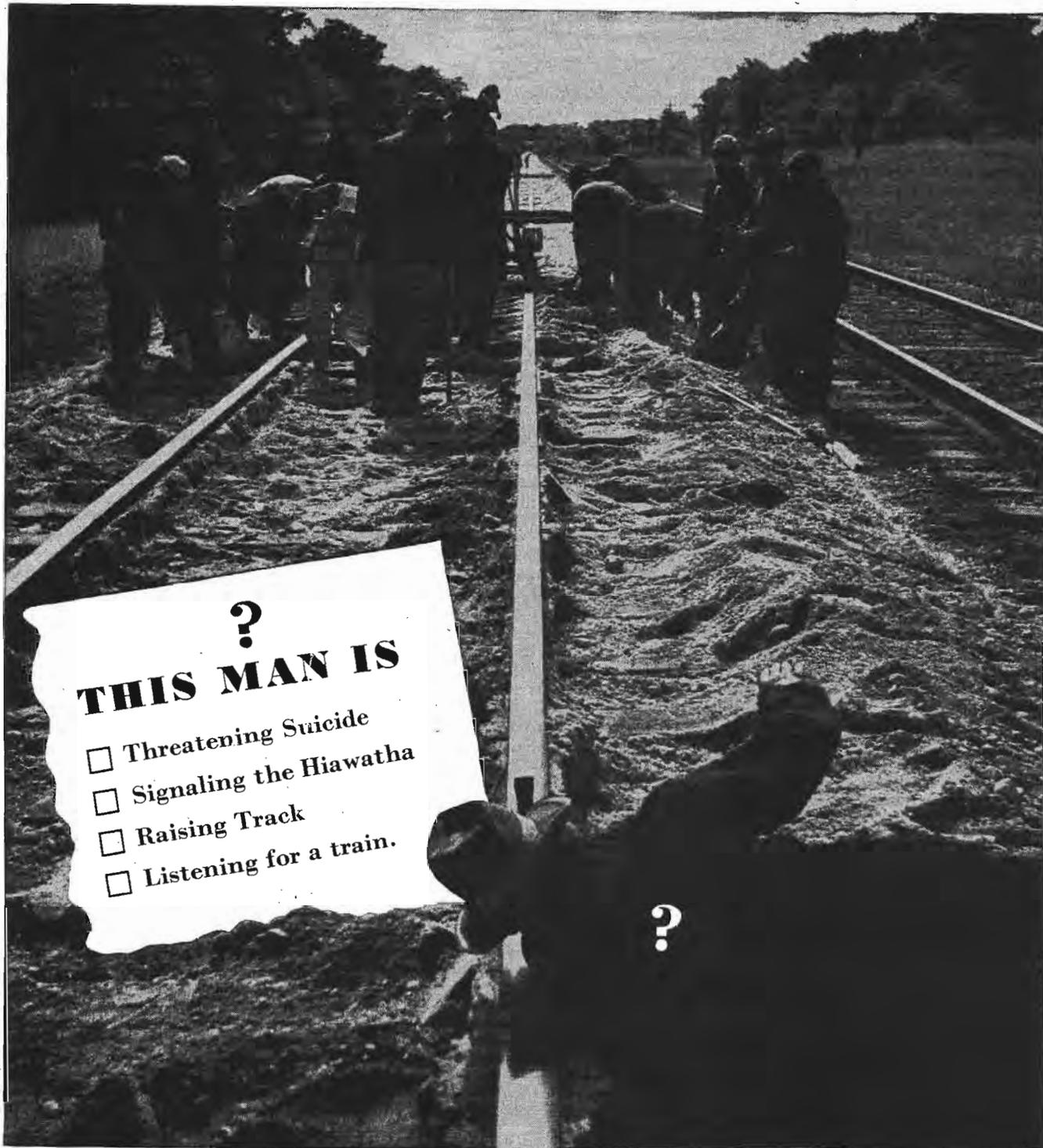


MARCH 1946

The MILWAUKEE MAGAZINE

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



?

THIS MAN IS

- Threatening Suicide
- Signaling the Hiawatha
- Raising Track
- Listening for a train.

HE is a track raiser taking a sight necessary for accurately *raising track* during a ballasting job on The Milwaukee Road. This stretch of double track is rated by engineers tops for high speed operation. It cushions the HIAWATHAS and a great fleet of super-speed trains running on faster than mile-a-minute schedules between Chicago, Milwaukee and the Twin Cities.

Properly cared for, a well kept road bed improves with age. The Milwaukee Road program of track improvement and maintenance never stops. As the track expert pictured above with his head to the rail said, "We make 'em as smooth as a ballroom and as solid as Gibraltar."

THE *Milwaukee* ROAD
FIRST WITH THE FINEST

Buford Elected Executive Vice President

Charles H. Buford has returned to the Milwaukee Road, ending a furlough of more than six years, during which time he served as vice president of the Association of American Railroads, in charge of operations and maintenance. Before going to the A.A.R., Mr. Buford held the position of Lines West general manager. His new position, effective Mar. 1, is that of executive vice president with supervision over all departments.



Charles H. Buford

Officers and employes who know Mr. Buford personally or are familiar with his fine record are very happy to welcome him back.

He is a civil engineer, having been graduated from the University of Arkansas in 1907; it was in this connection that a friend of his recently told the story of how "Charlie," as he called him, came to the Milwaukee Road in the first place:

In 1907, the superintendent of track ele-

vation for the Road in Chicago, who was also a graduate of the University of Arkansas, wrote to the president of the university and told him: "If you have any likely looking graduates, I can give one of them a job as instrument man at \$60 a month, and if he is an exceptionally good man I can pay him \$75."

The young graduate arrived promptly on the job in Chicago with a letter of introduction which read: "Introducing Charlie Buford. I have told him you are going to pay him \$75 per month, as he is by far the best prospect we have turned out of our University."

Mr. Buford started work on the Kansas City Division as an instrument man in 1907, returning to Chicago in 1908 to do track elevator work in Evanston, Ill. During 1909 and 1910, he was employed as a draftsman in Chicago. Then followed about three years with the Santa Fe, but he returned to the Milwaukee in 1913 and was made assistant engineer of the Chicago track elevation project. Three years later he was advanced to engineer of the project.

It was in 1917 that Mr. Buford was transferred to the operating department and his versatility as a railroader asserted itself. He was appointed trainmaster at Sioux City, then later on the LaCrosse Division. He was superintendent of a number of divisions, and was appointed to the superintendency of the newly-acquired Terre Haute and Southwestern Railroad in 1921. He remained there until 1924 when he was appointed general superintendent of the southern district, with headquarters at Chicago.

On Nov. 15, 1925, Mr. Buford was promoted to the position of assistant general manager, and on Nov. 1, 1927, became general manager of Lines West, which position he was holding when called to Washington, D. C., by the A.A.R. on Oct. 1, 1939.

Announcement

Of Special Interest to All Members of the Veteran
Employes' Association of the Milwaukee Road.

The seventeenth convention of the Association will be held at Milwaukee, Wis., on Wednesday and Thursday, Aug. 28 and 29, 1946. Owing to the fact that conventions could not be held during the war, this will be the first opportunity members of the Association have had to get together since 1940 and I know you are all looking forward to this great reunion.

President,
Milwaukee Road Veteran Employes
Association

The Milwaukee Magazine

March
1946

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No. 12



Marc Green
Editor

A. G. Dupuis
Manager

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Iowans Call It the Best Place in the World

The Iowa Development Commission has the following to say about that state:

Over one-half of Iowa's 701,000 families own and live in their own homes.

Iowa's population per square mile is 45.3.

Iowa's population is well distributed—40 per cent live on farms, 40 per cent live in cities, and 20 per cent live in small towns.

Not a square foot of ground in Iowa is more than 10 miles from a railroad.

Iowa leads the world in the education of her people.

Iowa has a 12,000-year coal supply.

One-fourth of all the grade "A" land in the United States lies in Iowa.

Iowa has 213,577 farms and the average per farm cash income in 1944 was \$7,562.

The 213,577 individual farms with 35 million acres under cultivation make Iowa the leading agricultural state in the union.

All of Iowa's 99 counties were in the top agricultural income group for 1944, as figured for the country as a whole. No other state enjoys such a distinction.

Appointments

Operating Department

EFFECTIVE MAR. 1, 1946:

C. E. Crippen, who has been released from military service, is appointed assistant superintendent of the Iowa Division, with headquarters at Perry, Ia., succeeding G. E. Lanning, acting assistant superintendent.

G. E. Lanning is appointed trainmaster of the Iowa Division, with headquarters at Marion, Ia., succeeding A. C. Morrissey, acting trainmaster.

A. C. Morrissey is appointed trainmaster of the Milwaukee Division, 2nd District, with headquarters at Beloit, Wis.

EFFECTIVE MAR. 15, 1946:

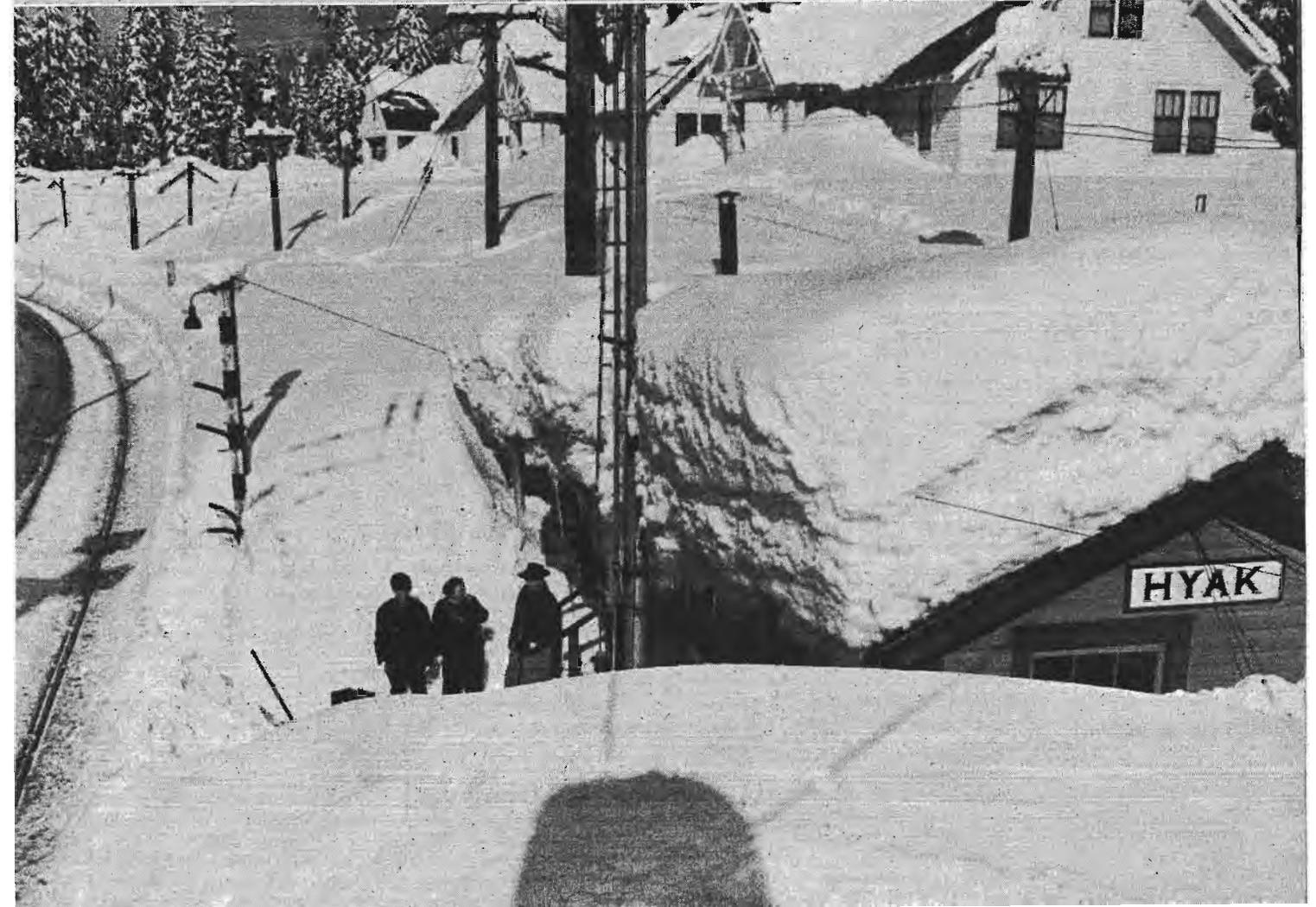
F. R. Doud, who has been relieved from military service, will resume his position as superintendent of the Hastings and Dakota Division with headquarters at Aberdeen, S. D., vice L. W. Palmquist, assigned to other service.

Finance and Accounting Department

EFFECTIVE FEB. 16, 1946:

E. H. Sowle is appointed supervisor of payroll taxes, succeeding E. L. Murray, deceased.

Winter



*Crews work around the clock
to keep the trains rolling*

IN THE CASCADES

WINTER, which obligingly held its temper throughout the war, let go in blinding white fury this year, blanketing the Cascade Mountains in the deepest snow of many years.

The annals of the Milwaukee Road contain many accounts of heavy snowfall in the mountains, beginning with the winter of 1909-10 when the weather welcomed the Road into its new mountain territory by dumping a total of 45 feet 10 inches of snow on the Cascades during the season, including 41 inches which fell in one 24-hour period.

As everyone knows who managed to live through the weather of the "Good Old Days," nothing can compare with it for genuine foulness, but the present season is doing all right—if you happen to like snow, followed by snow and more snow. It is anyone's guess, of course, what the total fall will be by the end of the season, but by Feb. 10 it was 15 feet deep on the level in Snoqualmie Pass at the crest of the Cascades and 30 feet in some of the drifts. Pat Morrissey, veteran engineer in snow train service, says he has never seen it as deep as it has been this winter.

Practically all of the snow clearing service required on the Coast Division is in the territory between Cedar Falls, Wash. (39 miles east of snowless Seattle) and Easton, although a rotary snow plow was run east from Easton to Cle Elum several times during January and February. According to Superintendent Wylie of the Coast Division, snowfall is rarely more than two feet in depth in any one storm east of Easton, but during the same storm five or six feet may fall in the vicinity of Hyak at the summit of the Cascades. West of Cedar Falls the temperature is usually moderate and when it is snowing from Cedar Falls to the east for 40 or 50 miles, it is generally raining from Cedar Falls west to the coast. The heavy snowfall at the summit of the Cascades is accounted for by the fact that the moisture-laden clouds sweeping in from the Pacific strike cold air as they rise over the mountain range and the moisture is precipitated; during the cold winter months it naturally falls in the form of snow.

As is always the case when emergencies arise on the railroad, it is the effort of hard-working, conscientious men that turns the

trick and keeps the trains running. In the Cascades, when the snow comes down for days on end in suffocating loads until the thick white mattress would seem to have stopped everything, the men fight back. The rotary plows butt and roar, the shovels and picks swing ceaselessly, and the trains go through.

It is the boast of Coast Division men that there have been no serious delays in train operation this winter despite the persistent snowfall.

Snow fighting equipment on the division consists of three rotary snow plows, one heavy snow cut widener and two flangers. One rotary is equipped with wide wings on the hood, operated by means of an air valve

and air cylinder. In addition to performing the usual job, this particular rotary can widen cuts to medium width when the wings are extended. The second rotary has narrow wings of the conventional type, while the third has no wings at all but is equipped with a heavy steel reinforced hood with cutting edge, and the blades in the revolving wheel have sharp teeth for cutting into snow or ice in case of a slide.

When there is heavy work for the rotaries, they move no faster than two miles an hour at times, as the great masses of snow have to be picked up, caught by the blades of the wheel and thrown high onto the bank on either side of the cut.

Since the weather began thickening up

They Had to Dig

Having snow piled high on the ground outside her home is no new experience for Mrs. Marion Bride, wife of the section foreman at Hyak, Wash., but she admits that this is the first winter they have had to dig a 30-foot tunnel in order to get into the house.

The Brides live just east of the Road's famous Snoqualmie Ski Bowl in what formerly was the ski instructor's hut but which has been rebuilt into a modern five-room home by the railroad.

"We like it here, skiing and sledding in the winter, with plenty of fishing in the streams and lakes in the summer," she said recently when interviewed by the *Seattle Times*. "We've been here seven winters now."

Mr. and Mrs. Bride have become so attached to their tunnel entrance that they have put up a gate; it also serves to keep their three dogs in.

The chief disadvantage of living so far from town, according to Mrs. Bride, is the lack of neighbors, but the shopping problem is not too bad. "We can stock up for a week or two at a time," she pointed out. "Then if the snow gets bad, we don't have to worry about groceries."

The matter of drying clothes was a real bother this winter, however, until Mr. Bride got the idea of putting a clothesline on the roof.

"That solved the problem, so we're squared away for the winter," Mrs. Bride said. "Tunnel and all—now if only it doesn't cave in on us!"



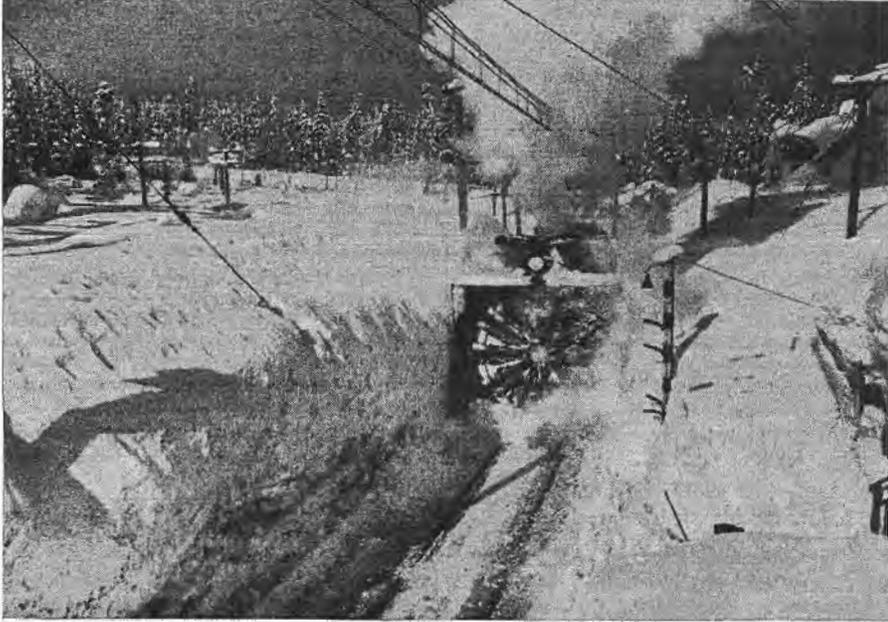
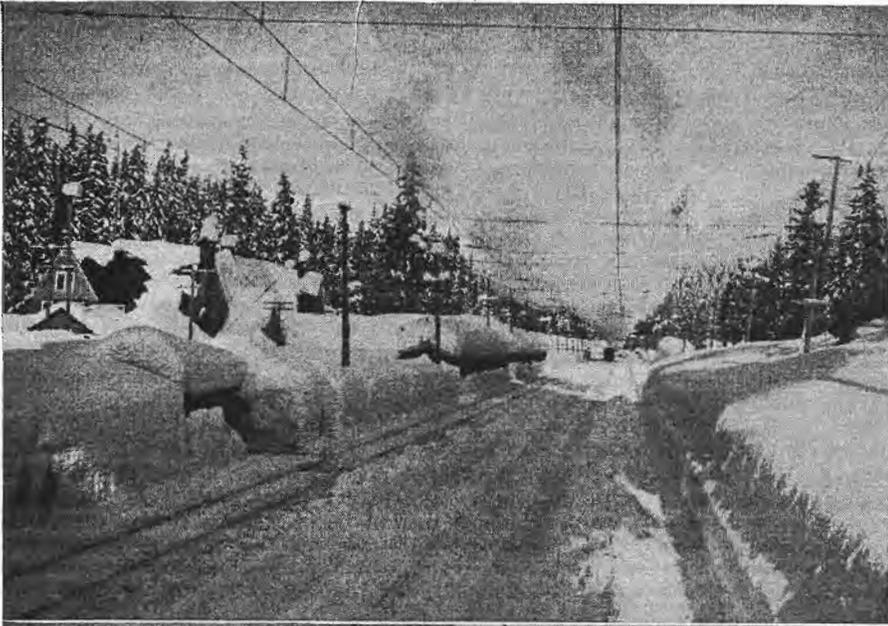
Mrs. Marion Bride in the tunnel to her home.
(Seattle Times photo)

←

Upper picture: Belching a cloud of black and white, a rotary snow plow tears into a deep snow drift on a siding one mile east of Hyak, Wash.

Lower picture: Mrs. Bessie McDonald (center), operator of the station at Hyak, stands with two other employes alongside the station, which is all but buried. In the background is the Milwaukee Road's Snoqualmie Ski Lodge, only the top floor of which stands above the snow level.

(Seattle Times photos)



Upper picture: Looking west along Hyak yard. The Ski Lodge, Hyak station and other buildings are at the left. (Photo by Superintendent L. Wylie.)

Lower picture: A rotary plow headed east into Hyak makes a clean sweep through the already deep cut. (Seattle Times photo.)

early in January, there has been little rest for Roadmaster Glen Hall, known as the "Snow King," or for Assistant Roadmaster Cecil Geelhart and the men in the crews. Either Hall or Geelhart accompanies every patrol or service trip made "over the mountain," as they say on the Coast Division, and there have been so many of them that the operation has been almost continuous. During heavy snow storms, sufficient equipment and crews are provided to furnish from 30 to 40 hours of snow service in every 24 hour period.

A rotary snow plow, aided by a pusher engine, has a crew of four—two on the rotary and two on the engine. Ordinarily it takes about six or seven hours for a crew to go from Cedar Falls to Easton where the rotary and work train equipment are turned on the wye track; then the men get a hot meal and start back. The total time required for the

trip from Cedar Falls to Easton and return in snow service is usually about 14 hours.

During heavy storms, a second crew leaves Cedar Falls about the time the first one is leaving Easton, and they meet somewhere on the mountain, probably in the vicinity of Hyak. When the storm is especially bad, or when there is a possibility of snow slides, a snow patrol train with rotary and other equipment is run ahead of the eastbound passenger trains out of Cedar Falls at night and returns to Cedar Falls from Easton ahead of westbound passenger trains in the morning.

In addition to the men operating snow plows, other work crews are kept busy checking telephone wires for breaks which might result from falling snow and branches from trees. Special gangs travel on work trains or gasoline speeders, clearing switches of ice or chunks of snow which would block

operation. However, at the west switch at Hyak and at several other locations in the Cascade Mountains where electric power is available, electric switch heaters are used to keep the switches open and in operating condition during stormy weather.

Gates Put on Tunnel

In past years considerable trouble has been caused by water dripping from the roof of Snoqualmie Tunnel and being frozen by the rush of cold air through that two-mile hole. The problem has been partly solved by diverting the flow of water far up the mountain above the tunnel, and partly by mounting huge gates like barn doors at the east entrance. With coke burning heaters placed alongside the track against the tunnel wall, and with the doors closed, freezing is prevented. The doors are operated by a watchman stationed there for that explicit purpose; when they are closed, the automatic signals at either end of the tunnel are set to warn engineers against proceeding. An indicator at the tunnel entrance signals the approach of a train from either direction several minutes in advance.

"Due to the close attention paid to snow conditions and snow service by the men charged with this work," says Superintendent Wylie, "we have had no delays of any consequence to either freight or passenger trains due to snow on the Coast Division during the past winter season. The season is not yet over and, of course, we may still have snow slides or heavy snow which may cause trouble, but we feel that we have the men and equipment to take care of any emergency."

Winter in the Cascades this year has been a real throw-back to the "Good Old Days," but the men who have done the digging would probably be hard to convince that there has been anything good about it.

The Cover

E. W. Bartlett, whose woodcut entitled "March Thaw" is reproduced on the cover this month, is back on the job in the division engineer's office in Milwaukee after more than two years in the navy, most of which time was spent in the office of naval attachée, London.

Although Mr. Bartlett reports that he had no time for wood engraving while in England, despite the inviting scenery, he has been very busy in his studio since returning. A number of publications carry his work, among them being the book section of the *Chicago Sunday Tribune*, which uses one each week to illustrate a featured book review.

A man went to the ration board and attested: "My wife has no sugar at all—not an ounce."

"Remember, now, you're swearing to this," the chairman of the board warned him. "You've got to tell the truth."

The applicant hesitated. "Gotta tell the truth, eh?"

"Yes, or you'll go to jail," he was warned.

"In that case I'll tell the truth," he said. "We ain't married."

Introducing the Dahnkes

THAT part of Wisconsin which is traversed by the Milwaukee Road has long recognized the Dahnke family as dyed-in-the-wool railroaders. Carl F. Dahnke, at one time president of the Wisconsin Passenger Association, was the first of the Dahnke boys to show an inclination to follow the rails, an idea which was quickly adopted by his brothers, John and Edward, and later by his nephew, George A. Dahnke, Jr. During the war just ended there were indications that this propensity was not confined exclusively to the male members of the family. The latest Dahnke to carry on for the family is Mrs. Alma Dahnke of Monticello, Wis., who stepped into the breach as agent when her husband, John F., early in 1944 answered the call for relief agents on the Madison Division.

Monticello is solely a freight station but with the assistance of the train crews and some help from the drayman and obliging shippers, Mrs. Dahnke successfully took over not only the office details but also the weighing and handling of the shipments in that community. These consist largely of farm and dairy products, cheese (Swiss, American and limburger) and every Monday, which is stock day, a consignment of livestock. Now that the war is ended and John is back at the agency, she has resumed her role of mother and homemaker but has not abandoned her practice of the Morse code.

The other half of his husband-and-wife team, John F. Dahnke, started as an operator at McFarland, Wis., on June 24, 1916. Came World War I and John went overseas with the 74th Engineers as a flash and sound arranger. After his release from the army he returned to accept the post as operator at Middleton, subsequently filling the agencies at Viola, South Wayne, Wauzeka and Monticello. During the last war, he relieved at Monroe, New Glarus and Stoughton.

Father and Son Are War Veterans

Carl F. Dahnke, who started the whole affair on Feb. 8, 1915, is now the Road's assistant general passenger agent, with headquarters at Milwaukee, Wis. From his first assignment at Boscobel, Carl moved on to Richland Center as ticket agent and operator. In November, 1927, he was promoted to ticket agent at Madison and later to city passenger agent. When he was appointed general agent, passenger department in July, 1939, he moved his headquarters to Milwaukee and assumed his present position on Jan. 1, 1946. Soon after he entered railroad service, World War I created an interruption. With one brother in the army, Carl distributed the Dahnke patronage and joined the navy, serving as chief petty officer and radio operator aboard a submarine. Incidentally, he is mighty proud of his son Robert's military record in World War II.

The third brother, Edgar H., is employed in the city ticket office at Milwaukee as ticket clerk. Ed's first job, as an operator at Janesville, dates from Sept. 11, 1926. In 1934, he was transferred to Madison as ticket clerk and in 1937 to Milwaukee. Until recently he was a ticket and information clerk in the depot office.

Following Family Tradition

With three uncles engaged in the fascinating business of railroading, it is not surprising that George A. Dahnke, whose father, George Sr., lives in Jacksonville, Fla., elected to follow the same profession. George worked for two years as a baggageman and ticket clerk at Madison, Wis., leaving on Feb. 5, 1943, to join the 5th Infantry Division, Combat Engineers. After 21 months overseas, during which he acquired five battle stars and the Bronze Star for heroism, he is now back on the job, working as a car clerk in the Madison local freight office.

It looks as though the name "Dahnke" is bound to appear on the Milwaukee registers for some time to come. Carl, 49 years old, is the father of two children; John has three and Ed is also a family man—two boys and a girl.

The Dahnkes, like Friendliness itself, are a Milwaukee Road tradition.

Hay in the Face

The fast mail trains Nos. 55 and 56, operating between Chicago and Minneapolis were installed in the early 80's. The schedule for No. 55 was very speedy, considering operating conditions on the River Division at that time, and to add to this during the open season it seldom escaped a delay at the Black River or Mississippi drawbridges. The result—it was nearly always behind schedule and in a terrible hurry.

Simeon Hedding ("Sim" for short), an engineer on the run between La Crosse and Minneapolis, was the owner of a flowing silky beard. It covered his entire chest and was carefully tucked inside his jacket while he was on duty.

One cold winter day Sim, doing his best with No. 55 against a strong head wind, ran into snow falling in blizzard proportions. As he roared through Newport at lightning speed the front cab window suddenly blew open and he was blasted in the face by a chestful of whiskers. "My God," Sim cried, rallying and reaching for the brake valve, "we hit a load of hay!"

Contributed by W. W. Berry,
Missoula, Mont.



Upper left: Edgar Dahnke (with timetable) and his brother Carl in the Milwaukee city ticket office. Upper right: George Dahnke, Jr. Lower right: This picture, taken while Mrs. Alma Dahnke was still pinch-hitting as agent at Monticello, Wis., shows her handing a parcel to Conductor J. Z. Sollinger. Lower left: John Dahnke, now agent at New Glarus, Wis.

High Speed Passenger Car Trucks

by *Vernon L. Green*

Assistant Mechanical Engineer, Milwaukee, Wis.

