, L.C.	Roadmaster	Spencer, Iowa	1						
Boyles, E.P.	Custodian	Everly, Ia.	1						
Boyles, Mrs. E.P.	Wife of Cust.	Everly, Ia.	1						
Brann, H.E.	Agent	Avon, S.D.	1						
Broom, A.G.	Demurrage Clk.	Sioux City, Ia.							
Brown, Ray.	Sec. Foreman	Armour, S.D.	3						
Brunson, F.H.	Engineer	Sioux City, Ia.	1						
Butcher, Alice	Clerk	Sioux City, Ia.	1						
Calligan, T.H.	Conductor	Sioux City, Ia.	4						
Carney, Mrs. J.W.	Wife of Eng.	Sioux City, Ia.	1						
Carothers, R.W.	Sta. Attendant	Gardner, Ia.	4						
Challis, Nick	Boilerwasher	Mason City, Ia.	3						
Chapman, A.F.	Conductor	Sioux City, Ia.	1						
Christensen, Pete	Car Dept.	Sioux City, Ia.	1						
Clark, F.H.	Agent	Belvidere, S.D.	1						
Cline, P.M.	Rndhse. Clerk	Sioux City, Ia.	1						
Colgan, Earl	Check Clerk	Sioux Falls, S.D.	1						
Core, S.L.	Roadmaster	Farmingdale, S.D.	1						
Davis, W.D.	Sec. Foreman	Canton, S.D.	4						
Diehl, Fred J.	Engineman	Rapid City, S.D.	1						
Donovan, J.T.	Storehelper	Sioux City, Ia.	1						
Erickson, Oscar	Engineer	Sioux City, Ia.	1						
Fish, M.D.	Sec. Foreman	Elk Point, S.D.	1						
Foster, W.S.	Sec. Foreman	Avon, S.D.	1						
Gallagher, P.G.	Conductor	Mitchell, S.D.	1						
Goodell, W.L.	Agent	Hudson, S.D.	1						
Gray, K.O.	Operator	Elk Point, S.D.	1						
Griffiths, Eleanor	Bill Clerk	Sioux Falls, S.D.	1						
Gronvold, M.	Agent	Wagner, S.D.	1						
Hahn, Rudolph	Station Attend.	Whitemore, Ia.	1						
Hegg, A.W.	Conductor	Sioux City, Ia.	1						
Hendrickson, W.B.	Brakeman	Mason City, Ia.	1						
Hickson, Mrs. T.	Wife of R.H.F.	Rapid City, S.D.	1						
Hladky, Charles	Sec. Laborer	Lesterville, S.D.	1						
Hoelker, Emil	Sec. Laborer	Pukwana, S.D.	2						
Hoellwarth, Ed	Claim Clerk	Sioux Falls, S.D.	1						
Holmes, W.R.	Rate Clerk	Sioux City, Ia.	1						
Hopkins, R.J.	Rev. Clerk	Sioux Falls, S.D.	6						
Hudson, Zane	Station Force	Sheldon, Ia.	1						
Hughes, L.B.	Train Force	Mason City, Ia.	1						
Jenkins, Zane	Pass. Trainman	Sioux Falls, S.D.	5						
Johnson, A.A.	Ret. Employee	Mitchell, S.D.	1						
Kassak, J. Glenn	Lead Carman	Sioux Falls, S.D.	2						
Kearney, H.G.	Train Dispatcher	Mitchell, S.D.	1						
Kemp, Colonel	Flagman	Sioux Falls, S.D.	3						
Koontz, K.	Operating	Sioux City, Ia.	2						
Lamb, L.E.	Loc. Storekeeper	Sioux City, Ia.	1						
Larson, O.	Car Dept.	Mason City, Ia.	1						
La Rue, George	Engineering Dept.	Mason City, Ia.	2						
Lavinger, W.V.	Storehelper	Sioux City, Ia.	1						
Leach, W.J.	Loco. Dept.	Sioux City, Ia.	1						
Leahay, Mrs. R.F.	Wife of Trainman	Sioux City, Ia.	4						
Le Clair, Francis	Sec. Laborer	Alexandria, S.D.	2						
Lindquist, Carl	Machinist	Mitchell, S.D.	1						
Link, Alfred	Trainman	Sioux City, Ia.	1						
Long, Earl	Sec. Foreman	Alexandria, S.D.	3						
Madden, John	Electrician	Sioux Falls, S.D.	1						
Main, A.B.	Engineer	Sioux Falls, S.D.	1						
Marshall, M.L.	Agent	Bridgewater, S.D.	3						
McCarthy, Daniel	Sec. Laborer	Marion Jct., S.D.	1						
McCauley, Mrs. V.K.	Wife of Trainman	Sioux City, Ia.	1						
McGarvey, E.L.	Brakeman	Mason City, Ia.	1						
Moore, L.G.	Agent	Menno, S.D.	1						
Murphy, E.A.	Conductor	Sioux City, Ia.	1						
Myers, Fred	Chief Clerk	Sioux Falls, S.D.	7						
Nehrenberg, Mrs. P.	Wife of Wrhse.	Rapid City, S.D.	1						
Nihlan, N.E.	Foreman	Freight Station	1						
Noonan, M.J.	Police Dept.	Sioux City, Ia.	3						
Oberembt, A.H.	Laborer	Geddes, S.D.	1						
Ogden, C.F.	Sec. Foreman	Lennox, S.D.	2						
Parker, A.W.	Rndhse. Foreman	Mitchell, S.D.	1						
Paulin, C.L.	Painter	Mitchell, S.D.	1						
Paulin, Florence	Clerk	Mitchell, S.D.	4						
Paulson, F.M.	Agent	Corsica, S.D.	1						
Peterson, Mrs. Roy	Wife of Machinist	Mitchell, S.D.	5						
Raff, Guy	Switchman	Sioux City, Ia.	1						
Reinke, A.B.	Engineman	Sioux City, Ia.	1						
Reynier, Emma	Station Force	Rapid City, S.D.	2						

(Continued on page twenty-two)

Taking care of the business we get, will get more business to take care of.

YOU NEVER KNOW
When you might find a prospect. . . . Keep your Traffic Tip Cards within reach so you'll be ready for 'em.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr.t.				Pass.	Fr.t.
Iowa and Dakota Division—Continued									
Reynier, G.M.	Clerk	Rapid City, S.D.	1		Schumacher, Matt	Storehelper	Austin, Minn.	1	
Saxer, A.M.	Engineer	Rapid City, S.D.	4		Severson, L.H.	Cashier	Albert Lea, Minn.	1	1
Scott, Mrs. A.M.	Wife of Engineer	Rapid City, S.D.	2		Sextor, A.E.	Operator	Faribault, Minn.	1	
Shoemaker, J.B.	Car Department	Sioux City, Ia.	1		Sheldon, H.C.	Loco. Engr.	Madison, S.D.	1	
Shugart, Clarence	Freight Station	Sioux City, Ia.	4		Simon, E.A.	Sec. Foreman	Faribault, Minn.	1	
Smith, C.I.	Engineer	Sioux City, Ia.	1		Simon, J.E.	Sec. Foreman	Blooming Prairie, Minn.		
Snow, H.C.	Freight Agent	Rapid City, S.D.	1		Stokes, L.R.	Operator	Faribault, Minn.	2	
Tarbet, Ray	Car Dept.	Sioux City, Ia.	2	1	Stolte, Herman	Sec. Foreman	Pipestone, Minn.	1	
Tomic, R.J.	Sec. Foreman	Mitchell, S.D.	1		Summers, George	Clerk	Mankato, Minn.		1
Wallis, C.R.	Engineer	Lake Andes, S.D.	1		Swenson, Clarence	Trucker	Albert Lea, Minn.		12
Watkins, Howard	Storehelper	Mitchell, S.D.	24		Thomas, Vernon	Loco. Engr.	Austin, Minn.	1	
Weiland, W.F.	Sec. Laborer	Bridgewater, S.D.	2		Tuftee, O.B.	Clerk	Albert Lea, Minn.	2	
West, J.G.	Purch. & Stores	Mitchell, S.D.	1		Vogel, Art	Sec. Foreman	Hayward, Minn.	2	
Wingett, E.J.	Conductor	Sioux City, Ia.			Wahlin, W.G.	Agent	Matawan, Minn.	1	
Wolf, J.W.	T.E. and Asst. T.M.	Mitchell, S.D.	1		Wanous, R.J.	Sec. Laborer	Blooming Prairie, Minn.		1
Woodhouse, W.H.	Baggageman	Mason City, Ia.	39		Weber, Wm.	Sec. Foreman	Alden, Minn.	1	
Worthington, R.J.	Captain of Pol.	Sioux City, Ia.	2		Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1	
			215	27	Whipple, Mrs. R.J.	Wife of Agent	Blooming Prairie, Minn.	2	
					Winter, F.W.	Conductor	Faribault, Minn.	1	
					Wood, H.H.	Agent	Freeborn, Minn.	3	10
					Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.		
								85	119

Keep your tip cards handy, as a constant reminder that you are looking for business.

Iowa and Southern Minnesota Division

Allen, Earl	B. & B. Carpenter	Madison, S.D.	1	1
Amundson, A.	Sec. Laborer	Hayward, Ia.		
Anderson, August	Sec. Foreman	Sherburn, Minn.	2	
Anderson, H.W.	Agent	Zumbrota, Minn.	1	4
Bachtold, G.J.	Sec. Foreman	Albert Lea, Minn.		
Baker, L.D.	Agent	Wanamingo, Minn.	1	
Barker, E.E.	Chief Clerk	Austin, Minn.		1
Bloomfield, R.	Conductor	Austin, Minn.		1
Bork, Alvin	Sec. Foreman	Grafton, Ia.	1	
Bratrud, DeVera	Station Helper	Grand Meadow, Minn.	1	
Bremer, Harry	Engineer	Austin, Minn.		
Brimacombe, L.E.	Engineer	Red Wing, Minn.	2	
Broderick, J.A.	Lineman	Madison, S.D.	1	
Caulfield, Merlin	Nephew of Agent	Naples, S.D.	1	1
Christensen, L.	Sec. Laborer	Naples, S.D.		
Dosey, E.H.	Cashier	Blooming Prairie, Minn.	1	54
Dosey, Mrs. E.H.	Wife of Cashier	Blooming Prairie, Minn.	1	
Dunning, Mrs. J.P.	Sister of Agent	Fairmont, Minn.		1
Dunning, W.S.	Chief Clerk	Faribault, Minn.	2	1
Erickson, M.	Fireman	Austin, Minn.		1
Finnegan, S.A.	Agent	Owatonna, Minn.	1	
Hackett, Mrs. J.	Wife of Mach. Helper	Madison, S.D.	1	
Hanscom, J.E.	Transit Clerk	Faribault, Minn.	4	
Hartwig, Mrs. F.E.	Wife of Agent	Fountain, Minn.	1	
Hartwig, F.E.	Agent	Fountain, Minn.		1
Hayes, Albert	Operator	Albert Lea, Minn.	4	
Hoff, H.S.	Agent	Lanesboro, Minn.	1	
Hoffman, Ray	Chf. Corp. Clerk	Austin, Minn.		1
Hoffman, Mrs. Ray H	Wife of Chf. Corp. Clk.	Austin, Minn.	1	
Holden, Helen	Teleg. Opr.	Fairmont, Minn.	2	
Holms, William	Baggage Clerk	Austin, Minn.	2	
Hopperstad, M.E.	Operator	Faribault, Minn.	2	
Horton, Mrs. A.A.	Wife of Agent	Fairmont, Minn.	1	1
Hotchkiss, J.D.	Cashier	Decorah, Ia.	1	
Hubbard, Mrs. J.L.	Wife of Agent	Naples, S.D.	1	
Jensen, John	Sec. Foreman	Faribault, Minn.	1	
Johnson, Roy W.	Cashier	Fairmont, Minn.	2	
Jones, S.O.	Relief Agent	Chandler, Minn.	2	2
Kaisersatt, J.T.	Engineer	Madison, S.D.		1
Kanzenbach, W.E.	Sec. Laborer	Faribault, Minn.	1	
Kenow, Albert	Sec. Laborer	Faribault, Minn.	1	
Langdon, H.C.	Wrhs. Foreman	Faribault, Minn.	1	
Langdon, J.B.	Check Clerk	Faribault, Minn.	1	
Laugen, K.A.	Agent	Le Roy, Minn.		1
Lehmann, Mrs. A.G.	Wife of Agent	Welcome, Minn.	4	
Lieb, W.J.	Trainmaster	Austin, Minn.	2	
Lottis, George	Track Force	Hokah, Minn.	1	
Luskow, F.F.	Roadmaster	Austin, Minn.	2	
Malek, J.J.	Agent	Lonsdale, Minn.	1	
McDaniel, F.R.	Agent & Opr.	Hatfield, Minn.		1
McKinney, George	Conductor	Madison, S.D.		
Moe, J.T.	Agent	Northfield, Minn.		
Montgomery, J.W.	B. & B. Carpenter	Austin, Minn.		1
Olson, Charles	Son of Agent	Browndale, Minn.	1	
Otterstrom, C.J.	Road Engine Ser.	Austin, Minn.	1	
Palmer, L.H.	Cashier	Madison, S.D.	1	3
Peterson, V.A.	Clerk	Pipestone, Minn.	1	
Pierce, R.D.	Trackman	Fairmont, Minn.	2	
Poeschel, Wm. E.	Clerk	Albert Lea, Minn.	2	
Roth, D.G.	Brakeman	Madison, S.D.	1	
Samuel, G.C.	Agent	Lansing, Minn.	1	1
Sauers, V.H.	Cont. Drayman	Sherburn, Minn.	1	
Schied, E.W.	Clerk	Lakefield, Minn.	1	
Schuldt, J.W.	Conductor	Faribault, Minn.	1	
Schulze, R.W.	Operator	Pipestone, Minn.	4	

THE RAILROAD BUSINESS IS OUR BUSINESS!

Let's Keep Our Business
a Good Business to Be In.

Kansas City Division

Allen, Mrs. Treva	Wife of Agent	Hayesville, Ia.	1
Anderson, John	Sec. Foreman	Hayesville, Ia.	
Atkin, Frank	Rate Clerk	Kansas City, Mo.	1
Barnoske, F.M.	Roadmaster	Ottumwa, Ia.	2
Barnoske, Mrs. F.M.	Wife of Rdstr.	Ottumwa, Ia.	
Baskell, P.	Sec. Foreman	Cone, Iowa	
Beckert, L.C.	Rodman	Ottumwa, Ia.	2
Bowler, Robert	LCL Contractor	Williamsburg, Ia.	2
Erysion, Arnold	Sec. Laborer	Williamsburg, Ia.	6
Carnes, Mrs. C.C.	Wife of Agent	Williamsburg, Ia.	2
Cherwinker, Fay	Track Dept.	Ottumwa, Ia.	4
Daacke, A.C.	Clerk	Ottumwa, Ia.	1
Gohmann, K.M.	Office of Supt.	Ottumwa, Ia.	2
Hall, T.	Sec. Foreman	Parnell, Ia.	1
Hall, Mrs. T.	Wife of Sec.	Parnell, Ia.	
Halverson, Arnold	Foreman	Williamsburg, Ia.	1
Hammond, E.R.	Sec. Foreman	Ottumwa, Ia.	1
Hayes, L.	Chr. Clk. to Agt.	Sigourney, Ia.	3
Henson, Clyde	Sec. Foreman	North English, Ia.	3
Koehly, Mrs. Louise	Wife of Chf. Carp.	Ottumwa, Ia.	1
Lovin, L.H.	Sec. Foreman	Sigourney, Ia.	3
McCallister, Frank	Coal Chute Opr.	Williamsburg, Ia.	6
McCallister, Mrs. F.	Wife of Coal	Williamsburg, Ia.	
McCullough, Sam	Chute	Williamsburg, Ia.	2
Miller, Noah	Sec. Foreman	Osgood, Mo.	1
O'Malley, A.J.	Sec. Laborer	North English, Ia.	3
Porter, F.E.	Clk. Frt. Hse.	Ottumwa, Ia.	1
Schoech, R.	Sec. Foreman	Hedrick, Ia.	4
Schorr, Max	Clk. Frt. Hse.	Chillicothe, Mo.	1
Sinclair, Frank	Loco. Engineer	Ottumwa, Ia.	1
Turney, Frank J.	Sec. Foreman	Amana, Ia.	2
Ward, C.L.	Clerk	Ottumwa, Ia.	1
Weber, Henry	LCL Contractor	North English, Ia.	3
Whitworth, J.	Maint. of Way	Chillicothe, Mo.	1

