



the **Milwaukee** *Magazine*



December
1940

To the Service Clubs

An eventful year on The Milwaukee Road is drawing to a close. It has been a year during which our Service Clubs have made important advances in bringing about a closer relationship between the people of our railroad and the people of the towns and cities it serves.

The communities along our railroad are beginning to realize that the members of The Milwaukee Road Service Clubs are responsible, worthwhile railroad men and women, who want to take part in contributing to the betterment of their communities as well as to the advancement of their railroad.

During the year there have been many and various activities in which Service Clubs have successfully participated. The outstanding affair was the celebration of the Road's 90th anniversary, which gave Service Clubs over the entire system an opportunity to perform one of the special jobs for which they were organized. They rose to the occasion with fine spirit.

On every day of the anniversary week there were Club meetings, with local citizens as guests, at which the birth and growth of The Milwaukee Road, and its value to the communities served, were discussed. Reference to the anniversary luncheon at Milwaukee on the 20th, and to the radio program there on the following day will be found on another page of the Magazine.

I believe the observance of this anniversary by Service Clubs, and the news stories sent to the press, will result in more favorable contacts and publicity than has followed any other event in the life of The Milwaukee Road. You men and women who have so well carried on the Service Club activities during the past year and have done your best to make the anniversary celebration a success have reason to be proud of your excellent work. I am happy to acknowledge your helpfulness in increasing the prestige and patronage of our railroad.

H. E. Smith

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF OCTOBER, 1940

Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Madison Division.....	175	6	27.2	Trans-Missouri Div.....	24	17	4.5
Seattle Gen. Offices.....	32	16	15.7	Iowa & S. Minnesota....	21	12	4.3
Dubuque and Illinois....	70	136	15.3	La Crosse and River....	62	18	4.1
Milwaukee Division.....	65	110	14.6	Rocky Mountain Div....	29	10	4.1
Hastings and Dakota Div.	82	47	12.3	Coast Div.	50	8	3.9
Miscellaneous	4	3	11.1	Iowa Division.....	28	21	3.5
Superior Division.....	8	48	9.6	Kansas City Div.....	7	16	3.2
Iowa and Dakota Div....	79	50	8.5	Twin City Terminals....	44	14	2.9
Terre Haute Div.....	..	74	8.3	Milwaukee Terminals....	69	31	2.7
Chicago Gen. Offices....	47	65	7.0	Chicago Terminals.....	14	21	1.1
TOTALS	910	723	6.3				

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Editor

A. G. DUPUIS,
Manager

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Employees as Good Will Ambassadors

AN EXECUTIVE of the Institute of Life Insurance, in a talk delivered recently before a meeting of the American Life Convention, said that one of the urgent needs in the insurance business is that salaried employees of the business should have a clearer understanding of the business. He related an incident which occurred at his home when his telephone got out of order and an installation man from the telephone company called to repair it.

Mr. Johnson made some critical comment about the telephone company and its operations. The installation man took 15 minutes to set Mr. Johnson right. Thereafter, Mr. Johnson said, he had a more distinct understanding of telephone service, what the company was doing, and how it aimed to serve its customers than he had before. He became convinced that the telephone company was using its own people, in their contacts with the public, to create good will.

When we think of the multitude of people employed by The Milwaukee Road, we immediately realize that here is a potential army that can accomplish truly great things for their industry. They can be ambassadors of good will. Clerks, for instance, have an opportunity to be more than "small cogs in a great wheel," to employ an over-worked expression. Theirs are positions of trust and their work is important to our business. They should not assume that their positions are largely perfunctory and mechanical, for they are not.

That goes as well for employees in other occupations—trainmen, carmen, station men, warehousemen, engineers, signalmen, general office employees; all are important to the proper conduct of the complex transportation system which is efficiently serving the public. Acquainting themselves with

the problems of the industry as a whole makes it possible for them, in their role of ambassadors of good will, to correct false notions and clear the cobwebs from the minds of people who may have unpleasant criticisms to make of the industry.

Here is an opportunity, then, for Milwaukee Road people in all branches of service to mobilize their forces and go forth with a new voice, a finer appreciation of their positions, and a clearer idea of the industry they serve.

Time Comparisons, Rail and Inland Waterway Service

THE slower schedules of the waterways, as compared to the expedited movement of freight by rail, are outstanding among the reasons why the waterways cannot supplant the railroads in the transportation of general commodities. It is in the transportation of the commodities requiring faster movement that the country's business generally has greatest interest.

Some shippers may be so situated, and be engaged in handling commodities that do not require expedited handling, but there is no sound reason why all other shippers should be required to pay, through taxes, part of the transportation costs of the smaller first group. The water distance from Chicago to New Orleans is almost 600 miles greater than the rail distance, and the approximate difference in the scheduled time of freight deliveries is 223 hours in favor of the railroads. From Louisville to New Orleans the rail distance is 563 miles less than the water distance, and the difference in scheduled time is 133 hours in favor of the railroads. From St. Louis to New Orleans the rail distance is 444 miles less and the railroad's time is over 130 hours less.

TVA and Decreased Employment

AN interesting phase of the effects of government power projects on employment in coal mines and on railroad revenues was developed recently by C. Y. Thomas, chief engineer of the Pittsburg and Midway Coal Mining Company, in an address before the Trans-Missouri Shippers Advisory Board at Joplin, Mo.

"In the TVA," Mr. Thomas said, "already the generated power has displaced over 6 million tons of coal annually. This is displacing better than 6 million man days of employment annually, and is a direct wage loss of \$12,000,000 annually to mines and railroads. TVA is reported to be about 60 per cent developed, so further economic losses are in view. In general, hydro plants do not produce power at less cost, and each power dam is permanently displacing thousands of men."

Taxes to Support Schools and Government

A SIGNIFICANT comparison of tax payments for the support of schools and government has been made by the Kentucky Railroad Association. The comparison shows that common carrier trucks in Kentucky were taxed a total of only \$26,577 for the support of schools and general government, while Kentucky railroads in the same year were taxed a total of \$4,717,379 for general governmental and school purposes. The common carrier trucks of course paid special taxes in addition, but the proceeds of these special motor taxes all were used for highway purposes, from which the trucks enjoyed special benefits. But the trucks paid in taxes for the benefit of the schools only \$12,108, while the railroads were paying \$2,290,791 in taxes for school purposes. The trucks paid only \$14,468 in taxes for the purposes of state, county and local government, while the railroads paid \$2,426,587 for these purposes.

The Farmer and Savings in Water Rates

FARM prices of wheat generally are not affected by "savings" in water rates, according to the recent Eastman report on "Public Aids to Transportation." Wheat farmers who are influenced to advocate appropriations of public funds, to which they must contribute through taxes, therefore are talked into pulling chestnuts out of the fire for somebody else, as the same report states that "aside from sand and gravel, coal and other products of mines, refined petroleum products, and iron and steel make up the great bulk of the inland waterway tonnage."

One of the conclusions stated in the report is that "except as to the movements over the Great Lakes, the farm price of wheat reflects at present only a small part and in many instances none of the savings under water rates."

Who Makes Most Use of Waterways

PRODUCTS of mines make up the greater part of the freight tonnage moving on the inland waterways, including even the Great Lakes. Coal alone constitutes over 40 per cent of the total tonnage on the Great Lakes, ore about 32 per cent, and other products of mines about 11 per cent. Products of mines therefore make up about 83 per cent of the total Great Lakes tonnage of all commodities. On the Ohio, coal alone makes up almost 75 per cent of the total tonnage, and on several of the improved tributaries of the Ohio the coal tonnage is in excess of 90 per cent of the total tonnage. On the lower Mississippi products of mines constitute almost 30 per cent of the total tonnage, and on the Upper Mississippi products of mines constitute 55 per cent of the total.

L. F. Donald, Assistant General Manager, Lines East



L. F. Donald

THE appointment of L. F. Donald as assistant general manager of The Milwaukee Road, Lines East, is a piece of news welcomed by all his friends and associates, especially those who have kept an eye on his rapid advancement during the 28 short years since he entered the employ of the Road as a roundhouse clerk at Savanna, Ill.

Mr. Donald has, since that time, filled many positions at many points on the railroad. He first held the position of division superintendent in Terre Haute, Ind., where he went in 1929. From 1930 to 1935 he was superintendent at Savanna, Ill., and he was superintendent at La Crosse from 1935 to 1939. He was general superintendent at Milwaukee from Oct. 15, 1939, until his appointment to the assistant general managership on Dec. 1.

In Appreciation

Letters like the one quoted below are not received every day of the week. When they do turn up, they warm the heart and give us assurance that we have not been railroading in vain. E. A. Lalk, assistant general freight agent, Milwaukee, received this letter early in November from the G. B. Lewis Company of Watertown, Wis. It read as follows:

"Dear Mr. Lalk:

"I find that for the 12 months ending Sept. 30, 1940, our Company paid to The Milwaukee Road at Watertown \$19,896.39. This covers transpor-

Four

Appointments

Effective December 1, 1940:

L. F. DONALD is appointed Assistant General Manager, Lines East, with headquarters at Chicago, Illinois, vice A. J. ELDER, deceased.

L. K. SORENSEN is appointed General Superintendent of the Middle District, with headquarters at Milwaukee, Wisconsin, vice L. F. DONALD, promoted.

H. C. MUNSON is appointed Superintendent of the La Crosse & River Division, with headquarters at La Crosse, Wisconsin, vice W. C. GIVENS, transferred.

W. J. WHALEN is appointed Superintendent of the Dubuque & Illinois Division, with headquarters at Savanna, Illinois, vice H. C. MUNSON, transferred.

O. A. BEERMAN is appointed Superintendent of the Terre Haute Division, with headquarters at Terre Haute, Indiana, vice W. J. WHALEN, transferred.

F. R. DOUD is appointed Superintendent of the Kansas City Division, with headquarters at Ottumwa, Iowa, vice O. A. BEERMAN, transferred.

M. P. AYARS is appointed Assistant Superintendent of the Hastings and Dakota Division, with headquarters at Montevideo, Minnesota, vice J. D. SHEA, transferred.

J. D. SHEA is appointed Trainmaster of the Hastings and Dakota Division with headquarters at Aberdeen, South Dakota, vice R. W. GRAVES, transferred.

R. W. GRAVES is appointed Trainmaster of the Madison Division, with headquarters at Madison, Wisconsin, vice M. P. AYARS, promoted.

J. H. HENNESSEY is appointed Trainmaster of the La Crosse & River Division, Second District, with headquarters at La Crosse, Wisconsin, vice F. R. DOUD, promoted.

A. J. FARNHAM is appointed Trainmaster of the Superior Division, with headquarters at Green Bay, Wisconsin, vice J. H. HENNESSEY, transferred.

Effective November 1, 1940:

G. A. MOLLER, Assistant General Freight Agent, having been appointed Member, Standing Rate Committee—Western Trunk Line Committee, has resigned his position with this company.

L. S. HAMILTON is appointed Assistant General Freight Agent, with office at Chicago, Ill.

tation charges on inbound material and prepaid outbound shipments.

"We are glad we had a good enough business to pay your line this amount, and want to assure you we also appreciate the cooperation you personally have always given us, as well as the boys at the local office of your line in Watertown.

"Yours very truly,
"G. B. Lewis Company"
(Signed) K. Hawkins,
Traffic Manager

L. K. Sorensen, General Superintendent

HAVING been appointed general superintendent of The Milwaukee Road, with offices in Milwaukee, L. K. Sorensen finds himself a welcome occupant of that office to which his marked ability undeniably recommends him.

Mr. Sorensen entered the employ of the railroad as a carpenter at Savanna, Ill., in 1907. He was transferred soon thereafter to Harlowton, Mont., in a similar capacity and has spent the greater number of his service years on the western lines of the railroad. He became superintendent at Butte, Mont., in 1927 and since Jan. 1 of this year has been superintendent at Tacoma, Wash.



L. K. Sorensen

L. S. Hamilton Appointed Assistant General Freight Agent

THE appointment of L. S. Hamilton as assistant general freight agent, with headquarters in Chicago, was announced, effective Nov. 1, by S. G. Grace, general freight agent.

Mr. Hamilton entered the service of The Milwaukee Road in Des Moines, Ia., in 1919. Since 1925 he has been in the Freight Traffic Department in Chicago and has risen steadily from one position of trust to another.

Mr. Hamilton succeeds George A. Moller, who has been appointed Member, Standing Rate Committee, of the Western Trunk Line Committee. Mr. Moller had been in the employ of the railroad since 1911 and had been assistant general freight agent since 1927.



At Milwaukee, birthplace of the Road, the station was decorated for the 90th Anniversary. The Hiawatha replica was on display in the park in front of the station.



The 90th

The Milwaukee Road Looks Back Down the Track and Finds It Has Come a Long Way

THE YEAR 1836!

It was a vastly different country in those days. Salt pork, flour and potatoes were the staple groceries. Homespun was almost the only cloth. Trading with Indians and fur trapping had been the only occupations of importance. But even then men were thinking and planning for better transportation, with many a lively struggle between advocates of the railroad and of canals, plank roads, and stage lines.

Construction of railroads in the East impressed the people of Wisconsin. On Sept. 17, 1836, at a village meeting in Milwaukee, Solomon Juneau, Byron Kilbourn, Hans Crocker, Benjamin H. Edgerton and eleven others were appointed a committee to organize the construction of a railroad from Milwaukee to the Mississippi River.

There were some delays, but with the election of Byron Kilbourn as president of the road in May, 1849, the real work was begun. The name of the company became the Milwaukee and Mississippi Railroad Company on Feb. 1, 1850, and construction was carried on. By November, five miles of track had been laid to Wauwatosa, Wis., and a number of prominent citizens were to be given a ride over the line.

This was indeed an occasion! A large crowd was on hand to see the start of the first trip on the first railroad in Wisconsin. The fortunate few who actually took this journey of some five miles included the mayor and common council of Milwaukee, the president and directors of the railway company, reporters and a few other prominent guests.

The above will be recognized as a part of the vivid, colorful presentation of The Milwaukee Road's beginning as broadcast over The Milwaukee Journal's Radio Station WTMJ in Milwaukee on Nov. 21. The broadcast continued:

(Hans Crocker steps into the train,

which is already nearly full, to greet Byron Kilbourn and B. H. Edgerton, officials of the road.)

CROCKER: Good day, gentlemen, good day!

KILBOURN: Good day, Hans? It's a great day. Eh, B. H.?

EDGERTON: It certainly is, Byron.

CROCKER: Yes, of course. It's a wonderful day, and for it I offer you gentlemen my heartiest congratulations. You two deserve a tremendous amount of credit for our success so far.

EDGERTON: That's fine of you to say, Hans, but while you're handing out bouquets, don't forget yourself. You've done as much as anybody to make this day possible.

KILBOURN: Well, gentlemen, perhaps we had better defer the mutual admiration—at least until we get to Wauwatosa and back again.

EDGERTON: There are no difficulties, are there, Byron?

KILBOURN: None that we know of, B. H. But I wouldn't put it past the plank road crowd to tie a pig on the track. Say, it's nearly time to start. Has anybody seen our old friend, Solomon Juneau?

CROCKER: I stopped in at his house this morning. He said he'd be here without fail.

KILBOURN: This should be a great day for Solomon. A few years ago hardly anybody here but himself and a few Indians and traders. Now—the beginning of a great railroad!

JUNEAU (coming in): Did I hear somebody speak my name?

KILBOURN: Well, Solomon! I'm glad you can be here.

CROCKER and EDGERTON: How are you, Solomon? It's good to see you again. Sit down, sit down.

JUNEAU: Gentlemen, let me tell you, I wouldn't have missed this event for anything. This first ride on a railroad train will be the realization of my hopes and plans. Believe me, I'll never forget this day.

KILBOURN: Well, then, Solomon, it

Among those in attendance at the Anniversary Luncheon in Milwaukee Nov. 20 were, l. to r., H. A. Scandrett, trustee; F. W. Walker, vice president of the Northwestern Mutual Life Insurance Co., Milwaukee, and Ambrose Sery, general chairman of the Milwaukee Hiawatha Service Club. (Milwaukee Journal photo.)



is fortunate you arrived when you did. The train is about to start.

JUNEAU: Must I buy a ticket, Byron?

KILBOURN: Well, let's see! The regular rate to Wauwatosa will be set at 20c each way, but as you are a very old and special friend of the Road, besides being a stockholder and director, there's no charge. There may even be free refreshments when we reach Spurr's Tavern in Wauwatosa.

CONDUCTOR: All aboard. All aboard!

And, as a contemporary newspaper account relates the story, "The locomotive *Wisconsin* started with her human freight shortly before 4 o'clock, and in 12 minutes brought up at Spurr's Tavern in Wauwatosa, going at the rate of 30 miles an hour without any special effort."

That broadcast was but one phase of the system-wide celebration of the Road's 90th Anniversary and it put the pre-Civil War origin of the pioneer Milwaukee and Mississippi Railroad Company in dramatic relief against the history of a pioneer state.



The names on this tablet, which can be seen in the park in front of the Milwaukee, Wis., passenger station, are of early Milwaukee settlers. Byron Kilbourn was the first president of The Milwaukee Road. Solomon Juneau was the first white settler in Milwaukee, and a stockholder in the Milwaukee and Mississippi Railroad.

Elsewhere in this issue will be found reference to other affairs designed to wish our railroad "Many Happy Returns." It is a certainty, however, that the luncheon held in Milwaukee on Nov. 20 was among the greatest in magnitude of any of the many celebrations. In some respects the occasion resembled that earlier one which marked the beginning of railroading in the brand new state of Wisconsin. The affair of the 20th was different in a few respects, though. For one thing, the small, toy-like vehicle of 1850 had become a beautiful, streamlined Hiawatha diner, spacious enough to serve as a stage for

such a momentous occurrence and leave plenty of knee room to spare.

The luncheon group personified the spirit of The Milwaukee Road and reflected the high esteem in which the public holds it. Present at the meeting were the executives, department heads and numerous other officers of the Road, together with Mayor Zeidler, of Milwaukee, the chairmen of the 14 units of the Milwaukee Hiawatha Service Club, civic leaders, and representatives of the press.

Frank J. Newell, chief of the News Bureau, did his customarily apt job of piloting the affair in the role of toastmaster. Talks made by H. A. Scandrett, trustee, Mayor Zeidler, and Ambrose Sery, general chairman of the Hiawatha Service Club, were highly interesting and well suited to the occasion.

Ninety years! It is a long look back down the track to the day when this enormous railroad was but a collection of dainty rail and pompous little tea kettles with tenor voices.

Cash was scarce in those days, and people paid for their railroad stock any way they could. Many men worked for the railroad, laying ties, grading, putting in rail, to get the price of stock. Merchants paid by letting the railroad have materials. Farmers swapped horses, cattle, wheat, potatoes, labor and implements, and even mortgaged their farms to buy railroad stock.

