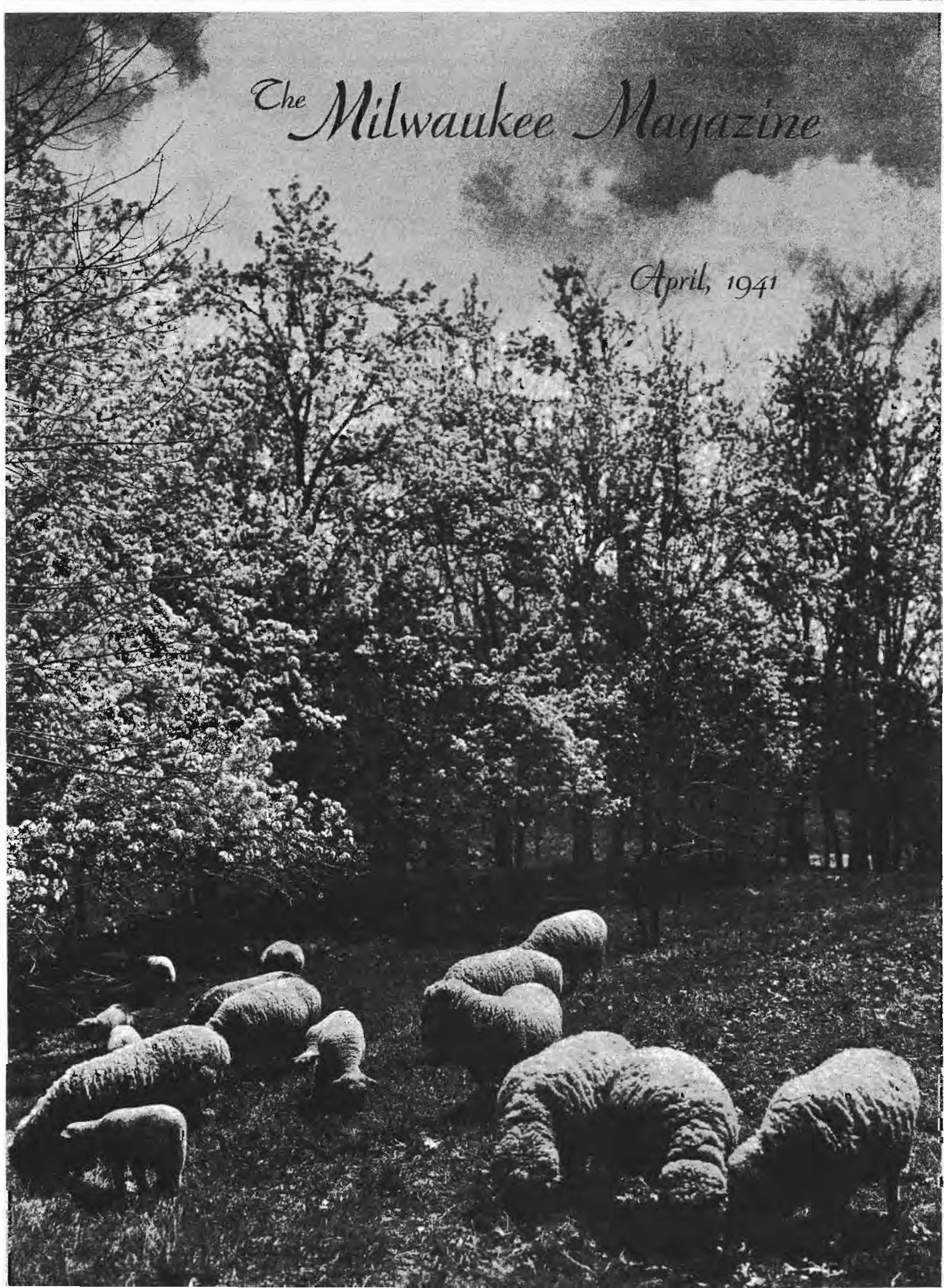


The Milwaukee Magazine

April, 1941



About Traffic Tips

A tabulation of the traffic tips sent in during the year 1940 by forces in the various departments on each division reveals some very interesting comparisons.

Of the year's total of 26,214 tips the D & I Division supplied 3,508 and was in first place, and the I & D Division was second with 3,299. The Madison Division was third with 2,301, the H & D Division fourth with 1,829.

Station forces, on all divisions, furnished 9,316 tips or almost 36 per cent of the total. Locomotive and Car Department forces supplied 3,361 tips. Train, Engine, and Yard employees were next with 2,921 tips, and Track forces were fourth with 2,088.

Station forces were tops on the I & D Division with 1,522 tips. On the D & I Division they sent in 1,115 tips, and on the Madison Division 1,110.

Locomotive and Car Department forces made their best showing on the I & D Division with 728 tips, in the Milwaukee Terminals and Shops with 678, and on the D & I Division with 335.

Track forces on the H & D Division led with 414 tips, followed by the D & I Division with 328 tips and the I & D Division with 288.

Train, Engine, and Yard forces on the D & I Division found 1,187 tips, on the I & D Division 369, and on the Coast Division 226.

Store Department employees on the D & I Division furnished 373 tips, in the Milwaukee Terminals 159, and on the I & D Division 141.

Bridge & Building forces on the Madison Division supplied 232 tips; Superior Division next with 117. Dispatchers' offices on the Madison Division had 174 tips, far ahead of these forces on other divisions, and Superintendent's offices on this division sent in 428 tips, compared with 130 on the Trans-Missouri Division, and 116 on the H & D Division.

Engineering Department made its best showing on the Milwaukee Division with 484 tips, the Terre Haute Division next with 402, and the Iowa Division third with 221.

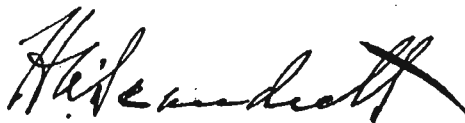
Police Department on the LaCrosse and River Division was responsible for 239 tips; on the H & D Division it had 95, and in Milwaukee Terminal 63.

Other Departments sent in a much smaller number of tips and on some divisions they produced none.

Making allowance for the fact that all divisions do not offer the same opportunities for obtaining tips, there is still a wide gap between the number obtained by some groups on some divisions and the very small number sent in by the same groups on other divisions.

The foregoing comparison indicates that many Milwaukee Road people realize the stake they have in this railroad and are doing a fine job in protecting it. Of these traffic tippers, 201 each sent in tips which obtained 25 tickets or freight shipments or more last year.

Other transportation agencies every day are taking business we should be handling. This is a challenge which every Milwaukee Road man and woman can meet by obtaining traffic tips, and by other Service Club activities.



Public and Private Barge Line Operation

THE Federal Barge Lines, government owned and operated on the Mississippi, paid taxes totaling \$24 in 1939, according to a recent statement of the Bureau of Statistics of the Interstate Commerce Commission. In the same year, the American Barge Line Company and the Mississippi Valley Barge Line Company, the two largest privately owned companies operating on the Mississippi, paid taxes amounting to \$175,246 and \$113,441, respectively.

The Federal paid no interest, all of its borrowings having been supplied from public treasuries, while the American showed interest accruals of \$7,950 and the Mississippi of \$7,612.

The Federal showed gross operating revenues of \$6,562,379 in 1939, the American revenues of \$2,432,035 and the Mississippi revenues of \$2,745,963. The revenues of the Federal therefore were almost 25 per cent greater than the combined revenues of the American and the Mississippi. Yet the ICC figures show that, notwithstanding the fact that the two privately owned and operated lines paid both taxes and interest, while the publicly owned and operated line paid no interest, and only \$24 in taxes, the Federal wound up 1939 with a net deficit of \$340,837, while each of the privately owned river lines finished with a net income. The combined net incomes of the American and the Mississippi amounted to \$993,604.

Whatever else experience with the government owned and operated barge line on the Mississippi may have proved, it seems to have shown that the private lines are either less extravagantly conducted, or otherwise much more efficiently operated, than the publicly owned one. It likewise has demonstrated that the Federal Barge Line experiment is an expensive one from the standpoint of the taxpayers.

States Seek Increased Revenues for Highway Purposes

Inadequacy of present revenues for highway purposes has been discussed in several states during legislative sessions this winter. The chairman of the Maryland Road Commission recently recommended to the legislature that registration fees on trucks and trailers be increased by about a million dollars a year because present state revenues are not great enough to provide sufficient funds currently for proper highway construction and maintenance programs. The New York State Tax Commission recently reported that automobile taxes collected in that state in a nine year period amounted to about \$800,000,000 less than state expenditures for road and highway purposes in the same period. Similar findings have been made in most of the New England states, in New Jersey, Illinois,

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Editor

A. G. DUPUIS,
Manager

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Missouri and several other states. In view of such findings in all states where like investigations have been made, the continued representations by trucking interests that they fully pay their own way, seem to be based on belief that they can fool most of the people most of the time.

Railroad and Truck Carrying Capacity

THE total carrying capacity of the country's railroads is almost 20 times as great as the total carrying capacity of all the country's trucks. Motorists can imagine what the highway conditions would be if the country's railroads were out of business, and everybody were depending solely on trucks for freight transportation that the railroads now supply. Whatever else might be the result, multiplying the number of trucks now on the highways by twenty would not sweeten the disposition of the average motorist.



Taxes Paid by Inter-City Truck Carriers

CONTINUED effort is being made by commercial trucking representatives to confuse popular opinion regarding the taxes paid by trucks competitive with railroads. By using the figures of the total taxes paid by all types of motor vehicles, including private passenger cars, private and local delivery trucks, farm trucks, and all others engaged in strictly private or local services, an attempt is made to leave the impression that highway transport is bearing the full burden of highway construction and maintenance costs. These representations are made on behalf of the heavy duty, over-the-road truck carriers competing with the railroads.

A breakdown of taxes paid by the several classes of motor vehicles shows conclusively that such representations are altogether misleading. Trucks competing with the railroads are, of course, not entitled to claim credit for taxes paid by private passenger automobiles, nor for taxes paid by local, private delivery and farm trucks.

The facts are that 80 per cent of all the truck taxes are paid by trucks of three tons capacity and under. In that class are 900,000 or more farm trucks, and approximately 1,000,000 small trucks used in local delivery services, in which there is no real competition with the railroads. Practically all trucks competing with the railroads are of over three tons capacity, although not all of the trucks of that capacity are engaged in competition with the railroads by any means. Truck carriers competing with the railroads consequently pay less than 20 per cent of the total taxes paid by all trucks.

On that basis, the over-the-road truckers in competition with the railroads pay less than \$30,000,000 a year in taxes. The railroads are taxed annually more than \$35,000,000 for highway purposes alone, in addition to taxes for other public purposes for which their highway rivals are not taxed. The railroads pay more in taxes for highway purposes than do their highway competitors.

Public Aid to Air Transport

The annual federal subsidy to air mail carriers is estimated by the Postmaster General at approximately \$5,232,796. In addition, the government, without charge to airway operations, lays out routes, erects and maintains beacons, aids in establishing airports, and contributes to similar benefits. Air transport also receives other indirect assistance, costing federal and local governments \$7,000,000 or more a year, in the way of navigation facilities, marking and lighting of routes and weather report services.

**National Defense Requires Steel.
Steel Requires Manganese, and
South Dakota Has It.**

**Deposits Discovered by
Milwaukee Road Station Agent**



UNCLE SAM lists manganese as an essential strategic mineral because it is a necessary element in the production of steel, and steel is indispensable to National Defense. This country's enormous steel industry, the largest in the world, is now compelled to import more than 95 percent of its manganese. Naturally, the government is busily seeking answer to the question, "What would we do if foreign supplies—chiefly from Russia, Britain's African Gold Coast, India, and some from Cuba—were suddenly choked off or drastically reduced?" At present it would appear that the answer lies in recently discovered deposits of manganese ore which lie alongside the Road's line through Chamberlain and Oacoma, S. D.

A rusty, coal-like, humble substance lying almost on top of the rounded black bluffs of the Missouri River contains significant quantities of the vital mineral. The country struggled through the first World War without ever realizing that it was there.

Discovery

Although the ore had lain exposed in weathered lumps for unknown centuries, no one gave it any thought until 1927 when Albert Amundson, station agent at Lake Andes, S. D., at the time, began wondering about it as he tramped the Missouri River bluffs to determine the possibilities of hydro-electric development. While accompanied by an engineer on one of these trips, samples were taken and analysis proved the presence of manganese.

Immediate interest was shown by a number of men in the East who formed the General Manganese Corporation and financed surveys, mined 1000 tons of the ore, and have diligently sought a successful processing method to deter-

mine whether the deposits could be developed. These efforts have pioneered the work to establish a manganese industry in South Dakota.

The manganese deposits extend for 30 miles up and down the Missouri River north and south of Chamberlain and Oacoma, and for several miles can be seen from the car windows of the Sioux as the train goes to and from Rapid City. The ore averages 16 percent manganese and is found together with iron, aluminum, calcium, magnesium, carbonate, phosphate, and silicate. Of all samples chemically analyzed, the combined iron and manganese content of the ore nodules varied from 20 to 40 percent and averaged 30 percent.

Extent of Deposits

No one doubts the enormous quantity of South Dakota manganese available. Private and governmental surveys have indicated that the deposits are sufficient to meet the entire United States steel industry's needs for at least a generation at the present rate of metallic manganese consumption—approximately 1,000,000 tons a year.

Thirty million or 300 million tons of ore? Within these limits official surveys estimate that outcropping deposits are available for strip mining, to a depth of about 40 feet.

Dr. E. P. Rothrock, state geologist for South Dakota, in a recent report of investigations made last summer, states that "Rough and inaccurate as the estimates may be, they all point to one fact: namely, that there is a very large deposit of material which can furnish manganese in commercial quantities.

The entire field, which extends back under the plains on both sides of the Missouri River, has not been surveyed, but is estimated by the state geologist to cover one-eighth of the area of South Dakota and to total about five billion tons of ore. For the present, at least, only the outcrop has commercial possibilities. The deposits appear to have been laid down in a shallow sea of prehistoric time, as many marine fossils are found in the concretions.

Development of Ore

Provided with a two million dollar appropriation for development of domestic manganese deposits, the United States Bureau of Mines has launched extensive experiments and tests of the Chamberlain-Oacoma ore nodules to find the best method of mining and removing impurities, thus making transportation of a higher grade product to the steel mills feasible at a price more nearly competitive with the foreign metal. Chemical engineers now have refining processes developed but these require cheap sources of fuel, electric power, or large supplies of chemical elements needed in refining to assure commercial production in South Dakota.

At Bureau of Mines laboratories in Salt Lake City, Utah, Rolla, Mo., and Minneapolis, Minn., chemists have worked since last fall on ore shipped from Chamberlain, to develop better methods of processing. These will go through further tests on a commercial scale in a pilot plant to be erected at Chamberlain. Federal funds are allotted for the plant, and early construction is expected.

If these trials and investigations are successful—and indications point to the fact that they will be—what next? Immediate mining and processing operations seem assured.



American Record

at Snoqualmie

"Off the take-off Tokle exploded like a rocket, rising up and up. . . ."

IN the ski jumping event at Snoqualmie Ski Bowl in 1940 Alf Engen, smooth soaring stylist from Sun Valley, had beaten Torger Tokle, of the Norway Ski Club, N. Y., on form points. Tokle was then just emerging from B class, a hard driving, 20 year old youngster with a tremendous *sats*, but awkward as a fledgling compared to the poised and formful Engen.

During the year that followed, it

By E. H. BOWERS

seemed that the two avoided meeting each other. But there was evidence that, although entered in different events, a thousand miles or more apart, it was against each other that they were competing, and it was the American distance record that each was striv-

ing for. Twice Tokle fell in his fierce efforts to stretch for distance. And then Engen, the master of formful flight, flung himself from the take-off at this year's Iron Mountain meet and plunged 267 feet, a new American record.

But, ere the sun had set on his day of honor, his laurels were snatched away. Over the wires the news came burning, "Torger Tokle leaped 273 feet

today at Leavenworth, Wash., setting a new American record."

So, the stage was set for the most dramatic aerial duel in ski jumping history when these two aces should battle for supremacy on the giant Olympian Hill, highest in America, in the National Ski Jumping Tournament at The Milwaukee Road's Snoqualmie Ski Bowl on Mar. 2. Wherever sportsmen gathered the talk was of Togle's tremendous drive, of Engen's smooth form, and the arguments waxed hot as to which should prevail in the tournament. The older enthusiasts favored Engen. "When the points are totaled, it is form that counts," they said. "What is the good of a tremendous *sats*, if it means a sprawling flight, with perhaps a fall at the end of it?"

But the youngsters were all for Togle. They liked his drive, his daring, his willingness to gamble. "You'll see" they said stoutly, while the elders winked and grinned, "there'll be a new American record when the tournament closes Sunday, and Togle will have it."

The elders wagged their heads wisely. "It would be foolish for a man to gamble his chances of winning the National on a wild attempt to set a record. Togle must match Engen's form. He can never do it if he drives for distance."

So the debate wrangled on, while the day of the tournament drew near. By train and plane the sky-busters began to arrive from every skiing center in the United States and Canada, and suddenly the aficionados, young and old, ceased their talk of "Togle this," and "Engen that," realizing that here was a galaxy of skiing stars such as few men had seen in a single day. There was Walter Bietela, and his brother Roy, from Ishpeming, Mich. With Ralph, a 17 year old youngster who would try his wings in class C in the National, the flying Bietela brothers had numbered four until Paul, the eldest, died of injuries received in a jump at Lake Placid two years before. From California came Roy Mikkelsen, former Olympic champion. Arthur Devlin, who had pressed Togle in several eastern meets, had come from Lake Placid, and "Iron Man" Sig Ulland was up from Lake Tahoe.

All Eyes On the Weather

A haunting fear had been in everyone's mind—what of the weather? The winter had been mild in Washington, and spring had come earlier than any man could remember. A week before the jump there were only 28 inches of snow at Hyak, and it was melting fast. The hearts of the tournament committee were heavy as they saw bare patches widen on Olympian Hill. By Wednesday there were but 24 inches of snow on the flat. N. A. Meyer, superintendent of transportation, and J. F. Bahl, assistant general passenger agent, godfathers of the Bowl, joked about having snow hauled in box cars from the Bitter Roots, but there was no mirth in their joking.

Then, on Feb. 27, the sky suddenly

turned leaden, the feathery flakes began to fall, and the snow rose steadily until it stood at 32 inches. It was enough.

Joe Guiberson, hill boss, and his crew began the painstaking work of dressing the hill. A fine sportsman is Joe. Leavenworth is his home town, and it was he who dressed the Leavenworth hill in preparation for Togle's record jump. But he dressed the Olympian Hill with all his skill, although he knew that it might mean that his Leavenworth record might fall.