All our company has to sell is transportation. The more of this commodity we are able to sell, the more prosperity there will be for everyone connected with it.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr.t.				Pass.	Fr.t.
La Crosse and River Division									
Anderson, F.O.	Cashier	Red Wing, Minn.	1		Agner, C.H.	Train Dispatcher	Madison, Wis.	6	
Bankert, G.A.	Chf. Clk. & Cash.	Wis. Rapids, Wis.		1	Bergman, August	Car Repairer	Janesville, Wis.	2	
Becker, A.E.	Brakeman	Menomonie, Wis.		1	Blethen, W.W.	Stenographer	Madison, Wis.	9	
Blake, C.E.	Brakeman	La Crosse, Wis.	1		Boland, J.H.	Track Dept.	Janesville, Wis.	3	
Blanchfield, E.C.	Rate Clerk	Merrill, Wis.		3	Cameron, H.A.	Chief Clerk	Madison, Wis.	156	
Brave, Clarence	Station Force	Wis. Rapids, Wis.	1	2	Cameron, W.M.	Clerk	Madison, Wis.	72	
Burfmire, E.O.	Roadmaster	Watertown, Wis.			Carpenter, A.L.	Operator	Janesville, Wis.	1	
Butcher, E.B.	Clerk	Oconomowoc, Wis.	39		Coleman, James F.	Ret. Clerk	Madison, Wis.	5	
Callahan, J.J.	Switchman	Wausau, Wis.	1		Cox, V.O.	Ticket Clerk	Janesville, Wis.	5	
Cleveland, R.J.	Warehouseman	Nekoosa, Wis.	2		De Blaejy, A.J.	Track Dept.	Janesville, Wis.	6	
Conklin, M.G.	Stenographer	Wausau, Wis.	1		Edwards, C.F.	Track Dept.	Janesville, Wis.	4	
Day, A.L.	Sig. Maintainer	Kellogg, Minn.	1		Eller, B.L.	Station Force	Palmyra, Wis.	1	
Devine, W.A.	Switchman	La Crosse, Wis.	2		Ellis, A.E.	Freight Office	Janesville, Wis.	1	1
Dexter, J.E.	Brakeman	Wausau, Wis.	1		Gunderson, G.A.	Operating	Madison, Wis.	3	
Dietz, J.H.	Car Foreman	La Crosse, Wis.	1		Haffery, Howard	Car Inspector	Janesville, Wis.	1	
Dougan, R.K.	Rodman	La Crosse, Wis.	3		Jackson, C.J.	Ticket Clerk	Madison, Wis.	1	
Dreese, L.A.	Freight Station	Hastings, Minn.	1	1	Jackson, W.A.	Brakeman	Janesville, Wis.	1	
Frazier, I.L.	Yard Clerk	Merrill, Wis.	3	1	Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	6	
Fries, J.	Chief Clerk	Merrill, Wis.	2		Kline, O.S.	Train Dispatcher	Madison, Wis.	6	
Frye, M.	Cashier	Merrill, Wis.	3		Kurth, T.A.	Train Dispatcher	Madison, Wis.	5	
Gentzkow, Rodney	Custodian	Minneiska, Minn.	2		Lawless, T.G.	Telegrapher	Richland Center, Wis.		
Gilbertson, E.G.	Coach Cleaner	La Crosse, Wis.	2		Lawton, R.A.	Operator	Madison, Wis.	2	
Gnewuch, Mrs. C.W.	Wife of Cashier	Watertown, Wis.	1		Lemanski, Frank	Dispatcher's Clk	Madison, Wis.	6	
Goecke, W.F.	Chief Clerk	Watertown, Wis.		1	Macdonald, J.A.	Superintendent	Madison, Wis.	1	
Grasmick, W.O.	Clerk	Watertown, Wis.	4		McDonnell, W.J.	Train Dispatcher	Madison, Wis.	5	
Hansen, O.G.	Agent	Lake City, Minn.	2		McCue, J.	Relief Clerk	Janesville, Wis.	2	
Hasen, V.M.	B. & B. Dept.	La Crosse, Wis.	1		Parkin, C.A.	Train Dispatcher	Madison, Wis.	5	
Hay, W.W.	Instrumentman	La Crosse, Wis.	1		Pfisterer, J.	Baggageman	Janesville, Wis.	3	
Hull, L.T.	Operating	Brookfield, Wis.	1		Piasecki, A.J.	Clerk	Richland Center, Wis.		
Hurley, W.M.	Operating	La Crosse, Wis.	1		Rommelfanger, J.P.	Demurrage Clerk	Madison, Wis.	3	
Johnson, P.B.	Agent	Waushara, Minn.	1		Ryan, G.J.	Rndse. Foreman	Janesville, Wis.	1	
Kampman, W.N.	Station Force	Tunnel City, Wis.	1		Schwartz, Fred O.	Operating	Madison, Wis.	1	
Karow, Carl A.	Cashier	Winona, Minn.	2		Smith, Sam	Night R.H. Force	Janesville, Wis.	3	
Karow, Daisy C.	Expense Clerk	Winona, Minn.	2		Sommerfeldt, B.C.	Clerk	Janesville, Wis.	1	
Kasenow, F.J.	Operating	Durand, Wis.	2	1	Speckner, J.L.	Clerk	Madison, Wis.	22	
Kaslo, Martin	Track Dept.	Red Wing, Minn.	1		Stein, Ruth	Nurse	Madison, Wis.	1	
Katheman, J.W.	Brakeman	Milwaukee, Wis.	1		Tomlinson, J.A.	Track Dept.	Madison, Wis.	1	
Knapp, Chas. J.	Machinist	La Crosse, Wis.	1					357	4
Kohls, Mrs. E.	Wife of Sec. Fora	Elm Grove, Wis.	1						
Kopacek, John	Car Dept.	La Crosse, Wis.	1						
Larson, Leo	Carman	La Crosse, Wis.	2						
Little, H.J.	Police Dept.	Portage, Wis.	1						
Loftus, James	Sec. Foreman	La Crosse, Wis.	1						
Lueck, Wm.	B. & B. Dept.	La Crosse, Wis.	1						
Mahoney, P.K.	Transit Clerk	Red Wing, Minn.	1						
Meckes, G.F.	Trav. Car Agent	La Crosse, Wis.	1						
Minton, Ralph	Yard Foreman	Watertown, Wis.	2						
Newman, A.	Sec. Foreman	Minocqua, Wis.	2						
O'Brien, J.	Loco. Engr.	Winona, Minn.	1						
Ostrow, O.P.	Agent	Wausau, Wis.	1						
Owecke, Harry	Rate Clerk	Marshall, Wis.	1						
Parker, H.C.	Train Dispatcher	Winona, Minn.	2						
Poeschl, G.J.	Operator	Wausau, Wis.	1						
Pooler, F.E.	Capt. of Police	La Crosse, Wis.	7						
Ruder, George	Wrse. Foreman	Merrill, Wis.	1						
Ruder, W.F.	Trucker	Merrill, Wis.	2						
Schmidt, E.	Pickup and Del. Man	Merrill, Wis.	1						
Schubring, G.O.	Firman	Wausau, Wis.	6						
Schulner, George	Track Dept.	Durand, Wis.		1					
Schuman, H.	Sec. Foreman	Nekoosa, Wis.	3	1					
Seitz, Harold	Store Dept.	Tomah, Wis.	1						
Shaw, Ben	Mach. Helper	Tomah, Wis.	2						
Slade, F.	Warehouseman	Tomah, Wis.	1						
Smith, Calvin	Station Truck.	Wis. Rapids, Wis.	1	1					
Smith, Chas.	Police Dept.	La Crosse, Wis.	9	3					
Smith, Dan K. Jr.	Chief Clerk	La Crosse, Wis.	6						
Soderholm, C.E.	Clerk	Lake City, Minn.	6						
Sowle, Claude	Chief Clerk	Tomah, Wis.	1						
Sullivan, Earle	Cashier	Tomah, Wis.	1						
Sullivan, J.J.	Conductor	La Crosse, Wis.	1						
Tebbe, H.J.	Warehouseman	Red Wing, Minn.	2						
Toochey, J.P.	Stockman	Tomah, Wis.	1						
Vachreau, H.L.	Train Dispatcher	Wausau, Wis.	2						
Whaley, J.E.	Frt. & Pass. Agt.	Wausau, Wis.	1						
Wheeler, Morton	Bill Clerk	Winona, Minn.	4						
Workman, C.W.	Operator	Lake City, Minn.	2						
			167	21					
Madison Division									
Agner, C.H.	Train Dispatcher	Madison, Wis.	6		Bergman, August	Car Repairer	Janesville, Wis.	2	
Blethen, W.W.	Stenographer	Madison, Wis.	9		Boland, J.H.	Track Dept.	Janesville, Wis.	3	
Cameron, H.A.	Chief Clerk	Madison, Wis.	72		Cameron, W.M.	Clerk	Madison, Wis.	1	
Carpenter, A.L.	Operator	Madison, Wis.	5		Coleman, James F.	Ret. Clerk	Janesville, Wis.	5	
Cox, V.O.	Ticket Clerk	Madison, Wis.	5		Cox, V.O.	Ticket Clerk	Janesville, Wis.	6	
De Blaejy, A.J.	Track Dept.	Madison, Wis.	4		Edwards, C.F.	Track Dept.	Janesville, Wis.	4	
Edwards, C.F.	Station Force	Palmyra, Wis.	1		Eller, B.L.	Freight Office	Madison, Wis.	1	
Ellis, A.E.	Freight Office	Madison, Wis.	3		Gunderson, G.A.	Operating	Janesville, Wis.	1	
Gunderson, G.A.	Operating	Madison, Wis.	1		Haffery, Howard	Car Inspector	Janesville, Wis.	1	
Haffery, Howard	Car Inspector	Madison, Wis.	3		Jackson, C.J.	Ticket Clerk	Madison, Wis.	1	
Jackson, C.J.	Ticket Clerk	Madison, Wis.	1		Jackson, W.A.	Brakeman	Janesville, Wis.	1	
Jackson, W.A.	Brakeman	Madison, Wis.	1		Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	6	
Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	6		Kline, O.S.	Train Dispatcher	Madison, Wis.	6	
Kline, O.S.	Train Dispatcher	Madison, Wis.	5		Kurth, T.A.	Train Dispatcher	Madison, Wis.	5	
Kurth, T.A.	Train Dispatcher	Madison, Wis.	5		Lawless, T.G.	Telegrapher	Richland Center, Wis.		
Lawless, T.G.	Telegrapher	Richland Center, Wis.			Lawton, R.A.	Operator	Madison, Wis.	2	
Lawton, R.A.	Operator	Madison, Wis.	8		Lemanski, Frank	Dispatcher's Clk	Madison, Wis.	6	
Lemanski, Frank	Dispatcher's Clk	Madison, Wis.	6		Macdonald, J.A.	Superintendent	Madison, Wis.	1	
Macdonald, J.A.	Superintendent	Madison, Wis.	1		McDonnell, W.J.	Train Dispatcher	Madison, Wis.	5	
McDonnell, W.J.	Train Dispatcher	Madison, Wis.	5		McCue, J.	Relief Clerk	Janesville, Wis.	2	
McCue, J.	Relief Clerk	Janesville, Wis.	2		Parkin, C.A.	Train Dispatcher	Madison, Wis.	5	
Parkin, C.A.	Train Dispatcher	Madison, Wis.	5		Pfisterer, J.	Baggageman	Janesville, Wis.	3	
Pfisterer, J.	Baggageman	Janesville, Wis.	3		Piasecki, A.J.	Clerk	Richland Center, Wis.		
Piasecki, A.J.	Clerk	Richland Center, Wis.			Rommelfanger, J.P.	Demurrage Clerk	Madison, Wis.	2	
Rommelfanger, J.P.	Demurrage Clerk	Madison, Wis.	2		Ryan, G.J.	Rndse. Foreman	Janesville, Wis.	1	
Ryan, G.J.	Rndse. Foreman	Janesville, Wis.	1		Schwartz, Fred O.	Operating	Madison, Wis.	1	
Schwartz, Fred O.	Operating	Madison, Wis.	1		Smith, Sam	Night R.H. Force	Janesville, Wis.	1	
Smith, Sam	Night R.H. Force	Janesville, Wis.	3		Sommerfeldt, B.C.	Clerk	Janesville, Wis.	1	
Sommerfeldt, B.C.	Clerk	Janesville, Wis.	1		Speckner, J.L.	Clerk	Madison, Wis.	22	
Speckner, J.L.	Clerk	Madison, Wis.	1		Stein, Ruth	Nurse	Madison, Wis.	1	
Stein, Ruth	Nurse	Madison, Wis.	1		Tomlinson, J.A.	Track Dept.	Madison, Wis.	1	
Tomlinson, J.A.	Track Dept.	Madison, Wis.	1						
Milwaukee Division									
Askey, M.R.	Cashier	Freeport, Ill.	1		Benzing, Henry	Equi. Maint.	Horicon, Wis.	2	1
Benzing, Henry	Equi. Maint.	Horicon, Wis.	2		Beske, Irwin	Sec. Foreman	South Byron, Wis.	2	
Beske, Irwin	Sec. Foreman	South Byron, Wis.	2		Boynton, Jules	Wrse. Foreman	Oshkosh, Wis.	1	
Boynton, Jules	Wrse. Foreman	Oshkosh, Wis.	1		Burdick, Mrs. Dan	Wife of Cond.	Beloit, Wis.	4	
Burdick, Mrs. Dan	Wife of Cond.	Beloit, Wis.	4		Drake, Spencer	Warehouseman	Beaver Dam, Wis.	1	
Drake, Spencer	Warehouseman	Beaver Dam, Wis.	6		Ehr, John	Loco. Engineer	Horicon, Wis.	6	
Ehr, John	Loco. Engineer	Horicon, Wis.	6		Engel, W.G.	Ret. Agent	Beaver Dam, Wis.	1	
Engel, W.G.	Ret. Agent	Beaver Dam, Wis.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	3	
Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	3		Francey, Elenore	Stenographer	Milwaukee, Wis.	1	
Francey, Elenore	Stenographer	Milwaukee, Wis.	1		Fuller, R.L.	Operator	Freeport, Ill.	3	
Fuller, R.L.	Operator	Freeport, Ill.	3		Giese, R.H.	Track Dept.	Iron Ridge, Wis.	1	
Giese, R.H.	Track Dept.	Iron Ridge, Wis.	1		Gilbank, Charles	Car Helper	Beloit, Wis.	2	
Gilbank, Charles	Car Helper	Beloit, Wis.	2		House, Al	Track Foreman	Fox Lake, Wis.	1	1
House, Al	Track Foreman	Fox Lake, Wis.	1		Jager, Ardin	Warehouseman	Beloit, Wis.	2	
Jager, Ardin	Warehouseman	Beloit, Wis.	2		Koelsch, Paul	Engineering Dept.	Milwaukee, Wis.	1	
Koelsch, Paul	Engineering Dept.	Milwaukee, Wis.	1		Krummel, W.J.	Car Foreman	Racine, Wis.	1	
Krummel, W.J.	Car Foreman	Racine, Wis.	1		Kruuse, Henry F.	Station Force	Freeport, Ill.	1	
Kruuse, Henry F.	Station Force	Freeport, Ill.	1		Kuhn, H.G.	Station Clerk	Beaver Dam, Wis.	6	
Kuhn, H.G.	Station Clerk	Beaver Dam, Wis.	6		Lentz, Delbert	Track Laborer	Horicon, Wis.	2	
Lentz, Delbert	Track Laborer	Horicon, Wis.	2		Linde, Olga	Cashier	Beaver Dam, Wis.	2	
Linde, Olga	Cashier	Beaver Dam, Wis.	2		Lyons, Pat	Ret. Engineer	Horicon, Wis.	1	
Lyons, Pat	Ret. Engineer	Horicon, Wis.	1		Mahnke, A.	Sec. Foreman	Mayville, Wis.	1	
Mahnke, A.	Sec. Foreman	Mayville, Wis.	1		McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	1	
McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	1		Meigher, G.C.	Agent	Waukau, Wis.	1	5
Meigher, G.C.	Agent	Waukau, Wis.	1		Meyer, I.C.	Agent	Beaver Dam, Wis.	4	
Meyer, I.C.	Agent	Beaver Dam, Wis.	4		Mueller, A.A.	Agent	Beaver Dam, Wis.	3	
Mueller, A.A.	Agent	Beaver Dam, Wis.	3		Noel, M.E.	Tel. Operator	Beloit, Wis.	2	
Noel, M.E.	Tel. Operator	Beloit, Wis.	2		Olson, A.H.	Track Dept.	Horicon, Wis.	5	
Olson, A.H.	Track Dept.	Horicon, Wis.	5		O'Neill, F.P.	Track Dept.	Fond du Lac, Wis.	1	
O'Neill, F.P.	Track Dept.	Fond du Lac, Wis.	1		Otte, A.	Sec. Foreman	Hartford, Wis.	1	
Otte, A.	Sec. Foreman	Hartford, Wis.	1		Schmid, Joe	Track Dept.	Iron Ridge, Wis.	1	
Schmid, Joe	Track Dept.	Iron Ridge, Wis.	1		Schoell, H.F.	B. & B. Dept.	Milwaukee, Wis.	1	
Schoell, H.F.	B. & B. Dept.	Milwaukee, Wis.	1		Shebelske, W.J.	Agent	Berlin, Wis.	5	1
Shebelske, W.J.	Agent	Berlin, Wis.	5		Weginger, John H.	Sec. Foreman	Iron Ridge, Wis.	2	2
Weginger, John H.	Sec. Foreman	Iron Ridge, Wis.	2						

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Milwaukee Terminals and Shops									
Ader, John	Loco. Dept.	Milwaukee, Wis.	1		Bogard, P.	Car Foreman	Bonner, Mont.		1
Beck, John	Inspector	Milwaukee, Wis.	1		Bond, Frank	Sec. Foreman	Bearmouth, Mont.		3
Belond, Harry	AAR Inspector	Milwaukee, Wis.	9		Buerkle, O.G.	Agent	Butte, Mont.		
Bensinger, Wm.	Machinist	Milwaukee, Wis.	1		Callant, O.J.	Store Laborer	Harlowton, Mont.	1	
Bility, George	Asst. Foreman	Milwaukee, Wis.	7		Campbell, T.G.	Operator	Three Forks, Mont.	1	
Buetow, A.W.	Pass. Truck Shop	Milwaukee, Wis.	2		Carak, Luke	Sec. Laborer	Butte, Mont.	1	
Durango, William	Equip. Dept.	Milwaukee, Wis.	1		Coffin, W.R.	Conductor	Deer Lodge, Mont.	1	
Fischer, George	Blacksmith Help.	Milwaukee, Wis.	1		Craig, W.J.	Engineer	Deer Lodge, Mont.	1	
Franks, Harry	Stover	Milwaukee, Wis.	3		Dell, H.F.	Chief Clerk	Deer Lodge, Mont.	1	
Gordon, G.D.	Sprv. Rev. Motor Equip.	Milwaukee, Wis.	1		Denny, Harry A.	Rail Section	Missoula, Mont.	1	
Greenwald, H.J.	B. & B. Carpenter	Milwaukee, Wis.	3		Denton, H.	Clerk	Deer Lodge, Mont.	1	
Hagendorn, F.	Chief Clerk	Milwaukee, Wis.	1		Douglas, W.E.	Engineer	Lewistown, Mont.		1
Hannan, Mrs. E.	Stenographer	Milwaukee, Wis.	1		Elliott, Mark F.	Trav. Engr. Force	Deer Lodge, Mont.		1
Hart, W.H.	Police Dept.	Milwaukee, Wis.	1		Foster, E.H.	Chief Clerk	Deer Lodge, Mont.	1	
Hoelke, Roy	Son of Triple Valve Rep.	Milwaukee, Wis.	1		Gorak, John	Sec. Laborer	Butte, Mont.	1	
Hoerl, E.J.	Chief Clerk	Milwaukee, Wis.	1	1	Goudge, H.F.	Brakeman	Deer Lodge, Mont.	1	
Howell, L.E.	Foreman	Milwaukee, Wis.	1		Haanes, O.	Roadmaster	Lewistown, Mont.	1	
Ireland, G.	Blacksmith Fore.	Milwaukee, Wis.	1		Hickey, Margaret	Steno-Clerk	Butte, Mont.	2	
Kaun, Eric	Loc. Frt. Office	Milwaukee, Wis.	4		Hopkins, E.L.	Operator	Deer Lodge, Mont.	1	
Keller, E.A.	Station Force	No. Milwaukee, Wis.	1		Hopkins, Mrs. E.L.	Wife of Opr.	Deer Lodge, Mont.	1	
Kennedy, C.A.	Car Foreman	Milwaukee, Wis.	3		Johnson, H.C.		Butte, Mont.	1	
Klug, Gilbert	General Clerk	Milwaukee, Wis.	1		Kaeding, A.W.	Car Foreman	Great Falls, Mont.	1	
Koester, E.	Carp. Apprentice	Milwaukee, Wis.	1		Kirwan, P.L.	Conductor	Deer Lodge, Mont.	1	
Kornfehl, A.	Welder Foreman	Milwaukee, Wis.	1		Kroll, Lawrence	Electrician	Deer Lodge, Mont.	1	
Kramer, Oscar	Laborer	Milwaukee, Wis.	3		Kummrow, F.K.	Car Foreman	Deer Lodge, Mont.	1	
Kruke, H.L.	Signal Draftsman	Milwaukee, Wis.	1		Martin, A.W.	Car Dept.	Harlowton, Mont.	1	
Lalk, R.W.	Rate Clerk	Milwaukee, Wis.	1		Mason, M.	Gen. Foreman	Butte, Mont.	1	
Littleton, Evan	Machinist	Milwaukee, Wis.	1		Munce, W.E.	Operating	Two Dot, Mont.	1	
Matthes, E.	Loco. Dept.	Milwaukee, Wis.	3		Newbury, Mabel	Steno. to Asst. Supt.	Lewistown, Mont.	2	
McLean, Joseph	Scrap Sorter	Milwaukee, Wis.	1		Olson, C.A.	Train Dispatcher	Butte, Mont.	1	
Middleton, R.W.	Instrumentman	Milwaukee, Wis.	3	20	Reuther, Ann	Rate Clerk	Lewistown, Mont.	1	
Miskimins, R.R.	F.S.I.	Milwaukee, Wis.	1		Richardson, P.	Foreman	Deer Lodge, Mont.	1	
Mitchell, P.V.	Car Foreman	Milwaukee, Wis.	1		Rock, C.E.	Brakeman	Deer Lodge, Mont.	1	
Morrissey, Ann	Switchboard Opr.	Milwaukee, Wis.	1		Sears, E.	Div. Mast. Mech.	Deer Lodge, Mont.	2	
Murphy, F.C.	Lieut. of Police	Milwaukee, Wis.	1		Speck, S.P.	Yard Conductor	Deer Lodge, Mont.	1	
Nee, Pearl G.	Stenographer	Milwaukee, Wis.	4		Spencer, M.E.	Agent	Straw, Mont.	1	
Neuman, J.W.	Fire Patrolman	Milwaukee, Wis.	6		Strong, J.A.	Carman	Deer Lodge, Mont.	1	
O'Neill, Mrs. Leah	Loc. Frt. Office	Milwaukee, Wis.	1		Taam, S.H.	B. & B. Clerk	Butte, Mont.	1	
Paul, Esther E.	Stenographer	Milwaukee, Wis.	1		Tadewaldt, C.E.	Brakeman	Lewistown, Mont.	1	
Paulson, Wallace	Carman Helper	Milwaukee, Wis.	1		Ugland, G.R.	Chief Clerk	Deer Lodge, Mont.	2	
Peters, O.J.	Station Force	No. Milwaukee, Wis.	1		Vanderwalker, O.G.	Conductor	Deer Lodge, Mont.	2	
Philbrook, L.C.	Chief Operator	Milwaukee, Wis.	1		Willard, James O.	Train Dispatcher	Butte, Mont.	1	
Reisemeyer, J.	Carman	Milwaukee, Wis.	1		Willoughby, F.E.	Work Foreman	Deer Lodge, Mont.	1	
Remy, Donald A.	Elec. Shop. Appr.	Milwaukee, Wis.	1		Wilson, L.E.	Conductor	Deer Lodge, Mont.	1	
Rummel, Arthur	Pass. Truck Shop	Milwaukee, Wis.	3					50	6
Schoenbaum, Otto	Check Clerk	Milwaukee, Wis.	2						
Schoenberg, Hugo	Loco. Dept.	Milwaukee, Wis.	1						
Schupinski, Harry	Store Dept.	Milwaukee, Wis.	1						
Skubal, J.A.	Freight Office	Milwaukee, Wis.	1						
Stuppnig, Vincent	Cabinet Maker	Milwaukee, Wis.	1						
Thielke, Ralph	Rate Clerk	Milwaukee, Wis.	1						
Thompson, G.H.	Bag. Checker	Milwaukee, Wis.	2						
Weber, Thomas	Car Inspector	Milwaukee, Wis.	1						
Wellnitz, Mrs. R.	Wife of Foreman	Milwaukee, Wis.	1						
Wellnitz, R.	Foreman	Milwaukee, Wis.	2						
Whipple, E.A.	Gatemen	Milwaukee, Wis.	2						
Wittig, Ray	Store Dept.	Milwaukee, Wis.	1						
Wolf, Evelyn	Seamstress	Milwaukee, Wis.	1						
Zubke, F.F.	Trainman	Milwaukee, Wis.	1						
			99	25					

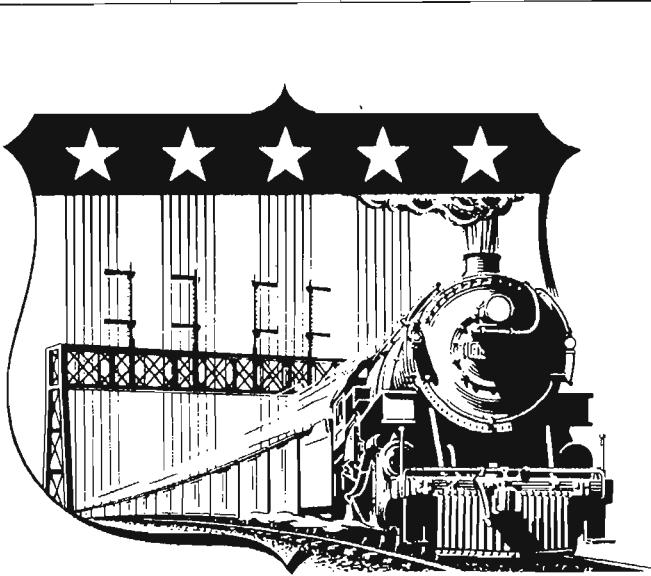
Rocky Mountain Division

Bogard, P.	Car Foreman	Bonner, Mont.		1
Bond, Frank	Sec. Foreman	Bearmouth, Mont.		
Buerkle, O.G.	Agent	Butte, Mont.	1	
Callant, O.J.	Store Laborer	Harlowton, Mont.	6	
Campbell, T.G.	Operator	Three Forks, Mont.	1	
Carak, Luke	Sec. Laborer	Butte, Mont.	1	
Coffin, W.R.	Conductor	Deer Lodge, Mont.	1	
Craig, W.J.	Engineer	Deer Lodge, Mont.	1	
Dell, H.F.	Chief Clerk	Deer Lodge, Mont.	1	
Denny, Harry A.	Rail Section	Missoula, Mont.	1	
Denton, H.	Clerk	Deer Lodge, Mont.	1	
Douglas, W.E.	Engineer	Lewistown, Mont.		1
Elliott, Mark F.	Trav. Engr. Force	Deer Lodge, Mont.		1
Foster, E.H.	Chief Clerk	Deer Lodge, Mont.	1	
Gorak, John	Sec. Laborer	Butte, Mont.	1	
Goudge, H.F.	Brakeman	Deer Lodge, Mont.	1	
Haanes, O.	Roadmaster	Lewistown, Mont.	1	
Hickey, Margaret	Steno-Clerk	Butte, Mont.	2	
Hopkins, E.L.	Operator	Deer Lodge, Mont.	1	
Hopkins, Mrs. E.L.	Wife of Opr.	Deer Lodge, Mont.	1	
Johnson, H.C.		Butte, Mont.	1	
Kaeding, A.W.	Car Foreman	Great Falls, Mont.	1	
Kirwan, P.L.	Conductor	Deer Lodge, Mont.	1	
Kroll, Lawrence	Electrician	Deer Lodge, Mont.	1	
Kummrow, F.K.	Car Foreman	Deer Lodge, Mont.	1	
Martin, A.W.	Car Dept.	Harlowton, Mont.	1	
Mason, M.	Gen. Foreman	Butte, Mont.	1	
Munce, W.E.	Operating	Two Dot, Mont.	1	
Newbury, Mabel	Steno. to Asst. Supt.	Lewistown, Mont.	2	
Olson, C.A.	Train Dispatcher	Butte, Mont.	1	
Reuther, Ann	Rate Clerk	Lewistown, Mont.	1	
Richardson, P.	Foreman	Deer Lodge, Mont.	1	
Rock, C.E.	Brakeman	Deer Lodge, Mont.	1	
Sears, E.	Div. Mast. Mech.	Deer Lodge, Mont.	2	
Speck, S.P.	Yard Conductor	Deer Lodge, Mont.	1	
Spencer, M.E.	Agent	Straw, Mont.	1	
Strong, J.A.	Carman	Deer Lodge, Mont.	1	
Taam, S.H.	B. & B. Clerk	Butte, Mont.	1	
Tadewaldt, C.E.	Brakeman	Lewistown, Mont.	1	
Ugland, G.R.	Chief Clerk	Deer Lodge, Mont.	2	
Vanderwalker, O.G.	Conductor	Deer Lodge, Mont.	2	
Willard, James O.	Train Dispatcher	Butte, Mont.	1	
Willoughby, F.E.	Work Foreman	Deer Lodge, Mont.	1	
Wilson, L.E.	Conductor	Deer Lodge, Mont.	1	

If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.