The engine that made the first run was a mere 46,000 pounder. It was a

rather inefficient old puffer (judged by present standards) that gobbled up wood in four-foot chunks just as fast as the fireman could heave it into the firebox. The first passenger cars were little box cars with seats built into them. The rails were straps of iron nailed onto wood. Cars were coupled by link and pin, an arrangement related to the hook and eye.

But of all the features of that first Milwaukee Road train that have now become humorously incongruous, the one that appeals to us most, perhaps, is the fact that the little daddy of them all went along "at the rate of 30 miles an hour without any special effort."

That item makes very smug and affectionate remembering when we who can focus fast get a glimpse of the Hiawatha dusting off the horizon at 120 miles an hour—without any special effort.

A. J. Elder

SPECIAL FUNERAL TRAIN OPERATED TO SAVANNA, ILL.

ALVA J. ELDER, for the past 13 months assistant general manager of The Milwaukee Road's eastern lines, died Nov. 7 in Chicago following a brief illness. He was 48 years of age and had been in the employ of the railroad for 34 years.

Funeral services were held in St. Malachy's Church, Chicago, Nov. 9, and a special train carrying Mr. Elder's many railroad associates and other friends, was operated from Chicago to Savanna, where burial took place.

Mr. Elder's record with The Milwaukee Road was one of enviable achievement, for his was a classic example of the boy who starts at the bottom and works his way up in a business organization.

The son of a Milwaukee Road section foreman, he was born at Pierson, Ia., Jan. 8, 1892, and was educated in the grade schools at Portsmouth, Ia. He entered the service of The Milwaukee Road as a call boy at Perry, Ia., at the age of 14, where he was taught the Morse code by friendly telegraphers. In 1907 he was appointed telegraph operator at Portsmouth.

Subsequently, Mr. Elder served the railroad as train dispatcher at Perry, Ia., from 1911 to 1916; train dispatcher at Sioux City, Ia., from 1916 to 1918; chief dispatcher at Sioux City from 1918 to 1919; chief dispatcher at Mitchell, S. D., from 1919 to 1920; chief dispatcher at Savanna, Ill., from 1920 to 1921; trainmaster of the Terminal Division at Milwaukee from 1921 to 1925; assistant superintendent of the Twin City Terminals at Minneapolis from 1925 to 1926; superintendent at Sioux City from 1926 to 1927; superintendent at Terre Haute, Ind., from 1927 to 1929; superintendent at Marion, Ia., from 1929 to 1936; and superintendent at Savanna from 1936 to 1938.

In 1938 Mr. Elder was advanced to the position of general superintendent, and a year later, Oct. 1, 1939, became assistant general manager of Lines East, with headquarters in Chicago.

He is survived by his widow, Mrs. Alta Dahl Elder, who resides at the family home in Evanston, Ill., and a daughter, Janet, a student at the Frances Shimer School at Mount Carroll, Ill. Other survivors include his mother, Mrs. Clara Elder, of Perry, Ia., and a sister, Mrs. John Kuykendall, of Pittsburgh, Pa. A brother, A. G. Elder, who was train dispatcher for the road at Sioux City, died during October of this year.

It is needless to say that a man whose talents enabled him to rise to a position of great responsibility while comparatively young will be missed by his railroad. He will be missed still more by his friends.



The Milwaukee Road Choral Club as it appeared while presenting a program in the Chicago Union Station Nov. 20, on the occasion of the 90th Anniversary.

Milwaukee Road Choral Club to Present Christmas Programs at Various Points

THE Minneapolis Passenger Station will be the setting of a special Christmas concert presented by the Milwaukee Road Choral Club throughout the entire day, Dec. 20, and on the following day a similar program will be carried out at the passenger station in Milwaukee. Prior to leaving for Minneapolis, the group will sing in the Chicago Union Station on the evening of Dec. 19 and will again appear there on Monday, Dec. 23 and Tuesday, Dec. 24. That was the planned schedule at the time this was being written, but the increasing popularity of the singers may make it necessary for other appearances to be added to their itinerary at the last minute.

During the past several years this group has been doing splendid work in the Union Station in Chicago and this year it was decided to extend their activities in order to enable them to spread Christmas cheer in song at the Minneapolis and Milwaukee passenger stations. In addition to the well known Christmas carols, the group will present selections from Handel's *Messiah* and other appropriate songs.

The group consists of 60 employees from the Chicago area and the club officers are: G. M. Dempsey, president; Loretta Kuhn, vice-president; Edith

DeWulf, secretary; Grace Doyle, treasurer; Carl Peterson, librarian; Philip Schloss, assistant librarian.

The director, Stanley Martin, possesses outstanding ability in coordinating the efforts of the chorus members into beautiful tones which are so essential in choral singing. He is a musician of considerable renown and is highly regarded in musical circles in and around Chicago. The accompanist, Miss Gladys Lund, is a very talented young lady who has had considerable experience working with choral groups.

After the program of suitable music which the club presented in the Chicago Union Station at noon on Nov. 20, incident to the 90th Anniversary of The Milwaukee Road, there was no doubt in the mind of any one who heard them that the Christmas programs would be well worth hearing. Employees can be certain that friends who are encouraged to be on hand for the singing will enjoy themselves.

Ikey saw his friend Jakey in the smoking car when he entered and sat down in the same seat.

"How was that fire in your place last week, Jakey?" he inquired.

Jakey started nervously. "Sh!" he whispered, "it was next week."

H. F. Gibson

H. F. GIBSON, train dispatcher at Aberdeen, S. D., died very suddenly Nov. 18 in Red Wing, Minn. Mr. Gibson and his wife were motoring to Aberdeen from La Crosse, Wis., after having spent a week with friends there, where he had formerly been located.

Everywhere Mr. Gibson went he made many true friends. His death is a loss to the company and to those with whom he was associated.

Perfect Safety Record

AT THE time of his retirement on Sept. 14, 1936, at the age of 72, Hans Jacob Jacobsen had completed 44 years and 11 months of service with The Milwaukee Road without having incurred a personal injury.

Mr. Jacobsen entered the service of the Road in the Track Department on Oct. 4, 1891, and on Sept. 20, 1917, transferred to the Store Department at Miles City, Mont., at which point he worked as a laborer and continued active right up until the time of his retirement.





MINK for Milady

DECEMBER is definitely mink month. It is a dire time of year for both mink and men, as it is pelting season for the former—and the latter, under sweet voiced pressure from the would-be fur bearing females of their race, frequently feel that they are in a fair way of meeting a fate similar to that of the mink. However, whether the domesticated Santa Clauses of the country like it or not, the mink market, with its limited supply and coy demand, remains steady, and at least one employe of The Milwaukee Road does what he can in his spare time to keep up the supply.

Joseph A. Kowal is employed in the Car Accountant's Office in Chicago; he has been with the company for 16 years but after hours for the last three years he has been in business for himself.

A visit to his home at the Bartlett Hills Mink Farm, near Elgin, Ill., will provide a basis for understanding how Mr. Kowal got into the mink farming business. He is an inveterate hunter, a man who likes to have lots of dogs around him. He has a pet raccoon and a few domesticated pheasants on the place, too, and wouldn't be at all surprised if his mink business were to develop side lines at any time.

Up From a Hobby

Like many another profitable pursuit, Mr. Kowal's business began as a hobby. It soon became apparent, though, that a hobby with fur on it should not be a hobby at all, but a business, and that is what Mr. Kowal has been making of it these last three years.

At the time reorganization took place and the minks-for-fun became minks-for-profit, there were two males and six females in the herd. Now the herd consists of 435, and several others have been pelted. That word "herd" is not, by the way, used for grotesque effect, but is the term employed by the fur industry; you are not to surmise that Mr. Kowal's mink are the size of buffalo. The truth is they are considerably smaller, but you probably knew all along.

In Case You're Interested

Here are a few facts about mink ranching, as carried on by The Milwaukee Road's own expert—just in case you are interested in raising, wearing, or avoiding the purchase of mink.

Mink young, or kits as they are called, arrive during May in litters

COMPANY EMPLOYE AN AFTER-HOURS PRODUCER OF LUXURY ITEM

averaging about five to the litter on well managed ranches. Each mink, after being weaned, is kept in a pen to himself, where he is treated like the valuable property he is. The breeder is careful to see that the animals are



Joseph A. Kowal, railroader and mink rancher.

These are a few of the pens in which Mr. Kowal's mink are kept. Specially designed by Mr. Kowal himself, these pens permit the animals to get more exercise.

bedded on third growth alfalfa hay, because the third growth is more tender than the first or second and is, consequently, more conducive to the small creatures' comfort and good fur condition.

The diet of a mink is as complicated as the small type in an insurance policy, but it consists chiefly of horse meat, jack rabbit, muskrat and fish. They also must have specified amounts of cereals, vegetables, skimmed milk and concentrated vitamin preparations. It is all part of the scheme to make Milady more fetching. The conglomeration is mixed by some individual with nothing better to do, who puts on hip boots and mashes up and down until there is just as much jack rabbit and vitamin B at the knee as there is at the toe. It cannot be said definitely that Mr. Kowal prepares his mink provender by walking in it, but the experts do recommend it as a highly satisfactory method. It is a good thing to remember, too.

The animals born in May reach maturity by December and their fur, with the arrival of cold weather, becomes what the rancher calls prime. And so it is that the dark, lustrous beauty of the mink early in December brings about their pelting time hardly more than seven months after their arrival in the world. They are killed painlessly, usually by monoxide gas from an automobile exhaust.

A first class mink pelt should bring something like \$20 this year. The average mink coat consists of about 60

(Continued on Page 17)





Entrance to the remodeled Omaha City Office.

Omaha Gets New City Office

THE remodeled joint City Ticket Office and Passenger Department headquarters of The Milwaukee Road and the Missouri Pacific Lines, at 1611 Farnam Street, Omaha, Neb., was formally dedicated on Oct. 12.

The revised edition is a thing of beauty, as the pictures indicate. A new front of Virginia Green stone and interior decorations of soft blending colors combine to make it one of the most attractive company properties anywhere along the line. Fluorescent lighting is used throughout and a "ladies' counter" affords semi-privacy for the feminine half of our traveling public.

Greeting old and new friends at the opening were W. E. Bock, general agent, Passenger Department, for The Milwaukee Road, and J. L. Fisk, general agent for the Missouri Pacific.

Coincident with the dedication was W. E. Bock's celebration of 43 years with the Road. His rail-roading career has been a varied one. Born in Council Bluffs, Ia. (where his father is still living at the age of 97), Mr. Bock started as a section hand at Sidney, Neb., in 1895. He commenced work for the Mil-

waukee as a stenographer and telegraph operator in the office of F. A. Nash, general western agent, at Omaha in 1897. Since then Mr. Bock has been promoted from one position to another in the Passenger Department at Omaha. For two years during federal control of the railroads he had a leave of absence.



W. E. Bock

Mr. Bock's is the rare distinction of having at one time acted as private secretary to Buffalo Bill. The term of office was one day. Buffalo Bill had just returned from Europe with his Wild West Show and was badly in need of a stenographer; Mr. Bock being the only person around who could write shorthand, the job fell to his lot. The two of them went out to the showman's ranch and spent the entire day opening mail and answering some of it. Most of it, according to Mr. Bock, was applications for jobs, and a



An interior view of the Omaha City Office.

great deal of it was too personal for a stenographer to handle.

Queried about his new headquarters, Mr. Bock said:

"We are very proud of our new joint offices with the Missouri Pacific in Omaha, which has been an agreeable and economical arrangement for both lines.

"The architectural and decorative scheme of these offices was designed mostly by my son, Louis E. Bock, who is engaged in that line of business in Omaha. He, of course, had to take a few suggestions from the 'old man'."

CHRISTMAS SEALS



Help to Protect Your Home from Tuberculosis

THE home is the foundation of American democracy; children are the cornerstones of the home.

The first line of defense for now and for the future lies in the well-being of American young people.

Tuberculosis is the foe of youth. Christmas Seals fight tuberculosis.

Help the youth of today become healthy men and women so that they may better face the world of tomorrow.

BUY AND USE CHRISTMAS SEALS.

Mr. Kootiesitch: "That new fellow on the third floor boasts that he has kissed every woman in this flat except one."

Mrs. Kootiesitch: "I'll bet it is that stuck-up Mrs. Murphy upstairs."

Customer (in barber chair): "Your dog seems very fond of watching you cut hair."

Barber: "It ain't that—sometimes I snip off a bit of a customer's ear."

Stout Lady (to the little boy)—Can you tell me if I can get through this gate to the park?

Little Boy—I guess so. A load of hay just went through.

SERVICE CLUBS

LAST June the Madison, Wis., Service Club gave a party, a rather unique affair, in the local passenger station, and thereby established itself as one of the very first Milwaukee Road groups to carry the Service Club function from the strictly railroad field into the field of civic activity. And on Nov. 19 the tireless members of that club gave another party, only this time it was still bigger and better and had a three-fold purpose.

Madison, Wis., Does It Again

ENERGETIC SERVICE CLUB PLAYS HOST AT A THREE-PURPOSE PARTY

In the first place, The Milwaukee Road was having a birthday that week; it was (in case you've had your head under a bucket the last month or so) the Road's 90th Anniversary. Then, too, the passenger station at Madison had just undergone some very definite sprucing up, with modernistic trim, fluorescent lights, new paint, new restaurant decorations, and the like. The third object of the party was to raise money for the Holiday Mess Fund and Equipment Fund which civic groups in Madison were providing for the Madison Military Units. With all those things coming up at approximately the same time, there was utterly no reason for the membership to refrain from clicking its heels together and staging a fun-fest.

Parade, Complete with Weather

They had a parade, with about 20 entries—all of them made, manned, and chalked up to the credit of Company employees. It had originally been planned for the afternoon, but complications of one kind and another made it necessary for it to be held at night, and so it was advertised.

It might be worth mentioning again that the month was November and that Madison doesn't enjoy New Orleans weather, precisely. And it was night, and it was raining, a nasty, pneumonia drizzle of rain and snow, the penetrating variety that makes people wonder why in the devil they don't run home and jump into bed. However, there was a parade, and a good one. Furthermore, people lined the streets, huddled into their coat collars, stamping their feet and laughing at some of the comical floats.

The general theme of the parade was a dramatization of The Milwaukee Road's inception and extension, with floats bearing placards indicating dates of the Road's progressive achievements. All of the floats were well done and manned by men in beards and attire typical of the periods represented by their particular floats. Outstanding

was a sight like you never saw before and the crowd along the side lines howled with delight.

That float was followed by one carrying a track gang with up-to-date equipment, such as late model motor cars and motor driven tampers. Other floats carried hill-billy musicians, workmen with acetylene torches, wigwag signals, and practically every other item typical of railroading. All of the floats were lighted by red flares placed along the sides of the trucks.

The Ticket Office will long be remembered, with its spectacular set-up. It was an old fashioned ticket office built onto a truck with a window cut on either side. In the mobile office were the two oldest ticket agents in the United States in point of service. They were Dan Bohan, who has been agent at Avoca, Wis., for 68 years, and Harry Lathrop, who has been agent at Bridgeport, Wis., for 62 years. The office was lighted with old lanterns; two telegraph instruments were placed in the ticket window and were actually connected so they could be heard for some distance.

The rear of the parade line was brought up by the now famous Hiawatha replica and the Hiawatha Band of Milwaukee, both of which brought pleased exclamations from the crowd. No one has, as yet, figured out how Majorette Corak weathered the weather in her Minnehaha creation designed for Spring and Summer, but she didn't seem to mind in the least. As far as she was concerned, apparently, The Milwaukee Road was staging a Fourth of July parade.

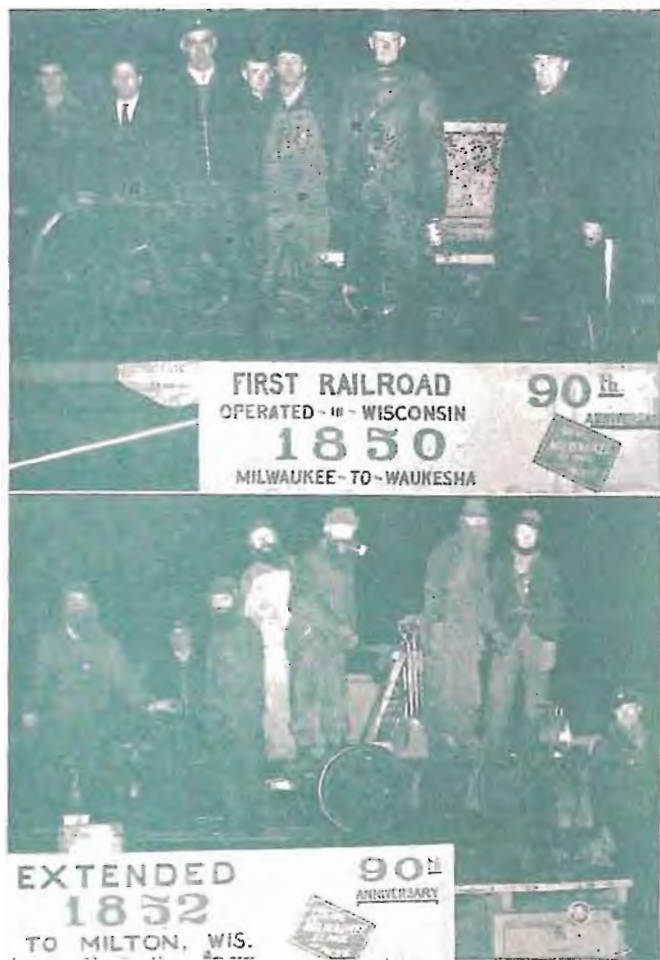
The Party

Before the parade, Chairman John H. Vanderhei seemed to have worked



The Hiawatha Band and the Bingo Game were among the chief attractions at the Madison Club's party. Kenneth Moore is the gentleman at the microphone who appears to mean business. He had charge of the Bingo Game—a sample of the prizes can be seen at the right of the picture.

among these entries was one carrying a construction gang, reminiscent of the old Irish track men, with their short-stemmed clay pipes and bewhiskered faces. They were on a truck where an old, old hand car and push car were placed on 75-lb. rails. The push car was loaded with tamping tools, bars, picks, old drilling machines, and other



Two of the interesting floats that participated in the night parade in connection with the Madison party.

himself into a state of semi-collapse. The writer, for one, didn't exactly expect to see him at the party after the parade, but Mr. Vanderhei fooled everybody and himself, too, probably. About 8:30, when the dance was ready to get under way, there he was, revitalized, bedight in dinner clothes, violin and bow in hand, all ready to direct the Rhythm Rascals, and help them give the folks the time of their lives.

Noticeable among the crowd of over 2,000 who milled about the dance floor (waiting room),

bingo room (Express office) and card-playing salon (eight Hiawatha type coaches) were students from the University of Wisconsin, indicating that the news of the previous party had circulated.