On Mar. 1, day before the event, the temperature mounted, and the black rain clouds scudded from the Sound eastward to the hills, pouring snow-rotting water into the Bowl. Joe Guiberson, and Peter Hostmark, Seattle engineer who designed Olympian Hill, stood looking out of the lodge's streaming windows, seeing their hard work being washed away, and said bravely, "Lucky we got the snow well packed. We'll have a hill. Anyway, we'll have some kind of a hill."



Torger Togle

Sunday's sky was a rain-washed blue, and the sun beamed down like on a county fair day. Since dawn, Joe Guiberson and his crew had been on the hill, repairing the damage the rain had done. The temperature was too high, and the snow was sticky, but there was enough of it to make a safe hill for a well controlled jump. "It will be Engen's day," they said. "Such conditions are ideal for him." And they chuckled at the downcast faces of the youngsters, saying, "Togle will never try for a record this day. He is brave, but he is not a madman, and only a madman would go all out to land on rotting snow."

The Contest Begins

At one in the afternoon a bugle blown from the judge's high tower echoed brazenly from the hills, signaling the start of the Tournament. The veterans, jumpers over 30 years old, were given the honor of making the first jumps on the B hill, which, although much smaller than the great Olympian, is higher than most A hills elsewhere.

Helge Sather, of Spokane Ski Club, won the event with formful jumps of 175 and 185 feet.

The class C jumpers were next. These are the fledglings, many only 16 or 17 years old (one lad was only 13, and when he plunged over the hill, looking like a doll thrown from a high cliff, every woman in the Bowl hid her eyes) who are trying their wings for the first time in major competition. The winner was Roy Bietela, 17, whose leaps of 190 and 195 feet bested Fritz Bender, his nearest rival, by nearly 30 feet, and earned the echoing cheers of the 5,000 fans gathered in the Bowl.

The sun was dropping down below Rocky Point when the bugle blew for the B jumpers. Bob Riley, of Itasca, Minn., Ski Club, jumped 201 feet for first place in Class B. The crowd was electrified as they realized that, as the sun sank below the ragged crest of Rocky Point, the temperature was dropping, and the snow was hardening. There might be a chance for a record, if the wind didn't start to blow warm from the east.

The runs were getting faster, and a quiver of excitement ran through the crowd as they felt the icy little balls that are called "corn" snow crunching under their feet. Corn snow can make an inrun as fast as greased lightning.

The bugle blew for the A jump. To Bob Riley, as winner in the B class, went the honor of proving the course. The crowd gasped as he flashed from the take-off, soared far out, and dropped down to what looked like a perfect landing, only to lose control and come tumbling down in a tangle of threshing arms and legs and skis. He picked himself up, looked up at the towering hill, and shook his head. "It's too fast," he seemed to be saying. "Too fast for a safe jump." The temperature was dropping by the minute.

The Champions Appear

Arnt Ofstad, of Spokane, was the first to jump in the A class. He made a good jump and landed safely, taking no chances. Walter, of the flying Bietelas, stretched the distance a little with a formful 241 foot effort, but the crowd could see that the jumpers were wary of the lightning fast hill. Chances for a record were fading with the dying sun, as one jumper after another soared over the hill, striving for form in tightly controlled jumps.

Then—"Next jumper, Torger Togle, of New York!" the loud speaker boomed. The crowd waited, tense with anticipation.

There was a flash of his electric blue sweater on the inrun, and Togle left the take-off, soared against the sky, dropped like a condor, and his skis marked the outrun as delicately as a brush stroke.

"Two hundred and sixty-six feet!" the judges announced. It was the longest jump of the day, so far, but still 10 feet short of the Leavenworth mark.

"The next jumper will be Alf Engen," the loud speaker boomed.

It is said of Nijinsky, the ballet

dancer, that he seemed to have the power of floating in the air. Engen has that power too. His poised flight was like the soaring of a gull, as though the wind currents bore him aloft. His mark of 239 feet was far short of Tokle's, and it was clear that he was relying on his matchless form to retain his title.

When all the A jumpers had made their first tries, Engen and Tokle ruled the field with only Walter Bietela to challenge them.

The order of the jumps would be reversed for the second trial, the judges announced, and the inrun would be lengthened by 10 feet. And again the tense thrill ran through the throng.

Then Engen made his second try. With matchless grace and skill, he leaped 262 feet.

But now Tokle had only to match Engen's shorter jump of 239 feet to win the tournament and the National Championship. Tokle could jump that far out of a hayloft. An easy, well controlled jump was all he needed to win the highest skiing honor in America. No one could blame him if he played it safe.

But Tokle is not one of those who "play it safe." His is the great courage and high daring of the true champion, and when the crowd saw the flash of electric blue low over the whistling skis rocketing down the inrun, they knew that Tokle was gambling everything to give them what they wanted, a new American record.

Off the take-off Tokle exploded like a rocket, rising up and up until his long skis floated over the tops of the trees, then down and down until it seemed that he would overjump even that mighty hill. The crowd roared as his skis took the outrun at terrific speed, his steel-thewed legs crouching, catching the weight of his body. They gasped as it seemed that he must go down, then as he gained control, rising steadily until he stood poised and straight upon the rushing blades, the cheers swelled out of the Bowl, and rolled against the mountain peaks.

Torger Tokle, the little 21 year old champion, had jumped 288 feet for a new American record. And yet, despite that great leap, his form was excellent. He had garnered 288.64 points, and the National Ski Jumping Championship was his.



Hiawatha Bowling Tournament

THE Hiawatha Bowling Tournament which was run off at Bensinger's Randolph Alleys in Chicago on Feb. 22-23, Mar. 1-2, and 7-8 for all Milwaukee Road keggers, has come and gone. Feeling, however, is still running high. For example, there was that one, solitary pin which prevented the first place laurels from resting a second year on the brows of last year's winners. Bowling balls, killing looks, epithets, choice bits of colorful language, and everything but the scoreboard were hurled at it, but to no avail. It stood its ground and permitted the Sawusch Motor Sales team of Libertyville, Ill., to win the team event by a score of 3031.

The entries consisted of 56 five-men teams, 105 doubles, and 210 singles, representing Chicago, Elgin, Deerfield, Libertyville, Savanna, Rondout—from Illinois; Dubuque, Des Moines, Perry, Ottumwa—from Iowa; Sioux Falls, Mitchell—from South Dakota; Milwaukee, Wausau, Minocqua, Star Lake, Madison, Middleton, Wauwatosa, Tomah—from Wisconsin; Minneapolis and St. Paul, Minn., Kansas City, Mo., and Terre Haute, Ind.

The winners of the various events are shown below:

Five-Men Event

Sawusch Motor Sales, Libertyville .. 3031
Barron Undertakers, Chicago 3030
Collins Service Station, Milwaukee ... 3003

All-Events

V. Brogenson, Minneapolis 1954
J. P. Wixted, Chicago 1946
W. C. Marshall, Milwaukee 1942

Two-Men Event

W. Hoffman-W. Cycmanick, Milwaukee 1302
Art Dryer-E. J. Rumps, Chicago 1297
V. Borgenson-H. Johnson, Minneapolis. 1283

Individual Event

H. J. Peterson, Perry 712
Steve Haugh, Chicago 704
R. Nick, Milwaukee 691

Walter C. Marshall of Milwaukee won the Diamond Medal for his all-events scratch score of 1798, the highest in the Tournament.

In view of the fact that the five-men team event is the one which occasions the most anxious perspiration, the winning team's score is shown below, by individual players.

	1st	2nd	3rd	Total
J. Nolan	146	168	193	507
J. Yahnke	191	191	142	524
J. Dalee	152	213	188	553
F. Piche, Capt.	198	211	188	597
F. Winkle	162	188	185	535

	849	971	896	2716
Team Handicap	105	105	105	315

954 1076 1001 3031

The outstanding success of the Tournament is attributable largely to the effort put forth by Charles G. Belter of the Auditor of Station Accounts Office, Chicago, who served as secretary and treasurer of the Tournament.

The 1942 get-together will be held in Minneapolis and already a record number of teams and individuals are expected.

Murphy: "Was your bachelor party a success?"

Moody: "Was it? Man alive, we had to postpone the wedding for a whole week."

The Sawusch Motor Sales team, of Libertyville, Ill., winner of the team event.

Standing, l. to r.: J. G. Yahnke, passenger conductor on the Milwaukee Div.; Jack Dalee, passenger conductor on the Milwaukee Div.; F. J. Winkel, towerman and operator at Rondout, Ill.

Kneeling, l. to r.: Fred Piche, towerman and operator at Rondout, Ill.; Edward Sawusch, of the Sawusch Motor Sales; J. J. Nolan, car distributor in the Transportation Dept., Chicago.



Dr. A. I. Bouffleur Retires

DR. A. L. BOUFFLEUR, chief surgeon for The Milwaukee Road, and president of the Milwaukee Hospital Association, who has announced that he was retiring on Apr. 1, after 51 years of service, was feted by railroad officials and doctors of the Milwaukee Road Employees' Hospital Association of Lines West at a banquet on Mar. 29 at the Rainier Club in Seattle.

Dr. Bouffleur was born on Aug. 20, 1864, in Springville, Wis. He was graduated from Rush Medical College, Chicago, in 1887. After serving his internship in Cook County Hospital, he returned to Rush College in 1889 as an instructor, later becoming a professor. He pursued his career in education for 21 years, also serving as a Chicago surgeon for The Milwaukee Road from 1889 until he was transferred to Seattle as chief surgeon in 1911.

A year after construction was begun in 1906 on the lines west of Moberge, Dr. Bouffleur was requested by the management to make a survey of the facilities for caring for the health of our employees in the region being opened up. After making a thorough investigation of the conditions, Dr. Bouffleur reported that there were doctors living at only 19 points between Moberge and Seattle, and that there were no adequate hospital facilities between Missoula and Seattle, a distance of 617 miles. Moreover, he found that the water supply in many of the new towns was poor, and that the sanitary conditions were such that epidemics would imperil the lives of the employees and their families.

Concerned with the welfare of the Milwaukee people that were pioneering the new territory, the management requested Dr. Bouffleur to recommend a plan to provide them with medical care. After an intensive study of the problem, Dr. Bouffleur recommended a medical association, organized along mutual benefit lines. The management were agreed that in no other way could the health of those who were pushing Milwaukee steel into the great wilderness be adequately safeguarded, and they urged Dr. Bouffleur to organize and conduct such an association.

Contracts were executed, and the Mil-

waukee Hospital Association was organized on Oct. 1, 1908 as a stock company. Plunging into his task with characteristic determination and energy, Dr. Bouffleur at once set about making arrangements to have hospital facilities made available to Milwaukee people at Aberdeen, S. D., Miles City, Mont., St. Joe, Idaho, and Cle Elum and Ellensburg, Wash.

The first annual report of the Hospital Association, published in 1909, showed that during the first 15 months of its operation, over 10,000 patients had been treated, over 14,000 visits made, over 18,000 office treatments given, and that nearly 18,000 days of hospital care had been provided.

By Nov. 1, 1910, the Milwaukee Hospital Association was a well organized, smoothly functioning service. At that time the officers of the Association voluntarily entered into a new agreement with the management and the

employees on Lines West whereby the Association would be operated as a nonprofit organization financed by contributions from the employees of 1% of their monthly earnings, up to a maximum of \$1.00 a month, (the maximum was raised in 1933 to \$2.00) and a contribution equal to 10% of the aggregate by the management.

Every dollar of the Hospital Fund is used in providing services to contributing employees, and no profit accrues to the Association, or to any individual, or company.

As an outstanding, successful organization, the Milwaukee

Hospital Association stands as a splendid monument to Dr. Bouffleur's long years of loyal and diligent service to the people of The Milwaukee Road.

Dr. Bouffleur is recognized as one of the nation's leaders in industrial medicine. He is a member of the King County Medical Association, a member of the Seattle Surgical Society, a founding member of the American College of Surgeons, and a past president of the International Association of Railway Surgeons.

Although retired from active practice, Dr. Bouffleur will continue to maintain his offices in the Henry building in Seattle and administer his numerous personal enterprises.



Dr. A. I. Bouffleur

What's Your Hobby?



Clara C. Carrotte holds the valuable sugar bowl with which she started her collection.

ONE of The Milwaukee Magazine's most absorbing hobbies is poking around to see what hobbies are pursued by employees of the Company.

Clara C. Carrotte, a stenographer in the Superintendent's Office, Tacoma, recently let the Magazine in on the fact that she is an inveterate collector—of majolica, no less. But, perhaps, you'd like to read her own account of what she does with her leisure time:

"I collect majolica.* I started my collection with a sugar bowl of the pond lily pattern. It was on our table all my childhood but was not appreciated by me then. Later it was put away only to be brought out a year or two ago. It is a sugar and creamer set, a wedding present to my parents in 1878.

"The hobby is really interesting. I have gone from attics to cellars, have attended auctions and suffered the disappointment of finally having to give in to a rival bidder. I have been in every antique shop in Victoria and Vancouver, B. C., and there are a great many of them there. While in San Francisco attending the Fair, I spent more time browsing around antique shops, Goodwill and Salvation Army stores than at the Fair. And I came home with some real 'finds.'

"The hobby of collecting majolica fascinates me not alone because it is a handed-down art of very early origin, but because the designs are so extremely colorful and unusual."

*Majolica is a kind of Renaissance Italian pottery, glazed and richly colored and ornamented. The name, taken from the old name of the island of Majorca, also applies to the modern imitations of original patterns.

If Winter Comes

ON THE SECOND Sunday in February, a snow train which proved to be the most successful ever to originate in the Middle West, carried around 500 skiers and skiing fans to Iron Mountain, Mich., from Chicago and Milwaukee. There were 650 revenue passengers made the return trip. The train left Chicago very early in the morning, carrying a recreation car in addition to the regular coaches, a diner, and baggage car.

Throughout the train there were groups singing, loudly assisted by the posers of merry makers who appeared to be milling constantly about. The Hiawatha Band got aboard in Milwaukee, bent on entertaining the 25,000 who were expected to attend the Kiwanis Ski Tournament. And they did just that.

The Tournament was held on the semi-artificial ski run on Pine Mountain, three miles distant from the city of Iron Mountain. The newspapers had talked up this meet and many thousands were on hand to see the country's leading jumpers try for a new American record. They were not disappointed, for Alf Engen, representing Sun Valley, Idaho, broke the existing record by 10 feet with an inspiring jump of 267 feet (the championship was taken away from him later, however; see Snoqualmie story in this issue).

The Milwaukee Road ran a number of snow trains to resorts this past winter, and they were all highly successful.

*"Be through my lips to un-
awaken'd earth
The trumpet of a prophecy!
O Wind,
If Winter comes, can Spring be
far behind?"*

From Shelley's
Ode to the West Wind

A GAIN the Pacific Northwest came into the spotlight as once more it gave to the nation its earliest spring fete, the annual Puyallup Valley Daffodil Festival, with the three Puget Sound cities of Sumner, Puyallup, and Tacoma cooperating to bring spring officially to this part of the country.

The eighth annual Daffodil Festival, opening with the Queen's Coronation in Puyallup on Mar. 22, continued for well over a week, with a climax Mar 29-30 when Sumner staged a daffodil show in which between 400 and 500 different varieties of this golden flower were displayed. The show opened directly following the great floral parade on Mar. 29, a parade that is held in all three cities and in whose preparation there were some three million golden blossoms used.

Elaborate plans were made for this series of events that make up the entire Festival, and arrangements were made to entertain the thousands who came from the East to attend the flower show, the only place in the United States where many of the varieties are shown. Some of these are exceedingly rare and bring the producers from \$25 to as much as \$75 per bulb.

This toboggan team is Milwaukee Road to a man. They went from Milwaukee to Iron Mountain, Mich., on the big snow train. They are, l. to r., Warren Vetter, William Koepke, Richard Steuer, William Stein, and Charles Barth.



The Daffodil Queen and her attendants aid in picking the golden flowers that are used in decorations for the annual Puyallup Valley Daffodil Festival. Millions of these flowers, grown practically in the shadow of majestic Mount Rainier, are used on floats and floral monuments.

Can Spring Be Far Behind?

Perfect Shipping

.... AND CAREFUL HANDLING MONTH
April, 1941

By W. L. Ennis, Manager
Claim Prevention Bureau

Here it is April again—"Perfect Shipping Month." The Shippers' Advisory Boards have again joined forces with the Association of American Railroads and decreed that April will be set aside as the month during which poor handling records should be improved and good ones made perfect. We on The Milwaukee Road have always felt that every month was a "Perfect Shipping Month," but we are glad to participate in this vast movement and strive for perfection.

Effort this year is to be concentrated on tracking down the *causes* of damage. We are going to ask our patrons to cooperate with us, and, when damage is found, to notify our representatives at once and not uncrate or unpack commodities until a joint inspection can be made. Furthermore, in cases where the damage is caused by something the shipper has done or failed to do, the consignee will be asked to write the shipper directly, calling his attention to what has been found and requesting the latter's cooperation in eliminating the cause of the trouble.

We are quite sure that our patrons

feel as we do that perfect shipping can never become a reality without the friendly, concerted effort of all parties concerned.

With the vast task of National Defense looming ever larger on our horizon, it is merely logic to say that every dollar and every cent the railroads of the nation *can save must be saved*. They have things more vital and important than "waste" to spend their money for. When it is remembered that waste through damage means replacement of commodities by the factories, and re-hauling by the railroads, it becomes alarmingly apparent that we must tighten our belts and say, "We will do this job and do it right!"

New industries and many of them are opening up throughout the country. Old industries have reopened and expanded with the result that the need for our working constantly with all of our shippers was never more important than right now. We must keep in close contact with these people, offer them our advice regarding loading methods, choice of containers, and other matters which we as representatives of the na-

tion's greatest transportation industry are acquainted with. We owe the country, our patrons, and our company the best that is in us.

Sooner or later all cars have to be switched, and the need for proper care in switching becomes of the utmost importance. There has to be cooperative team work between the fellow on the ground giving signals and the man in the cab operating the locomotive.

Meetings are going to be held throughout the Road territory, at which meetings there will be speakers, and a new Vocafilm will be shown. All employees are asked to attend—attend and participate in the discussion of how The Milwaukee Road is going to eliminate loss by damage and make "Perfect Shipping Month" mean exactly what it implies. The meetings will be open to the public, and agents should make it a point to invite shippers, consignees, and pick-up and delivery draymen. They should do more than invite. They should insist.

The job at hand is a job for all of us. Together we can do it.