Seattle General Offices

Andrews, J.H.	Chief Clerk	Seattle, Wash.		1
Barkley, A.H.	Off. of Asst. to Trustee	Seattle, Wash.		
Britt, N.C.	Purchasing Dept.	Seattle, Wash.		
Chambers, Robert O.	Asst. Engineer	Seattle, Wash.		
Duncan, Jane	Surgical Dept.	Seattle, Wash.		
Earling, H.B.	Ret. Western Rep.	Seattle, Wash.		
Farrow, Sylvia	Stenographer	Seattle, Wash.	2	
Fowler, Ruth	Milw. Land Co.	Seattle, Wash.	1	
Harvey, S.W.	W. T. M. Office	Seattle, Wash.	1	
Hossler, Beatrice	Surgical Dept.	Seattle, Wash.	1	
Hurlbut, C.G.	Frt. Clm. Agent	Seattle, Wash.	1	
Jorgensen, R.P.	Chf. Clk. Adj.	Seattle, Wash.	1	
Kelly, Gladys	Stenographer	Seattle, Wash.	1	
Lervold, M.N.	Adjuster	Seattle, Wash.	1	
Long, R.B.	R/W Agent	Seattle, Wash.	1	
Lutterman, B.E.	Attorney	Seattle, Wash.		
Maguire, T.H.	Asst. Gen. Attny.	Seattle, Wash.		
McElwain, W.	Clerk	Seattle, Wash.	2	
McGalliard, S.O.	Investigator	Seattle, Wash.	2	
Morgan, H.R.	Asst. Engineer	Seattle, Wash.	1	
Nelson, Mildred	Steno. W.T.M.	Seattle, Wash.	1	
Neumen, L.E.	Dist. Adjuster	Seattle, Wash.	4	
Robb, Carson	Draftsman	Seattle, Wash.	1	
Ryan, N.A.	Gen. Manager	Seattle, Wash.	6	
Sackerson, R.G.	Land Agent	Seattle, Wash.	1	
Sanders, R.C.	G.F.A.	Seattle, Wash.	1	
Sedgwick, A.L.	Real Estate	Seattle, Wash.	1	
Sheridan, J.J.	Lieut. of Pol.	Tacoma, Wash.	1	
Sims, E.P.	Suprv. Work Equip.	Seattle, Wash.	2	
Stablein, E.M.	Chief Clerk	Seattle, Wash.	1	
Stablein, Esther	Wife of Chf. Clk.	Seattle, Wash.	2	
Strassman, J.N.	Auditor	Seattle, Wash.		
Wilson, Frances B.	Surgical Dept.	Seattle, Wash.	3	
Zaradka, W.J.	Secy. to Gen. Mgr.	Seattle, Wash.	1	



Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr.t.				Pass.	Fr.t.
Superior Division									
Arvo,Mrs.Clyde	Sec.Laborer's Wife	Ontonagon,Mich.	1		Anderson,J.V.	Store Dept.	Minneapolis,Minn.	1	
Ashenbrenner,J.	Wrhse.Foreman	Iron Mountain, Mich.	1	1	Anderson,Walter T.	Chief Clk.Eng.	Minneapolis,Minn.	1	1
Broncoel,Dan	Clerk	Green Bay,Wis.	1		Police Dept.	Wabasha,Minn.	1		
Christianson,M.S.	Equip.Maintainer	Menominee,Mich.	1		Abstract Clerk	Minneapolis,Minn.	1		
Engels,Peter	Car Dept.	Green Bay,Wis.	2		Machinist	Minneapolis,Minn.	1		
Findley,James	Sec.Foreman	Ontonagon,Mich.	1		Bloominger,F.N.	M.& B.Trucker	Minneapolis,Minn.	1	
Friess,J.A.	Chf.Disp.Force	Green Bay,Wis.	1		Bornier,Lester	Steno-Clerk	Minneapolis,Minn.	4	
Guy,A.T.	Chief Clerk	Menominee,Mich.	5	4	Brophy,S.A.	Engineer	Minneapolis,Minn.	1	
Guy,Mrs.A.T.	Wife of Chf.Clk.	Menominee,Mich.	1		Byrnes,Thomas	Police Dept.	Minneapolis,Minn.	1	
Herman,Myrtle	Operating	Green Bay,Wis.	1		Campbell,H.R.	Car Foreman	St.Paul,Minn.	1	
Johnson,Mrs.H.E.	Wife of Ticket Clerk	Green Bay,Wis.	1		Davidson,W.F.	Yard Conductor	St.Paul,Minn.	1	2
Kell,H.J.	Telegrapher	Green Bay,Wis.	1		Davis,C.J.	Yard Conductor	Minneapolis,Minn.	1	1
La Veau,F.J.	Agent	Iron Mountain, Mich.	2	2	Davison,W.F.	Yard Conductor	St.Paul,Minn.	1	2
McLean,W.A.	Wrhse.Foreman	Republic,Mich.	2		Dehmer,John W.	Loc.Frt.Office	St.Paul,Minn.	1	
Miller,H.S.	Perish.Frt.Insp.	Green Bay,Wis.	1		Demmers,A.J.	Asst.Car Foreman	St.Paul,Minn.	6	
Nabbefeld,P.J.	Station Force	Green Bay,Wis.	2		Dunn,R.J.	Sig.Maintainer	St.Paul,Minn.	1	
Wizner,John	Engineer	Menominee,Mich.	1		Durand,J.T.	Electrician	Minneapolis,Minn.	1	
			24	8	Eckert,Robert	Laborer	Minneapolis,Minn.	1	
Terre Haute Division									
Daniels,B.E.	Engineering Dept.	Terre Haute,Ind.	39		Faul,Ervin	Trucker	Minneapolis,Minn.	1	
Heck,H.C.	Agent	Andres,Ill.	7		Faherty,E.R.	Operating	Minneapolis,Minn.	1	
Mulbern,Roy	Cap.of Police	Terre Haute,Ind.	2		Fox,J.J.	Switchman	St.Paul,Minn.	1	
Wilson,Virgel	Police Dept.	Terre Haute,Ind.	1		Gee,H.E.	Baggage Agent	Minneapolis,Minn.	1	
			49		Golden,James	Lieut.of Police	Faribault,Minn.	2	
Trans-Missouri Division									
Aggers,H.M.	Machinist	Miles City,Mont.	1		Groth,Norris S.	Clk.-Store Dept.	Minneapolis,Minn.	2	
Althaus,A.J.	Machinist	Miles City,Mont.	2		Hokkaney,Francis	Trucker	Minneapolis,Minn.	1	
Brundage,L.L.	Agent	Miles City,Mont.	1		Jamma,John	Coach Yard	Minneapolis,Minn.	3	
Burks,Parke	Stenographer	Miles City,Mont.	1		Jurdyga,John	Car Dept.	Minneapolis,Minn.	1	
Bywater,B.B.	Cashier	Hettinger,N.D.	1		Kline,Chas.	Store Dept.	Minneapolis,Minn.	1	
Cole,R.C.	Switchman	Miles City,Mont.	1		Leavers,W.	Car Dept.	Minneapolis,Minn.	1	
Crandall,E.	Agent	Forsyth,Mont.	1		Lindsay,Ivan	Car Dept.	Minneapolis,Minn.	1	
Denson,F.L.	Boiler Foreman	Miles City,Mont.	5		Madvig,H.J.	Carpenter	Minneapolis,Minn.	2	
Dimick,G.F.	Station Force	Miles City,Mont.	1		Martin,M.J.	Bill Clerk	Minneapolis,Minn.	3	
Dorland,Ray	Switchman	Miles City,Mont.	1		Maschke,A.F.	Store Dept.	St.Paul,Minn.	1	
Farr,Mrs.E.A.	Operating	Miles City,Mont.	2		McCool,Alex T.	Loc.Frt.Office	St.Paul,Minn.	1	
Glen,Barry	Gen.R.H.Foreman	Miles City,Mont.	1		McLaren,K.H.	Lieut.of Pol.	St.Paul,Minn.	1	
Greer,Custer	Police Dept.	Miles City,Mont.	4		Murphy,Catherine	P.B.X.Operator	Minneapolis,Minn.	4	
Hervin,Mrs.A.W.	Wife of Supt.	Miles City,Mont.	1		Myron,Carl	Asst.Foreman	Minneapolis,Minn.	1	
Houston,Jess.	Sec.Foreman	New Leipzig,N.D.	1		Olsen,C.P.	Equip.Maint.	Rapid City,S.D.	1	
Johnson,Henry P.	Store Dept.	Miles City,Mont.	1		Olson,Lawrence J.	Car Dept.	Minneapolis,Minn.	6	
Johnson,W.L.	Car Foreman	Miles City,Mont.	1		Penny,A.	Car Dept.	Minneapolis,Minn.	1	
Kriege,L.V.	Sec.Foreman	Bluffport,Mont.	1		Peterson,Axel E.	Sec.Stockman	Minneapolis,Minn.	1	
Lindsay,E.A.	Trans.Dept.	Miles City,Mont.	1		Prescott,C.F.	Instrumentman	Minneapolis,Minn.	1	
McCauley,F.C.	Police Dept.	Miles City,Mont.	1		Radde,Linea	Freight Office	St.Paul,Minn.	1	
Metzell,Lula	Agent	Miles City,Mont.	2		Ratwik,B.	Carman	St.Paul,Minn.	2	
Mitchellhill,J.M.	Engineering	Miles City,Mont.	3		Roth,C.	Store Dept.	Minneapolis,Minn.	1	
Montgomery,F.C.	Chief Clerk	Roundup,Mont.	3		Schmitz,Ellis	Asst.Mast.Mech.	Minneapolis,Minn.	3	
Mulloy,J.W.	Agent	Lavina,Mont.	1		Spars,R.F.	Instrumentman	Minneapolis,Minn.	2	
Nelson,J.E.	Load Carman	Roundup,Mont.	2		Treherne,Alice	Stenographer	St.Paul,Minn.	1	
Nugent,T.F.	Operating	Miles City,Mont.	1		Weatherell,J.C.	Foreman,Car Dept	Minneapolis,Minn.	1	
Olson,A.M.	Roadmaster	Mobridge,S.D.	1		Weeden,Byron	Loco.Engr.	Minneapolis,Minn.	1	
Pengray,P.W.	Trans.Dept.	Mobridge,S.D.	1					71	8
Peterson,Oscar	Carpenter	Miles City,Mont.	2						
Pohl,L.F.	Engineering	Miles City,Mont.	1						
Rediske,W.H.	Exp.Clerk	Roundup,Mont.	1	1					
Riccius,H.E.	Div.Mast.Mech.	Miles City,Mont.	1						
Richmond,John	Machinist Help.	Marmarth,N.D.	3						
Rodgers,I.H.	Operating	Miles City,Mont.	1						
Ross,Mrs.W.N.	Wife of Deceased	Miles City,Mont.	1						
Schwichtenberg,	CPA	Miles City,Mont.	1						
Mrs.Bob	Trainmaster's Wife	Miles City,Mont.	1						
Shine,C.P.	Operating	Miles City,Mont.	1						
Snow,Oliver	Sec.Foreman	Timber Lake,S.D.	3						
Stamp,H.L.	Chr.Clk.to Dist.Stkpr.	Miles City,Mont.	2	1					
Stephens,A.E.	Sec.Foreman	Moresau Jct.,S.D.	1						
Thompson,T.G.	Sec.Foreman	Selfridge,N.D.	2						
Tripp,O.B.	Agent	Hettinger,N.D.	1						
Tripp,Mrs.O.B.	Wife of Agent	Hettinger,N.D.	3						
Wandler,Paul	Sec.Laborer	New England,N.D.	2	1					
Wood,T.F.	Police Dept.	Miles City,Mont.	2						
			64	14					
Twin City Terminals Division									
Anderson,J.V.	Store Dept.	Minneapolis,Minn.	1						
Anderson,Walter T.	Chief Clk.Eng.	Minneapolis,Minn.	1						
Auman,Frank	Police Dept.	Wabasha,Minn.	1						
Baader,J.D.	Abstract Clerk	Minneapolis,Minn.	1						
Berquist,Oscar	Machinist	Minneapolis,Minn.	1						
Bloominger,F.N.	M.& B.Trucker	Minneapolis,Minn.	4						
Bornier,Lester	Steno-Clerk	Minneapolis,Minn.	1						
Brophy,S.A.	Engineer	Minneapolis,Minn.	1						
Byrnes,Thomas	Police Dept.	Minneapolis,Minn.	1						
Campbell,H.R.	Car Foreman	St.Paul,Minn.	1						
Davidson,W.F.	Yard Conductor	St.Paul,Minn.	1						
Davis,C.J.	Yard Conductor	Minneapolis,Minn.	1						
Davison,W.F.	Yard Conductor	St.Paul,Minn.	1						
Dehmer,John W.	Loc.Frt.Office	St.Paul,Minn.	1						
Demmers,A.J.	Asst.Car Foreman	St.Paul,Minn.	6						
Dunn,R.J.	Sig.Maintainer	St.Paul,Minn.	1						
Durand,J.T.	Electrician	Minneapolis,Minn.	1						
Eckert,Robert	Laborer	Minneapolis,Minn.	1						
Faul,Ervin	Trucker	Minneapolis,Minn.	1						
Faherty,E.R.	Operating	Minneapolis,Minn.	1						
Fox,J.J.	Switchman	St.Paul,Minn.	1						
Gee,H.E.	Baggage Agent	Minneapolis,Minn.	1						
Golden,James	Lieut.of Police	Faribault,Minn.	2						
Groth,Norris S.	Clk.-Store Dept.	Minneapolis,Minn.	1						
Hokkaney,Francis	Trucker	Minneapolis,Minn.	1						
Jamma,John	Coach Yard	Minneapolis,Minn.	3						
Jurdyga,John	Car Dept.	Minneapolis,Minn.	1						
Kline,Chas.	Store Dept.	Minneapolis,Minn.	1						
Leavers,W.	Car Dept.	Minneapolis,Minn.	1						
Lindsay,Ivan	Car Dept.	Minneapolis,Minn.	1						
Madvig,H.J.	Carpenter	Minneapolis,Minn.	2						
Martin,M.J.	Bill Clerk	Minneapolis,Minn.	3						
Maschke,A.F.	Store Dept.	St.Paul,Minn.	1						
McCool,Alex T.	Loc.Frt.Office	St.Paul,Minn.	1						
McLaren,K.H.	Lieut.of Pol.	St.Paul,Minn.	1						
Murphy,Catherine	P.B.X.Operator	Minneapolis,Minn.	4						
Myron,Carl	Asst.Foreman	Minneapolis,Minn.	1						
Olsen,C.P.	Equip.Maint.	Rapid City,S.D.	1						
Olson,Lawrence J.	Car Dept.	Minneapolis,Minn.	6						
Penny,A.	Car Dept.	Minneapolis,Minn.	1						
Peterson,Axel E.	Sec.Stockman	Minneapolis,Minn.	1						
Prescott,C.F.	Instrumentman	Minneapolis,Minn.	1						
Radde,Linea	Freight Office	St.Paul,Minn.	1						
Ratwik,B.	Carman	St.Paul,Minn.	2						
Roth,C.	Store Dept.	Minneapolis,Minn.	1						
Schmitz,Ellis	Asst.Mast.Mech.	Minneapolis,Minn.	3						
Spars,R.F.	Instrumentman	Minneapolis,Minn.	2						
Treherne,Alice	Stenographer	St.Paul,Minn.	1						
Weatherell,J.C.	Foreman,Car Dept	Minneapolis,Minn.	1						
Weeden,Byron	Loco.Engr.	Minneapolis,Minn.	1						
Off Line Offices and Miscellaneous Group									
Black,Dr.J.R.	Company Surgeon	Jefferson,Ia.	1						
McLean,Dr.R.A.	Company Surgeon	Fayette,Ia.	1						
Nelson,Arnold	Asst.Surgeon	Des Moines,Ia.	1						
Neu,George	Chief Clerk	Portland,Oregon	1						
Root,R.W.	Steno-Clerk	Boston,Mass.	1						
			3	2					
SUMMARY									
No. of Tips Submitted									
Passenger Freight									
Grand Total 1831 558									
<p>If you wish information about the Traffic Tip plan ask your Traffic Tip Supervisor. If he doesn't know he'll find out and tell you. Suggestions sent to this magazine will be welcome.</p>									

YOU ARE WELCOME TO THIS HONOR ROLL OF TIPPERS WHENEVER YOU TURN IN A TIP CARD.

The Milwaukee Railroad Women's Club

Janesville Chapter

CORDELIA WILCOX, HISTORIAN

To the tune of "Jingle Bells" Santa Claus rode into our club Sunday evening, Dec. 21, where 100 members of the railroad family were assembled for our annual Christmas party. The children sang carols and gave readings. Forty-three received gifts. A pot-luck supper was served at tables decorated with miniature Santa Clauses and sleighs. Mrs. Sommerfeldt was general chairman. The tree was arranged by Mr. and Mrs. Pat Wallace.

Our chapter has just completed some very outstanding welfare work. About a year ago a case was brought to our attention, which was immediately investigated and necessary aid supplied then and subsequently. About two months before Christmas it was found imperative to move the family to other living quarters. There being very little to furnish a home an appeal was sent out to members. The response was generous as always. All kinds of furniture, including mattresses, bedding, curtains, dishes, linens and rugs were supplied. Members also brought donations of canned goods and food. For four weeks a group of our women went to the home, about 20 miles from Janesville, twice a week, cleaned, sewed, and did everything to make the house comfortable. A few days before Christmas the father and three children moved in. The day before Christmas a group of members took supplies for the holiday dinner. The mother and small son who are in a sanitarium came home to spend Christmas day and it was a complete surprise to her to find what had been done. Two quilts were made by a member. One member washed and ironed curtains which were donated. All of this was done at the busiest time of the year, and with very little expense to our chapter. Mrs. Geo. Ryan, welfare chairman, is very grateful to all who assisted in this work.

December report: Welfare, 50 phone and 25 personal calls, two families reached, spent \$16.40, without cost \$150.00 estimated value; Sunshine, calls 58, cards sent 53, persons reached 42, including 23 invalids and veterans, and 19 soldier boys, cost \$21.89, without cost \$3.00 Ways and means, rentals \$24.00, penny march 46c.