The bingo game, which went by the name of a "Five Cent Poultry Sale," was packed throughout the evening. Approximately 125 people were seated for each game and a turkey, a goose, a pair of ducks or chickens went to the winners. Altogether there were 20 big, fat turkeys, 18 chickens, 15 ducks, 7 geese and 10 boxes of candy passed out to the lucky guests. The bingo master, Kenneth Moore, interspersed his number calling with very timely and very entertaining remarks about the party and the railroad's birthday. He did an excellent job, as did all of the men and women who had a hand in the party and parade.

The local chapter of the Women's Club donated a superb ham dinner to the members of the Hiawatha Band.

There can be no doubt about whether the city of Madison has The Milwaukee Road in the fore part of its thinking. The Service Club has seen to that.

Furthermore, they have seen to it that the people of Madison know about the Milwaukee's beautiful new depot and its 90th Anniversary; the Madison Military Units will have The Milwaukee Road in mind for some time to come, also, especially when Christmas time rolls around.

Ottumwa Club Gives Banquet for Business Men

THE Ottumwa Hotel, Ottumwa, Ia., was the scene of a banquet on Nov. 6, given by the Ottumwa Service Club for 238 officials, employees and retired employees, as well as 50 guests from among the local business men.

The affair was one of considerable magnitude and importance and was staged with just the right amount of flourish and formality to best convey an impression of the purpose for which it was held—to create still better relations between the people of Ottumwa and The Milwaukee Road.

The ballroom of the hotel was decorated with Milwaukee Road colors centered around a large silk banner bearing the name of the Company. The speakers' table was beautifully decorated with chrysanthemums and roses and lighted tapers. There were hand printed place cards for each of the guests and officials, and with the guests' cards were the new Milwaukee pencils. Favors were also given all the employees and their wives. Most important of all, an elaborate, succulent turkey dinner with all the trimmings, was served.

Following the dinner the John Morrell & Co. men's chorus of 40 voices entertained the group with several

songs well rendered, after which the assembly sang "God Bless America" and "I've Been Working on the Railroad."

A great deal of the success of the meeting is attributable to C. F. Riley, chairman of the Service Club, who opened the speaking program by a short introduction of Superintendent Beerman; the latter took over the toastmaster role and succeeded admirably well at it.

Among those representing the Company at the dinner were F. H. Allard, assistant to chief operating officer; T. W. Proctor, assistant freight traffic manager; H. Sengstacken, general passenger agent; G. W. Myers, assistant general freight agent; J. L. Brown,

general superintendent of transportation; W. L. Ennis, manager of refrigeration and claim prevention; A. G. Dupuis, assistant public relations officer; W. G. Bowen, superintendent of the Iowa Division; and H. W. Warren, division freight and passenger agent, Des Moines.

Several brief talks were made during the course of the evening and a general atmosphere of harmony and friendliness prevailed. It is altogether reasonable to assume that the interests of Ottumwa and The Milwaukee Road have been drawn very close together due to the energy and effort put into creating a successful presentation by the officers and members of the Service Club.

Among those at the Ottumwa Club's dinner on Nov. 6 were, from left to right: O. A. Beerman, supt.; T. W. Proctor, A. F. T. M.; H. Sengstacken, G. P. A.; Z. G. Hopling, special representative of the Western Railways' Committee on Public Relations; T. Henry Foster, president of John Morrell and Co.; W. L. Ennis, manager of Refrigerator Service and Claim Prevention Dept.; J. L. Brown, general superintendent of transportation; C. F. Riley, chairman of the Ottumwa Service Club, and H. W. Warren, D. F. & P. A., Des Moines, Ia.



Club Notes

Lines West

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

The Mount Olympus Club Employs the Superlative

The ostensible purpose of the meeting of the Mount Olympus Club at Port Angeles, Wash., called by Chairman C. S. Warner for Nov. 10, was to make plans to take part in the forthcoming Milwaukee anniversary celebration.

Everything was going along just fine there in the banquet room of Goni's Cafe, and a spirit of good fellowship prevailed as everyone addressed himself enthusiastically to the roast beef. Then a chance reference to an article on cranberries that appeared in the November issue of THE MILWAUKEE MAGAZINE riled up Port Angeles provincial pride and for some time thereafter regular business was suspended.

"Talk about Wisconsin cranberries," said C. E. Thrasher, "why, we grow cranberries on the Olympic Peninsula as big as this," and his fingers encircled a space about the size of an old-fashioned moustache cup.

"And bigger!" chorused everyone.

"What about the peas at Sequim?" C. R. Gordon, who is agent there, interjected. "Sequim peas are famous all over the United States."

"The world!" chorused the Olympii.

"Don't forget that Sequim was chosen by a committee of international scientists as the second most healthy place in the world," spoke up F. R. Smith, agent at Port Angeles.

"The second? Pooh!" poohed the Olympii. "The first!"

"And where in all the world is there scenery like the scenery on the Olympic Peninsula?" chorused all.

By that time the Olympii had worked themselves up to quite a pitch, not that they were what you might call truculent, but, being a cautious sort (after all, some of that roast beef was rare), your correspondent thought it would be just as well to let it be known that he was no subversive foreigner, so he made casual reference to his being born just ten miles from Port Townsend, the western terminus of our line on the Peninsula.

This was a master stroke of diplomacy. We were welcomed into the fold like a prodigal son, and we were having a whale of a time with "do-you-remember-whens" when Chairman Warner reminded us that, after all, we had some business to attend to.

Some dandy ideas for Port Angeles' participation in the anniversary were advanced, discussed and decided upon; Chairman Warner appointed his committees, and all preparations made for a meeting that will be, no doubt, outstanding on Lines West.

Beg pardon. The best in the world!

Inland Empire Club

Mayor Frank J. Sutherlin of Spokane was the honor guest of the Inland Empire Club at its meeting on Oct. 21.

Interesting and amusing reminiscences of early days on Lines West were recalled by Mayor Sutherlin as he told of his experiences as a city ticket agent for our road in Spokane. Pointing out that the Inland Empire Club represented one of the largest and most important industries in Spokane, he invited members to take an active part in every program for civic betterment.

Mayor Sutherlin was introduced by W.

W. Cutler, popular agent at Spokane and lifelong friend of the mayor. Also present to greet the distinguished guest were L. K. Sorensen, superintendent, and G. H. Hill, assistant superintendent of the Coast Division.

Through the courtesy of Joe Mearrow of the Bell Furniture Co. and the cooperation of the Bernice Casey School of the Dance, Chairman Fred Beals had arranged a program that won enthusiastic applause from the record crowd in attendance.

The program consisted of: Joanne Carlson, tap routines; Patsy Alexander, singing with dancing; Joe Rangdon, accordion solo; Bobby Ranniger, military tap; Claudia Bratton, Hula Hula (and, lest we give the impression that the Inland Empire Service Club has taken on a night-club atmosphere, we hasten to add that the charming Claudia is on the sunny side of 5).

Following the meeting the refreshment committee gave out with a goodly gob of hot dogs and coffee and thereby saved a life, because, apparently, Johnny Pain, debonair city ticket agent, would otherwise have starved to death.

Puget Sound Club

That The Milwaukee Road was instrumental in providing medical service for the small towns along its line was brought out by Dr. H. S. Naramore, speaker of the evening, at the meeting of the Puget Sound Club, held on Oct. 18 in Seattle.

"At the time that The Milwaukee was extended from Mobridge," said Dr. Naramore, "it was not possible for these small western towns, surrounded by vast stretches of wilderness and open prairie, to support a doctor. A serious illness involved a long, and sometimes fatal, trip to one of the few large towns where hospitals and doctors could be had. Minor injuries received only crude, home remedies or first-aid. In order to provide medical care for its employees during construction days The Milwaukee Road assisted in organizing The Milwaukee Hospital Association. Supported by the contributions (worked out on a wage percentage basis) of all the employees on Lines



Distinguished men attend the Inland Empire Club meetings. Shown here are, l. to r.: Fred Beals, chairman; W. W. Cutler, agent at Spokane; Mayor Frank J. Sutherlin, of Spokane; L. K. Sorensen (then superintendent on the Coast Div.); and G. H. Hill, assistant superintendent on the Coast Div.

West, doctors were able to establish themselves in towns that previously could not support a doctor. His services were, of course, available to all the inhabitants of that town, and the surrounding region."

Thus The Milwaukee Road made another great contribution to the settlement and development of the West.

J. J. O'Meara, newly-elected chairman of the Puget Sound Club, wielded the gavel for the first time at this meeting, and the snappy manner in which he handled the order of business indicated that the confidence of the members who drafted him was not misplaced.

One of Mr. O'Meara's first official acts was to appoint a full complement of committees—membership, publicity, program, ways and means, executive, and an aggregation of greeters.

The club was honored at this meeting by the presence of H. B. Earling, western representative, who praised the club's program

and spoke encouragingly of the possibilities inherent in such work.

Before adjournment Mr. O'Meara warned his committees that their appointments were by no means merely honorary, and there was something of an "either-or-else" tone to his remarks that indicated that he expected active committee work.

The new motto of the Puget Sound Service Club might well be *labor omnia vincit*, by which Mr. O'Meara means that he isn't passing out any sinecures.

Tourist: "Where is the main highway to Cedar Rapids?"

Farmer: "I don't know."

Tourist: "Well, where is the highway to Davenport?"

Farmer: "I don't know."

Tourist: "Where does that highway over there go?"

Farmer: "I dunno."

Tourist: "You don't know much, do you?"

Farmer: "Nope, but I ain't lost."

Lines East

A Glance at Some of the Club Meetings

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

MISSISSIPPI PALISADES CLUB, OCT. 16

Interest and anticipation as a rule are stimulated when there is something to look forward to. If this statement is true, the continued success of the Mississippi Palisades Club is assured.

According to L. V. Schwartz, chairman of the entertainment committee, the club has planned a program that will carry it through the next few months. A movie taken of the members at work in the various departments will be

shown; tentatively planned is a talk by a National League baseball umpire, a special Christmas Party, and a special night for the ladies. This spirit and enthusiasm cannot fail in realizing the objectives for which these clubs were created. If the movie of the men at work were to be shown on Ladies' Night, it might clinch the argument for the husbands when they tell the wives they are too tired to dry the dishes.

The get-together with the farmers has been a source of gratification to A. J. Reinehr. As a result of this meeting he has received 40 tip cards on prospective shipments of stock, and some of the farmers who haven't been seen at market in many a month are back again. The work of this club has made the farmers Milwaukee Road conscious.

Further proof of the success of traffic tips is the fact that this station garners more than 90 per cent of the carload business at Savanna. Incidentally, Mr. Reinehr, who is agent, takes pride in the service Savanna has to offer to the public; he says: "We have everything in the world to offer, and we should not be afraid to go down town and tell the public that from us they will get service that is superior to other forms of transportation."

PECATONICA CLUB, OCT. 17

"Be it ever so humble, there is no place like home."

We do not want to convey the thought that the Howard home at Darlington, Wis., is humble. What we mean is that some of the smaller clubs carry the spirit of the Service Clubs into the home. The Clubs have done much to draw the people of The Milwaukee Road into a closer bond of friendship and understanding, as was displayed at the Pecatonica meeting which was held at the C. A. Howard home on Oct. 17.

Messrs. Sollinger, conductor; Howard, agent; DeLorimier, agent; Holcomb, conductor; and Kading, clerk, made good and sincere suggestions for improvements in service, some of which were to lighten the load of trains for faster service, and for daily way freights.

The business meeting was followed by cards, music, community singing and refreshments, and it was an entirely enthusiastic crowd that went home. Providing this sort of entertainment in one's home is no small task and Mrs. Howard deserves special commendation for her spirit of enthusiasm.

CENTURY CLUB, OCT. 23

There are not many stations in this Club and some of the members have considerable distance to drive, but they come out for the meetings, because it is an opportunity to have a little get-together. They talk over their problems, railroading and otherwise, have their business meeting, and spend a few hours in some enjoyable entertainment. Without a declination, the officers were elected for the ensuing year:

P. B. Wickler, chairman; W. Waack, vice chairman; E. F. Jurgens, secretary; D. M. Haller, treasurer.

Jurgens, who was chairman for the past year, probably thought his work was over, but after election he found himself holding the secretary job for the coming year. But he is one of those fellows who is happy when he has something to do.

Wickler, chairman-elect, told the women present that a prize would be offered to the lady surrendering the most traffic tips during the next 30 days. It might be noteworthy to mention that more and more women connected with the Road in one way or another are becoming Service Club enthusiasts and traffic Tipsters.

After adjournment a 500 game held the attention of the members for about an hour; Mr. Frank Allen was high for the men, and Mrs. S. E. Outward for the women.

HIAWATHA BAND GIVES BENEFIT CONCERT AT OCONOMOWOC, OCT. 27

Oconomowoc has a fine organization of its own in the local Legion Band, and the people are justly proud of its achievements. But on the night of Oct. 27 there were several hundred people at The Milwaukee Road's depot, waiting to give a hearty welcome to another band. They had not only heard of the Hiawatha Band, but this evening the fine organization was to appear at the High School auditorium to give the local band a benefit concert. There was barely space on the platform for the band to form ranks when No. 27 pulled in, for the welcoming residents all surged forward to get a glimpse of the Hiawatha aggregation's snappy attire.

With the Hiawatha replica in the lead, followed by the Hiawatha Sweetheart and the horn blowers, fluters and drum beaters, the parade through the streets attracted many an admiring eye. They marched to the High School Auditorium, where they gave a fine performance, with the entire proceeds being turned over to the Legion Band. The Milwaukee Road won many more friends.

HIAWATHA BAND CONCERT AND DANCE, OCT. 31

The spacious Riverview Ballroom located on the Milwaukee River was the scene of a joint benefit dance and band concert on the night of Oct. 31.

Talented musicians though they are, the



Part of the crowd that attended the Hiawatha Band benefit dance on Oct. 31.

band members nevertheless sacrifice two evenings a week for rehearsals. This time is given whole heartedly to the company that employs them, and they are doing more than their share in furthering our cause by their splendid publicity. This Halloween night was the occasion for a benefit dance in their honor and the boys helped things along by giving a fine half hour concert before things got under way, and then again during the intermission.

The other added attraction was Bob Garrity and his versatile orchestra, and he pleased both old and young, by alternating old time tunes and modern swing.

Some of the older boys forgot their rheumatism momentarily and enjoyed a waltz or two with mother. Of course, Joe College always has himself a time, especially when Joe stags it and there are a few of "them young and pretty damsels" anxiously awaiting a dance.

Mr. Flebelkorn, chairman of the Old Line Club, and about 10 members of his group, drove down to Milwaukee to share in the good cheer and sociability. This is just another proof of the good-will and friendship that has been spread through the activities of the service clubs.

Loyal boosters of the Hiawatha Band not only enjoyed an entertaining evening, but paid tribute to an organization that deserves the backing of every Milwaukee Road employee.

JOTTINGS

A quote from the Freeport meeting of Oct. 24: "This was the best and largest meeting held by our club since its organization." Dr. J. W. Barrett presented a colored motion picture of his travels around the country, the film showing some fine views of streamlined trains, including our own Hiawathas.

The Union Depot Unit of the Hiawatha Club has donated one uniform to the Hiawatha Band. Nice going, gang.

Not to be outdone, the Women's Club at Milwaukee has also donated one uniform to the Hiawatha Band. The boys will love you for that, dear ladies.

In order to purchase music, minor equipment, additional uniforms and to cover other expenses, the Hiawatha Band is sponsoring a dance to be held Dec. 23. Let's show our appreciation by some big hearted cooperation.

Club Activities Here and There

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

THE number of guests almost equalled the number of members when the Marion Line Club held its regular monthly meeting on Oct. 21 in the Town Hall at Williamsburg, Ia. There were 35 guests and 50 members on hand.

The meeting had been advertised as Marion Line Service Club Guest Night, and each member was expected to bring as his guest a business man or farmer from the communities in the club area.

The business meeting was suspended in order to allow more time for the evening's speakers. Superintendent Beerman and A. G. Dupuis, assistant public relations officer, Chicago, represented The Milwaukee Road, while W. H. Harris, of Harris &

Sons, spoke for the guests. Mr. Harris has been a shipper on The Milwaukee Road for 55 years and said that during that time he had shipped and received thousands of cars of farm products without once feeling called upon

to register a complaint about service.

After the meeting, wives of employees served a lunch, which was followed by dancing and cards.

The East Kansas City Division Club held its regular meeting Oct. 22 at Washington, Ia. Among the 38 in attendance were a number of women, and that should be as encouraging as the sight of birds was to Columbus. It is axiomatic that any organization which enlists the interest and support of the women will prosper and eat well.

The air became thick with excellent suggestions for the club's future meetings and it is expected that good results will be forthcoming. Doughnuts and coffee were served following the meeting. Feminine influence.

In telling about the Oct. 26 meeting of the Austin (Minn.) Club, there is one big impressive thing that demands attention. Regardless of the fact that the attendance of 90 and the success of the joint Service Club and Women's Club get-together would otherwise be a noteworthy fact, in this case the program for the evening overshadowed everything else. There was a Mock Wedding, one of those horrible, hilarious, bizarre affairs for which the Austin aggregation appears to have outstanding talent.

Leading the procession came the Deacon, W. J. Lieb, dressed in top hat and tails, followed by the vested choir, consisting of L. L. McGovern and Erle Jorgenson, and then came Jonathan Joseph Trouble, the groom (R. F. Hogan), with a pancake hat, cane, and form-fitting suit that gave his physique full credit. Next came the best man, Frank Ryan, complete with fireman's hat, overalls and rubber boots, hip length, and behind that posse trailed the ring bearer, H. J. Swank, bedecked in what the well-dressed man wouldn't be caught dead in—at least not since 1905; he wore a plug hat, tight gray and white suit and spats.

Unfortunately for the groom, the bride, Mrs. Carl Voelker, was Johnny-on-the-spot with her attendants and a flower girl, Frank Falkingham, resembling the "Little Old Lady Passing By," strewn leaves, carrot tops, etc., along the way. The bride's father, P. J. Welland, was dressed to suit the occasion, carrying his persuader. The bridesmaid, Mrs. R. F. Hogan, looking like Bowery Lil, with radishes for earrings, carried a bouquet consisting of paper and wax flowers, complete with flower pot. Carrying the bride's train were O. C. Peed, in black and white clown suit, and Harry Keck, impersonating the Sea Hag, with barnacles to prove it.

After elaborate objections, by L. W. Barnes, the union was made, with some assistance from the persuader, after which the bride swooned with a will and had to be carted from the room via wheelbarrow propelled by Carl Voelker, to the tune of "Roll Out the Barrel."

And that, so to speak, was that.

Facts

Since 1932 the railroads and the Pullman Company have spent more than \$78,000,000 for the air conditioning of passenger cars.

Throughout the world there are 788,000 miles of railroad, of which 30 per cent is in the United States.