WHILE riding the Hiawatha from St. Paul to Milwaukee recently I overheard a gentleman sitting ahead of me discussing the riding of the cars. Being vitally interested, I listened more closely. The gentleman with gray hair said to his companion, "This train sure rides smoothly at such high speeds." His companion replied, "I understand that they developed the trucks on the railroad." He then explained to his companion fairly accurately the development of the high speed truck under the latest Hiawatha. At the time I wondered how many of the Milwaukee family were as familiar with the subject as this man on the Hiawatha, who later turned out to be a traveling salesman of ladies' ready-to-wear clothing.

When the Milwaukee Road built its first Hiawatha, in 1935, it was apparent that we would have to use the same truck that had been in service for several decades. The truck manufacturers had nothing better to offer. We put the train in service with this standard four-wheel truck. The entire foundation brake rigging, including the brake cylinders, was placed on the truck frame. This did make the car quieter than it had been before. This truck was satisfactory for speeds below 85 m.p.h.; it was also a very safe device, but both J. T. Gillick, chief

operating officer, and K. F. Nystrom, mechanical assistant to chief operating officer, were convinced that any worthwhile improvement in truck design would have to come from our own efforts.

In 1936 Mr. Gillick gave Mr. Nystrom his approval to build a test truck. This was the start of what later proved to be a long series of test trucks. The first two years produced two test trucks, along with a lot of disappointments, heart-breaks and the realization that we had a long, hard fight ahead of us. Both of these trucks were miserable failures for high-speed service. At this point it was only Mr. Gillick's faith and understanding of the problems, and Mr. Nystrom's leadership that gave us courage enough to proceed with the experimental work. Both of these trucks differed radically in construction from any in the country at that time. After reviewing the two failures we decided that the existing trucks had all of the elements necessary for a good ride. Our problem was only to improve on the parts that already existed.

Two Basic Decisions Made

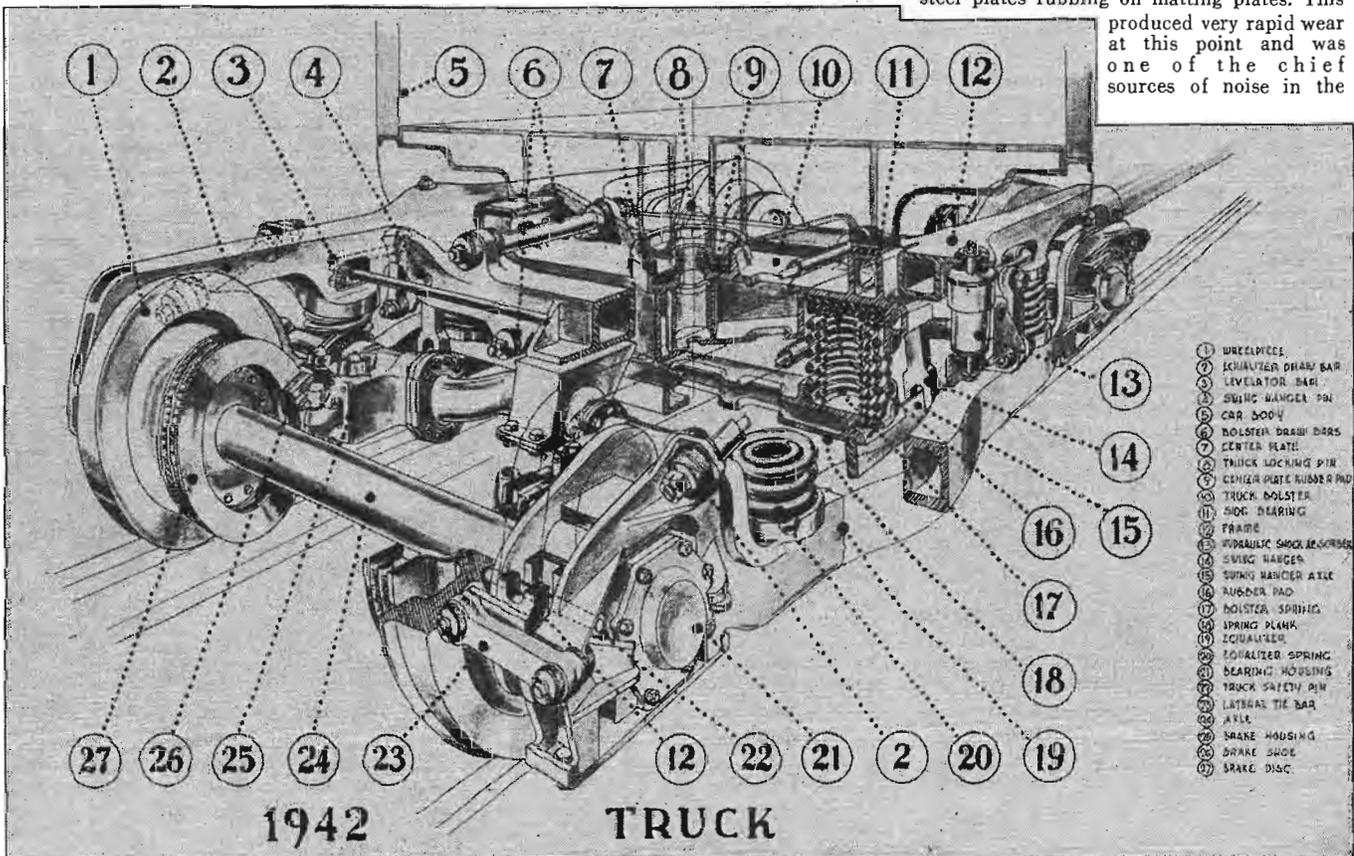
We decided that the springs must be made more flexible and the number of wearing parts reduced. In 1938 we built a test truck that had a greatly increased spring deflection at the bolster, but no equalizer was provided.

The Author

Vernon L. Green, author of the accompanying article on the evolution of high speed passenger car trucks on the Milwaukee Road, has lived and worked with his subject long enough to be classed as an authority. He has been at the shops ever since his graduation from the University of Missouri Engineering School in 1927; he was promoted to assistant mechanical engineer in February, 1943.

In addition to engineering the improvements on Milwaukee Road trucks, Mr. Green engineered the 1942 coach seats, the folding steps and the construction of the beaver tails for the Hiawatha. He has also supervised the engineering of passenger cars, freight cars and locomotives.

In the designing of this truck it was apparent that sufficient deflection could not be provided by employing elliptic springs. Large coils were used to get proper spring deflection. Up to this time the truck bolsters had been positioned in the truck by means of steel plates rubbing on matting plates. This produced very rapid wear at this point and was one of the chief sources of noise in the



car body. We replaced these plates with what we called "bolster drawbars." These are shown on the drawing of the 1942 trucks. These had rubber pads at the end so that no vibration could travel from the truck up into the car body. To further insulate the vibrations and shocks, originating in the truck, from traveling up into the car body we introduced rubber pads over the top of the bolster springs and in the center plate as well as alongside of the center plate. The bolster drawbar and rubber center plate pad were introduced and developed by the Milwaukee Road and every new car being built now employs these improvements. When this truck was tested it developed that for speeds above 100 m.p.h. the conventional equalizer had to be used. We also learned on these tests that hydraulic shock absorbers were necessary to control the large coil springs.

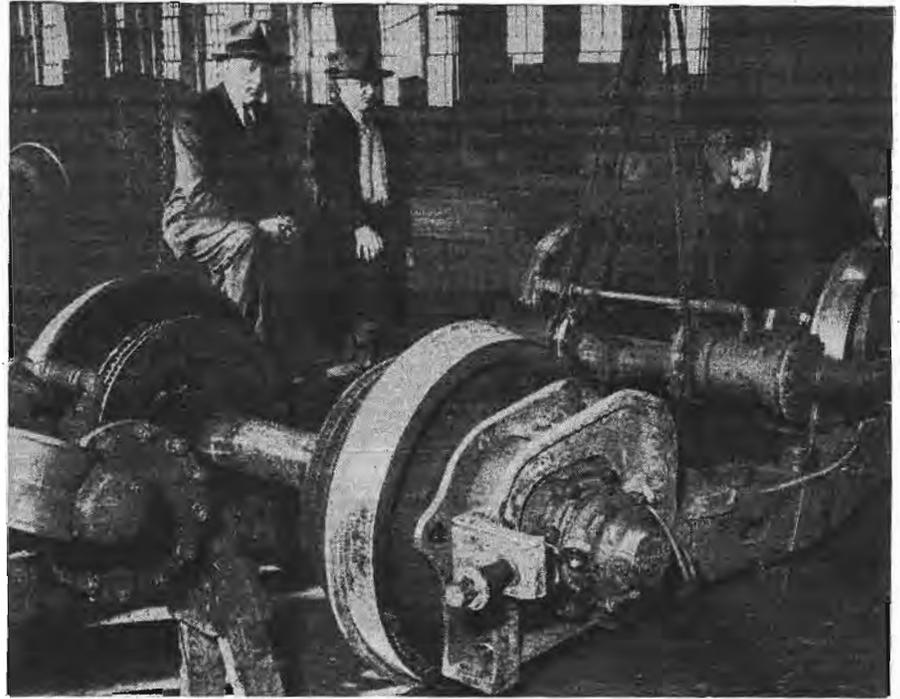
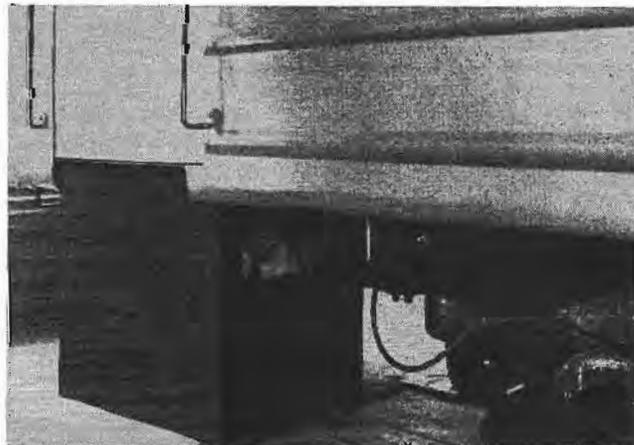
The amazing thing about the shock absorbers is that they are needed for low speeds only. To make the car body free of rolling, levelator bars were applied. These work the same as they do on an automobile but are of heavier construction. The Milwaukee Road was the first railroad to employ this type of car leveling device to a railroad passenger car. With the exception of the addition of an equalizer, this truck was put into service on the 1938 Hiawatha just as it was designed and tested. Anyone who has ridden the Hiawatha since that date can testify to its easy riding and quietness.

So it was that by 1938 we had increased our batting average a little at least. We had made one hit and one run, so our average stood now at one hit, one run and two errors.

New Truck Designed for 1942 Hiawatha

In 1941 we started designing a new truck for the 1942 Hiawatha addition. In looking over the 1938 truck we saw that there was still one point of serious wear left, namely that of the bearing housing against truck pedestals. We decided that we would make the equalizers of cast steel and bring them down over the bearing housing, as shown in the drawing of the 1942 trucks. This would prevent any movement between the bearing and the housing. To keep the wheel, axle and bearing in perfect alignment with the frame a lateral tie bar is used at the end of the truck and an equalizer drawbar is used to keep the equalizer aligned with the truck frame fore and aft. These are clearly shown in the accompanying sketch. The bolster bars, levelator bars, snubbers and rubber in-

For the purpose of observing experimental trucks in actual operation, steps were removed and a box was mounted beneath the coach. The observer was able to watch the truck through the window and take moving pictures with a specially constructed camera through an opening (shown closed) beneath the window.



A. W. Beutow (left), truck shop foreman, and V. L. Green, assistant mechanical engineer and author of this article, observe the assembling of a high speed passenger truck in the Road's truck shop at Milwaukee. At the right is Trucksmith Elmer Blankenburg.

sulation were retained in this design because they had given such good service in the 1938 truck. The lateral motion system of this truck was conventional, the same as had been used for many years. This system consisted of a spring plank resting on two swing hanger axles which in turn were carried by four swing hangers. The swing hangers were pivoted to the truck frame by the four swing hanger pins. This is all clearly illustrated by the drawing. The lateral swing of the bolster was limited to $2\frac{1}{4}$ inches by the side bearing and the wheel piece. It is apparent that the bolster which supports the car body is carried on a swing. This cushions any lateral shocks that are conveyed into the truck by the wheels crossing switch points, going around curves and any kinks that may be in the track.

Our experiments proved that the conventional swing hanger of 18 to 24 inches length was too long for a comfortable ride at speeds of 100 m.p.h. We decided that a 10-inch swing hanger was the best length to use on high speed trucks. Up to the time that our experiments were run it was universally ac-

cepted that the longer the swing hanger the better the lateral ride. Now the truck manufacturer is recommending the use of shorter hangers.

As the drawing shows, this truck employs a disk brake which brakes the car by pressing an asbestos lining against a cast iron disk bolted to the car wheel. This brake is still in the development stage. We are now testing different linings to improve the life of the disks. Upon the success of these tests will depend the further use of this brake.

To further reduce the noise level in the car body, rubber side bearings were employed. They have continuous contact with the car body side bearing, thereby eliminating the shocks that come with ordinary side bearing when the car rolls slightly. This also eliminates the necessity of their adjustment.

Wheel Roundness Figured to Thickness of Human Hair

Our tests developed that the wheels must be ground and the out-of-roundness must not exceed that of the thickness of a human hair. This would seem to be quite a task on an object as large and heavy as a passenger-car wheel, but the railroad bought a specially built grinder to do this job.

In all of our experimental work another object was to make the truck safer as well as to improve its riding qualities. The truck shown is the safest truck in the United States today. The entire truck structure would be held together by means of the large cast steel equalizer in the event of a derailment, broken axle or other broken parts.

This progress in truck construction was made possible by the whole-hearted cooperation of officers in allocating funds, the operating department in hauling the car on test runs, the mechanical department in its willingness to manufacture countless truck parts and apply them to the truck. These things were done many times at a great inconvenience to the men and departments. Often it

meant overloaded trains and long hours for the men.

We intend to continue the improvement of the trucks, possibly not at such an accelerated rate, but each new series of cars will have a truck that is lighter, better riding, easier to maintain and even safer. As we add up the box score in 1946 we see two hits, two runs, and two errors.

To eliminate guesswork in selecting the best parts of the test truck, we purchased a high-speed motion picture camera and a three-way ride recorder. The regular vestibule step was removed and a steel box was substituted. This box is shown in one of the accompanying pictures. The box had two thicknesses of safety glass at the top so the operation of the truck could be observed. There was also a round hole located about the middle of the box for the taking of motion pictures.

Good pictures could be obtained even on a cloudy day by the use of super-sensitive film. The best pictures were obtained when there was snow on the ground as the snow reflected light up under the car body and reduced the shadows. The filming of the test runs gave us a record of the truck performance that could be reviewed at any time, making it unnecessary to try to remember all that happened. It also reduced the volume of notes necessary for a satisfactory record.

The riding qualities of the car were recorded on wax paper by the three-way ride recorder. These records will be good for years, affording a ready means of comparison.

What Is a Boy?

After a male baby has grown out of long clothes and triangles and has acquired pants, freckles and so much dirt that relatives do not dare to kiss it between meals, it becomes a BOY.

A boy can swim like a fish, run like a deer, climb like a squirrel, balk like a mule, bellow like a bull, eat like a pig, or act like a jackass, according to climatic conditions.

He is a piece of skin stretched over an appetite. A noise covered with smudges.

He is a growing animal of superlative promise, to be fed and watered and kept warm. He is a joy forever, a periodic nuisance, the problem of our times, the hope of a nation. Every boy is evidence that God is not discouraged by man.

Boys faithfully imitate their dads in spite of all efforts to teach them good manners.

A boy, if not washed too often and if kept in a cool, quiet place after each accident, will survive broken bones, hornets, swimming holes, fights, and nine helpings of pie.

—Portsmouth (Va.) *Star Forum*.

We can't understand how the ant acquired such a reputation for being industrious. Nearly all we ever saw were on a picnic.

The buck private and his girl were riding horseback in the country. As they stopped to rest, the two horses rubbed necks affectionately.

"Ah, me," said the private, "that's what I'd like to do."

"Well, go ahead," answered the girl, "It's your horse."

Speaking of Safety

DUCK SHOTS MAN, BABY SWATS MOM IN WACKIEST ACCIDENTS OF 1945!



BIG things happened in 1945. The war ended. The atom bomb busted. And Mr. Bonner was shot by a duck.

Mr. Bonner is Stanley J. Bonner of Houston, Tex., as every duck now knows. On a fine October day he grabbed his trusty automatic pistol and ventured out into the back yard to shoot a couple of domestic ducks. Duck No. 1 fell at the first shot. But Duck No. 2, a more aggressive type, leaped at Mr. Bonner, jarred his arm and caused the gun to go off. The bullet hit Mr. Bonner in the knee. The duck? Still alive and sassy.

Wacky? Sure. But no wackier than a lot of other odd accidents that happened in 1945. For a roundup by the National Safety Council reveals that come war, come peace, people go right on having the darnedest things happen to them. To wit:

Mrs. Edward Comfort of Brooklyn was driving through Virginia, her 15-month-old baby riding beside her in a basket strapped to the seat of the car. The child suddenly stopped contentedly drinking milk out of a nursing bottle, swung the bottle lustily and conked Mrs. Comfort neatly on the head. Dazed, she let go the wheel and the car overturned in a ditch. Neither mother nor baby was hurt.

Not so allergic to a thump on the head is Charles Anderson, a hardy resident of Los Angeles. He was repairing a wall one day when a concrete block fell from a fourth-story scaffold and hit him smack on the head. He reeled into the street, just in time to be struck down by Policeman Jess Haenel's motorcycle. He recovered satisfactorily from both accidents.



One of life's little mysteries to doctors and economists came when 17-month-old Larry Lingle of Harrisburg, Pa., swallowed a nickel and coughed up a penny.

Every year someone lets a train pass over him without serious results. In 1945 it was Jesse Spitzer, of Denver. Mr. Spitzer did it the hard way by first having himself an auto accident. This threw him through the roof of his car and landed him on his back in the middle of the track just as the train came along. Mr. Spitzer lay quietly and securely until the engine and long string of

freight cars had roared over him, then found he had broken a leg—in the auto accident.

Just to prove that America hasn't a corner on freak accidents, a wind storm in North Adelaide, Australia, scared a deliveryman's horse into running away, but also blew the deliveryman ahead of the horse in time to stop it!

Back in America, a mouse ran up the steering wheel of an automobile driven by Hollis Lee Randolph, of Topanga, Calif. Mr. Randolph, who couldn't have been more startled had it been an elephant, lost control of his car, ran it into a ditch and turned it over. Neither he nor the mouse was hurt.

Most farsighted plunger of the year was James Hearn of Seattle, who fell three floors down an air shaft to land cozily in an easy chair.



—National Safety Council *Safety News*.

No Job Too Tough for the 757th

(To President H. A. Scandrett)

Just received the Christmas greeting and check for which I sincerely thank you. It is nice to know the good old Milwaukee has not forgotten us.

You are correct when you say last Christmas was quite different from those of the past four years. The big job has been finished but for some of us there is still work to be done. All railroad battalions have ceased technical operations and the running of the railroads has been taken over by the Office of Military Government. The Germans are actually operating them and so far things have been running quite smoothly.

My old battalion, the 757th, which was sponsored by the Milwaukee, has returned to the States. The 757th was one of the most efficient units organized and the Milwaukee Road can well be proud of it. No job was too tough for the men. They worked long and hard hours and established an enviable record wherever they were stationed. At Kassel, Germany, the unit operated the Henschel and Son Locomotive Works, one of the largest in the world. There they built 20 new "condensing" and "war type" locomotives besides repairing hundreds of locomotives and cars. It was a pleasure working with such a fine group. I would have liked to go home with them but I am due to remain over here a while longer.

LT. COL. JOHN W. MOE,
Office of Military Government,
Frankfort, Germany.



FRONT AND CENTER



Cpl. John F. Boogren of the 3436th Ordnance M.M. Company gives his current address as Okinawa. Before entering service John worked as a roundhouse man at St. Paul.



Pfc. Earl J. Laufenberg, stationed in Hawaii with the 516th AAA Battalion, is the son of Machinist Helper Robert Laufenberg of Madison, Wis.



Carlo Tarantino, SK3/c, former molder and cupola tender in the general foundry at Milwaukee shops, was photographed in his "whites" while on liberty at Pearl Harbor.



Left to right: Duane, Wayne and Wesley Doan.

Mort A. Doan, agent at South Cle Elum, Wash., submits these pictures of his sons, three smiling veterans of the fighting forces. Wesley W., who enlisted in 1939 and was until recently a staff sergeant in the AAF, has been released from service and is working for the Milwaukee as a brakeman while twins Duane M., S1/c on the *USS Cassin Young* and S/Sgt. Wayne S., with the Field Artillery for six years, have both returned with an imposing array of service ribbons and battle stars.



Lt. Steven E. Pilson, former ticket clerk in the traffic department at Milwaukee, Wis., sends this picture from Charleroi, Belgium, where he is stationed with the railway transportation service of the occupational forces.



Pfc. Edward Cornelius, who prior to Jan. 1, 1943, was a messenger in the typing bureau, Union Station general offices, Chicago, Ill., was recently transferred to the occupational forces in Europe.



Donald Carlson

Curtis Carlson

Gustav Carlson

Francis Nys

Roadmaster Gust A. Carlson of Aberdeen, S. D., has three sons in military service. Sgt. Donald L. of the 744th Railway Operating Battalion is stationed in Germany with the army of occupation, Pfc. Curtis I. is at Ft. Meade, Md., and T/5 Gustav M., a member of the 740th Railway Operating Battalion, is in the Philippines. Gustav and Donald were formerly in railroad service and Curtis, who was a student, worked during vacations in the maintenance of way department. Mr. Carlson's son-in-law, Francis L. Nys, BMI/c, recently released from the Seabees, has accepted a civilian post in the navy department. While he was on duty in the South Pacific, Mrs. Nys relieved the manpower shortage by working in the car department at Aberdeen.



Hugh W. Mellen



Hugh J. Mellen

The Mellens, father and son, get all riled up when their civil liberties are interfered with. H. W. Mellen of Deer Lodge, Mont., a Milwaukee agent and telegrapher since 1916, is a veteran of World War I and also volunteered his services in the war just ended. While Agent Mellen was on duty in the South Pacific, his son, Pfc. H. J. Mellen, worked in the car department at Deer Lodge until he was old enough for military service. His outfit, the 21st Infantry, took part in the Philippine invasion and the occupation of Japan and he was wounded in May, 1945. Hugh Mellen, now released from service, has resumed as agent at Deer Lodge.



Sgt. Harvey C. Klind, the son of an upholstery foreman at Milwaukee shops, was formerly attached to the AAA but later transferred to the Combat Engineers. The 1344th, Harvey's unit, was last reported in Japan.



Lt. John Millard, former station attendant at Garner, Ia., is the son of agent W. F. Millard. He received his basic training at Ft. Knox, Ky., and was commissioned on Dec. 12, 1945, at New Orleans, La. John is still "workin' on the railroad," transporting troops from the Port of New York to camps in the Middle West.



Calvin Sorby, S 1/c, is a survivor of the typhoon which swept Okinawa and wrecked his ship on a coral reef in six feet of water. He and his five companions were rescued in the vicinity of Shima Wan Bay. Calvin is the son of Oscar Sorby, veteran engineer on the H&D Division.

Stone City Thespians Do Comedy Skit

The members of the Stone City Service Club at Bedford, Ind., were confronted with one of the worst storms of the year the night of Feb. 14, but 26 members were on hand for a delicious chili dinner. It was an ideal night for eating chili.

After the business session, at which traffic tips and suggestions for improving the service were discussed, a one-act play entitled "The Train to Mauro" was presented. Mrs. Nelly Chapman portrayed the role of the mother, Noel Griffith that of the son, and John Schumacher the railroad agent. Mother and son entered the railroad station desiring the train to Mauro. Amid the contradictions attendant to the trip, the traveler's hostility and confounding chatter, Agent Schumacher practically threw public relations out the window. He explained later that the scene depicted was not on Milwaukee Road property. The little play was good for many laughs and exposed human nature for what it is.

Chairman W. P. Radke scheduled a fine program and it was unfortunate that Old Man Winter did not co-operate. The mem-

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Service Clubs

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bers enjoyed the remainder of the evening at their favorite pastime, bingo.

The ladies responsible for the fine dinner were Mmes. W. Rhode, W. Williamson, F. Whisman, B. Bedwell and W. Radke.

Louie Seaman Presides at Mt. Tacoma Election

The Jan. 24 meeting of the Mt. Tacoma Service Club was advertised as "Election Night" but proved to be an evening of full entertainment. Officers elected were Thomas Norwood, chairman; George Machell, vice-

chairman; Juanita Modglin, secretary; and Frank Bryan, treasurer. Louie Seaman, the retiring chairman, presided and pledged his assistance to the newly elected officers. During his term of office Mr. Seaman did a fine job and many things were accomplished to the credit of the club as an active civic organization. The newly elected officers are an active group and the club will continue to progress under their leadership.

During the meeting, Mr. Seaman announced that more than \$50 had been collected in the glass jars that were distributed for the Orthopedic Association. Letters from the association were also read, expressing their thanks for the jigsaw puzzles the club had donated.

Following the meeting, Rolorus Adams, 6 years old, entertained with several dramatic acts in costume and Miss Irene Fearn with a number of vocal solos. Mrs. W. L. Delaney, pianist, played for the group singing. After the entertainment three turkeys were given away, Thomas Norwood, Miss Modglin and H. E. Jones being the winners. Refreshments of ice cream and cake were served, followed by a social hour.

Hiawatha Band Featured in St. Paul Winter Carnival

After years of depleted membership and curtailed activity due to the war, the Hiawatha Service Club Band of Milwaukee staged a brilliant coming-out party when it took part as a featured attraction in the St. Paul Winter Carnival on Feb. 23.

This was the band's first extended trip since 1941, and when Chairman Archie Graff of the Band Unit of the Milwaukee Service Club informed the boys that the Milwaukee

Road had authorized their appearance in St. Paul, the good news was greeted with a whoop of delight. It meant that those once-a-week rehearsals were for some purpose.

There is nothing the band would rather take part in, or that Milwaukee Road people generally are prouder to be a part of, than the Winter Carnival. It is a real show, a tradition in St. Paul which calls for festivities and pageantry on a grand scale.

The color and grandeur of the parade are always something to behold. Lavish floats, decorative girls in lovely costumes, drum and bugle corps, bands and clowns attract thousands of spectators.

Sleepers Reserved for Band

Three sleeping cars, reserved for the 85 people in the band party, were coupled onto No. 57 in Milwaukee on the night of Feb. 22 for the trip to St. Paul. Upon alighting in St. Paul, early in the morning, they were met by O. R. Anderson, general agent passenger department, St. Paul; J. A. Kush, chairman of the St. Paul Service Club, and E. O. Bolduan and J. H. Pothen of the St. Paul Service Club welcoming committee.

After breakfast, the boys paraded with a police escort to the Frederic Hotel, their headquarters for the day, where they were met by a number of Milwaukee Road officers and employes from both of the Twin Cities.

Carnival dignitaries made a formal call at the hotel about 10:30 in the morning. King Boreas Rex IX (Tom Gibbons, former contender for the heavyweight boxing championship) made his regal entry with the Carnival Queen (Shirley Peterson), flanked by his prime minister and the royal guard. Included in the royal party, and extending their personal greetings were C. A. Maley, Winter Carnival president, and Frank L. Madden, secretary to the mayor of St. Paul.

In the parade that afternoon, the Hiawatha Band was resplendent in their colorful uniforms. They marched smartly behind color bearers displaying the American flag and the Milwaukee Road and Service Club banners. Also out in front were Drum Major Robert W. McKee and Drum Major-ette Lois Kleist. That night, at the St. Paul Auditorium, the band gave an excellent concert performance before an audience of 8,000.



Drum Major-ette Lois Kleist and Drum Major Robert W. McKee, representing the Milwaukee Hiawatha Service Club Band, are welcomed to the St. Paul Winter Carnival by King Boreas Rex IX (Tom Gibbons) and the Carnival Queen (Shirley Peterson).



Milwaukee Club's Unit 12 Installs Officers

R. E. Abrams was elected chairman, Rudy Koch vice-chairman and Helen Dobson secretary-treasurer of Unit 12, Milwaukee Hiawatha Club at the first meeting of the year, held at the Moose Club on Jan. 23. Two of the officers were initiated at that time.

With the Hiawatha Tooters on hand to help raise the roof, the next meeting proved to be nothing short of phenomenal. Between numbers on the Tooter's program, the two club officers who had not previously been initiated were ceremoniously escorted to their destinities. Dick Abrams is district freight claim agent in Milwaukee but on this particular evening he also had to be a versatile musician. It was his chore to play every instrument in the Tooter's ensemble and he was also asked to announce the name of each musical selection that he played. Dick may be a first class claim agent but as a musician he's just a good sport; he accepted his assignment in good humor and at that he did a mighty good job on the drums.