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

	Passenger Tips	Freight Tips	No of Tips per 100 Employees		Passenger Tips	Freight Tips	No of Tips per 100 Employees
Superior Division	31	501	93.1	Kansas City Division....	29	45	10.1
Madison Division	253	11	41.8	Trans-Missouri Div.	60	8	9.1
Seattle General Offices...	39	3	24.7	Terre Haute Div.....	6	61	7.5
Milwaukee Division	209	78	24.0	Mil. Terminals Div.....	190	43	6.4
Dubuque and Ill. Div....	138	156	22.8	Rocky Mountain Div....	42	11	6.4
Hastings and Dakota Div.	178	63	20.4	Coast Division	64	23	6.3
Iowa & S. Minnesota Div.	40	87	18.2	Twin City Terminals....	72	34	6.0
Iowa and Dakota Div....	114	75	12.8	Chicago General Offices..	50	35	4.7
Iowa Division	70	65	10.5	Chicago Terminals	21	25	1.5
La Crosse and River Div.	147	42	10.2	Miscellaneous	2	1	0.5
TOTALS.....					1,775	1,367	12.6

Service Clubs



C. W. Riley, chairman of the Service Club, and Mrs. Donald Rowe, head of the Ottumwa "Bundles for Britain" organization, pose with a few of the bundles just before they were started on their long journey to England.

Ottumwa Club Provides Bundles for Britain

THE beleaguered citizenry of Britain will soon have another token of the United States' sympathy. In this case it will be \$450 in cash and 40 barrels of bundles containing clothing, canned goods and other small items of necessity, and the gift is being made through the Service Club of Ottumwa, Ia.

When this Club put on its Bundles for Britain dance and entertainment on Mar. 17, it had the endorsement and the wholehearted support of all the civic organizations and all the people of the city.

The Elks Club cooperated with the Service Club by holding its annual dance on the same evening and by charging each bundleless member in attendance \$1.00. The Service Club was given this money, together with a donation of \$50.00 from the Elks Club itself.

The Service Club, realizing that many would attend who would not particularly care to dance, sold spectator tickets at 50c each. There were two orchestras functioning alternately throughout the evening and the attendance was close to the 1,000 mark.

Everyone was expected to bring a bundle, whether he intended to dance or watch.

The stage show which was presented free of charge by the Mary Stoddard McNett School of Dancing during the intermission, carried out the military

motif, with the British colors prominently displayed.

H. G. Johnson, chairman of the committee to procure barrels for the bundles, told the writer that he believed he had all the empty barrels in Ottumwa and that they were all filled with things to make glad the heart of some stout-hearted Britisher.

It would be impossible to single out any one member of this Club who should be accorded special recognition, as all the members of the organization, both rank and file, assisted as a unit in making this Bundles for Britain affair the outstanding civic activity of the Service Club. It has come to be a certainty that if there is any kind of civic activity being planned in Ottumwa, the Service Club will be in on it.

Not only has the Ottumwa Club established its stature on a level with the other civic organizations, but the people of the city have come to recognize it as a force at the forefront of whatever movement is on foot for the advancement of Ottumwa.

Aberdeen Club Wins Olympics

LAUGHTER, triumphant shouts, and exclamations of profound dismay rang through the Aberdeen, S. D., YMCA during the afternoon and evening of Mar. 17, as more than 100 business men representing the five leading civic groups of the city participated in the First Annual YMCA Olympics. The great big whoop at the end of the competition indicated that The Milwaukee Road Service Club had carried off first place. The other groups in the contests of brawn, brains, and wind, were the Kiwanis, Rotary, Lions, and Y's Men (Get it?).

Starting at 4:30 in the afternoon, the

A by-product of National Defense was this "Bundles for Britain" dance staged by the Ottumwa Club.



participants peeled off their coats for dart baseball and indoor baseball, donned gym togs for handball and badminton, knit their brows over chess boards and card tables in their efforts to pile up points for their respective teams.

Fortified by a tempting buffet supper at 6:30, they went at it again. The occasion was not only an unusual one, but more fun than anything the various organizations had done for a long time, or so they all seemed to think.

The Milwaukee Road aggregation entered all but one of the events and managed to place in 13 of the 18, piling up a total of 180 points, to win the City Championship.

Following is a brief summary of the events and the winners in each, listed as first, second, and third:

Basketball free throw—Milwaukee, Lions; table tennis—Rotary, Lions, YMCA; handball doubles—Y's Men, Lions, Rotary; 20-yd. free style swim—Milwaukee, Milwaukee, Y's Men; 20-yd. backstroke swim—Milwaukee, Milwaukee, Y's Men; balloon blowing race*—Milwaukee, Y's Men, Milwaukee; ballon pushing race**—Milwaukee, Milwaukee, Y's Men; badminton singles—Milwaukee, Kiwanis, Lions; badminton doubles—Lions, Milwaukee, Y's Men; contract bridge—Y's Men, Lions, Rotary; Norwegian whist—Y's Men, Rotary, Milwaukee; chess—Kiwanis, Y's Men, Milwaukee; cribbage—Y's Men, Kiwanis, Milwaukee; hearts—Lions, Rotary, Kiwanis; checkers—Lions, Kiwanis, Milwaukee; dart baseball—Kiwanis, Rotary, Lions; indoor baseball—Lions, Milwaukee, no third place; Chinese checkers—Rotary, Milwaukee, Y's Men.

Team totals—Milwaukee	180
Lions	125
Y's Men	110
Rotary	70
Kiwanis	65

There were 40 men from the Aberdeen Service Club who took part in the events, with the exception of the handball doubles. An appropriate plaque will be presented to the winners of the first three places.

*In the balloon blowing race the contestants were required to blow up a large rubber balloon until it burst, and then swim the length of the pool.

**In the balloon pushing race the contestants were required to push a small round rubber balloon from one end of the pool to the other by bumping it with their heads.

FACTS

Railroads in 1940 carried an average of 849 tons of freight per train, the greatest amount on record and an increase of 20 per cent compared with 1920.

The average speed of freight trains in 1940 was 62 per cent greater than 20 years ago.

For each pound of coal used in freight service in 1940, the railroads hauled 8.9 tons of freight and equipment one mile, an increase of 44 per cent compared with 1921.

Lines West

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

Mount Tacoma Club

"The Sinking of the Graf Spee," and "The Battle of France," dramatic motion pictures of World War No. 2, were shown to the members of the Mount Tacoma Club at its meeting on Mar. 20 by Frederick Race, son of a Tacoma jeweler.

That Tacoma Club members have been bestirring themselves to raise the low traffic tip standing of the Coast Division, as reported in the March issue of the Magazine, was proved by the report of Ray Schaffert, city passenger agent, that current traffic tips were showing an increase over last year.

To Fred Alleman, retiring as agent at Tacoma on Mar. 31, Chairman C. M. Owen paid sincere tribute, and the members of the club testified to their deep appreciation of his loyal services by a round of hearty applause.

For some unexplained reason, neither Mr. or Mrs. W. E. Roberts was present, so the evening jackpot was won by Walter Comer of the Store Department. (Always the Store Department. It's uncanny!)

Refreshments, served by a Women's Club committee, with Mrs. F. L. Sowles as chairman, assisted by Mesdames K. Alleman, C. M. Owen, and C. J. Harvey, rounded out an enjoyable and profitable evening.

Butte Club

Plans for a dance, to be held on Apr. 19 in the waiting room of the depot at Butte, were discussed by the Butte Club at its meeting on Mar. 3.

Operating funds for the dance will be raised by a keno game, to be held on Mar. 10, according to P. J. Skelley, Club chairman.

Following the meeting, the members fortified themselves with coffee and hot dogs, and then got their dance fund campaign rolling with a friendly little game of *vingt-et-un*, as they call it in Monte Carlo, but not in Butte. If the results obtained at the session are any criterion, the orchestra at the Apr. 19 dance will be Paul Whiteman's, no less.

The next time we go to a Butte meeting when they are planning to raise funds for something or other, we're going to take along an extra barrel to come home in.

Electric Club

A well-organized program of entertainment, a card party, and refreshments, added up to a very enjoyable and successful meeting for the Electric Club at Deer Lodge, Mont., on Mar. 11.

Mrs. P. L. Kerwan, president of the Milwaukee Women's Club at Deer Lodge, acted as entertainment chairman and offered a varied and proficient array of talent.

Mrs. James Campbell played and sang several old-time songs; Dorothy Craig, daughter of Fireman Craig, and Frankie Smith played two piano duets with professional skill, and William Hoskins, formerly an employee of The Milwaukee Road, brought down the house with his comic songs.

Following the program, refreshments were served by the ladies, and the evening was rounded out with a card party.

Puget Sound Club

It may be spring to some people, what with Washington's wooded hills mantled with a rich green verdure, and unseasonable birds making such a foul racket of a morning that honest folk can't sleep, but to City Ticket Agent O. D. Richardson it's just the time of year when train travel prospects come out of hibernation and frolic in the balmy air.

"The T.T.P.'s are very numerous at this time of year," Mr. Richardson told the members of the Puget Sound Club of Seattle at their meeting on Feb. 21, "their ranks being not yet decimated by the conscienceless sniping of our rival hunters. Shortly the T.T.P.'s will be making their great annual migrations, and, if the traffic tippers are wary and quick, it's no trick at all to corral a goodly catch. Coddled by conductors, stuffed by stewards, and pampered by Pullman porters, they soon become most friendly, and make delightful pets."

The meeting was being held on the eve of Washington's Birthday, and Mrs. F. W. McDougall, program chairman for the Women's Club, and her committee, had kindly volunteered their services to arrange a program with a patriotic motif.

A. B. Luckey, D.P.A. for the B.&O. in Seattle, showed a movie of Washington, D. C., that was both educational and entertaining.

At the close of the picture the national anthem was sung with a right good will, and with no more than the usual laryngeal straining for the stratospheric "G" in "the rocket's red glare." However, it seems that the Puget Sounders quite exhausted themselves in scrambling over "the ramparts we watch," because when Mrs. McDougall swung into "God Bless America," she had to go it alone. And very nice going it was, too.

The buffet was cleverly, and appropriately, decorated for the occasion—at least we were so informed later by a more observant person. Not that we are unappreciative of aesthetic touches, but right at the time we were very busy assisting Transportation Inspector Jim Hayes in working out a very abstruse problem on the ratio of home made cake to equatorial expansion.

Inland Empire Club

An educational motion picture, "Hydro," which tells the dramatic story of the harnessing of the Columbia River by the Bonneville Dam and Grand Coulee Dam was shown at the meeting of the Inland Empire Club in Spokane on Mar. 17 by H. W. Duncan of the educational division of the Bonneville administration.

Among the many constructive suggestions offered by the members, Bob Burns, city freight agent, pointed out the necessity for making the people of Spokane conscious of the importance of The Milwaukee Road as a payroll provider and taxpayer in the community. "The principal of reciprocity is well established as a business practice," Bob said, "and the merchants will be glad to know that we are expressing our appreciation for the business they give us by spending Milwaukee money with them."

Johnny Pain was forcibly prevented from making his usual plea for Bundles for Britain. Not that the boys at Spokane aren't sympathetic toward Britain. On the contrary. They are afraid that if Johnny isn't restrained there will be so many bundles for Britain that there won't be any room in the ships for war material, and, comes the blitzkrieg, the British will be down at the shore chucking bundles at the invaders—if something isn't done to halt Johnny's bundle drive.

Mrs. M. C. Helmer and Mrs. E. R. Berkeley were in charge of the refreshment department for this meeting.

Northern Montana Club

Members of the Northern Montana Club were astonished to learn, at their meeting on Mar. 10, that they had a hypnotist in their midst. Archie McCabe, program chairman, announced that he had learned that Bob Ziegler, who looks just about as you would expect any smart, snappy freight clerk to look, was the possessor of occult powers, and called upon Monsieur Ziegler to demonstrate.

M. Ziegler was very modest and deprecatory about his amazing ability, but, just to make the party go, offered to hypnotize any volunteer, using a silver dollar cupped in his hand in lieu of the usual crystal ball. Martin Costello, D. Amick, Carl Nelson, Archie McCabe, Bob Ray, Oscar Lietz, and Bob Randall offered themselves as stooges. All M. Ziegler's supernatural powers, supplemented by the even more potent dazzle of the dollar, were unable to subjugate Amick, Nelson, or Ray, but the other four were soon in a deep trance.

M. Ziegler proceeded to demonstrate his hypnotic control of his subjects by the power of suggestion, with astonishingly comic effects. The four subjects were persuaded that they were a baseball team, carnival barkers (Bob Randall drummed trade for "Bosco the snake eater," while Oscar Lietz cried, "Come See Mable!" He was very vague as to who, or what, Mable might be) and, for the grand finale, the four stooges became a minstrel team and sang barbershop harmony very discordantly, but with great enthusiasm.

DF&PA Winship reported that business on the Northern Montana branch had increased better than 20 per cent during the current year. We know, now, how it was done. M. Ziegler simply walked in on the shipper and said, "Abracadabra! Alakazam! Give me that routing order. Presto!

Following the meeting, coffee and doughnuts were served by Mesdames C. S. Winship and Claude Brown.

At two-fisted doughnut eating, Spokane's Johnny Palne hasn't a peer, but, in the two-fingered dunking class, C. S. Winship, DF&PA, tops the field.

Sacajawea Club

After having suspended meetings for nearly a year, the Sacajawea Club, of Three Forks and the Gallatin Line, Mont., was re-organized with a whoop at a meeting held in Three Forks Mar. 4.

Following a discussion of the purposes of the Service Club movement, the functions of committees, etc., an election of officers was held, with the following results: Chairman, H. C. Rector, agent, Three Forks; Co-Chairman—Herbert Jaspersen, brakeman, Bozeman; Vice-Chairman—F. C. Dickenson, brakeman, Three Forks; Secretary-Treasurer—Mrs. J. S. Smeltzer, wife of engineer, Three Forks.

The unusual organization of the Sacajawea Club was brought about by the fact that the Club area embraces two equally important towns, Bozeman and Three Forks, about 30 miles apart on the Gallatin Line. For this reason it was decided to hold future meetings alternately at each town, and split the administration of the Club so that the two groups can function independently during the interim between meetings.

As proof of the spirit that prevails at Three Forks, and the Gallatin Line, Chairman Rector pointed with pride to the fact that 20 per cent of the traffic tips reported for the Rocky Mountain Division in February originated in that area.

The meeting being then adjourned, the Sacajaweans, with appetites whetted by a satisfying sense of a good job well done, applied themselves to the bounteous refreshments served by Mrs. H. B. Chollar's committee.

We predict that, if a certain Johnny P. ever gets outside of some of that Sacajawean home made cake, Spokane will be short the services of one dynamic young C.T.A.

Lines East

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Hiawatha Club — Roundhouse Unit, Mar. 8



Mr. and Mrs. Walter Otto who did a specialty number at the Mar. 8 meeting of the Roundhouse Unit of the Hiawatha Club.

Joe Lofty, chairman of the Roundhouse Unit, on more than one occasion has made the remark that the Roundhouse Rats would have the best Unit in the Hiawatha Club. To talk and to perform are two different things, but Joe does both.

On the evening of Mar. 8 at the Forest Keller Hall, Milwaukee, the roundhouse gang and guest officers were treated to three full hours of entertainment, with a few members of the Hiawatha Band providing music between acts. Chuck Doering played a piano accordion solo, Jimmy Malloy sang a few popular songs, Harold McGuire gave an impersonation, Miss Biller played a piano solo. Joe Murawsky, in full clown costume, brought down the house with his clever balancing act. Ambrose Sery shot Dan McGrew again, and Miss Goffke rendered a few selections on the piano accordion, Walter Jervis played the harmonica, Mr. and Mrs. Walter Otto did



Joe Lofty, chairman of the Roundhouse Unit, presented a solid three hours of entertainment at the Mar. 8 meeting.

a specialty number. There was some community singing and then there was another piano accordion solo by Donald Le May.

And what good is a show without a magician? The program had one and a very good one at that. Clarence Wellnitz, who has gained quite a reputation in his own right, baffled the crowd with his clever tricks. To bring the show to a good ending, Joe Reiter, Jr., and his son, Raymond, put on a trick rope and whip act that sent chills down the spines of the audience.

A motion picture was shown, followed by dancing and refreshments. Do you agree that Joe Lofty and his officers not only talk but perform as well?

La Crosse Club Dance Feb. 21

The La Crosse Club members had a chance to do the polka, flying Dutchman, Schottische, old-time waltz and the regular or circle two step. Herr Louie and his old-time orchestra played them all. The oldsters danced to their favorites and applauded for more. The younger crowd was versatile enough to adapt their swing to all the dances. Jumping jive! Those jitterbugs swung out even when a dreamy waltz was being played.

The flying Dutchman seemed to be the best, both to witness and to dance. With about 400 people arduously swinging, it seemed that sooner or later somebody would surely horizontalize his perpendicularities. Outside of a few close calls no damage was done. One thing can be said—the La Crosse people know their dances and love them. They were still dancing after 1 o'clock. Of course, it was Friday night and the following day was George Washington's Birthday, so most people did not have to worry about the old alarm in the morning. There were three people who had an added reason for being gay. They each won a \$5 door prize.

Special commendation should be paid to the dance committee which consisted of R. E. Hiler, J. T. Burns, H. F. Ogden and Barney Neuens.

The club is contemplating a gigantic picnic to be held Aug. 3 with the Hiawatha Band as the feature attraction.

Hiawatha Club's May Ball

The Hiawatha Club will hold its second annual May Ball at the Wisconsin Roof Ballroom on Friday evening, May 2. Last year's affair was a big success, with 4,000 people making merry. Wilbur Reed, chairman of the dance committee, is looking forward to an even bigger evening. The proceeds of the dance will go back into the treasuries—60 per cent to the Units and 40 per cent to the general treasury.

Len Herrick and his orchestra have been engaged, and at this writing the committee is trying also to engage Edgar Drake and his nationally-known band. If some of Len Herrick's music sounds familiar it is because some members of the Hiawatha Band also play with his orchestra. Ten Emerson Miracle Tone table model radios will be offered as door prizes.

Jottings

Rockford Area Club

A Spanish atmosphere prevailed at the February meeting of this club. Rafaela Leon and her brothers, Anton and Joseph, entertained with Spanish dances and songs. Senor Malana, the chairman, is a tenor and quite an entertainer in his own right.

Mississippi Palisades Club

That fellow L. V. Schwartz provided another entertaining evening for the boys. The talkie picture, "All American Way," was shown, and Dr. Turner gave an interesting talk on the advance of aseptic surgery, X-ray, and the prevention of lockjaw.

Madison, Wis., Club

Kenny Moore, chairman of the program committee, is planning on having a huge three-day carnival. Two-thirds of the proceeds to go to charity and one-third to the general fund of the Club. "By their deeds ye shall know them."

