

The MILWAUKEE

Magazine

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MONEY ISN'T EVERYTHING-

(OR IS IT?)

BY GROUCHO MARX



WHAT do you want to save up a lot of money for? You'll never need the stuff.

Why, just think of all the wonderful, wonderful things you can do *without* money. Things like—well, things like—

On second thought, you'd better keep on saving, chum. Otherwise you're licked.

For instance, how are you ever going to build that Little Dream House, without a trunk full of moolah? You think the carpenters are going to work free? Or the plumbers? Or the architects? Not those lads. They've been around. They're no dopes.

And how are you going to send that kid of yours to college, without the folding stuff? Maybe you



think he can work his way through by playing the flute. If so, you're crazy. (Only three students have ever worked their way through college by playing the flute. And they had to stop eating for four years.)

And how are you going to do that world-traveling you've always wanted to do? Maybe you think you can stoke your way across, or scrub decks. Well, that's no good. I've tried it. It interferes with ship-

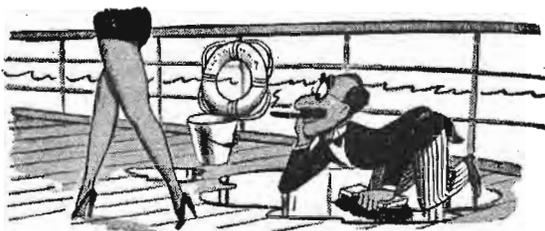
board romances.

So—all seriousness aside—you'd better keep on saving, pal.



Obviously the best way is by continuing to buy U. S. Savings Bonds—through the Payroll Plan.

They're safe and sound. Old Uncle Sam *personally*



guarantees your investment. And he never fobbed off a bum I.O.U. on *anybody*.

You get four bucks back for every three you put in. And that ain't hay, alfalfa, or any other field-grown product.



Millions of Americans—smart cookies all—have found the Payroll Plan the easiest and best way to save.

So stick with the Payroll Plan, son—and you can't lose.

SAVE THE EASY WAY... BUY YOUR BONDS THROUGH PAYROLL SAVINGS

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NEWS HEADLIGHTS

AFTER many months of intensive research and writing, August Derleth, noted author of a number of historical volumes, novels and short stories, has completed the first draft of "The Milwaukee Road—Its First 100 Years", according to F. H. Johnson, public relations officer. The book is one of a series of railroad histories which well-known writers are preparing for Creative Age Press, of New York. With anecdotes, personality sidelights and enlivened historical review, Mr. Derleth has traced the development of the Road's 11,000-mile system from the time of the chartering of the Milwaukee and Waukesha Rail Road Company on Feb. 11, 1847. The book is expected to be off the press some time in the fall.

FOUR 2,000 h.p. Fairbanks-Morse Diesel passenger locomotives were ordered by the Road late in March. These units, which can be operated separately or combined to provide heavier power, will probably be available in August this year. Five 1,000 h.p. switch engines have also been ordered to augment the growing fleet of Diesel power. Three of these which are being manufactured by the Electro-Motive Company will probably be delivered in September; the other two are expected from the American Locomotive Company in June or July.

YELLOWSTONE Park, oldest of the national parks, will celebrate its 75th Diamond Jubilee Anniversary this year, as it was on Mar. 1, 1872, that President U. S. Grant signed the act creating Yellowstone as an area "set apart as a public park or pleasure ground for the benefit and enjoyment of the people." It will be open from June 20 until September 11, and the Milwaukee Road's passenger traffic department reports that advance reservations for park business have been heavy. It is expected that the park will be visited this year by one of the largest crowds in its history; last year's throng of 815,000 set an all-time record.

This year for the first time it will be possible for Milwaukee Road passengers from Chicago and Milwaukee, as well as points east, to reach Yellowstone via the Black Hills of South Dakota. A bus will take them through scenic country between Rapid City, S. D., and Bowman, N. D., at a nominal charge. They will board the train again at Bowman and continue on to Three Forks, Mont., from which point they will be taken to the park. A similar route can be followed eastbound.

The steamer *Chilcotin*, operating between Vancouver, B. C., and Ketchikan, Alaska, during the coming summer months will offer Milwaukee Road passengers an opportunity to visit that far north country in which the traveling public is showing a greatly increased interest. The Canadian Steamship Co. will also offer its usual sailings to Skagway, Alaska, during the summer.

THE car shortage continues on the Milwaukee Road, as on all other railroads in the country. However, O. N. Harstad, operating vice president, pointed out in late March that business is moving more freely now that the weather is improving and the traffic congestion which resulted from the late January blizzard and subsequent snows has been cleared away. The situation is still very critical,

nevertheless, and calls for the whole-hearted cooperation of everyone on the railroad whose duties have to do in any way with car handling. Additional car department forces are being employed where available in order that the maximum number of cars may be kept in serviceable condition.

MILWAUKEE Road net income after fixed charges and other deductions amounted to \$3,176,068 for the year 1946, a decrease of \$10,901,843 or 77.4 per cent compared with 1945, according to the company's annual report to stockholders which was scheduled for release early in April. The volume of passenger traffic in the first five months of 1946 was the greatest in the history of the Road, the report points out. In June, however, a sharp decline occurred and continued throughout the remaining months of the year. Passenger revenue decreased \$8,793,704 or 23.7 per cent compared with 1945, and freight revenue showed a decrease of \$16,763,575 or 9.9 per cent. Nearly 24,000 copies of the attractively illustrated report were printed this year, and each stockholder is to receive a copy.