Ottumwa Chapter

MRS. K. M. GOHMANN, HISTORIAN

Santa Claus arrived in person to the delight of the youngsters, who, with their parents, were in attendance at our annual Christmas party in the newly decorated clubhouse on December 20. About 150 were present at the cooperative dinner at six o'clock. The beautifully decorated and lighted fir tree in one corner, the cedar and holly wreaths, the attractive center piece on the table with the lighted tapers gave a real Christmas atmosphere and a most cheerful appearance to the interior of the clubhouse. There was the usual abundance of appetizing food unpacked from the baskets, the club furnishing the baked ham, rolls, coffee, cream, sugar and ice cream. Mrs. W. I. Wendell, who was chairman of the dinner committee, and those serving with her, did an excellent job in looking after everyone to see that none left the table hungry. The Christmas program following the dinner was arranged by a committee under the chairmanship of Mrs. R. M. Johnson; the singing of Christmas carols by the Ottumwa Heights Double Trio was the beginning of the evening's entertainment, which included piano solos, humorous readings, dancing and singing. Before Santa Claus departed he gave to each one present a sack of Christmas candy.

Avery Chapter

MRS. E. H. SHOOK, HISTORIAN

Mrs. Geo. Murray, president, presided at regular meeting held Nov. 5. Twenty-six members answered roll-call. All officers were re-elected for the coming year. My, how time does fly!

Nov. 5 was a great day in Avery, for in addition to having our election of officers and a new piano in our club rooms, the new Diesel engine arrived, creating new thrills in the history of Avery. On the following Sunday, when christening of the engine took place, our chapter served refreshments to guests and our folks in Avery and a very enjoyable afternoon was spent.

Fifteen answered roll-call at our December meeting. Mrs. Murray and Mrs. Harrigan entertained. Mrs. Brown won high score and Miss Caskey low score at pinochle. Happy New Year, one and all.

Mobridge Chapter

LOTTIE GREEN, HISTORIAN

Mrs. H. D. Patten was elected president of Mobridge Chapter to succeed Mrs. C. A. Crowley, who has served in that capacity the past year. Her assisting officers will be Mrs. Charles Williams, First Vice-Pres.; Mrs. G. Baun, Second Vice-Pres.; Mrs. Charles Davidson, Secy.; Mrs. J. J. Klein, Jr., Treas.; Mrs. Harry Catey, Cor. Secy., and Mrs. Frank Williams, Historian. Mrs. L. W. Clark won a turkey as a door prize and Mrs. Robert Scott a turkey in a contest. The evening's program consisted of three vocal solos by Miss Nancy Gay Clark, accompanied by Mrs. E. W. Tobin, and two piano duets by Miss Phyllis Crowley and Miss Joan Schiebelbein. Games and other entertainment filled the time until lunch was served by Mrs. C. J. Coy and Mrs. A. W. Arvidson.

Sioux City Chapter

LILLIAN ROSE, HISTORIAN

Our fall activities consisted of a "winners-losers payoff breakfast" as the result of our membership drive, held in the home of our president, Mrs. W. L. Eckert, a co-chairmen's luncheon, a board meeting with luncheon at Scribbin's Tea Room, and autumnal potluck at our regular meeting, at which Mrs. John McGrath read another excellent paper of the series she has been presenting on Safety First. Mrs. Class gave a report of the Boosterettes' summer engagements. In the Labor Day parade they received the blue ribbon for the best appearance and work. Our chapter joins the Boosterettes in thanking Perry and Ottumwa chapters for their delightful hospitality, and Mr. Gillick and all the other road officials who took such excellent care of them while traveling. The Red Cross gave Milwaukee women credit for 500 garments made during the summer. Mrs. A. T. Kirby was given particular mention for consistently knitting one sweater per week and as another method of forgetting the heat she pieced and quilted a woolen comforter for Bundles for Britain.

The events of December include the capture of our town by the Choral Club. They gave six most gratifying concerts, ate luncheon, went shopping, got introduced around, had dinner, and wound up the day leading Community singing at the Arrow Service Club before boarding the Hiawatha for Sioux Falls and more honors.

Mrs. Carlin and Mrs. Bridenstein entertained the December Board meeting. The traditional Christmas party, in charge of Mrs. A. G. Class and Mrs. P. Bridenstein, entirely met the juvenile expectations. The

program consisted of songs and recitations, and drill by the Boosterettes. About 250 attended. Santa distributed candy sacks to the children. Welfare for December, Mrs. Brashear, chairman, reported 6 baskets of food, \$21.12. Mrs. Carney, sunshine chairman, reported expenditures of \$14.01.

"Our American way of life has been challenged. . . . We Milwaukee folks will work and serve in such ways as those in authority decide." To this classic pronouncement by Mr. Scandrett (Jan. magazine) the Sioux City members and officers for 1942 ascribe. We "will work and serve."

Greetings to all the chapters, and may I offer as a slogan—We "will work and serve" to you all for the trying year ahead.

Chicago—Fullerton Avenue Chapter

ALICE M. CHURCH, HISTORIAN

The Feather Party held on December 3rd was well attended and a nice sum realized for our Christmas Basket Fund. December business meeting followed a nice supper in our cafeteria. Welfare Chairman reported \$48.51 spent during November and five families reached. Good Cheer Chairman reported \$12.33 spent and ten reached. The Nominating Committee presented the name of Juanita O'Day as Assistant Treasurer and she was unanimously elected. Mrs. Martin and Miss Pearl DeLaBarre took charge of the Christmas Party which followed. Mrs. Bloch was winner of the door prize—a nice fruit cake. Christmas games were enjoyed and there was a present for everyone from Santa Claus. Several girls from our Milwaukee Choral Club sang a number of lovely Christmas songs and several accordion numbers were enjoyed.

A vote of thanks is extended to all who worked so hard to make our Christmas Open House on December 24th a most delightful and enjoyable occasion. More than 1300 persons were served. Christmas baskets were sent to 47 families, 28 persons were remembered with good cheer, and many Christmas cards were sent.

Butte Chapter

MARGARET HICKEY, HISTORIAN

On December 20th our Christmas party for members and their families was held, with the children honored guests. A pot-luck dinner started the evening's festivities. A huge tree beautifully lighted and decorated with gifts for all present was the center of attraction. Singing of Christmas carols, "God Bless America" and of course "Boost the Milwaukee" completed the evening's entertainment. all voted it a wonderful party, thanks to Mrs. W. T. O'Reilly, chairman, and her committee.

While the holidays interfered with our Red Cross sewing, some work was accomplished, and next year we expect to have several hard working units. Many members have signed up for civilian defense and first aid classes and we wish to assure our President General that we will co-operate in any program she may outline. Our Welfare chairman, Mrs. W. G. Byrne, reported four Christmas baskets sent. Good Cheer chairman, Mrs. C. G. Bleichner, reported 5 personal and 3 phone calls and 3 persons reached, 1 plant sent and 2 boys in the service remembered. Ways and Means chairman reported \$15.15 cleared on November "White Elephant" party.

We wish to extend congratulations to Mr. and Mrs. V. C. Peterson upon the arrival of a son born in November. Mrs. Peterson is vice-president of our chapter. November meeting was followed by a

farewell party for the E. A. Schumachers, who have been transferred to Tacoma. We are very sorry to lose the Schumachers and wish them the best of luck.

Green Bay Chapter

MADELINE MALONEY, HISTORIAN

The following members were elected for the coming year at the Dec. 5 meeting: Mrs. Geo. P. Bloomer, pres.; Mrs. F. T. Buechler, 1st vice-pres.; Mrs. H. Jansen, 2nd vice-pres.; Mrs. E. McMahon, treas.; Mrs. T. McClean, rec. secy.; Mrs. Ann Gurner, corr. secy.; Mrs. M. Maloney, historian. The club gave a very pretty Christmas party on Dec. 16, in the clubrooms. Entertainment with stories by Russ Leddy, community singing, and bingo. A buffet luncheon was served from a beautifully decorated table in keeping with the season. About seventy people attended. We sent out nine baskets and many plants.

Tomah Chapter

MRS. WM. MONAHAN, HISTORIAN

Tomah Chapter held its regular meeting Dec. 3. Good Cheer chairman reported \$10.75 spent; Welfare reported \$9.46, and Ways and Means \$3.33. Meeting adjourned and light refreshments were served.

On Dec. 13 we had a potluck supper for all railroad families, after which a party was given for the children, including a Santa Claus and usual treats. A dance and cards for the grownups followed their party. About 150 attended the supper.

December reports: Ways and Means \$3.38 earned. Good Cheer \$11.88 spent, 4 telephone calls made, 5 messages of cheer sent. Welfare \$40.94 spent, 6 Christmas baskets.

Merrill Chapter

MRS. F. J. MATTSON, HISTORIAN

November meeting was held at the Grover Heath home, with Mrs. H. Wenzlick as co-hostess. On November 12 our chapter held a guest day card party at the R. R. Akey home.

Our Christmas party which was to be held at the Amos Griffith home Dec. 3rd was changed to the home of Mrs. Otto Winter because of sudden illness of Mrs. Griffith. A very pleasant afternoon was spent. Mrs. Chas. Strassman acted as Santa Claus. Gifts were exchanged. Following business meeting cards were played. Our club has had a good attendance all year and much interest has been shown. Mrs. Miles Christenson has been elected president for the year 1942.

Marmarth Chapter

MRS. G. B. CHILDERS, HISTORIAN

Chapter met Nov. 13th. Red Cross chairman, Mrs. Richmond, reported we had completed 10 pair of outing flannel pajamas and much sewing on the ladies' dresses and children's garments. Our chapter has the only Red Cross sewing unit in town and our members are much interested. Three members, Mmes. Wood, Childers and Dale, enrolled the Red Cross membership in Marmarth. Election of officers as follows: President, Mrs. N. Johnson; 1st vice president, Mrs. Leo Rushford; 2nd vice president, Mrs. H. E. Dernbach; secretary, Mrs. S. L. Richey; treasurer, Mrs. Jas. Shober, and historian, Mrs. Harry Wood.

Our chapter met Dec. 11th for regular meeting and Christmas party. Cheer Chairman Mrs. Dernbach reported a number of persons remembered with cheer baskets, cards and gifts. Welfare Chairman Mrs. Tarbox reported several persons assisted. Attendance prizes awarded to Mr. and Mrs. Leo Rushford. Mrs. Wood expressed appreciation to the members for the fine spirit of cooperation which has made possible our largest membership and resulted

in much happiness among our railroad family. Following the business session the ladies enjoyed a happy time in the exchange of gifts.

At 6 p. m. a very delicious potluck supper was served to about 65 persons, after which Christmas carols were sung and games enjoyed by the children. At 8 p. m. Santa (John Chmura) arrived and distributed treats to those present, which included retired veterans, members, employees, and their families. Agt. Wendorf and wife and Foreman Keller and wife of Rhame were present. Later games were enjoyed with Mrs. Guy Johnson, S. L. Richey and Arthur Childers receiving awards. Mrs. O. Maxfield received door prize. Christmas cards were signed and sent to Eddie Dernbach and Neil Pengray in the Army and Navy service respectively and to out of town members. Christmas morning Mr. and Mrs. Santa Claus (John Chmura and Mrs. Wood) met No. 16 and passed out treats to the children, service men and through train crews, which climaxed a happy Christmas season for Marmarth Chapter.

Madison, S. D., Chapter

MRS. GEORGE MCKINNEY, HISTORIAN

The evening train from the north was late, so Santa Claus came by special delivery to give out treats to children of employees at our annual Christmas party at the depot. He lived up to expectations and had candy and treats for the hundred or more children present.

While they awaited his arrival, a program was presented by the youngsters, including songs, recitations, and choral numbers by the Milwaukee chorus composed of five juniors with Kay Mathison as accompanist. Opening the program, the children gave the flag salute as the colors were advanced and sang patriotic songs as well as the traditional Christmas carols. Committee in charge of program included Mmes. Winesburg, Jas. Gregerson and Beck. There were 20 persons reached through Good Cheer, seven baskets of fruit were sent to the sick and aged, two bouquets of flowers, two books to sick children, and nine Christmas cards. An overstuffed chair was also given to an invalid child of a member.

Milbank Chapter

MRS. AGNES BLOOMHALL, HISTORIAN

At our December meeting we had election of officers, as follows: Pres., Mrs. Chas. Mayer; vice pres., Mrs. C. Schmidt; secy., Mrs. Grace Phelan; treas., Mrs. Lillian Lewis. We also had a Christmas party for the children and an exchange of gifts for members. A large crowd attended and a good time was had by all. Several families were remembered with Christmas good cheer.

Madison, Wis., Chapter

MRS. J. A. TOMLINSON, HISTORIAN

Regular meeting was held Dec. 4, with 50 members present. We postponed our potluck dinner in order to join with the Service Club for their potluck dinner Nov. 30. It was a grand success. Seven Thanksgiving baskets were delivered by our welfare department. A total of \$53.23 was spent in November. Good Cheer chairman reports sending 10 cards, also that numerous hospital and home calls were made.

A Christmas party for employees and their families was held Dec. 20 with a large group attending. The committee in charge consisted of Mmes. McNulty, chairman, Lietz, Reed, Klein, Welty, Devine, Murphy, Dermitt, Warren and Tehan. Children of members supplied the program. Santa came and distributed candy, apples and popcorn. The room was decorated in Christmas colors with a large tree. Dancing was later enjoyed, while John Vanderhei's Rhythm Rascals furnished the music. Thirteen

Christmas baskets were sent out. Our shut-ins were also remembered with baskets of fruit. Many cards were also sent.

Our members will meet in the club rooms every Friday to do Red Cross sewing.

Othello Chapter

EDITH BOGARDUS, HISTORIAN

Regular meeting for December was held the 2nd with the Mesdames Audy Hays and Orval Adams as hostesses. The following ladies were installed for the coming year: Mrs. S. E. Weidner, pres.; Mrs. J. E. Browne, 1st vice-pres.; Mrs. L. L. Stinebaugh, 2nd vice; Mrs. Clarence Showalter, rec. secy.; Mrs. F. E. Schumacher, corr. secy.; Mrs. Orval Adams, treas.; Mrs. Ed. Stewart, historian.

On December 9th we had our annual Christmas gift exchange party. Twenty-two members attended and enjoyed the potluck dinner and party immensely. We presented our retiring president, Mrs. Schumacher, with a linen tablecloth as an appreciation gift for her faithful work for the past year. Our annual turkey dinner for members was held on Armistice Day. Othello Chapter wishes each and every other Chapter a very Happy New Year.

Savanna Chapter

MRS. L. I. EVANS, HISTORIAN

Nearly 150 persons attended the first get-together event of the fall season held November 10, sponsored by the Locomotive and Store Depts. A 6:30 potluck chicken noodle supper was enjoyed. Following the supper a short business meeting was held. Mrs. Fred Hornig was elected president for the ensuing year. Other officers elected are Mrs. Jean Brossard, 1st vice pres.; Mrs. Chas. Langley, 2nd vice pres.; Mrs. Irvin Shrake, secy.; Mrs. Kenneth McCall, historian. After the business meeting motion pictures in color of the Fourth of July parade in Savanna were shown by L. V. Schwartz, following which dancing was enjoyed. Committee reports Ways and Means \$3.44; Good Cheer \$2.30; Rental \$21.50.

At meeting Dec. 8, reports were, Welfare \$60.44; Good Cheer \$6.89; Ways and Means \$43c; Rental \$21.00. Following business session cards and bunco were enjoyed, honors going to Mrs. H. B. Christianson, Mrs. Hans Sorenson and Miss Gladis Hall. Mrs. Christianson also won the attendance prize. Refreshments were served by Mrs. Fred Orr, Miss Gladis Hall, Mrs. L. C. Hinsch and Mrs. L. I. Evans. Our chapter at Christmas time sent seven baskets, also remembered many of our shut-ins.

Miles City Chapter

PEARL FARR, HISTORIAN

December meeting was held on the first Monday with a large attendance. Reports given show the club has been working. A Christmas party was held after the business meeting.

Mrs. Herwin, our president, called members of the Executive Board to meet at her home for a 6:30 dinner. A short business session was held and later the ladies enjoyed playing bridge. Lovely prizes were awarded the winners and everyone voted Mrs. Herwin a delightful hostess. Sixteen members of the board were present.

A Christmas party for children of employees of the Milwaukee Railroad was given at the club house. A beautifully decorated and brightly lighted tree furnished the proper setting for the program which was presented by the children. The tree was decorated by Mrs. William James and Mrs. Dorsey Trump. The program opened with group singing of "Jingle Bells," with Mary Ann Lathrop as accompanist. Following the program Santa Claus arrived and distributed candy to the children. The club also distributed gifts to the shut-ins, with Mrs. James and her Christmas Cheer committee in charge. Baskets were taken to

needy families by Mrs. Nels Helm, chairman of the welfare committee.

Harlowton Chapter

MARGARET CASS, HISTORIAN

Harlowton Chapter was alive last year; while we did not have as large a membership, we had our regular meetings, usually playing cards when the business was over. We had our annual June Dinner for our husbands, about 70 present, several card parties, showers on brides; our usual good cheer work and a Christmas Party for the children. A nice program was given, there being about 75 present. Our new president, Mrs. Mooney, and her officers expect to keep up all activities next year and try to get a larger membership.

Dubuque Chapter

MRS. P. H. McGOUGH, HISTORIAN

Dubuque Club met Dec. 2 with 25 members present, Mrs. W. W. Graham presiding. General order of business. Good Cheer showed 3 flowers, 3 cards, 5 sympathy cards—\$6.07. Ways and means showed \$28 on card party, 2 baskets and 10 cheer boxes were sent for Thanksgiving. Installation of officers followed. Mrs. W. F. Keefe was the installing officer. Pres., Mrs. H. Kaiser; First Vice-Pres., Mrs. John Litscher; Second Vice-Pres., Mrs. W. W. Graham; Treas., Mrs. Joseph Chaloupka; Rec. Secy., Mrs. W. M. Thurber; Cor. Secy., Mrs. Al Bensch; Historian, Mrs. P. H. McGough. Refreshments were served and a social hour enjoyed.

Our annual Christmas party for children of Milwaukee Road employees and their parents was held Dec. 17. The group met Santa Claus as he arrived on the 7:45 train and escorted him to the clubrooms. Following the introduction of Santa by Mrs. W. W. Graham, pres., there was community singing of Christmas carols. A program was presented by the children under the direction of Mrs. Al Ben. At its conclusion the assembly sang "God Bless America," Miss Mildred Kaiser accompanist. After the program candy and presents were distributed to the children by Santa, and refreshments were served to the more than 150 guests present. In charge of arrangements were Mrs. Ella Litscher and Mrs. Harry Kramer.

Sixteen families were also remembered with Christmas baskets and good cheer.

Mitchell Chapter

MRS. BEN HOLT, JR., HISTORIAN

November meeting was held on the 18th with Mrs. Smith presiding. The following officers were elected for 1942: Mrs. Paul Olson, pres.; Mrs. J. A. Smith, 1st vice pres.; Mrs. John Wolf, 2nd vice pres.; Mrs. Floyd Phillips, rec. secy.; Mrs. Geo. Foote, corr. secy.; Mrs. Frank Moulten, treas.; Mrs. Isabelle McGrath, historian. Ways and Means chairman reported \$101.20 cleared on our turkey award. Mrs. Platt and her committee served at close of meeting.

Members of the board enjoyed a 1:30 luncheon at the Navin Cafe the 2nd of December; table decorations were in keeping with the holiday season. Regular December meeting was held on the 8th with 36 members present. Mrs. Paul Smock installed the new officers. Newly elected president, Mrs. Olson, gave a short talk. Mrs. Smith stressed the need of members doing Red Cross work, giving all the time they possibly can. Cards were played and members of board, Mrs. Fred Schirmer, chairman, served light refreshments.

Santa arrived on a special for the children's Christmas party. He truly was a typical Santa with a large pack on his back. After a short talk he distributed treats to the 80 children present. Christmas carols were sung, led by Mrs. Smock, and a very happy time was enjoyed. The party was in charge of Mrs. Schirmer.

On Sunday, December 14, members of our chapter entertained their husbands, and eleven veterans and their wives, to a turkey dinner. The room and tables were decorated in keeping with the holiday season. Mrs. Smith welcomed the veterans, after which officers of the club gave a brief summary of their year's work.

La Crosse Chapter

MRS. C. J. WETHE, HISTORIAN

The last meeting of the year was held Dec. 3. The afternoon's program was begun with a lovely luncheon. Much merriment followed over the unique way gifts were exchanged. Ladies formed a circle and started the gifts going. When "halt" was called our gift was the one we held in our hand. Business meeting followed. Mrs. Troger, welfare chairman, reported several baskets sent at Thanksgiving and that the same number would be sent at Christmas, also that flowers would be sent to all shut-ins. Christmas carols were sung, with Mrs. Burns leading and Mrs. McGaughy at the piano. The afternoon's program closed with card games.

Council Bluffs Chapter

MRS. R. O. WICHAELS, JR., HISTORIAN

The Women's Club and the Service Club together gave a Christmas party for the little folk of all employees, on the evening of Dec. 19 which was attended by about 100 persons. A program of songs, recitations, piano solos and dancing was put on with only the children participating. Mrs. Earl Scott had charge of the program. Santa Claus made his timely appearance and in spite of being a bit hot under the collar he managed to cast that old spell of enchantment, and many little voices whispered their hopes in his ear. Fruit, popcorn balls and candy were handed out by him to young and old and were enjoyed equally by both. Later pie and coffee were served and bedtime hours slipped by unnoticed as a merry evening was spent. If R. O. Wichael, Sr., had any trouble explaining a rosy glow he had on his cheeks and nose after Santa left the party, he needn't feel badly, for that was all that had to be added to make the likeness perfect, even to the bowl full of jelly we read about. Five families were remembered with Christmas welfare and good cheer.