Freeport Area Club

F. J. Newell, assistant public relations officer, gave an enlightening talk on many important matters confronting the railroads today. His descriptive account of how railroad news is handled was of great interest to all. Mr. Newell was given a rising vote of thanks for his splendid contribution to the meeting.

It was Mrs. Krueger's and Mrs. McLarnon's turn to prepare the lunch. This was enjoyed after the card game.

Hiawatha Club

Passenger Shop Unit

This Unit has the distinction of having the largest membership in the Hiawatha Club in 1940. With Art Cluberton's reelection to the chairmanship, the unit has a sincere and able leader and bids fair to set a fast pace for other units. "The object of our unit will be to plant some fertile seed so that the railroads in the future may receive a bountiful harvest," Mr. Cluberton said.

Coach Yard Unit

Ed Bornfieth, special traffic representative, explained the reasons for the building of the branch lines. With the advent of the trucks, these lines have suffered the most, he said, and traffic tips are a bigger help than most people realize. Erv Weber presented his plans for a card party to be held Apr. 20. Erv also showed colored movies of The Olympian through the Rockies, Rose Parade at Portland, Ore., Yosemite Valley, Hollywood, and the Grand Canyon.

Union Depot Unit

J. Chambers, H. Wood and Miss Elsa Fritzlaff gave talks on securing traffic tips. I. C. Brewer, champion tip getter of the Unit, gave an interesting talk on the work of the Engineering Department.

Watertown Club

Chairman Art Hillebrandt said: "Let the members run the Club, I am only the chairman." Forthwith, executive, publicity, membership and entertainment committees were appointed. Herb Graf must keep the group entertained. Mr. Schinke, Mrs. Usher and Mrs. Buffmire are on the membership committee. John Stien and Mrs. Fulleman are on the publicity committee. Seven of the Club's reliables are on the executive committee: Messrs. Zoelle, Weldman, Hoaklund, Schultz, Hansen, Butcher and McLaughlin.

The Watertown Club topped off its Mar. 8 get-together by having its picture taken. They appear to have been enjoying themselves.



Fourteen

SERVICE CLUB SIDE-LIGHTS

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

James River Valley Club

The James River Valley Club met at Ashton, S. D., on Feb. 20, with a nice attendance. Chairman Bacon called on R. A. Burns, DF&PA, who gave a very enlightening talk on the misleading advertising put out by trucking concerns, and the necessity for each Milwaukee employe having full knowledge of the facts in order to offset any of these arguments. The tip card report read by E. F. Boettcher, showed a very substantial increase for 1940 over 1939.



Helen Holden, secretary of the Mid-Southern Minnesota Club, and James Laskey, chairman, talk over future plans for that active organization.

Mid-Southern Minnesota

Chairman James Laskey presided over a meeting of the Mid-Southern Club at Winnebago, Minn., on Sunday, Mar. 9, at the I.O.O.F. Hall. This Club changes its meeting place each month, and the members of the Club at the station at which they are meeting act as hosts, furnishing the entertainment, lunch, etc. This seems to work out very nicely and may be one of the reasons why his Club is a particularly good one.

Joint Meeting

Platte-Stickney Line Club and West End Club tried out a new idea when they held a joint meeting of their Clubs on Feb. 19, at Tripp, S. D. As both these Clubs are rather small, an attendance at this meeting of 53 men is something to boast about. Supt. Ingraham received some fine compliments from Chairman Gorman, who spoke for the employes of the I&D Div. as well as himself when he expressed their satisfaction of Ingraham's service to this division. Mr. Ingraham stressed very strongly the matter of courtesy and neatness in regard to our everyday business of securing

tip cards. A small act of discourtesy might be the deciding point in losing some business which another employe had turned in. In other words, each and every employe should be ever mindful of his appearance and manner, that he may command the respect of the public he wishes to serve. Interesting remarks were contributed by a number of those in attendance, and the exchange of ideas, the feeling of good fellowship, made this a very fine get-together.

Minneapolis Club

Minneapolis Club met on Feb. 20 with Chairman Balcom presiding. Reports on the Road's participation in the St. Paul Winter Ice Carnival were given and all agreed that the Milwaukee representation was something of which we could be proud. Mr. Rogers stated that it was estimated there were 18,000 marchers and 300,000 spectators. Supt. Bagnell was of the opinion that we should do it all over again for the Minneapolis Aquatennial parade. Why not? We all "love a parade."

Speaker of the evening was C. C. Minty, principal of S. W. High School, who pointed out the benefits which students derive from becoming acquainted with the business world that surrounds them and which they will soon enter. He gave an account of the trips which the students had made between Minneapolis and St. Paul on the Hiawatha. As the students are potential shippers and travelers, both railroad and students should derive benefit from this practice.

Fargo Line Club

Meeting of the Fargo Line Club was held in the home of Mr. and Mrs. Walt Geiser at Fairmount, N. D., at which time election of officers was held. Results of the election were: J. D. Clark, re-elected as chairman, A. W. Bruers, vice chairman, and Julian Burshiem, secretary. Matters of business, a good entertaining program, and a fine lunch completed a very pleasurable evening.

Mitchell Club

Mitchell Club was called to order by Chairman F. D. Schoenauer on Feb. 20 at the passenger depot. Good results were reported from the "Ship by Rail" stickers which had been distributed among the merchants. Suggestions for stimulating interest and better attendance at the meetings were talked over. N. P. Van Maren, DF&PA of Mason City, gave some enlightening facts concerning the highways of

Iowa compared to those of South Dakota. He stated that Iowa had been compelled to build concrete highways up to approximately 10 inches in thickness and even those were not standing up under the weight of trucks. South Dakota highways are called a total of 4 inches in depth, therefore the expense is very great for their upkeep, which is paid in a large part by the automobile owner.

The securing of freight tips was

stressed by Mr. Van Maren and also by H. B. Peterson. A big "picnic day" for early Summer is the bee in Chairman Schoenauer's bonnet at present.

Sioux Valley Club

Sioux Valley Club turned out for a meeting at Canton, S. D., on the evening of Mar. 17, with about 50 in attendance. Chairman L. L. Long presided, with W. L. Goodsell, secretary. A lively discussion on ways and means of better serving the public was entered into by all present. Questions were ably answered by a number of division officials who drove in from Sioux City and Mason City. Plans for club activities for spring and summer were discussed, after which lunch was served at the hotel.

Edgeley Line Club

Chairman P. V. Sheier presided over a meeting of the Edgeley Line Club on Mar. 18 at Monango, N. D., with Don Paul of Edgeley acting secretary. A distance of 50 miles was driven by some of those in attendance, and considering the severe storm that North Dakota suffered recently, the meeting was well attended. An interesting discussion and a fine lunch were enjoyed.

ACTIVITIES IN GENERAL

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

Marion-Cedar Rapids Club

The Marion Cedar Rapids Club held a meeting in Memorial Hall, Marion, Ia., on Feb. 18. There was no social activity planned, as it was thought that the discussion of traffic tips and future programs would be more than enough to fill the evening. It was.

Mr. Murdock, president of the Marion Chamber of Commerce, gave a short talk. He is a frequent visitor at the club meetings, and is as proud of the Midwest Hiawatha as any railroad man in town.

Albert Lea Club

Chronic bad weather kept the Albert Lea Club from holding a meeting in January, but the members got together on Feb. 19, despite the fact that the temperature was down around 20 degrees below zero—and the attendance was excellent. A fine time was had; in fact, the members entertained themselves so well that even those who had driven long distances made no move to hurry things along in order that they might get started home. Perhaps they wanted to postpone getting back out in the cold just as long as possible. A delicious hot lunch was served at the close of the evening.

Eastern Iowa Club

This Club held a meeting at Maquoketa, Ia., on Feb. 20. The plan which this organization has worked out for having its meetings at first one town and then another has proved to be a great idea, as it keeps up the membership as nothing else would. The plan tends to equalize the driving distance any one member has to cover.

Officers for the ensuing year were elected at this meeting, with the following result: W. A. Kinder, chairman; W. C. Bliss, vice chairman; W. L. Lindley, secretary.

The Eastern Iowa Club plans a large joint meeting with the Community Club of DeWitt, Ia., in the very near future.

Teacher: "What is it that binds us together, sustains us, and makes us even better than nature intended?"

Tommy: "Girdles."

East Kansas City Club

At Washington, Ia., on Mar. 14, the members of the East Kansas City Club leaned back proudly and admired their new quarters in the depot building. For the past month the room has been in process of redecoration; it has refurbished fixtures, and new window blinds and curtains.

Election of officers for the coming year was held, with these results: I. A. Summers, chairman; F. Cherwinker, vice chairman; W. E. Ferrell, secretary; H. Hamilton, treasurer.

Mrs. L. M. Boughtin, wife of Chairman Boughtin, read a poem entitled "Our Service Club," which was well done.

Council Bluffs Club

The Council Bluffs Club held its Feb. 28 meeting in the Y.M.C.A., and many valuable remarks regarding tip cards were made. For one thing, it was decided that the Club would award prizes to groups within the Club which turn in the most tips.

The meeting rapidly developed into a big, hilarious birthday party as soon as it was discovered that Mrs. George Wehrhahn and Mrs. T. P. Schmidt were having birthdays that day. So, with a fine disregard for ASCAP, the crowd sang "Happy Birthday to You," and then partook of some sandwiches, cake and coffee, by way of restoring their strength.

F. T. Buechler Twice Honored

SUPERIOR Division's superintendent, F. T. Buechler, has the distinction of having received two noteworthy honors within the last few weeks. He is the new president of the Green Bay Traffic Club, and his name appears on a Green Bay street sign.

Mr. Buechler has been a member of the Traffic Club since 1933. In 1940 he was elected to the vice-presidency, and this year was chosen as the president of that organization of 200 members which is regarded as the major business club in Green Bay. He is also a director of the Kiwanis Club and a director of the Superintendent's Association.



Supt. F. T. Buechler

Buechler Avenue is a drive three blocks in length between Chestnut Street and Oakland Avenue, used chiefly by Chippewa passengers. The drive's maintenance comes under considerable discussion between the Superintendent's Office and the City Council, which likely has something to do with the fact that the Council felt it only fitting to bestow the honor upon Mr. Buechler. The job was done with all of the customary ceremony.

It is said that during the winter's bad weather it was no trick at all to guess where Supt. Buechler wanted the snow cleaned off first. The city officials have cooperated excellently in this respect.

Mason City Club

By Max V. Brager, I&D Division Editor
Superintendent's Office
Mason City, Ia.

The new officers of the Mason City Club conducted their first meeting on Mar. 11. Chairman Paul Hurley led a discussion in regard to holding a banquet with the Mason City business men along the lines of the one held by the Ottumwa Club last November, which was a success.

Arthur (Duke) Moore, employed in the roundhouse at Mason City, gave a dissertation which covered the definition of the word "dissertation," the lend-lease bill, Halle Selassie, Moses, Hitler, Churchill, railroad business, and a few other things. Duke's talk ran from excellent comedy to solemn seriousness and was certainly enjoyed by all.

All members present greatly appreciated the wonderful lunch provided by the Women's Club.

J. B. Dede, public relations department representative, was present at the meeting and gave an interesting talk, stating in part that quite often our employees do not really understand the purpose of the Service Club; that our Clubs are highly regarded in their communities and employees should take pride in attending. Mr. Dede also spoke about the business men's banquet held by the Ottumwa Service Club.

Diesels for the Hiawatha

THE Hiawathas operating between Chicago and the Twin Cities will soon be hauled by Diesel locomotives, it was announced recently. A shortage of high speed power, occasioned by the increasingly successful operation of the Midwest Hiawatha, has necessitated the purchase of the new 4000 horse power units which will enable company engineers to compare the efficiency and general performance of Diesel and steam over the same run. The steam locomotives now in use are capable of a speed in excess of two miles a minute.

Other Diesel locomotives to be purchased include ten 360 h.p., two 1000 h.p., and one 600 h.p., for switching and branch line service. Another, of 5400 h.p., which is one of the largest ever built, is to be used for main line fast freight service between Avery, Idaho, and Othello, Wash., replacing steam power.

Five hundred 50-ton wood-lined steel box cars, 25 steel cabooses, and 20 passenger cars will be built in the Milwaukee Shops.

Motion Picture Director: "The lion will chase you for a hundred yards—no farther. Do you understand?"

Actor: "I understand—but does the lion?"

Said the scientist to the druggist: "Please give me some prepared mon-aceticacidester of salicylic acid."

Do you mean aspirin?" asked the druggist.

"That's right! I never can think of that name."

Wife: "What's the idea of poking the broom in the baby's face this morning?"

Hubby: "I just wanted to get him used to kissing his grandfather."

Company Bowling

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

Men's League of Milwaukee

Standings Mar. 3

Team	Won	Lost
Pioneer Ltd.	17	10
On Wisconsin	17	10
Milw. Express	17	10
Tomahawks	17	10
Arrow	16	11
Copper Ctry. Ltd.	15	12
Varsity	15	12
Chippewa	13	14
Morning Hiawatha	13	14
Sioux	12	15
Southwest Ltd.	12	15
Hiawatha	12	15
Fast Mail	12	15
Marquette	12	15
Olympian	9	18
Iron Ctry. Ltd.	7	20

Bowler	Aver.
J. Pluck	188.49
C. Kuotner	185.10
E. Watts	184.15
R. Seiden	183.16
F. Shannon	181.19

Men's League of Seattle

Standings Mar. 10

Team	Won	Lost
Local	17	13
Yard	17	13
General	14	16
Engineers	12	18

Bowler	Aver.
Kord	175
Morgan	171
MacLennan	168
O'Meara	167
Loran	166

Men's League of Chicago

Standings Mar. 11

Team	Won	Lost
Pioneer Ltd.	50	25
Day Express	48	27
Marquette	40	35
Sioux	39	36
Arrow	38	37
A. Hiawatha	38	37
Varsity	38	37
Chippewa	37	35
Olympian	37	35
M. Hiawatha	36	39
Tomahawk	35	40
On Wisconsin	35	40
Copper Ctry.	34	41
Fishermen	32	43
Fast Mail	31	44
Southwest	29	46

Bowler	Aver.
Konertz	181.43
Peterson, A. E.	179.9
Becker	177.50
McCloskey	177.31
Ciesinski	177.27

Men's League of Aberdeen, S. D.

Standings Mar. 8

Team	Won	Lost
Hiawatha	47	22
Tomahawk	38	31
Pioneer	38	31
Marquette	35	34
Southwest Ltd.	34	35
Sioux	31	38
Olympian	28	41
Arrow	25	44

Women's League of Chicago

Standings Mar. 13

Team	Won	Lost
Hiawatha	45	30
Sioux	43	32
Pioneer Ltd.	40	35
Chippewa	40	35
Varsity	38	37
Tomahawk	38	37
Southwest	36	39
Olympian	35	40
Marquette	33	42
Arrow	27	48

Bowler	Aver.
H. Retzke	148.32
M. Porten	143.59
T. Hanke	141.25
M. Glowienke	136.52
F. Steiner	136.17

ELSEWHERE IN THIS ISSUE you will find the outcome of the Hiawatha Bowling Tournament, otherwise this column would certainly have some choice tid bits to report. From MILWAUKEE, E. J. Hoerl reports that Frank Shannon and Clarence Schwab are battling for the championship of the Muskego Yard Office . . . how in the world does W. Geisinger hold a 172 avg.? . . . Johnny Schuh works hard for that 167. . . "All Form" Thielka is holding 162. . . Ted Wojtasiek plays a mean game of checkers. His avg.? . . . 153. . . Bill Stein is improving . . . 152. . . Milt Straka is right behind him with 151. . .

From ABERDEEN, S. D. Bert Hoen reports quite a bit of skullduggery going on in their league. . . Seems that Al Japs has been accused of taking a dive with his team; however, Al comes back with the fact that Irving had a

sore thumb and Hoen a bad ankle . . . but rolling 504, Al, will not help win ball games either. Honorable mention to Leo Lutgen for his snappy 562 . . . Pat Palmer also rolled a similar score and also scored high game of the evening with 229.

From OTTUMWA, IA., Kay Gohmann reports that the boys had a grand time in Chicago on Mar. 1, and are looking forward to the next Tournament. Among the Ottumwa women bowlers rolling in the Iowa State Tourn. staged at Cedar Rapids was our own Martha Browne, operator at the West Yard, Ottumwa, who got herself some prize money. . .

CHICAGO'S Ladies still have no reporter furnishing information. Your Ed. hid in the gallery one night and was rewarded with exhibitions on how not to bowl. One of them was dropping the ball in back and allowing it to roll back to the bench . . . Luckily, no toes were smashed . . . H. Retzke continues to lead, with Marge Porten running second . . . Tess Hanke, the girl with good form, and steadily improving, comes third . . . and pretty Marge Glowienke, a nice quiet and unassuming girl, is fourth . . . The up and coming girls will be Hazel Hogan, Flo Steiner, and Pauline Fisher. . .

In CHICAGO'S Men's League . . . Al Gerke's team continues to lead but by the time this is read they will be replaced . . . Up and coming is Art Peterson and with him also comes his team, the Marquette . . . The dog house team is the Southwest . . . better luck next year, Jim . . . The noisiest team on the alleys is Andy Duffy and his Arrows, especially when they lose.

J. E. S.

Facts

Railroad expenditures for maintenance of equipment, tracks and other facilities totaled \$1,316,062,003 in 1940, an increase of 6.8 per cent compared with 1939.

Sixteen Class I railroads failed to earn expenses and taxes in 1940.

Class I railroads and the Pullman Company now have more than 12,000 air-conditioned passenger cars in operation.

Fatalities resulting from highway-railroad grade crossing accidents were greater in 1940 than in any year since 1930 with one exception—1937.

The first railway dining cars were operated between Philadelphia and Baltimore in 1863.



The champion Hiawatha archers. L. to R.: A. Schilhansl, R. Stark, R. Bruegger, and J. Henke.

The Hiawathas Win Again

Archery has changed somewhat since the days when Robin Hood was causing a rapid turnover in the office of Sheriff of Nottingham. Robin drew a bow for the sake of the appetite, the poor, and the semi-legendary history of England. The Road's archers in Milwaukee, who call themselves the Hiawathas, draw their bows strictly for sport. And, in case you haven't heard, they are good.

For the last two years the Hiawathas have held first place in the Industrial Archery League of Milwaukee. The public has become much more archery-minded of late, and the result has been increasingly stiff competition for the company marksmen, but they still remain on top. This season they had 13 victories and only two losses and are now the permanent possessors of the tall and handsome trophy presented by the L. C. Whiffen Archery Company.

It is easy enough to guess how the team got its name. Since Hiawatha had a reputation as a mighty hunter and pretty fair shot, they felt they had something in common with him. And, too, of course, there was that train.