Service Club Sidelights

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

JUNIUS SPRING CLUB SPRINGS AGAIN

On the evening of Nov. 22 the Junius Spring Club, together with the Madison (S. D.) Club, held its 90th Anniversary Birthday Party at Roswell, S. D. As a result of the fine work of the committee consisting of J. A. Broderick, J. J. Seward, Mort Doan and Malvina Severson, agent at Roswell, it would be necessary to get a mathematician to figure out how, in a town of 97 population, they could hold a party with better than 300 in attendance. It was a success from every angle. After brief talks on the occasion of the gathering, dancing was enjoyed until the wee hours of the morning, after which a delicious lunch was served.

MITCHELL SCORES ANOTHER HIT

In celebrating the occasion of the 90th Anniversary of the Milwaukee Road, the Mitchell Club, under the chairmanship of F. D. Schoenauer and his able assistants, used the better part of a week for their activities. The Lions Club, Kiwanis Club, Rotary Club and Chamber of Commerce, as well as all school children, were invited in to make an inspection of our railroad facilities at that terminal. They were guided through by the heads of the different departments, explaining each particular job of keeping the wheels of such a large industry geared to perfection.

They also found time during the week to have their 42-man bowling team go through their paces in their flashy new uniforms. It may be that someone with authority will have to throw a stop order on this club, as they are certainly doing things in a big way. Before the meeting of the 20th, they treated "Ye Olde Scribe" with an invitation to a Farmers' and Merchants' Banquet, and gave him the opportunity of rubbing elbows with the elite of the state and bring to their attention the wonderful service of our railroad over a period of 90 years.

WE ARE PROUD OF ABERDEEN

When the City of Aberdeen built its huge new auditorium it was beyond their imagination that it could be filled to overflowing with Milwaukee employees and their friends. However, such was the case. Nov. 21, when about 3,000 people attended the 90th Anniversary of the Milwaukee Road, W. J. Kane, chairman of the affair, conceived the idea of filling this building, and other efficient assistants appointed by Chairman Griffin were R. A. Burns, D.F.&P.A. chairman of invitations and reception; E. L. Feddern, chairman of program committee; and H. F. Lucas, chairman of the decorations.

An announcement in bright lights 24 inches high, and 90 feet in length met the eye upon entering the building. Inside, a large banner reading "The Milwaukee Road" graced the stage upon which were placed the oldest handcar on one side, with a modern new type section motor car on the other. An engine bell polished and decorated in silver was used in place of a gavel. General Chairman Kane introduced the writer, and he explained the occasion and history of the railroad before the festivities started. This will be considered one of the largest events of the year in Aberdeen, and this club should be proud of its achievement.

MIDDLE H. & D. CELEBRATES BIRTHDAY

Pete Peterson, chairman of the Middle H&D, staged a 90th Anniversary party in Bristol which will be long remembered. Most of the residents of Bristol were present, as well as all members of this club. Dancing and general sociability finished up the evening, and everyone reported a fine time.

SIoux FALLS TURNS OUT FOR MILWAUKEE PARTY

Chairman H. M. Kelly put on one of his very fine meetings to commemorate the 90th Anniversary. This one was, however, on a much larger scale and Harry and his committee, who always enjoy working with him, have what it takes to put these things over. Talks were given by W. D. Griffith, retired general agent, with a response by the mayor of Sioux Falls. John McKee and Superintendent W. F. Ingraham also gave brief talks.

The entertainment was a complete show in itself, to say nothing of the fine oyster stew which was served. This very satisfactory meeting, we feel sure, will receive a great deal of fine publicity and create a friendly public feeling toward our railroad.



Some of the men responsible for the success of the Sioux Falls Club. L. to R.: Herold Peters, Glenn Kasak, secretary; Harry Kelly, chairman; and John Bell, mess sergeant, so-called.

JAMES RIVER CLUB CELEBRATES

THE James River Valley Club met at the passenger depot at Redfield, S. D., on Nov. 20, to celebrate the railroad's 90th Anniversary.

H. W. Speight, alderman on Redfield's city council, responded to a welcome and D. H. Ayars, former Redfield agent, now retired after 45 years of service, recalled old times on the road he served for half of its lifetime. Miss Rachel Saxton sang a solo, and Mrs. A. B. Campbell and Miss Norma Schade sang a duet. Redfield ladies served coffee and doughnuts at the close of the meeting.

MONTEVIDEO SCHOOL CHILDREN WRITE ESSAYS

T. A. Monroe, chairman of the Western Minn. Service Club, observed the 90th Anniversary celebration by entertaining the Montevideo (Minn.) school children who were invited to the station in groups. They were given Milwaukee pencils, after which they were conducted through the different departments of the terminal and explanations given of the workings of each. Safety First talks were also given them, thereby educating the youngsters about crossing tracks and climbing through cars, etc. Essays are to be written in school on what they have learned about our railroad, and what has impressed them the most.

"BEHIND THE SCENES" FILM SHOWN AT FAITH-ISABEL CLUB MEETING

Word comes from Chairman F. W. Bednar of the Faith Isabel Club that a report of their meeting will be forthcoming as soon as Sec. Boyle can get it in. However, in Mr. Boyle's words, he writes, "I believe we did our cause more good with this meeting than we could have done in any other way. We had a big crowd out and Mr. Glenny, superintendent of the Eagle Butte School, gave such a splendid talk that I am sure the railroad situation was impressed upon the minds of the peo-

ple in such a manner that they won't forget it very soon." The film "Behind the Scenes" was also shown at this meeting.

RAILROAD NUMBER ONE INDUSTRY IN MOBRIDGE

The main address of the evening at the 90th Anniversary party in Mobridge was given by L. L. Coleman, editor of the *Mobridge Tribune*, who congratulated the railroad men on their road, and named it the number one industry in Mobridge.

Talks were also given by A. W. Hervin, superintendent from Miles City, and H. C. Brisbine, T. F. & P. A., also of Miles City. A very fine musical program was presented by Milwaukee members and others, after which the ladies of the Women's Club served a delicious lunch. Bridge and whist supplied entertainment for the remainder of the evening.

Congratulations, Chairman F. C. Williams, on this gathering of nearly 100 members and guests.

WEST H. & D. DIVISION CLUB

Celebration of the 90th Anniversary was held by the West H&D Division Service Club in the American Legion Hall at Roscoe, S. D., Nov. 22.

Agent E. L. Feddern of Aberdeen spoke on the purposes and aims of the Service Clubs and the duties of the railroad employees to our patrons.

W. J. Kane of Aberdeen spoke on the history of The Milwaukee Road and its benefits to the communities it serves.

C. P. Decker of Roscoe, S. D., spoke on the railroad's early days, giving a description of its entrance into that territory and indicating that if it were not for the railroad the towns in that territory would not be in existence.

Paul Elford, Adjutant of the American Legion, recalled that W. J. Kane, as district commander, installed the first officers and organized the Legion Post at Roscoe and they have always had a warm spot in their hearts for The Milwaukee Road.

Peter Peterson of Roscoe, S. D., advised that they were hereby tendering the use of the Legion Hall as the regular meeting place for the Milwaukee Road Service Club, advising that they appreciated what The Milwaukee Road meant to Roscoe.

Teacher: "And how old are you Bobbie?"

Bobbie: "I'm just at the awkward age."

Teacher: "And what do you call the awkward age?"

Bobbie: "I'm too old to cry and too young to swear."

"Frequent water drinking," said the specialist, "prevents you from becoming stiff in the joints." "Yes," said the co-ed, "but some of the joints don't serve water."

Butcher: "I can't give you any further credit, sir. Your bill is bigger now than it should be."

Customer: "I know that. Just make it for what it should be and I'll pay it."

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

Editor's Note: Many readers of this account of the Armistice Day storm will likely recognize it as describing rather accurately the situation that they, too, experienced in their own localities. Commendation of train crews, section men and others who worked long and heroically to bring the trains in is here expressed in a relating of what happened in one place. Credit, and plenty of it, belongs in many places, for the storm tested the strength, loyalty, and perseverance of employees on several divisions of The Milwaukee Road.

THE worst early November snow storm in Minnesota's history descended upon this section Nov. 11, starting with an all night rain on the 10th and turning to sleet on the morning of the following day. From then on there was snow and more snow, accompanied by a high wind to finish things off just right.

A total of 16.2 inches of snow fell and the wind, which reached a velocity of 55 miles an hour, drifted snow up to a depth of 18 feet in some places. Transportation and communication channels were, in many cases, completely disrupted.

The I&SM Division had trains stalled in snow drifts at several points and, as the hours passed and the storm's fury increased, snow plows and engines sent out to clear the tracks were, in several instances, snowed in along with everything else.

All reports indicate that the spirits of the passengers on the snow bound trains were of the best; they were good sports about it and gave no evidence of objecting to the long wait. On train No. 121 some thoughtful individual had a portable radio, so an impromptu dance was held in the baggage car. On that train and others singing broke out every once in awhile and decks of cards appeared very mysteriously. To say the least, morale was kept up—in several cases passengers seemed to be enjoying the delay. Heat was kept on at all times to prevent discomfort.

The Northfield and Rosemount stations served as a haven for the refugees from the storm. Rosemount, with its small waiting room, accommodated

The snowbound Olympian as it awaited the snow plow at Granite Falls, Minn. (Minneapolis Star-Journal photo.)



as many as 150 highway travelers at one time, including those from private cars and buses.

Two brakemen on train No. 96 regard themselves as pretty lucky. Their train was to meet No. 121 at Comus on the night of the 11th, while the blizzard was at its worst. Visibility was reduced to zero or less. Brakeman Arthur Reilly dropped off to flag, and Brakeman Wallace Grant set out to open a switch, as the train was going to take siding. These two men were left out in the open country with nothing but a blizzard for company and with the nearest shelter about a mile away. Let it be understood that it was nobody's fault that they were left there: they knew they would have to be left. Probably no one can imagine their thoughts or realize what they went through in finding their way to the station. They had to walk against a

Our Corner of the Storm

55 mile an hour wind and snow that cut like a knife. At one time Reilly was completely lifted off his feet and thrown to the ground. Any one who had to be out in that storm for even a short while can attest to the fact that it is almost a miracle these men are alive today. Railroad men, especially train, engine and section men, endure in the regular course of their duty, hardships that the laymen knows little about.

Recognition of the many regular and extra section men for their labors of 15 to 30 hours without rest, in an effort to free the blocked engines, snow



Four refugees from the Armistice Day storm bestow bits of affection on the engine of the Milwaukee Road train that rescued them from snowbound Norwood, Minn., and brought them safely into Minneapolis. (Minneapolis Tribune photo.)

plows and trains, is well deserved.

Superintendent Hotchkiss, Trainmaster Lieb, and Roadmaster Larson were on the job continuously, supervising the work of getting traffic moving and our vision back to as near normal as possible.

If any one can name a class of workers whose devotion to duty is as great as the average railroad employe, we would like to hear from him.

Locomotives now travel more than twice as far as formerly before it is necessary to stop for coal and water.

Freight locomotives now have with the same amount of fuel 53 per cent more gross ton-miles than they did 20 years ago.

Railway tickets may be purchased at any railroad office in the United States, Canada or Mexico to any city or town reached by rail in the three countries.

Losses resulting from fires on American railroads in 1939 totaled \$4,272,796, a decrease of 57 per cent compared with 1924.

There are approximately 3,000 cross-ties per mile of railroad track.

SPORTS

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

Milwaukee Road Men's League of Tacoma, Wash.

Standings as of Nov. 8

Team	Won	Lost
Store Dept. No. 2.....	27	9
Boilermakers	24	12
Supervisors	20	16
Ticket Office	20	16
Coach Yard	20	16
Store Dept. No. 1.....	18	18
Pipe Shop	17	19
Blacksmiths	14	22
Roundhouse	11	25
Machinists	9	27

Bowler	Team	Average
Long	RH	191
Collins	B	188
Rickett, L.	S	178
Sheridan	M	177
Kusch	TO	171
Cline	S	169
Pentecost, L.	PS	169
Jennings	SDNo1	167
Soltie	PS	167
Hutchinson	B	165

High individual game—Sheridan, 276.
High individual series—Ellis, 698. High team game—Store Dept. No. 2—901. High team series—Pipe Shop, 2,577.

Adam Hoffman has done a fine job as captain to bring Store Dept. No. 2 team to the top . . . Frank Kinzner has a group of raw recruits, but he's bringing them along OK . . . Gene Duchaney, with a 164 average, is doing well in his second year . . . Walter Jennings with five 500 series in a row is setting a new record . . . Keep it up, boys . . . Incidentally, a gander at the Chicago averages shows a former Tacoman, Claude Peterson, as quite a bowler . . . Good luck to you, Claude, and greetings from the boys here at Tacoma.

—Ray Fletcher and C. A. Candler.

Milwaukee Road Women's League of Chicago

Standings as of Nov. 13

Team	Won	Lost
Sioux	19	11
Varsity	19	11
Arrow	18	12
Hiawatha	18	12
Pioneer Limited	15	15
Marquette	13	17
Olympian	13	17
Southwest	12	18
Chippewa	12	18
Tomahawk	11	19

Bowler	Team	Average
Retzke, H.	O	149.4
Hanke, T.	S	144.9
Porten, M.	C	141.7
Glowienke, M.	S	138.12
Steiner, F.	PL	134.23

Hogan, H.	T	134.21
Huseby, D.	M	134.10
Williams, L.	H	133.17
De Camp, I.	V	132.10
Marquiss, E.	A	130.27

High game is still held by Ione De Camp with 195 . . . Secretary Marge Porten's 192 is second . . . What happened to the mixed doubles? The gals signed up almost 100 per cent but most of the fellows seem to be afraid of us . . . Shame on you big he-men . . . Can't you take it if we beat you? . . . Just wait until we get our new blouses . . . You won't be able to resist us . . . Our beginners are coming along just fine and will very soon give the more experienced bowlers something to shoot at . . . See you at the mixed doubles if you men dare to show up.

—E. Marquiss.

Milwaukee Road Men's League of Chicago

Standings as of Nov. 19

Team	Won	Lost
Pioneer Ltd.	23	10
Arrows	20	13
Sioux	20	13
Day Express	19	14
Fast Mail	18	15
Varsity	18	15
Copper Country	17	16
Fisherman	16	17
On Wisconsin	16	17
Aft. Hiawatha	15	18
Olympians	15	18
Marquettes	14	19
Southwest	14	19
Morn. Hiawatha	13	20
Tomahawk	13	20
Chippewa	13	20

Bowler	Team	Average
Hettinger, W.	A	179.32
Peterson, A.	M	177.18
Becker, C.	A	177.18
McCloskey, S.	F	177.6
Martwick, E.	AH	176.22
Shemroske, J.	DE	176.12
Gloss, G.	OW	176.10
Peterson, C.	FM	174.16
Will, G.	C	173.6
Haidys, E.	M	172.30

High individual game—Finn, 247.
High individual series—C. Peterson, 617. High team game—Marquettes, 997.
High team series—Arrows, 2,658.

As the weeks roll merrily on we find that the boys are beginning to hit their stride. Result—Al Gerke's team is in first place, Art Peterson is moving up, and various alibis are now in vogue for those that are slipping . . . Game of the month—Marquette's 997 . . . Ringer of the month—Joe Kopec and his 549 series . . . Most improved bowler—Ed May . . . Luckiest bowler—Otto

Lamberg . . . Returning to form, Chas. Becker, Art Peterson and E. Martwick . . . Best new bowler—Claude Peterson from Tacoma . . . Hero of the month—Ernie Bucholz, who is the best bowler on his team . . . Villain of the month—"Stash" Edmanski. Why? Ask him . . . The Royal Order of the Wailing Wall—G. Walling, W. Barrington, J. Passeretti, A. Duffy, C. Jensen . . . Tough luck bowlers—Laurance and R. Stephenson . . . What say we take up the young ladies' challenge on that mixed doubles affair? And if those blouses are as good as Edith claims, I'm sure we won't have any difficulty in getting the boys to sign up 100 per cent.

—J. E. S.

FUTURE FARMERS MEET

Many Travel via Milwaukee Road

ANOTHER group of America's next generation of farm leaders held its annual meeting in Kansas City, Mo., Nov. 9 to 14, inclusive; approximately 170 of those present traveled to and from the convention via The Milwaukee Road.

Nearly 7,000 delegates, teachers, advisors, and their friends registered at the Future Farmers of America convention. The organization is made up of local chapters in high schools where vocational agriculture education is carried on by funds furnished such high schools by Federal appropriations under the Smith-Hughes Act. To become a member, a boy must be of high school age and properly enrolled in the agricultural courses of an accredited Smith-Hughes high school.

The delegates and contestants to and in the National F. F. A. convention are boys who have completed not less than two years of their high school training, have completed two summer projects, and won in a statewide judging or public speaking contest. As a result, only the outstanding boys from all of the states, Hawaii and Porto Rico, with their state supervisors, attend the F. F. A. convention.

While at the convention, these young men—selected delegates—run the business of the convention and take part in contests that are nation wide. The winners are awarded national honors and retain such honors and offices for one year.

In addition to the individual honors, all local chapters and State F. F. A. associations are graded and awarded rankings on the basis of accomplished results from the previous year's work.

When the five-day convention is over, the contestants and delegates can look back on a record of measured accomplishments and see just why they were placed first, tenth, or perhaps in some other position. The losers can and do profit by seeing and hearing why some won the high rankings and awards. They all are able to take into the thou-

sands of communities, whence they came, new hope, new vision, new experiences and new leadership.

The Milwaukee Road is proud that through its Agricultural and Colonization Department it can take part in the development of the farm leaders of tomorrow.

Stray Bits

Lament

SOME time ago this piece of verse was tucked between quotation marks by a frisky, single edged young blade in the Legal Department, Chicago, and sent to his friends in the Tax Department:

*"When I was one-and-twenty
I heard a wise man say,
'Give crowns and pounds and guineas
But not your heart away;
Give pearls away and rubies
But keep your fancy free.'
But I was one-and-twenty;
No use to talk to me.*

*"When I was one-and-twenty
I heard him say again,
'The heart out of the bosom
Was never given in vain;
'Tis paid with sighs a-plenty
And sold for endless rue.'
And I am two-and-twenty,
And oh, 'tis true, 'tis true."*

Evidently he was feeling clairvoyant when he sent the verse, for within a very short period of time he had taken unto himself a bride. "Oh, 'tis true, 'tis true"! So, Roy Bunde, one of the Tax Department's several scribes, dashed off the following and sent it to his friend:

*When you were one-and-twenty
You were wise enough, I guess,
To keep your heart and guineas, too,
In single blessedness.*

*But now a year or more has passed
And it's woeful to relate
You've cast aside those fine resolves
And picked yourself a mate.*

*If only you had come to us
And told us of your plan
We would have done the best we could
To keep you a single man.*

*There's nothing left for us to say
Except we one and all
Wish you good luck and hope and pray
Your troubles will be small.*

G. W.

American Lady Corset Co.,
New York, N. Y.
Dear Sirs:

Shud a Lady where her corset in the kitchen or just when she's a Lady?