Terre Haute Chapter

MRS. CHAS. GARRIGUS, HISTORIAN

On Dec. 18 our chapter held a Christmas party and dinner at the Edgewood Grove Cabin, about 200 persons being served. After the dinner there was a fine program by the children of our Milwaukee Road families. Then Santa Claus appeared on the scene with toys and treats for the children. The awarding of 35 door prizes which had been donated to us added to the evening's entertainment. There was not a dull moment, and everyone departed at a late hour, declaring it the best Christmas they had ever had. Our chapter also remembered more than 80 families with Christmas welfare and good cheer.

New Lisbon Chapter

MRS. GEORGE OAKES, HISTORIAN

On Dec. 13 from two to five o'clock our chapter held a Christmas party for children of employees. There was a beautifully decorated tree, around which the 27 children played games, sang songs, and danced. Prizes were given to the winners of each game. Light refreshments of sandwiches, cookies and cocoa were served. Flash light pictures were taken of the children around the Christmas tree, after which each child was presented with an apple and a large sack of mixed candy.

Voting members enjoyed an evening Christmas party on the same day. Twenty-five cent gifts were exchanged. Bingo was played. Prizes were nicely wrapped five-cent articles. Luncheon was served.

Deer Lodge Chapter

MRS. J. J. FLYNN, HISTORIAN

Our chapter met Dec. 19 with 30 members enjoying a 1:30 luncheon. Mesdames Nicholas, Hulben, Dennis and R. C. Daniels given due credit for this enjoyable event. Following the tempting repast, business meeting was conducted. Reports of all committees given, among which 300 additional hours of Red Cross work were reported to November quota of the club.

New officers were installed and gifts exchanged among members and guests. Songs were sung. The committee deserves great credit for the gaily trimmed Christmas tree, house and beautiful table decorations. Bingo concluded the delightful meeting. Three Christmas baskets were sent by welfare committee and 10 Christmas cards by our good cheer committee.

Portage Chapter

MRS. L. B. SMITH, HISTORIAN

Portage Chapter completed a successful 1941 club year with a dinner on Dec. 29, at the club rooms. Guests were the members' husbands. During dinner Santa Claus distributed gifts to everyone. After this games were played. On Dec. 17, Mrs. Ralph Jorns, retiring president, entertained the board members at a one o'clock luncheon, followed by bridge. Prizes went to Mrs. Herman Manthey and Mrs. Audrey Cadman. On Dec. 19, Santa Claus came to the club house with gifts for the children of employees. About 175 attended. Later the club distributed baskets to members who were ill. Fourteen families were remembered with Christmas welfare and eight with Christmas good cheer.

Black Hills Chapter

MRS. GEORGE SAXER, HISTORIAN

December meeting was held on the 8th. The Pledge of Allegiance to the Flag was given, after which a short business meeting was held. Mrs. Thomas Hickson and Mrs. Danny Kemmerling were hostesses. Our Christmas Dinner was held at the Masonic Temple December 7th with 125 persons present. A nice time was enjoyed. Ten families were remembered at Christmas time with gifts of good cheer.

Sparta Unit—Tomah Chapter

MRS. WM. HOVEY, CHAIRMAN

Eighteen members attended meeting November 13th. We also had the pleasure of having with us Mrs. Horning and five ladies from Tomah. Good Cheer report, one plant and three cards sent, 4 telephone and 3 personal calls. Ways and Means reported wax paper and vanilla sold \$2.25. A 10-minute discussion on home safety was very instructive. Twenty-five baby blankets were finished and turned over to Red Cross.

Our December meeting was opened with Christmas carols and patriotic songs. A short business meeting followed. Ways and Means reported wax paper \$1.00; Good Cheer 4 cards and 3 sick calls. A nice Christmas program, a delicious lunch and surprise packages were enjoyed by 25 Sparta and five Tomah ladies present. Mrs. Horning, our president, being honored guest, was presented with a small farewell token. Sparta families appreciate her kindness during the past two years. Twenty Christmas cards were sent to contributing members and three cards to our boys in service. Christmas packages were also given to our veterans and widows.

ON THE STEEL TRAIL.

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

We wish to extend our sympathy to the bereaved family of Mrs. Mary Chesterman, mother of Bud and Mrs. James Franklin, the former Dorothy Chesterman. Mrs. Chesterman passed away Jan. 18.

Sorry, I was unable to report any news, etc., last issue but I was too busy trying to get the back pay checks in the mail before Christmas. Among those who almost got theirs in time was the ever-patient Bob Johnston of the Passenger Department—so sorry. Incidentally, we hope Bob recovers speedily from his illness.

Ray Tansey, one of our nimrods, has put his shotgun away and grabbed a machine-gun instead. Ray has enlisted in the Army as an aviation gunner. His last known address was 401st School Squadron, Sheppard Field, Tex.

Frank "Speed" Maday regrets to announce that he was unable to compete in the annual Silver Skates Derby because of a previous engagement. It seems that Speed, who is poetry in motion on the congealed H₂O, was demonstrating his grace to a group of friends—Klos and Basil—when without warning the aforementioned substance slapped him in the back of his lap, rendering him *hors d' combat*, and while the race was on, he was applying hot applications hither and yon. Don't be disheartened, Speed, Old Boy, with your versatility perhaps you can win a Golden Glove's crown.

Gladys Wallbaum dislikes carrying a Michigan bankroll in her purse. Recently she requested one of her co-workers to bring her a couple of 25-dollar bills from the bank. Wonder if she got 'em.

Reports emanating from celebrants in one of our brighter New Year's Eve parties convey the information that John Sloma, famous exponent of the art of serving, was again nonpareil; however, he reports that the practice of tipping has already gone to where the Japs soon will be.

FASHION NOTE

Have you noticed what the well-dressed docket clerk wears in sub-zero weather, as modeled by Beau Brummel Kussmann? A gorgeous six-color checked shirt. By the way, Zombie, what happened to your rose-colored creation?

It used to get awfully cold in the Freight Department each evening about 4:45, but the Messrs. L. have remedied this so Jim Cross will no longer have to put on his overcoat.

Jim O'Brienovitz and Joe Schmicherstein have just returned from a vacation in Milwaukee, where they report a heavy concentration of gentlemen waiting to enlist in the Army of 200,000. O, yeah!

The recent zero-wave played havoc with many automobiles. It took "Bubbles" Sampson two days to thaw his radiator.

Little Ophir rides again—almost. Joe Krizek recently won a pony, possibly of beer, but not wanting Ophir to become a cavalryman in the future, he traded it for three turkeys.

Another group of boys will be leaving us soon to join our armed forces. Al Court III has bum eyes and flat feet, but has such an attachment for the Army that he feels he should join, they told him as he got 1-A. John Hibbard has enlisted in the Air Force, and Fran Burke is going into the Army.

Don't you think that our silver-haired and voiced tenor, Joe Burke, would make

Engineer Luke Collins Retires



Shown alongside Engineer Luke Collins' Hiawatha engine just before he started on his last run are, l. to r.: R. J. Walker, milk traffic agent; W. W. Bates, assistant master mechanic; L. F. Donald, assistant general manager; C. F. Rank, manager of mail and express traffic; Luke Collins; E. E. Haddock, conductor; and A. T. Berg, superintendent of the Chicago Terminals Division.

ENGINEER LUKE COLLINS, familiar figure in the cab of the Morning Hiawatha between Chicago and Milwaukee, and the man at the top of the seniority list on the Milwaukee Division, rode into retirement on Jan. 20 after more than 52 years with the road. A number of the road's officials were at the station in Chicago to bid him farewell as he pulled out on his last trip, and another group greeted him in Milwaukee.

Luke Collins is 70 years old and has spent his entire railroading career on the stretch between Chicago and Mil-

waukee. He hired out as a fireman in 1889 and became an engineer in 1898. For the last 31 years he has been at the throttle on passenger trains, and it is estimated that during that time, making 21 round trips a month, he has traveled at least 2,227,680 miles, or about 89 times the circumference of the earth at the equator.

Asked what he intended to do with his time after retiring, he said, "I'm going to ask the missus. She hasn't said yet where she'd like me to take her, but when we get time we'll get around to that. Whatever she says goes with me."

a brave and dashing soldier, or would it be a violation of the International Code to have Joe sing to our foes and then attack them as they fall asleep?

Want that an *E norma S* orchid?

"Tick-Tock" Sauter, our split second timekeeper, hasn't had any difficulty lately. Even Tick-Tock is getting down to work on time, now that Mary Ann is on the eight to eight basis. It certainly is remarkable what a little chloroform in a nursing bottle will do for a tired soul.

Amos and Andy haven't got anything on our Eddie Matusek—he has his own taxicab company. For one dime he takes you direct to Marquette Manor. For an extra nickel he will conduct you home via the stockyards or central manufacturing districts, pointing out places of interest. (When passing through the first named section, no pointing is necessary.)

If money is your only hope for independence, you will never have it. The only real security that a man can have in this world is a reserve of knowledge, experience, and ability.—Henry Ford.

Chicago—Fullerton Avenue Building

On Jan. 9 Eugene Heing, Fullerton Avenue correspondent, was enrolled in the armed forces for the duration. If he acquires himself as well as a soldier as he did as a columnist, good-bye Axis!

C. G. Peterson returned to the scene of former triumphs, Park Falls, Wis., for the celebration of his 25th wedding anniversary on Jan. 10. He reports that the temperature stood at 18° below zero on his arrival but this neither dampened his spirits nor cooled his enthusiasm, as the party was a grand success.

The Army had first call on the valuable services of Tim O'Meara who severed his connection with the Milwaukee on Dec. 31, for the duration. Earl Alden took top honors as the first enlistee from the Freight Auditor's Office reporting at the Marines recruiting station on Dec. 8, one day after Pearl Harbor.

Since entrusting the fortunes of their team to the sterling leadership of that gallant Knight of the Alley, that Sultan of

Keglers, Dick Ewalt, the Arrows have taken their very capable opponents for a grand total of eight out of eight. Dick promises to serve the team faithfully in his capacity as non-participating honorary captain. His motto: "Keep 'em Rolling."

Four in a row followed by a very unsatisfactory gutterball is a recent accomplishment of Harry Baldaccini. His team has entered a cooling off period.

60 points and putting on a one-man blockade of the Buckeye offense.

We stole this one from the sports corner: Bill Irving, of the Aberdeen roundhouse, found a fine bowling ball in his stocking Christmas morning. In an initiatory bit of trundling on the evening of Jan. 2, Bill kegled a fine 680 total made up of scores of 245, 187 and 248. There are rumors that the ball has lethal properties hitherto unknown in H&D circles.

First in peace—and first in war! This time-honored appellation applied to the Father of His Country may well be adopted as the H&D railroader's slogan. Chief Clerk W. J. Kane, colonel and commander of the First Regiment, Aberdeen Victory Force, informs us that this organization is a regular military regiment and will be thoroughly instructed in firefighting, first aid and guard duty for any emergency. One company is to be composed entirely of Milwaukee employees. W.

E. Ring, Lisle Young and D. E. Owens are members of the Advisory Council. W. B. Geer is commander of a unit of cavalry. R. C. Dodds is the state chairman of transportation for the sale of Defense Stamps and Bonds. Chairman W. J. Kane of the Service Club's Civic and Public Relations Committee announced that the Service Club sponsored Red Cross Drive exceeded the prescribed quota. Find that over the entire division, the Milwaukee boys are doing their part for national defense.

Your correspondent interviewed W. C. Whitam, of the Division Engineer's Office, shortly before his departure for Chicago on Jan. 9. When questioned as to the purpose of his trip, Chick blushingly evaded the question. I warned him to be on the look-out for the little fellow with the bow and arrow but expect to have an announcement on this score later.

Mrs. Stanley Shields, the former Vaughan Larson, daughter of Ray Larson, H&D brakeman, returned Jan. 7 from the Hawaiian Islands where Lieut. Shields is stationed. Mrs. Shields gave a vivid description of the attack of Dec. 7 and her voyage home on a hospital ship with some of the wounded from Pearl Harbor.

The H&D is saddened by the death of retired Passenger Engineer Ole Tweter who passed away at Montevideo after a lingering illness.

Aberdeen Roundhouse

Harold Murphy, Correspondent

Wm. A. Radabaugh, Aberdeen roundhouse foreman, was recently requested to solicit his employes on the second drive for funds for the American Red Cross. Bill, with his usual enthusiasm, collected a tidy sum from 88 men, including supervisors, clerks, and laborers, a 100 per cent contribution.

Machinist Apprentice Alvin Springer, who recently enlisted in Uncle Sam's Army, reports that the life agrees with him.

Engineer R. W. Lawrence of the Linton line, has taken a 90-day leave and has gone to the West Coast for the balance of the winter.

Bruce Talbot, locomotive fireman, now at home in Bellingham, Wash., reports very cold weather on the West Coast and ice on the city pond.

J. L. Morley, retired boiler foreman, of the Aberdeen roundhouse, is now at Tucson, Ariz. His address is 527 South 6th Ave. and Jim would no doubt be glad to hear from any of his friends.

The unit heaters recently installed in the Aberdeen roundhouse are doing a nice job.

The roundhouse has been very comfortable although the weather has been very cold.

Christmas greetings were received from retired Night Roundhouseman J. C. Sheron (Montevideo, Minn.) from Cleveland, O., where Jack is now making his home.

Luverne Crawford, of the Aberdeen roundhouse, surprised the boys by getting married during the holidays. We all wish to extend to the happy couple our best regards and congratulations.

Operating Department

R. F. Huger, Correspondent
Bristol, S. D.

L. H. Bailly has been appointed third trick operator at Montevideo temporarily. L. H. Waldeen, Jr., is working first trick at Montevideo.

T. E. Thompson has been appointed agent at Bowdle temporarily.

E. J. Reuhmer has been appointed chief dispatcher at Montevideo.

John Meier, engine watchman, is working at Glencoe, Minn., taking care of the Diesel.

J. E. Andres, chief dispatcher at Montevideo, after many years of faithful service, retired on Jan. 1. He intends taking things easy by going around to the warm climates.

The first operator from the H&D to be taken into service was E. J. Albrecht, second trick operator at Roscoe, S. D. Gene enlisted last October.

Iowa Division—

W. E. Failor, Division Editor
Superintendent's Office
Marion, Ia.

East End and Branches

Well, out in this country on New Year's Day Mother Nature let down about two seasons' snow fall, followed very closely with over a week of sub-zero temperature; you know, 24 degrees below. It is swell the way folks acclimate themselves in such short time, and get down to the business of enjoying the weather.

Geo. R. Barnoske, general clerk in the Superintendent's Office, pulled a fast one on the boys and gals, by taking unto himself a wife on Jan. 12. George and Ann Runkle of Cedar Rapids slipped down to Missouri and were united in marriage. Congratulations, folks.

First Trick Operator A. P. Hopkinson, Cedar Rapids, passed away at St. Luke's Hospital, Cedar Rapids, on Jan. 16, following a heart attack suffered shortly after going to work the same date. Mr. Hopkinson entered the service of The Milwaukee Road on Mar. 5, 1909.

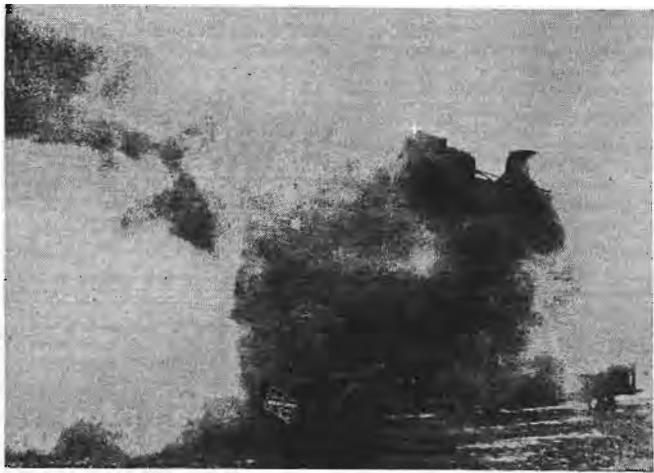
Mrs. W. R. Barber, wife of retired Locomotive Engineer W. R. Barber, passed away Jan. 17 at the family home at Marion. Mrs. Barber has been in poor health for several months. Mr. Barber is one of the directors of The Milwaukee Road Pension Association.

Hannah Johnson, steno in the Superintendent's Office, has been going around with her right foot in a cast, having fractured a bone in her foot. The question is how did she get it. Of course, when one takes up dancing, and takes it in large doses, something is apt to break.

Lafe Lindley, bridge carpenter, and the wife spent the holidays at Galveston, Tex., visiting son Waldo. Waldo formerly was employed as stenographer-car clerk, at the Clinton, Ia., freight house.

Welcome to the new lads in the Division Engineer's Office, M. T. Doherty, Cedar Rapids, and R. M. Fraley, Chester, Neb. These lads have accepted positions as rodmen.

Ida Harry, the well known file clerk in the Superintendent's Office, has received a new monicker, "Betty Coed." Ida planned to brush up on her stenographic knowledge by taking a course in night school, but after registering, and looking over the Spanish classes, and observing the hand-



Bill Radabaugh, Aberdeen roundhouse foreman, observing the interest that our passengers take in watching his men service the locomotives that draw the Olympian, worked out a plan whereby each man wears a neat pair of striped coveralls with the Milwaukee Road insignia on the back. He decorated the two-wheeled tool cart in like manner. Barely visible in the clouds of steam are two men wearing the uniforms. Mr. Radabaugh bought and paid for the uniforms and the Aberdeen Service Club provided the insignia.

H & D Division

M. D. Rue, Division Editor
Traveling Freight Inspector
Aberdeen, S. D.

The coming of the new year brings changes in the personnel of the H & D, with retirements and promotions playing a leading role. Our regrets in bidding farewell to old friends with whom are linked long years of pleasant association is in some measure compensated by the pleasure with which we greet their successors and extend our sincerest wishes for a long and pleasant stay in our midst.

J. E. Andres, dispatcher for 51 years, retired at Montevideo on Jan. 1. A large group of his railroad friends honored his retirement with a dinner. All who knew "JEA" join in wishing him happiness. His successor, E. J. Ruehmer, has many years of experience as dispatcher on the H&D.

W. H. Armstrong, West H&D roadmaster, terminated a long career with his retirement on Jan. 1. His many friends joined in presenting him with a gift and their best wishes for future happiness. Bill is succeeded by F. V. McLarnin, of Freeport, Ill.

Bert Hoen, of the DF&PA Office at Aberdeen left Jan. 1 for Duluth, Minn., where he has accepted the position of chief clerk in the General Agent's Office. A large group of Bert's friends lured him to the Palm Garden on the evening of Dec. 30. The evening was devoted to informal entertainment, refreshments and the presentation of a farewell gift from his many friends. We wish the Hoen family success and happiness in their new location but assure them that they will be sorely missed at Aberdeen. Bert is succeeded here by J. W. Hagelin of Duluth.

Gene Haldeman, son of D. D. Haldeman, H&D engineer, is having a big year on the Creighton University basketball team. Gene, a former H&D employe, is the team's captain and rates as heavy artillery on the offense. Gene was a sensation in his team's recent win over Ohio State, unbeaten Big Ten team, scoring 18 of his team's

some brutes, Ida decided that her stenographic knowledge was sufficient, and that she'd better go out for Spanish, so Spanish it is. Anyway, she can assist in the Good-Neighbor policy.

Recently I had a visit with John T. Raymond, who for many years handled this column. John is improving in health. He still holds the same philosophy of life, and is still thinking of his many friends on 'The Milwaukee Road.'

On Jan. 10 in the Methodist Church, Marion, Ia., occurred the wedding of Nadine Dove, daughter of Chief Dispatcher L. S. Dove, to Geo. Danskin of Minneapolis. Gee, I would like to be able to tell the ladies all about the wedding. Would too, if I had got that far in my correspondence course. Really it was nice. Congratulations, Nadine.

Your job and my job is to "Keep 'Em Rolling." Our boys' job is to "Keep 'Em Flying." That this may be done effectively, we must bear in mind DEFENSE STAMPS, DEFENSE BONDS, RED CROSS.

Middle and West

Ruth Buckley, Correspondent
Perry, Ia.

Retired Conductor Homer Lee and wife celebrated their golden wedding anniversary on Dec. 21. Some 225 relatives and friends called at the Lee home during the day and many gifts, cards and telegrams were received from friends and relatives.

Jack Collins, son of Engineer and Mrs. E. J. Collins, and who is now in the Army, has been awarded a diploma for technical training at Fort Francis E. Warren, Cheyenne, Wyo. He was also one of six out of 428 men who was recommended for the advanced mechanics course.

There has been a new helper in the Store Department since Jan. 4, a son having been born to Mr. and Mrs. Harding Johnson. Mr. Johnson is local storekeeper.

Warren Millard, son of H. W. Millard, lineman, and who has been employed in the Signal Department for the past year, has gone to Valparaiso, Ind., where he has enrolled in a technical school.

Paul Slater, son of Mr. and Mrs. Pete Slater, has enrolled in a government welding school in Oregon.

Mrs. Henry Theulen, wife of Engineer Theulen, passed away Dec. 10 at her home in Perry. Mrs. Theulen had been in poor health for the past six months and death was attributed to heart trouble.

Oliver R. Taylor, retired Milwaukee conductor, died Dec. 16 in King's Daughters Hospital, Perry. He had been in poor health for some time. He was 64 years of age. He is survived by four sons, Kenneth, in Mr. H. W. Warren's office, Des Moines; Clifford in the agent's office, Cedar Rapids; Merwin in engineer's office, Ottumwa; Thurston of San Diego; and Miss Muriel of Perry.

I & D Division

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

Marquette-Sanborn

There's lots of snow and ice now, but don't give up; spring is just around the corner.