There are 44 men on the Hiawatha's executive board and only one lady. The board meets monthly and naturally some of the wives may wonder if their husbands are safe with Helen Dobson's charm permeating these affairs. In order to pacify the wives of the executive members and to set them at ease, the following was prepared for Helen to read:

Helen Tells Her "Story"

"As you people most likely know, there are 45 Service Club officers represented on the executive board committee. I represent the only member of the fair sex. As I will naturally attend every monthly meeting, I feel I had better let the wives of these 'wolves' know a little about myself in order to have the girls understand that their husbands are safe as far as I am concerned. Never let it be said that due to my presence an executive officer failed to attend a board meeting! To further pacify the wives, allow me to relate a little of my past history.

"I was born in Stalingrad, Russia, in 1856.

The Hiawatha Band, photographed while in St. Paul for the Winter Carnival.

My mother told me that I was born on a very foggy day and since then everything I touch is mist. Due to the fact that the Czar owned all the cattle at that time, it was my good fortune to be nursed on vodka. Our family life was simple and serene, what with our days and evenings being spent in heavy drinking. At the age of 12 I entered the first grade of our little school. My father was then in the second grade, my mother in fourth. For the next 15 years I took up the teacher's time and valuable school space learning about life and love. Being a young, affectionate girl, my fancies turned toward a husband, home and children. At the age of 28 I married Ivan Borovich. Vot a man, vot a lover, dat Cossack! Soon after my 15th child was born, word got to us that Christopher Columbus had discovered America some years back.

"My mad Russian husband was serving

another prison sentence, so I decided to strike for fame and fortune. America was beckoning. Collecting the insurance on two of my children after having killed them, I embarked for New York. What a thrill; for the first time in my life I saw inside plumbing. I was still young and beautiful but could not find a job. However, my affectionate nature soon landed me a New York broker as a husband. He was found dead in bed one morning with a Russian dagger in his back. With his money I hit for the West. Chicago at last! I had heard so much about it. After being in Dillinger's gang for several months, he gave me some money and told me to start a gang of my own—but not in Chicago.

"Boarding a train, I rode to Milwaukee. I discovered that it was a Milwaukee Road train. Everyone seemed so pleasant, so courteous, so accommodating. On inquiring of the conductor, it was explained that the Milwaukee Road had Service Clubs, so I inquired further about these so-called Service



A group of Carnival and Milwaukee Road representatives. Left to right: R. A. Burns, general agent, freight department, St. Paul; C. A. Maley, Carnival president; Albert G. Oertel, Jr. (background), band member; R. C. Donahew, St. Paul freight agent; J. H. Pothen, St. Paul Service Club committee member; O. R. Anderson, general agent passenger department, St. Paul; J. A. Macht, general chairman, Milwaukee Hiawatha Service Club; Eugene Weber, band member; J. A. Kush, chairman, St. Paul Service Club; Archie W. Graff, band member; E. O. Bolduan, St. Paul Club committee member; Vernon J. Kulk, band member; and F. L. Madden, secretary to Mayor I. McDonough of St. Paul.

Clubs. Discovering where the Hiawatha officers did their heavy drinking, I wormed my way into their confidence. 'Why, Erv Weber built a home with Hiawatha funds,' I was told. 'Bruno Henrichs and Jack Shannon own several thousand dollars of airline shares, all taken from the Service Club treasury. John Breuer ordered a new car his first year in office, etc.' I knew then that Dillinger was a piker.

"I made it my ambition to work for the Milwaukee Road and to become a Service Club officer. On recommendation of Josef Stalin, Mr. Dahnke accepted my application for work. Now I have reached the height of my eventful career; I am secretary-treasurer of the Union Depot Unit. The poor people in Russia have much to learn."

And thus ended Helen's stint for the evening.

An enjoyable evening was concluded with a delicious lunch and dancing to the tunes of Louis Bassell.

Miles Cityites Dine a la Dinty Moore

Two hundred and fifty ravenous Miles City Club members got together in the Eagles' Hall on the evening of Feb. 23 and laid away corned beef and cabbage in a manner to rival Dinty and Jiggs themselves. Only males were on hand to risk their lives at the festive board, which featured nothing but corned beef and cabbage, with a little bread, water and coffee; it fairly groaned under the weight, as did the diners after the weight had been transferred from the tables to themselves. It was a spectacle to remember. While the men exercised their teeth, the wives made use of theatre tickets with which their husbands had bribed them.

The Miles Cityites introduced a new and commendable variation of the banquet theme at this affair: They set aside part of the repast for 52 men on the night shift at the shops, yards, station and elsewhere, and delivered it to them piping hot.

Claude O'Brien, perishable freight inspector, turned in an excellent performance as



Scene at a party given recently by the Ripon (Wis.) Area Club.

master of ceremonies and also served as chairman of the entertainment committee. Captain Crawford from the recruiting station in Miles City showed moving pictures of a combat bombing mission in Africa. Martin Walsh, roundhouse foreman and chairman of the club, addressed the gathering, providing his listeners with a very able explanation of the reason for Service Clubs and for a public relations program.

Credit for the food, which was the featured attraction of the evening, goes to H. C. Johnson and Corlis Yates, who comprised the food committee. P. D. Burns was chairman of the publicity committee, and Joe Weiss handled arrangements for the hall and catering service.

Music was provided by Vernon and Harold Kransky, Tex Dyer and Mike Himmel-spach, all of whom are employees.

Inland Empire Club Elects New Leaders

A very successful year is anticipated for the Inland Empire Service Club. At its regular monthly meeting on Jan. 22 officers for the coming year were elected with the following results: chairman, Howard Kipp;

vice-chairman, Mrs. C. F. Allen; secretary, William Keenan. Chairman Kipp appointed the executive committee and this group, with the committee chairmen also appointed by Mr. Kipp, held a meeting on Sunday evening, Mar. 3, to plan future activities. At this meeting the chairmen appointed those who would work with them and it was also decided to have a bridge and pinochle party in February to replenish the treasury and procure the funds needed by the program committee to furnish entertainment.

Former "G Man" Speaks Before Menominee River Assembly

Chairman William LeBre couldn't have selected a more interesting speaker for the Menominee River club's first meeting of this year. John W. Reindl worked as a special agent for the F.B.I. during the recent war, being assigned to counter espionage duties. Not seeking publicity, the speaker asked to have his remarks kept off the record but it can be truthfully said that intense interest was written on every face as he unfolded his eventful experiences with German agents and saboteurs.

Mr. Reindl compared the Milwaukee Road Service Clubs to the F.B.I. in that both display loyalty to their organizations. He also paid tribute to the railroads for the fine job done in World War II. Superintendent F. T. Buechler and H. K. Matthews, secretary of the Green Bay Service Club, are always happy to take in any Service Club affair and their long drive was more than compensated with Mr. Reindl's interesting talk.

Lunch and refreshments were served and many of the boys lingered to enjoy their card game. The new officers can be complimented for a fine program.

Southeastern Club Resumes Activities Despite Storm

More than 150 employes attended the Southeastern Club's January meeting at Terre Haute, Ind. The second, held Feb. 13, found Indiana weather working to the club's detriment, but when Chairman Walter Glass called the meeting to order, there were 106 members present.

The people who did brave the storm were not disappointed. At the January meeting



A group of key members of the Madison (Wis.) Service Club, pictured at the recent banquet held in honor of Leo T. Crowley, chairman of the board of directors. Left to right, seated: Ed Kingston, chairman; Ray Corbett, vice chairman; Joyce Coyle, secretary; Peter Donis, treasurer. Standing: Harvey Roeber, 1945 chairman; Gay Reinold, party committee member; John Vanderhie, toastmaster at the banquet; Bill Murphy, party committee member; and Robert Slightam, chairman of the party committee.

it was Fred Pearce at the piano, while at the February session Jack Isbell played. With Bill Clausen of the store department at the drums for accompaniment, they rendered some "make-you-want-to-dance" music. Lunch was served later in the evening.

The Southeastern Club was inactive during the war, but seems to be bent on making up lost time.

North Montana Area Resumes Regular Meetings

The North Montana Service Club, like many other small area clubs, was forced during the war to discontinue its meetings on account of gas and tire rationing. However, much credit is due to R. M. Ray and Mrs. Anna Hawkins who were in office during 1941. During the wartime period they held several meetings, although the attendance was small, and through their efforts the club remained intact and is now back on its regular routine.

At the meeting of Feb. 14 the following officers were elected for the coming year: chairman, Claude Brown; vice-chairman, R. M. Ray; secretary, Robert Randall. The chairman, who recently was appointed agent



at Great Falls, in accepting the chairmanship, stated that no effort was necessary to further the first objective of the Service Clubs, which is "To promote good will among members," as about 48 of the approximate 60 members who compose the area were present and that all employes within the area were not only co-operating with one another on the job but were co-operating with the railroad in its affairs and objectives.

After the meeting, the Service Club joined the members of the Women's Club for a social hour of cards followed by refreshments of ice cream and cake. R. M. Ray, past chairman, announced that the club wished to honor Martin Larsen of the car department, who was retiring on the following day after 37 years of service. Mr. Ray stated that Mr. Larsen had started work in the car department at Harlowton, Mont., and moved to Great Falls in 1927. When he left Harlowton, Mr. Larsen was chief car inspector at Great Falls. He then presented Mr. Larsen with three appropriate gifts. Mr. Larsen will continue to make his home in Great Falls and devote his time to his hobby—fishing.

Superintendent F. T. Buechler is handed the specialty of the house at the party given by the "On Wisconsin" Club in Fredonia, Wis., on Jan. 19. The women, left to right, are: Mrs. Oliver Schumacher, Mrs. H. W. Marquardt, Mrs. W. F. Hoffman, and Mrs. H. M. Warner. The men are: Mr. Buechler, H. W. Marquardt, Oliver Schumacher, W. F. Hoffman, J. N. Henrichs and W. J. Hetherington.



Green Bay Club "Swings Partners" Despite Frigid Wave

The Milwaukee Road appreciates the activities of the Green Bay Service Club, but if Old Man Winter has the same sentiment he failed to show it on the evening of Feb. 2. In spite of the thermometer, which hovered near the 10 below zero mark, some 175 Service Club members came and warmed

themselves in fraternization and sociability.

Sherman Laviolette's orchestra had its instruments thawed out by 8:30 p. m. and from then on it was "swing your partners." Employes in every craft enjoyed themselves in a true feeling of friendliness.

The dancers were given a temporary respite about 10:30 p. m. when Chairman George Buntin called "Come and get it." This was the signal for lunch only, as refreshments were on tap all evening. The committee in charge of the repast deserves mention for a fine job. They were Mesdames Ollie Peterson, chairman; George Buntin, Joe Loch and Clem Dwyer.

A short speaking program was interjected during intermission, with Emil Landry acting as master of ceremonies. The speakers included Superintendent F. T. Buechler, Trainmaster G. L. Savadis, E. J. Hoerl, public relations; Secretary H. K. Matthews and Chairman G. H. Buntin.

At 1:00 a. m. the orchestra played the traditional "Home Sweet Home" but it didn't mean a thing. It was Saturday evening and there still was much fun to be had at Ansgar Hall.

Some gentlemen, fresh from a western tour, calling at the White House to see President Lincoln, referred to a body of water in Nebraska bearing an Indian name which they could not recall but which signified "weeping water." Instantly Mr. Lincoln replied, "As 'laughing water' according to Mr. Longfellow, is 'Minnehaha', this must be 'Minneboohoo.'"

Above: Group at the Green Bay Service club party held on Feb. 2. Left to right: W. F. Kramer, second vice chairman; Ed Saboda, first vice chairman; H. K. Matthews, secretary; Emil Landry, master of ceremonies; F. T. Buechler, superintendent; D. E. Bronoel, treasurer; G. L. Savadis, trainmaster; and G. H. Buntin, chairman.

Below: They came and got it at the Green Bay party.



RETIREMENTS

The following employes' applications for retirement were recorded during December, 1945 and January, 1946

DECEMBER

Chicago General

ALVORD, GUY E.
Dist. Frt. Claim Agt. Chicago, Ill.

Chicago Terminal

BARABAS, WALTER
Car Inspector Bensenville, Ill.
BLANCHARD, ERWIN W.
Switchman Bensenville, Ill.
BROWN, EDWARD E.
Switchtender Bensenville, Ill.
CAREY, PATRICK W.
Hostler Chicago, Ill.
HAUSER, CHRIST
Carman Chicago, Ill.
MARIANO, FRANK
Section Laborer Chicago, Ill.
MOORE, EUGENE J.
Loco. Engineer Chicago, Ill.
PAWULA, JOHN
Carman Chicago, Ill.
PICORRIO, TONY
Asst. Track Foreman Chicago, Ill.
SCHAPPER, KURT
Stower Chicago, Ill.

Coast Division

HUNT, ALONZO D.
Loco. Engineer Bellingham, Wn.
KENNEDY, HARMON P.
Loco. Engineer Tacoma, Wn.
KITTLESON, EDWARD A.
Conductor Tacoma, Wn.
ROLLER, RUDOLF
Water Service Foreman Tacoma, Wn.
WESTBERG, LEWIS E.
Blacksmith Tacoma, Wn.

Dubuque and Illinois

CLARK, VICTOR K.
Conductor Dubuque, Ia.
JOHNSON, FRANK W.
Conductor Montevideo, Minn.
MCNEARY, JAMES M.
Carman Helper Aberdeen, S. D.
ROBINSON, FRANK H.
Switchman Dubuque, Ia.
WELLS, FRANK V.
Conductor Marquette, Ia.

Idaho Division

CAMPBELL, MORTIMER L.
Car Inspector Tacoma, Wn.
ENGHOLM, EMIL E.
Loco. Engr. Spokane, Wn.
FULTON, GEORGE F.
Extra Gang Laborer St. Joe, Ida.
JARRARD, JESSE V.
Pipefitter Othello, Wn.
MCDOWELL, FRANK J.
Brakeman Spokane, Wn.
VAN STAPPEN, ALFRED
Coach Cleaner Spokane, Wn.

Iowa Division

BELL, GEORGE W.
Car Inspector Perry, Ia.
BOARDWAY, CLARENCE J.
Custodian Oneida Jct., Ia.
CARTER, JOHN W.
Boilermaker Council Bluffs, Ia.
CHUBBUCK, IRVING J.
Loco. Engineer Perry, Ia.
KANE, JOHN F.
Trav. F. & P. Agent Des Moines, Ia.
MUNSELL, MARVIN H.
Switchman Cedar Rapids, Ia.
RUTI, JACK
Extra Gang Laborer Hornok, Ia.
STARLIPER, GEORGE A.
Loco. Engineer Perry, Ia.
WALRATH, WALTER W.
Conductor Perry, Ia.

Iowa and Dakota Division

CARNEY, JOHN W.
Loco. Engineer Sioux City, Ia.
FRANCE, THOMAS W.
Roundhouse Foreman Mitchell, S. D.

GRAF, PETER
Switchman Calmar, Ia.
KENYON, ROY F.
Custodian Kingsburg, S. D.
STANBRA, CHARLES H.
Switchman Sioux City, Ia.

Iowa and Southern Minnesota

DEARE, WILLIAM H.
Conductor Austin, Minn.
DOVENBERG, EDWARD M.
Loco. Engineer Austin, Minn.
MARTINSON, ALFRED E.
Section Foreman Fairmont, Minn.

Kansas City Division

HAMPSHIRE, JONAS F.
Car Clerk Ottumwa, Ia.

La Crosse and River

BUBLITZ, EMIL R.
Switchman Portage, Wis.
DORSEY, JACOB E.
Loco. Engineer Minneapolis, Minn.
FRICK, ERIC E.
Steam Shovel Operator LaCrosse, Wis.
GURSKY, FRANK J.
Section Foreman Tomahawk, Wis.
KRAUSE, WILLIAM F.
Loco. Engineer Wausau, Wis.
MC SHANE, JAMES J.
Chief Clerk & Cashier Hastings, Minn.
MIDDLESTADT, LEO E.
Loco. Engineer Minneapolis, Minn.
SMITH, CHARLES S.
Lieutenant of Police LaCrosse, Wis.
YUDS, GUSTAV
Section Foreman Columbus, Wis.

Milwaukee Terminals

BALLMAN, LEONARD
Machinist Helper Milwaukee, Wis.
FERGUSON, LEONARD
Switchman Milwaukee, Wis.
MATCH, MIKE
Laborer Milwaukee, Wis.
SCHUMELL, PETER N.
Train Caller Milwaukee, Wis.
SEVENANTS, FELIX
Car Inspector Milwaukee, Wis.
THOMASSER, FRANK
Car Inspector Milwaukee, Wis.

Rocky Mountain Division

BATES, ROY C.
Conductor Three Forks, Mont.

Superior Division

SCHINK, FRED H.
Loco. Engineer Green Bay, Wis.

Terre Haute Division

ALTENBERGER, WILLIAM J.
Machinist Helper Terre Haute, Ind.
BOND, JAMES B.
Section Foreman Walz, Ill.
MANN, HOUSTON
Loco. Engineer Faithorn, Ill.

Trans-Missouri Division

FULLER, ATHEL G.
Brakeman Mobridge, S. D.
McGEE, BOSTON M.
Train Baggage Man Miles City, Mont.
MIDDLETON, LEO
Loco. Engineer Miles City, Mont.
PRIDGEN, LELAND R.
Conductor Mobridge, S. D.
RIECKE, WILLIAM F.
Loco. Engineer Mobridge, S. D.

Twin City Terminals

GENTLEY, WM. R.
Chief Grain Clerk Minneapolis, Minn.
BORGESON, VICTOR C.
Car Cleaner Minneapolis, Minn.
CHRISTINA, JOSEPH
Painter Helper Minneapolis, Minn.
FINSTAD, CHRIST
Switchman Minneapolis, Minn.
LINDBERG, BENGT O.
Carman Minneapolis, Minn.
RITCHEY, GEORGE H.
Trucker & Janitor St. Paul, Minn.
TOWNS, HENRY A.
Switchman Minneapolis, Minn.
THOMPSON, NELS J.
Extra Gang Laborer St. Paul, Minn.

JANUARY

Chicago General Offices

BURNS, GEORGE A.
Claim Investigator, Aud. Sta.
Accts & O/C Claims Chicago, Ill.
STEVENSON, FRED H.
Walter Chicago, Ill.

Chicago Terminals

KINDRED, ERNEST L.
B&B Carpenter Chicago, Ill.

Coast Division

ANDERSON, ALBERT L.
Extra Gang Laborer Tacoma, Wn.
ANDERSON, WILLIAM W.
Barge Captain Seattle, Wn.
COOPER, HERBERT W.
Conductor Tacoma, Wn.

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RIECK, ALFRED A.
Switchman Seattle, Wn.
WAGNER, WILLIAM
Crane Operator Tacoma, Wn.
WILSON, JAMES P.
B&B Carpenter Seattle, Wn.

Dubuque and Illinois

GOSSARD, JENORIOUS F.
Section Foreman Fulton, Ill.

Hastings and Dakota Division

MACK SR., LOUIS F.
Car Inspector Aberdeen, S.D.
SCHELL, LAWRENCE
Section Laborer Milbank, S.D.
SORDI, JOHN
Hostler Aberdeen, S.D.

Idaho Division

BARRETT, REUBEN H.
Ex. Gang Timekeeper Warden, Wn.
DUNKLE, DAVID W.
Stationary Fireman, Loco.
Dept. St. Maries, Ida.
GREEN, LINDSAY E.
Carman St. Maries, Ida.
McKOWN, EDWARD T.
Conductor Spokane, Wn.

Iowa Division

DEAN, ALBERT L.
Section Laborer Lyons, Ia.
HUGHES, JOHN N.
Special Attorney Des Moines, Ia.
MOODY, WILLIAM C.
Brakeman & Baggage
man Des Moines, Ia.
SCHANTZ, FREDERICK W.
B&B Carpenter Cedar Rapids, Ia.

Iowa and Dakota Division

COE, LOUIS M.
Loco. Engineer Mason City, Ia.
HUNT, WAYNE W.
Cashier Yankton, S.D.
MALLORY, CHARLES C.
Conductor Sioux City, Ia.
MELVIN, GUY S.
Conductor Sanborn, Ia.
MOORE, AMOS L.
Loco. Engineer Mason City, Ia.
RODGERS, JESSE J.
Loco. Engineer Rapid City, S.D.
STRONG, WALTER J.
Loco. Engineer Mason City, Ia.

Iowa and Southern Minnesota Division

BERNATZ, BERT C.
Train Baggage man Minneapolis, Minn.
CALLIES, IVAN E.
Loco. Engineer Madison, S.D.
FRENCH, ELMER E.
Loco. Engineer Madison, S.D.
WOOD, EARL E.
Loco. Engineer Farmington, Minn.

Kansas City Division

BRADBROOK, CLAUDE H.
Switchman Kansas City, Mo.
GUINN, LEWIS
General Foreman, Track
..... Kansas City, Mo.

La Crosse and River Division

GOSTELLO, THOMAS R.
Janitor & Caller LaCrosse, Wis.
EDMONDS, WELLS R.
Conductor Portage, Wis.
ELLINGSON, PEDER H.
Ex. Gang Laborer Watertown, Wis.
FINEGAN, ARTHUR D.
Agent Wis. Dells, Wis.
HILGER, JOHN P.
Loco. Engineer Wabasha, Minn.

MAHOOD, HARVEY J.
Ex. Gang Laborer Watertown, Wis.
REUTER, CHARLES N.
Warehouseman Hastings, Minn.

Madison Division

BOHAN, DANIEL
Agent Avoca, Wis.
GOGGIN, THOMAS F.
Loco. Engineer Milwaukee, Wis.
REYNOLDS, BERNARD M.
Section Laborer Gays Mills, Wis.

Milwaukee Division

EMERY, WALTER R.
Conductor Chicago, Ill.
PERSONS, GEORGE D.
Loco. Engineer Milwaukee, Wis.
PLUMB, JAMES D.
Conductor Walworth, Wis.
SCHOLTEN, CONRAD
Conductor Chicago, Ill.
SMITH, WILLIAM
Ex. Gang Laborer Milwaukee, Wis.

Milwaukee Terminals

BAJERLE, MIKE
Oiler, Car Dept. Milwaukee, Wis.
CLANTON, ROBERT G.
Lamp & Supply Man Milwaukee, Wis.
KASTNER, ANTON
Machinist Milwaukee, Wis.
KOEPEL, BERNHARD W.
Machinist, Car Dept. Milwaukee, Wis.
MEHAN, JAMES E.
Asst. to Supt., Car Dept. Milwaukee, Wis.
MENTE, BERNHARD
Carpenter, Car Dept. Milwaukee, Wis.
RAHN, HERMAN A.
Molder Milwaukee, Wis.
RASCH, FRANKLIN J.
Baggage Checker Milwaukee, Wis.
SCHOTT, ROMAN J.
Store Helper Milwaukee, Wis.

TYLER, ALBERT W.
Clerk, Car Dept. Milwaukee, Wis.

Rocky Mountain Division

DAVIS, CHARLES F.
Loco. Engineer Deer Lodge, Mont.
MAXWELL, ALEXANDER E.
Loco. Engineer Deer Lodge, Mont.
MORITA, TOKUHEI
Motor Packer Deer Lodge, Mont.
WIESER, SR., LUDWIG K.
Car Inspector Deer Lodge, Mont.
WINTERHALTER, ROBERT
Section Foreman Clearwater, Mont.
ZUELKE, PAUL O.
Boardman Alberton, Mont.

Superior Division

BOUTOTT, WALTER A.
Loco. Engineer Oconto, Wis.
RICHARDS, ALBERT J.
Switchman Menasha, Wis.

Terre Haute Division

BLANCETT, WALTER
Pipefitter Helper Bedford, Ind.
DOYLE, EDWARD M.
Loco. Engineer Clinton, Ind.
KELLEY, GUY
Gen. Yardmaster Terre Haute, Ind.
SANTRACH, MIKE
Section Laborer West Clinton, Ind.
TOMAW, WILLIAM H.
Carman Terre Haute, Ind.
WENGER, ADOLPH
Oiler, Car Dept. Terre Haute, Ind.

Trans-Missouri Division

GINTHNER, FRANK J.
Machinist Mobridge, S.D.
KRZNOVICH, TONY
Ex. Gang Laborer Harlowton, Mont.

Twin City Terminals

ADAMS, SAMUEL N.
Cashier St. Paul, Minn.
BEHREND, GEORGE P.
Ex. Gang Laborer Minneapolis, Minn.
BROWN, EDWIN L.
Chief Clerk, Car Dept. Minneapolis, Minn.
CARLIN, CARL A.
Machinist Helper Minneapolis, Minn.
DRUGAN, FRANCIS
Ex. Gang Laborer St. Paul, Minn.
EMERY, ALBERTUS D.
Civil Engineer Minneapolis, Minn.
JACOBSON, CARL U.
Delivery Clerk Minneapolis, Minn.
RENHOLT, CHRISTIAN
Trucker Minneapolis, Minn.

Briefly Quoted

"Herbie" Turns Pedestrian for Comfort of Passengers

In these days, when so many public servants are doing merely adequate jobs, an outstanding example of remarkable service deserves a little publicity.

Your station master at Nashota, Wis., has always given more-than-efficient service. It has been cheerful service, smilingly performed, and in handling passengers or freight, Herbie (the only name the passengers know him by) gives superb assistance.

On one of this winter's sub-zero mornings it appeared that regular bus service between Oconomowoc, where your agent lives, and Nashota had been suspended. If your man waited until number 12 left Oconomowoc, it would have meant that the passengers waiting at the Nashota station would have been locked out for the 10 minutes or less that they usually wait. Having no car, your agent, in the pitch black of pre-dawn, walked the highway through ice and snow, from Oconomowoc to his Nashota depot. It must have taken about an hour and a half.

This little piece of information just happened to come out in some idle talk with Herbie about the weather. He has never referred to it again nor does he know this letter is being written.

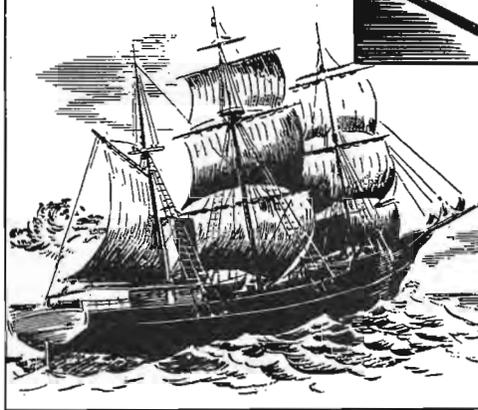
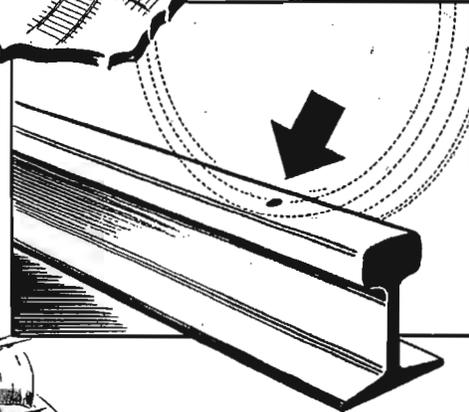
JOE R. SCHOENIGER,
The E. F. Schmidt Company,
Milwaukee, Wis.

Rail oddities



AUSTRALIA HAS 5 DIFFERENT GAUGES OF RAILROAD TRACK RANGING IN WIDTH FROM 2 TO 5 1/4 FEET.

THE POINT OF CONTACT BETWEEN A FREIGHT CAR WHEEL AND THE RAILROAD TRACK CAN BE COVERED BY THE AREA OF A DIME.



THE LARGEST SINGLE ARTICLE EVER "LOST IN TRANSIT" IS SAID TO HAVE BEEN A LOCOMOTIVE WHICH DISAPPEARED WHILE EN ROUTE BY WATER FROM AN EASTERN PORT TO A MID-WESTERN STATE IN THE SUMMER OF 1838. IT WAS NEVER FOUND.

ASSOCIATION OF AMERICAN RAILROADS 246

Porter Jacobs Dispenses "Service With a Smile"

In traveling back and forth between Aberdeen, S. D., and Minneapolis and Chicago, which I have frequent occasion to do, I have been in contact with many of the porters on your trains, most of whom are courteous and attentive toward passengers. However, I do want to cite for special mention a porter on the Olympian which left Minneapolis the morning of Feb. 6 for Aberdeen, in what I believe was car number 100; it is known as "the hunter's car."

This man's name is Jacobs. Due to a blizzard, the train did not arrive in Aberdeen until the next morning, about 15 hours late. The porter was on the job every moment, looking after the comfort and well-being of his passengers and his attentions and pleasant manner contributed in a large degree to the good nature of his passengers during what would otherwise have been a very trying trip. Contact with men like Jacobs makes life more pleasant and cheerful for all who are fortunate enough to meet him.

DON W. DE VEY,
President,
Farmers State Bank,
Westport, S. D.

First Ride on the Best Train

I took my 8-year-old daughter from Minneapolis to St. Paul on the Hiawatha for her first train ride and while talking to a lone-some soldier in the station he turned to her and said, "Honey, you can't beat taking your first train ride on the best train in America." You have a reputation to live up to!

HERBERT A. WILLIS,
Advertising Director,
Minneapolis Daily Times.

Customer Applauds Two

Recently I had occasion to purchase a ticket from Kittitas, Wash., on the Milwaukee Road, which necessitated special service on the part of two of your personnel, Miss Genevieve Sullivan and R. V. Gertz.