The Hiawathas and several other Milwaukee Road archery teams made a clean sweep in the match with the Highland Park Archers in Milwaukee on Feb. 16. The Milwaukee men defeated the visitors 2,736 to 2,632. The present members of the Hiawatha Archery Team are: Andrew Schilhansl (captain),



These two employees have also won distinction for themselves. Mildred Miller is holder of the Wisconsin State Championship for women, and Carl Joseph holds a similar title in the men's division.

Raymond Stark, Rudolph Bruegger and James Henke.

Archery has been practiced either for belligerent purposes or for amusement since very ancient times. It was revived as a modern sport in the 18th century and became popular in both the United States and England.

The bows used are generally made of yew and ash, and the best arrows are made of ash. The distance to which an arrow can be sent by a good archer is generally from 200 to 250 yards. When you learn to shoot that far, and hit what you are shooting at, you may be given a chance to try out for a place with the Hiawathas.

—West

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

We regret having to report the death of Frank Dupree, 70, who was formerly chef on the superintendent's business car out of here. He passed away Feb. 17 following a brief illness. He left a wife and daughter.

J. G. Davidson, agent at Ashford, is in St. Joseph's Hospital, Tacoma, having undergone a major operation, following two other operations, all for chronic stomach trouble. Earl Pravitz is working in his place.

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J. C. McDonald, district storekeeper at Tacoma, returned recently from a trip to Los Angeles; quite likely it was too wet out there.

Rock is again starting to move from the Vail quarry to the jetties of the Columbia

Phillipa's Soliloquy

Robin in de cottonwood,
Bluebird on de fence,
Chicken's in de garden,
Got no sense!

Easter bonnet on my head,
Rain clouds in de skies,
Poppy flowers a-drippin'
Red dye in my eyes.

Robin's thinkin' 'bout a nest—
See his head turn;
Rooster in de garden spot,
Found an ol' worm.

Robin in de cottonwood,
Bluebird on de fence;
Seems like March be bad enuf,
April got no sense.

NORA B. DECCO.

Secret: Something a woman thinks is too good to keep.

Gossiper: One who gets her best stuff from somebody else who promised she would keep it a secret.

Genealogy: Tracing yourself back to people better than you are.

vate telephone exchange will also be moved to the upper story of the Freight Office and enlarged, with an automatic exchange. We are afraid that it will take us some time to get used to the new magnificence.

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"Do you know your wife is telling around that you can't keep her in clothes?"

"That's nothing. I bought her a home and I can't keep her in that either."

ON THE STEEL TRAIL



Supt. W. C. Givens (left) congratulates Fred J. Alleman, retiring agent at Tacoma. Mr. Alleman's two sons are shown with him. Bille (left rear) is a boardman and Kenneth is a clerk, both of Tacoma.

F. J. Alleman Retires

Fred J. Alleman, agent in Tacoma since 1912, is retiring Apr. 1, according to an announcement by W. C. Givens, superintendent of the Coast Division. Well known as one of Tacoma's most active and progressive citizens, Mr. Alleman is a member of the Chamber of Commerce, a past master of F. & A. M. Destiny Lodge 197, treasurer of the Tacoma Masonic Corporation, treasurer of Tacoma Masonic Council No. 1, and treasurer of Ivanhoe Commandery of the Knights Templar.

Born at Weissenbach, Switzerland, in 1871, Fred Alleman came to the United States in 1884, making his home at New Hampton, Ia. He was married in 1894, and is the father of four children—two sons, Kenneth and William, who are employed by the Road in Tacoma, and two daughters, Mrs. Melba Kimble, a teacher at Fife high school, and Mrs. Margaret Kenrick, a teacher at Clover Park school.

Fred Alleman entered the service of the Milwaukee Road as an extra operator on the Mineral Point Division in Wisconsin in 1894, and worked as operator at various stations until 1900, when he was appointed agent at Libertyville, Ill. In 1908 he was appointed chief clerk of the Accounting Department of the Continental Express Co., a railroad subsidiary, at Miles City, Mont., returning to Milwaukee service a year later as traveling auditor for Lines West, with headquarters at Butte, Mont. He was appointed agent at St. Maries, Idaho, in 1910, and two years later, on Oct. 17, 1912, received his appointment as agent at Tacoma, where he has continued until the present time.

Asked how he intended to spend his retirement, Alleman replied, "Providence has been kind to me in bringing me to the United States, the finest country in the world, and giving me a lifetime of employment with one of the best railroads in the United States. Between showing my gratitude for those things by being a good citizen, and with my Masonic duties, I'll have plenty to keep me busy."

James R. Ludwick, who has been traveling freight and passenger agent for The Milwaukee Road at Tacoma for the past six years, has been appointed to the position made vacant by Fred Alleman's retirement.

Tacoma & Coast Division —West

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River and a crew has been put on the job of hauling it.

Ezra Mullen, fireman, is laying off for a spring vacation.

The change in the dispatchers' force took place promptly on Mar. 16, according to program. The line is split at Othello and there is a force at Spokane as well as here. P. L. Hays is chief dispatcher at Spokane. W. Munro is on first trick, Neil Groven is on second, F. B. Beal is on third. All the branch lines' dispatching is put on the main line men. T. E. Corbett remains as chief dispatcher at Tacoma, together with the three trick dispatchers. Clinton Miles works four days a week as trick dispatcher on the West End.

This is merely the forerunner of a greater change in buildings and equipment which is being held up just now, but will probably begin soon. It is proposed to extend the upper part of the Freight House at Tacoma for about 100 feet; this would then accommodate the Superintendent's Office; all the force now working there (about 10); the Assistant Superintendent's Office (about five or six); the Train Dispatcher's Office (about six); the entire Division Engineer's Office, to be moved from Seattle. The upper story of the passenger station will then be turned over to the Women's Club; the private telephone exchange will also be moved to the upper story of the Freight Office and enlarged, with an automatic exchange. We are afraid that it will take us some time to get used to the new magnificence.

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Madison, Wis., Passenger Station Remodeled

THE Milwaukee Road's current program of dressing up station properties has produced no better results anywhere on the system than at Madison, Wis., where the passenger station has undergone such a complete overhauling that all of the interior and part of the exterior bears only a slight resemblance to its former self.

Otto Kuhler, consulting engineer of New York City, W. H. Penfield, chief engineer, and A. O. Lagerstrom, combined their efforts to convert the rather unattractive building into an inviting, modern piece of beautiful and functional architecture.

Those who were familiar with the old station can visualize by the following the

E. Watts	184.15
R. Seiden	183.16
F. Shannon	181.19

Men's League of Seattle Standings Mar. 10

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Local	17	13
Yard	17	13
General	14	16
Engineers	12	18

Bowler	Aver.
Kord	175
Morgan	171
MacLennan	168
O'Meara	167
Loran	166

Men's League of Chicago Standings Mar. 11

Team	Won	Lost
Pioneer Ltd.	50	25
Day Express	48	27
Marquette	40	35
Sioux	39	36
Arrow	38	37
A. Hiawatha	38	37
Varsity	38	37
Chippewa	37	35
Olympian	37	35
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Bowler	Aver.
Konertz	181.43
Peterson, A. E.	179.9
Becker	177.50
McCloskey	177.31
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been removed, providing space for the agent's office; an extremely attractive ticket office has been placed where the rest rooms used to be; the old ticket office has been replaced by a waiting room annex, shown in the larger of the accompanying pictures; windows on one side have been cut down to the floor level, doors have been renewed, and a steel marquee 68 feet long and 7 feet wide has been placed along the street side, with brand new steps beneath it.



The general alterations include such modernization features as (1) the installation of new lighting throughout, all of the fluorescent tube type (2) redecoration of all walls, ceilings, and wood panel-

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M. Glowienke	136.52
F. Steiner	136.17

ELSEWHERE IN THIS ISSUE you will find the outcome of the Hiawatha Bowling Tournament, otherwise this column would certainly have some choice tid bits to report. From MILWAUKEE, E. J. Hoerl reports that Frank Shannon and Clarence Schwab are battling for the championship of the Muskego Yard Office . . . how in the world does W. Geisinger hold a 172 avg.? . . . Johnny Schuh works hard for that 167. . . "All Form" Thielka is holding 162. . . Ted Wojtasiak plays a mean game of checkers. His avg.? . . . 153. . . Bill Stein is improving . . . 152. . . Milt Straka is right behind him with 151. . .

From ABERDEEN, S. D. Bert Hoen reports quite a bit of skullduggery going on in their league. . . . Seems that Al Japs has been accused of taking a dive with his team; however, Al comes back with the fact that Irving had a

passengers coming and going. And the employes themselves display pride in their new surroundings. As a matter of fact, the Madison Service Club gave two public parties in the station before the work was even completed.

Stray Bits

Courtesy

*If I possessed a shop or store
I'd drive the grouches off my floor.
I'd never let some gloomy guy
Offend the folks who came to buy.
I'd never keep a boy or clerk
With mental toothache at his work,
Nor let a man who draws my pay
Drive customers of mine away.*

*I'd treat the man who takes my time
(And spends a nickle or a dime)
With courtesy, and make him feel
That I was pleased to close the deal;
Because tomorrow, who can tell,
He may want stuff I have to sell.
Then, in that case, it's glad he'll be
To spend his dollars all with me.*

*The reason people pass one door
To patronize another store
Is not because the busier place
Has better silks, or gloves, or lace,
Or cheaper prices, but it lies
In pleasant words and smiling eyes;
The only difference, I believe,
Is in the treatment folks receive.*

—ANON.

Fashion: That which becomes out of date as soon as universally adopted.

Social Tact: Making your company feel at home even though you wish they were.

Political Bedfellows: Those who like the same bunk.

Bloc: A minority group often led by a bloc-head.

Committee: A group of men who keep minutes and waste hours.

Good Speech: An address with a good beginning and a good ending, kept very close together.

Petition: A list of persons who did not have the backbone to say "No."

Taxation: The art of picking the goose so as to secure the greatest amount of feathers with the least amount of squawking.

Robot: A machine so nearly human that it does things without using any intelligence.

Friends: Those who dislike the same people.

The man who chases a skirt is liable to end up with a suit on his hands.

The man who gives in when he is wrong is a wise man, but the man who gives in when he is right is married.

I&D Division

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

Marquette—Sanborn

Is spring here or isn't it? Trainmaster Sizer is sporting a new Easter bonnet, but Jimmy Woonas is still staggering under that heavy raccoon coat.

F. W. Hurlbut, retired conductor at Sanborn, is now trying to play two hands of "freeze out" since M. M. Burns went to Los Angeles for a visit.

R. E. Bernhardt, formerly agent at Lawler, is now agent at Sanborn. R. C. Sullivan, formerly second operator at Chamberlain, has been appointed agent at Lawler. J. P. Collins, formerly agent at Sanborn, has been appointed second operator at Spencer.

John Ransom, waiter in charge of dining car on Nos. 11 and 22, recently spent a 15-day vacation at his home in Chicago. John said he gained 10 pounds. Must have been the change in cooking.

Mrs. L. E. Boland, wife of passenger brakeman at Sanborn, and daughter Helen, recently returned from a two weeks' trip to San Francisco where they visited son Jack, who was on the destroyer "Stack." Jack has since left for Honolulu.

To Milwaukee Patrons

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J. S. Spurr, retired conductor at Sanborn, and Mrs. Spurr, have been spending the winter in California, also visiting relatives in Oregon. Expected to return about the last of March.

Mr. and Mrs. Frank Vrooman, retired section foreman, celebrated their 58th wedding anniversary at Sanborn on Feb. 22. Many friends and relatives were present.

Sheldon Olson, section laborer at Spencer, put one over on the boys by getting married last July 29 and kept it a secret until Feb. 12 when they finally caught up with him. The lady was Maxine Brown of Webb, Ia. A reception was held for the happy young couple at home of Mr. and Mrs. Jake Erkes, Mar. 6.

A daughter arrived at the home of Elmer J. Bahr, employed in the Store Department at Mason City. Her name is Jacqueline Lou.

SHORT AND SWEET: Conductor A. L. Kirby is now working west of Mitchell on the passenger run. . . . Brakeman Bowser McGowan took his miles on the Iowa Div'n. . . . Lightning has moved from the Hoxie to the straight. . . . Conductor L. D. Mather and wife just returned from a trip to California. . . . Engineer Lou Hansen and wife are now spending about three weeks in Colorado.

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

Mrs. John Turney, wife of division master mechanic at Mason City, passed away at their home at St. Paul, Minn., Mar. 5.

C. H. Cotant, retired conductor, passed away, at his home at Marquette, Mar. 9.

Mrs. Warren Gross, wife of engineer at Sanborn, Ia., passed away at Sanborn, Feb. 19.

Harry Cechman, retired section laborer at Sanborn, Ia., passed away at his home Feb. 21.

Sioux City and Western Branch Lines

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

Engr. Walter Houser spent a winter vacation in Texas, setting out fruit trees and digging wells on his ranch.

Section Foreman Bill Foster of Avon was recently called to Sac City, Ia., due to serious illness of his mother.

Conductor Bert Brashear and Engineer Albert Watier are spending the winter in California—the lucky stiffs.

Jake Ginsberg, baggageman at Sioux City, was off duty recently for a bout with influenza.

Stanley Kamm, former red cap at the Sioux City Passenger Station, is now at Camp Claiborne, La., with the 133rd Infantry.

Agent Leroy Greene of Ravinia and Operator A. W. Sanburn of Mapleton have traded jobs. This leaves the Platte-Stickney Line Service Club without a chairman.

Engineer Jim Hubbs is spending the winter in California.

The feud between Roy Worthington, captain of police at Sioux City, and Cecil Davis and Fred Costello is temporarily quiescent, due to Worthington being laid up with lumbago, and Costello and Davis being too chivalrous to take picks on a cripple. However, they promise that as soon as Worthington is able to get around without being carried, they are going to come down on him like a pan of milk off the top shelf.

On Feb. 26, the Sioux City Chamber of Commerce held "Railroad Appreciation Day." A banquet in the evening was attended by Messrs. Finegan, Proctor, Sengstacken, and Kennedy of our General Offices, as well as by division officials and general officers of all railroads entering Sioux City. This recognition of the value of the railroads is much appreciated.

Sioux Falls Line

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

The Sioux Falls Milwaukee Employees Federal Credit Union, which was organized about four months ago, now has a membership of 90 and a deposit over \$1,000.00, of which \$950.00 is out on loans. The Credit Union is open for membership to all employees and their families and anyone interested in further information may write or contact the chairman of the educational committee, J. G. Kasak, Sioux Falls.

Trainman Harry Kelly vacationed for a month in California and after returning moved from Sioux Falls to Sioux City, which necessitated relinquishing the chairmanship of the Sioux Falls Service Club.

Bill Clerk Eleanor Griffiths spent a two-day vacation in Chicago and attended several good shows.

Attending the Hiawatha Bowling Tournament from Sioux Falls were Mr. and Mrs. Ed Todd; Mr. and Mrs. A. R. LaCroix; Mr. A. B. Main; Roy Leeper, and A. D. Johnson. No reports on the outcome.

The clerk's organization in Sioux Falls recently elected and installed the following Milwaukee Road employees: Leonard A. Mostrom, president, and R. J. Hopkins, secretary-treasurer. The clerks held a bingo party on Feb. 28, and the bachelor girls served the refreshments.

Having served as relief section foreman at Platte for several months, Herman Nelson has returned to Dell Rapids to resume his former position.

The two new employees on the Sioux Falls Car Department force are Edward Morgan and John Maier of Mitchell, S. D.

About 40 cars of pipe are being unloaded between Hawarden and Harrisburg for the new pipe line installed by the Standard Pipe Line which will terminate in South Sioux Falls.

George Raines drew the first operator's position in Sioux Falls which puts George right at home.

Everyone is pleased to learn that Switchman Olaf A. Anderson, Sioux Falls, has returned from the hospital and is recovering nicely.

Sanborn—Rapid City

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

Through an oversight this column carried no news of the sudden death of David Gunn, son of Peter Gunn, who is employed in the local roundhouse. Mr. Gunn was ill but a few days and was about to entrain for Fort Ord, Calif., with the local National Guard when he became ill.

Dispatcher Carl Anderson has resumed his duties at the Local Office after an extended leave. Delbert Burke, who relieved Mr. Anderson, has bid in the operator's job at Rapid City, where he has now taken up his residence. The bowlers sure miss Burke's red hair to guide them in their shots at the head pin, but we all hope that his bowling will keep on improving as it did when he was employed here.

Cond. F. J. Grace and wife spent several days visiting in Minneapolis the past week.

There are still quite a few employees who are confined at their homes with the flu and we hope for their speedy recovery.

Engineer Frank Livingston and wife spent the past week visiting with the former's mother at Portland, Ore.

Agent P. Gallagher has taken over his new duties as agent at Oakton after a short vacation in Iowa.

We are informed that Conductor Claude Smith of Sanborn made a mournful trip to Des Moines, Iowa, last month. It seems that Claude's pet bull dog decided life was not worth living after Claude started steady work again, and he just kicked the bucket.

Twin City Terminals

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

Minneapolis General Offices

Now that we have completed and filed our 1940 income tax report, we can return to the more normal business of planning our garden. So if you have not already done so, we suggest you immediately write your congressman for your quota of seeds. He will be glad to hear from you and fill your order.

This is also a good time to plan your summer vacation, assist friend wife with the spring house cleaning, "ding up" the car, and take care of the thousand and one jobs that you should have done during the long winter evenings.

Mrs. Catherine Murphy, of the Minneapolis Telephone Office, recently returned from Texas, where she attended the wedding of her daughter, Catherine Mary, who was married to James J. Dwyer, also of Minneapolis, but who is now located at San Angelo. Mrs. Murphy was very favorably impressed with southern hospitality.

P. H. Bornkamp, stationmaster at Minneapolis, announces the "opening" of his new home. It was not, however, a formal affair, as neither Phil nor Mrs. Bornkamp was present to receive the guests. They were dining out one evening about a week ago and prowlers entered, ransacked the house, completing the job just in time to make their exit via the front entrance as Mr. and Mrs. Bornkamp entered from the rear.

There has been a heavy movement of army men in and out of Fort Snelling during the past month. Over 5,000 men have been handled during that period, and it is expected that the movement of draftees will continue for the next three or four months. Trainmaster S. F. Philpot is kept busy lining up the equipment to take care of the movements, all of which have been handled on schedule.

R. S. Stoneman, retired train dispatcher, who has spent the winter in Minneapolis, is preparing to return to Selah, Wash., to look after his fruit orchard in the Yakima Valley.

The J. H. Foster Service Club is making preliminary plans for its annual picnic. Seems rather early to be talking about picnics, but the Service Club officers say that this one is going to be bigger and better than last year's picnic.