Know your fellow employes at Mason City: Albert C. Brandt is none other than our local iceman Bert Brandt. Charley Kemp, roadmaster, is really Curtis Kemp, and C. O. Larson is more commonly known as Oscar Larson, our genial car foreman. Oscar has been hiding the "C" inside the "O" all these years with no one the wiser.

This month's bouquet to D. W. Woodhouse, treasurer of the M. C. Milwaukee Employees Credit Union. Don has been spending plenty of his spare time handling that office and has done a wonderful job.

Incidentally, the first annual report indicates the Credit Union has started out with a bang.

A. L. Kirby was conductor on Nos. 3 and 18 for several days recently, while P. E. McGuire was laying off.

The division was saddened by the passing of the following members of the railroad family:

Marilyn Kinnetz, two-year-old daughter of Ernest Kinnetz, extra section foreman at Whittemore, Ia., on Dec. 24.

R. L. Jones, retired switchman, Mason City, Ia., on Jan. 5.

August Casey, retired roundhouse foreman, Mason City, Ia., on Jan. 7.

F. M. Smith, retired train dispatcher, Mason City, Ia., Jan. 8, 1942.

Train Dispatcher F. J. McDonald, Mason City, won a portable radio recently, the lucky stiff. Now he can have music wherever he goes.

We welcome Frank V. Purse of Chicago to our ranks. He has been appointed rodman in the Engineering Department, Mason City, in place of Rodman Charles T. Dufey who has returned to Northwestern University.

Martin Vanderlan, section laborer, Emmetsburg, Ia., is expecting to be recalled to the Army any day.

Section Foreman Floyd Merchant and wife, Spencer, Ia., have just returned from a trip to California. They returned just in time to enjoy our 25 below zero weather. Section Foreman Frank Meyers and family, Hartley, Ia., left for California the same time that the Merchants did, but have not yet returned. Oscar Czepluk, section laborer of Inwood, Ia., has been relieving Mr. Meyers during his absence. Henry Nelson, section laborer, Sheldon, Ia., relieved Foreman Merchant during his absence.

Yard Conductor Lunsman, Mason City, had been trying for days to catch a little rabbit, but could not quite lay his hands on it. One day he saw a good opportunity and with glee in his eye, silently sneaked up and grabbed the poor unsuspecting rabbit, but it was dead. Someone had placed

the dead animal where Art would be sure to see it. Now Art is out hunting for the practical jokers, dead or alive.

Ernest Kinnetz, extra section foreman, Whittemore, Ia., is the proud father of an eight-pound boy born Dec. 11.

Dispatcher Vern Sohn received lumps, bruises, and enlargement of mouth and nose New Year Day, when the steering wheel of his car raised up and socked him.

Superintendent W. F. Ingraham received the following on a post card dated Jan. 2, from J. W. Wolf, former traveling Engineer and assistant trainmaster at Mitchell, S. D., who was promoted to trainmaster on the Terre Haute Division, effective Dec. 15.

"Our new address is 2520 Chicago Road, Chicago Heights, Ill. Phone Chicago Heights 346. Don't forget us. Write."

Can you imagine that? Down there 17 days and already lonesome. Let's all drop him a card and cheer him up.

Miss Ruby Potter, chief clerk to master mechanic, Mason City, at this writing is confined to her home because of a sprained ankle.

At a recent meeting of the various Mason City credit unions held at the Y.M.C.A., someone started a discussion on whether a train trip home from college and return could be included in an educational loan. Harry Kinney, chief clerk to agent, Mason City, ended the debate (for the time being at least) when he stood up and said in his inimitable way, "It is a known fact that travel is educational." Harry is always plugging the railroads, and good for him.

Sanborn-Rapid City

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

Best wishes for the baby girl that arrived at the home of Fire Knocker Clarence Kapsche at Mitchell on Jan. 10.

Machinist Carl Lindquist's son John is now on the airplane carrier U. S. S. Wasp. Engineer George Gowling's son Bob is in the Air Corps at Pensacola, Fla. Former Section Laborer Bernard Lippens, whose father is section foreman at Reliance, S. D., is now stationed at Camp Roberts, Calif.

Congratulations to John W. Wolf who



In the light of the traditional brakeman's lantern, Agent Rolfe Laugen (left) and Freight House Foreman Robert F. Johnson have a look at the fluorescent lighting unit in the re-decorated freight house at Mankato, Minn. They are sure of one thing—fluorescent lighting will never replace the lantern out in the yards, despite the wonders it has done in the freighthouse in the way of lighting efficiency and decorative effect. It is said that the men complain that the place is so attractive they can't even "cuss" in comfort any more. (Photo by courtesy of the Mankato Free Press.)

has been promoted to trainmaster on the Terre Haute Division, and also to Robert J. Dimmitt, who has taken over as assistant trainmaster and traveling engineer with headquarters at Mitchell.

V. K. Drury is now regular relief dispatcher at Mitchell, S. D., as D. O. Burke has gone to Montevideo, Minn., as regular train dispatcher.

Ed Gable, wiper in Mitchell roundhouse, is ill at his home.

Earl Winn of Rapid City has been appointed agent at Farmersburg, Ia.

Conductor Martin Olson is confined to his home with an attack of the flu. Hope to see him back with us soon.

Baggageman Frank Johnson of Sanborn, Ia., retired on Jan. 1 and is now enjoying his well-earned vacation.

Conductor Gus Radloff of Sanborn has been confined to his home for several weeks.

Conductor P. G. Gallagher and wife enjoyed a trip east over the holidays.

Sioux Falls Line

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

Engineer A. B. Main is now a grandpa. A son was recently born to his daughter, Mrs. H. S. Urevig, of Santa Monica, Calif.

Mike Cavanaugh, son of Operator T. P. Cavanaugh, has enlisted in the Navy. Mike held the position of sealer in Sioux Falls.

Bernard Girton and John Bork are two new names placed on the Sioux Falls switchman roster.

"Pretty Boy" Burris, section laborer in the Sioux Falls yards, has enlisted in the Army.

Sioux City and Western Branch Lines

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

DIVISION EDITOR'S NOTE: As Fred Costello, your correspondent, is still on the sick list, A. H. Osthoff, chief clerk to assistant superintendent, has again graciously written this column.

•
F. L. Costello, stenographer in assistant superintendent's office, and Engineer J. N. O'Neill are patients at the Lutheran Hospital, Sioux City, Ia.

The division was saddened by the death of retired Conductor Lewis E. Windsor who passed away Dec. 26.

Engineer Dave Thompson is recovering from an attack of influenza.

The Milwaukee Road Choral Club of Chicago gave a splendid performance while in Sioux City, Dec. 19. They appeared at Davidson's Department Store, East High School, Leeds High School, North Junior High School, and that evening gave a short concert for the benefit of the members of the Arrow Service Club before appearing in a half hour concert at the Orpheum Theater. Sioux City enjoyed having them here.

Car Foreman L. B. Faltinsky had the misfortune to fall and fracture his right arm at his new home a few days before he was ready to move in. He is settled down in his new residence now.

Alben McMaster, stenographer in the D F & P A's office, Sioux City, was married on Jan. 3, to Miss Shadduck of Sioux City, Ia.

Glenn Erickson of the Marines, and Neil Erickson of the Army Air Corps were home on furlough during December, visiting their folks at Sioux City, Ia. Their father is a lineman.

Engineer Louis Saarosy won the radio that was presented by the Arrow Service Club Dec. 19.

Trans-Missouri Division—West

Pearl Huff, Correspondent
Miles City, Mont.

Felix Wagner, janitor at Miles City passenger station, retired Jan. 1 after 25 years of faithful service. Felix's smile and cheerful greeting will be missed; irrespective of the weather, or other conditions, the above combination was always in evidence.

C. B. Richardson of Miles City accepted a position in the office of superintendent of transportation, Seattle, on Jan. 5, he being succeeded by P. D. Burns who was replaced by T. A. Griffith. Leonard Kirchoff took over the position as secretary to Superintendent Hervin, which resulted in Oscar J. Callant accepting position as roundhouse clerk at Miles City vacated by Mr. Kirchoff.

Harry Dakolios, Jr., section laborer at Barber, Mont., enlisted in the Navy Dec. 15.

Wm. Kelly, son of Engineer W. F. Kelly, visited here recently. He is a member of an artillery unit in Mississippi.

Ted Nelson, former machinist apprentice at Miles City, was home from Fort Lewis for the holidays.

La Crosse & River Division—Second District

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

The annual ice harvest has started at Bayport, averaging around 80 cars of ice a day. The ice is about 16 inches thick and of good quality. W. L. Tackaberry has been appointed to the position of operator at Bayport during the ice harvest.

Understand Ted Larson, agent at Afton, Minn., has new quarters. The new depot was finished recently and they say it is really a dandy.

The depot at Red Wing is sporting a new sign. The old C. M. & St. P. sign, which has been on the building since it was built, was recently replaced by a new sign reading "The Milwaukee Road."

We have heard rumors that Carl Soderholm, ticket clerk at Lake City, may be recalled into the Army. Carl was an artillery captain during World War I and understand he has been asked if he would consider taking over the task of winning World War II. Looks as though it is going to be kind of quiet on this division again.

La Crosse & River Division—Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wis.

Henry A. Wagner, yard foreman in the west yard at Wausau, retired on Dec. 8, after 34 years of service. In thinking of his years of service, he recalls many pleasant experiences, as well as unpleasant ones, such as working during heavy snow storms, digging out switches and keeping up his record of getting cars to the industrial plants through all sorts of weather. The vacancy has been filled by James Calahan, who had been in road service.

Ensign Roland J. Obey, son of Engineer N. A. Obey, was graduated from the Naval Academy at Annapolis, Md., on Dec. 19, and has reported for duty on the U.S.S. Perkins, a destroyer. Roland spent a few days at the home of his parents before leaving for San Francisco for further orders. Mr. and Mrs. Obey attended the graduation exercises at Annapolis.

A very pleasant party was arranged by

the roundhouse employes in honor of retiring and retired employes and was held in the Hiawatha Lounge on Jan. 10, with Roger Kershaw acting as master of ceremonies. The early part of the evening was spent in reminiscing. Refreshments were served, during which time the group was surprised by Bruno Godard and Dick Ralitz giving a bazooka duet. The wives joined the men later in the evening and dancing was enjoyed. The party was a grand success and everyone had a good time. The retired employes present were:

Machinists: Fred Hunsicker, Frank Duvie, Fred Gibson, Louis Lawless; Boilermakers: Frank Hanousek, Paul Stoff; Hostler Helper: Ignatz Magreske; Flagman: George Dorval; Laborer: Martin Slomske.

APPOINTMENTS

Robert Cadden, general roundhouse foreman, Wausau; A. Foster, night roundhouse foreman, Wausau; J. P. Horn, general foreman, is retiring.

La Crosse & River Division—First District

K. D. Smith, Correspondent
Portage, Wis.

Our division is saddened this month by the passing of veteran Telegrapher and Agent Adolph Erickson whom we all knew as "Duff"; he was for many years employed at Brookfield. He passed away at Hartland at the age of 72. He retired in 1927.

Mrs. George McCaigue passed away recently in Milwaukee. Mr. McCaigue is a brakeman on the Hiawatha runs between Milwaukee and Minneapolis.

Our former baggageman at Portage, Wilard Koch, is now Private Koch at Fort Lewis, Wash., with the Quartermaster Corps.

F. J. Wurm who has been relieving Hayes at Portage, has joined the Navy and left in January for Great Lakes where he will enter the Signal Corps.

Superior Division

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

Engineer George Daniels, Channing, Mich., died Nov. 30, and the sympathy of all Milwaukee Road employes goes to his wife and family.

Cecil Huntley, Freight House clerk at Green Bay, is the proud father of a 13-pound baby girl born Christmas Eve. Nice Christmas present. Mrs. Huntley (Magdalene Browning) was a former clerk in the same office.

Kenneth Jensen, signal maintainer, who was working in E. S. Reeves' place out of Green Bay, returned to Chicago Dec. 31, as Reeves has returned to his former position. Jensen said he gained 17 pounds while up here.

The Superior Division did a wonderful passenger business over the Christmas holidays. It was necessary to run the Chippewa in two sections a few times, and a record number of passengers were carried.

The new addition to the roundhouse at Green Bay is now complete, including the new office quarters for the roundhouse foreman. Roundhouse Clerk Red Ryan seems satisfied with his new quarters, although he has none too much room for company.

Former Roundhouse Foreman Frank W. Bunce was in Green Bay this week paying a visit to his old friends before taking up his new duties at Ottumwa, Ia., at which point he will be stationed as general roundhouse foreman. We wish him all the success in the world on his new position.

Madison Division

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

Section Foreman and Mrs. Jos. Tomlinson of Madison, announce the arrival of a son—Thomas Joseph is the name. Congratulations.

Ira A. Kurth, formerly dispatcher at Green Bay, has been transferred to Madison and is making his home in Shorewood Hills.

Agent John Brown of Janesville and Miss Marie Duckett, cashier in Freight Office at Janesville, were married on Thanksgiving Day. Congratulations and best wishes.

E. W. Grant, of Milwaukee, former correspondent of this column, advises that Conductor Jerry Keyes is now at home to his friends at St. Camillus Hospital, 10100 West Blue Mound Road, Wauwatosa, and he would be glad to see any of his old friends.

Bob Tipple, telegraph operator, Tower MX, Madison, has enlisted in the Marines and has left for service.

Engineer Louis Malec, Madison, passed away at his home Jan. 12 after an extended illness. Mr. Malec had been with the Milwaukee 37 years.

Milwaukee Terminals

George A. Steuer, Division Editor
Superintendent's Office
Milwaukee, Wis.

There is a lot of news in and around the Union Depot here in Milwaukee. A large number of departments and offices are included in this group, but there is no Magazine correspondent to represent them.

I am sure there is someone in the depot organization who would like to act as correspondent, and who could enlighten us on the doings around the depot.

Let's hear from you.

Fowler Street Office

Walter Holtz, Correspondent

There are two new faces at Fowler Street! Jack Marcus and his twin brother Meyer have been added to the messenger staff.

Jimmy Waterman, after yard clerking at Gibson Yard and general clerking at North Milwaukee, is back here at Fowler Street as one-half of the pick-up and delivery department in which Dolly O'Neill is the other half. Mr. Waterman took over Jimmy Madushaw's job who is now yard clerking at Walnut Street on the beer line.

Otto Kettner, that seasonal check clerk from house 7, is back on his winter job of janitoring here in the office again. Warmer in here, isn't it, Otto?

It seems that all former messengers return to Fowler Street sooner or later and George Steuer is no exception. He is taking over as typist in the cashier department here. His job out at Muskego Yard is being filled by Ernie Reinhardt.

Mr. Skubal received word of the safety of his son, John, Jr., when a letter arrived from Honolulu. In this letter was his Christmas present for his parents. It was a Defense Bond. Also in the letter was the identification plate of a Japanese plane which had been shot down there.

Coach Yard

L. J. Cooke, Correspondent

The Coach Yard does not forget its own: To Ralph Nick, the only member of its family now in service, who, when last heard from, was stationed in the British West Indies, was sent a Christmas present of two cartons of cigarettes and a small sum in cash. Frank Mosser, who is scheduled to go back on nights as leadman soon, started the ball rolling, and the way the contributions rolled in was a tribute to the patriotism and loyalty of the Coach Yard gang.

**THE TIME FOR
Safety
IS
ALL
THE TIME**



Chestnut St., North Milwaukee, North Ave.

Richard J. Steuer, Correspondent

Industries on the Beer Line are putting themselves "all out" for defense to help Uncle Sam set the Rising Sun.

A dandy luncheon served by Steno Rose Liebhauer and a masterful job of keeping the party going by Fred Butz, retired weighmaster, made the annual Christmas party at Chestnut Street a huge success. About 60 persons representing the office force, yardmen, police, and Pabst employees were present. In the exchange of presents that highlighted the program, Agent Leahey received a Tootsie Toy tank car; Bill McGrath, something he had always wanted (a train whistle), and Al Stollenwerk, a butter churner to make his own peanut butter, since it came equipped with a few peanuts, too. The agent was also the winner of a pig's ear which, we understand, he took all the way back to Michigan, but what became of it after that is still a mystery.

That new Dodge you see parked at Gibson Station belongs to Art Germiat. Art, who is thankful that he purchased a new car when he did, is considering the use of his own patented idea for locking tires on the wheels when parked.

No knick-knack building for Cashier Max Woelfl, owner of a small workshop in his basement. His spare time the last year has been spent building a home for his brother on the northwest side. Understand he took care of all the wiring, plastering, painting and woodworking, such as cabinets, doors, windows and floors. The boys don't like to rush Max, but they are all anxious to attend the house warming which should be coming along any day now.

Clerks Charlie Barth, Bill Stein, and Bill "Lucky" Koepke are all waiting for the snow trains. These he-men just can't resist the great out-of-doors when it comes to winter sports up Iron Mountain and Wausau way.

At this writing, Norman Thielke is handling the Walnut Street Yard in the absence of Jim Madushaw, who is ill.

Hugo Zarling, weighmaster, who recently underwent an operation on his right eye, is weighing cars and trucks again at Cherry Street. He's feeling a lot better.

Another story which revolves around the cold spell in early January has its setting in North Milwaukee. Came quitting time one cold night and Bill Koepke offered to take some of the boys home in that Nash he won last year. Well, the car wouldn't start, so the boys had to push it about a quarter of a mile before the motor finally started. Then, as the boys piled in, they found Willard Kinast and Joe Spende huddled in the back seat, enjoying the ride.

The Boomer has moved again! This time Eddie Eckhart is putting in his time at North Milwaukee. Chief Clerk Keller reports that the Boomer wore three pairs of stockings, two pairs of trousers, four sweaters, two caps, high tops, and rubber boots the morning of Jan. 7, when the temperature hovered around the 23 below mark. If it gets any colder around here, Eddie figures on carrying one of those portable heaters around with him.

This correspondent would like to hear something about the "ball of fur" that George Roessger is using as a paperweight down at Fowler Street. Perhaps our correspondent at that station could enlighten us.

◆◆◆

*A miser grows rich by seeming poor;
an extravagant man grows poor by
seeming rich.—Shakespeare.*

◆◆◆

*By the time most men learn to be
have themselves they're too old to do
anything else.*

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

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
—PLANTS—

500 Fifth Ave.
New York

Hammond, Indiana • Youngstown, Ohio

KERITE

Insulated
Wires and Cables

For All Purposes
Under All Conditions
Gives Unequalled Service
Everywhere

KERITE



CARBON AND ALLOY STEEL CASTINGS

A For
Wehr Every
Steel Service

WEHR STEEL CO.
MILWAUKEE, WIS.

Milwaukee Shops

Locomotive Department

John A. Macht, Correspondent

OFFICE

It is with great sorrow that we record the death of P. L. Mullen, assistant superintendent motive power, who, although at Milwaukee but a short time, will be missed by everyone. He passed away on Jan. 5 at the age of 56. The obituary appears elsewhere in this issue.

A number of appointments necessitated by the death of Mr. Mullen will also be found elsewhere in this issue.

G. Reinold, after a short stay at Ottumwa, Ia., is again back at Milwaukee as roundhouse foreman to succeed F. L. King, who has been appointed division master mechanic of the LaX&R Division, districts 1, 2 and 3.

Arno Barz of Mr. Abrahart's office, is in the Army, having left the first of the year; on his departure he was presented with a gift from the office force.

Ray Skeba from Mr. Koop's office in the shop replaced Arno Barz.

On Dec. 18, Frank J. Benes completed 25 years' service, which was continuous except for a short period when he was a sergeant during World War I.

FLASH: Our old boss, R. W. Anderson, retired superintendent motive power, could

not stand the inactivity. The last report we have is that he had boarded up the farm, sold the old blind mule and is now assistant to vice-president in charge of production at the Baldwin Locomotive Works, for the duration of the war at least.

SHOP

You will all be glad to hear that Machinist Frank W. Petran from the upper machine shop, a Milwaukee veteran with 49 years' service, who has been off since the first part of December due to a heart ailment, is somewhat improved.

Store Department

Earl Soverson, Correspondent

GENERAL AND DISTRICT STOREKEEPER'S OFFICE. It is customary to take stock of material at stated periods but with rapid changes in personnel it appears necessary to take stock to learn where each is now working. A. M. Lemay is the district storekeeper, with J. N. Wandell as his assistant. Roy Cronin is the chief clerk to the district storekeeper.

UPPER FLOOR SECTION. Arthur Lindner is the happy father of a seven pound baby girl, who arrived on Jan. 13, the third girl in his family. He is thinking of working two shifts to keep up with the additional obligations. Congratulations!

STATIONERY SECTION. Melvin Derong, former assistant stationery storekeeper, we learn, is soon to be released from the Army and is expected back at work.

CAR DEPT. PAINT SECTION. Delbert Flanagan, Jr., is going to settle the war by taking on all enemies on or about Jan. 29. A few months of subsisting on hard tack, partially cooked sowbelly, army beans, in various climates, will make any person fit for all encounters. We trust Delbert, Jr., will enjoy the many new experiences. Lowans just at this time.

Mechanical Engineer's Office and Supt. of Car Dept. Office

Harold Montgomery, Correspondent

Attention: Lisle's right glad to announce that Lisle, Jr., has enlisted in the Quartermasters Corps of the Army now located in Fort Warren, Wyo. Another son, Donald Horton, a freshman swimming coach at Madison, is taking a civilian flying course and now makes solo flights.

How would you like to be awakened at 2 a. m. on the coldest morning of the year (23° below) by the sound of running water? With one eye open, Sylvan groped his way downstairs and as his bare feet hit the cold water (1 inch deep all through the house) both eyes opened wide. A pipe had burst and five hours later Mr. Lester was still mopping up to prevent an indoor ice rink.