Because of the unusual courtesy, efficiency and action on the part of the two people mentioned, I believe their service warrants this note of commendation. Rarely have I had as pleasant an experience as in this instance. As a result I shall naturally think of the Milwaukee Road when traveling in the territory served by your system.

GARRETT F. LARKIN,
Oak Park, Ill.

The Milwaukee Railroad Women's Club

★ Kansas City Chapter

Mrs. Guy Rhodus, Historian

The turkey dinner given by our chapter for our families proved to be a happy reunion of old friends. The food and entertainment was enjoyed by all. We were told that our family of friends with the "Milwaukee" look forward to our dinners with pleasure.

January 9 club members had a luncheon and handkerchief shower in honor of two of our members, Mrs. Wm. Kinder and Mrs. L. Oots, who are moving from our city. Their friendship and able service in the club will be greatly missed. At our January meeting it was announced that a one-year subscription (2 copies each) of our leading magazines was given to both Excelsior Springs Veterans' Hospital and Wadsworth Veterans' Hospital as a Christmas gift to the boys. Our charter members wish to extend heartfelt sympathy to the families of Roy Siek, Mrs. Lee Thompson, Oliver Berlin, C. H. McCrum, and Mrs. Margaret McPherson (Mrs. John Dobson's mother).

The February meeting was preceded by luncheon served by Mrs. W. B. Alexander and Mrs. Nancy Coyle. At our president's (Mrs. J. Tarbett) place gifts were stacked high, these to express our appreciation of her untiring services during two most successful years.

★ Sioux City Chapter

Mrs. Ben Rose, Historian

Following the 1 o'clock luncheon on Jan. 21, the 1946 Board met for the usual annual instructions and the new year's business. In the absence of the secretary, Mrs. W. L. Eckert pro temmed. Committee chairmen and co-chairmen are: Ways and means, Mrs. A. M. Nelson, Mrs. L. E. Cotter; membership, Mrs. Geo. Wean, Miss Margaret Wean; telephone, Mrs. F. D. Morgan, Mrs. F. Pearson; social and dining room, Mrs. Geo. Gaskill, Mrs. J. O'Connor; safety first, Mrs. T. D. Hakes; purchasing, Mrs. R. C. Whipple; auditing, Mrs. Cecil Davis, Mrs. Leo Lamb; program, Mrs. E. Weiland, Margaret Wean; sunshine, Mrs. E. D. Cussens; good will, Mrs. J. T. Hansen.

A pot-luck supper preceded the January business meeting. With a long line of hungry people eager for nourishment, the streamlined cafeteria style of service proved so overwhelmingly popular it will be used during '46. Our new president, Mrs. J. Bailey, presided and the program for the year was outlined. We are on our way. A social hour of 500 followed, directed by Mrs. E. Weiland and Miss Margaret Wean, program committee.

★ West Clinton Chapter

Mrs. Wallace Jordan, Historian

We met November 21st with a good attendance and enjoyed a delicious chicken supper. We were glad to have as our honored guest, Mrs. Charles Weyrauch of the Terre Haute chapter; also Rev. Wm. E. Gannon, of Terre Haute, minister of the local Christian Church. Good cheer chairman reported 27 calls, three cards sent, and one dinner served in a bereaved home. Under new business was the report of the nominating committee submitted by Mrs. Earl Coleman, chairman. This report was accepted and the officers proposed were elected, with Mrs. Reed McGinnis re-elected president; first vice president, Mrs. Harold Skelton; second vice president, Mrs. Charley McCauley; treasurer, Mrs. Donald Bain; rec. sec'y, Mrs. John Gambill; cor. sec'y, Mrs. Ben Reed; historian, Mrs. Wallace Jordan. We hope

to make 1946 another successful year.

January 16th we met again with 50 members present. A chicken supper was served. Door prize was won by Mrs. Frank Stout. Meeting was conducted by President Mrs. Reed McGinnis. Reports for the year 1945: Good cheer, estimated value of gifts at no cost to chapter, \$44.75; 25 families reached; 246 personal and phone calls; 63 cards sent; Christmas baskets, \$8.57. Welfare, \$110.49. Membership, 441. Twenty-eight personal and phone calls and six cards sent were reported for January. Committee chairmen appointed are: Welfare, Mrs. Wallace Jordan; good cheer, Mrs. Jess Dunn; ways and means, Mrs. Ben Gaither; membership, Mrs. Harold Skelton; social, Mrs. Elisha McDonald; Publicity Mrs. Benny Connor; auditing, Mrs. Jess Kennedy; safety, Mrs. John Bailey.

★ Terre Haute Chapter

Mrs. Albert Duensing, Historian

The January meeting was well attended with installation of new officers, and the past presidents being honored guests. Each was presented with a corsage. The honored presidents were: Mrs. T. Colwell, Mrs. Geo. Huffman, Mrs. Aaron Wright, Mrs. Rawleigh Blackwell, Mrs. Walter Glass and Mrs. C. R. Longcar. The new officers installed were: Mrs. Patrick Bailey, president; Mrs. Oscar Bond, vice president; Mrs. Walter Glass, treasurer; Mrs. Richard Franzwa, recording secretary; Mrs. Jack Isbell, correspondent secretary; Mrs. Kenneth Cambell, ways and means; Mrs. Albert Duensing, historian.

The club sponsored a card party at the clubrooms Jan. 26, which was well attended. Committee consisted of Mrs. Kenneth Cambell, chairman, assisted by Mmes. Isbell Longcar and Duensing.

★ Savanna Chapter

Mrs. Raymond Schreiner, Historian

Savanna Club held its December meeting on the 1st. We were happy to welcome back our president, Mrs. Richard Adams, who had been ill for some time. The nominating committee submitted the following names for officers for 1946: Mrs. Richard Adams, president; Mrs. C. E. Kinney, 1st vice president; Mrs. O. C. Schmidt, 2nd vice president; Mrs. Albert Huber-bush, recording secretary; Mrs. Frank McDonnell, corresponding secretary; Mrs. Henry Hartung, treasurer, and Mrs. Raymond Schreiner, historian, all of whom were elected. Penny march amounted to \$1.37. The attendance prize was won by Mrs. Glen White. After the business meeting we held our Christmas party and gift exchange. Games were played, after which delicious refreshments were served at tables decorated in keeping with the Christmas season. The hostesses were Mrs. A. J. Cush, Mrs. Wm. Arna and Mrs. O. C. Schmidt.

The club met January 14 with Mrs. Adams presiding. Members repeated the club motto. Rental committee reported \$7.00 taken in. \$1.25 interest was received from our bonds. The good cheer committee reported \$2.55 spent. Mrs. Adams appointed the following committee chairmen: Sunshine, Mrs. James O'Neal; ways and means, Mrs. Chas. Ferris; house and furnishing, Mrs. Irwin Shrake; welfare, Mrs. Glen White; auditing, Mrs. H. J. Thayer, and Mrs. Carl Sodergren.

Attendance prize was won by Mrs. Harry Slade. Cards and "50" were played with prizes awarded to Mrs. Lloyd Hinshel in contract bridge, Mrs. Dan Kelly auction bridge, Mrs. Hans Sorenson in "500," and Mrs. Irwin Shrake in "50." Delicious refreshments were served by the hostesses, Mrs. Mathew Pollock, Mrs. Frank McDonnell and Mrs. Harry Williams.

★ Lewistown Chapter

Mrs. Charles H. Koch, Historian

Lewistown Chapter met Jan. 17 at the club room for a delicious dessert luncheon, with Mrs. J. P. Smeltzer as hostess. Reports were read and approved. Election of officers took place, the following officers elected: Mrs. C. A. Nummendor, president; Mrs. Ole Hannes, first vice-president; Mrs. M. J. Welch, second vice-president; Mrs. Otto Davey, treasurer; Mrs. J. P. Smeltzer, secretary; Mrs. R. Hale, assistant secretary; Mrs. Charles H. Koch, historian. The door prize was drawn by Mrs. William F. Foshag. All enjoyed a very pleasant afternoon.

★ Marion Chapter

Maude Holsinger, Historian

Our monthly meeting was held Feb. 14 with 28 members present. A dessert Valentine luncheon was served preceding business meeting.

Our March meeting will be a dessert luncheon followed by an afternoon of Red Cross sewing. Plans are being made for a supper for our returned service men and women. This will be held on April 10, the date of our regular April meeting. The afternoon was spent with cards and other games. Prizes were awarded to: Mrs. Joe Slater, Mrs. Mabel Conger, Mrs. W. D. Shank, Mrs. Grace Matthews and Mrs. E. Petrusch.

★ Iron Mountain Chapter

Mrs. Robert J. Baldrice, Historian

In the first gathering of the new year the Iron Mountain Club met in the Uren Cooper Legion rooms and planned a Valentine dinner to welcome returned veterans. After the business meeting cards were played. Mrs. Robert Baldrice won high in bridge and Mrs. Clara Hinkley in "500." Hostesses were Mrs. Otto Grade, Mrs. William Richtig, Mrs. Bert Shields and Mrs. Frank Brabant. The outgoing president, Mrs. Roland Schwallenberg, was presented with a gift.

★ Madison, S. Dak., Chapter

Mrs. Earl Allen, Historian

January 8 business meeting was called to order at home of Mrs. Milo Potter, newly elected president. Annual reports were read of work done and calls made. A farewell gift was presented to Mrs. Guy Winesburg, a past president of the club, who is leaving soon for Florida. Lunch was served at the close of meeting.

January 22 social meeting was held at the home of Mrs. Ben Long with the men as special guests. Cards were played during the evening. Refreshments were served by a committee composed of Mrs. Ben Long, Mrs. John Broderick, Mrs. Mike Perry and Mrs. Vern Eggebraaten.

★ Montevideo Chapter

Mrs. Pat Maloney, Historian

Monthly meeting was held February 1st. Mrs. Acers, president, presiding. Reports from various chairmen were heard. Good cheer, two bouquets, two cards and one call made. Ways and means reported \$35.00 cleared on a dance, and \$4.00 at the bingo party, which was held after the meeting. Mrs. Hoen reported 52 contributing and 36 voting members. There were 29 members present. Lunch was served by Mrs. Tim Warner, Mrs. Joe Andreas, Mrs. James Madden and Mrs. Pat Maloney.



Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Feb. 12th with a good attendance. Our club voted to have a party Feb. 16th in honor of returned servicemen and women. Good cheer chairman, Mrs. Obey, reported that two members who were ill were remembered with flowers and fruit, and a spray of flowers was sent at time of death of Miss Julia Clark, a member. Several articles were brought for the veterans at Hines Hospital. Mrs. Leo Ziebell won the door prize. After cards, refreshments were served by Mrs. Lawrence Nowitzke and her committee composed of Mmes. Fern Rawson, Edward Hahn, Henry Rege and John Dexter.

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Great Falls Chapter

Mrs. J. F. Steiner, President

A joint party was held at the clubrooms on February 14, the Northern Montana Service Club co-operating. Martin Larsen, who is retiring from the service, was the recipient of a lovely gift from fellow employees and friends. Among the guests were two returned servicemen, Robert Zeigler, from our freight office, and Robert Randell, Jr., son of Robert Randell, also of our freight office. We also have Arthur Nelson, son of Carman C. A. Nelson, back from the service.

A full roster of officers has been elected for the year 1946, with Mrs. J. F. Steiner, president; Mrs. C. M. Brown, vice president; Mrs. Mildred Washburn, treasurer; Mrs. Anne Hawkins, secretary.

February plans included the visiting of our East Base hospitalized soldiers who have been transferred to a hospital within the city. The boys were presented with a couple of decks of "Milwaukee" cards and current magazines. Plans for a pleasant year progress. The membership committee is active and very successful to date.



Portage, Wis., Chapter

Mrs. B. A. Gothompson, Historian

Portage Chapter met on Monday, February 4th, and in the evening served a covered dish supper to the members and husbands. A good crowd enjoyed the supper and the games played afterward. Our president, Mrs. Cafisch, supervised the games and those attending hope she will sponsor some more good times in the not too distant future. On the 28th of February the committee for February were hostesses at a public card party.



Chicago-Fullerton Ave. Chapter

Teresa Knippel, Historian

January 24 was really a busy day for the Fullerton Avenue Chapter, and Mrs. Borgerson and her board members were on hand early in the morning to get things started. This was also the day for the Sewing Guild of the Chicago Chapters under Mrs. H. A. Scandrett, chairman, and Mrs. J. T. Gillick, co-chairman, and it was impressive to see the great amount of work accomplished by the women for the veterans at Hines Hospital. They meet the fourth Thursday of each month and spend their time making bed jackets, cutting and sewing together strips of material for rugs, assembling crossword puzzle books, and doing much other work for the disabled men and women in Veterans' Hospitals. The club wishes to thank everyone who contributed to its recent appeal. Additional donations of cotton and wool pieces, old shirts, men's clothing, jigsaw puzzles, games, etc., will be gratefully accepted at all times.

As an added attraction a dairy products luncheon was served by Ruth Fisher Holbrook, Home Economist of the Bowman Dairy Co., and it was surprising to see the many and attractive dishes that can be served from such products.

Regular meeting was held in the evening and Mrs. Borgerson told of the Christmas packages and other articles delivered to the Hines Hospital veterans and of the gratitude of the men and women, and mentioned some of the pathetic cases encountered. Following this the new officers were installed by Mrs. A. J. Frandsen in the following order: Mrs. H. M. Borgerson, pres.; Mrs. R. E. Lindahl, 1st vice pres.; Shirley Brandau, 2nd vice pres.; Mrs. Carl Barclay, 3rd vice pres.; Marie Nixon, treas.; Anna Nasheim, asst. treas.; Marie Horatt, assist. rec. sec'y; Kay Karlowicz, cor. sec'y; Mrs. Tess Farr, assist. rec. sec'y; and Teresa Knippel, historian.



Dubuque Chapter

Mrs. A. J. Bensch, Historian

January meeting was preceded by a potluck luncheon at 12:30 with about 20 members attending. A delicious luncheon and a very pleasant time were enjoyed by all. The business meeting which followed was opened by the president, Mrs. McGough. After the reports were read the following officers were installed by Mrs. W. W. Graham: President, Mrs. P. McGough; 1st vice president, Mrs. J. Litscher; 2nd vice president, Mrs. Geo. Laskey; corresponding secretary, Mrs. Ed Lee; treasurer, Mrs. Z. Chaloupka; recording secretary, Mrs. M. Hobbe; historian, Mrs. A. J. Bensch. The meeting was then adjourned and a social time enjoyed by all.



St. Paul Chapter

Mrs. Wm. T. Giles, Historian

Monthly meeting was held on Jan. 8 in the Degree of Honor Hall. It was called to order by President Mrs. O. D. Wolke. Regular business was taken up, flag salute and club motto given. Chairmen gave reports, welfare, Christmas baskets nine; good cheer, 14 telephone and personal calls and eight cards; membership 403. Pres. Mrs. Wolke introduced Mrs. F. M. Washburn as the installing officer, and Dorothy Wolke as installing usher. Mrs. Wolke called the roll of officers and chairmen for the year. Mrs. Henry White supplied the music. The following officers and chairmen were installed: Pres., Mrs. O. D. Wolke; 1st vice pres., Mrs. Chas. Shafer; 2nd vice pres., Mrs. Art Mueller; treas., Mrs. R. A. Burns; rec. sec'y, Mrs. R. E. Lehman; cor. sec'y, Mrs. C. J. Marik; historian, Mrs. Wm. T. Giles. Chairmen of committees: Constitution, Mrs. D. J. Curtin; welfare, Mrs. J. T. Young; good cheer, Mrs. A. L. Barnes; ways and means, Mrs. R. H. Hutchins; membership, Mrs. F. M. Washburn; social, Mrs. H. Krefit; program, Mrs. L. G. Rutter; publicity, Mrs. H. Witte; auditing, Mrs. M. L. Medinger; safety, Mrs. D. Harrington. Mrs. Wolke then thanked the installing officer and usher and extended good wishes to all officers and chairmen. Door prizes of two beautiful bouquets were awarded to Mrs. Curtin and Mrs. Shafer. Birthday wishes were sung for members who celebrated birthdays in January. A delicious buffet luncheon was served with tea and coffee poured by Mrs. Wolke and Mrs. Washburn.

Board meeting was held on the last Monday of the month at the home of Mrs. Art Mueller. Sixteen members were present. A delicious luncheon was served. A card party was planned for the March meeting. Here's hoping it will be a big success.



Othello Chapter

Mrs. E. R. Berkey, Historian

Sorry I missed reporting the January 8th meeting. Following business session we spent the evening playing pinochle, Mrs. Jas. Beatson and Mrs. Chas. Davidson were hostesses. January 10th we had a hobo party at the club house with Mrs. Audie Hays, Mrs. Frank Schumacher and Mrs. Dana Mathews receiving prizes for their costumes. Games were played and a surprise farewell shower given Mrs. Callaway, who is leaving our club. Refreshments of buns and hot dogs served from tin buckets, and coffee served in tin cans, with club members all seated crosslegged on the floor around a "campfire" closed the evening.

Business meeting February 5th was well attended. Chairman Hays reported audit committee found all records balanced and the bank balance tripled in the past year. A cash donation was voted for the March of Dimes. Good cheer chairman reported members all well, or at least improving. Ways and Means Chairman Mrs. Schumacher was hostess at the regular card party February 12th.

★ *St. Maries Chapter*

Mrs. Charles Conley, Historian

Our January meeting was held at the clubhouse. The following officers were installed for the new year: Mrs. Walter Darry, president; Mrs. Elizabeth Hazzard, vice president; Mrs. Helga Strand, secretary; Mrs. William Seifert, treasurer; Mrs. Charles Conley, historian. During the business session reports were made by the chairmen of the various committees. Mrs. Darry then made her appointments. Welfare and Good Cheer, Mrs. J. Fuller, Mrs. E. C. Killips, Mrs. Carl Shewnack. Membership, Mrs. Elizabeth Haggard, Miss Cora Simms, Mrs. Charles Conley. Ways and Means, Mrs. F. V. Kennedy, Mrs. Guy Lowery, Mrs. William Seifert. Purchasing, Mrs. G. W. Bowmer, Mrs. H. C. Kuhlman. After the business session, a social hour was enjoyed, during which coffee and cookies were served.

Our February meeting was held on the 4th, President Mrs. Walter Darry presiding. Reports were read and filed. It was decided to hold our meetings in the evening in the future. Also decided to have a pot luck dinner for all Milwaukee employees and their families, to be held the 3rd Monday of February at the clubhouse. After a very interesting business meeting, the ladies spent the evening playing bridge. Mrs. G. W. Bowmer, retiring president, was presented with a gift from the club in appreciation of her help during the past year. Lunch was served at a late hour.

★ *Milbank Chapter*

Milbank Club met January 30. The pledge to the flag and the club motto were repeated. The members reported 12 hours of Red Cross work, two telephone calls, one card sent and food given. The club appreciated very much the gift of three lovely holders made by Mrs. J. M. Nobles. We agreed to collect articles for the veterans at Hines Hospital.

We voted to have a series of card parties this winter. The second was held February 13th. The returned servicemen of the railroad families and their wives were invited. Four new names are to be added to the service plaque. Bingo was played after the business meeting, and a bountiful lunch was served by the committee.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

On Jan. 8 meeting was called to order at the Park Hotel. Good cheer reported 38 personal and phone calls made, five cards sent and five families reached. Ways and means reported a profit of \$3.40; \$21.14 was spent on our Christmas party, \$10.92 was spent for Christmas gifts and cards to the remaining service men and women.

We were honored by the presence of Lt. Neeta McCathie of the U. S. Marine Hospital, Staten Island, who is home on furlough visiting her parents, Mr. and Mrs. J. McCathie. She gave us a very interesting discussion of the Public Health Service being carried on by the Federal Government. She is at present in charge of the 37 cadet nurses who have come to Staten Island Hospital to finish their last six months of training.

The following were appointed to serve as committee chairmen: Mmes. H. Moran, constitution and by-laws; V. Robison, welfare; L. Daniels, good cheer; R. Zeilsdorf, membership; K. Andrews, ways and means; J. McCathie, purchasing; L. Ormson, publicity; Wm. Bernard, safety first; E. Karner, auditing; J. McKegney, Red Cross; D. Bogert, social and program; R. Zeilsdorf, spotter. After adjournment luncheon was served to the 29 members and one guest present by Mmes. Wm. Bernard, L. Daniels, R. Zeilsdorf, L. Kallies, J. Krotzman, L. Greneo and K. Andrews.

March, 1946

★ *Council Bluffs Chapter*

Mrs. Earl Smith, Historian

Meeting was held January 2nd at the Y. M. C. A., our president, Mrs. Herman Jansen, presiding. Regular business was taken care of and reports were given. Good cheer reported sending ten cards, four plants, box of groceries, basket of fruit and nine Christmas cards to the veterans and to our older members at Christmas time. Also we had nine telephone and three personal calls. We gave \$5 to the Community Chest, and sent a \$2 gift to the Schick Hospital at Clinton, Iowa. Installation of officers was held. President, Mrs. Herman Jensen; first and second vice president, Mrs. Carl Schonberg and Mrs. Earl Smith; secretary, Mrs. Alfred Miller; treasurer, Mrs. Ed Lee.

February 6th we held a Valentine pot luck luncheon with 12 members present. Reports were given. Twenty hours of Red Cross work and 20 hours of sewing at the two hospitals during the month of January. Ways and means made \$2.60 on the sale of sponges. The auditing committee reported a balance on hand of \$88.12 the first of January. After the business meeting cards were enjoyed by all.

★ *Ottumwa Chapter*

K. M. Gohmann, Historian

It was encouraging to the new officers to receive such fine cooperation from the Milwaukee ladies in attending the February meeting, 47 being served at the luncheon preceding the meeting in the Service Room of the Iowa Gas & Electric Company. Meeting was presided over by Mrs. Fred Wilford, president. Other officers are Mrs. Harry Pile, 1st vice president; Mrs. R. O. Clapp, 2nd vice president and chairman of the Social Committee; Treasurer, Mrs. Norbert Davis; Recording Secretary, Mrs. Harry Nicholson, and Corresponding Secretary, Mrs. Ed McGuire.

Members were favorable to contributing \$5.00 to the March of Dimes fund, and \$10.00 to the Miller-Kennedy fund—a purse being raised by volunteer subscriptions for two Wapello County soldiers, who were gravely injured in the last war. Keith Kennedy is the son of our agent, E. D. Kennedy, at Ottumwa and had a portion of his face and both eyes blown out by the explosion of a land mine. During January members contributed 273 hours to various civic activities, 18 of our members spent six hours of one day in assisting with the work at the headquarters of the clothing collection drive, a part of the national collection of clothing to be sent to destitute people overseas.

Mrs. Tom Kemp will again serve as chairman of the sunshine committee; while our ways and means committee has as chairman, Mrs. I. H. Rasmus, with Mrs. Perry Grubs as co-chairman; Mrs. Wm. Fry heads the program committee; Mrs. C. W. Becker is chairman of the safety first committee. Our membership chairman, Mrs. M. L. McNeerney, reports that we are going along fine in our drive—our youngest member is Jane D. Johnson, granddaughter of Conductor J. L. Collins and daughter of Dewey Johnson of the mechanical department, who is five months of age. Our Red Cross committee is under the leadership of Mrs. C. F. Ebbert.

DELICACIES FOR THE TABLE

Specialties

Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables

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

★ *Miles City Chapter*

Mrs. N. A. Helm, Historian

Miles City met for its February meeting with President Mrs. Ruth Rehn presiding and with a large attendance. After repeating the club motto and pledge of allegiance, the various chairmen gave their reports. President Mrs. Rehn announced her new chairmen as follows: Auditing, Mrs. Pearl Huff; Mrs. Eastwall, ways and means; Mrs. Harold Reid, good will; Mrs. Jo Preston, sunshine; Mrs. Nellie Cain and Mrs. Ellen Greer, co-chairmen of membership Mrs. Winnie Walters, program; Mrs. J. Johnson, Red Cross; Mrs. Catherine Caudel, entertainment; Mrs. Hogan, social; Mrs. Mary Zuelke, telephone; Mrs. June Gray, refreshment; Mrs. Murette, Gilmore, publicity; Mrs. I. Cain, parliamentary; Mrs. Pearl Farr, safety; Mrs. H. Hilderman, housing.

Mrs. Jo Preston, sunshine chairman, reported 19 personal calls and two telephone calls. Mrs. Pearl Farr gave a very interesting talk on safety. She stressed precautions to be taken at home. Mrs. Hilderman, housing chairman, reported \$62 rental received. Welfare chairman gave help to four needy families.

Glen Reznor, accompanied by Mrs. Sam Stewart, sang two selections, Mrs. Glen Denton gave two readings, after which there was group singing and games which caused a lot of merriment. Refreshment committee, Mmes. R. Rehn, Linderman, Howard and Walters.

★ *Madison, Wis., Chapter*

Mrs. A. P. McMahon, Historian

Regular meeting was held February 7 with 39 members present. The committee decorated the club rooms in a very pretty Valentine theme for the party. Bridge was played and lunch served. We were pleased to introduce and entertain a new member, Mrs. McCrum. The penny march netted \$1.30. Mrs. Sam Smith and Mrs. Rogers received the door prizes.

★ *Marquette Chapter*

Mrs. Stanley Hunter, Historian

Regular meeting was held February 13th with a large crowd in attendance. The meeting was called to order by our president, Mrs. Gerald Connell, Jr., and the usual business conducted. Members voted to send cards instead of flowers to members who are ill. Report of membership drive was heard and plans for the luncheon for the new members were discussed.

Meeting adjourned and a social time followed. Cards were played and prizes were won by Mrs. Charles Reesdorf, high, and Mrs. Willis Kohl, traveling; and the door prize was won by Mrs. Herb Peterson. A delicious luncheon was served by Mrs. Roswell Sayre, Mrs. Frank Souli and Mrs. Lawrence Goltz.

★ *Austin Chapter*

Mrs. Wanda Valentine, Historian

A 1 o'clock dessert luncheon preceded business meeting held Feb. 7. The president, Mrs. Graves, presided. Plans were discussed for a party to be held in the K. of C. Hall, Feb. 16. The Service Club is joining the Women's Club in giving a dinner for all members of both organizations and the returned veterans from "Milwaukee" families. A program has been arranged and dancing and cards will be a feature of the evening's entertainment.

Mrs. Arthur Reilly won the attendance prize. Bridge and "500" were played. The hostesses for the month were Mrs. Frank Luskow, Mrs. Clyde Peed, Mrs. John McCarty and Mrs. Wanda Valentine.

★ *Black Hills Chapter*

Mrs. Matt J. Anderson, Historian

Black Hills' February meeting was held on the 11th with several guests present. After a short business session a benefit bingo party was given, with Mrs. L. A. McDonald and Mrs. Dan Kemmerling as hostesses. The evening was greatly enjoyed.

★ *Spencer Chapter*

Mrs. Leo Blanchard, Historian

The club met the evening of Feb. 11, with Mrs. Floyd Merchant presiding. Mrs. McCauley, Mrs. Groen and Mrs. Merchant were appointed on Good-Will Committee. Good Cheer Committee reported two cards and one plant sent during January. Ways and means chairman reported a profit of \$15.14 from benefit card party held recently. Plans were made for a dance to honor returning Milwaukee service men. "500" and pinochle were played after business meeting. Mrs. Merchant and Mrs. Santage served lunch.

★ *Tomah Chapter*

Mrs. Francis Brown, Historian

The club held its regular meeting at the Legion Hall February 6, with the president in the chair. Good cheer chairman reported seven cards, 25 calls and one blanket. Welfare chairman reported one family reached. Treasurer's report was given and approved. The Red Cross chairman reported 1444 hours worked on surgical dressings during the war, with the following ladies working: Mrs. Alfred Grassman, Mrs. Henry Kaiser, Mrs. John Honel, Mrs. Geo. Turcker, Mrs. H. Johnson, Mrs. H. Lanke, Mrs. Keene. Gray ladies worked 44 hours. The club voted to give \$25.00 to the Red Cross.

It was voted to have an auction to raise funds for the building fund in the near future. Mrs. Aug. Gabower won the door prize. The serving committee served a very nice lunch, which was enjoyed by all. The good will committee was appointed by the president, and we hope to entertain the service men of our railroad at Tomah in the near future.

★ *Marmarth Chapter*

Mrs. Forest Williams, Historian

Monthly meeting was held Feb. 14 at our clubhouse, President Mrs. G. B. Childers presiding. Mrs. Henry Durnback, our house and purchasing committee, bought some glasses. We discussed the purchasing of silverware and decided to wait until it is more plentiful. A delicious lunch was served, the tables being decorated in Valentine fashion. Hostesses were Mrs. Charles Berty, Mrs. Clay Patton and Mrs. Junior Finneman.

★ *Alberton Chapter*

Lola M. Chadwick, Historian

Alberton Chapter met February 6 with a good attendance. President Nan McClain presided over the business meeting. The secretary read a letter of thanks from the Deer Lodge Canteen thanking for the \$5.00 sent for the milk fund for the service boys. It was voted to send another \$5.00 for this cause. "Thank you" notes were than read from Mrs. Ella Brink, Pat Leary, Margie Rancourt, J. J. Kelley, Lois Cole and Stella Chadwick for remembrances from the good cheer committee. At the end of the meeting the group met at Olson's Cafe, where refreshments were served.