Thanking for reply,

Mrs. Joseph—

Merry Christmas, Sort of

Or, as They Say, Seasonal Suggestions for the Holly Daze of the Holidays

APERUSAL of these passages will convey to all readers the thought that both Christmas and the author are just a little bit off.

Let us reflect for a moment on how the former will affect you. To begin with, this year again you will be confronted with the age-old problem of what kind of present to give for Christmas. Possibly the ensuing "Gift Selection List" will provide the solution.

GRANDMOTHER: Anyone or all three of the following would appeal to her: (a) a yacht, (b) a mansion in Hawaii, (c) more grandchildren.

GRANDFATHER: In exquisite taste for this old gentleman would be (a) a quart of whiskey, (b) a quart of whiskey, (c) a quart of whiskey.

MOTHER: Here we must stretch ourselves a point. Why not something which will tend to relieve the monotony of household chores, such as (a) a washboard, (b) a scrub brush, (c) a package of double bubble chewing gum.

FATHER: We mustn't forget the meal ticket. Here is our de luxe suggestion: a chromium plated kit containing (a) a can of pork and beans, (b) a can opener (to be used while mamma is attending bridge game with the girls) (c) a detachable, collapsible running board for deflecting gravy from cravat.

DAUGHTER: Any of these will nicely fill the ticket for the Gay Young Thing: (a) a pair of high top button shoes for dancing, (b) a new diet schedule, (c) a good square meal.

SON: We suggest our Caveman's Special, a chest containing (a) Audubon's Bird Book, (b) Bottle of *Evening in Paris*, (c) ice pack for the next morning.

Now for a few more suggestions about gifts. Never, under any circumstances, send gifts to your friends unless you have been positively assured you are to receive at least one from each of them. In the case of friends close at hand, buy some little trifling something, keep the receipt, and then don't produce the gift until he hands you yours; then whisk it out, saying, "And a Merry Christmas to you, too." If he doesn't come across with a gift, why that's what you kept the receipt for.

WRAPPING THE PRESENT: This little matter can be changed from an ordeal to a real joy if you will simply organize your work. Rule No. 1 is, of course, to have a present to wrap. This being settled, one should grasp the gift firmly and throw it into the box with a *plunk* . . . in the case of china a *plink*

should be substituted. Be fastidious in your selection of wrapping paper. Newspaper will do nicely. Be sure to have a ball of twine or some fly paper to hold the package together; all dead flies should be removed if fly paper is to be employed. Next, carry your photograph up from the basement. Put on that perennial favorite, "The Jolly Coppersmith." Now—a-one and a-two and a-three. Begin wrapping! Permit yourself to become quite intoxicated with the little ditty, "I am a Jolly Coppersmith," etc. As you swing into the chorus, "La la la la la la (the rest of the words escape me for the moment, but you get the general idea) put your heart and soul into it. Express your personality in your wrapping, but, if twine is used, be careful that you do not strangle yourself. By the time the record is finished you will be quite exhausted and if you haven't mutilated the gift, it won't be our fault. But then, think of the fun you've had.

TRIMMING THE TREE: Women have always been credited with having a greater artistic sense than men. Let the wife trim the tree. You just sit back in your easy chair, your slippers on, smoking your pipe, but be sure to criticize every gesture she makes. Constructive criticism is helpful. This procedure should continue until the tree is almost finished. The only thing hubby need do is place the spear on the top of the tree.

This is comparatively simple. First, have your wife stand next to the tree. Now, put on a pair of spiked shoes. Climb up on the dining room table, reach up for the chandelier. With a pendulum swing a *la Tarzan* throw your feet onto your wife's shoulders and place the spear, star, or what have you, on the topmost branch.

Make quite certain that both you and the tree are jolly well lit from Christmas till New Year.

Russell B. Larsen,
Tax Dept., Chicago.

Mink for Milady

(Continued from page 8)

pelts, which explains the perennial popularity of house cat, and likely has an indirect bearing on the divorce rate.

Mink farming is becoming increasingly important, due to the decreasing number of pelts that can be taken from the wild. Within recent years many women have gone into the business, obviously through distrust of Saint Nicholas, but the supply is still well below the demand, and that suits Mr. Kowal just about right.

The Milwaukee Railroad Women's Club

Milwaukee Chapter

Miss Elinor Zuehl, Historian

ON Oct. 4, at noon, a Gallauer luncheon was given in the club room. This party was a big success. Table prizes and door prizes were given and the party netted \$28.50 for our welfare fund.

On Oct. 19, at 8:00 p. m., our dance and card party was given at the Elk's Club. Cards were played and table prizes and door prizes were given. Mrs. W. F. Wegner was chairman of the cards and Mrs. H. Young chairman of the dance, and Mrs. C. E. Larson, our president, was hostess. The music for the dancing was furnished by John Thiel's orchestra and I know everyone had a delightful time. This card party and dance netted a profit of \$129.25. Our sincere thanks to everyone who helped make this dance a success.

On Oct. 21, at 8:00 o'clock, our meeting was held in the club room. Treasurer's report: Balance brought forward \$577.13, receipts \$84.88, disbursements \$110.13, leaving a balance in the treasury on Oct. 1 of \$551.88.

Mrs. Kelly reports one family was given groceries and another family was given a month's supply of milk.

Sunshine Fund netted \$2.46 for October. Mrs. Nellie Helton's name was drawn for the attendance prize. She not being present, same was forfeited and the November prize will be \$2.00.

On Nov. 18 our birthday party was held in the club room. Dinner was served at 5:30 p. m. Mrs. C. C. Steed was chairman of this party. Miss Etta Lindskog and Mrs. Carpenter Kendall were at the party and we were all glad to have them with us. Mrs. Kendall told Milwaukee Chapter to keep up the good work, as we were on top and that we had over 1000 members and hoped we would get a prize for our voting membership. Mrs. G. W. Kelly sang three beautiful songs. At 8:00 p. m. the meeting was called to order by our president, Mrs. Larson. Business was conducted in the usual way. After the nomination of officers, the meeting came to a close.

On Dec. 5 a card party will be held at the Electric Company.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

MRS. RAY SCHULZE was chosen to head the Wausau Chapter at the November meeting held at the club house Nov. 12. Other officers are: Mrs. William McCarthy, first vice president; Mrs. Felix Slomske, second vice president; Mrs. Edward Gongaware, secretary; Mrs. J. E. Whaley, treasurer; Mrs. A. I. Lathrop, historian. Mrs. Walter Freebern and Mrs. Ralph Chamberlin were members of the nominating committee. The club has a membership of 199 active and contributing, and appreciates the gain-in-membership prize recently received. There is also a substantial balance in the treasury, with all departments in fine working order under the efficient leadership of the retiring president, Mrs. Arthur Yates.

At the card party which followed the business session, favors in bridge were won by Mrs. H. L. Vachreau and Mrs. A. I. Lathrop; in five hundred, by Mrs. William McEwen and Mrs. Lawrence Nowitzke. A delicious lunch was served by the hostess committee, with Mrs. John Schultz as chairman, assisted by Mrs. M. E. Donovan, Mrs. Ray Kerr, Mrs. M. M. Harrington and Mrs. Fred Lehrbas.

Plans were made for the annual Yuletide party, which will be held December 10 at the clubhouse. At that time 25-cent gifts will be exchanged by members and donations of canned fruit and vegetables will be brought for the Christmas baskets, the nell.

distribution of which has become traditional with the club.

The hostess committee will include Mrs. Ray Schulze, chairman, assisted by Mrs. William Adamschek, Mrs. Ralph Chamberlin, Mrs. D. O. Daniels, Mrs. Frank Hanousek, Mrs. Don Hanson, Mrs. Frank Love and Mrs. John Staeger.



Mrs. A. B. Johnson, of Maywood, Ill., winner of Sylvia, the doll given at the Women's Club dance Nov. 2. That's Sylvia with her.

Iron Mountain Chapter

Mrs. Walter L. Helsing, Historian

ELECTION of officers for 1941 was held at the November meeting with the following results: Mrs. Harry Larson, president; Mrs. Grant Hill, first vice president; Mrs. Art Horn, second vice president; Mrs. Roland Schwalenberg, recording secretary; Mrs. Sam Ordel, corresponding secretary; Mrs. Elmer Peterson, treasurer; Mrs. Walter Helsing, historian.

Perry Chapter

Mrs. E. E. Edwards, Historian

THE Chapter was grieved to learn of the passing of one of our most beloved members, Mrs. Ralph Goodwin, on Oct. 26. Her presence will be greatly missed in our club rooms.

About 75 members with their families enjoyed a pot luck supper held at the club house on Nov. 1.

At the regular business meeting in November the annual election of officers for the ensuing year was held. The following were unanimously elected: President, Mrs. L. Palmquist; first vice president, Mrs. F. Bolender; second vice president, Mrs. C. West; third vice president, Mrs. Carl Vodenick; treasurer, Mrs. Harry Boyens; corresponding secretary, Mrs. Malcolm Nelson; recording secretary, Mrs. Frank Keith; historian, Mrs. E. E. Edwards.

The chairman of the various committees will be announced by the president at the December meeting.

The quilt which the sewing group recently completed was awarded to Mrs. Palmquist. A delightful program of readings and music was given by the little Misses Millard and Con-

LaCrosse Chapter

Mrs. A. M. Johnson, Historian

ON NOV. 6 we again gathered at the Loretto Club. Election of officers for the ensuing year was the order of the day. Those chosen were: president, Mrs. Victor Hanson; first vice president, Mrs. A. O. Sundae; second vice president, Mrs. A. M. Martinson; secretary, Mrs. C. J. Wethe; treasurer, Mrs. C. J. Higgins; corresponding secretary, Mrs. Ed Goggin; historian, Mrs. H. J. Troger. Committees will be chosen later. It was voted to donate \$5 to the LaCrosse Home for Children. Plans was made for the annual Christmas party at the club rooms the first week in December.

each member to bring a "covered dish" and a ten cent gift for exchange. Thanksgiving baskets were sent out to all families who reported.

A special guest of the day was Mrs. Roy Kidd, a former member and president of our Chapter, who is now a resident of Milwaukee.

Sympathy goes to Mrs. C. J. Wethe whose husband passed away October 21 after a five years' illness.

Door prize went to Mrs. Edith Shepard. Penny march amounted to \$1.20. Light refreshments were served. Hostesses were Mmes. H. Wells, H. Peed, J. Saley and F. Kruger. Bridge, five hundred, zion-check and bunco were enjoyed at the close of the meeting.

Miles City Chapter

Mrs. Custer Greer, Historian

MILES CITY Chapter met at the club house Nov. 4. The following officers were elected for the coming year: Mrs. A. W. Herwin, president; Mrs. Moss, first vice; Mrs. Dave Hagerty, second vice; Mrs. George Flynn, recording secretary; Mrs. Ed Rehn, corresponding secretary; Mrs. M. W. Roark, treasurer; and Mrs. Earl Farr, historian.

The program consisted of a violin solo by Lucille Snyder accompanied at the piano by her sister Caryl, and a selection by Mary Tarpo.

Plans were made for a Christmas Party for the members, at the next regular meeting; gifts will be exchanged and arrangements to fill the usual Christmas baskets were made.

A Christmas program and treat for the children on Dec. 17 was also arranged with Mmes. James, Trump, Preston, Cain, and Helm in charge.

At the close of the meeting a delicious lunch was served by Mrs. A. B. Walters, Mrs. L. P. Nimbar and Mrs. W. H. Kirk.

Float entered in the Council Bluffs "Back to the Rails" parade the latter part of September by the Council Bluffs Chapter of the Women's Club.



ON THE STEEL TRAIL

Spokane and Inland Empire

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

Mrs. R. F. Breitingross, operator at Lind., Wash., retired on Sept. 1. Mr. and Mrs. Breitingross came out West in the pioneer days of the Milwaukee, and worked at several stations as agent and operator. Mr. Breitingross has the agency at Lind.

Andy T. Bankoff, section foreman, at Newport, Wash., took a week off in October to see how much game he could bag. We never did hear the final report.

Roadmaster C. F. Allen, wife and two daughters of Spokane, spent a week around Missoula, and the Blackfoot region in Montana during October. They also made a short visit to the Coast.

Former Signal Maintainer Claude Wharton of Marble Creek died Oct. 31. Mr. Wharton was recently transferred to Hyak on the Coast division.

Storekeeper E. C. Killips and wife of Avery, Idaho, were Spokane visitors on Nov. 7. They stopped here en route to Portland, Ore., where they spent a short vacation.

The first snow of the winter fell in Spokane on election day, Nov. 5. Incidentally it was also the first frost of the season.

Engr. Lee Carver, Ring service out of Malden, has applied for the pension.

Miss Georgia Killkelly, daughter of Boilermaker J. R. Killkelly of Othello roundhouse, was married on Nov. 9 to Francis A. WaitersKirchen of Seattle.

Condr. R. W. Duell transferred over to trains 7 and 8 for a few weeks during November. Harry Hook took charge of the CDA run during his absence.

Milwaukee business on the East Coast division has shown a nice increase during the past few months, both over the previous month and over last year. This is mostly due to heavy shipments of lumber, grain and other commodities, besides heavy shipments of flour to New York City. Our road is also receiving a number of cars of stone for the new extension to the Federal Postoffice in Spokane. This stone comes from Bedford, Indiana.

Tacoma and Coast Division —West

R. R. Thiele, Correspondent,
Care Agent, Tacoma

We are sorry to report the death of Mrs. Ole Johnson, wife of B. & B. Foreman Johnson, who died Oct. 25 at the

age of 43. Mr. and Mrs. Johnson had no children.

Al Goldsborough, revising clerk at the Local Freight Office, Tacoma, has been at St. Joseph's Hospital of this city for several weeks past, suffering from chronic anemia. Tom Dolle, bill clerk at the Local Office, is filling in on the Revising Desk in the meanwhile.

The friends of Claude Wharton, assistant signal maintainer at Hyak, Wash., will be saddened by the report of his death, which occurred Nov. 6, due to a heart attack.

Roy Takahashi, porter at the Passenger Station, Tacoma, is on the job again after a stay at the hospital.

Conductor O. T. Tumany broke his leg recently and is in St. Joseph's Hospital.

Conductor Barney Hubbard was at St. Joseph's Hospital for a few days but is on the job again.

Conductor Joe McCanimon has recently married and is now on a wedding trip to California and beyond the border to Mexico, but to be honest about it, he has kept it so dark that all we know is that there is a Mrs. McCanimon.

Roundhouse Foreman J. E. Brady, who has been laid up with a broken foot, is now back on the job again.

Ray Fink, swing man at the Local Office, is off on a vacation with Mrs. Fink; they have gone to Detroit and expect to drive back here with a new car.

Tyler B. Coplen, night watchman and clerk at Spokane, has been called out with the National Guard, and F. W. Burt, brakeman, left Nov. 7 with the Marine Corps for San Diego. (He is a son-in-law of Conductor Tom Ruckman.)

Lee Boyd has gone to Spokane to take the position as clerk and night watchman, and Henry Harris has taken the job as bill clerk at Spokane.

Mildred Fatters has gone to Seattle to take the stenographer's job in Engineer Pinson's Office, relieving Millie Anderson, who took her place here in the Local Freight Office. However, Millie Anderson then took three months' leave of absence and Hazel Fearn is taking her place at the Freight Office.

Yard Conductor E. B. Mider, together with Mrs. Mider, took a vacation from Oct. 26 to Nov. 3 and went to Janesville, Wis., to drive back in their new Chevrolet. Tom Devereaux relieved him in the meanwhile.

F. L. Olmstead, who has been agent for many years at Thorp, Wash., retired Oct. 12. We wish him many years of happy retired life. H. L. Johnsrud, for many years agent at Ellensburg, has bid in the agency at Thorp; the agency at Ellensburg has not been assigned as yet.

Ex-Conductor H. J. Neff and wife went on a real vacation trip lately. They went to New York; Washington, D. C.; Norfolk, Va.; Miami, Fla.; Mobile, Ala.; New Orleans; Carlsbad Caverns, and they are now visiting their daughter at Long Beach, Calif. While they were passing through Chicago they met L. H. Barrett of Tacoma, who was also taking a vacation trip to New York.

Tom Dolle, bill-clerk at the Local Office, and Mrs. Dolle recently entertained visitors—no less than John A. Dolle and his new wife. John A. Dolle was formerly our traveling auditor.

J. S. Eccles, chief clerk to Supt. L. K. Sorensen, and wife left Thanksgiving (new style) for their annual vacation trip and visit with friends in Los Angeles. Incidentally, Mr. Sorensen also took a trip to Butte to cast his vote. He likes to get back to his old stamping grounds and see his friends there.

Al Pentecost, general shop foreman, is

taking his annual vacation and a real one, too. He is going to Miami, Fla., then by plane to Nassau, Bahamas, and then to Cuba—Havana, chiefly.

Arthur Gleb (Tubby) of the Local Freight Office had a week's vacation in October. He took quite a trip, out to the end of the Sixth avenue bus line. Cedric Moyer of the Yard Office relieved him in the meanwhile.

R. M. Cronk drew the temporary assignment as operator at Western Junction.

Carl Davis and Lloyd Weiland were both set up to be conductors lately.

Roy Powells, claim clerk at the Local Office, and Mrs. Powells, went on a vacation trip to the New England States recently. They visited Boston, Cambridge and other historic towns thereabouts and nearly froze to death in untimely snowstorms.

Mrs. J. R. Clark is now in Chicago, as is Mrs. J. E. Kearnes. Both are with the Accounting Department there.

Conductor F. H. Kemp has taken a two months' leave of absence.

It's the Smile That Counts

THE smile on the face of Miss Velma Powers, a Tacoma blind girl, is natural. It was not put on for the photographer.

It was this same smile that captivated the heart of Superior Court Judge Hodge, Dr. Hinton Jonez, a prominent Tacoma physician, and others on the committee who helped make arrangements for her transportation to and from Morristown, N. J., to train with her "Seeing Eye" dog.

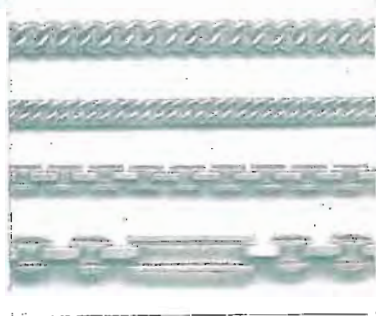
The smile had its effect on the crew of



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the Olympian last summer when Velma went to Morristown. Conductor McGuire felt it, and so did Sleeping Car Conductor Ted Tolbertson and Steward Emmett O'Mahoney. George Johnson, her porter, who cared for her on the eastbound trip, was so deeply impressed that, although he had not been in charge of the car in which she had traveled, he made a point of having a hand in welcoming her back to Tacoma. When she returned, he met No. 15 and assisted in delivering her to her family.