Never a dull moment, nary a chance for a teeny weeny bit of shut-eye during noon hour so long as good old "Armature Lamination" is around. It has an uncanny sense of noting Mr. Sandman creeping over one, and WHAM! The noise is terrifying and sure gets wide awake results.

Welcome to the newcomers—Hya all! Glad to have you with us. Magnus (good old Mag) Lagried—back after six years at Western Ave.—now working out of Carl

EDWARD KEOGH PRINTING COMPANY

Printers and
Planographers

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

Wood's office as electrician and A. C. inspector. Our old pal, Russ Harrington, has taken over Mag's job at Western Ave. as AC and electrical foreman. Laverne Tarrence has moved in from Carl Wood's office to take over drafting duties in the Car Department drafting room. Mr. Rudolph Brocksma, father of our former apprentice, John, is also drafting plans in Car Department. Mailboy Joseph Kelwein, only here a short time, is now our ambulance driver in place of J. A. Bremser, Jr., who has accepted an outside position. Vincent Freihofer is now the new mail boy. Welcome to our midst, fellers.

Just as we knew it would happen, the Marquette Bowling Team took first half honors. Winning team captained by Jack Armstrong, includes Eddie Wroblewski, Walter Buchholz, Fred Glaser, Charles Leib, Ted Tanin, and Tony Milazzo. Won 29, lost 16. These boys are sure to do better the next half. Ha, ha!

Santa made an early visit to the Reitmeyer home a la stork on Dec. 24. He left 7 lb. 3½ oz. David Joseph. The youngster and Mrs. Ethel Reitmeyer are convalescing at Misericordia Hospital. Bill (Bing) Reitmeyer now is the proud papa of three sons. Thanks for the cigars, and congratulations. The gals also want to congratulate you, Bill—and say their sweet tooth certainly enjoyed the candy.

From one extreme to another. First bailing out water, next shoveling a path into town. Bob Engelke forgot to think about snow and 23° below zero when he moved out to New Butler. Just a nice two and a half mile walk to the nearest street car when the jalopy doesn't percolate. Bob might sell his cow and move back to the city.

The bowling ball award offered by Charles Leib of the Blacksmith Shop was won by Walter Ewig of the Blacksmith Shop. That's keeping the winner at home. Thanks for the cooperation, fellers.

Our Navy pal at sea, young Jim Elder, writes he's fine and safe and sends regards to all who know him. Also our Lieutenant Benzer sends greetings to all.

Car Department

George L. Wood, Jr., Correspondent

SHOP PATTER

General construction of the 31 new Hiawatha coaches has been completed in the Freight Shop and they are being transferred to the Coach Shops for the finishing touches. . . . The 500 new hopper cars are following. . . . Among those transferred to the Electrical Department are Apprentices Mike Slapczynski, Frank Olecki, and your correspondent. . . . Paul Bubholz asked us if we were electricians due to the fact that we had screwdrivers protruding from our hip pockets. According to that theory, if we had a bolt on the back of our neck, we'd be boilermakers, Paul. . . . A few days before the Packer-Bear game in Chicago, Foreman George Flebrink and August Buetow were flashing ducats for said game. One of the fellows looked at the stubs to determine where the boys' seats were located and remarked, "Why, your seats are over near the elevated." George and Augie with surprised expressions replied, "But the elevated isn't near Wrigley Field." Their friend retorted, "Neither are your seats." . . . Uncle Sam beckoned to Carman Helper Tony Bieniewski and George Demitros, Machine Shop employes, in Jan-

uary. . . . Carman Helper John Drinka and Carpenter Apprentice Al Lehr have been enjoying civilian life for the past couple of months, having been released from the Army temporarily because of the age requirements. . . . A welcome visitor to our department, in khaki attire, was Private Orville Buth, former carman helper, and son of Machinist Frank Buth. . . . They tell us Peter Smetek, former carman helper, is doing right well for himself as a flying cadet down in Texas. We haven't talked to Pete's Dad, Carman Joe Smetek, of late but we bet he is a little on the proud side and who can blame him! . . . The Milwaukee Sentinel has the following to say about Roy Cluberton, son of Trucksmith Art Cluberton, upon his enlistment in the U. S. Marines: "Roy Cluberton, according to Marine recruiting officers, follows in his brothers' footsteps. Two of them, Walter and Robert, are already in the Marine Corps." . . . Here is a bit of advice to you would-be letter dictators. If you want to impress your stenographers with new and big words, call Marshall Johnson. He can give you some words that aren't even in the dictionary. . . . Blacksmith Apprentice Herbert Fehl is finishing the last months of his apprenticeship in Mason City and upon completion will do blacksmithing there. . . . Of much interest to Wood Mill employees and Milwaukee society alike was the wedding ceremony which united Corporal Dick Weatheral, former cabinet maker apprentice, and Miss Geraldine De Gulio on Dec. 17. . . . Two engagements were announced this past month, finding Car Department employes playing leading roles. Apprentice Ray Fendrick announced his intention to wed Miss Pearl

. . . Ray is keeping the young lady's last name a secret, claiming that he doesn't wish it to be confused with "Harbor." . . . Blacksmith Apprentice Ray Baum and Miss Ethyl Rodenbach have made up their minds and will march down the aisle in the near future. . . . Painter Mike Falvey is having great fun bringing his latent cartooning talents to light. Ralph Midgley found a sketch of himself which highlighted his physique. . . . Carman Helper Martin Tschabuschnig and Blacksmith Helper Fred Rauman have taken up new lives of retirement. All our good wishes go out to them in their new ventures.

Condolences are extended to the family of Cabinet Maker Joe O'Neill who passed away on Dec. 29, and to the family of Joe Badicky who passed away on Dec. 30.

Davies Yard

J. J. Steele, Correspondent

Eldon Olson, the personality kid, visited his parents at Horicon, Wis., recently, but we believe his chief interest at Horicon is his girl friend, Lizzie.

Mr. and Mrs. Leonard Mullholland visited their son, Merlyn, at San Francisco, recently. Merlyn is a petty officer in the Navy, and was on leave for three days.

When Steve Widuch and Joe Kles get together the feathers really do fly, as both are pigeon fanciers. Each claims to have

DELICACIES FOR THE TABLE

Specialties

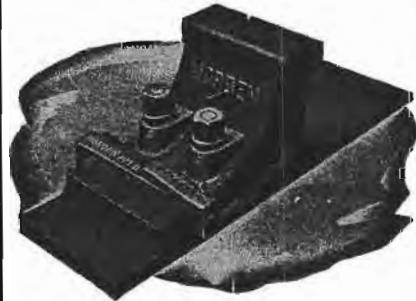
Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

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



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, ILL.

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

FLEMING COAL CO. STRAUS BUILDING *** CHICAGO, ILL.

Miners and Shippers of

West Virginia Smokeless & Bituminous
Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

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

Established 1856 Broadway 3550

LOEFFELHOLZ CO.

Railroad Car Hardware
Car Lighting Fixtures

GIBBS Electric Lighting
CONNECTORS

300 South First St.

MILWAUKEE, WISCONSIN

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
SAFE DEPENDABLE EFFICIENT
LAKESIDE RAILWAY FUSEE COMPANY
Beloit, Wisconsin

the fastest pigeons, so they have agreed to have a contest this spring.

Joseph Cienain, Al Waldera, and Joseph Kassin have again joined our Uncle Sam's Army. At this writing the three boys have been notified to be ready for duty within a moment's notice. Godspeed and good luck, boys, and don't forget to hurry back!

All of us have noticed the look of dejection on Edward Nowakowski's visage, but one can hardly blame him. The day that the tire market was frozen is memorable in Ed's life. He failed to purchase much-needed tires and now one can see him of a morning not too cheerfully wending his way to work on a bicycle built for one.

Twin City Terminals

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

Minneapolis General Offices

With this issue of the Magazine, we introduce Miss Kay McBride, the latest addition to the ranks of correspondents for the Twin City Terminals, and let it be said here and now, a darn good one too. So welcome Kay, and good luck. We will be looking with interest to reading your stuff about persons and personalities who toll in the Locomotive and Store Departments at South Minneapolis Shops, while Mrs. O. M. Smythe does her usual fine job telling us about the joys, sorrows and aspirations of the workers in the South Minneapolis Car Shops and Coach Yard.

While discussing the subject of gathering news for your Magazine, permit me to remind all of our readers that we are always glad to receive news items and notes that are of interest to our readers. Hand or mail your contribution to the correspondent assigned to your particular department or send them to your division editor.

Many of the younger men in the Twin Cities are receiving their questionnaires and it does look as though the next few months will bring about many changes in our personnel, but, of one thing we are very sure—our gang will give a good account of themselves regardless of what branch of the service they enter.

The Minneapolis Passenger Station has been a rendezvous for service men of late. With about 125 Navy men being served meals in the station's lunch room thrice daily and hundreds of other service men arriving and departing daily, it reminds us forcibly that we are engaged in a real war.

Whenever we discover a new product that pleases our fancy, whether it be smoking tobacco, shaving soap or a new tooth paste, we hasten to tell our friends so they too may enjoy the find—hence the following remarks:

Recently, while browsing through a book store, we found a very interesting book, the title of which is "Minnesota," a state guide. This book is one of the American Guide series compiled and written by the Federal Writers' Project of the Works Project Administration. It contains over 500 pages packed with rich, historical lore covering the history of the grand old State of Minnesota from the year 1854 right up to the present, fully illustrated with pictures and maps.

This book should have a particular interest for all Minnesotans who would care to become better acquainted with their state, and, incidentally, it describes very graphically that large portion of the state traversed by our own Milwaukee Road. In short, it is a veritable encyclopedia on Minnesota. Similar books have been written under the same sponsorship about other states—all published by the Viking Press of New York.

Favorable reports are coming in on the progress being made in the sale of Defense Bonds; at the present writing several departments in the Twin Cities have subscribed 100 per cent. Just another bit of evidence of the fine loyalty of the Milwaukee Road family.

We feel sure that equally good results will be attained in the Red Cross Drive. It is just about the least that we, who are not on the first line of defense, can do, and we must do it before it is too late.

Hats off to the J. H. Foster Service Club for displaying a large United States flag and a Red Cross flag in the Service Club room.

Business continues to be heavy, both in the yards and at freight stations in the Twin City Terminals, and there has been no noticeable decrease in the volume passing through the various offices.

Dressing up an old landmark. Yes sir, one of our old landmarks in Minneapolis, the Washington Avenue viaduct, well known to every man, woman and child in the Twin Cities, is going to get a new dress—the old structure has been rather out of date for some years but after the engineers, carpenters, painters and lighting experts get through working on the viaduct, it will present a very different and much improved appearance; in fact, it will be one of the bright spots on Washington Avenue, where neon lights are mostly on the red side. Powerful sodium lights will be installed at the four approaches to the subway so that the roadway will be well illuminated; the piers will be striped in yellow and black and the entire face of the viaduct will be painted a light color so as to efficiently reflect the new lighting effects.

Marven A. Kurzejka, a B&B foreman, and Miss Margaret Ordahl were united in marriage on Jan. 10 at the Holy Name Church, Minneapolis. After a sumptuous wedding breakfast, the young couple departed for New Orleans and other points along the Gulf Coast on their honeymoon, returning home about Feb. 1.

If you would like to know what the well-dressed young man will wear this season, suggest you take a gander at Newt Ambli, resplendently dressed in his new natty-nautical Navy blue suit, pea jacket and round sailor cap. Newt was formerly employed in the Minneapolis Depot Ticket Office but recently enlisted in the Navy as a yeoman, first class, and was assigned to duty with the local recruiting office where he has not forgotten that The Milwaukee Road is still the best railroad in the U.S.A. Good luck and smooth sailing, Newt.

South Minneapolis Locomotive and Store Departments

Katherine McBride, Correspondent

Hoots and hollers greeted the gift exchange at the Store-promoted Christmas party for Shop office forces Dec. 29 at the President Cafe. Sartorially resplendent Louis Muir got the gold-plated dilly—a magic shop volume, luringly tilted, with cap pistol interior. A golden halo to Car Department's Einar Hauger who waltzed all comers. These Christmas parties build a mountain of good will. Next year we aim to include the downtown offices, and dispel some of that curiosity about the people behind the voices behind the telephones.

This brand new year is bound to improve for a few Southtowners—Clark Neva Ross saw it in with a game leg—ligaments strained in a fall. Chief Clerk Allen took to the sidewalks, following a blitz on his car New Year's Eve; and Storekeeper Anderson again vacationed at the office.

Private Don Crogan paid us a visit during recent furlough from Ft. Eustis, Va., and we cherish high hopes his trumpet will replace the bayonet in Army service.

Chief concern hereabouts is transportation for Clerk Paul Kronebusch once his tires blow. Paul inadvertently drove his stake in Bloomington, a little settlement just 13 miles from the roundhouse, where a man without tires might just as well resign himself to sittin' and countin' the birds and bees. Chief Clerk Capon proposes that he line up all possible car-owning draftees, and start shinin' their shoes. All of which reminds Paul that he is very apt to be called himself—which would solve everything just hunkey-dorey!

With drastic conservation preached on

all fronts, it doesn't leave a fellow any breakage margin, unless we consider reserves made Jan. 1. Remember?

But in one class we're developing a nice stock—babies. Mary Margaret Kenyon made her appearance on Dec. 19, William Wilford St. John, Jr., on Dec. 20. Proud Papas Francis and Bill plot great things for their first-born. Who knows, it may be the birth of a new Store Department romance.

Some fellows just never recover from the fever of railroading. Take retired Shop Superintendent Lamberg and his chief clerk, Ben Benson, for example. Frequent visitors, they welcome a chance to stop around and talk shop. Lamberg has foregone his usual southern trip this winter, but Ben, who holds cancelled reservations to Hawaii, is now in New Orleans, admiring the Creole lassies and bemoaning circumstances which have cancelled the Mardi Gras.

Invoice Clerk Allen Templeton collected \$5.00 on the no-good number—5-5—for Duke-Fordham game.

Refreshing News of the Month: Can't keep enough Defense Bond application blanks on hand to fill the demand.

And here's a thought for the wage-earner, lifted from the Houghton Press trade journal: "When tax bills come due, consider this—How much do you think France would pay today for another chance?"

Minneapolis Car Shops and Coach Yard

Oriole M. Smythe, Correspondent

Best wishes and success to Katherine McBride, correspondent for the Locomotive and Store Departments. Kay has contributed many items for the enjoyment of our readers and her new column should be doubly interesting.

Mill Foreman A. Penny came out a winner after a week's tussle with the flu . . . proving the best man always wins.

Sympathy is extended to Foreman A. Tweder in the death of his brother, retired H&D engineer, at Montevideo, on Jan. 4. Also to Oscar Lindberg, carman at the Shops, on the loss of his wife, who died Dec. 22.

Robert Hughes, retired mill foreman, visited the shops after New Year's. He looks younger every day.

News of our railroad employes in Army and Navy service: Elmer Holt, carman helper from the Shops, was inducted into the Army at Ft. Snelling on Jan. 2. . . . Robert Ingvaldsen, former helper, who was a selectee last October, is now stationed at Fort Belvoir, Va., and has entered their engineering school, taking a draftsman's course. . . . Robert Carlson, car oiler at Minneapolis Coach Yard, enlisted with the U. S. Marines Jan. 15. . . . Valdimar Hernandez, electrician helper apprentice, called for service Jan. 20. . . . Arnold Hughes, former electrician apprentice who entered the Canadian Air Force last spring, has been making good progress. Understand he has obtained his release and expects to enter U. S. service promptly.

Early in January Car Department em-

ployees had contributed \$125 to the American Red Cross. The sale of Defense Bonds is increasing daily—Local 299 of B. R. C. A. purchased \$1400 of Defense Bonds as an investment of their treasury funds. . . . Records indicate \$10,000 worth of bonds—cash purchase and payroll deductions—have already been subscribed by car forces at Minneapolis Shops, Coach Yard, and St. Paul.

Avery Westphal is a proud daddy of a fine new son. "Av" pulled through all right and has the youngster now lined up to carry the oil can for Dad. (Av is an oiler at Minneapolis Coach Yard.)

Victor Borgeson returned to work following a very severe illness and says he feels so fit he will meet all comers.

Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent
Freight Office

Leda Mars, chairman of the Milwaukee Road Division of the Twin City Railway Business Women's Association, sponsored the annual Milwaukee party with a steak dinner in the lodge of the Covered Wagon on Jan. 21. Motion pictures of the Aquatennial (1941), and a crystal gazer were the entertainment of the evening. Door prizes donated by the members of the Milwaukee Road Division pleased the winners. Sympathy is extended to James Martin and family on the sudden death of Mrs. Martin, who had been in a hospital at Elkhorn, Wis., as the result of an automobile accident that occurred while she and her daughter were enroute to Chicago just before Christmas.

We are pleased to extend congratulations to Don Bowles on the arrival of a baby girl on Dec. 22. Cynthia Anna is the name.

BINKLEY COAL COMPANY

Shippers of

"The Pick of the Fields Coals"

From:

Illinois, Indiana, Missouri,
Iowa, Arkansas, Oklahoma,
Kentucky, Virginia,
W. Virginia.

General Offices:

230 N. Michigan Avenue, Chicago

Branch Offices: Indianapolis, St. Louis,
Kansas City, Minneapolis, Ft. Smith,
Evansville



TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES

Potosi Tie & Lumber Co.
ST. LOUIS DALLAS

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE CORPORATION

Subsidiary of General Motors
LA GRANGE, ILLINOIS

MARSH & MCLENNAN

INCORPORATED

INSURANCE

FEDERAL RESERVE BANK BUILDING

164 WEST JACKSON BOULEVARD, CHICAGO

NEW YORK
DETROIT
PHOENIX
VANCOUVER

BUFFALO
INDIANAPOLIS
SAN FRANCISCO
MONTREAL

PITTSBURGH
MILWAUKEE
LOS ANGELES
BOSTON

CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

all guessing whether our information as stated in the Magazine was correct. Is it really a boy, or a girl?

Our January sick list at this writing includes H. R. Campbell, foreman, repair track; John Griswold, yardmaster; and Jerry O'Callaghan, yard clerk, who have all been confined to their homes a week or more with various ailments. Car Inspector James Tubridy suffered a partial stroke on his right side, the latter part of December and is in St. Joseph's Hospital. His condition at present is only fair. Tom Krovil, boilermaker, has been ill at his home for some time with a heart ailment. You boys might drop around and visit Tom occasionally. He'd be glad to see you. Marion Cashill, operator, Local Office, has been confined for a few days with laryngitis. Marion says, "An operator isn't much good without a voice." Linnea Radde, also operator in the Local Office, is in Rochester as this is being written, going through the Mayo Clinic. Our greetings and best wishes for speedy recovery to each of you.

Jimmy Hagelin, formerly of our Duluth office, was a recent visitor here, en route to Aberdeen, S. D., where he succeeded Burt Hoen as chief clerk, the latter having been transferred to Duluth, as chief clerk to Mr. Beauvais, G.A. Our best wishes to you fellas in your new positions!

We note with regret that because correspondent for Fullerton Ave., Chicago, Eugene D. Heing, has joined up to serve our country, his column will necessarily be absent from the Magazine—just for the duration, we hope, as we've all enjoyed reading his stuff, and here's wishing you more than your share of Good Luck, E.D.H., and when you're through helping Uncle Sam, come back, and carry on where you left off.

Art Cogswell, carman, was welcomed back to work by the boys on Jan. 12, after being absent from his job since Aug. 23, because of illness.

THINGS WE'VE OFTEN WONDERED ABOUT

Why Glen Nicolin, rate clerk, doesn't just open the window and stick his head out when talking to Chicago. . . . Why Ray Pfeiffer, CFA, doesn't try sleeping in the these cold nights. It might be warmer. garage instead of the frigid front porch . . . Why Neal Ryan, yard clerk, always talks about coming to Service Club meetings, but never gets there. Surely it can't be the fault of the Missus. Even a devoted wife likes to get rid of her husband once in a while.

Tacoma & Coast Division —West

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

We regret having to chronicle the death of Leroy S. Leaman, yard brakeman, who held service date of 1909; he died Dec. 12 at his mountain cabin on the National Park line where he had gone for a fishing trip with his wife. He was very fond of fishing and he enjoyed many days in a boat on Puget Sound and at the streams in the vicinity of Mineral and Morton. Since Dec. 6, 1939, he had been retired because of physical disability.

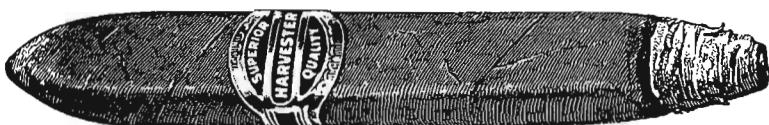
Superintendent W. C. Givens and Mrs. Givens were away over Christmas and spent the holidays with their two sons in Marion, Ia. Since his return, however, Mr. Givens has been confined with a bad case of sinus trouble.

Harold Wheeler, son of Mrs. Wheeler of our local telephone branch office, is working at the Local Freight Office as assistant to Tom Dolle, the claim clerk. We have never heretofore made mention of the sad fact that Harold's wife, Mrs. Ruth Wheeler, has been in a local hospital for the past year, a victim of infantile paralysis, their

Today's great big bargain

30 minutes of smoking pleasure—5¢—when your nickel buys a Harvester Cigar. No wonder so many men buy them by the box!

HARVESTER CIGAR 5¢



"The Railroad Man's Smoke"

little baby, fortunately, well and happy, is being taken care of by Mrs. John Mason.

Brakeman A. B. Loen was married Jan. 2, but so quietly did he go about it that up to this writing nobody knows any particulars about it, except the mere fact of the wedding.

Conductor and Mrs. Maynard Schwabeke are rejoicing over the birth of an eight-pound boy on Jan. 2; congratulations! The father, by the way, is on duty again after a serious siege at the hospital.