Milwaukee Road Girls A.A.U. Champs



Upper picture: Mary Gluchman, captain and star player of the Milwaukee Road girls basketball team, presenting the Central Amateur Athletic Union championship trophy to a group of officers in the Fullerton Avenue building. Left to right: G. W. Loderhose, freight claim agent; W. J. Kruckstein, assistant comptroller; Miss Gluchman; W. F. Miller, freight auditor; Harry Wallace, team manager; and Jack Jennings, coach.

Lower picture: The team receives the A.A.U. "Oscar" from Lyle Foster, chairman of the Central A.A.U. The others, left to right, are: Coach Jack Jennings, Marie Schaefer, Laverne Harris, Eva Paoli, Marilyn O'Donnell, Mary Gluchman (captain), Eleanore Zajicek, Marge Windt, Ann Tonelli and Manager Harry Wallace.

The Milwaukee Road girls basketball team climaxed a highly successful season in the Chicago Metropolitan Basketball League by driving to victory in the Central Amateur Athletic Union open tournament in Chicago on the night of Feb. 18. The girls, all of whom are employed in the Fullerton Avenue office building in Chicago, staged a real thriller in the finals of the tournament when they piled up a score of 23-17 against the None Better Ice Cream Company team

before a cheering throng of 1,000 spectators in the Lane Tech gym. On the men's side of the tournament the A.A.U. title went to the G.I. team from Fort Sheridan. The A.A.U. contest in Chicago was sponsored by the Chicago Herald-American.

The Milwaukee Road girls later competed in the state finals at Peoria, Ill., but were defeated by the Oakford "Indees," which team went on to win the state championship.

A New York firm applied to Abraham Lincoln some years before he became President for information as to the financial standing of one of his neighbors. This was the answer:

"Yours of the 10th received. First of all, he has a wife and baby; together they ought to be worth \$500,-

000 to any man. Secondly, he has an office in which there is a table worth \$1.50 and three chairs worth, say \$1.00. Last of all, there is in one corner a large rat hole which will bear looking into.

Respectfully,
A. Lincoln."

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

Marion Droese was united in matrimony to Arthur La Rue, Jr., on Jan. 19, at a very beautiful church ceremony, and was attended by three bridesmaids. Her picture appeared in the paper on Jan. 20 in connection with the announcement, stating that they would spend their honeymoon in California; however, she returned to work on Jan. 23 so it must have been a fast trip.

The wedding of Dorothy Kass to George Miklautsch was an event of Feb. 9. Alice Scibor served her as bridesmaid.

Marian Scharlow resigned because of her husband's return from overseas.

Marie Simpson took an early vacation in January, due to her husband's return from service overseas.

Joan (Ouillette) Rasmussen resigned on Jan. 26 to travel with her husband, recently discharged from the navy.

Janet Tabor took her two weeks' vacation early in February. Surely this cannot be hay fever season.

The U. S. Treasury Department issued a citation to Grace Roster, dated Jan. 9, 1946, "In appreciation of devotion to duty and your constant and loyal service to the war finance program, World War II, and is given in behalf of a grateful nation."

Honorable mention and commendation is due to Pross "Bobby" Roberta for her outstanding service on every Saturday evening during the past four years at the Service Men's Center canteen. Her only award has been the happiness she has brought to thousands of hungry and lonesome servicemen whom she has served.

Julia Feindt, who has been in ill health since Dec. 1, is slowly improving and confined at home.

Arline Roggow, who has been seriously ill at her home in Deerfield for several weeks, expresses her appreciation for the many cards and gifts she received.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Edward H. Sowle, ex-Tomah, Wis., rail, and since the opening of the office chief clerk to the supervisor of payroll taxes, is to be congratulated on his appointment as supervisor of payroll taxes, replacing the late Mr. Murray. Eddie was formerly in the district accountant's office at Milwaukee and came to Chicago to help in the establishment of the S.P.T. force. Stanley H. Johnson of the assistant comptroller's office has been appointed assistant to Mr. Sowle and Walter L. Grenlin, ex-auditor of expenditure man, has been promoted to Mr. Johnson's old position.

The passing of an old friend is a great loss indeed and less than a week after his 65th birthday and a scheduled office birthday party which had to be called off, Walter Henry Wallace passed from our midst. Mr. Wallace was born in Cork, Ireland, Jan. 25, 1881, and came to the United States in 1896. He was employed by several carriers but came to the Milwaukee in 1912 at St. Maries, Idaho, as a timekeeper and roadmaster's clerk. He held various position on the west end, including six years as agent at Melstone, Mont. From 1926 on he was in Chicago and recently in the bill and voucher bureau at Fullerton Avenue. Mr. Wallace's Irish smile will be one of the things we'll

miss in 1946. We offer our sincere and heartfelt condolences to the survivors.

With over 100 names on our military list, many of the boys are showing up again for work and a welcome greeting it is they receive. Back from the war to timekeeping during the past month have come Eddie Leibrock, gone since November, 1942; Quentin Robinson, a GI since October of that year; Dick Heckl, hell-bent-for-executing-Japs Marine with four years in service; Charley Gerstein, another GI with four years' service, and "Cholly" Dietrich, in service since September, 1942. Bill Wolter left that September and Johnny Dennison departed in March, 1943; both are back home.

Robert Ruud has rejoined the dining car staff at Western Avenue and Larry Botzon elected to try Ed Belzer's payroll bureau upon his return.

Lee Kleiber, a new bill and voucher "character," was formerly in the district accounting office at Milwaukee and chose Chicago for work after his GI emancipation.

Departees this month, temporarily or otherwise, included Nick Finkler of the payroll bureau, who sought other fields; Norbert Delort of the same force, who did likewise; and Emil "Harry" Becker, who took a leave, as did Betty Carroll, Grace Morrison and Eleanore Grutzmacher.

Newest and nicest solitaire on our floor is being worn by Marie Meyers of the audit section, who is going to make life worth living for ex-GI Sam Bruno in the near future. Not that Sam's life isn't okay now but this is bound to be a decided betterment. Congratulations, Marie and Sam!

Scheduled for departure for domestic life exclusively is Mamie Milwer of the book-keeping bureau. Someone will fill her spot as the buzzer-tender but we'll all miss Marie.

In our midst, on the second floor to be specific, blooms another Helen Hayes, Reinhardt or Barrymore. Mary Holmberg of the K.P. section, better known as "Little Mary," portrays the leading role in the

play, "Hand and Glove," presented by the Bradley Griffin's Uptown Players. Let's give the little girl a great big hand, please. It isn't everyone who can go from key punching to kleig lights, just like that.

Connie Spechts is all even with the world again—Frank Noffrie is home from the wars. What a difference a guy makes! Leaving her flock March 1 was Marie Kulton, queen of the key punchers. After 19 years of faithful service for the ol' Milwaukee Marie is calling it a day. We're glad Marie is "retiring" but the loss will surely be great in the SPT office. So it's so long—with a warning to Herb to watch out for Marie's "key punch." The best of everything, Marie.

Passenger Traffic Department

Doris Jones, Correspondent

William C. Klomp, known to all of us as the theatrical agent in the passenger department, was recently appointed assistant to general passenger agent. Now that the passenger department is again engaged in the full scale solicitation of business, the movement of theatrical groups will receive due recognition and Mr. Klomp will indeed be a very busy man.

It is also nice to report that Alex Marxen, who came back to us a few months ago, is now assistant general agent, passenger department.

After his discharge from the army early in February, Ralph Burbank stopped to say "hello" to his friends but decided he was entitled to a little vacation before returning to his position as secretary to H. Sengstacken.

Margaret Rogers, whom we knew when she worked for Fab Cogdell and Mr. Caldwell, was back to work for a month, for Mr. Sengstacken. Only a month just to fill in, but it was pleasant having her among us again.

Several members of this department were among those who enjoyed the skating party sponsored by the Chicago Passenger Club at the Armory Roller Rink on Feb. 11. Charlie Rank, who always has a good-time anywhere and found the skating party no



The Milwaukee Road American Legion Pioneer Post No. 768 committee in charge of the so-called "Get-Acquainted Shindig," which was staged on the night of Mar. 2 at the Lakeview Bowl in Chicago. Left to right: Thomas Walters, Ted Padgett, George Weigref, Charles Baker, L. Stahl and H. Smith.

exception, says Agnes Schubert of the general agent's office enjoyed herself very much because she didn't "fall down and break her 'promise' nor tear her nylons." Mary Mitchell and Bill Marsh, both from the reservation bureau, and John Hudson of the rate department, were a few of the "good skates" who attended. We understand that Ann Weber of the G.P.A. office skated with an MGM producer. She is our champion skater, having already won a trophy, but she's not deserting us for Hollywood.

We're not so sure about Neva Jewell, who spent her vacation in Los Angeles. There's no thrill quite like that of your first real trip on your own and our little gal was packed a whole week in advance in anticipation of the great event. After the many suggestions from her co-workers about what to see and do, she was thoroughly excited—not to say confused. But with friends living in Los Angeles to show her the interesting spots in and around Hollywood, a chance to visit her brother stationed at Camp Pinedale near Fresno, her first swim in the ocean and basking in the famous California sunshine how could she miss having a wonderful time.

When Verne Dohe left the passenger department to join Uncle Sam's forces several young ladies were decidedly sorry to lose the good comradeship of their fellow employe.

This is a good spot to extend a welcome to Wally Rogers, the new office boy in the rate department.

Operating Department

*Paul R. Ashland, Correspondent
Office of Assistant to Vice-President*

Time sure flies. Here it is already the windy month of March in the windy city of Chicago and time to get another column together.

Bringing the news up-to-date: It is noted that Mike Cavallo, formerly on the sick list, is now back with the office of the superintendent of transportation and Miss Walsh is back as secretary to the assistant to the vice-president—Safety-Fire Prevention.

Need an apartment? In Chicago, where apartments are just as scarce as a pair of nylons, it is a big problem. Chief Clerk Irwin Winkle, personnel, advises everyone to keep their ears cocked in the local barber shop, which is traditionally a place of gossip. In just such a way he heard of a soon-to-be-vacated apartment which resulted in a member of the Milwaukee family securing a much needed place to live.

The gals in the offices here have a sort of "grapevine" so my diligent search for news is rewarded as they all seem to know just when a fellow returns from service. Expected back soon in the office of the superintendent of transportation are Edward Mongelluzzo, now home in Chicago after service in the Pacific and Howard Beckler, reported on the way home from the European Theater.

Joining the ranks of home owners is John Jarmoutz, secretary to the vice-president, operations.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

During February Violet Mienke and Philip McDonald became engaged and we wish them much happiness.

Milwaukee seems to be a very good hunting ground, for several groups of "the younger set" have spent week-ends there recently. Just what's wrong with us, gals?

Kay Stewart of the typing bureau received a transfer to another office. Her friendliness is our loss and another's gain. Good luck, Kay!

Gladys Larsen tendered her resignation to become the wife of a Canadian soldier. The wedding will take place in Canada.

Julia Tognarelli and Hazel Reetz have returned to work. Both have been on furlough because of ill health.

Many more of our ex-service men are returning to the fold. The latest group includes Pete Teune, J. Rodney Grove, Wagons, Jack Milton, Swede Drangsholt and Gunnar Larson.

Bill Hanson resigned to return to his former position as salesman for the Brunswick-Balke-Colander Company. Anyone intending to buy a bowling ball should contact Bill; "He can get it for you wholesale."

I note that Mary Jane Corbett is wearing a lovely diamond. Good luck, Mary!

Dolores Paluch resigned on Feb. 23 because of ill health.

Chris Rogers has just been discharged. We would like very much to see him visit the office.

Purchasing Department

Josephine O'Hara, Correspondent

It had been a long, long time, but the day finally arrived when Bob Reiter again returned to room 717, Union Station, and you may be sure that he received a warm welcome from all of us. He insists that all of our worries

concerning the storeroom should now cease because he plans to take complete charge of this favorite room.

Don Russo is also back with us and we are expecting to see Bob Nordin walk into our midst almost any day now.

Yes boys, now that you have all come safely home we are beginning to think about that "welcome home" party which was planned at our farewell party for you. Our eternal gratitude will always be yours for the service you have done for us.

While we have all felt the effect of the strike situation, which placed a burden on the purchasing department in its attempt to procure delivery of material already on

BACK ON THE JOB. Vincent Schraub, ex-paratrooper, returned to the office of the general manager in the Union Station, Chicago, following his separation from service on Dec. 29, 1945. His unit, the 82nd

Airborne Division, followed the course of military operations through Italy, France, Belgium, Holland and Germany, and for his part in the campaign he was awarded the Purple Heart with Cluster.



order, substitute one material for another or locate our goods in warehouses, Traffic Clerk Elmer Eldridge has had additional trouble because of the now famous strike on the Toledo, Peoria and Western Railway. I.C.C. Service Order 354, which was issued to cover conditions arising from the strike, governs the routing of all freight from the East originating on the Pennsylvania Railroad in connection with the TP&W so Elmer had the problem of changing the routing of our freight.

A new office boy, James Rogers, has been added to the office force since the last issue. He is a Chicagoan.

Mr. Casey, our office manager, was pleasantly surprised Saturday noon, Feb. 9, on receiving birthday felicitations from so many in the department.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

The Milwaukee Road Chicago bowlers say a generous "thank you" to George Jung and his Milwaukee, Wis., aggregation for their splendid sportsmanship and hospitality on Jan. 29. Weatherall, Munson and Jung of the Milwaukee bowlers gave the Chicagoans the well known "once over," winning the second match to even up matters all around, except that Milwaukee has the edge on being good fellows and generous hosts. Chicago had Wonder Miller at the start who fized as a finisher, starting his third game with three strikes in a row but finishing with only 226.

Did you see it in The Sun and in the Lincoln-Belmont Booster? Walter Helwig, John Griffin, Joe Riplinger, Al Gerke and Eddie Madden helping Mrs. Elizabeth Carroll, 1332 Fullerton Avenue, celebrate her 83rd birthday on Feb. 4? Pictures in those papers showed them presenting her with a big birthday cake and a purse. Mrs. Carroll has lived at that address for 60 years. Her husband, James, who died 21 years ago, was a track foreman who helped to build the Milwaukee Road tracks from Chicago to Evanston. The "boys" at Fullerton Avenue building make her birthday a pleasant annual event. She expressed her pleasure for their kindness.

Herman Hoffman, switching bureau, after a month's leave to undergo a surgical operation, returned to work Feb. 11; says



Mrs. Elizabeth Carroll receives a birthday cake from some of her Milwaukee Road friends employed in the Fullerton Avenue building in Chicago. Her husband, who died a number of years ago, was a Milwaukee Road track foreman, and a son, James Carroll, Jr., is a retired Milwaukee Road brakeman. Shown standing are, left to right: J. T. Griffin, J. L. Riplinger, Mrs. Ray Graening, Al Gerke, W. F. Helwig and Ed Madden. (See story in J. A. Strohmeier's column at the right.)

all is well with him.

Call the gendarmes! Get a cop! Sgt. Timothy O'Meara, recently of the rate bureau, after returning from three years in the army in Africa and Europe, left the service to become a Chicago park policeman. We're looking forward to seeing him in his new uniform.

Wedding bells: Lucille Frank, L&IB bureau, was married on Feb. 10 to Nathan Carson of Rochester, N. Y. They will make their home in Chicago. The wedding gift to her from office friends was a 94-piece dinner set.

Cpl. Walter "Husk" Janz is back on the job in the rate revising bureau. After a year's service training in Missouri he was sent to England, arriving there in May, 1944, then to France following the invasion, and was in Paris two days after its liberation. He then went to northern France, Belgium and Germany. For some months after VE Day he guarded German prisoners at Kripps, near Coblenz. Frequently there were more than 200,000 of them at the camp. "Husk" also became engaged to Miss Gladys Barnfield of Staffs, England, a beautiful blonde, and is now awaiting government permission for her entry to the United States for their marriage. He has both a Combat and a Bronze Star.

Back on the job: Ruth Norman, S1/c, who served in the Waves at Washington, D. C., returned to work in the interline bureau on Feb. 16. Sgt. Otto Hartung, who was in Alaska for several years, has returned to the rate bureau. Sgt. William Kures, after four years in the army mobile accounting unit, much of that time in Calcutta, India, also returned to the rate bureau as did Sgt. Ray Schattnick, who was in similar service in the Pacific area. Ray was aboard ship for 13 days in the big typhoon off Okinawa.

Others who have received discharges and expect to be with us soon are Marine Eddy Marks, Vern Lindahl, Pfc. Ed Mueller and Ken Ebert.

Jim Murrin startled the review bureau, if not the entire office, with a new style duffle bag on Jan. 22. If the bag is an indication of the trip he will take it's going to be funny.

Friends of A. L. Patock, formerly head clerk, interline, who left the service in

BACK ON THE JOB. W. C. Wallis, public relations department regional assistant, is a civilian again after about two and a half years in the army. Wally was headquartering in Milwaukee when the army called on July 6, 1943. After 11 months in the deep South with the Air Corps, he transferred to the 744th Railway Operating Battalion, the Milwaukee Road's own. Two months later (August, 1944) he and the rest of the battalion hit Liverpool, England, and were sent directly to Normandy, France. In December, 1944, the battalion moved into Belgium, where he remained until transferred out of the outfit last September. The boat trip back took 21 days, 18 of which were spent trying to decide whether it would be better to stay below decks and die or rush to the rail and be washed overboard. He was separated from service on Jan. 7, 1946, and returned to the railroad shortly thereafter. His headquarters are in Cedar Rapids, Ia.



Some of the employees in the freight auditor's office who served their country and have returned to work. Left to right, seated: Otto Hartung, Vern Noelting, Allan McSween, Ruth Norman, Ken Ebert and Warren Burg. Standing: Marty Griebenow, Dan McCarthy, William Kures, George Schmalbeck, Roy Schattnick, William Beck and Walter Janz.

August, 1940, were saddened to hear of his death after a brief illness on Jan. 7. We extend sympathy to his family.

Someone asked why Helen Siciliani is wearing such a beautiful corsage on Jan. 28. Her friends said that it was their way of expressing their "happy birthday" wish to her.

Bowling League

Our Milwaukee Road Bowling League team race has tightened up to such an extent that eight of the twelve teams are favorites; however, don't go betting a new suit on your choice because there is a long wait in store for the winner. At the outset Sioux took the lead, which at one time was a six-game margin. Now it is a mere game over Hiawatha. Tied for third and fourth places are Chippewa and Arrow, while tied for fifth, sixth and seventh are Copper Country, Marquette and Olympian. The Pioneer Limited in eighth place arose from a season-long lethargy to find that it was only six games from the top, therefore, anything can happen.

To prove an old axiom, "Take nothing for granted," we cite the case of the sub-anchor of individual average standing. A. Sevedge bowled games of 121 and 127 and then a 243, which nearly doubled his first two games. Incidentally, it was four pins short of high individual season game. H. Tobin of the cellarite Tomahawks was another to make the headlines when he bowled 196, 211 and 218 for a 625 total, which is currently high individual series.

Teams	Won	Lost
Sioux	37	26
Hiawatha	36	27
Chippewa	34	29
Arrow	34	29
Copper Country	33	30
Marquette	33	30
Olympian	33	30
Pioneer Ltd.	31	32
Southwest Ltd.	28	35
On Wisconsin	28	35
Traveler	27	36
Tomahawk	24	39

Individual leaders: Martwick, 173; Peterson, 168; Fisher, 167; Tobin, 166; Hettinger, Jr., 165; Carey, 164; Lawrence, 163.

We acknowledge defeat by the Milwaukee, Wis., bowlers at their home alleys on Feb. 3. That makes it "even steven" but in April come the finals for the championship.

Hubby: "Goodbye, love. In case I am prevented from being home to dinner, I will send you a telegram."

Wife: "You need not trouble to send it. I have already taken it out of your coat pocket."

CHICAGO TERMINALS

Sleeping and Dining Car Department

Al Guettel has returned to work, well rested from a trip to New York.

Helen Haut and Catherine Masterson, stenographers, are also back from their vacations.

Clerk S. M. Boyce was called for military service on Feb. 19, 1946.

The following list of employees who have been separated from service also indicates the date of their return to work:

Waiters: M. C. Bridgeforth, Jan. 17, 1946; C. B. Williams, Dec. 26, 1945; L. Gladney, Jan. 19, 1946; O. Gillum, Jan. 9, 1946.

Porters: I. Fields, Jan. 15, 1946; J. T. Walker, Jan. 3, 1946; S. Watkins, Jan. 21, 1946; Thomas Bolton, Jan. 15, 1946.

Cooks: E. Monroe, Jan. 7, 1946; Frank Novak, Feb. 4, 1946.

Laundry: U. S. Wigfall, Jan. 16, 1946.

Western Avenue

T. A. Finan, Correspondent

The following have returned to their former positions after service with the armed forces: J. Athey, O. Schliep, G. Coconate, H. Opie, W. Elsworth, G. Arnold, E. Mann and W. Cruickank.

Congratulations to R. Lavelle on his recent marriage.

Ray Snyder has landed in San Diego after extensive service with the Marines in the Pacific.

Our deepest sympathy to the family of Marty Reegan, caller at the Boulevard, who passed away on Feb. 11. Marty was known to most railroaders in the terminal, having been employed here for a long time.

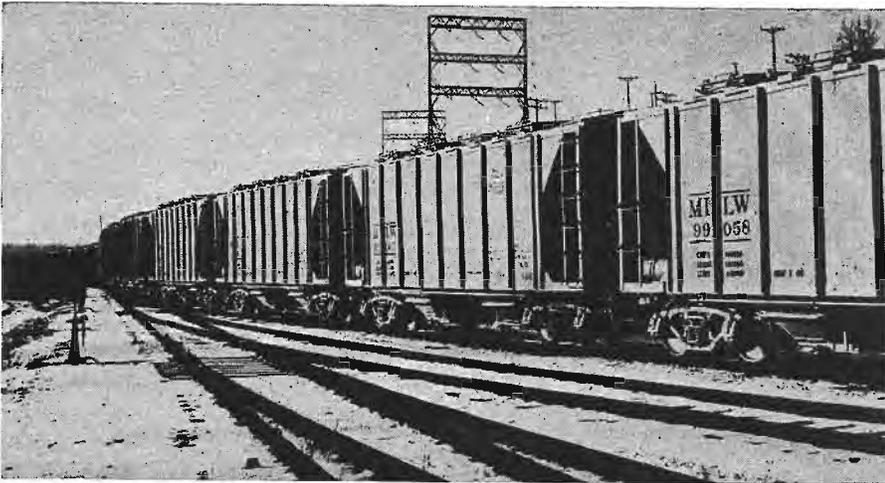
We welcome John Krakulik, the new caller at the Boulevard.

Welcome to J. Stoga, William Jensen and R. Neva, back from the army.

Our hope for a speedy recovery and quick return to work for our good friend, Harry Ericksen, Sr., towerman at A3, who is confined to St. Anne's Hospital.

Glad to see C. Lujan, B. Tews, F. Mueller and Clyde Van Zandt back from the wars.

Letters of appreciation from Superintendent Kiesele have been received by F. Hauboldt, J. Padfield, F. Pieza, H. Schmidt and E. Dillon, thanking them for their alertness on Feb. 1 when they discovered a fire in the Kinzie Street district and called the fire department and then proceeded to pull all cars from the track without damage.



Closed-top hopper cars, 35 of them, brand new and glistening in their fresh coat of light gray paint, stand on a siding at the shops in Milwaukee where they were recently built. These cars are ideal for the hauling of such commodities as bulk cement and sand and have many other uses besides. The road owns 25 others which were purchased in 1939.

Western Avenue Storehouse

(Contributed by Jack G. Elberink)

The boys from the Western Avenue storehouse are looking forward to spring. Yes, wedding bells will soon be ringing for our office girl, Marge. Loretta Fritz is getting a beautiful gown from Paris for Marge's wedding, as she is going to be one of the bridesmaids. P. S.: The gown is coming from Paris (Ill.) via parcel post.

Welcome back from service to our department are Bill Jenssen, Tommy Flynn and Sheridan Stevens. "Steve" enjoyed army life so well that he is again signing up with Uncle Sam.

Speaking of the army, Louis Benveniste also got a free suit from Uncle Sam. Yes, Louie has been called to do his bit for his country and is now stationed at Aberdeen, Md.

Rodney Rawls celebrated his 21st birthday last month. The gang presented Rod with a gift of money in honor of the occasion.

Tommy Flynn, our genial "wisecracker," is going to sing over WENR. Believe it or not, folks, Tom is going to sing the good old Irish lullaby "Da-go Wild, Simply Wild Over Me." We all know that Frank C. will give him two votes when it takes place.

Bill Jenssen's little girl had the misfortune to swallow a "bobby pin" and caused a great deal of excitement in the Jenssen household for a few days. Bill says he is going to frame the pin, which will be placed among his souvenirs.

Chick Breen, our local ex-champ wrestler, who hails from Elgin, is getting "spring fever" and it won't be long before he will be hitting the sawdust trail and the carnivals with his "athletic show." The boys are all waiting to be on hand for his opening night.

Marjory Ehrler is sporting a new diamond and we boys know that it won't be long

now. Marge spent a pleasant day in Milwaukee recently and took in the sights and also saw what "made Milwaukee famous"; and Marge says it wasn't the railroad, either.

Johnny Brizzolari has been having "foot trouble" lately. Yes, girls, he's taking up dancing and swings a wicked foot, so watch out.

J. P. McGauran, better known as "Mac," has been busy as a lark initiating the boys into the "Loyal Order of Gooms." "Mac" has his degree work down to a "T." What say, fellows?

New arrivals in our fold are Anthony Albano, Dominic Perillo and R. L. Anderson.

Saturday just wouldn't be Saturday if we didn't see Lido Andreoni, Jack Palmer and Bob Cooper and this issue wouldn't be complete if we didn't say anything about Jerry. He usually works the third shift and sleeps most of the day. Jerry, our storeroom pet, is none other than our cat.

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

Agent F. R. Lewis of Chicago Heights has accepted the agency at Mason City. We are sorry to lose you, Fred, but wish you the best of luck.

We welcome Agent J. T. Gerkey, who is succeeding Agent Lewis at the Chicago Heights station.

A person gets a lot of enjoyment writing up items concerning promotions, appointments and so forth, but when it comes to reporting illness or death—that is a different matter. Such is the case with Conductor Robert Kyle, who passed away at St. James Hospital in Chicago Heights, Feb. 3. Conductor Kyle had been an employe of the Milwaukee since 1915 and retired a few months ago due to ill health.

We are going to miss him around Faithorn and wish to extend our deepest sympathy to the members of his bereaved family. Sorry to report that Conductor C. E. Adams has been confined to the St. Joseph Hospital at Joliet for some time and wish him a speedy recovery.

Two switchmen who have been in the armed forces are back in our midst—Neil Lowman and Warren Hack. Both men have been overseas and are mighty happy to be back in the USA again.

Terre Haute District

T. I. Colwell, Correspondent
Superintendent's Office
Terre Haute, Ind.

Paul Frederick Hollis, son of Ed Hollis of the traffic department, returned home from overseas in the early part of February. "Penny" was a sergeant in the Marines and was with the air service ground force. He spent some time in the Hawaiian Islands and was also located at various other points in the Pacific area.

Chief Clerk William Nadzeika of the Terre Haute freight station left our service on Jan. 21 to accept a position as traffic manager with the Stran-Steel Company. We wish Bill a lot of success. He was replaced by Sam Whitaker, who is very well acquainted with the duties of chief clerk as he has been on this position previously.

A number of our car department boys at Terre Haute who were in military service have returned to active railroad duty and we are all very proud to have them back. Some of the boys returning are Earl Beddow, Earl Carter, John H. Deverick, Daniel Meyers, Orville McIntire, E. A. Reynolds and Warren Tarrah.

We have also been informed that Carman and Welder Kenneth Austin, son of car department Chief Clerk Herschel Austin, is reported on the high seas homeward bound. He was in the 712th Railroad Operating Battalion under Commanding Officer F. R. Doud of the Milwaukee Road. We will most certainly welcome his return.

Electric Welder Don Wilbur became the proud father of a new daughter early in February. Congratulations, Don!

We welcome back M. L. Nash, who has just returned to work in the car department at Terre Haute after being on sick leave for sixty days. We're glad to have you back, Luther.

C. C. Sims, Jr., was the successful bidder on third trick at Spring Hill and Don Fish the successful bidder on the first relief position put on bulletin since the new agreement with the telegraphers.

Another of our good operators has decided to take the pension, Millard French, third trick operator at Spring Hill, retiring as of Feb. 1 due to ill health. We will all miss "Frenchy" and hope that he can regain his health and enjoy his pension for a long time to come.

M. L. Petrie has returned to service after four years in the Signal Corps.

Jim Anderson has also returned to service after about two years in the navy and has taken third trick at Dewey as his regular position. We're

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glad to see him back. Dispatcher Jack Wright, we understand, is deliberating on whether he should go to the next bowling congress. He thinks he might have a pretty good chance to take top honors. After a try-out early in February Pat Bailey and Jim Ogden are inclined to agree with him. Jack let Pat and Jim total their scores and then could have given them a handicap.