Ray A. Grummel, an employe located in Tacoma, who furnished the picture and details for this brief account, was impressed by Velma Powers' smiling philosophy of life. He recommends it as good medicine for all of us, both as individuals and as representatives of The Milwaukee Road.

Seattle Terminals

Cil Carrison, Correspondent,
Car Dept., Seattle, Wash.

Local Freight Office

Roger Wilhelm has joined the station force at the Local Freight Office as stenographer and clerk. He works half time in the Cashier's Office and half in the Yard Office.

Mrs. Rose King is doing relief work in the Local Freight Office. We are glad to have Rose with us as she always wears that welcome smile.

Miss Willa Lindsay of Alki Beach fame has been assigned to the new position as general clerk in the Local Freight Office.

Mrs. Daisy Webb Heester, who has been laying off for the past two or three months, has returned to her position as abstract clerk. We are always glad to have Daisy with us.

John Cole, chief claim clerk, is having difficulty trying to collect election bets. We understand he still has a dollar coming, but we think when the absentee ballots are counted and then a recount or two the matter will be settled to John's satisfaction.

Business is good in the Local Freight Office, new business coming in every day as new industries are being established and everybody up to his eyebrows in work, with no slackening up in sight.

Car Department & Yard Office

When the Olympian arrived at Othello, Wash., Nov. 9, it brought Othello's mayor and Car Foreman Joe Barrett and his bride, the former Estella McCourtie of Seattle. They received a warm reception on arrival, with a dance and charivari.

Engineer Thomas W. Cole entered Providence Hospital on Oct. 26. He underwent a very serious operation on Nov. 9. Nov. 11 everything was coming along OK.

Arrangements for the new diesel switch engines are rapidly progressing and Roundhouse Foreman Red Janes expects the two new diesels by Nov. 15.

After the crops were all in this fall and the tools put away, Guy Truscott, special agent, and wife took time out the first part of November for a vacation. They went first to Soap Lake, Wash., and then worked gradually on into the colder parts of the country. This was to get Guy into shape for his official duties this winter at the Ski bowl.

B&B Painter Foreman Harry Clapham and crew painted interior of the Yard and Car Foreman's Office the last week of October. Harry spread on more things than paint, though.

"What Odds!" M. P. Cellyham of the Yard Office is undergoing a week of heavy strain waiting for the absentee ballots to be counted to see who'll be next governor. Celly laid off one day to do a turn at watching the absentee ballots which have been under guard in the King County Auditor's vault.

General Offices

Frank Bradt of the General Manager's Office spent his vacation recently working on his home at Edmonds.

C. A. W. Musson, assistant division engineer, has been confined to his home for several weeks recently, due to illness.

Dane Mankey has succeeded Elois Heron as treasurer of the Milwaukee Thrift Club.

Correspondent Off to the Wars

THE headline does not mean, necessarily, that Leonard Janke is going to be a war correspondent, although he might do that very thing before he's through, for he has done an admirable job of reporting the news from the Fullerton Avenue Office Building, Chicago, during the last two years. Being a member of the National Guard, he is to be a soldier for a year, beginning the first of January; he's to be a supply sergeant, as a matter of fact.

Mr. Janke has been employed in the Ticket Auditor's Office for five years and, in addition to being one of The Milwaukee Magazine's most capable news gatherers and facile writers, he has engaged in several other company activities, such as the Tennis Club, the basketball team, and the Booster Club.

And so, with Leonard Janke in Tennessee with the 108th Engineers, Gene Heing will take over the job of keeping the railroad informed of the Fullerton Avenue Building's doings. Mr. Heing has considerable writing experience and we can look forward toward the day when Messrs. Janke and Heing can collaborate—Mr. Janke back from the wars, covered with glory and Mr. Heing back from the press room, covered with ink.



Leonard Janke

Fullerton Avenue Building Chicago

Leonard G. Janke, Correspondent,
Fullerton Avenue Bldg., Chicago

We regret to mention the death of J. H. Burch who was a traveling claim adjuster for Mr. Heupel's office. Our sympathy is offered to his family in their sorrow.

The basketball team will organize this year, and this makes the fifth consecutive year of organization. Much new material is noted in our building and they will have to fill the spots left by the has-beens who are on their last legs. This is one of our most consistently staple organizations and should be supported. The fellows travel all along the system spreading good will and have never had a mean word spoken about their sportsmanship. When people see a gentlemanly team on the floor they will hold our railroad so much higher.

IDLE CHATTER . . . According to the size and magnitude of the dance at the Paradise, the Christmas party for the kids should be a huge success . . . Did you notice the fair lassies the committee assigned to the carnival booths to lure on the male customers? Good psychology, too—the lads were around all night . . . Sweet music may be back but we still have our share of jitterbugs. Some gyrations those zanies go through!! . . . The Choral Club will tour and sing for one solid week during the holidays. Mesdames Wennerberg, Westerberg, Gillespie and "Red" Johnson are among the gals who will give their tonsils a workout . . . "They raised their voices in song and naught but sweet music issued forth therefrom" would be a good slogan for this fine organization . . . The political diehards are beginning to tone down at last . . . Al Hehl collected a bunch of pheasants on a hunting trip recently . . . Eleanor Schindler spent her va-

cation buying gifts for her friends . . . Lorraine Fortier has a fine silver service, the wedding gift coming from her Milwaukee Road friends . . . Bob Zahnen was the recipient of a radio and a wad of cash from the boys and gals he works with . . . Oscar Jensen sold Gene Heing a pig and Gene took it to Burlington and sold it to a farmer. No kidding, we saw it ourselves. It seems Mrs. Jensen won it at a drawing and Oscar finally had to dispose of it due to a "slight" aroma emanating from the nether regions of his garage . . . Well, this is probably the last piece that will be written by us as we must play soldier for a year way down in Tennessee come January. We will try to put the column in capable hands, though, and we want to say it was a pleasure to conduct this little gabfest each month through the last few years . . . Adios, and thanks for your votes—I mean notes, comments and good natured ribbing.

Freight Traffic Dept., Chicago

Wesley S. McKee, Correspondent,
Traffic Dept., Chicago

George Moller, a long time associate and good friend, has resigned his position with our company to accept one with the Western Trunk Line Committee, as member, Standing Rate Committee.

L. S. (Scott) Hamilton has been appointed Assistant General Freight Agent to fill the vacancy.

We certainly wish them continued success.

Congratulations are being extended to Mr. and Mrs. Morris Seegert who celebrated their Golden Wedding Anniversary on Nov. 26.

Ophir's papa had his hirsute adornment clipped again, as is his custom each spring and fall. That mixing bowl sure comes in handy.

The other night, for excellent bowling,

Willie Ryan won a fiver;

He promptly shared it with his wife.

I'll bet he did, the conniver!

Speaking of bowling, isn't that a cute "diddle" bag in which Tina carries her shoes?

The Chicago Real Estate Board reports that "Bucks" Landrigan is on the loose again. Thirty-five grand is a lot of skins for an apartment building. Jim must have parlayed Iowa and Dartmouth.

Have you heard the latest Silly Symphony jokes? Ask Bucky Hora or "Bronk" Lang.

At this time we wish to announce the personnel of several teams composed of our co-workers. These people will be glad to compete with any other teams for trophies or what have you:

Hide-and-go-seek Team

Hidee—Joe Burke
Seeker—Bill McNamee

Poker Singles Double

Jim Landrigan J. J. L.

Jack Bushnelle J. A. B.

*Fred Knaack

Red Wixted

Cous Prendergast

*With or without his iron vest.

Six-day Bike Racing

M. (Speed) Dugger

Other teams to be announced later.

It finally broke through. What? Why Joan Schmitt's first tooth, on Nov. 12.

D&I Division—2nd District

Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa

The sincere sympathy of the A. J. Elder-Dubuque Milwaukee Road Service Club and the entire Division to the family of Mr. Elder. Our Club was given permission to use his name while Mr. Elder was super-

intendent of the D. & I. Division, and the boys say they will continue their efforts to keep it top-notch to commemorate his memory.

The note of sadness with which we commence our column this month continues as we report the passing of several of our Dubuque Shops and division brothers. Engineer Frank Coon passed away at his home in McGregor after a very brief illness. Retired Carman John Montel, Machinist Charles Porter, Crossing Watchman John Reuter and Fred Homan, cutter, also passed away recently and our heartfelt sympathy goes to their families.

Fred Bloesch and wife celebrated their 40th wedding anniversary on Oct. 30; congratulations, good people!

Retired Painter Peter Olinger and wife stepped off the train the other morning. Pete said they had been doing Hollywood and points west for a few weeks and now that they have time to travel, will take a little jaunt across the country each spring and fall.

Oscar Ohde was discovered mauling over knick-knacks in the five and dime. Upon being questioned said he was just looking for a nice Christmas gift for Captain Horsfall who is leading his bowling team to one victory after another. In Clarence's team, Oscar says, if your average isn't above 250, he takes time out to lecture the boys on "early to bed and early to rise." As a result Melvin Utterback retires at 6:30 nightly.

And now for a little election returns: Jack Benzer was so excited while in the act of casting his ballot that he got caught in the booth and had to send out an S.O.S. (He's the guy that woofs about women not knowing anything about voting!)

Pat McGough wore one black and one green sock Nov. 6. Sure and it's an old superstition which makes the man you want (sez he) sure to win.

The most pitiful sight—the "unholy three" the day after. This little trio, consisting of Ray Lucas, Spike Hanley and Ed Lee, dodged the fellows. They just didn't want to talk to them.

The question is, "Who sent the election sympathy card to whom?"

Thanks for "Thanksgiving — American Style," Nora B. Decco!!

La Crosse & River Division —Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent,
Care Asst. Supt., Wausau, Wis.

A MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL.

Arthur Yates, night roundhouse foreman, and Mrs. Yates have returned from a two weeks' visit at Fort Worth and Houston, Texas.

Mary Louise Loomis, daughter of Conductor and Mrs. S. J. Loomis, was married to Roland B. Smith, son of Mrs. Walter Rahn, on Oct. 24. Mr. Smith, who is completing his fourth year in the U. S. Navy, left for Bremerton, Wash., and from there will be sent to San Pedro, Cal. Mrs. Smith will join him in California later. Walter Rahn is section foreman here.

Engineer M. E. Millard has purchased a new modern house trailer which he expects to use on his annual trip to Florida this season.

F. J. O'Malley, relief agent at Brokaw, was married some time during the month of October. Don't know the bride's name.

Cranberry shipments originating at Wisconsin Rapids, are now moving to California, Massachusetts and other states. There was a bumper crop and the shipments are as heavy as at any time in the past.

Two new engine pits have been installed at the roundhouse. Also a new lockerroom for the enginemen has been put in. The platform at Port Edwards, which has been under repairs for some time, has been



TIME to relax . . . time to enjoy . . . time to refuel family affections. Kindly understanding, a warm smile and a fine gift—these, indeed, make life good, strong and downright satisfying. As for the gift—well . . .



SISTER WANTS

The modern DORIS, \$45.00



BROTHER WANTS

The sturdy BAGLEY, \$40.00



MOTHER WANTS

The graceful LUETTA, \$55.00



Being a railroad man...

FATHER WANTS

accuracy. And he's been getting it from the old, reliable Hamilton*

"992" he bought years ago. Don't forget, though, that Hamilton makes very stylish dress pocket watches for Father to use on "dress parade".

*HAMILTON'S experience in building railroad watches insures greatest possible accuracy in every other size and grade that Hamilton makes. Hamiltons are priced from \$37.50. See the many other attractive models at your favorite jeweler.

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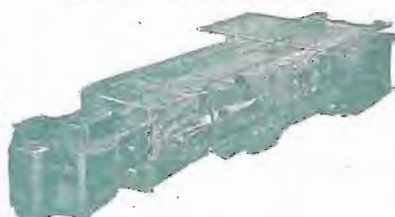
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COLUMBUS, OHIO

New York - Chicago - Louisville - St. Paul

completed and adds much to the appearance of the station grounds.

Born to Mr. and Mrs. Charles Streble on Oct. 22, a son. Mr. Streble is machinist helper at Wausau.

Freight Car Dept.— Milwaukee

George L. Wood, Jr., Correspondent,
Freight Car Shop, Milwaukee

ROUND N' ABOUT THE SHOP

Ralph Midgley, no longer a stranger to us, has replaced Louis Krueger, retired leadman . . . Sincere congratulations are tendered to H. A. Grothe, appointed assistant superintendent over all facilities of the Milwaukee Shops . . . Henry Nelles and family left for Savannah this month where Henry will take over duties of car inspector at that point . . . With the election over, we wonder what Johnnie O'Neill will do now that he no longer has the welfare of the country to worry about . . . Speaking of election, did you see that oversized button Bill Shand was sporting? . . . Frank Zych and Joe Synek weren't to be outdone, for they wore more buttons than an admiral . . . Perhaps you have noticed new faces on the second floor as the offices have been rearranged to facilitate both freight and passenger shop office forces. Welcome! . . . We extend our sincere sympathy to Frank and Blazey Moritz, who were called to Baltimore, due to the death of their brother, Joseph . . . Anton (Tony) Becker and wife are now residing in their new home designed and constructed by Tony . . . Karl Ricketts underwent an abdominal operation necessitating his confinement in the Misericordia Hospital for an indefinite time . . . Alex Pinchalski has resumed his duties after being off the working list for some weeks due to illness . . . Herbe Starke, our bowling enthusiast, is keeping up his unusual high average by not bowling this season . . . After a thorough checkup following lottery day, we found that no Freight Shop employe was behind the 158 ball . . . Genial Connie Seidler certainly gets a kick out of life, much to the amusement of most of us and the displeasure of a small minority, namely, Harry Dodge . . . It is reported that those week-end trips to Stevens Point are doing wonders for Ray Fendryk.

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to absorb horizontal shocks

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MONTREAL

SOME PRESSING ITEMS

Frank McGarry, now operating a press, asks that the following Blacksmith Shop news items be squeezed in:

The International Brotherhood of Blacksmiths, Drop Forgers, and Helpers celebrated its 50th anniversary by sponsoring a banquet and dance at the White Eagle Hall on Nov. 9.

We were sorry to see Blacksmith Arthur Kohen leave us for a new job in Illinois. Paul Wegner and George Ewig are still remodeling their homes, hoping to complete the job before the cold weather sets in.

CONGRATULATIONS

Wedding bells rang on Nov. 2 when Miss Frances Mary Keefe and Joseph Weber were united.

On Oct. 23 a baby girl arrived at the home of Mr. and Mrs. August Plicka. Probably that is why Grandpa (Tony) Plicka is all smiles, for he too is receiving congratulations.

Supt. Car Dept. Office, Milwaukee

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

More changes in the S. C. D. Office:

Kenneth Moscha, whom we welcomed last month, has been transferred to the Freight Shop Office, and Richard Severson of the Passenger Dept., and formerly of this office, returns to take over the job of secretary to Asst. Supt. of the Car Dept.

The desk recently vacated by J. R. Harris in the Engr. of Train Lighting Office is now occupied by John Jennings, former Freight Shop welding supt. Mr. Jennings is taking over Bob's place as production engineer.

Now that Ralph Haslam calls Wauwatosa "home" Editha has decided she no longer likes Wauwatosa and has moved to Milwaukee. They say "Fair exchange is no robbery," but this is robbery, Wauwatosa being the victim.

Bernice is still suffering from the chill she caught while trying to repair a frozen lock on her car door during the great wind-storm.

That nice, clean "balcony" is the result of a day's work for Martin and Anna. Ethel claims she has a couple rooms at her house that could use some house cleaning about this time. How about calling on Martin, Ethel? I'm sure he could fill the bill.

Tacoma must be a wonderful place—that's what we've all been thinking after listening to Harry Gunther's description. "Cowboy" goes back home in two weeks, and we have been wondering if his vocabulary will return to Tacoma with him.

Davies Yard, Milwaukee

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

Mr. Erwin Teschendorf of the Coach Yard was fatally injured in an automobile collision Nov. 2. Mr. Teschendorf was 42 years of age.

Charles Michalski became the proud father of a baby girl born Sept. 29. Congratulations to the new parents.

October and November this year have significance for John Nolan. At 11 o'clock Hallowe'en night John gave chase to a prankster who had robbed him of his front gate, but John overcame the hoodlum and retrieved his gate before any damage was done to it. While casting his ballot on election day John was struck on the head by a falling stovepipe. The stovepipe was damaged beyond repair.

Fred Ramer and Jasper Adamcz spent a few days in the north woods recently

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ONE-PIECE SIDE FRAME



OFFICE AND WORKS

BETTENDORF, IOWA

hunting pheasants. Upon their return Jasper was asked whether the dog was worth the \$250 insurance policy that Fred has taken out on him. Jasper whole heartedly agrees with Fred that the dog is well worth the money invested, but Jasper could not understand why the dog would set when he should point and point when he should set.

The other day while sitting at his desk, Fred Osberg hummed a little lullaby. We wonder if Fred was practicing for the midnight session with his four-month-old son.

Very recently Al Waldera went to Chicago to see the Green Bay Packers play the Chicago Bears, and not knowing anything about football, asked Ray Buivid, a former Marquette University star, to accompany him and explain the game in detail to him. Now anyone seeking advice on the fundamentals of football may contact Al.

Motorcycle for sale! Julian Kurth has a slightly used and burned motorcycle for quick disposal. Julian will consider the monetary or barter system—place your bids now.

Milwaukee Terminals

L. J. Cooke, Correspondent,
Milwaukee Coach Yard

Lee Fredericks, carman, passed out cigars two weeks ago to celebrate the arrival of a brand new daughter.

Tragedy struck twice in a week when Helper Wm. Foesch died after a long illness and Cleaner Irvin Teschendorf was killed in an automobile crash on his way home from a hunting trip.

A 58 mile an hour gale did little damage around the terminal, but the sudden drop in temperature—45 degrees in five or six hours—sent everyone up to the attic for the stored winter coats and earmuffs. The temperature wasn't the only thing that took a nose dive: the Coach Yard Bowling Team, last reported as leading the league, has been taking it on the chin too regularly for comfort. Been neglecting your breakfast cereals lately, fellows?

Phil Stetzenbach, the painter, was recently taken to the hospital for treatment of an infected hand. Phil didn't stay long enough for the boys with the crying towels to get at him, which is better than your correspondent did. An almost invisible piece of glass in the palm of his hand kept him in the hospital for two weeks and necessitated an operation for its removal.

I&D Division—East

Carl W. Dunavan, Correspondent,
Chief Yard Clerk, Mason City, Ia.

We are glad to report the Bartons are well on the way to recovery after their auto accident.