South Minneapolis Shops

*Oriole M. Smythe, Correspondent
Car Dept.*

Spring is in the air in Minneapolis and vicinity, and we are positive there is no fooling this time.

From Tacoma we hear of the forthcoming marriage of former Car Dept. wrecking engineer, L. M. Allan, and a charming widow in the West.

Two new carman apprentices have been employed at South Minneapolis Shops: Lawrence J. Olson and Jerome C. Schurstein.

Draftee Harold C. Anderson, former Car Dept. laborer, is now located at Fort Lewis, Wash., assigned to anti-tank corps.

We extend sympathy to surviving relatives, in the loss of their dear ones, called in death:

James F. Thompson, retired carman, on Feb. 9.

Anton G. Roman, car helper, Feb. 14.

John B. Johnson, retired carman, Feb. 23.

Mark Davis, retired boilermaker.

Fred Christoph, retired boilermaker.

Roy S. Norris, H&D engineer, Mar. 4.

Mrs. John Turney, wife of D&M J. Turney, Mar. 5.

Minneapolis Local Freight and Traffic Dept.

*Florence McCauley, Correspondent
Freight Office*

Excerpt from letter dictated by a member of the Traffic Dept.: "I think you will readily appreciate the fact that they are no better off, in fact, I think they are better off."

Nick Kota spent a few days in the hospital in Red Wing recovering from a wrenched back suffered in an accident during a visit at his home. . . . Harry Erickson, city freight agent, is on the sick list, being confined to his home with the flu. . . . Bob Bach, tracing clerk, is unable to comprehend the uncanny foresight of women. When he takes his lady friend out in Red Wing, before he returns to Minneapolis the lady friend in Minneapolis is already aware of his duplicity.

John Olson, of the Local Freight Office, is ill and confined to the Eitel Hospital.

St. Paul

*Alice Treherne, Correspondent
General Agent's Office*

Trainmaster Pat Madigan and wife recently returned from a 3-month vacation in California. While gone they visited G. A. Van Dyke, retired Twin City Terminal and I&SM Supt., in San Diego, and found him in excellent health. They also stopped at Phoenix, Ariz., and saw former Asst. Supt. Mark Gruber, who is in business there now.

Since we put a little heat on our office bowling team they have really started knocking 'em over, having moved from the cellar to second place. Glen Nicolin had a night for himself recently with an 11-strike game, and a total score of 268, which is plenty good in any league. It would be trite to say, "Keep up the good work boys; we knew you could do it." Frankly, we think they are bowling over their heads.

The St. Paul canned goods jobbers were given the use of our show windows in the Uptown Office for a display featuring Salmon Week, Mar. 1 to 8. City Freight Agts. Pfeiffer and Peterson assumed the roles of window trimmers, and fixed up a couple of nice "Salmon Windows," which prompted the St. Paul Commissioner of Public Works, Milt Rosen, to drop in and remark, "There's something 'fishy' lookin' about this place."

Now that the winter fishing season has come to a close, Pete Larson and Ole Hanson of the Repair Track Dept., will not have to explain their failure to catch the limit.

Doug Tybering, City Ticket Office, and wife, left here Mar. 1, Florida bound, where they spent two weeks at Ft. Lauderdale—the lucky stiffs! Doug got the jump on us again this year, with a beautiful tan.

Our contribution to Uncle Sam's Army so far, has been Clifford A. Born, from the Yard Office, who is now Private C. A. Born, Co. D, 3rd Medical Battalion, Ft. Lewis, Wash.; and Bob Stewart, clerk, Local Office, who is doing clerical work at Ft. Snelling, Minn. Good luck, boys!

Don McMillan, general agent, Passenger Dept., conveyed a troop train, St. Paul to Seattle, leaving here Feb. 18.

Signs of Spring: Genial Bill Davison, chairman of our Service Club, and President of the B.R.T., Lodge No. 4, joined the ranks of the Benedicts for the second time on Feb. 25 when he married Miss Mayme Larkin.

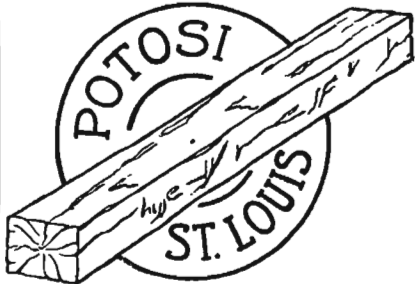
Robert Burns, son of Mr. and Mrs. R. A. Burns (DF&PA), Aberdeen, S. D., will be married May 17 to Miss Dorothy Pedersen of this city. They will make their home in Pensacola, Fla., where Robert is an instructor in aviation in the Marine Corps.

Geo. Quinlan and Glen Nicolin, Commercial Office, exploded the old theory that "only women change their minds." That about explains why they didn't show up on the Snow Train to Duluth recently, as planned.

Messrs. Longley, Johansen, Taube, P. Johnson and Hi Handicap of the St. Paul Roundhouse competed in the Milwaukee Employees Bowling Tournament at Chicago, and we understand that the best scoring was done by Hi Handicap, both in the team event and the doubles, helping the boys get into the money. Congratulations, boys, and hope the winnings are enough to worry you in your next income tax report.

The agency forces of the State Farm Mutual Insurance Co. chartered a special Hiawatha train to Chicago for their annual convention on Feb. 22. Ray Tschumperlin, depot ticket agent, Minneapolis, and Frank Gappa, St. Paul City Ticket, convoyed the group, which numbered 207.

Messrs. D. M. McGeen, general agent, A. S. Peterson, and Geo. Quinlan, city freight agents, and A. H. Wilkins, livestock agent, attended the annual banquet with all of the Minnesota "big butter and egg men," at the Nicollet Hotel in Minne-



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apolis on Mar. 6, in connection with the Dealers' Convention. One of them, at least, landed in the dog house with his Missus, next day, because of a very late arrival home.

At this writing our sick list includes Bernie Cavanaugh, switchman, and one of the old-timers, who went to St. John's Hospital early in March, and is very ill with pneumonia; B. L. Prentice, switchman, another victim of the pesky ol' flu; and Edward Swenson, roundhouse boilermaker, who is confined to the Mounds Park Hospital, suffering from a ruptured appendix. From last reports he was improving. We all wish these folks a speedy recovery.

For every pound of fuel used in freight service, the railroads in the first eight months of 1940 hauled 8.9 tons of freight and equipment one mile.

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Iowa Division—East

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

Observing the 50th wedding anniversary of her parents, Mr. and Mrs. W. G. Buck, Mrs. W. J. Fuller entertained at open house at their home Mar. 9. Mr. Buck was a machinist. He began work for The Milwaukee Road at Marion in 1890 and retired Oct. 29, 1937. Their grandchild, Miss Dorothy Fuller, who attends a Des Moines college, was present, and many friends from Cedar Rapids and Marion called with congratulations and expressions of high esteem.

Superintendent and Mrs. W. G. Bowen of Marion left Mar. 7 to spend two weeks' vacation at Miami, Fla.

Agent A. J. Arthur, 80, died recently at Edgewood, Iowa. He began work for the Milwaukee in 1893 and retired in August, 1937.

Retired Baggageman Edward M. Taylor of Marion, 78, died suddenly at his home. He retired March, 1937, after 47 years' service. He was a member of the Masonic Lodge.

F. W. Greenwood, for some time joint operator for three railroads, including the Milwaukee at Davenport, died suddenly Feb. 20.

William C. Givens of Marion went to Tacoma to visit his parents, Supt. and Mrs. W. C. Givens, and returned Feb. 20. He has now gone to Quantico, Va., to join the Officers' Training Corps of the U. S. Marines and is due for a commission in June.

Operator John McGuire of Oxford Junction, who has been laid up on account of an auto accident on Sept. 20, resumed work Feb. 22.

Conductor Reuben A. Armstrong of Marion had a severe fall early in March and was X-rayed at Cedar Rapids Hospital and is around on crutches.

Ex-Train Dispatcher Thayer, who has been working in Mr. Jordan's place, has gone to La Crosse where he has a regular job.

Operator E. L. Bevington is being broken in as extra train dispatcher at Marion. He is an Eastern railroad man and has been working as extra operator on the division.

Following new men are added to the Civil Engineer's force at Marion: H. G. Starks, tapeman, from Pella, Ia.; C. P. Roberg, rodman, from Ames, Ia.; Philip R. Smithmeyer, instrument man transferred from Seattle.

Trainmaster J. M. Lanning and Traveling Engineer Jefferson have been examining a number of classes consisting of train dispatchers, conductors, engineers, brakemen, and yardmen on the book of rules.

APPOINTMENTS

Agent W. D. Schesser at Arlington.
Agent R. M. Emerson at Delhi.

Iowa Division— Middle and West

*Ruby Eckman, Correspondent
Perry, Ia.*

The annual "Pop Foster Day" Bowling Tournament which is held at Perry each year on Feb. 22 resulted in a victory for the Marion team. For the last five years the Milwaukee team at Marion has come to Perry to meet the team sponsored by the Perry Service Club. For the first time since the tournaments started the Marion men went home with the trophy. The Marion team, composed of W. N. Foster, George Barnoske, Jr., George Conrad, H. Wuerth and Stuart Tower, defeated the Perry team, composed of A. J. Kresen, A. Olson, H. J. Peterson, Lee Varnadore and Harold Hass in the afternoon and at night defeated the Milwaukee ladies team composed of Mrs. Everett Buckley, Mrs. Francis Curran, Mrs. Jesse Raines, Mrs. Chase Reynolds and Miss Vera Wilcox. As usual, the Perry ladies put on a lunch after the evening game.

Mrs. W. J. Fuller, who, because of the death of her husband, a Middle Division conductor who was killed by a stray bullet from a hunter's gun several weeks ago, has moved to Marion to make her home with her parents, retired Machinist W. G. Buck and wife. Before leaving Perry she was the guest of honor at several farewell courtesies extended by her friends and neighbors. Mr. and Mrs. Buck celebrated their golden wedding anniversary Mar. 11.

Mrs. Fred Ling, mother of Assistant Foreman Frank Hoes' wife, and Engineer Jesse Butcher's wife, died at the Kings Daughters' Hospital in Perry during February. Mrs. Ling was well known to all the Iowa Division train service employees as she and Mr. Ling conducted the restaurant north of the depot for many years.

Earnest Banyard, son of Assistant General Yardmaster E. E. Banyard, was married Feb. 15 to Mrs. Florence Van Buskark of Fort Dodge. Earnest, who worked in the Engineering Department of the Milwaukee for a number of years, is in the Engineering Department of a construction company at Fort Dodge, where they will make their home.

In February Caller Richard Monthie was granted a leave of absence for a year of military training. Operator O. P. Byrd, Jr., and Section Laborer Clay McClelland were also called.

Merwyn Newport of the Perry Roundhouse force was in Denver during February to see his mother.

Machinist Elmer Swanson of the Perry Shops force was off duty several weeks during February and March for an emergency operation.

Conductor Clyde Utterback was laid up for two weeks in February and March as the result of an injured back.

Don Atkins, operator at Weston, submitted to an emergency operation for appendicitis Mar. 13. Gene Disburg worked at Weston during his absence.

Boilermakers W. J. and J. C. Barth of the Perry Shops force were called to Savanna during March by the death of their father, a retired Milwaukee Shop man.

Assistant Yardmaster C. E. Hannegan of the Perry Yard force was off duty during March due to an attack of pneumonia.

Conductor Roy Craig, Jr., and his bride spent a part of their honeymoon in Perry with relatives and friends. Roy is employed on the Coast Division and resides in Tacoma but he had to bring the new Mrs. Craig east to show her what a fine place his father formerly called his home. They visited in Perry with Conductor Charles Craig and wife.

Mr. and Mrs. Dewey Gosch are the parents of a new baby boy born in Perry. Dewey and his wife live in Bensenville where he is employed in the shops. Mrs. Gosch and the son will go there later.

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Milwaukee Shops—Supt. of Car Dept.'s Office

Martin Jos. Biller, Correspondent

Jack Bremser, Fred Buettner, and Lucile Deppe are on the sick list this month. By the time you read this we hope Jack and Fred will be back on the job and Lucile will be recovering from an appendectomy.

Just received news via the grape vine system that Kenneth goes to school four nights a week; either he's a very ambitious young man or else his educational venture isn't confined merely to reading, 'riting, and 'rithmetic.

Ralph Haslam wanted to be informed as to what we were going to print about him this month. Now, Ralph, what would you like us to publish? Surely not one of your jokes or crazy poems; we want people to keep on reading our notes.

Milwaukee Shops— Car Dept.

George L. Wood, Jr., Correspondent

Spring is here and "sprouts" appear everywhere. Notice Ralph Midgley's upper lip.

Speaking of spring reminds us that Henry Woida stated that he had fresh strawberries from his garden. His co-workers just nod their heads.

Frank Blesik and Eddy Zych report a successful trip to New Orleans. Of course, they were assured of success before their departure with advice being rendered them by our travel bureau, Frank Zych and Frank Synek. John Beck was also called upon to map out their train schedule.

The employees of the Sash and Door Department still comment on the good time they had at Mr. and Mrs. Peter Geisman's 25th wedding anniversary celebration.

John O'Neill, special apprentice, has been transferred to the Airbrake Department. He will be missed by the many friends he has acquired during his short stay in the Freight Car Shop.

Blacksmith Andy Pfenning and wife are spending a month in Florida. Andy's friends expect him to give them the dope on which way the World Series will go, as he is in the locality of several of the Major League teams' winter training camps.

Dick Weatherall was among those called into active military service on Mar. 28. Dick's bowling team, the Chippewas, feel that he should have been deferred on the grounds that he was indispensable to the team.

Harold Rusch, Harry Popek, and Fred Glaser, all members of local pigeon flying clubs, have volunteered the services of their pigeons to the U. S. Signal Corps.

Clarence Wellnitz, assistant electrician foreman, recently entertained a Service Club audience with his feats of magic. Upon investigation we were interested to find that Clarence was, for several years, a professional magician, touring the country. During his career he became friendly with such "magician greats" as Thurston, Blackstone, and Tarbell.

What's in a name? An apprentice has been working under the guidance of Ambrose Sery for the past several weeks. Ambrose was asked if he was working on steel underframes. His reply was, "I'm not working on steel, I'm trying in vain to make something out of Wood." Well, Ambrose thought it was funny, anyway.

Freight Shop employees will be interested to learn that Paul Wernich, the first Freight Shop man to enter military service, visited Milwaukee while on leave the week-end of Mar. 8. Paul is in the 61st Coast Artillery, Anti Aircraft Gun Corps, stationed at Fort Sheridan.

Milwaukee Terminals

L. J. Cooke, Correspondent
Coach Yard

The sudden death of Fred Milano, 63, well known terminal switchman, was sad news to his many friends. Another well known figure who passed away and will be sadly missed was Joe Schneider, 73, who, before his retirement a year or two ago, was chief inspector at the Milwaukee Station here.

Assistant Foreman and Bowling Team Captain Ed Berndt looked forward to the bowling tournament for months only to strain his back just a few days before the tournament started. While he stayed home confined to his bed, three of his team-mates collected prizes in four events, which should be some consolation.

Congratulations to Ed Franz, foreman at the Fowler St. Freight House, who just completed 40 years of service in the company's employ. George Steuer, Jr., from the same place showed us that beautiful new camera he got, but where are some of those pictures you were going to show us, George?

Tickets for the Coach Yard card party, to be held Apr. 20 are going fast. The good sheephead players are all going to be in there. The Coach Yard has more than its share and will welcome a little competition.

Fowler Street Freight House

Mike Kurth, Correspondent

The boys in the warehouse surely are in great spirits these days. The reason—their new and improved lunch, locker, washroom, and shower is nearing completion, for which the boys are very grateful.

George (Skinny) Wagner informs your scribbler that he had such a grand time at the Schlitz Brown Bottle during one of our Club meetings that he is insisting we should have another one of those good old festivals. Well, George, got the boys together for one buck.

Our genial, hard-luck Harry (Bing Cookie Crooner) Frinks is learning the game of Sheephead, and by the info I have received, he's still in the red. Better stick to your horses, Bing.

Edward (Slim) Stoeck has taken over the duties as blocker and cooper at the warehouse, and he surely is cleaning house, ordering new tools and equipment—Safety First being his motto.

Mrs. Scott Best and her sister (a revenue passenger) left for California via the long haul.

For your information another Service

Club picnic will be held in Milwaukee one of these days—so come on in, boys; don't be left out in the cold.

La Crosse & River Division—Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent
Care of Asst. Supt.'s Office
Wausau, Wis.

Conductor and Mrs. Dan Callahan were injured recently in an automobile accident while returning to Wausau from Marinette, Wis. Mrs. Callahan, whose pelvis was broken in four places, will be confined to the hospital for the next three months. Mr. Callahan received bruises and was badly shaken up.

Gaylord Carpenter, local ticket clerk, has returned from a vacation in Texas. The change of climate and rest has been very beneficial to his health.

Lloyd Miller, mechanic, who has been working in the Chicago Shops, has been transferred to the Wausau Shops.

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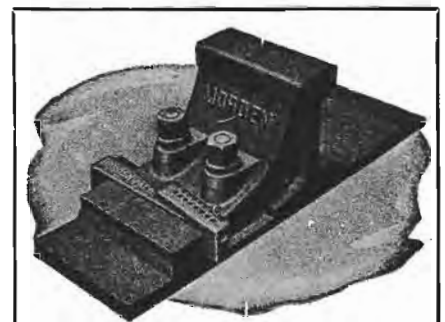
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Eugene D. Heing, Correspondent

Sure signs of Spring—open windows, short hair cuts, bock beer, vacation literature, and increased parking difficulties. All five are present, so we can plan to cast off our woolies any day.

The gals are continuing their athletic endeavors in a less despondent tone. Leah Williams leads her Hiawathas in first place and Tess Hanke's Sioux are in second place.

At the time of this writing the basketball team is closing a very successful season with 12 wins and 2 defeats and only three games to play. The credit is due to the expert handling of the team by Roy Schiffer and Art Heinie, together with outstanding sportsmanship and teamwork on the part of the players.

MY SPIES AND I REPORT

In the Ticket Auditor's Office: John Flickinger of ice skating fame is again working in the office. . . . Bob Chessman is the star witness in a recent disappearance. It seems he was given custody of a liquor salesman's product to pass around for advertising purposes but not a soul saw the pass. . . . Miss Dorothy Ryan will go through the pleasant trouble of having her name changed to Mrs. Hurlless on Apr. 10. Congratulations, Butch.