Dispatcher "Doc" Heller says Fred Pearce has been conspicuously spending money and burning a better quality of cabbage leaves since Jan. 20 and he feels that our chief clerk has either stumbled into an inheritance or finally hit the baseball or some similar pool. In any event, "Doc" thinks that anyone whose finances are temporarily strained should be directed to our chief clerk until such time as lady luck can see her way clear to smile upon him again.

Looking Ahead from West Clinton, Ind.

(Contributed by Earl H. Lehman, Clerk)

Sympathy is extended to General Yardmaster M. L. Hewitt on the death of his father in January.

Our new general roundhouse foreman is Bernard LeBow. Also at West Clinton are Roy Magnuson, our new master mechanic, and Roundhouse Foreman John Gavin. Ottumwa, it looks as if we are getting some of your good men.

Carman C. D. Johnson had the misfortune to injure his right hand in January. "C. D." doesn't like painting with his left hand.

Roundhouse Foreman Clay Damer has returned to work after an extended illness. Glad to see you back, Clay.

Sympathy is extended to Brakeman O. A. Young on the death of his mother in January.

On Jan. 13 Conductor John Ball and crew, on train 75, discovered about 19 inches of rail missing in the track south of West Clinton. Yardmaster Hewitt lost no time in dispatching a yard engine and section men and the damage was soon repaired. Conductor Ball and crew and Yardmaster Hewitt are to be commended for their alertness and their quick action.

Carman F. J. Hunnicutt and wife were called to Tennessee in January due to the serious illness of a relative.

We are glad to see Conductor L. E. "Buck" Summers back on the road after an extended illness.

George Holloway, our west side foreman, has been quite ill for some time. We wish him a speedy recovery and hope to see him back to work soon.

Roundhouse Foreman Raymond Lockman of Latta paid us a short visit one day early in February. Glad to see you again, "Red."

Back from the wars are George Rambole of the car department; William J. Davis, son of Conductor R. T. Davis; and Brakeman Louis Cooper, Lee Brown and Edward Watson. By the way, it's the same "Ed" whose pictures we enjoyed seeing in Life magazine some time ago. We also welcome home Carman Donald Bain, who was recently released from the army.

We extend sincere sympathy to Brakeman Shuman Hunter, who lost his mother on Feb. 6.

D & I DIVISION

First District

E. Stevens, Correspondent
Office of Superintendent
Savanna, Ill.

Wedding bells: Norvalee Tuttle of the district storekeeper's office, Savanna, became the bride of Robert Swingley, also of Savanna, in a ceremony held in the First Methodist Church on Feb. 16.

Announcement has been made of the engagement and approaching marriage of Esther M. Heath, yard clerk at Savanna, to Leo L. Nast, son of Switchman and Mrs. Leo Nast, Savanna.

Anniversary congratulations: Conductor and Mrs. H. Brennan of Savanna, 25th wedding anniversary on Jan. 12; Switchman and Mrs. George Hummel of Savanna, 39th anniversary on Feb. 10; Frank Schrader, roundhouse employe, and Mrs. Schrader, 31st anniversary on Jan. 19; and Conductor and Mrs. Frank Sager, Savanna, 35th anniversary on Jan. 26.

Blessed events: to Yard Clerk and Mrs. Earl Anderson, Savanna, a daughter on Feb. 9; to Chief Clerk H. E. Datisman of the division engineer's office and Mrs. Datisman, a daughter on Jan. 23.

W. B. Myers, captain of police at Savanna, passed away at his home in Savanna on Jan. 27. Mr. Myers had been ill for some time and bedridden since Dec. 25. He had been with the Milwaukee Road for 30 years, entering the police department as a special officer, advancing to the position of lieutenant of police and was appointed captain on July 16, 1945. He is survived by his widow.

Switchman Albert Follett of Savanna yard died on Feb. 7 following a lingering illness. Bert started work as a call boy and until the time of his illness, the latter part of October, was a switchman in Savanna yard. He is survived by his widow. Funeral services were held in Savanna on Feb. 10 and burial was at Waukesha, Wis.

L. G. Cronin and Ed Volkman of the store department, Savanna, were guests at a farewell party in the Radke Cafe, Savanna, on Jan. 29, at which time they were both presented with a gift from the D&I staff officers. Mr. Cronin left on Feb. 1 for Galewood and Mr. Volkman left for Aberdeen, S. D.

Roundhouse Foreman P. McGough of Dubuque, Ia., after 38 years of loyal and efficient service, retired on Feb. 1 and we hope he will enjoy his well-deserved rest.

Changes in division personnel since Jan. 1: R. D. Claborn appointed division engineer at Savanna, succeeding H. Wuerth, retired; H. Whitham appointed assistant engineer at Savanna, succeeding Mr. Claborn; L. V. Schwartz returned to Savanna as district storekeeper on Feb. 1; Leroy Rogers transferred from the mechanical department at Elgin to Mitchell, S. D.; Frank Kerrigan appointed equipment maintainer at Elgin, succeeding LeRoy Rogers; Willis Clark appointed roundhouse foreman at Dubuque shops, succeeding P. McGough, retired.

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SUPERIOR DIVISION

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

The Superior Division has been out of the limelight for the past few months due to the lack of news. At the first of the year your correspondent tried a new scheme, sending out a circular letter to every station and department on the division and assigning to three or four stations the obligation to furnish some news each month so they would have some representation in the Magazine. Have had no response for the first two months from any of the stations assigned to furnish some news. Surely there must be something to write about.

Since the last news from the Superior Division the following employes have passed away: Conductor A. W. Holzknicht died at Milwaukee on Dec. 18, 1945; Conductor Sidney Willard, who recently retired on pension, passed away on Dec. 25; John Kocho, retired carman, died on Jan. 3; Anton Binnish, retired carman, was accidentally killed on Jan. 5; and Edward Meetz, retired locomotive engineer, died on Feb. 11. The sympathy of the Milwaukee employes goes to the families of these men.

Brakeman Owen Monfils paid a visit to the office while home on leave and is now going to Germany to join the army of occupation. He looks fine and we wish him a lot of good luck.

Conductor Peter L. Durben has been sick for the past six months, confined to his home, and we hope that Pete will soon get back on his feet.

Yardmaster William Tierney has just returned from his two weeks' vacation and is in good shape. There were no apples to pick at this time of the year.

The Washington Street passenger station is coming along in good shape and after it is remodeled will look like a new place. However, it will still be some time before it is ready for occupancy.

A new electric water pump for locomotives was installed in the well at Coleman, Wis., the latter part of January. The old pump, which was disconnected, was allowed to stand at the top of the well and the agent was notified of the change. However, he started the windmill which was formerly used at that point and after it ran all night complained the following day to Pump Repairer P. Holler that it did not pump a drop of water into the tank.

A former operator who worked under Agent A. W. Liese at Appleton, Wis., and who is now known as the Rev. C. E. Olsen, recently took charge of the Congregational churches at Shiocton, Seymour and Lee-man, Wis. He was formerly pastor of the Congregational church at Pittsville, Wis.

Orville (Jitterbug) Hansen has returned to work in the store department at Green Bay after being in service over four years, with 45 months of service overseas. We are all glad to see Orville back and he is anxiously awaiting the arrival of his bride from Australia.

MADISON DIVISION

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

Agent and Mrs. James F. Coleman of Whitewater announce the arrival of a baby girl, Mary Kay, on Feb. 10. Congratulations!

Extra Train Dispatcher R. A. Lawton of Milton Junction has resigned to accept a position with the Parker Pen Company. Sorry to lose Ray but wish him the best in his new venture.

Agent Dan Bohan of Avoca retired on Jan. 20 with a record of 72 years' service with the Milwaukee Road.

Conductor Earl Royston is ill at the Prairie du Chien Sanitarium.

Section Foreman N. C. Adler has been confined to his home with scarlet fever.

Lenore Olson Landl, daughter of District Passenger Agent M. L. Olson, who was formerly employed in the ticket office, Madison, is recovering from an operation at the Madison General Hospital.

Capt. Rupert Daniels, son of Helper Charles K. Daniels of the mechanical department and Mrs. Daniels, has been home on furlough after serving in the Pacific area over three years.

Train Dispatcher M. P. O'Loughlin has accepted a position at Montevideo, Minn. Matt was formerly employed as side wire operator at Madison.

Clemons Ring, retired crossing flagman, succumbed to a long illness on Jan. 19.

Station Helper Julius Elmer, New Glarus, passed away at a Madison hospital on Jan. 27.

Pfc. Earl J. Laufenberg, son of Machinist Helper and Mrs. Robert Laufenberg of Madison, is home on furlough after serving three years in the army—one year in the Pacific area.

H & D DIVISION

*W. H. Applegate, District Adjuster
Aberdeen, S. D.*

Any lack of H&D Division material in this issue is not because news or events were lacking on this busy division; it's because your new correspondent needs some help. Come on now, gang, send me the news and we'll stop singing the blues.

A real old-time blizzard lashed the H&D Division in South Dakota on Feb. 5 and succeeded in blocking the Olympians and some main trains for a number of hours with huge drifts in the Bristol to Milbank area. For a while Aberdeen was well populated with 16s poised for a break-through. Hats off to the crews who cleared the way and manned the throttles through the blinding storm.

**BACK ON THE
JOB, Wayne C.
Terry, who en-
listed in the Sea-
bees in October,
1943, was a water
tender 2/c on the
USS Spangenberg
until his discharge
on Dec.
6, 1945. The**



**Spangenberg,
first assigned to convoy duty in the
Mediterranean area, was later on sub-
marine patrol in the North Atlantic. In
March, 1945, it was sent to the British
Isles to serve under the British Ad-
miralty and at the close of the war in
Europe took part in rounding up sur-
rendered German submarines. Wayne
is now back on the job as a locomotive
fireman on the H&D Division.**



Bert Disbrow and daughter Darleen.

BACK ON THE JOB. Bert E. Disbrow, locomotive fireman, who returned to the H&D Division on Dec. 28, 1945, is a former member of the 104th Cavalry. He entered military service in June, 1944, and was sent to the European Theater of Operations, where he participated in the action at St. Nazaire, later proceeding to Germany by way of Belgium. He returned to the States in August, 1945, and received an enthusiastic reception from Darleen, who celebrated her seventh birthday while her daddy was in service.

I & S M DIVISION

East End

*H. J. Swank, Division Editor
Office of Superintendent
Austin, Minn.*

Congratulations to Dispatcher's Clerk K. M. Olson and wife, Austin, on the arrival of a baby girl, Feb. 12.

Henry Lucas, at one time roadmaster's clerk at Austin, visited the office Feb. 1, en route from Camp McCoy to Aberdeen after being mustered out of the army. Henry was with Lieutenant Colonel Hotchkiss' railroad battalion. He is fat enough to look the part of a mess sergeant, too.

Our sincere sympathy is extended to the bereaved relatives of Marshall Franklin, who died Jan. 24. Marshall was a former machinist in Austin roundhouse and has been on pension the past several years.

Harry Langdon, former special officer, Austin, resumed service Feb. 1, having been discharged from the army.

Welcome to Janet Smeby, a newcomer in our midst, who was the senior bidder for the bill clerk position in Austin freight office.

Harvey Peterson, who was displaced as roadmaster's clerk when LeRoy Williams returned from the navy, is now working as expense clerk, Austin freight office.

Harry Wilson, Jr., and Dick Melquist, two former first district firemen, have resumed service with the railroad after doing their bit for Uncle Sam.

Congratulations are in order for O. C. "Clyde" Peed, who was appointed chief dispatcher at Austin, succeeding F. M. Valentine, deceased.

Perishable Freight Inspector H. J. Rafferty has given up his naval uniform and resumed service at Austin while wife Margaret returned to her duties as agent at Oakland, Minn., Feb. 15.

Jim Gregerson has also returned from naval service and is back on his job as bill clerk at Madison, S. D. A. D. Moe, who held down the job while Jim was gone, has signified his intention of going to Pipestone as clerk as soon as vacations are out of the way at Madison.

News is rather scarce this month and hope you boys out on the line will take the hint and send in bits of interest for our column for future issues.

One item which escaped us and for which we apologize is the death of C. J. "Charlie" Cawley, former agent at Pipestone, Minn., who until his retirement had been the only agent at that station from the time the line was built. He retired in November, 1941. Mr. Cawley died in Austin, Nov. 30, 1945. Our sympathy is extended to his relatives.

TRANS-MISSOURI DIVISION

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

Robert Nelson, son of Mr. and Mrs. Swan Nelson of Miles City, has returned from the service. He was a sergeant in the Engineering Corps for several years, serving in New Caledonia, and has received his discharge. Robert and his wife and daughter, Carol Rae, will locate in Willston, N. D., where he will be employed by the Montana Dakota Utilities Company. His father has been yardmaster at Miles City for many years.

Gustave Waldow, former machinist apprentice at Miles City, has recently been promoted to the rating of technician, fifth grade. He has been in service for over 18 months, having served in the Philippines, and is now serving in Korea with a railway operating battalion.

Keith W. Trout, employed at Miles City prior to entering the navy, was honorably discharged on Feb. 3, 1946, at Jacksonville, Fla. He had been in the navy since April 10, 1943, and went overseas in September of that year, returning in July, 1945. Fourteen months of this period were spent at the naval air base, Hawkins Field, Tarawa. Keith and his wife are leaving shortly for California for a visit with his parents at Stockton, after which they will return to Miles City.

Pvt. Robert A. Wannebo, son of Conductor and Mrs. A. M. Wannebo of Miles City, has been spending his furlough with his parents. Bob has been in training with the Infantry and is scheduled to return to Ft. Ord.

Pfc. Virgil Haworth, J., son of Mr. and Mrs. Virgil Haworth of Miles City, has returned to the States, from France. He spent the past 14 months overseas with the Medical Corps and has received his discharge from the service.

Joyce Manage of Miles City has accepted a position as stenographer in the engineering department, taking the place vacated by Marjorie Scanlan, who resigned in January and went to California. We are happy to welcome Joyce to the staff.

COAST DIVISION

Tacoma

Superintendent's Office

Dr. Claude C. Leverton, 57, for many years Milwaukee surgeon at Tacoma, passed away on Jan. 30 after an illness which kept him in retirement for the past five years. One of the finest doctors in the West, Dr. Leverton was highly regarded by railroad men and we regret his untimely death. In addition to his wife, he leaves a son, David, in the navy, and a daughter, Jo Ann.

Mrs. Ruth Fullerton, stenographer in the office of the assistant general freight agent, Tacoma, enjoyed a visit in Los Angeles with her daughter and family.

Dispatcher Jack E. Bassett has returned from the Rocky Mountain Division and resumed service on the Coast Division.

Car Distributor C. A. "Andy" Norwood retired, effective Feb. 1. He had been employed as clerk on the Coast Division since 1917.

Ruth Schouboe, stenographer in the trainmaster's office, Tacoma, resigned the first of the year. Her position has been filled by Jack Potter, recently discharged from military service.

We were pleased to receive a visit recently from Frank J. Calkins, now general agent at Vancouver, B. C. Mr. Calkins opened the local freight office and was its first agent when the line was extended west, back in 1909. Another welcome visitor the same day was Jim Eccles, former chief clerk to the division superintendent. Jim is now residing in Seattle. We hope they will pay us a visit again.

Locomotive Engineer Carl H. Jacobson has requested a six-month leave of absence, effective April 1, to make a trip to Sweden to visit relatives. His last trip home was in 1931. We all wish him a pleasant trip.

Albert C. Miller, 78, retired conductor on the Coast Division, died Jan. 25 at his home in Tacoma. He retired in 1937 after 50 years of service for the Milwaukee Road.

We are sorry to report the death of Conductor W. M. Fairbanks, which occurred Jan. 21 following an accident at Black River on the 20th. Conductor Fairbanks leaves a wife and one daughter to whom our sympathy is extended.

W. S. Burroughs, depot ticket agent, Tacoma, and number two on the clerk's seniority list, has been absent from work since early in November on account of his health and decided to retire from

(Continued on page 32)

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.

**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE
MONTH OF JANUARY, 1946, AS REPORTED BY
DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices					Idaho Division				
Balcikonis, Adelaide	Aud. of Cap. Expend.	Chicago, Ill.	1		Aleson, C.L.	Spec. Supvr. Roadmaster	Spokane, Wash.	1	
Burtness, T. W.	Secretary	Chicago, Ill.	1		Allen, C.F.	Capt. of Police	Spokane, Wash.	2	
Demski, C.M.	Clk., Aud. Sta. Accts.	Chicago, Ill.	1		Brotchie, F.W.	Police Dept.	Spokane, Wash.	1	
Donald, W.H.	Motor Car Insp.	Chicago, Ill.	1		Peterson, W.M.	Storekeeper	Spokane, Wash.		1
Givens, W.C.	Asst. Ind. Engr.	Chicago, Ill.	1		Stevens, C.M.			5	1
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		3					
Gray, Jesse	Aud. Sta. Accts. Off.	Seattle, Wash.	1		Iowa Division				
Halsey, Geo. H.	Aud. Sta. Accts. Off.	Marion, Iowa	1		Boettcher, L.R.	Asst. Engr.	Marion, Iowa	3	
Kester, Harry	Bureau Head, Car Acct.	Chicago, Ill.	1		Bryant, Mrs. L.E.	Wife of Check Clerk	Council Bluffs, Ia.	2	
Leal, H.W.	Aud. Capt. Expend. Comp. Opr. Aud.	Chicago, Ill.	1		Taylor, C.R.	Secy-Clerk	Marion, Iowa	1	
Montgomery, Mrs. B.	Sta. Accts. Clk., Frt. Traffic	Chicago, Ill.	1					6	0
Nehf, W.W.	Chf. Clk. Frt. Traf.	Chicago, Ill.	2		Iowa and Dakota Division				
Olson, R.M.	Asst. Engr.	Chicago, Ill.	1		Anderson, Eric E.	Sec. Foreman	Delmont, S.D.	4	
Parrott, W.O.	Frt. Serv. Insp.	Chicago, Ill.	1		DeSomery, L.J.	Instrumentman	Mason City, Ia.	1	
Scott, W.C.	Chf. Trav. Aud.	Chicago, Ill.	1	1	Foster, W.S.	Sec. Foreman	Avon, S.D.	1	
Vraney, J.E.	Clk., Frt. Dept.	Chicago, Ill.	1		Knoernschild, A.E.	Blmkr. Fed. Insp.	Sioux City, Ia.	1	
Wilson, R.H.	Demurrage Insp.	Seattle, Wash.	1		Lowmsberry, M.C.	Sten-Clerk	Mason City, Ia.	2	
Woodward, Arch			1		Lunde, Gilbert	Blacksmith	Mitchell, S.D.	1	
			17	4	Monroe, E.E.	Boilermaker Hlpr.	Mitchell, S.D.	1	
					Murphy, J.M.	Roadmaster	Sioux Falls, S.D.	1	2
					Wegehaupt, Emil	Section Laborer	Delmont, S.D.	1	
								12	2
Chicago Terminals Division					Iowa and Southern Minnesota Division				
Bishop, N.	Asst. Agent	Galewood, Ill.	6	8	Belling, Jeanette	Wife of Agent	Wirock, Minn.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.	8		Blumer, Minne	Station Helper	Butler, S.D.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.	5		Dosey, E.H.	Cashier	Bloomington, Minn.		32
Brown, H.	Rate Clerk	Galewood, Ill.	6		Hayes, Albert	Operator	Albert Lea, Minn.	3	
Caruso, S.A.	Clerk	Galewood, Ill.	1		Heidtke, B.J.	Section Foreman	Brownsdale, Minn.	2	
Dyba, T.	Rte. Clerk	Galewood, Ill.	5		Hoffman, Ray H.	Chf. Carp. Clerk	Austin, Minn.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	2		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	3	
Evans, R.	Clerk	Galewood, Ill.	1		Simon, John E.	Sect. Foreman	Bloomington, Minn.		5
Ewing, J.J.	Clerk	Galewood, Ill.	5		Stephenson, C.W.	2nd Operator	Albert Lea, Minn.	1	
Hanson, H.	Clerk	Galewood, Ill.	6		Swank, H.J.	File Clerk	Austin, Minn.	2	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	5		Wopat, E.L.	Agent	Chandler, Minn.	4	1
LeMire, G.E.	Rate Clerk	Galewood, Ill.	133		Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	3	
Lemke, E.	Clerk	Galewood, Ill.	1		Wopat, Judy Ann	Daughter of Agt.	Chandler, Minn.	1	
McQuinn, R.D.	Clerk	Galewood, Ill.	2		Wopat, Nadeen	Daughter of Agt.	Chandler, Minn.	1	
Michelson, M.L.	Clerk	Galewood, Ill.	1					24	38
Miller, J.H.	C/L Notice Clerk	Chicago, Ill.	1						
Oeftering, J.J.	Rate Clerk	Galewood, Ill.	16						
Reimer, B.	Rate Clerk	Galewood, Ill.	1						
Stark, C.L.	Car Distributor	Galewood, Ill.	1						
Van Alstine, S.	Clerk	Galewood, Ill.	1						
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.	5						
			0	212					
Coast Division					Kansas City Division				
Brundage, G.L.	Clerk	Seattle, Wash.	1		Cain, Kathleen	Steno-Clerk	Kansas City, Mo.	1	
Campbell, Jewell M.	Clerk	Seattle, Wash.	1		Carlson, J.R.	Chf. Clk. to Agt.	Ottumwa, Ia.	1	
Carrotte, Clara C.	General Clerk	Tacoma, Wash.	1		Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	2		O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	1
Dolle, Thomas J.	Claim Clerk	Tacoma, Wash.	1		Sowder, J.W.	Chief Clerk	Ottumwa, Ia.	1	
Fullerton, Ruth	Stenographer	Tacoma, Wash.		3				4	1
Goldsbrough, A.	Revising Clerk	Tacoma, Wash.							
Morgan, Jean H.	Clerk	Seattle, Wash.	2						
Rasmussen, F.W.	Chief Clerk	Seattle, Wash.		1					
Rusch, H.	Stenographer	Tacoma, Wash.	1						
			9	5					
Dubuque and Illinois Division					La Crosse and River Division				
Dubmeyer, A.	Cutter	Dubuque, Ia.	1	4	Betsinger, Paul W.	Sec. Laborer	La Crosse, Wis.	1	1
Grim, Claude	Box Packer	Savanna, Ill.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	2
Horsfall, C.	Carman	Dubuque, Ia.		1	Erickson, E.	Chief Clerk	La Crosse, Wis.	1	1
Kurt, Francis B.	Clerk	Waukon, Ia.	6	3	Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	1
Millar, Lucille	Clerk	Dubuque, Ia.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	2
Rabun, L.H.	Mast. Mechanic	Savanna, Ill.	1		Philpot, S.F.	Asst. Supt.	Wausau, Wis.	1	1
Strauch, Calvin C.	Traffic	Davenport, Ia.	1		Ruder, George	Warehouse Frmn.	Merrill, Wis.	1	1
Thompson, L.E.	Chauffeur	Dubuque, Ia.	2		Ruder, Will iam	Yard Clerk	Merrill, Wis.	1	1
Unmacht, H.A.	General Foreman	Dubuque, Ia.	1		Schaad, Gregory	Trucker	Merrill, Wis.	1	1
Withhart, F.M.	Check Clerk	Savanna, Ill.	11		Schulner, G.A.	Sec. Foreman	Red Cedar, Wis.	1	
			25	11	Whalen, W.J.	Superintendent	La Crosse, Wis.	3	
					Zender, M.J.	Laborer	Wausau, Wis.	1	
								8	10
Hastings and Dakota Division					If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.				
Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	1						
Martin, P.E.	Stenographer	Aberdeen, S.D.	1						
Moriarty, Wm. J.	Chief Clerk	Aberdeen, S.D.	1						
Voet, Carrie M.	Steno-Clerk	Aberdeen, S.D.	2						
			5	0					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Madison Division					Superior Division				
Blethen, W.W.	Stenographer	Madison, Wis.	4		Brennan, J.M.	Storekeeper	Green Bay, Wis.	1	
Christensen, C.	Brakeman	Madison, Wis.	1		Brown, John L.	Chief Clerk	Plymouth, Wis.		1
Haffery, Howard R.	Frnt. Car Insp.	Janesville, Wis.	1		Buechler, F.T.	Superintendent	Green Bay, Wis.	1	
Harker, F.J.	Loco. Engr.	Janesville, Wis.	2		Bundy, Otto	Carpenter	Marinette, Wis.		1
Higgins, Betty Lou	Steno-Clerk	Madison, Wis.	2		Goodell, A.R.	Agent	Lena, Wis.	1	
Ison, K.C.	Switchman	Madison, Wis.	1		Herman, M.B.	File Clk. & Steno.	Green Bay, Wis.	1	
Kilian, A.M.	Chief Dispatcher	Madison, Wis.	2		Kasten, H.F.	Signal Maintnr.	Iron Mountain, Mich.		1
McGeen, John	Clerk	Waukesha, Wis.	2		Kramer, W.F.	Chief Clerk	Green Bay, Wis.	1	
Meurer, Wm. D.	Bag. Agent	Madison, Wis.	2	1	LaVeau, F.J.	Agent	Republic, Mich.	1	1
Keese, Ira	Cashier	Waukesha, Wis.	2		Matykowski, Paul	B&B Carpenter	Crivitz, Wis.		1
			17	1	McLean, W.H.	Warehouse Formn.	Green Bay, Wis.	1	1
					Miskimins, Roy R.	Mgr. Mtr. Trans.	Green Bay, Wis.	1	
					Witters, W.L.	Car Foreman	Green Bay, Wis.	1	
								8	5
Milwaukee Division					Terre Haute Division				
Alderson, J.V.	Agent	Truesdell, Wis.	2	1	Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.	1	23
Baitinger, Glen	Sec. Foreman	Winneconne, Wis.	2		Stangle, Jessie	Carman	Terre Haute, Ind.	1	23
Benzing, Henry	Equip. Mntnr.	Horicon, Wis.	1						
Brown, E.P.	Clerk	Racine, Wis.	1						
Dunning, Hazel, H.	Operating	Milwaukee, Wis.	1						
Folkman, Otto	Track Laborer	Horicon, Wis.	1						
Harper, Vernon	Track Laborer	Horicon, Wis.	2						
Hughes, W.J.	A.M.M.	Beloit, Wis.	7						
Johnson, L.M.	Agent	Waupun, Wis.	2	2					
Kohl, W.J.	Ret. Sig. Mtnr.	Horicon, Wis.	2						
Noel, M.E.	Roadmaster	Horicon, Wis.	2						
Olson, A.H.	Roadmaster	Horicon, Wis.	1						
Passage, G.E.	Trainmaster	Horicon, Wis.	1						
Whitty, H.	Mtce. Clerk	Horicon, Wis.	1						
Willers, John	Sec. Foreman	Horicon, Wis.	2						
			26	3					
Milwaukee Terminals and Shops					Trans-Missouri Division				
Chelhar, Anton	Jr. Rate Clerk	Milwaukee, Wis.		18	Gray, John Jr.	Pipefitter	Miles City, Mont.	2	
Cheney, R.S.	Instrumentman	Green Bay, Wis.	1	2	Kempton, R.A.	Loco. Engr.	Miles City, Mont.		1
Doss, Mickey	Ext. Clerk	Milwaukee, Wis.		4	O'Donnell, E.O.	Sect. Laborer	Keldron, S.D.	1	
Freund, Pearl J.	PM Bill Clerk	Milwaukee, Wis.	1	1	Revlng, O.O.	Conductor	Miles City, Mont.	5	
Graff, Archie W.	Chauffeur	Milwaukee, Wis.	1	10	Schneider, J.	Sect. Foreman	Keldron, S.D.	1	
Hoerl, Joseph M.	Supvr. of Rates	Milwaukee, Wis.	1	1	Weil, Art	Sect. Foreman	Morristown, S.D.		2
Kabacinski, E.	Load Inspector	Milwaukee, Wis.	1	2				9	3
Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.	2	1					
Kowalski, Bruno J.	Rate Clerk	Milwaukee, Wis.	1	2					
Martin, Stanley	Chief Clerk	Milwaukee, Wis.	1						
Mulholland, L.	Carman	Milwaukee, Wis.	2						
Noot, Robert H.	Timekeeper	Milwaukee, Wis.	1						
Rieboldt, Fred	Ret. Painter	Milwaukee, Wis.	3						
Sobczak, Alice	Rate Clerk	Milwaukee, Wis.		5					
Stark, Ray	Carman	Milwaukee, Wis.	1						
Vail, Frank	Freight Office	Milwaukee, Wis.		1					
			13	45					
Rocky Mountain Division					Twin City Terminals Division				
Abel, F.C.	Gen. Clerk	Lewistown, Mont.	1		Bornquist, I.W.	Carman	Minneapolis, Minn.	1	
Baumgartner, Geo.	Conductor	Lewistown, Mont.	1		Murphy, P.J.	Police Dept.	Minneapolis, Minn.	1	
Hale, Ray	Roadmaster	Lewistown, Mont.	1		Samuelson, LeRoy	Clerk	Minneapolis, Minn.	1	
Lancaster, E.	Clerk	Lewistown, Mont.	1		Williams, V.J.	Per. Frt. Insp.	Minneapolis, Minn.	1	
Leibel, George	Trvl. Sig. Mtnr.	Butte, Mont.	1					4	0
Mundt, Ed	Car Foreman	Lewistown, Mont.	1						
Newbury, Mabel	Clerk	Lewistown, Mont.	1						
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1						
Reuther, Ann	Rate Clerk	Lewistown, Mont.	1						
			9	0					
Seattle General Offices					Number of Traffic Tips Reported During January, 1946				
Brundage, W.W.	CFA	Seattle, Wash.	4		Division	Pass. Tips	Frnt. Tips	No. of Tips per 100 Employees	
Cumming, J.R.	Asst. Tax Commnr.	Seattle, Wash.	1		Seattle General	25	5	16.2	
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	3		Iowa & S. Minn.	24	38	6.9	
Harris, H.E.	CFA	Seattle, Wash.	4		Chicago Terminals	—	212	6.5	
Mahoney, John S. Jr.	Steno for WTM	Seattle, Wash.		1	Madison Division	17	1	2.6	
McClain, Keith E.	Secy. to Gen. Mgr.	Seattle, Wash.	5		Dubuque & Illinois	25	11	2.1	
McFadden, V.R.	Trav. Acctnt.	Seattle, Wash.		2	Milwaukee Division	26	3	2.1	
Naramore, H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1		Superior Division	8	5	1.8	
Nelson, Mildred	Secy. to WTM	Seattle, Wash.	2		Terre Haute Div.	1	23	1.8	
Reynolds, F.D.	Telegrapher	Seattle, Wash.	1		Milwaukee Terminals	13	45	1.1	
Sanders, R.	CFA	Seattle, Wash.	1		Trans-Missouri Div.	9	3	1.0	
Sedgwick, A.L.	Asst. Ind. Commnr.	Seattle, Wash.	1		Coast Division	9	5	0.9	
Stoll, E.J.	Asst. Ind. Engr.	Seattle, Wash.	2		Idaho Division	5	1	0.9	
Strassman, J.N.	Auditor	Seattle, Wash.		2	Chicago General	17	4	0.8	
			25	5	Iowa and Dakota	12	2	0.8	
					La Crosse & River	8	10	0.8	
					Rocky Mountain Div.	9	—	0.8	
					Kansas City Div.	4	1	0.6	
					Iowa Division	6	—	0.4	
					Hastings & Dakota	5	—	0.3	
					Twin City Terminals	4	—	0.2	
					Miscellaneous	—	—	—	
					TOTALS	217	369	1.7	

Sailor: "But, Doc. I'm only here for an eye exam. I don't have to take my clothes off for that, do I?"