We missed the news last month, but anyway Harold Phillips of the Engineering Department is the proud papa of a new son. "Doc" passed out the cigars and they were the smokable kind. Thanks, Doc, and may we wish the new boy the best of luck.

We are sorry to report the illness of Mrs. W. H. Woodhouse, wife of baggage-man W. H. Woodhouse. We all hope she soon recovers.

N. P. VanMaren, DF&PA, is still looking for a good office dog. We don't believe Van will be able to get one as good as W. F. Cody had, as it is the only one of his kind in the U.S.A.—so WFC says.

Can you imagine anyone mean enough to fill a fly spray with sugar and water to fight flies with? That is just what a few guys around here did to your correspondent. Say! When I sprayed that around

you should have seen the flies come from all directions. Just like ringing the dinner bell. They can't say I didn't treat them; they sure had a swell feed at my expense, and the boys sure had a lot of fun out of it, so what?

C. E. Mutschler, chief clerk, Superintendent's Office, and F. H. Dickhoff, yardmaster, tied for first place the opening day of the duck season. Both boys got their limit in a few hours, all nice large mallards.

Conductor J. A. Johnson is confined in a hospital in Minneapolis. We all hope Jack will soon recover.

Iowa Division—Middle and West

Ruby Eckman, Correspondent,
Clerk, Perry, Iowa

Retired Conductor H. O. Whitlock recently sold his residence property in Perry to Conductor Fred Briggie, and he and Mrs. Whitlock left Perry the last of October to make their home in Long Beach. Their children both live in Long Beach.

Section Foreman Vern Sands resumed work on his regular job as foreman at Perry in October. He had been in charge of an extra gang all summer.

Engineer Joe Calloun and wife had a nice trip to Canada in October. One of the high lights was the visit to Callendar to see the Dionne quint.

Jack Vodenick, son of conductor Carl Vodenick, joined the Navy during October and is now at Great Lakes training station.

Bert White, formerly of the Milwaukee Immigration Department, was in Perry in October visiting friends. He now makes his home in Denver.

Thomas Robinson, brother of Mrs. H. W. Lee, died at the hospital in Knoxville, Nov. 10, following a long illness. He was formerly an employee of the Milwaukee, working in both train and engine service.

Mr. and Mrs. Harold Peterson are the parents of a daughter born early in November. Harold is clerk in the Roadmaster's Office at Perry.

William Wasson, son of Engineer H. Wasson, and Margaret Marker were married in Davenport Oct. 20. William, who recently completed his apprenticeship as a machinist in the Milwaukee Shops, is now employed at the Rock Island arsenal.

Lawrence Stotts, of Kentucky, was married Nov. 10 in Perry to Georgia Buresh, of Cedar Rapids. Lawrence, a graduate of the Engineering Department of Iowa University, is a son of Marlow Stotts, who for years was a yard clerk at Perry.

Drafting Room News, Milwaukee Shops

H. J. Montgomery, Correspondent,
Mechanical Department,
Milwaukee Shops,
Milwaukee, Wis.

Commander Cochrane is now boosting the Milwaukee Chiefs' professional football team. The American Legion is sponsoring this powerful football aggregation, who, since being taken over, have made quite a hit.

Elmer Kuntz went a-hunting during his week vacation (the week of the 54 mile an hour wind). He had many uncomfortable experiences but came out safe and sound—with ducks.

"Hypodermic" Harry Gunther took his new car for a trial spin to see some friends out of town about 135 miles. Harry drove there all right, covering 135 miles; however, on the way home he got lost and covered 200 miles. No, he was alone.

The Drafting Room was 100 per cent American on election day, everyone casting his or her vote.

Bob Engelke is a field umpire in the Friday night Catholic High School League. He can see the football plays better than he can see the head pin, I hope.

Ode Odegard has changed his style of bowling (after all these years) and still gets the same result. Ode now throws a "hook"—by the scores it seems as though the hook is throwing Ode.

Art Schultz and Chandler (bowlers) are consoling each other, as both are now incapacitated. Art "gives in" in the back, while Channy "gives out" in the legs. Cheer up, fellows, you can still watch 'em.

Can you imagine: George Jung and Lee Voltz trying to take the measure of Jackie Armstrong during a bowling series? Result—Jack 591, Jung 536, and poor, poor Voltz—476.

The Marquette team won 7 straight games recently. Just wait until the Marquettters get their new bowling balls drilled out just right. (Don't wait too long.)

Carl Jaeger is sure having his troubles with the age-worn Tomahawks. Well, the boys just can't go on forever. The top of the hill has been reached by many, it seems. Yes, sir, a few are even over the hill.

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Recent Tomahawk-Marquette feud lineup:
MARQUETTE—

"Ten Hi Timmie" Cochrane
"Slow Ball" Schendel
"Fiduler" Fedler
"Prayer-Ball" Hampel
"Just-rite" Juddie

TOMAHAWKS—

"Old Man Mose" Odegaard
"Tacoma Flash" Gunther
"Lucky" Schroeder
"Moco" Wellnitz
"Southpaw" Carl Jaeger

RESULT—Marquette won (as was expected).

The draft draw was good to the M. E. boys. The lowest number called was John Fedler and that was in the 3,000's. Howard Melzer likewise was in that 3,000 class. Elmer Reinke and Juddie in the high 6,000 and Carson and Cowper in the 7,000. "Hydromatic" Harry Gunther came out on top with 7,983; we'll all be captains and 1st lieutenants before he gets in.

Cedar Rapids Terminal

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

Carman Glenn Hempy is throwing his shoulders back and his chest out; the reason, we understand, is a grandson. Don Hempy, also of the Car Dept. at Cedar Rapids, is the proud papa.

Winter was ushered in at Cedar Rapids on Armistice Day, as we had our first snow and the mercury dropped.

On Oct. 24 the Junior Chamber of Commerce at Cedar Rapids sponsored a Mystery Excursion for their members, via The Milwaukee Road. Special equipment was furnished for the trip and guests of the party were Asst. Agent R. G. McGee and wife, Asst. Rate Clerk H. M. Warner and wife, Transit Clerk K. K. Taylor, and Public Relations Representative J. B. Dede and wife. The excursion culminated in

a fine chicken dinner at the Amana Colonies, with a tour of the various industries at that place and following this entertainment, a dance was held at the hall in the Colony.

Mrs. Ruth Buckley, abstract clerk at the Perry Freight Office, spent a few days of her vacation early November visiting in Marion and Cedar Rapids with friends.

D&L Division—First District

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

A son, Robert James, was born Nov. 1 to Mr. and Mrs. James Cotter of Rockford. Mrs. Cotter was formerly Miss Grace Cassell of the District Storekeeper's Office, Savanna.

Dispatcher and Mrs. O. S. Kline of Madison, Wis., visited friends in Savanna during the early part of November.

Mr. and Mrs. Dan Airhart of Savanna celebrated their 4th wedding anniversary on Oct. 31. Mr. Airhart is employed in the Car Department at Savanna.

Engr. and Mrs. Harry Krahn observed their 25th wedding anniversary at their home in Savanna on Oct. 19.

Messrs. P. L. Mullen, D. R. Davis, John R. Slater and Mr. and Mrs. Wm. Sheetz of Savanna attended the funeral of Henry Cantzler, I.C.C. locomotive inspector, whose death occurred on Nov. 1 in Chicago.

Geo. A. Showalter, age 67, well known retired veteran conductor of the Iowa Division, died at his home in Savanna quite suddenly Nov. 13.

Superior Division

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

DEATHS

Retired Passenger Conductor A. L. Bennett died at Marinette, Wis., and Retired Agent J. N. Jentges died at Random Lake, Wis., on Oct. 13. Randolph Paulson, former carman, Green Bay, also passed away. The sympathy of all Milwaukee Road employees goes to the families of these men.

Wilbur Mauer, lead carman at Green Bay, was pheasant shooting but did not have much luck; however, after walking through the brush for some time he wore holes through his trousers on the knees. Of course this was very uncomfortable, so he turned his pants around so that the holes would be on the back of his legs, and continued his hunting.

Engineer John Cochran is at the present time confined in the hospital due to sickness, and Lineman R. P. Roundy is in the hospital due to an accident he had with his motor car. We hope to see both of these men up and around in the very near future.

The sugar beet business has been quite heavy for the last month and this, with the heavy ore business this season, has given several of the younger train and enginemen work.

The first L-3 engine to make its appearance on this division arrived on train No. 69 from Milwaukee Nov. 13.

A. B. Worthing, assistant trainmaster located at Channing, Mich., retired from active service Nov. 1. Mr. Worthing entered the service of The Milwaukee Road in 1893 as agent at Coleman, Wis. He also acted as agent at various other stations, worked as dispatcher at Channing, Mich., appointed chief dispatcher 1920 and appointed assistant trainmaster at Channing in 1932. Mr. Worthing is very well liked by every Milwaukee Road employee. He is succeeded by his son, Lyle Worthing,

whom we know will continue from where his father left off.

I&D Division—Central

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

The Sioux Falls Milwaukee Employees Federal Credit Union was granted charter and authorized to conduct its business in the following territory: Jefferson to Trent, Elk Point to Vermillion, Sheldon to Marion Jct., also Freeman and Menno. Officers elected—J. R. Bankson, president; J. D. Wohlenberg, vice-president; R. J. Hopkins, treasurer; and J. G. Kasak, clerk.

On Oct. 15 retired Conductor and Mrs. Lew Windsor, Sioux City, celebrated their golden wedding anniversary at the Ruskin Avenue Methodist Church with many in attendance.

Check Clerk and Mrs. John Horstman, Sioux Falls, were recently called to Laramie, Wyo., because of the illness of their daughter. At this writing she is recovering.

The latter part of October retired Switchman and Mrs. Frank Henderson, Sioux Falls, returned from a trip to the Pacific Northwest and are now planning a trip to California for the winter. Frosty and Mrs. Frazine also returned on the same train with the Hendersons.

Worthy of mention is the station at Dell Rapids whose agent, Eddie Doering, has a hobby of wood working and a desire for station beautification. He has made various pieces of furniture for the rooms as well as for the office out of old chairs, beds, chests, etc., into very artistic schemes. The stations grounds are about the nicest on the division with rock gardens, lily pools, etc.

MAYBE YOU'VE HEARD

Rudy Harbeck, car foreman, Sioux Falls, had the first number drawn for the Selective Service . . . Roundhouse Foreman and Mrs. Ed Todd, Sioux Falls, to Milwaukee, Oct. 21, for a visit . . . Sioux Falls Elks had special train to Sioux City on Oct. 24 . . . Chief Clerk Fred Myers, Sioux Falls, having trouble with his pet Persian cat (Butch) which was run over and the incident rating the newspaper . . . Mr. and Mrs. R. L. Robson spent week's vacation in Detroit the first part of November . . . C. T. Reed of the B&B Dept. was married to Miss Eubanks, daughter of Mr. Wm. Eubanks, florist, Sioux City, the first week of November . . . W. E. Capwell and wife vacationed in the Black Hills and Western Nebraska in October . . . Roy Worthington lost some money on a bet—don't ask him . . . Popular people: the gentleman who asked Herman Olson what the bus fare was . . . Seibold on the Platte Line is now rated a political news analyst . . . Geo. Kohls says the best way to move furniture is in one piece at a time—sounds like mass movement was tried . . . This is the issue in which to wish you Merry Christmas.

Kansas City Division

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

A group of friends awaited the arrival of the Southwest Limited at Sherman Street Station, Ottumwa, the night of Oct. 31 to greet Engineer Tom Kemp as he alighted from his engine. This was his last trip in active service and he retired on the following day. In September, 1893, he became operator on the Milwaukee at Chillicothe, Mo., and entered the locomotive service as a fireman in 1896. All of his service on the Milwaukee has been on the Kansas City Division.

M. J. Whelan and wife celebrated their golden wedding anniversary in Ottumwa Oct. 15. Their eight sons, all living, were

at home for the occasion. Mr. Whelan is a retired Milwaukee employee.

For several weeks Gordon Traul, son of Conductor L. C. Traul, has been confined to the hospital, seriously ill with a throat infection. He is reported much improved.

Engineer C. E. Phillips, wife, and two children, recently made a brief visit to Denver, Colo., to see C. E. Phillips, Jr., who is located there at Lowry Field.

A three weeks' visit was made to the home of his sister in Syracuse, N. Y., by retired Engineer Geo. Kissinger in October, during which time several days were spent at the New York World's Fair; en route home he stopped for a few days with his daughter, Mildred, in Chicago.

Harold Harvey, son of Special Agent H. H. Harvey, is a member of the Ottumwa high school team of five who captured the 1940 Iowa interscholastic mile run championship.

Dispatcher J. G. Upp and wife were in

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Buffalo, N. Y., to spend a portion of their vacation in October with their son, Robert, who is located in that city.

Supt. O. A. Beerman, wife and son. James, were in Iowa City for home-coming on Nov. 2 and attended the Iowa-Purdue game. Their daughter, Maxine, who is teaching in Mason City, joined her family for the day.

Division Engineer R. A. Whiteford and family also witnessed the Iowa-Purdue game and attended home-coming, their daughter, Patricia, being a student at the university.

From now on until the end of the bowling season we shall be watching the expression on the face of Dispatcher M. L. Fromm on Tuesday mornings, as one can always tell from his facial expression whether or not he "rolled them good" on the previous evening. The Milwaukee Railroad team, members of the city league, consists of Dave Luman, captain; J. S. Seals, Ira McNamer, W. R. Wilson and M. L. Fromm. We should take "time out" once in a while and go down to the Hotel Ottumwa alleys on Monday evenings and root for our team.

Hilma Pearson of the Trainmaster's Office returned on Nov. 11 from a vacation of one week, which she spent supervising the "putting on of the finishing touches" in the recently remodeled kitchen of her home.

A daughter was born on Oct. 30 to Mr. and Mrs. Francis Kapp. Announcement has been received of the arrival of Donald Lawrence on Nov. 5 in the home of Mr. and Mrs. Geo. Blackaller in Salt Lake City. They were former residents of Ottumwa.

"What is the penalty for bigamy?"
"Two mothers-in-law."

H&D Division

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

James H. Barrett, retired passenger conductor, was in Montevideo Oct. 15 attending a pheasant dinner.

N. E. Hodge, middle H. & D. brakeman, has been working on a passenger run during the last of October.

Train Director Westfall vacationed the first part of October and Jack Schmutzler relieved him. George Sam from Minneapolis worked in Jack's place.

Train Dispatcher Walt Dunlap has been granted an annuity because of physical disability.

A. F. Ludington, traveling engineer on the River Division, visited in Aberdeen a short while on his vacation.

John Menzia, section laborer, and Miss Margaret Vogel were married Nov. 4.

Mr. and Mrs. A. L. Makinster announce the birth of a daughter Oct. 21. She has been named Genifer Annette.

Thanks to all who have given this correspondent a hand during the year. And a Merry Christmas and Happy New Year to everyone.

I&SM Division—First District

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

To start the month off right we will congratulate Eddie Betlock, erstwhile trucker at Faribault, upon his marriage to Miss Evelyn Landkamer of Mankato. After a short honeymoon, Eddie was the high bidder on the clerk's position at Northfield.

The entire division is saddened to hear of the death of A. J. Elder, on Nov. 7. He was at one time superintendent of Twin City Terminals Division, and is well known to quite a few on this division.

Albert Roby, section foreman, Owatonna, is back to work after being off for over nine months with a back injury.

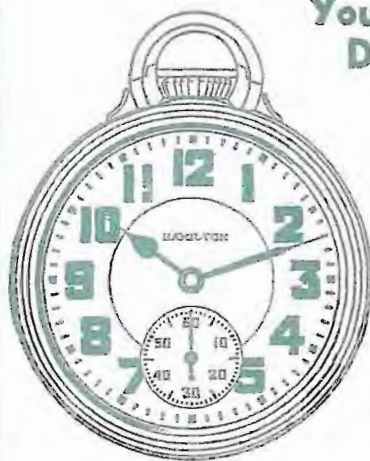
P. J. Bedney, cashier, Owatonna, returned to work a few weeks ago but due to recurrence of his illness has had to take time off again.

James Hanscom was recently appointed transit clerk and J. B. Langdon trucker at Faribault.

My fish story did not make last month's issue but, again, H. O. Otterness, agent at Plymouth, has a pond down there containing thousands of gold fish. They are not for sale.

Probably few of us realize how numbers affect our every-day lives. Here are a few: house, phone, car, social security, pay roll, position, insurance. Now to top it all off I am known by two more. Serial 2705 and Order 1095. Yours for more and better numbers.

The world's greatest optimist is the old maid who pulls down a folding bed and then looks under it.



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PORTLAND
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COLUMBUS
DULUTH
SEATTLE
LONDON

I&D Division—West

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

The local boys turned out in number recently and organized a bowling league composed of railroad men only. About 40 members joined the club and six men teams were launched to continue throughout the winter. We wish to especially congratulate some of the older men who joined the league as they have never before bowled and we are sure that as time goes on and with a little more practice they will be up and coming with the rest of the members. We hope to publish the team standings by next week and we should also like to have any outside members come and join us. We expect before long to schedule some games with fellow teams from Sioux Falls, Aberdeen and Sioux City and here's our challenge to you boys.

Correspondent Makes News

The "grapevine" brings this exclusive flash from the East I&D:

The Milwaukee has in its employ at Mason City one of those kind hearted men who wouldn't hurt anything for the world. You all know Carl, our correspondent at Mason City. Deciding that the other offices were too cruel to the flies that were infesting the offices, Carl brought his trusty spray gun, loaded it with sugar and water and proceeded to spray them with this delicious concoction. Oh, boy, did he get results! And how.

Of course, Carl had his alibi, claiming that some of the fifth columnists tampered with the gun and even sprinkled sugar on the floor.

AROUND THE FAMILY TREE

Cond. Grace of the west end passing cigars around, announcing his recent marriage. Congratulations. Lots of the boys laying off for the last of the pheasant season. Glad to see Mike Lang back on the job after several weeks' illness. Martin Olson building a garage to protect his newly purchased car. Switchman Mussigman and Shook return to work after short illness. Helen Hasslinger, freight house clerk, enjoying a visit with relatives in Seattle. Many of the Sanborn boys can't get over the poor showing of the Iowa football team and they say, "Wait till next year." Cond. W. Pippinger returned to work after a summer's vacation at Arnold's Park. Former Roadmaster McMahon enjoying vacation in Iowa and Minnesota. P. F. I. McMahon is now called papa-in-law. Roadmaster Core of Rapid paid us a short visit the first of the week. Cond. E. A. Winter is bagging the pheasants down Iowa way. We will wager he does not miss many of them.

We extend our sympathy to the V. Jueneman family in the loss of their father and husband, who passed away after a heart attack. Mr. Jueneman was employed at the round house for a number of years.