In the Freight Auditor's Office: Bob Walton is still mystified by the Great Dante, the magician. . . . Wally Fendt was the subject of some horseplay. Two white steeds (cardboard) symbolic of the more pleasant of "Laughing Waters," were presented him. . . . Pauline Fisher is looking at travel literature. . . . Lorraine Schoenfeldt will be married in April. . . . Ed Madden is in the market for a cottage with hotel conveniences on a well stocked lake near a good golf course, near a small town not far from the city. Remember Ed, only Angels go to Heaven. . . . Joe Ripplinger has a baby girl. . . . Harry Baldacinni did not pay me to get his name in the column last month—the cheap skate. . . . He shows Lundgren how to lift weights and Merrill shows him how ping pong is played.

In the Chief Disbursement Accountant's Office: Joe Cassel underwent an appendectomy. . . . Mildred Kissinger had a good time visiting relatives in Tulsa, Okla. . . . Myrel Robertson and Minnie Helgerson, who are having difficulty locating and subduing the head pin, expect to find and defeat the object before summer.

In the Car Accountant's Office: Dorothy Ruzika left the service after more than 12 years to make her home in Boston, Mass. . . . June Dresmal left to become a housewife. . . . Edna Johnson returned from a 3-week trip through the South. . . . Harvey Amerson is now on the retired list, starting this month.

In the Auditor of Overcharge Claims' Office: That mustached man in the very blue suit is none other than Eugene F. Krupka. He attributes his abounding health to the milk he drinks and the hours he keeps. . . . Johnnie White has developed the habit of smoking 10-cent cigars for nothing. . . . George Aff, Bill Lutsch and George Weseman were on the fifth place team in the Hiawatha Tourney.

Time to wind this up for this month. . . . See you later.

Rocky Mountain Division

Nora B. Decco, Correspondent
Three Forks, Mont.

Had a note from Dan Young (of the Galatin Gateway Inn) from Cleveland, written on Statler Hotel paper—expect he was staying right there in the hotel, too, and didn't just go in the writing room to write said note to me. He said the program for the summer season was going over fine, and as we understand Dan was going to tell all and sundry about our state over the radio from a few other states, no doubt we will notice results this summer. And with spring flowers already on the south side of the house, summer is not too far away.

Spring work on our division is starting early this year. The No. 73 with Conductor Burrell as captain, and Pete Olsen's gang working near Eustis the past month, and the No. 99 with Conductor Heier, and Bartas gang working at Lennep, this has been the perfect winter; nothing happened that is worth mentioning as far as storms and other delays to trains is concerned. Grass is getting green, the robins are looking around, and Kogas extra gang are moving away for the season, which last is in itself as sure a Spring-has-begun sign as Mar. 21 on our calendars.

Mrs. Ralph Kemberling of Martinsdale is a patient in the St. James Hospital in Butte, where she has been the past month and is much improved.

Engr. Spaulding is on the sick list with a bad cold and Engr. Chambers has returned to work after a session with a spell of the flu.

Agent H. C. Rector of Three Forks, who, by the way, is the new Service Club chairman, took a week off and spent it in Great Falls and all points north; Alvin Pitman relieved him.

Mrs. Mabel Waite, night operator at Alberton, has returned from a trip to San Diego, where, from what we hear, she covered all outdoors in that part of the old U.S.A. in about 2 days, visiting Palm Springs, Long Beach, Los Angeles, and wherever else there seemed to be anything of interest. Her youngest son is stationed at the Marine Base in San Diego, and, as he was born and brought up on the R. M. Division, all will be interested in knowing that in seven months he has had two promotions.

Fireman Cliff Wilcox has returned from a few weeks at Portland where he has been working on the S. P. . . . Brakeman Mason has also returned for work there.

Operator Campbell and Mrs. Campbell have returned from a short trip to Utah: Opr. Setchell relieved Mr. Campbell and has been on the sick list since.

Condr. and Mrs. Heier spent January and February riding all around the United States, en route to California and home again. As soon as Earnest got the car parked in the home garage, what did he do but bid in the No. 99 down in the Canyon, where he wouldn't have to move except between switches for the next month. Says he's had plenty of riding around for some time to come.

James Beatson and wife stopped off here on their way home from Old Mexico and other Southwest points, the last week in February. Jim likes it down there. He said he got two for one in Old Mexico, but no one seemed able to understand what it was he wanted when he tried to spend some of it. No, not even when he shouted at them and used both hands. . . . all they said was "St. Senor" and, says Jim, he didn't know what that was, so he came home.

Engr. Thompson and Mrs. Thompson have returned from a two-week vacation trip to California, reporting a nice visit.

Brakeman J. N. Lane is a grandpa—can you beat it? Mr. and Mrs. Boyd Raferty are the parents of a daughter born Mar. 1. Mrs. Raferty was Lila Lane.

Conductor Steel, who has been laid up in

the hospital in Deer Lodge after a major operation, is now in Providence Hospital, where we trust he will greatly improve and soon be home again.

Cedar Rapids Terminal

*Clifford R. Taylor, Correspondent
Cedar Rapids, Ia.*

Bill Dunson, who has been retired for some time, is feeling much better as spring approaches. He and Mrs. Dunson started to spend the winter in California, but Bill failed to stand the summery climate of the West Coast and they returned to Cedar Rapids early in January. He is improving steadily and will soon be out again.

Mr. and Mrs. F. E. Wiley visited with relatives in Edgewood, Ia., early in March.

Lloyd R. Bailey, who has been working as relief clerk at Perry, Ia., for some time, was recently assigned to one of the yard clerk positions at Cedar Rapids Yard, replacing Virgil Dvorak, who has been on the job pending regular assignment. Harold returned to his regular position as messenger in the General Agent's Office, replacing Virgil Dvorak, who has been working as relief messenger.

Perry Paullin, son of Interchange Clerk Tracy M. Paullin, who was with the National Guard, was mobilized with that group, and left for the South late in February. We have been advised that he joined another army before leaving, but do not know the young lady's name.

How about it, locomotive, car, and yard forces—can't we have a few more notes from you?

I&SM Division—West

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

R. E. Gilbertson of Erwin, S. D., is relieving J. E. Felker, agent at Ramona, S. D. Mr. Felker is enjoying his vacation at Hot Springs, Ark.

Ronald Westby of Madison, S. D., made his date as brakeman on I&SM Div.—West on Feb. 22 under Conductor Geo. McKinney.

W. D. Rath of Madison, S. D., made his date as brakeman on Mar. 7 under Conductor Lars Westby.

Al Brakke, conductor on Fulda patrol, took a week off recently while making a call on friends at St. Paul, Minn. Al was relieved by Harry Gimpel of Madison.

Frank Flynn had the National Guard Special out of Madison to Woonsocket on Feb. 21.

Just received word that Roadmaster F. J. Kavelaski of Madison, S. D., carried away the honors as champion whist player at Iona Lake, Minn. Nice going, Frank.

T. D. Hakes of the Trans-Missouri Div. replaced F. X. Langer of Sioux City as traveling auditor. Mr. Langer is working out of Minneapolis now.

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Terre Haute Division

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

General Car Foreman T. J. Lentz, who has been confined in the hospital due to injuries sustained in an automobile accident on Feb. 13, is reported to be improving and expects to be up and about soon.

Divn. Freight and Passenger Agent R. H. Harding, who came to this division on Feb. 15 from Kansas City, has now moved his family to Terre Haute.

Washington's Birthday falling on Saturday this year, gave Mrs. Roberta Bair of the Rea Building Offices an opportunity to visit her son, Dr. Gordon Carmichael, at the Memorial Hospital in Richmond, Va., where he is interning. Bobby greatly enjoyed her trip.

The marriage of Miss Jane Effinger, daughter of Conductor and Mrs. Steve Effinger of Terre Haute, to Steve Oltean of that city, has been announced. The wedding took place at Jasper, Fla., on Feb. 10. The young couple will make their home in Terre Haute.

Thanks to the someone who sent in the following items of interest from the north end of the division:

Glad to hear the familiar voice of Agent West of Manhattan again and hope that he can remain on the job after his siege in the hospital.

Section Foreman Mally has a beautiful new home and the only thing that prevents it from being strictly up to date is the chef.

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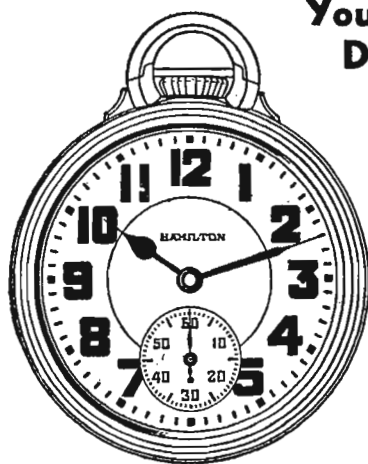
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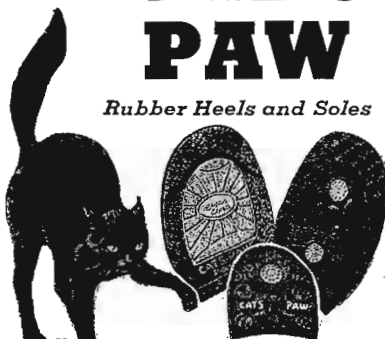


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Madison Division

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

Mrs. Henry Johnson, wife of retired engineer, and mother of Ollis Johnson, engineer, passed away at her home Mar. 14. Mrs. Johnson was an active member of the Milwaukee Road Women's Club and several other clubs and organizations in the city of Madison.

John Fernetto, Sr., 80, for many years custodian of the Prairie du Chien Lock-Up, passed away at his home in Prairie du Chien Feb. 26. Mr. Fernetto was active in public affairs, and with his passing another chapter of the early history of Prairie du Chien has come to a close.

Our newlywed, W. O. Bruns of Wauzeka, has just taken charge of South Wayne depot as agent.

Jim Coleman, agent, Woodman, placed with the champion K. C. basketball team of Prairie du Chien in the annual La-Crosse tournament on Mar. 7, 8 and 9. Jim holds the all-time high scoring record for points scored in one game during the tournament.

The Hiawatha five-man team took the eighth place and the \$10 prize at the Milwaukee Hiawatha Bowling Tournament held recently in Chicago. Chauncey Corcoran and son Willie will have to be satisfied to split the \$14 between them. Swede Jerdee of Madison ran off with \$2 in the individual events, and the rest of the boys are just "wearying."

A bundle from heaven has arrived at the home of Engineer and Mrs. Frank Rogers. Jeannette Frances is the name. Train Order No. 19, on Form 19 reading: No. 96 meet No. 95 at Blue river—signed by Operators Black, Brown and Black, at Mazomanie, Blue River, and Wauzeka.

John Conlin, Jr., OS&D clerk, Madison Freight Office, has taken a position in the General Agent's Office at Pittsburgh, Pa. Sympathy is extended the William Meuer family on the death of their daughter Janett, age 3½, in a fire which totally destroyed their home on Mar. 2. Through the quick action on the part of the Women's Club and their friends, it was only a short time before, the Meuers were comfortably located in another home and fitted up with enough equipment and provisions to carry on until other arrangements are made. Mrs. J. J. Lietz, pres-

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ident of the Club, broadcast a radio message for assistance and from this more than 1,000 calls were handled and equipment of all classes was provided. Funds were also necessary and through the efforts of employees and friends \$480 was contributed and turned over to the Meuers. Attorney J. E. Barnett of Boscobel learned of the tragedy and through his efforts with the trustees of the J. W. Farrell Estate, \$50 was donated for clothing, furnishings and food. Local 236, A. F. of L., City Street, Garbage & Engineers, in the city of Madison, contributed \$25. Mr. Meuer has for many years been station baggageman at Madison.

Chicago Terminals

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

Charles B. Swiadek, who worked around Mannheim for many years, is now in Tennessee with Company F of the 108th Engineers for several months' military training. Charley is a son of Frank Swiadek, former section foreman, who retired some years back, and who is in fine health and enjoying life.

Engineer and Mrs. Roy Leader spent part of the winter vacationing in Florida. Roy did some fishing and caught a shark—so help me.

We regret to report the death of Thomas J. Williams, retired. Mr. Williams served The Milwaukee Road for many years in the Chicago Terminals faithfully and well. Engineers Tom and Jack Williams are sons of Mr. Williams.

Miss Grace Harstad and Francis Plumb, caller at Bensenville, were wed in a quiet ceremony at the home of the bride at River Grove during the month of March. Miss Harstad is the daughter of Yard Conductor LeRoy Harstad and the groom is the son of Engineer Jack Plumb. The best wishes of the terminal employees will accompany them on their journey through life.

The Engineers' Dance early in March was a huge success. Everyone attending reported having a nice time. Engineer Geo. Bain was awarded an electric razor as first prize for giving the best interpretation of the rumba.

Trans-Missouri Division— East

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

Chief Dispatcher M. J. Welch underwent a major operation at the Miles City Hospital and is coming along nicely. During his absence his position is being filled by H. A. Mosher.

Agent W. C. Boyle of Eagle Butte was recently in Miles City receiving medical attention. He is being relieved by Archie Thompson.

Among our travelers we have the agent at Dupree, Frank W. Bednar, who has returned from a 60-day vacation spent in California.

Martin Hettle, Water Service foreman,

is back on the job again. He spent three months at points in Minnesota and Excelsior Springs, Mo., where he took the baths, coming home via Salt Lake City, San Francisco and Seattle.

Agent and Mrs. F. C. Williams recently spent two weeks in New York City visiting their daughter, Mrs. J. R. Anderson, and husband.

John R. Reardon, second trick operator at McLaughlin, is vacationing in Missouri, visiting relatives.

Operator P. S. Erickson is now agent at Selfridge and George Dimick is the operator at Moreau Junction.

E. L. Hoehn, second trick car clerk, has taken up farming on the side, having purchased the Henry Klein farm near Moberg. As a start he has three cows, a calf, chickens, ducks, etc., so from now on he will be a pretty busy man.

The many friends of Water Inspector John J. Clinker were grieved to hear of his sudden passing at Chicago on Feb. 16.

Miss Helen Linda, daughter of Engineer John B. Linda, left for Cleveland, O., where she has accepted a clerical position in the national offices of the Order of Railway Trainmen. She was accompanied to Cleveland by her mother and father and brother John.

Trans-Missouri Division— West

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

Running close competition with California and Florida, with almost complete absence of snow, and continued spring-like weather being enjoyed over the division in February and early March, we are forced to be somewhat dubious regarding the legendary groundhog's ability to accurately forecast the weather. G. Hog apparently had every opportunity to see his shadow last Feb. 2, but judging from the weather the past few weeks we are inclined to believe that it was a case of sleepiness rather than bad weather indications that forced him back into hibernation.

We were grieved by the news of the passing of C. C. Johnson at Puyallup, Wash., on Mar. 10. Mr. Johnson, until his retirement in February, 1938, had been employed on the division since 1918, serving in the capacities of agent, train dispatcher, and relay office wire chief. The deepest of sympathy is expressed to his family.

Chief Dispatcher Welch of Moberg is reported progressing nicely after a major operation the latter part of February, and it is expected he will soon be released from the hospital. . . . Assistant Trainmaster Devlin was confined to his home due to illness for about a week the fore part of March. . . . Master Mechanic Riccius, Roundhouse Foreman Glen and Roundhouse Clerk Perring also are all back on the job again after having been confined to the hospital several days due to sickness.

Yardmaster Swan Nelson, the Miles City Service Club financier, is reported doing

big business with his Coca-Cola machine which has been set up in the Yard Office at Miles City. The proceeds go to the Service Club treasury.

Keith Byington, former roundhouse clerk at Harlowton, and son of Engineer W. Byington, is now stationed with the 302nd Signal Aviation Co., March Field, Calif. Leonard Kerchoff of Moberg replaced Mr. Byington as roundhouse clerk at Harlowton.

Archie Harris, manager of the Continental Telegraph Office at Miles City, is vacationing in New York. Relief Operator A. G. Wilson is assuming the uptown telegraph work during Mr. Harris' absence.

Retired Machinist C. H. Arnold is spending the winter under Florida's sun at St. Petersburg.

H&D Division

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

Earl Webster Hutchinson, agent at Hickson, N. D., passed away Feb. 26 from a heart attack. He had been employed by the road for 34 years.

Floyd Geiser of Fairmount is Div. agent at Wild Rice, N. D. Eugene Albrecht, formerly agent at Wild Rice, gave the job up and now is bucking the extra board.

Julian Burchelm of Wahpeton is now section foreman at Abercrombie, coming here from Wahpeton on the retirement of Andrew Olson.

Wayne Wheelon is agent at Abercrombie until the appointment of the regular man.

Charlie Bingham, conductor, was recently hit by a car in Minneapolis while on his way to work. Glad to report he is working again and coming along fine.

A. E. Jerde is appointed swing man on

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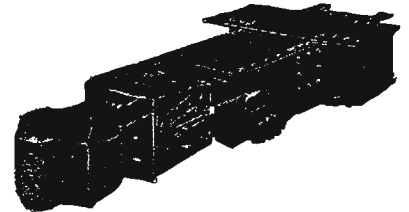
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dispatcher's job between Aberdeen and Montevideo permanently.

Glad to see Alsacker and Collins were reinstated again. Hope to see Happy Johnson back soon.

Frank Burns is taking a long overdue vacation into sunny Texas.

Sweeney and Cliff Johnson are both full-fledged conductors now.

F. M. Mosser has been appointed agent at Glenham, S. D., permanently.

E. J. Albrecht is appointed agent at Brampton permanently.

I&S Division— First District

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

A daughter was born on Feb. 18 to Mr. and Mrs. Henry J. Knopf of Le Center, Minn.; Mr. Knopf is station helper there.

George C. Zaner, operator at Owatonna, has been ill for the past month and has just returned to work. He was relieved by Extra Operator Finnegan.

Armetta Lane, operator at Cresco, is vacationing out on the West Coast.

F. W. Walton, operator at Comus, is dispatching trains again; he is relieved by Extra Operator Bradash.

Conductor and Mrs. William Placek are enjoying a vacation in California.

An orchid to S. P. Freeman, agent at Bixby, who discovered a broken rail between Bixby and Owatonna. Proceeding north on his faithful Adams motor car, he encountered the broken rail and emerged from the entanglement victorious. Reporting at Owatonna and quick work by section forces probably prevented an accident. Mr. Freeman operates an amateur radio station (call letters W9TF on the 10 meter band) and would appreciate a call from other railroad radio amateurs.

Understand we have another amateur radio enthusiast in Extra Operator John Elmquist. Located at Cresco, Ia., his license has been received and call letters W9ZZR assigned him. He would appreciate a call on 160, 20 and 10 meter bands. John is the son of R. E. Elmquist, operator at Cresco.