Next in Line: "What are you kick-

ing about? I only came to deliver a telegram."

The big things you can see with one

eye closed. But keep both eyes open for the little things. Little things mark the great dividing line between success and failure.

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

MAUMEE INDIANA

WASHED AND DRY DEDUSTED



MINED AND SHIPPED BY
THE MAUMEE COLLIERIES COMPANY
 TERRE HAUTE, INDIANA

Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.
 Milwaukee, Wis.

ALLEN & BERG CO.

255 Hennepin Ave.
 Minneapolis, Minn.

Official Watch Inspectors

for

The MILWAUKEE ROAD

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service

Clerk Cliff James, whose hobby is the collection of new and rare rhododendrons, has some new ones recently imported from England.

Yard Office

Newcomers to our Road as brakemen the past month were C. P. Newell, I. C. Benson, A. E. Cromwell, G. C. Meyers, D. A. Meyer and A. J. Ryan. Among the newly employed switchmen in the yard are H. M. Brumbaugh, E. T. Kelly, M. C. O'Dell, H. A. Graham and H. A. Erickson.

We welcome back the following men who have spent a number of years in the service of our country: Harold L. Palmer (four years with the armed forces in the Pacific), R. S. Howard, Brakeman William J. Turner and Conductor and Brakeman Marvin Canary.

Seems like the war has done things to our equipment so Yardmasters George Perry and Don Neuenf have come up with a suggestion to the G.Y.M.; "Why not put two cars together and make one good one?"

John S. Gates, former clerk in the yard office, who enlisted in the army about four years ago, was discharged on Dec. 30, 1945, and has bumped in on position 402, A.C.Y.C., formerly held by Ray Haskins.

Freight Office and Passenger Station

Passenger Ticket Clerk William S. Burroughs, who had the distinction of being number three on the clerk's seniority list, having entered the service on July 1, 1909, has resigned to take the pension. Mr. Burroughs made a host of friends during his service with the Milwaukee and his fellow employes wish him many happy days in the future. His position was taken over by Glen Russell, another old-timer, who worked alongside Mr. Burroughs for a number of years.

The freight office welcomed back into the ranks Pearly L. Cowling (better known as Loren), who enlisted in the Transportation Corps on Aug. 23, 1943. He has taken over the outbound revising bill clerk job, displacing G. Moe, who has returned to the depot as baggage and ticket clerk.

Another former freight house employe who has returned from service is Sgt. Joseph A. Johnson, who was recently discharged. Joseph is taking a well-earned vacation.

It was with regret that we learned of the resignation of Mrs. O'Leta Irvin, who has just accepted a position with the Tacoma Engraving Company. However, with the return of the former service boys, O'Leta saw the handwriting on the wall. We will miss her.

Chief Clerk L. R. Powels was delighted when he recently received a radiogram from Pearl Harbor. It was sent by his son, Lt. (j.g.) David J. Powels, advising that his ship, the U.S.S. *Harity*, a mine sweeper, was on her way home and that he expected to be in the States very soon.

Blessed events: A baby girl, seven and a half pounds, at the home of Brakeman L. L. Anderson, and a baby boy, eight and a half pounds, at the home of Brakeman and Conductor Roy B. Craig, Jr., whose father is trainmaster on the Idaho Division. The new baby will be named Roy B. Craig, 3rd.

We regret to announce that Mr. Thiele, Magazine correspondent for the Coast Division, has resigned due to illness. We will miss his smiling face, as he called to gather the news each month. All wish him a speedy recovery and a return to his old love, as he derived a lot of pleasure from writing for the Magazine.

We have adopted a unique system for gathering our news—the "news box" which has been installed in the cashier's office. This will be especially convenient on pay day when all who call for their checks will have an opportunity to deposit their contributions.

The only way to make a "come back" is to go on.

(Continued from page 29)

active service on Feb. 2. His position was filled by G. I. Russell.

Chief Dispatcher J. P. Rothman of Port Angeles plans to retire April 1 and Dispatcher H. L. Wiltout retired March 15.

Coast Division employes returning recently from military service include Robert W. Ashton, Donald F. Willey, John W. Gilk, Robert D. Hogue, Mayo W. Scott and S. M. Liddane.

Engineering Department

Jack Davis, son of Herb Davis, is out of the Army Air Corps and is now attending the College of Puget Sound. Before he came home Jack took unto himself a wife, the former Arline McCauley of Washington, D. C., and Minneapolis, Minn. Arline's father is a former employe of the Milwaukee's traffic department.

We have two new faces in the office: Jack Wilson, formerly of the engineering department, is now working as rodman after his service in the navy, and Sylvester Uhl, who was recently discharged from the army, is also working as rodman.

Just now we have five extra gangs working on the division: Foreman E. E. Long at Smyrna, C. E. Rozell and J. F. Olson at Effensburg, O. J. Berka at Tacoma and Jeff Fortney at Port Angeles, with a total of about 285 men.

Car Department

Robert Ramsay is the new steno-clerk in the office of the district general car foreman. Robert served in New Guinea and the Philippines.

Paul James, former file clerk, car department, who recently returned from the Philippines, is now stationed at Ft. Sill, Okla.

Rhinehart Koch, discharged from the army, is again with us, working in the coach yard.

David Koch, retired carman helper, was a visitor at the shops and office recently. We are always glad to see David.

File Clerk Minnie Jurich is doing a lot of ice skating and skiing this winter as is Mrs. Bernice Riippi, stenographer. Bernice's husband served with the ski troops during the Italian campaign and is an expert skier.

The car department had several furloughed service men working at Tacoma shops during the recent railroad labor shortage. A few were inexperienced in railroad work but all did a good job and were fine fellows. Some, when leaving, expressed the desire to return to work for us after their discharges from military service.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Pvt. Gene L. Porter, formerly transit clerk in the local freight office, is now stationed at Sheppard Field, Tex. Gene says it is located three and a half miles from NOWHERE, surrounded by miles of NOTHING, which grows quite abundantly. He says that Seattle looks better to him although he is enjoying army life.

Mrs. C. R. Gordon, wife of Agent Gordon of Sequim, has been confined to the Virginia Mason Hospital for some time. Mr. Gordon has been here with her. He was relieved at Sequim by Harry Anderson, our Seattle station adjuster.

Peggy Appell and Donna Robb are wearing beautiful sparkles on their left hands. More about that later.

Doris Nicola of our bill room, daughter of Section Foreman C. G. Nicola of Missoula, was married on Feb. 2 to Joseph Sloan. Mr. Sloan spent the last two years with the Marines in the South Pacific. They will make their home in Pierre, S. D.

Cliff W. Rowe, chief engineer of the tug *Milwaukee* of our marine department, is confined to the Providence Hospital. He is getting along fine. His duties as chief have been taken over by Assistant Chief Joe Meade.

The position of army liaison clerk, which was held for the duration by Ray E. Fink, was abolished on Jan. 31. Ray has taken back his old position as general warehouse foreman, relieving Roy E. Edwards who has been assigned to other duties.

William Wallace has been appointed assistant general passenger agent, Lines West, with headquarters in Seattle, under General Passenger Agent J. F. Bahl. Mr. Wallace has been with the *Milwaukee* Road since 1919 and was stationed in Detroit prior to his transfer to Seattle.

Grandma for the first time! Mrs. Elizabeth Goshka, typist-bill clerk, just returned from California where she went to visit that new grandson. Mrs. Goshka recently moved to Seattle from Mobridge, S. D., and expects to make her permanent home here.

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

"Butter, butter, who's got the butter?" That is what has been worrying Special Agents George Walkup and Leonard Lyons of late. Well, they are not the only ones who are worrying about the shortage of butter these days.

Yardmaster A. L. McDonald of Seattle yard spent two weeks visiting relatives in Minneapolis, Minn., during January. This is Mac's annual outing. He was relieved by Coy Carter.

Welder Foreman H. W. Martin, working out of Tomah, Wis., was in Seattle yard for a couple of weeks building up frogs and crossings. From here he worked his way over to Tacoma.

Roundhouse Foreman R. W. Janes, after quite a long siege of illness, is again back on the job, looking finer than ever. George Dolan and Charley Balsch, the boys at the

Fireman Wallace Johnson receives a handshake of appreciation from Tillie Levy, age 86, whose life he saved at the East 25th and D Streets crossing in Tacoma on Feb. 7. When Johnson saw that the woman, who is deaf, was unaware of the approach of the diesel engine, despite its warning bell and whistle, he leaped to the ground, dashed ahead of the engine and snatched her out of the way. Rinaldo Keasal, who was standing nearby with the president of the Tacoma Chamber of Commerce, and who reported the incident to Superintendent Wylie, said: "I thought surely he and she would be killed, but luck was with them both." Engineer Moyles is shown on the engine.



roundhouse, deserve a lot of credit for carrying on the work during R. W.'s absence.

Greetings to our old friend Don Askew who was recently transferred from Galewood to Avery, Idaho, as storekeeper. We were sorry to hear that shortly after Don's arrival in Avery he was taken seriously ill and was removed to the hospital at St. Maries, Idaho.

One of our pet Diesel engines, the 1627, was recently taken away from Seattle for Lines East.

George Meyers, formerly of the Seattle yard section force, has accepted the foremanship of the coach yard section crew in Tacoma.

"Gandy Row" is quite a colony of the *Milwaukee* Road in Seattle. Shortly after Pearl Harbor the housing and feeding of section and track forces became such a problem that the Company finally set out several outfit cars on the tracks just east of the roundhouse. Two of these cars are used for kitchen and dining and the balance are bunks. Pete Jackson, cook, has been feeding the boys to their satisfaction and John Boles, bull cook, is the fellow who keeps things in order and also establishes law and order among the floating tenants. John has been doing a good job of it.

Abraham Lincoln's first pair of spectacles, which he purchased in a small shop in Bloomington with the remark that he had "got to be 47 years old and kinder needed them," cost him 37½ cents.

MILWAUKEE TERMINALS

Chestnut St., North Milwaukee,
North Ave., and West Allis

Dick Steuer, Correspondent

Back on the job after three years' service in the army, Eddie Kurtz has returned to his billing job at Chestnut Street. Stationed in the European Theater of operations, Eddie was with an armored battalion and saw much of Belgium and Luxembourg the last 18 months of service. Word that he and his buddies were to be returned to the States was the best news and the only news he wanted to hear and the sight of home, his folks and his girl friend were all he wanted to see. Eddie hasn't lost any of his speed or accuracy on the typewriter either.

St. Valentine's Day has come and gone and, as usual, a few of the boys and girls received anonymous valentines. Margaret Hagberg, who does quite a bit of horseback riding, found one with the following verse waiting for her:

"When you ride a horse it's sad but true
We've a darn good reason for Riding you
For going the wrong way you can't get far;
Get a rocking horse and stay where you are!"

A foreman at the Schlitz elevator was going about his duties when he heard a faint meow. His curiosity aroused, he finally located a cat inside the small space between the top of the coupler and the bottom center sill. Car Knockers George Hedding and Danny Kehl thought they

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could free Tabby but Tabby thought differently and would not budge. The coupler was then removed but still the cat would not budge from her nook. After a half hour the wrecking crew of Alex Saudy was called and it took four men two hours to free the unfortunate cat. After this kind deed our four-footed friend registered complete triumph, bounded out and made tracks for a safer corner.

Car Clerk Frank Vail is hereby requested to publish a register and let us know the identity of "Bobo," "Silver Lips," "Buckaroo" and "Sharina." We know they're out in the yard somewhere and a little information will identify our co-workers.

The sick list included Betty Metschl, who is back again, Armella Gill, whose condition has improved; Freddie Butz, who still must take it easy, and Ed Ross, now walking around the house without crutches. The Chestnut Street gang misses Freddie, especially on Wednesday morning, when he used to drop in for a visit and a treat of some kind. Yard Clerk Hugo Gastel has been home a few weeks taking things easy. His condition is much improved and it wouldn't surprise anyone to see him drop in one of these days. Edith Tesch is handling his duties in Cherry yard.

By the way, does anyone know of a flat or apartment for rent in this town? Tally Clerk Russ Kickbusch and Clerk Dick Steuer are looking for something pronto. You know how these things are nowadays, but we can't give up trying, can we Russ?

Muskego Yard

Grace Johnson, Correspondent

During the past months some have said hello and a few have said good-bye to Muskego yard. Charlie Schultz has been back from the army since Dec. 17 and is working at his old job of switchman. Eugene Swinsky, former stenographer at Muskego yard, has been released from the navy but has not reported back to work as yet. "Gene" saw extensive service in many parts of the world, including Saipan, the Hawaiian Islands and many other places during his three years' absence. Young Dick Kolasinski, who was working at Muskego as train clerk for a short time prior to entering military service, was home on furlough and stopped in to visit. He is with the 86th Infantry at Salt Lake City. Ray Wall has been back from military service since Jan. 3 after being overseas for the past three years.

A few additions to some of our railroad families: The Pete Wannebo's have a new baby boy and some time ago Walter Sharp-ley became a proud father but it hasn't been disclosed whether a girl, boy or twins arrived.

Switchman Dan McAuliffe has been in the hospital for some time with a broken hip as the result of an automobile accident. Dan retired on Sept. 18, 1945, but I know you folks all like to know what happens to the boys after they leave us. Speaking of keeping track of retired gentlemen, perhaps the most difficult task would be to follow Frank Stark around. He retired on Jan. 13, 1946, and had good intentions of retiring a few weeks previous to that date but as the weather was a mild 10 degrees below zero Frank decided that as long as the nice weather held out he would work a little longer on his flagman's job and taper off gradually. Nothing like the good old "zip" of some of the so-called oldsters—some of the younger boys think it's really cold at 10 below. Len Ferguson also retired, Dec. 1, 1945, after having been in the service here since Oct. 8, 1906. George Cull, who at present is in the sunny state of Florida, retired on Dec. 31, 1945.

Switchman Fred Curd has been on the sick list for some time now. We are hoping he will be back with the boys soon, although he says the "Doc" says to take it easy for some time yet. Fred suffered a heart attack in December while on the job on the air line.



Sgt. Warren R. Bruns, former agent-operator at Lyndon, Wis., and his bride, the former Christiane Marie Chavepeyer, who were married in Chatelet, Belgium, on Nov. 17, 1945. He was formerly with the Milwaukee Road's 744th Railway Operating Battalion, but is now stationed at Hannover, Germany, with the 741st Railway Operating Battalion.

Coach Yard

*Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.*

Eugene Waszak, now an ex-corporal, is again back on the job. He returned to his old position as car cleaner on the day shift.

Bill Rivers, maintenance man around the yards, was home sick for a couple of weeks but is now back on the job.

George Ballard, at one time a stationary fireman here, paid us a visit. George is now on the L&R Division as a fireman.

The coach yard has another member of the Laetsch family on the payroll. This time it's Robert Laetsch, George's younger brother.

Laborer Gus Skrzynski took his pension after being absent from work for several months because of sickness.

The coach yard bowling team finished the first half of the season with 22 wins and 23 losses and an average of 792.

Harry Gustapaglia, ex-stationary fireman from the yards, paid us a visit. Harry is now on the road as a fireman.

LACROSSE & RIVER DIVISION

First District

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

A number of veteran employees passed away since the last write-up. Trainmaster C. C. Marchant, 64, died at La Crosse on Feb. 6, due to a heart attack. Surviving are his wife, a son and daughter. Burial took place at Cedar Rapids, Ia. J. W. Blossingham, 69, retired trainmaster, passed away at Mound, Minn., on Feb. 12, due to a heart attack. Burial was at Minneapolis, Minn. Surviving are his wife and daughter. Chief Dispatcher C. D. Galliven, 59, died at La Crosse on Jan. 4 after a long illness. Burial was at St. Paul, Minn., and he is survived by his wife and one daughter. Conductor Harry Hoppe, 64, passed away while on duty as brakeman on his run on the Pioneer Limited, just after leaving Portage on Jan. 11. Death was due to a heart attack and burial was at Portage. He is survived by his wife and four sons. Engineer Earl H. Smith, 62, died at Portage on Jan. 31, due to a heart attack. Burial was at Portage and he is survived by his wife, two daughters and one son. These men were veterans whom we all knew and worked with and their records will stand as examples to those who follow them. They were all good rails and exemplified the Milwaukee Road motto—"Friendliness is a Milwaukee Road tradition". The bereaved families have the sympathy of our division.

J. C. Brown, retired assistant chief dispatcher, has been discharged from the

hospital at La Crosse, where he recently underwent an operation.

The weatherman has gratefully concurred with the iceman and our icehouse at Portage is full of ice taken from Silver Lake. Trouble is that the weatherman is also in cahoots with the coalman and we have been shovelling in the coal during the last three months on account of it's cold—and how!

If you really want to play freeze-out follow Rudy Rost and Jim Thomas some a.m. while they show you where the jumbo perch should be—only John Fate got there the day before.

Conductor Charles Thompson had the misfortune to have his house burn just before Christmas. Fortunately the loss was partially covered by insurance.

Conductor Edward McMahon wishes to thank all who helped gladden his Christmas. He is able to get around the house but the weather keeps him tied down, which is not to his liking. We hope to see him back on the job this year.

Station Agent E. M. Obyrne, Elm Grove, has taken his pension after a long service record with our road, during which he handled some tough jobs, including Camp Robinson during World War I. He intends to take it easy from now on at his home in Watertown. We wish him success and a long time to enjoy himself.

Second District

W. S. King, Correspondent
Red Wing, Minn.

Frank Anderson, the "India rubber man" of the freight office at Red Wing, has bounced right back again to take over the job of chief clerk, after a two-month sortie into the realm of claim prevention as a freight claim preventer in and around Milwaukee.

Agent P. B. Johnson of Wabasha is off from work for the winter on account of illness and J. F. McDonald is the new agent pro-tem.

Agent I. P. Deschneau of Red Wing underwent an operation in Miller Hospital, St. Paul, on Jan. 21 and is now at home resting up and getting back in shape.

H. J. "Heinie" Vollmers, chief clerk at Red Wing for the past 32 years, died on Jan. 17. Although his health had been failing for the last year he worked right up to the day of his death, which occurred very suddenly as the result of a cerebral hemorrhage. He was 52 years of age and had lived in Red Wing his entire life. The old timers all remember him as one of the most outstanding athletes ever turned out here. As a baseball player he was considered big league material but his greatest fame came from being a member of a championship basketball team that toured the country just before the last war.

A. T. Larson, agent at Afton for a good number of years, retired around the first of the year to take things easy from now on. He has a good record of 41 years of service to look back upon.

Operator C. A. Richardson of River Junction is back to work again after an illness of about three months.

Tom Moe, the pumpman, otherwise known as "Old Man Moe", had a well earned vacation during December, the most of which was spent hunting for ice worms under the pontoon bridge at Wabasha.

William Hanson, coal shed man at Wabasha, returned to work on Feb. 3 after a lengthy illness.

Frank Poeschl says the catfish won't bite on shoe strings; he has to put out real bait.

On account of heavy business on the Menomonie line Conductor Finney has to come all the way into Wabasha to get his cars.

C. W. Harris, engineer on the Red Wing shunter, is back to work again, after a lengthy illness.

We have to extend an extra special welcome to some of our boys who have just returned from winning the war, namely: H. F. Linrud, back as first trick operator at Hastings, Minn., and M. A. McGoon, agent at Cannon Falls.



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Both of these lads were in railroad battalions which operated in France and Germany. C. W. Moore, who was until recently a radio operator on a B-29, is back as third trick at Hastings and I hear that Bob Knutsen is back home and will soon return to work.

Wisconsin Valley

Lillian G. Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wisconsin

The employes of the mechanical department were guests of honor on Saturday night, Jan. 21, at a party in the Hiawatha Lounge, in celebration of completing three years of service without an off-time injury to any employe. This is considered an unusually fine safety record because of the hazardous nature of their work. About 100 guests were present including Division Master Mechanic R. C. Hempstead and Mrs. Hempstead of La Crosse, Division Electrician Paul Mitchell and his wife, of La Crosse, and Roy Dahms, Milwaukee safety engineer. Congratulatory talks were given by them and also by Roundhouse Foreman Robert Cadden and Assistant Superintendent A. F. Phillip. A variety of entertainment was provided and a buffet lunch was served. Charles Baker, chairman of the boilermaker's group, and William Swanson, chairman of the machinists, assisted in the arrangements for the entertainment.

Mr. and Mrs. Gustave Raese left for a six-week trip, via Chicago and Charlotte, N. C., to visit their son George before departing for Florida where they will spend the remainder of the time at Jacksonville, West Palm Beach and Miami.

Julia Clark, agent at Schofield for many years before retiring in 1937, passed away at a local hospital on Feb. 3. Before coming to Schofield Miss Clark was agent at Dancy and Dexterville. Funeral services were held at Wisconsin Rapids and burial was in Dexterville.

The accidental death of Conductor Elver "Sy" Reynolds, which occurred at New Lisbon early on the morning of Feb. 5, was a shock to all. He was running the time freight between Wausau and New Lisbon. He had been in Milwaukee service for 23 years. Funeral services were held at Wausau on Feb. 8. The division employes extend deepest sympathy to Mrs. Reynolds.

Ticket Clerk Gaylord Carpenter and wife and two daughters are vacationing in California. "Carp" says he is interested in real estate but from past experiences he will be extremely cautious.

MILWAUKEE SHOPS

Davies Yard

J. J. Steele, Correspondent

Congratulations to Mr. and Mrs. Eugene Wezek who were married on Feb. 23.

If anyone knows of a good remedy for airsickness, please contact Don (Lochinvar) Ritze. Don recently returned from an air trip to New York and while flying became violently ill. The only remedy that we can suggest is to keep the feet on good

old terra firma.

Augie Beier is wasting away to a shadow since his wife made him discontinue his 10 o'clock lunches.

Congratulations to Felix Marshall on his 65th birthday which he celebrated on Feb. 18. A few of the boys were invited to help Felix blow out the candles on his cake and a good time was had by all.

Anyone desiring second hand records should see Ed (Juke Box) Nowakowski. Ed has approximately 200 records that he wishes to sell.

Dorothy Wick is looking at the world through rose colored glasses these days. Reason? Why hubby Robert has been honorably discharged from the service and is home to stay. Incidentally, Dorothy is attending cooking school to develop her culinary talents. We wonder why?

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

We have been informed that Clare Wilson is contemplating diving off the deep end into the sea of matrimony. Be careful, Bub. We remember a case like that some 21 years ago. Art Schultz bet a young lady \$5 that he'd never get married and she not only took that bet but raised him five—Prisoilla. Gordon, Kenneth, Richard and Donna. Clare will have until June 1 to prepare his trousseau.

Brick upon brick and a house will soon be up—Jack Mulhollan hopes. Jack has picked a spot way up on the northwest side near 65th and West Burlough.

This is too good to overlook. Ode Odegaard had the worst night of his bowling career, getting games of 121, 122 and 112 for a huge 355. Our big boiler "constructioner" claims that this misfortune is due to overwork. Now that the new boiler is ready, watch Ode go to town.

Butch Weber is convalescing from an operation he underwent to give him a better understanding.

The Milwaukee, Wis., bowlers met the Chicago boys in a return match and this time the tables were turned. Our boys were on the beam, totalling 17242 pins to Chicago's 16607. The Chicago boys came 40 strong and outside of A. Mueller, who got a 554 series and W. Hettlinger, Jr., who got a 238 game, the rest of the boys found it tough going. As usual H. C. Munson was high all around, getting a 235 single and 535 high three. Milwaukee squad number two shot the best high team game with an enormous 1017 to get 2600 which also was high. The scores were: Walt Marshall, 213; R. Seiden, 173; Ed Mueller, 199; George Flebrink, 211; Paul Skrbac, 221. Other bowlers fortunate enough to shoot 200 or over included Searles, 201; Forney, 204; George Jung, 205; A. Mueller, 226; C. Hohl, 210; Tarkowski, 211; Seiden, 203. Series over 500: Hermes, 543; W. K. Hettlinger, Jr., 546; Forney, 523; Kusch, 508; A. Mueller, 554; Rumps, 520; R. Weatherall, 505; H. C. Munson, 535; W. Weatherall, 521; Walt Marshall, 557; R. Seiden, 536; G. Flebrink, 517; P. Skrbac, 509; Rome, 534; Henslak, 515; C. Hohl, 570; C. Jung, 558; H. J. Montgomery, 525. Thus the city series is a tie which might be rolled off in the near future.

Jack Mulhollan says for the boys to come over to his new house (now under construction) for their next game. Remember to "B.Y.O.C.," which means "Bring your own chair."

Elmer Reinke visited the nation's capitol early in February and reports a very busy metropolis. L. L. Lentz also took to the rail, en route to New York City.

Robert Schultz is again back in the tinshop after several months in the drafting room.

"Heinie" Imhouser is on sick leave. Hurry up and get well, "Heinie," so you can swing things at the cafeteria again.

The Milwaukee Road Hiawatha Band took a private car to St. Paul, Minn., for a series of engagements. Quite a schedule was mapped out by Graff, Weber and Company, for Feb. 22 to Feb. 24. The St. Paul Service Club looked after the band boys and their wives in St. Paul.

Locomotive Department

Ray Stuart, Correspondent

Locomotive Shops

Machinist Ed Gumz, who recently had the misfortune to break his leg, has decided to take the pension and from now on live "the life of Reilly."

We regret to report the death of Machinist Dennis Haldeman, which occurred on Feb. 1. Mr. Haldeman retired in July, 1942, and up to a short time ago enjoyed the best of health.

We are happy to welcome John Gerlach as supervisor of the upper machine shop. He has been in charge since Jan. 18.

Fellow employes of Robert Langely were shocked to learn of his death on Feb. 6. He was a steamfitter helper in the shops.

Anyone who wants to become familiar with the art of ice fishing should contact Machinist Roy Bame. Judging from the results of Roy's fishing trip to Lake Winnebago a few weeks ago I'd say that he is a master of the art. Of course he told some of those tall tales about the ones that got away.

Two more shop men have returned from Uncle Sam's service: Machinist Bob Richter and Machinist Apprentice John Geary. We are happy to welcome you fellows back to the Milwaukee Road family.

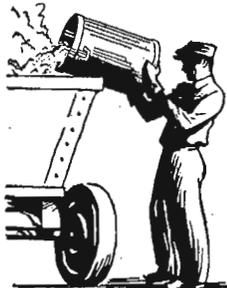
The shop office has put out the welcome mat for Doris Hansche, who transferred from the office at the roundhouse.

Roundhouse

The roundhouse greets Mrs. Julia Larsen, formerly of the test department. She replaced Anna Mae Wolf as fuel clerk. Anna Mae has assumed the position of stenographer in the roundhouse office.

Chief Caller Bill Casey donned "hospital whites" and underwent an appendectomy. We are glad that Bill is doing nicely and hope that it won't be long before he can be back on the job. During his absence Benny Altmeyer has taken the position of chief caller on the second shift.

At the expiration of his leave of absence Bert Cummings returned as chief caller on the third shift.