We also sympathize with Dispatcher F. M. Higgins and children in the loss of Mrs. Higgins, who was accidentally killed. While on a hunting trip their car stalled

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CHICAGO

Lawrence's Division...Minneapolis, Minn.
Atlantic 5521

Milwaukee Division...1627 W. North Ave.
Kilbourne 8009

on a railroad crossing and before they could get the car started passenger train 123 struck them. Mr. Higgins and Conductor Montague escaped with slight bruises.

Iowa Division—East

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

Conductor E. Zak has been assigned regularly on turn around serving daily except Sunday from Oxford Junction to Worthington and return.

Conductor G. W. Price has been assigned to fill permanently a vacancy on the Cedar Rapids and Marion patrol run.

Mr. and Mrs. George Crabb of Cedar Rapids returned early in November from a month's vacation spent in Washington, D. C., and New York.

In late October Mr. and Mrs. Frank Cleveland of Marion visited a week with their son Grover and wife at Jackson, Miss., and their son Lester and wife in Chicago.

GONE FOR THE WINTER ARE

Mr. and Mrs. H. C. Van Wormer to McAllen, Texas.

Mr. and Mrs. John F. Coakley to Excelsior Springs, Mo.

Mr. and Mrs. John Troy to Tampa, Fla., until Jan. 1, and then to Los Angeles, Cal.

Mr. and Mrs. Nick Harry to St. Petersburg, Fla.

G. W. McRae to Spokane and Oklahoma City.

CHANGES

C. D. Emerson third trick "Ma," Marion. Bruce Devoe Agent at Maquoketa.

Mr. and Mrs. A. J. Campbell celebrated their golden wedding Oct. 25. The Campbells have two daughters, Miss Myrtle of Des Moines and Mrs. Albert of Cedar Rapids. The Alberts entertained at an open house followed by a family dinner party with many relatives from different parts of the state.

I. A. Turner and the writer made one of our good will motor tours to Perry, Oct.



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Three Forks Creamery Co.
THREE FORKS, MONT.

29 and 30, and visited briefly with the Perry office force. We saw Operator R. E. Fitzgerald, who is now retired. He is 88 years old. Looks as if he will compete with John Horen's record. On returning, we visited Agent C. H. Tanner at Tampa now 79, hale and hearty. Our conclusions were that the Milwaukee Road is in good hands and equipped to give all kinds of service.

Retired Conductor J. F. Briggie and wife of Seattle visited Marion relatives early in November.

Trainmaster and Mrs. Curtis Marchant of LaCrosse visited briefly with Marion relatives Nov. 7.

Council Bluffs Terminal

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

THE OBSERVATION CAR OF PEOPLE WE KNOW

Actually occupying a drawing room de luxe is seen Car Inspector "Lamp" Post, who attended a court scene as a witness for the Union Pacific in Pocatello, Ida., for a three-day vacation with pay.

R. K. Williams making a couple of trips into western Nebraska pheasant shooting, and bagging the limit each time.

Switchman H. O. DeVoi returning on the U.P. from an extended trip to the Coast, and fondly wishing he could have extended it a little farther, arriving on the wake of the worst blizzard seen around these parts in years, Armistice Day. And, boy, what a blizzard. It caught yours truly along with about seven hundred others with his guard down.

OUR GOOD NEWS DEPARTMENT

Freight Office Operator Bruce returning to work the first of November after a serious illness.

It is beginning to look as if the old wedding bells may soon be pealing out their "come and get me" for Holger Anderson, carman.

A get-together meeting was held at the residence of Car Foreman T. P. Schmidt Nov. 1 for the veteran employees. An enjoyable time was had going over the 647 years of aggregate service of these gentlemen who attended and there were many old stories told and re-told of various incidents in the lives of each one. A real he-man supper was served for the vets and their wives, and all seemed to enjoy a good healthy appetite. Those present were Mr. and Mrs. Herman Jensen, Ed Lee, Frank Colburn, Roy Michael, Jr., Wm. Gundlach, Jno. Kenyon, H. E. Rooney, Allen Gleake, Jno. Barclay, Hans Hansen, Chas. Cornelius and Geo. Wehrhahn.

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

I&SM Division—East

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

Nov. 11 wasn't just Armistice day on the I&SM Divn; it was the forerunner of a snow blockade which commenced with a fall rain in the morning and turned to snow before noon, which resulted in stalling our afternoon and evening passenger trains at Farmington and Rosemount until Wednesday morning, with about 75 passengers on one train and 100 on the other making the best of a bad situation.

Trainmen reported a choice assortment of both tame and wild fowl along the right of way following the storm—pheasants blackbirds, turkeys and chickens, smothered and frozen to death during the storm.

P. E. Berg worked the side-table job at Austin for a week commencing Nov. 15.

The following announcement appeared in Merle Potter's column of the Minneapolis Tribune, Nov. 13:

"Stunned, happy, baffled was Margretta Beers (daughter of A. L. Beers, engineer on the I&SM Division) Tuesday when she learned she had won prizes for naming this column. Stunned because she couldn't believe that her suggestion for a title had actually been selected out of 133,540 entries, happy at the thought of winning so many prizes, baffled because she didn't know what disposition she could make of some of them—like the rattlesnake, for instance. I couldn't help her there. The snake baffled me when delivered on my desk from the Outlaw Food Market, Moberg, S. D.

"Margretta is a senior, U. of M., majoring in speech. What to do with the animals is Margretta's major problem. She is considering giving them to some organization to be auctioned off, proceeds to go for some charitable purpose. She'll entertain any suggestions you wish to make. The animals include a goat, white mice, a rabbit, monkey, rattlesnake, pig, dog and canary."

Former Supt. H. C. Munson visited at division headquarters for a short while Oct. 26, en route to Minneapolis to witness the defeat of his home state team by the Golden Gophers.

We are all glad to have Supt. Hotchkiss back on the job following a month's illness.

APPOINTMENTS

LeRoy F. Williams, whse. foreman, Mankato, appointed roadmaster's clerk, Austin, effective Oct. 28. L. H. Okre, appointed whse. foreman, Mankato, same date. Erle G. Jorgensen is completing Okre's term at Hollandale.

H. A. Lick, cashier, Northfield, vice J. E. Langdon. J. E. Hanscom, transit clerk, Faribault, vice H. A. Lick.

Courtship makes a man spoon, but matrimony makes him fork over.

Rocky Mountain Division

Nora B. Decco, Correspondent,
Three Forks, Montana

Conductor Coffin and Mrs. Leta have returned from Michigan where they bought a nice new car and drove it back home. Conductor Vanderwalker relieved Mr. Coffin.

Agent George Pitman and Mrs. Pitman, who gets better looking every time she stops off here, spent a week in Chicago and Kansas City the last of October and first of November. Alvin worked the job for father.

Brakeman Charles Adams and his nice family have moved to Deer Lodge, as Charles can hold a west end turn now. We are sorry to lose them.

Mr. and Mrs. Matt Zeller of Portland were callers in Three Forks toward the middle of November. Mr. Zeller was for many years a conductor on this division.

Engineer Ralph Tibbitts and wife were called to Minneapolis Nov. 9 on account of the sudden death of Mr. Tibbitts' youngest son, Clifford. We extend our most sincere sympathy to this family.

Howard Ullery and Miss Zitskie of Whitehall, Mont., were married Oct. 14. Mrs. Ullery is the daughter of Substation Operator Zitskie of Piedmont and has been a nurse in Spokane for some time past. Howard is a popular young operator on this division. He just recently bid in the agency at Square Butte. We extend our very best wishes.

Quite a few new names have been added to train service on this division lately—Jeglum, Cady and Pogreba among them. Garner Cady is the son-in-law of Engineer Ray Wade and Dean Pogreba the son of the late Peter Pogreba, conductor; Dean has his father's lantern and book of rules.

Brakeman Spencer Heim, with his family, has moved to Deer Lodge to make his home. We are sorry to lose this nice family.

Operator Searls, son of Lou Serles of Butte, has been working off and on second trick at Butte Yard during the rush of business. He is okay, even if he doesn't know what "73" means.

Agent Robinson has been assigned to the agency at Belgrade. He had not been working since his accident and we are glad indeed to see him back with us again. The agency was vacant on account of Agent Reed retiring and moving to California.

R. A. Bame has been assigned to the cashier's job at Harlowton.

William W. Sauer, fireman at Lewistown, died Oct. 5 at Townsend, Mont. He was injured in an automobile accident. Mr. Sauer had worked on this division for a number of years and was very well known. Our sympathy is extended to the family.

On Oct. 5 at Deer Lodge occurred the death of Charles H. Lefever, 91 years of age. He was an early employee of The Milwaukee Road and one of the earliest settlers of this state. He was a grand old man and well liked. Four sons and four

daughters survive him; Thomas Lefever is an engineer on this division. The division extends sympathy to the family.

La Crosse & River Division —2nd District

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

There have been a number of changes in personnel since last report. Mr. Johnson, formerly first trick operator at Winona, Minn., has taken over the agency at Wabasha, Minn.

Aaron Walters, formerly first trick operator at Red Wing, Minn., has taken over first trick at Winona.

Henry Obermowe, formerly third trick at Red Wing, has taken over first trick at Red Wing.

Jack Maher, former ticket clerk at Lake City, Minn., has taken over transit clerk position at Red Wing.

Felix Brenner, former helper at Durand, is now at Lake City as ticket clerk.

Francis Kasanaught has been employed as helper at Durand.

F. Anderson, former transit clerk at Red Wing, has taken over the cashier's position at Red Wing.

Howard Larson, section foreman at Frontenac, Minn., who has been gone all summer acting as general foreman on an extra gang, has been promoted to roadmaster at Mitchell, S. D. We all wish him and his family the best of luck in his new position.

Trans-Missouri Division— East

Dora H. Anderson, Correspondent,
Care Agent, Moberge, S. D.

HEARTY CONGRATULATIONS TO

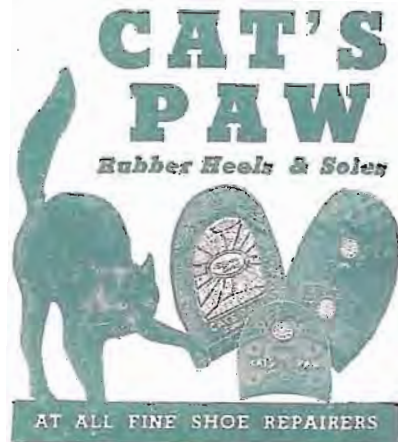
Miss Mary Fuller, daughter of Conductor and Mrs. W. C. Fuller, and Elliot Voegelé, who were married on Oct. 6. Mrs. Voegelé is a graduate of the Moberge high school and a graduate nurse from the University of Iowa.

Mrs. Margaret McGrath, proprietor of the Corner Grocery at Moberge, and



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Brakeman F. W. Davis, who were married at Miles City, Oct. 23.

Arthur Heil, son of Conductor and Mrs. L. A. Heil, to Miss Lois Ross, whose marriage took place on Oct. 22.

Miss Olivia Mancin, youngest daughter of George Mancin, roundhouse employe, and William Zimmer, Jr., on their marriage Nov. 5.

AMONG THE VACATIONERS

Switchman Emil B. Johnson and Mrs. Johnson have returned from Kelly Field, San Antonio, Texas, where they attended the graduation exercises when their son, Dick, received his wings and commission as second lieutenant in the Army Air Corps Reserve. He will be retained at Kelly Field as an instructor.

Mrs. James Collins, Mrs. R. E. Stubbart, Mrs. C. E. Coutts, Mrs. E. E. Tennyhill and Miss Hilda Johnson attended the state meeting of the Auxiliary of the B. R. T. recently held in Madison, S. D.

Miss Fern Byington spent a few days here at the home of her parents, Engineer and Mrs. Walter Byington, en route to Lewistown, Mont., where she has accepted a position in the clinic there.

Engineer Herb Halvorson and wife, accompanied by their daughter and husband, Mr. and Mrs. Barden Skaaden, went on a hunting trip to Roslyn, S. D., recently.

Dora Anderson spent her vacation with her mother at Fargo and a few days out on the West Coast.

Lt. Stephen Fuller and his friend, Lt.

Neal Kearby, flew from Selfridge Field, Michigan, in a new army A-T-6 airplane to spend a few days at the home of Stephen's parents, Conductor and Mrs. W. C. Fuller.

Sincere sympathy is extended to Engineer Leo Middleton and family on the passing of Mrs. Middleton, whose death occurred at Kirkland, Wash., on Nov. 5. Mrs. Middleton formerly ran the newsstand at the Milwaukee depot here and has a number of friends here who will mourn her passing.

We sympathize with Mrs. G. E. Deutscher, wife of Engineer Deutscher, on the death of her father at Viroqua, Wis., on Oct. 4.

Leonard Kirchoff, clerk at the local roundhouse, has gone to Harlowton, Mont., to be roundhouse clerk there, replacing Keith Byington, who is taking an indefinite leave of absence to enter radio service in the United States Navy. Louis Thares is taking his place at the roundhouse.

Mrs. C. L. Kirby, agent at Red Elm, S. D., is retiring from service and will move to California where she will make her home with her two sons and hopes to return to South Dakota to visit friends from time to time. She says, "I leave the old Trans-Missouri with regret, and with warmest friendship and regard for my fellow workers who have through the years invariably shown me the greatest kindness and consideration."

Adna Fisher, son of Engineer A. A. Fisher, who is an instructor in machine gunning in the Army, has been transferred from Anchorage, Alaska, to Fort Snelling, Minn. He and his wife and daughter spent a few days here at the home of Mr. Fisher's parents. They will make their home in Minneapolis.

Agricultural Agent Evan W. Hall has been transferred from Aberdeen, S. D., to Lewistown, Mont. We are sorry to lose Mr. Hall.

Retired Engineer Hugh Ross of Los Angeles spent some time here recently renewing old acquaintances and hunting.

Dr. A. W. Spiry has been appointed District Surgeon of the Milwaukee Hospital Association here to succeed Dr. George A. Sarchet, who passed away on Sept. 21 after a lingering illness.

The kiddies are looking forward to the Xmas Good Will Parade that will be put on here on Dec. 7, which is being sponsored by our Milwaukee Women's Club.

We take this opportunity of wishing all of our readers a Happy and Blessed Yuletide.

Terre Haute Division

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

Dec. 1 is bringing about a change in our leadership on this division, because of the transfer of Superintendent Whalen to the D&I Division and Superintendent Beerman from the Kansas City to this division, we wish to take this further opportunity of expressing to Mr. Whalen good luck wishes from the entire personnel of the Terre Haute Division, and hope that Mr. Beerman will find his stay on this division a pleasant one.

It was nice to visit for a few minutes, with two of our former office associates, F. C. Mancourt and T. N. Walters of the Accounting Department in Chicago, although sorry that their being in Terre Haute was due to death in both their families. Our sympathy to F. C. M. in the

loss of his father and to T. N. W. for the loss of his brother.

Mrs. Roberta Bair of the Chief Carpenter's Office is looking forward to a visit during the Thanksgiving holiday from her son Gordon who is an interne at Memorial Hospital in Richmond, Va., and Miss Jennie Willis of Columbus, Ohio.

Division Engineer T. M. Pajari is vacationing on the west coast at this writing.

Engineer H. F. King and Mrs. King recently visited their son, Foster, in Los Angeles, Calif.

Charles Claywell has been appointed section foreman at Bedford, Ind., in place of Bert Graham, deceased.

Jesse Wilson has been appointed section foreman at Williams, Ind., in the place of James Holt, retired.

Congratulations to Russell Almdale of the Terre Haute Engineering Department on his marriage to Miss Zoe Smith of Denison, Ia. The wedding took place on Oct. 26 at Denison.

Mrs. H. D. Melsheimer, wife of B&B Foreman Melsheimer, has been very ill and at this time is reported to be improving.

Brakeman R. A. Royster retired from service on Sept. 24.

SYMPATHY EXTENDED TO—

The family of Section Foreman Bert Graham who died from a heart attack at Bedford on Sept. 21.

General Car Foreman T. J. Lentz due to death of his wife on Oct. 26.

The family of Engineer F. E. Curtis who passed away at Terre Haute on Oct. 24.

Twin City Terminals

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

More than 800 frolicking football fans used Milwaukee Road service to the Minnesota-Northwestern game Nov. 2. Hiawatha Specials were on hand to give them the utmost in travel comfort. The Golden Gophers chose our line for their trek to Madison for the official windup of their football season, and nearly 1,000 faithful followers were also transported by the Milwaukee Road.

Jess Osile, chief hunter of the City Ticket Office, split his vacation this year, spending one week cornering pheasants (and eating them) and his second week hunting deer. At time of this writing he is all set to go, and no doubt the wife is hoping he'll bring home the doe or at least a buck. Deer, dear!

Two of our girls were rushed to the hospital last month for appendectomies, Kathryn Jiran, Local Freight, to the St. Andrew's and Celia Murphy, Traffic Department, to St. Mary's. At this writing both are coming alone fine.

Leda Mars spent a week's vacation visiting friends at Greeley, Colo., and enjoying the beautiful mountain scenery. Mr. and Mrs. Davies spent week visiting relatives at Kansas City. Gene Jacobsen spent a few weeks back amongst her old friends. James T. Taylor, in the Superintendent's Office, has been ill in the Abbott Hospital. At the present writing has returned to the office.

Salesgirl: Here's a lovely doll. You lay it down and it closes its eyes and goes to sleep like a real baby."

Customer (mother of seven): "Have you ever put a real baby to sleep, girlie?"

Sign in a Texas restaurant: "If our steak is too tough for you, get out; this is no place for weaklings."

Joe: "Why does Geraldine let all the boys kiss her?"

Tom: "She once slapped a lad who was chewing tobacco."

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3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

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In a single year—this year, for instance—the industrial genius of America turns out some three million new cars—more than the total owned in any other country on the face of the globe.

Many things make this miracle possible—including the American railroads.

For mass production depends on mass transportation.

And what that means is this:

The materials needed for building automobiles come from every state in the union. Cotton must travel an average of 1,300 miles, copper 1,500 miles, wool 1,700 miles, lead 1,100 miles—iron and steel travel from mines to mills to factories where frames, bodies and other parts are made before arriving at the point where the cars are finally built.

Or to take it another way—for every working day, American automobile factories need 25,000 tons of iron and steel—450,000 square feet of plate glass—more than 900,000 pounds of copper. And for every car manufactured, it takes more than 2 tons of coal.

There are more than 17,000 parts in a single automobile—many of them made in widely scattered cities. One industrial writer has estimated that the materials in an automobile travel

by rail an average of six times before the car finally rolls from the assembly line.

So the automobile industry has come to depend on the clocklike regularity of the railroads. Many plants handle parts straight from freight car to assembly line with no stored supply or “float” of motors, frames, wheels, transmissions or other parts on hand. This helps reduce the cost of your car.

Perhaps you have never paused to consider such facts as these—any more than you have realized that the food you eat, the clothes you wear, most of the things you use every day were brought together from every part of the nation by rail.

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