Our company has won recognition for its high speed train operation due to the fact that we rank second in the country in aggregate mileage of daily operated trains at speeds of 70 m.p.h. or over. Before the advent of the Midwest Hiawatha we operated 597 daily miles at 70 m.p.h. or over. We actually operate a total of 3,439 daily miles at speeds averaging 60 m.p.h. and over. This accomplished with 48 trains.

The unique part of it is that our trains

are all operated by steam and therefore it should be evident that diesel power is not the only type capable of high speed train operation.

I&S Division—East

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

Our sincere sympathy is extended to Division Master Mechanic John Turney, whose wife passed away at Minneapolis Mar. 6.

Once more the Superintendent's Office is having its face lifted, this time to enlarge the office space and make room for the roadmasters, the chief carpenter, and their clerks, which is a forerunner of moves to be made in the near future when the Yard Office will be located in the present Roadmaster's Office and the present Yard Office will be torn down to make room for additional trackage when the new depot is constructed in the near future.

Dick Williams is back on the yard clerk job again, and Erle Jorgenson is working the bill clerk job at Albert Lea.

Don't miss Paul "DeBeck" Blanchfield's drawings of the Freight Office gang—they're really good.

Sorry I can't tell you all about the huge crowd which attended the Service Club stag party Mar. 18, but I won't have the information until next time we go to press.

And now that the income tax is out of the way for another year, and bowling is on the wane, we can start talking about birdies—in the air and on the golf course.

La Crosse & River Division—First District

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

Frank Bublitz, veteran roundhouse employe, passed away recently at his home in Portage due to a heart attack. Frank will be greatly missed by his many friends. A brother, Emil, is a switchman in Portage Yards.

GOSSIP

Our gang wintering in Florida and Mississippi are experiencing some rainy weather in contrast to the heavy snow we have had here. A card from Bill Stafford in Punta Gorda, Fla., says fishing is just fine and another from George Rumpf, way down in the Everglades reports fishing at Clewiston, Fla., is good also.

John Pate and his wife, who are at Gulfport, Miss., say it has rained most all the time since they got there.

Haven't heard from "Peggy" Learmonth, (who is in California) for some time. I think he moved to the highest point in Riverside since the floods so he can stay high and dry just in case.

Among the last batch of draftees from Columbia County, of which Portage is the county seat, the name of William Koch was listed. Bill was one of 28 headed for Camp Grant. He was our relief station baggageman and warehouseman at Portage. His father is a veteran section man in Portage Yards.

 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.

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La Crosse & River Division—Second District

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

Felix Brenner, former ticket clerk at Lake City, has taken over the transit job at Red Wing, temporarily replacing J. L. Maher, who has been appointed to the chief clerk's position at Red Wing. Carl Soderholm has been appointed to the ticket clerk's job at Lake City.

The Milwaukee Road is soon to have a new industry along its tracks at Red Wing. Plans are in the making for an insulite plant and it is expected to start up in the near future.

Nels Estlund, car foreman at Red Wing, was on the sick list the latter part of February, but has now returned to work. C. Wendell of Minneapolis relieved him. The writer has often wondered just what a car repairer would do if he ever lost his hammer. Of all the times we have seen Nels, I don't believe we have ever seen him without his hammer.

Had a short communication from some one at Lake City who evidently did not believe that Herman Vollmers and your correspondent were as good bowlers as we are. He is of the opinion that we were quite lucky in winning some money in the recent bowling tournament held at Lake City. This is just to inform him that there was nothing but pure skill used.

Superior Division

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

DEATHS

Retired Engineer James Reilly passed away at Menominee, Mich., on Feb. 26. Passenger Trainman John P. Deneen died at Green Bay on March 3.

Engineer Edwin T. Redline is in the hospital at Green Bay. Chief Carpenter O. H. Czmsanske fell and broke his right arm, but seems to be getting along nicely and is again around on the job. Engineer George Gunn has been sick for quite some time, but intends to return to work soon. Conductor Edward A. Radue is recovering from the accident he had about two months ago, and expects to return to work soon.

Now that the dark secret is out about Cupid striking at Conductor John J. Fleming, he and Mrs. Fleming have decided to go on their delayed honeymoon through the South. Mr. Fleming states this is his first trip on a foreign railroad after about 35 years of service.

Assistant Engineer Russell Cheney recently went on his two-week vacation. He intended visiting his parents in Minnesota.

Frank: "What model is your car?"

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

Kansas City Division

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

Notice has been received of the death of retired Dispatcher F. R. Moore on Mar. 8 at Santa Cruz, Calif., which has been his home since retirement from the service. He gained prominence in recent years as author of "Wapello Chief," a fictional history of Iowa.

O. R. Taylor and daughter Muriel recently moved to Ottumwa from Perry. Mr. Taylor is a retired conductor from the Iowa Division.

Other newcomers to Ottumwa are Mrs. H. Stern and little son, who joined Mr. Stern on Feb. 22. They formerly lived in Milwaukee and are now located at 645 N. Court. Mr. Stern is with the Engineering Department.

Engineer Elmer Rudolph, who is at Hot Springs, Ark., on his annual sojourn, writes that the horses are not running so good this year—or could it be that he just isn't so good in picking a winner?

The explanation given by Agent R. E. Wilson, Farson, for bidding in on the second trick operator's position at Braymer is that the east end trainmen are "too good" to his little three-year-old granddaughter and he doesn't want her spoiled.

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So he's moving off the East Division.

Richard Frost, son of J. L. Frost, is a member of the Medical Corps, 133rd Infantry, which company recently moved from Fairfield, Ia., to Camp Claiborne, Alexandria, La.

B. Beistle has returned from a vacation on the West Coast and has resumed the agency at Chillicothe, Mo. Agent Busick has returned to Ludlow, having relieved Mr. Beistle. Operator C. O. Johnson has been assigned second trick at Chillicothe, vice C. E. Brown retired.

Mr. and Mrs. L. M. Fromm, Mr. and Mrs. F. Luman, Mr. and Mrs. Jack Seals, Mr. and Mrs. Harry Nicholson, Wm. Wilson and daughter Marjorie were in Chicago on Mar. 1 where the "gentlemen of the family" participated in the bowling tournament. Conductor H. Nicholson started off with a bang, rolling seven straight strikes in his first line. We hear they made a very good appearance in their new uniforms.

Spokane and Inland Empire

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

Alfred Nash, engineer, who has been running the Spokane Yard switch engine for some time, showed up at the Roundhouse one day all togged out in a brand new striped black and white uniform, cap, gloves, et al. The boys immediately began to clean off the cab seat, clean up oil spots, etc., wondering just what the occasion was. A few days later on Feb. 20, Al laid off to celebrate the 30th anniversary of his wedding. Many happy returns, Al.

Mrs. Fred W. Weller, wife of Train Baggageman Fred Weller, was called east to Newark, N. J., early in February, owing to illness of her mother, Mrs. Smith, who was visiting her daughter there. We regret to announce that Mrs. Smith passed away on Feb. 12. Mrs. Smith was very well known among railroad people on the West End.

The transfer of train dispatchers from Tacoma to Spokane became effective on Mar. 1. W. A. Monroe is swingman, N. C. Grogan, second trick, and Fred Beal is handling the third trick temporarily. P. L. Hays is chief dispatcher.

After spending the winter months in Spokane, the B&B crew of R. B. Campbell again started operation on Mar. 3.

Seattle Terminals

*F. W. Rasmussen, Correspondent
Local Freight Office*

Frank Berg of the Oriental Department returned to his position Feb. 15 after an extended vacation in Arizona and Old Mexico. He reports a delightful time.

Mrs. Hazel Fern of Puyallup and more recently from Tacoma, has bid in the bill clerk position in the Seattle Local Freight Office. We are very glad to have her with us.

Lowell Brundage, who has been our comptometer operator in the Bill Rooms, has recently gone to St. Maries, Idaho, to take the position as station helper. This is the second time Lowell has gone to St. Maries. We are beginning to wonder.

Mrs. Rose King recently left for New York for an extended vacation. We understand she took some paying passengers with her. Rose is always on the alert when it comes to producing revenue for the railroad.

The Oriental Department, headed by Louis Weigand, has been very busy the last few months handling ore concentrates received in Seattle by boat from South America and reshipped to the smelters in Montana. Up to the present several hundred carloads have been shipped, with

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BEST SAFETY
DEVICE IS
LOCATED AN
INCH OR TWO
ABOVE THE
EYEBROWS



more coming every month. We understand that after smelting is done, some of the finished products are again shipped back to South America.

Roy Fink of Tacoma is now our general warehouse foreman in Seattle and is making a real showing in that capacity. He has rented out his home in Tacoma and moved his family to West Seattle.

Jewell Campbell has bid in the messenger job, but at this time is acting as interchange checker and is being relieved on the messenger job by none other than Clarence Algier of Hong Kong and other places, including Montana. You see, Clarence was a marine and his home was wherever his ship dropped anchor.

The writer has not been informed of any unusual happenings in the Car Department the last few weeks, but we are glad to have with us Roy Tidd of Tacoma as chief clerk to Car Foreman Clyde Medley. Roy has had lots of railroad experience and is dishing out his experience in a very able manner.

Ed Noski of General Passenger Agent Bahl's Office has been very busy the last few weeks taking care of the heavy Ski Train operations. The Ski Bowl has been well attended this year and is gaining popularity every day.

Bert Roberts of the PFI recently took over the cleaning of all classes of equipment in Seattle and is now more than busy supervising this new duty over and above his regular duties as perishable freight inspector.

Arnold Fosse is a new addition to the Local Freight Office, having recently been assigned to the position of comptometer operator. He comes from a Seattle business school. His home is on the Willapa Harbor where all good things grow. Even the writer of this note knows something about that country.

Jack R. Ellis of the Seattle Yard Office was married on Mar. 8 to Miss Mary Keenan of Seattle. Miss Keenan is the daughter of Patrick Keenan, import and export supervisor. All the employees join in wishing them a happy and prosperous future.

D&I Division— First District

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

Congratulations are extended to Brake-man and Mrs. Wilmer Layman of Savanna on the birth of a son Mar. 10.

And now we may call Ray Fields, operator in the Dispatcher's Office at Savanna, "grandpa" with the arrival of a son in the home of his daughter and son-in-law, Mr. and Mrs. Claude Bashaw of Rockford, Ill., Feb. 21; this also makes Elmer Bashaw of the Freight Department, Savanna, "grandpa" at the same time.

It is with regret that we write of the passing of Alex Lawrence, who at the time of his retirement, July 1, 1937, was employed in the Savanna Shop as a machinist and prior to that, foreman at different points on the railroad. Mr. Lawrence's death occurred in the Mercy Hospital in Clinton, Ia., on Feb. 25.

Death has taken another of our retired

railroad men, George Barth, of Savanna, who retired in April, 1937, after 43 years' service as boilermaker in the shops at Savanna. His death occurred in the city hospital at Savanna on March 13. Sympathy is extended to Mrs. Barth and family.

We also have notice of the death of Engineer H. J. Beutow of the First District, which occurred in Bensenville on Feb. 21. Mr. Beutow entered the service as a fireman on June 6, 1903, and was promoted to an engineer on Nov. 23, 1907.

On Mar. 10 occurred the death of Engineer F. B. Parsons and of Fireman John Maher, both of Chicago. Mr. Maher started work with the Milwaukee as a fireman on Nov. 7, 1895, retiring June 1, 1940, and Mr. Parsons started as a fireman in 1898, being promoted to an engineer in 1904 and retiring Aug. 1, 1940.

Miss Betty Davis, daughter of Roundhouse Foreman D. R. Davis, Savanna, has been selected one of the two baton twirlers for the American Legion Band of Savanna.

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

So far Uncle Sam has taken three boys from our ranks to wear his olive drab for one year???? Frank Trom is now in California but Tom Walner and Bill Fisher have not been heard from at this writing. We hope they return in as good health as they left. If they aren't stationed too far away, their girl friends can fly down to see them.

The Barron Undertakers of the General Freight Department failed to successfully defend their team championship in the Milwaukee Hiawatha Bowling Tournament, losing to the Sawusch Motors of Libertyville by one pin, 3,031 to 3,030. As long as the boys had to lose, we're glad our friends Jim Yahnke, Jack (Scissors) Dalee and Jim Nolan were on the winning team.

Jim Wixted placed second in the all-events and missed the diamond medal for total scratch score by only 15 pins.

Sometimes it doesn't pay to be in a hurry, especially if you drive through a funeral procession—ask "Wally"—or wash your face without removing your glasses, as Walter McKlos tried to do.

'Tis said it's hard to catch the owl, but Fred (Woodenshoes) Swierenga has recently captured that wise old bird.

Bob Johnson, Beau Brummel of the Division Department, now uses a new perfume called "Eau de Skunk."

Wonder how Art Gardner will look in his coal miner's outfit.

Rumor has it that Mary Dugger recently visited the old soldiers' home in Pittsburgh, Pa., and those large documents that she and Clara have been working on are adoption papers.

"Well, I certainly made a good impression on her," said the cane-bot-tomed chair as the artist's model stood up.

Mabel (after Frank's proposal): "No! A thousand times, no!"

Frank: "Well, don't rub it in; I only asked you once."

Frosh: "I just brought home a skunk."

Roommate: "Where ya gonna keep him?"

Frosh: "I'm gonna tie him under the bed."

Roommate: "What about the smell?"

Frosh: "He'll have to get used to it like I did."



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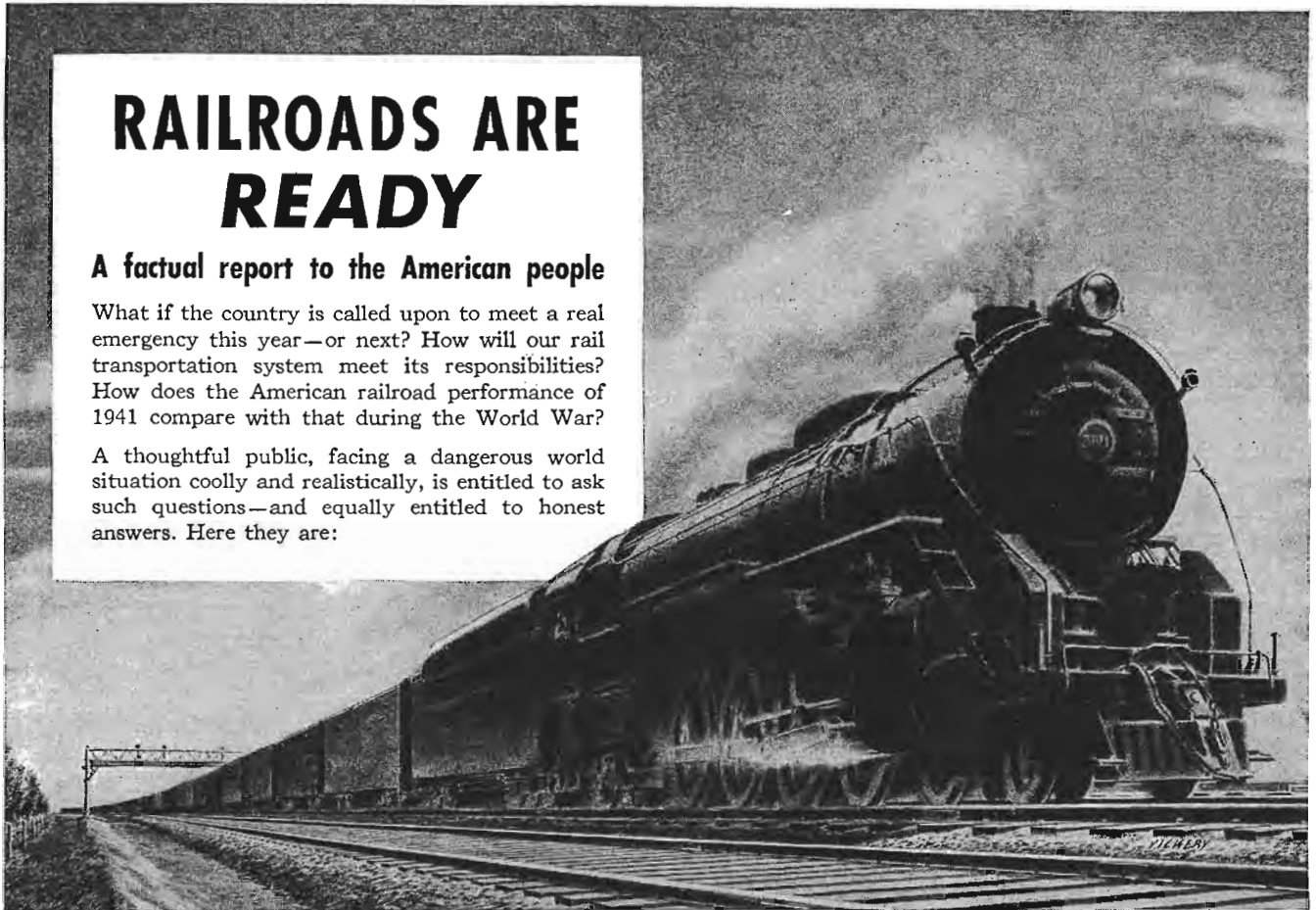
CHICAGO

RAILROADS ARE READY

A factual report to the American people

What if the country is called upon to meet a real emergency this year—or next? How will our rail transportation system meet its responsibilities? How does the American railroad performance of 1941 compare with that during the World War?

A thoughtful public, facing a dangerous world situation coolly and realistically, is entitled to ask such questions—and equally entitled to honest answers. Here they are:



Bigger locomotives pull more freight. Unqualified statements that railroads have fewer locomotives and cars than in 1917 are meaningless. Today's locomotives average half again more powerful. Today's better freight cars hold a fifth more and travel 64% faster.



It can't happen again! In 1917 ports and terminals were congested and transportation was slowed down because freight cars were used not to move goods but to store them. On just one order, 40 miles of cars clogged the tracks for weeks until a shipyard got ready to unload them. That won't happen again because close teamwork by the railroads, shippers and government agencies now keeps cars moving and gets them unloaded promptly.



Housing a million men. For the new army camps, the railroads delivered nearly two billion board feet of lumber—75,000 carloads—in 6 recent months. Work was never held up because of any railroad failure to deliver materials. Cars were loaded and unloaded promptly by shippers and contractors. There was not the least interruption of regular rail traffic.

★ ★ ★

Railroad efficiency more than doubled. That is the net result of larger engines and cars, longer trains, faster schedules, better signals, streamlined yards and greatly improved operating methods. In the peak year of 1929, the railroads hauled 8½ million more carloads of freight than they did in 1918 although they had 60,000 fewer cars and 5,000 fewer locomotives.

1920

14,877
TON MILES
PER FREIGHT
TRAIN HOUR



1939

32,150 TON MILES
PER FREIGHT
TRAIN HOUR



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