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Returned GI Recounts Death of Ernie Pyle



In the picture at the left, Ray Majewski (left) is shown somewhere in the Pacific area with a buddy, George Ledo. At the right, two GI's stand uncovered by the improvised memorial to Ernie Pyle, whose helmet rests atop one of the posts.

The death of war correspondent Ernie Pyle, which made newspaper headlines in 1945, was witnessed by a Milwaukee Road employe, Ray Majewski, now back on the job in the locomotive department at Milwaukee shops. Ray fought overseas for two years with the 233rd Combat Engineers, during which he acquired four battle stars and was only a few feet away from Pyle at the time he was killed. The following report is his first-hand account of the death of the man who wrote "This Is Your War" and "Brave Men":

"Ernie Pyle interviewed some of the soldiers on the same morning on which he was killed. The boys spoke of him as a

'regular guy' and a 'real GI,' and that, in the army, is a high tribute. At the time of the accident on Ie Schima he was riding in a jeep and the battle was just behind when a shot was fired at the jeep. It was uncertain at first just who had been hit, but it proved to be Ernie Pyle.

"They placed him on a stretcher and took him away in the weapons carrier, but he was already dead. It took a couple of days to find the Jap who fired the shot but he was finally located nearby. The 77th Division, of which I was a member, put up a memorial on the spot where Ernie was killed. He was very well liked by all the men."

Superintendent of Motive Power

We are very happy to lay down the red plush carpet for John Casey, former caller-clerk, who returned to work on Feb. 4 as a clerk. John served with the Infantry for two and a half years, part of which was spent in Germany and Czechoslovakia. And talking about the Infantry brings to mind that haven of safety, the foxhole. We wonder just what John used to dig himself in, because he is six feet, six inches tall.

Foundry

Returned from the war is Robert Wohlfard. He certainly was in a big hurry to get home and marry his Mildred Schmidt. Best of luck to the newlyweds.

Hear ye, hear ye! Our chubby clerk, under pressure, makes a sure bet and rolls a 614 games in bowling. We are proud of the score and of you, Ray Sear.

Roman Graczyk, former wheel molder helper now returned from the war in the Pacific, paid us a visit. Brought a lot of pictures of the places he had seen in his travels to show to his friends. His brother, Walter, wheel molder, also returned to the foundry—but from the hospital—and now can boast about his operation.

Donald had been to school for the first time.

"Well, Donnie, what did you learn at school?" his mother asked.

"Nothing much," sighed Donald; "I have to go back tomorrow."

TWIN CITY TERMINALS South Minneapolis Locomotive and Store Departments

*Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis*

It's pretty nice to see our army marching back to us. S/Sgt. Katherine McBride has returned from the Marines to take over her old duties as secretary to Assistant General Storekeeper J. V. Anderson and William Hotzfield, formerly special apprentice, is back on a brand new job with the title of general supervisor of Diesel service.

Herb Frasch tells us that Electrician Helper Joe Polunc, who returned from military service on Jan. 28, has entered the University of Minnesota to major in physical education.

Greetings to all interested parties were recently transmitted from Jim Cane, retired I&SM engineer, via District Safety Engineer M. L. Medinger. Mr. Cane is nearing his 90th birthday, is in good health and mentally alert and always welcomes a visitor who brings a word concerning old friends and current happenings. He was promoted to engineer in October, 1887, and still had the stubs of his timebook for those first runs which he gave to Mr. Medinger. They are now a part of the historical records in Chicago. We question whether mention of the old "Dodd Road" will strike a responsive note but Engineer Cane's father ran a stage on that road in 1850.

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BACK ON THE
JOB. H. V. Allen,
formerly Captain
Allen, spent 22
months with the
Headquarters
Second Military
Service and is
now back on the
job at Minneapo-
lis as chief clerk
to Shop Superintendent Blyberg.



namely: Tommy Allen Mortl, son of Frank
Mortl, Minneapolis shops, born Jan. 16, and
Judith Anne Mienke, granddaughter of
Ferdinand Mienke, retired machinist, born
at Ray, Minn., on Jan. 6.

There were three recent deaths at the
terminal. Machinist Art Brooks passed
away on Jan. 21 after an illness of some
18 months. Art held a service date of
May 1, 1916, and came from a family of
railroaders, his dad having been an L&R
engineer for many years. There was also
the sudden death of Stockman Alex Peter-
son, store department, on Jan. 31. Still
another death, on Feb. 2, was that of
Machinist Carl G. Ehrenholm, who had been
employed at Twin City terminal since 1912.
Mr. Ehrenholm had been ill for some time
but had returned to work apparently on
the road to recovery when his death
occurred. He was buried at Sunset Memo-
rial Park.

St. Paul Traffic Department

Brooksie Luth, Correspondent

There is only one item this month and
it should be our last about the gentleman.
After all our chatter the last few years
about the military exploits and adventures
of our former rate clerk, Jack Maher, now
we must turn him over to another gos-
sip-gatherer. When Captain Jack became
Civilian Jack he also became the city
freight agent in our Duluth office, effective
Jan. 15. Jack is very glad to put on the
harness and is pleased with his new work.
Congratulations and good luck to you,
Jack, from all of us.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

A welcome to employees who have re-
turned to the Milwaukee Road from
military service. Robert Ingvaldsen re-
turned as carman on Jan. 28, from
army service in India and Herb M.
Kassin returned as carman on Feb. 4,
from railway battalion service in
France.

Welcome is extended also to George H.
Beguhl, Jr., and Leonard R. Demmers,
sons of Milwaukee employees, who have
been released from military service and
started to work for the Road.

Wheel Shop Machinist Arthur E. Evans

and Mrs. May Adams were married on
Feb. 2 at Minneapolis.

Best wishes to our local stenographer,
Caroline Dickert, who departed on Feb. 16
for a stenographic position in Washing-
ton, D. C. Reason? The boy friend, of
course. Lots of luck to her—we will miss
her.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Fred Overby, over six feet tall, and
Joseph Kulischek, under five feet, who
worked the "over and short" desk, were
the logical men for that job. However,
Fred left the desk to become window
cashier and Joe is on the OS&D desk, so it
looks like the "shorts" will be favored.

June Demos is the new girl on the ex-
pense desk.

George Jankne, former yard clerk and
husband of Edith Jahnke of this office, is
now back home from the navy.

Sorry to mention that Yard Clerk Neal
Ryan is back in the hospital.

When you read this St. Paul's winter
carnival will be a thing of the past but
be assured that it was a big success. It
is well known that St. Paul knows how
to stage a real winter carnival and Min-
nesota a real state fair. Although the
fair was skipped last year on account of
the war, it will be staged this year.

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

Our deepest sympathy is extended to the
family of Lt. Ben Totushek, formerly an
employee in the local freight. Ben was
the pilot of a B-17, the "American Maid."
On his first mission over Germany the
plane was shot down over Denmark kill-
ing three other pilots. Ben was seriously
injured and on April 10, 1944, the day after
Easter, he passed away. He is buried at
Flensburg, Germany.

While we are doing our best to keep
warm here, Harold Fahey and his wife are
enjoying a vacation in California. They
are visiting their daughter and family.

Jack Wareham, RM3/c, was home on a
week's leave. He saw action in Manila,
China and Japan on the destroyer *Tollberg*
and plans to return home on a 30-day leave
in the near future.

KANSAS CITY DIVISION

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

L. V. Oots has returned to west yard as
roundhouse foreman. Some years ago he
worked there in the same capacity, then
transferred to Coburg and returned with
the consolidation of the Milwaukee-KCS
joint agency. He will move his residence
to Ottumwa as soon as a house is avail-
able.

Our 1945 Service Club chairman, Bob



BACK ON THE JOB. Harold A. Madson, pictured here with Mrs. Madson and young daughter Kathleen, is back at his old job of sheet metal worker apprentice in the Minneapolis locomotive shops. After his 14 months of service in the Southwest Pacific, which were spent on Okinawa and among the savages of the New Hebrides Islands, Harold, a former machinist mate, is glad to get back to the haunts of civilization. He returned to the shops on Oct. 29.

Boyd, returned on Jan. 29 from New Smyrna Beach, Fla., where he was temporarily employed by the FECRR as an engineman. Another resident of Florida for the winter season is Charles E. Gould, who is with the FECRR during his sojourn in the sunny South.

Section Foreman W. W. Richardson of section 126 at Liberty has been assigned to the gang at Kansas City and is now

employed by the Milwaukee-KCS joint agency, vice L. Gulnn, retired.

J. G. Myers, retired conductor, and wife transferred their residence from Ottumwa to El Monte, Calif, and left on Feb. 15 for the west coast. Mr. Myers retired in October, 1941.

Our good wishes to William E. Woodrow on his promotion to traveling fireman. For a short time he was employed as a fireman on the Kansas City Division. His father is Engineer W. J. Woodrow.

After more than 40 years of service Conductor L. C. Traul retired on Jan. 21 because of ill health. He plans for the present to continue his residence in Ottumwa. One of his three sons, J. M. Traul, is a brakeman on the Kansas City Division.

The marriage of Jean Gillam, daughter of Mr. and Mrs. William Gillam of Richland, to Robert L. Capps, son of Mr. and Mrs. Clarence J. Capps of Farson, was solemnized on Feb. 8 at Ottumwa in the Church of the Brethren. Mr. Capps, who recently received his discharge from the navy, is the son of Agent Capps of Farson.

Machinist Helper Joseph F. Overturf of west yard was married to Helen Shaw of Ottumwa on Jan. 7.

On Jan. 30 Mrs. Mary E. Blake died at her home in Ottumwa, where she had been confined for several years because of injuries sustained in a fall. She is survived by her husband, Sodie Blake, Sr., a retired conductor, one daughter and four sons. Sodie Blake, Jr., has been employed in the store department at west yard for a number of years.

Mrs. E. J. Pownell died on Feb. 7 in the St. Joseph Hospital in Ottumwa, after a lingering illness. Her remains were taken to Davenport for burial. Her husband, an employe in the west yard mechanical department, survives her.

The mother of Gerald Fisher of the mechanical department at west yard died at the Ottumwa Hospital on Jan. 31. She is survived by her husband, one son and one grandson, who is in the army and who was flown on emergency leave from

his post in Japan to the States, arriving home before his grandmother's death.

Boiler Foreman Lloyd N. Hakeman and wife received notice from the government, dated, Dec. 16, 1945, of the death of their son, Lt. Lloyd N. Hakeman, Jr. He had been overseas since September, 1942, and was reported missing in action on Jan. 6, 1943. Lieutenant Hakeman was in the Army Air Corps and was co-pilot of the plane sent out to search for the missing plane bearing Brig. Gen. K. E. Walker, which had been sent on a mission the previous day. Nothing has been heard of either plane since that time.

On Jan. 14 Pvt. Alan K. Fisher of the Army Air Corps, son of Chief Carpenter D. Fisher of Marion, reported at the university at Biarritz, France. He has been overseas since November, 1945, at Schweinfurt, Germany.

Sgt. Edward J. McGuire, son of Dispatcher E. McGuire, was discharged from the army on Jan. 23 at Ft. Leavenworth, Kan., after 21 months overseas with the medical department. Saw service in Australia, New Guinea, East Indies and Leyte.

BACK ON THE JOB. Joe Candillo, former section laborer at Kansas City, served overseas for 30 months with the 103rd Bomb Disposal Squadron and survived the invasions of Guadalcanal, Bougainville and Luzon, for which he was awarded the Bronze Medal. He was separated from service on Dec. 18, 1945, and has accepted a position with the Milwaukee-Kansas City Southern joint agency.



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Thomas Rabun, son of Division Master Mechanic L. H. Rabun of Savanna, has reentered the University of Iowa since his discharge from the army on Jan. 3, to complete a course in finance and accounting. His wife and daughter, Margaret Ann, of Algona will join him as soon as he locates a home for them.

Hear from Pfc. William A. Genochio that he is now at Baldham, Germany, where he will be stationed until shipped home. His present occupation is driving a truck for the 60th Field Artillery. One evening while attending a movie he unexpectedly met Robert Coulter, who had at one time fired for his father, Engineer Tony Genochio.

Recently returned to civilian life are the following: brakemen—J. P. Fowlers and Don Harness; B&B department—Ivan G. Clark, who transferred to the operating department as a locomotive fireman on Feb. 11; store department—Robert Lewis and Roy M. Hypes; section laborers—Glen J. Bryson and V. V. Henney, Williamsburg; Howard K. Bailey, Washington; C. L. Frizzell, Chillicothe; Dale Forbes, Cone; C. E. Little, Lucerne; H. L. Hahn, Richland; John R. Cooper, Liberty; firemen—D. H. McDaniel, P. V. Orona, E. W. Paul and E. F. Carlo; switchmen—O. W. Austin, D. D. Gustaveson and R. J. Jensen; mechanical department—Apprentice Machinist Norbert E. Davis and Machinist Leonard Carroll; telegraphers—C. F. Zimmerman and K. E. Brees.

ROCKY MOUNTAIN DIVISION

*Nora H. Decco, Correspondent
Operator Three Forks, Mont.*

So much business on the Rocky Mountain Division there is very little news that is not known to all the Rocky Mountain members but perhaps there may be something mentioned that will be of interest to others. Have been told those of our ranks who have become exiles to other divisions often look to see who's who and why.

Barney Buzdikian, of whom I have often spoken while he was in Europe in the service of Uncle Sam, has re-

**BACK ON THE
JOB. M.R.Deemy,** released from the navy in December, 1945, with the rating of MOMM 2/c, is back in Ottumwa, Ia., with his wife and three-year-old son and has resumed his old job as brakeman on the Kansas City Division. During his turn in the navy he was transportation truck and bus dispatcher at Port Hueneme and at San Diego, Calif.



**BACK ON THE
JOB. Herman M.
Weber,** former staff sergeant, was sent to England in May, 1943, to build huts and hospitals, and eight days after "D" Day was shipped to France where he worked on the docks at Cherbourg. He was then transferred to building railroad bridges and worked his way through France, Belgium, Holland and Germany, approaching to within 40 miles of Berlin. He returned to the States in October, 1945, and is back on the Kansas City Division as a B&B carpenter.



turned to his job on the Rocky Mountain and is back on first trick at Three Forks, welcomed by everyone. At the present time he is acting agent while H. C. Rector takes his vacation.

Mrs. Jennings, who has been visiting home folks at Miles City, is on first and a very likable, ambitious young operator who started out at Butte yard and has worked here and there over the division, is on third—Joe Pat Shannon. Louis Zachary, who worked third for some months, was sent to Avery.

There are also five new conductors: McPhail, Lingerfelter, Jennings, Jones and Morgan. Congratulations!

Passenger Conductor Art Carlson and young son Jim took a short hike up the Gallatin Canyon and as usual packed home a large elk, each. Perhaps they got their elk at Gardiner at that, but wherever they went, back they came with elk.

The death of Conductor S. B. Eiseminger of Alberton occurred while working in the yard at Missoula, Saturday morning, Feb. 16. Mr. Eiseminger was an old employe of this division and sympathy is extended to his family.

A wedding of interest to Rocky Mountain folks was that of Dora Jorgenson, eldest daughter of Fireman and Mrs. Jorgenson of this city, and Sgt. Harley Phillips, lately returned from the Philippines where he had been a prisoner of war for three and a half years. Both are well known and popular young people of this community and best wishes from the division go with them.

An accident while on duty early in February put Brakeman Halford Rector in the hospital at Lewistown. It occurred at Hamen, near Ringling, while switching and he was knocked off the top of a car, breaking both heels. He is at home at present and we hope has a speedy recovery.

A similar accident at Butte yard, when falling from the high tower of the trouble shooter, also put Lineman Stanley Morrow in the hospital. We all trust he will not be laid up any longer than necessary.

Operator Setchell, who has been in the navy for several years, has returned to this division and is now working in the GS office in Butte. Welcome home!

IOWA DIVISION

Council Bluffs Terminal

*Agnes Christiansen, Correspondent
Car Foreman's Office*

Carman Andy Thompson makes the news this month. From Los Angeles comes the announcement of the arrival of another grandson. Congratulations!

Boilermaker Helper Harry C. Evans retired after serving the Milwaukee Road for over 30 years and we all wish him a happy retirement. His last day with us was Jan. 31. The locomotive department pre-

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sented him with several presents at a little farewell "doings." It also gave a special party in honor of Division Master Mechanic W. N. Foster who retired Feb. 1, at which several gifts were presented to him. Talks were given by Mr. Foster and his successor, Mr. King, after which all bade Mr. Foster farewell and assured Mr. King that he would receive their continued co-operation.

Donald E. Gallagher, son of the late Roundhouse Foreman L. R. Gallagher of Council Bluffs, was honorably discharged from the navy and reported for work to carry on the Gallagher tradition. He is the third generation of his family to work for the Milwaukee.

Two of our employes have returned to work following their discharges from military service. Raymond Larsen resumed work as carman helper on Dec. 17 and Edgar Kinder as carman on Feb. 4.

Another new employe who recently received an honorable discharge is LeRoy Jessen.

Then there is Carl Buskness, son of the late Sivert Buskness, who for many years worked here as car inspector. Carl served in the army for over six years, starting as private and ending with the title of warrant officer. He was in practically all of the islands in the Pacific with the 307th Bombardment Group and was then transferred to headquarters of the Far East Air Force at Leyte, later going to Manila. He was discharged on Nov. 27 and started to work for the Milwaukee as a yard clerk on Dec. 3.

The newest employe in our midst is a former sergeant. He is Vernon Larsen, the son of Carman Karl Otto Larsen.



BACK ON THE JOB. Robert W. Ziegler, who has worked 19 years on the Rocky Mountain Division, returned to his former position as general clerk in the freight office at Great Falls, Mont., on Dec. 2, 1945, following his release from the Army Air Corps. Mr. Zeigler left for military service on Mar. 25, 1942, spent two years in the European theater of operations and was separated from service in November, 1945.

March, 1946

Vernon entered the army three years ago and was discharged Jan. 11, serving in both theaters of war. He traveled through France, Holland, Belgium, Germany and Luxembourg and from there was re-deployed to the Marshall and Caroline Islands, the Philippines and Japan and went through the Panama Canal twice.

We miss one of our conductors out here in the Bluffs as Conductor John Narver recently retired. He is reported to be taking an extended trip through the South but will be back in April to make his home in Council Bluffs although his former residence was Perry, Ia.

On Feb. 12 a potluck lunch was served at the local Moose Hall for the Milwaukee Veteran's Club. While the men held their business meeting the women enjoyed playing cards. The rest of the time was spent dancing.

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

Barry Braheny returned to work at the Mason City freight house on Jan. 15 after 21 months in the navy.

Agent E. A. Scheetz, who was discharged from the army, is working as agent at Ionia, Ia., and R. W. Carrothers is now clerk at Charles City after serving 23 months in the army.

After three and a half years in the army James McCauley has returned to civilian life and is now a fireman on the I&D Division. Before returning to work James was married to Maxine Weber of Mason City.

Lost! one black overcoat at the V.F.W. Hall on Feb. 6. Finder please return to Car Foreman O. Larson at Mason City.

We are sorry to report that Lisle Young is leaving the east end of the I&D Division as representative of the public relations department. Lisle has been a frequent visitor at Mason City and his cheerful smile and pleasing personality will be missed by all who knew him. He will be succeeded by W. C. Wallis who was recently discharged from the army after serving two and a half years overseas. Welcome to the division, "Wally," and may we have many pleasant meetings together.

Conductor I. G. Davis has retired after 35 years of service. He has gone to Ft. Lauderdale, Fla., to visit his daughter.

B. H. Bothmer, formerly agent at Rudd, is working the third trick operator's job in the Mason City dispatcher's office.

Erwin Koehnecke has been section foreman at Sanborn, Ia., while P. L. Sullivan has been in charge of putting up ice at Sanborn.

John McCormick of Emmetsburg, Ia., was recently discharged from the army after three and a half years of service. He served mostly in the Pacific area and was discharged with a corporal's rating. He plans to return to work on the section at Inwood, Ia. He is looking fine and it sure is good to see him around again.

BACK ON THE JOB. Arthur M. Carpenter, who went through 18 months of military service with the 13th Air Cargo Re-Supply Squadron as a corporal, has returned from active duty in the Philippines, Okinawa and Japan and is back on the section at Culver, Ia.



Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Roy D. Roose, former section foreman, died suddenly of a heart attack on Dec. 8, 1945. Roy started to work for the railroad as section laborer at Belvidere and was promoted to section foreman at Scenic, where he spent most of his railroad career with the exception of several seasons on extra gang. To his family we extend our sincere sympathy.

Melvin King, son of Section Foreman William King, has been discharged from the army and has resumed his duties as section laborer at Scenic.

Relief Clerk Frank Boyle of Mitchell is again a proud father. This time it is a daughter, born Feb. 4, and as his other four children are boys Frank is pretty tickled.

Albert J. Gall, former freight house clerk, has been appointed chief carpenter's clerk at Mitchell.

Carl Hoek, former temporary foreman at Alexandria, is now section foreman at Freeman, S. D.

Operator J. W. Clark, discharged from the army in January, is now second trick operator at Rapid City. He was attached to the Army Airways Communications System of the Air Corps for two years and spent nine months overseas as a teletype operator. Before entering the army he worked at Belvidere. He is the son of Agent and Mrs. J. H. Clark of Kadoka.

Merlin Winters, Jr., who was second trick at Rapid City, has now gone to Canton in that capacity and Bing Torpin, formerly at Canton, is now operator at Sheldon.

I&D men recently retired to take the pension; Engineer Frank Livingston, first district, 39 years of service; Engineer Jesse Rodgers, Black Hills district, 45 years of service; and Engineer J. H. Hendrickson, Black Hills district, 39 years of service. To all of you, Frank, Jesse and Jake, we wish the best of luck and hope that you spend many hours taking it easy and enjoying yourselves.

Clarence Ogden, section foreman at Lennox, has been holding his own and has been able to sit up for about an hour each day since the last week of January. Howard B. Steck was appointed temporary foreman during Mr. Ogden's illness.



The section crew at Ripon, Wis., stopped their labors in 10 below zero weather on Feb. 2 long enough for this picture to be taken. Shown, left to right, are: Herman Zweiger, foreman; Karl Zweiger, returned veteran; Fred Brustman, Lawrence Zwolski, Gustave Werdin and Walter Nowinski, crossing flagman.

Lloyd Buttz of Canton, S. D., recently released from the army, returned to work on the section at Canton but was taken ill and may not be able to return to work until warm weather. Martin Daley, who works on the section at Canton, has been in the hospital, undergoing surgery.

Emerson Bulley was recently discharged from the army and has returned to work on the section at Inwood, Ia. He and his family reside in Canton, S. D.

Sioux City and Western Branch Lines

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

Train Dispatcher Fred Harvey is the proud father of a baby son, Born Jan. 17. We have repeatedly called attention to the importance of arranging such events so they will occur prior to the date on which our news is sent to the Magazine—the 16th of the month. It is hoped that in the future Mr. Harvey will be more considerate of the local correspondent and arrange his plans accordingly.

James Cussen, father of Conductor Ed Cussen, passed away at Sioux City on Feb. 4.

Engineer Jim Keiss retired from the service of this company on Feb. 1 and plans to put in the future raising lemons and avocados in California.

Mr. and Mrs. Ray Olson are the parents of a baby girl, born at Sioux City on Feb. 5. Ray is a fireman working out of Sioux City.

Harold Bahr, son of Roadmaster Al Bahr, has returned from overseas duty and is now back at his old job with the store department at Mason City, Ia. Robert Bahr, another son, returned a short time ago from Germany and is now "chief cook and bottle washer" at home while his mother is convalescing from recent operations. Still another son, Warren Bahr, who returned during the first part of February from duty in north China, on arrival at San Diego was stricken with yellow jaundice and is now in a navy hospital at San Diego. All three boys saw considerable action while in the armed forces.

C. T. Anderson, retired section foreman, Geddes, S. D., recently returned from the

Mayo Clinic at Rochester, Minn., where he had gone for medical attention.

Engine Foreman Harry Carroll of the Sioux City yards recently underwent an operation at Sioux City; now convalescing nicely.

Walter H. Houser, retired engineer, who is now operating a billy goat and spring chicken ranch in Texas, paid this office a visit during the first part of February. Walt looks better than ever and is full of enthusiasm over Texas land and climate.

Train Dispatcher Richard J. Gorman recently had his left leg amputated in the university hospital at Iowa City as the result of infection from an injury.

Chief Dispatcher Harry L. Hoskin is making quite a local reputation as an after dinner speaker. He recently spoke on the railroad situation before a local luncheon club and a day or so later was called upon to repeat his address before a banker's institute.

Sioux Falls Line

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

Just recently returned from the army is A. L. Gorman, who has taken over the operator's position at Elk Point, east wye.

Martin Miller has returned to his old job as section foreman at Fairview. Martin left for the service in March, 1942, and resumed his duties Feb. 1.

John H. Gray has retired as agent at Baltic and has gone to California. He expects to be gone until spring.

Yard Fireman Gene Baker has just received a letter from President Truman advising him that he is in line for a government position if he can qualify.

Albert Amundson of Lake Andes is relieving at Baltic until the new agent is checked in. Amundson entered the service of the Milwaukee Road in March, 1888, at Plankinton, S. D., as an operator. During all these years he has worked at 25 different stations.

Lecturer (in village hall): "Now you all know what a molecule is."

Chairman (interrupting): "Most of us do, but perhaps you'd better explain for the benefit of those who have never been up in one."

MILWAUKEE DIVISION "Old Line"

*Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.*

At this writing two of our prominent enginemen, John Ehr and Adolph Kammermeyer of Horicon, are in dry dock for repairs; John in Arizona for a rest and build-up and Adolph at his home, recuperating from a fall which fractured several ribs and bruised him considerably. We hope to see them both on the job shortly.

Sympathy is extended to Conductor John Bramer in the loss of his sister, May, at Horicon recently; to Engineman John Schroeder in the loss of his sister, Mary; to Section Foreman Al House, Fox Lake, in the loss of his mother, and to Trackman John McRobert, Markesan, in the loss of his son.

Alertness on the part of Engineman W. C. Jones avoided a costly and serious accident recently. On Jan. 22, about three miles west of Waupun, Engineer Jones on train 67 felt something wrong with the track and applied the automatic brakes—saw fire flying behind and put on the emergency, stopping within 350 feet. The resultant damage was to track only and that was minimized by his action. The lading of the six derailed cars, consisting of logs and (hold your breath) new Ford automobiles, was intact and a possible costly derailment barely got over the \$150 mark, testifying to the loyalty of another Old Line employe.

Conductor Frank Whitty seems to be about the only one who gets around to visit and he reports a pleasant evening spent with A. C. Schrader, retired conductor. Also heard the news that E. Miller, former agent at Germantown, is in California, hobnobbing with Herman Quandt, retired agent of Iron Ridge.

From Amos Koch, retired conductor, comes the following item: Conductor and Mrs. Jess Taylor, who visited him, advise friends in Milwaukee of the death on Oct. 31, 1945, of a former Old Line conductor, F. C. Wilder. Conductor Wilder had run trains on all divisions west, the last being out of Seattle, where he was living at the time of his death. His career started on the Old Line in 1897, but when the extension was made and the call came for conductors he went west, where he served long and faithfully.

For the last 11 years Conductor George D. Persons has worked on the Old Line run, so the news that he retired on Dec. 17, 1945, after 50 years of service, will be of interest to his friends and to many passengers. Mr. Persons, who was born on Sept. 1, 1880, at Horicon, Wis., came from a railroad family, his father, C. A. Persons, having been a lineman and brakeman on the Portage-Horicon mixed run. His service with the Milwaukee Road, which started during a vacation from school in 1895, covers his work in a telegraph crew, his promotion to lineman and subsequently to fireman. He was promoted to engineer on Jan. 17, 1904. Mr. Persons leaves a fine record for general competence and his efforts in the interest of safety were well recognized.



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**The New
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*A time and money saver on
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Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

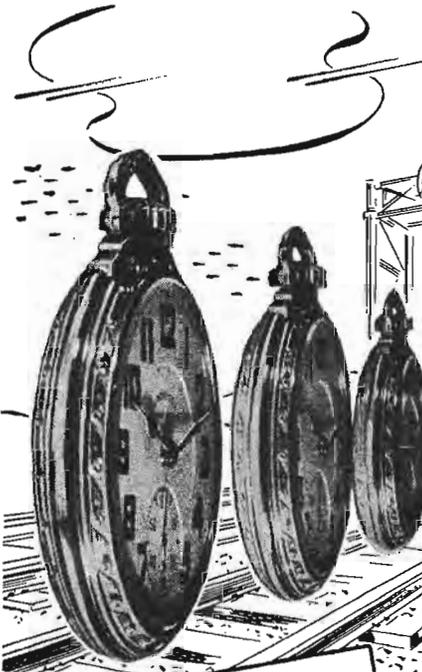
WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. **NO EXTRA ATTACHMENT FOR BEVEL CUTTING.**
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
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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Operating on this self-supporting business basis, the railroads provide transportation upon which its future prosperity depends—at a cost averaging well below that of any comparable service anywhere in the world.

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Coming out of the war—in which they were called upon to carry more than 90 per cent of the military transportation load—the railroads are being asked this question:
“What are you going to do about peacetime equipment and services?”
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A billion dollars' worth of new passenger and freight cars, new locomotives, new and heavier steel rail, new operating facilities, new equipment, materials and supplies of all sorts.

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\$64 QUESTION BRINGS