Glen Graham, of the yard force (working second trick) was married Jan. 18 and will reside in his new home in the vicinity of North 7th and Stevens Streets.

George Gordon, warehouse foreman at Tacoma, has taken a leave of absence to accept a temporary traveling position with the Association of American Railroads. He will work out of Portland. The job as foreman was bid in by Carl Ziemer.

M. E. Gates is now working at the Yard Office and Joe Johnson is clerk at the Local Office.

C. N. Beal has landed the agency at Clarkia on bid.

C. A. Schleusner has been appointed traveling engineer at Spokane in place of J. A. Wright, who has taken indefinite leave of absence due to illness. George J. Johnston has been appointed assistant master mechanic and traveling engineer at Tacoma.

We now have telegraph service to Port Angeles and an operator has been put at that station to handle the work; there has never been telegraph service there before. At Tacoma telephone service has now been extended to midnight, seven days a week.

The Tacoma Women's Club served a luscious turkey dinner on Dec. 15 at the club rooms to a large crowd. On inquiring as to who roasted the turkeys, your correspondent was told that a number of the women did it at their homes and then the secret came out that one of our roadmasters not only roasted one but made delicious dressing, too. We are sworn to secrecy, but let it be known that we take off our hats to Mox.

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

CENTRIFUGAL BLOW-OFF
MUFFLERS

GRID SECTIONAL AIR-COM-
PRESSOR RADIATION

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

BEAVER BRAND

Carbon Paper

and

Inked Ribbons

*"There's no other just
as good"*

M. B. COOK CO.

508 S. Dearborn St., Chicago

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

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

NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment 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 engineers.

Complete and modern research laboratories.

Surveys, analyses and recommendations furnished without obligation.

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

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
THE MILWAUKEE RAILROAD

THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers
TERRE HAUTE, INDIANA

Conductor Dave Leaming is now on the Deer Lodge Spokane run, and Conductor J. Humphrey is on Nos. 15 and 16 between Tacoma and Spokane.

The ski trains are running again. The first one left on Jan. 2 (Ray Gardner in charge) and the second one Jan. 3 (C. P. Parker in charge); both were filled to the capacity of their 15 coaches each.

R. H. Barrett, formerly clerk at Metaline Falls, has now gone to Othello as clerk.

About 150 men from the Locomotive Department and the Car Department, Tacoma, have enrolled in first aid classes, under the direction of Dr. Willard, Junior; they meet three times weekly. The Car Department has equipped a beautiful first aid room at the wheel shop and a second one will be opened at the Locomotive Department near the other end of the yard. The Roundhouse and Yard Office, by the way, has been equipped to be blacked out at a minute's notice, in case of an air raid, and the Passenger Station and Dispatcher's Office at the Local Freight Office are also fitted out.

J. R. Huggard has been transferred to the Division Engineer's Office at Tacoma from Terre Haute as instrument man. We failed to mention, by the way, that Jack Wilson has been a rodman in the same office for several months.

The rock run (Hoquiam-Mulqueen) was put on again Jan. 2, with Conductor Benjamin in charge. Several log runs have also been put on again; the Tacoma-Longview run (and vice versa) three times a week, Conductor McCammon in charge; the Longview-Centralia train, with Conductor G. F. Bisson in charge; the National Park logger, with Conductor S. J. Davis in charge, and the Morton Day switch run with Conductor E. W. Mitchell in charge. Let us hope that all will stay on the job for a while.

We must get going in '42
If we would be free in '43!

Tacoma Car Shops

Gil Garrison, Correspondent

Since taking on the yellow hoard from across the Pacific, the activities of our Car Department employees have been taken quite seriously. Yes, the Milwaukee family spirit truly excels once again. Fifty-one are attending Red Cross first aid schools twice weekly. These are conducted by our own Milwaukee Hospital Assn. doctors. Others are being schooled in various air raid warden activities such as precautions against incendiary bombs and gas.

Our pride and joy and good-looking stenog, Catherine Bell, just knocked the boys over around here. She took Chief Clerk L. O. Sargent for a big box of candy on a bet and then turned around and won a \$7.50 pot on the Joe Louis fight with a round one ticket.

B&B Painters Harry Clapham and Joe McManus, have just finished a swell paint job of the Sleeping and Dining Car Department building. These gentlemen sure know their paint.

Alvin Morris, former coach yard employee, now retired, dropped in and paid the boys a visit Jan. 12. He looked fine.

Mel Guy, one of our popular fur breeders and inventor of the Guy Mink Electric Killing Crate that has revolutionized the method of killing mink during the pelting season, has an optimistic outlook on fur prices for 1942. Mel, as you all know, is the upholsterer for the Car Department when not displaying his furs at the Seattle fur exchange.

Recently Bill Densmore, coach yard foreman, became very intrigued in a large jigsaw puzzle which Santa had given his granddaughter. Bill worked on the thing till 4 o'clock on a Sunday morning trying to put it together. We'll have to fix it up with Santa for Bill next year so he'll get one himself.

Spokane and Inland Empire

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

At the meeting of the Inland Empire Service Club in Spokane on Dec. 15, J. Z. Ramsey, agent at Spokane, was elected chairman for the ensuing year, and Mrs. C. F. Allen, wife of Roadmaster Allen, vice chairman.

Foreman Dayton Doyle, who has had charge of Spokane yard section for the past four months, bid in the foreman job at Whittier, Wash.

Guy Chimenti, section foreman, Spokane yard, resumed work on Jan. 1 after several months off.

George H. Dolan, who has been engine watchman on this district for some time, recently joined the colors. George called at Spokane roundhouse shortly after the New Year, handsomely togged out in his new soldier uniform.

Kenneth Graham, engine watchman at Elk River, is now stationed at Fort Warren, Wyo.

Charles Tobey, roundhouse laborer, Spokane, enlisted in the Navy in January. C. A. Schlesner, T. E. of the West Coast Division, was transferred to the east Coast with headquarters at Spokane, effective Jan. 1; George J. Johnson, who has been at Spokane, was transferred to Tacoma as assistant master mechanic and traveling engineer.

Ed James passed through Spokane early in January on his way to take over station duties at St. Maries. He had just come from Raymond, Wash., where he worked in the Freight Station.

Geo. Louiselle, passenger conductor, on 7 and 8 retired on Jan. 1. He was succeeded on the run by Conductor Dave Leaming.

J. J. Foley, conductor, on 15-16 east, also retired on Jan. 1, being succeeded by Chas. Healey.

Agent C. M. Pease of Spirit Lake, Idaho, has taken the third trick at Malden, Wash., Spirit Lake, having been closed.

Conductor Jess Humphrey is now running on 15 and 16 between Spokane and Tacoma.

Anyone having the idea he can bowl will find an open challenge by applying at the Freight House, Spokane.

The agency at Spirit Lake, Ida., was closed on Jan. 1, thus placing the finale on what was once a thriving and important point. When the Milwaukee took over the I. & W. N. in 1914, Spirit Lake boasted one of the finest shops on the entire system. Up-to-date in every way, the buildings were all of brick construction, with concrete floors, standard drop pits, overhead traveling crane and a large, well-equipped car repair track and storehouse. The roundhouse consisted of nine stalls, each equipped with standard drop pits and hydraulic hoists. In the prime years of the early 20's the Milwaukee personnel at Spirit Lake consisted of around 300 employees with a payroll of over \$75,000. In the fall of 1927 Spirit Lake shops were closed, and when forest fires swept this district two years ago, destroying a great portion of the Panhandle Lumber Co., box plant and other buildings, our revenue from that station began to dwindle, resulting in the final closing of the Freight Station.

The 5400-Hp. Diesel engine No. 40 which is assigned the 424 mile run on trains 263-4 between Othello and Avery, has just completed the remarkable performance of continuous operation for 63 days without any mechanical work being necessary. This giant locomotive handles a 6000-ton train with the greatest of ease, always bringing them in OT.

Seattle Terminals

F. W. Rasmussen, Correspondent
Local Freight Office

Gordon Rollis is the new addition in the warehouse at the local freighthouse.

Lowell Brundage, formerly of the Local Freight Office and later of St. Maries, Ida., has joined the U. S. Army and is now somewhere down South.

Minnehaha, 6th Vein, Ind.
Crown Hill, 5th Vein, Ind.
Little Daisy, 4th Vein, Ind.
Chinook, 3rd Vein, Ind.
Patoka, 5th Vein, Ind.
Mariah Hill Super Block
Commodore Brazil Block
Sunday Creek Hocking
Milburn, W. Virginia
Quickfire Domestic Coke
Terre Haute Foundry Coke

FUELS of REAL MERIT



REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York.

CARTERBLATCHFORD, INC.

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



The New **AIRCO-DB** No. 10 RADIAGRAPH

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

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

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

Send for descriptive bulletin.

AIR REDUCTION SALES COMPANY
McCORMICK BUILDING, CHICAGO

CHICAGO

MILWAUKEE

MINNEAPOLIS

SEATTLE

Lehigh Valley Anthracite
Delta, Southern Illinois
Citizens "A" Springfield, Ill.
Flamingo, Fulton Co., Ill.
Blue Bell, East Kentucky
Walnut East Kentucky
Hard Burly, East Kentucky
Red Parrot, W. Virginia
East Gulf Pocahontas
Standard Petroleum Coke
Shell Petroleum Coke

Just about the busiest man in the terminal now, with troop trains and ski trains added to his many duties.

Harry Whatmore, for many years in the Engineering Department at Seattle, died Dec. 23, after a long illness. Mr. Whatmore entered service at Seattle in 1907 and retired just shortly before his death. He leaves a widow and son Harold who is employed in the Freight Claim Department at Seattle.

Welcome news comes from Hawaii that Edith Pearson Brown, formerly in the Auditor's Office, and now the wife of a naval officer, is safe following the bombardment of that outpost.

Frances Neumen, clerk in the Police Department, was in Mexico City at the outbreak of the war with Japan, with nothing to read but Spanish papers, so she had to get back to the good old USA to read what was doing. She reports bargain hunting at the thieves market is not so good.

Jule DeMers, switchboard operator, is back at work after a sojourn in Providence Hospital, to join the other five operators in giving us 24 hours service. Not long ago we had only two operators with the board open only 10 hours a day.

Frank Bradt of the General Manager's Office has migrated to Sunny California to become an airplane magnate. Dick Jensen takes his job with Claude Richardson of Miles City moving into Dick's position as secretary to Mr. Meyer.

The Freight Claim Department is expanding again, with George Baker back on the home range, and Robert West, speedy messenger, also moving into that department. Max Boydston has taken over the position vacated by George in the Tax Department.

Wayne Mason, one of our former messengers, and more recently a law student at the U., is doing his bit in the Army. Last report says he is located at Camp Roberts. "Where do we go from here, boys?"

Bob Strong, in the Passenger Department, has been keeping windows and doors closed tightly. Says he feels a draft. Maybe it's coming from Army Headquarters, eh Bob?

We are glad to see Mrs. "Bobby" Moody working hard in the Auditor's Office. The little girl with the big smile in the Land Department is Marijane Eccles. They say she's an expert skier, speaks French, and weighs—well now, wait a minute. Ed Nitske is back in Seattle to help run the Ski Bowl again, and reports business is good.

D&I Division— Second District

*Lucille Millar, Correspondent
Dubuque Shops*

WE EXTEND OUR SINCERE SYMPATHY TO

The family of Martin Jaeger, whose death occurred in Dubuque after an illness of several months. Mr. Jaeger had been employed as OS&D clerk in Dubuque Freight House, and his service with the Milwaukee covered over 20 years.

Retired Carman John Haupert's family. Mr. Haupert was one of the "old timers" from Dubuque Shops, and passed away suddenly at his home in Dubuque.

And to the survivors of Paul Mullen, A.S.M.P., whose sudden death has brought sadness to the division he served over a period of years. Paul's friends, who are legion, would prefer to think, as Poet Riley said, that "He is just away."

*Yes, and when our struggle here is ended
and, dimly, through the corridor we pass;
I believe we'll find Paul Mullen waiting,
to greet his friends of every class! His smile,
his handshake, and his friendly manner
cannot be linked with death nor common
clay. I rather feel the path ahead will loom
up brighter for knowing we shall see him
that fine day.*

CONGRATULATIONS

To D&I Division's former master mechanic, R. C. Hempstead, who succeeds Mr. Mullen as assistant superintendent of motive power.

To Dubuque Shops' former assistant general foreman, F. L. King, now appointed division master mechanic of the LaX&R.

(While half of the world can't pronounce the name of our city, the boys who have "trained" here for a while seem to have a faculty for making good on this old railroad.)

TALENT

Chauffeur Frank Freiburger need have no concern about the old saying, "What's to become of me when I grow old?" This for the reason that he is father of a large and talented family who are real trouvers. Headed by Mrs. Freiburger, the children put on an original skit at the Milwaukee Railroad Women's Club Christmas party that was par excellent.

REMINISCENCES

The sale of Defense Stamps and Bonds to "Keep 'em Rolling and Flying" takes us back to a former issue of this Magazine which contained, with the picture of the Victory-Loan Committee of Dubuque Shops, the following:

"Once more the loyal and generous patriots of Dubuque Shops have heeded the call of Uncle Sam and have responded to his call in a manner which shows the deep appreciation of victory and the love for our boys who have made the glorious sacrifice of service. When the patriotic committee of the CM&STP Shops, Dubuque, Ia., were called together a few weeks ago, and were given instructions as to when the drive would close, the entire committee resolved that the job would be well done. The result of their efforts, together with the handsome subscriptions of the employes, was that they went over the top to the tune of \$98,350.00. One machinist, Peter Hay, a veteran employe, subscribed \$4,500.

"The Committee were as follows: Chairman, John Muir. Committeemen: Fred Grutzmacker, Robert Sommer, Geo. Westercamp, Wm. McIntosh, Herman Ott, John J. Henney, Frank Artus, Edward Simpson, Jas. Bell, Michael Betts, Frank Taylor, Chas. Wright, Thos. Bell, Harry Keck, Miss Olive Romig, Harry Benzer, Wm. Stansfield and Jos. Herbst."

And NOW the 1942 Slogan: "We did it before—we can do it again!"

D&I Division— First District

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

In an effort to contact as many employees as possible on safety, Superintendent W. J. Whalen arranged for a series of hourly meetings to be held on Dec. 29 and 30 at Savanna—and for the two days a total of 550 attended. The meetings were continued at various terminal points during January. Superintendent Whalen presides at each meeting and various other division officers also talk on safety.

Donald Thompson, machinist apprentice at Savanna, was united in marriage on New Year's Day with Miss Lucille A. Switzer of Mt. Carroll, in the Community Church Parsonage at Savanna. They were attended by Miss Virginia Williamson of Mt. Carroll, and Charles Thompson of Savanna. The young couple will make their home in Mt. Carroll. Congratulations and best wishes are extended.

Congratulations are also extended to Switchman and Mrs. Leo Nast, who celebrated their 24th wedding anniversary on Dec. 28, at their home in Savanna.

Harry Grissinger, employed at Savanna Rail Mill, received word on Dec. 20 that his son Robert was reported missing at Pearl Harbor. Bob served with the CCC at Rupert, Ida., for six months and enlisted in the Navy on Apr. 23, 1941, receiving his naval training at San Diego, Calif. He had been stationed at Pearl Harbor since July 4.

Kansas City Division

*K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Ia.*

Sorry to hear that Editor Marc Green has been confined to his home because of an infected foot. We thought the arrival of little Mike might go to his head, but we did not think it would result in foot trouble.

On Dec. 21 Mrs. A. O. Tronson, mother of Superintendent Doud, died at the home of her daughter, Mrs. M. M. Galvin in Los Angeles. Remains were taken to Waitsburg, Wash.

Retired Engineer F. J. McNamara died suddenly at his home on Dec. 19; he had been a resident of Ottumwa for 35 years. He retired on June 24, 1937, having worked with the Milwaukee for 56 years. His remains were taken to Chillicothe, Mo., for burial. He is survived by his daughter Lillian of Ottumwa and a sister, Mrs. M. E. Campbell of Cedar Rapids.

Operator J. L. Pogue, West Yard, has a new grandchild, a daughter having been born on Jan. 12 in New York to Lt. Colonel Richard V. Pogue and Mrs. Pogue. Colonel Pogue is stationed on Governor's Island in the executive officers' signal section.

Another member of our Milwaukee family made the "Foto Facts," this time a junior member. Ralph Whiteford, son of division engineer, working with one of his high school pals, started building a gas model auto, but they had no wheels, so the auto ended up in the form of an odd-looking water craft, which they claim will do 25 to 30 miles an hour, is unsinkable, and would be so even in a full scale model.

Needing a rest, Roadmaster F. M. Barneske is taking a mid-winter vacation. He did a good job in his traffic tip card campaign on the Marion Line in December, securing over 50 tips.

Spending only eight months in Ottumwa as roundhouse foreman, G. G. Reinold left on Jan. 14 to take up the duties of his new position in Milwaukee, serving in the same capacity in the roundhouse at that point. We wish him the best of luck and we are sorry that he could not remain longer with us.

C. J. Capps, agent at Linby, has a son, Kenneth, at Pearl Harbor on a battleship. Word received since the raid on Dec. 7 indicated that he is all right; another son, Marshall, who is employed in the shipyards, was to leave in November for Midway Island; no word has been received from him. Two other sons, Paul and Robert, are employed in plane factories in Los Angeles, and Jack, Jr., who will soon be 18, contends that he is going to join some branch of the service.

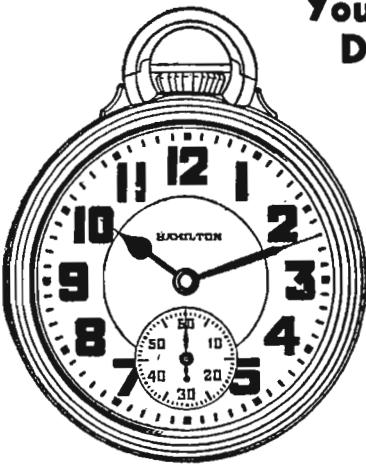
On Dec. 20 Pvt. Karl McCrum, son of Engineer C. H. McCrum, arrived at his home in Kansas City on a 15-day furlough. He is with the armored force, Camp Polk, La.

Corp. Wm. S. Grant, stationed at Ft. Eustis, Va., recently spent a furlough with his parents, Mr. and Mrs. W. S. Grant, Ottumwa.

We now learn that Michael V. Link, son of Joe Link, Mechanical Department employee, Ottumwa, has won a commission as 2nd Lieutenant. He was a mess sergeant with Troop C of the 113th Cavalry when he entered Army service in January, 1941, was called out of the ranks during the past year and sent to the famous Cavalry school at Ft. Riley, Kan., for officer training.

Had a nice basketball special on Jan. 9, with more than 200 from Muscatine to Ottumwa to attend the game that evening between the "Muskrates" and the "Ottumwa Bull Dogs," which ended in a score of 25 to 24, in favor of the "Bull Dogs."

Our January weather so far: Overdose of snow on New Year's Day; thermometer 18 to 20 below zero for a period of days and now the icy condition to contend with. The kind invitation from the correspondent in St. Paul, through her columns, to attend the Ice Carnival doesn't seem very appealing or alluring to Southeastern Iowans just at this time.



Your Local Watch Inspector Deserves Your Patronage

CHAS. H. BERN

Union Station Bldg. - Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street - Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Avenue Milwaukee, Wis.

ALLEN & BERG CO.

255 Hennepin Ave. Minneapolis, Minn.

The above
are Official
Watch In-
spectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Time-Credit Plan

PERSONAL LOANS

When you need extra cash, borrow on a sound and thrifty basis. Establish personal bank credit . . . on the liberal terms of our Time-Credit Plan. Single-Signature, Co-Signer and Automobile loans at low cost . . . for personal and family needs . . . payable in monthly installments. Time-Credit Collateral Loans at even lower cost. Apply at any First Wisconsin office . . . or phone MARquette 1300.

CASH YOU RECEIVE	MONTHLY PAYMENTS*	
	12 Months	18 Months
\$100	\$ 8.95	\$ 6.10
200	17.73	12.10
300	26.52	18.09
500	44.09	30.08

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

FIRST WISCONSIN NATIONAL BANK

OF MILWAUKEE

13 Convenient Locations

THE P&M CO.

Cut
SHOE COSTS
REBUILD WITH
BILTRITE

AMERICA'S FINEST
RUBBER
Heels
CORD-ON-END
Soles

SURE, railroading is tough on shoes. That's why railroad men wear Biltrite Rubber Heels and Cord-On-End Soles. They're as rugged as a roundhouse, out-wear ordinary heels and soles by miles and give you long, safe wear. Why be satisfied with less when Biltrite gives you more?

WILL NOT SLIP

SAFETY FIRST

AT LEADING SHOE REBUILDERS EVERYWHERE

The IMPROVED FAIR RAIL ANCHOR

A rail anchor of greatly improved efficiency in eliminating the creeping of rail.



CHICAGO • NEW YORK

December 10, 1941

WAR DEPARTMENT COMMUNIQUE NO. 2

ing made for fifth columnists.

"4. Steps to augment the defenses of both the East and West coasts to commence Sunday night when the War Department placed plans in effect which have materially strengthened the forces already stationed in those areas. The railroads aided greatly in the movement of troops and materiel, operating through trains to destinations on emergency schedules. In addition to the ground troops moved, the an



"The Railroads aided greatly"...

... and are proud to do their part in carrying out plans made long before, between railroads and the military departments of the government.

The years of planning and preparation proved their worth when war struck — suddenly and treacherously — on December 7, 1941.

A united, determined America can count on its fighting forces — and its railroads!



ASSOCIATION OF AMERICAN RAILROADS