TWO of the Road's five new 6,000 h.p. Diesel-electric locomotives recently received from the American Locomotive Company are now in passenger service between Tacoma, Wash., and Avery, Idaho. A third was scheduled to go to the west end of the railroad early in April and the other two will follow soon. The fleet of five will handle the Olympian between Minneapolis and Tacoma.

"FACTS for the Men and Women of the Milwaukee Road", a booklet telling a graphic story of the railroad's operation in 1946, will be distributed among employes about the middle of April. There is to be a copy for everyone on the railroad, and anyone who fails to receive his should ask his supervisor for one. This, the fourth annual issue of the informative booklet, will be attractively illustrated and will contain a wealth of well-worth-knowing facts for anyone employed by or interested in the Milwaukee Road.

THE fuel supply situation on the Milwaukee Road, like that on other railroads, took a critical turn late in March, according to D. C. Curtis, chief purchasing officer. Due to the great demand for coal in the United States, plus heavy exports to foreign countries, it is difficult for the Road to maintain its supply at a level which will insure uninterrupted operation. At the time this was written, in late March, it appeared likely that service might have to be curtailed at any time.

The supply of Diesel fuel oil is also limited, and the price advanced from 6¼ cents to 7 cents a gallon late in March. At present the Milwaukee Road uses 2,000,000 gallons of Diesel fuel oil each month on Lines East alone.

Furthermore, the price of fuel oil (for oil burning engines, not Diesels) has been increased 20 cents a gallon on the west coast. Since oil burning locomotives are less apt to set fires than coal burners are, most of the Road's oil burners are in service in the timbered areas of Lines West.



The Bitter Root Range

by Edwin Swergal

This is the second, and final, installment of Mr. Swergal's article regarding the Bitter Root Mountains and the vast timber stands they embrace. In the first installment, appearing in the March issue, he identified the range with relation to the topography of the continent and told of the Great Idaho Fire of 1910 which swept through much of the territory served by the Milwaukee Road in western Montana, Idaho and eastern Washington.

THE extent of the destruction caused by the Great Idaho Fire of 1910, although tremendous, represented but a small part of the potential timber supply provided by nature in the Bitter Root Mountains and their lowland spurs and valleys.

The logging, or lumber, industry has been one of the foremost in the United States during the past 100 years. The products of our forests generally have contributed greatly to the rapid growth of the country.

The two great classes of trees providing timber are the conifers and the dicotyledons, the former more commonly referred to as softwoods and the latter as hardwoods. The conifers include the many classes of the *Pinus* family, which include some 62 members altogether, among them being the North American pines, spruces and the larch with their needle-like leaves and naked seeds, usually borne in cones. The hardwoods include the North American oaks, ash, hickory, chestnut and some others.

The western white pine, known to botany as *Pinus Monticola*, meaning "pines of the mountains," has been the tree of great prominence in logging operations in the Bitter Root Range. It was this class of timber that suffered the greatest loss during the Great Idaho Fire of 1910. Another of the leading lumber-producing trees of the Bitter Root Range is that known as the *Pinus*

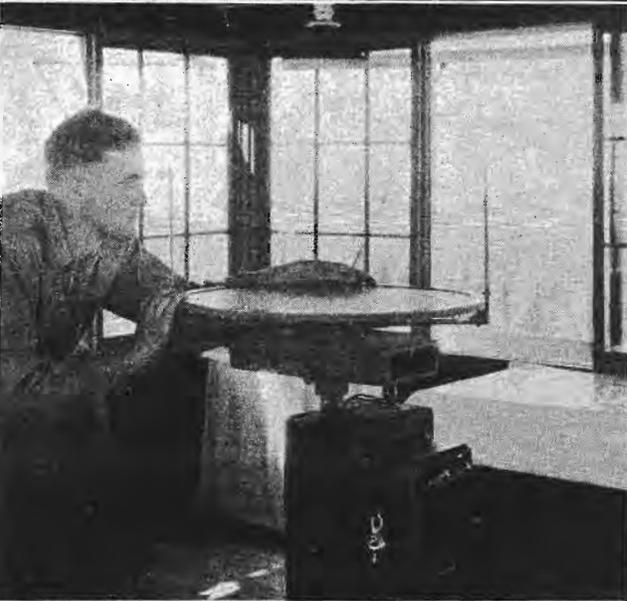
The pictures, from the upper right:

A lumberman gauges logs to determine their FBM (foot board measure) somewhere in the Bitter Root Mountains.

A forest ranger's lookout station in the St. Joe National Forest, Bitter Root Range.

On duty atop his lookout station, a forest ranger sights through an alidade, an instrument used in the locating of forest fires.

A ranger demonstrates the field use of radio. Note the alidade strapped to the tree. (All pictures illustrating this article are used through the courtesy of the United States Forest Service.)



Ponderosa, or pine of moisture content.

Although some species of the *Pinus* family, such as the lodge-pole and the spruce, are content to live somewhat removed from the immediate region of mountain streams, the white pines seem to require more moisture and therefore grow in profusion in the mountains of the Bitter Roots, where seasonal rain and snow

provide the necessary life blood. Much of the water that is freed when the deep snows melt in the spring finds its way to the rapid streams but, due to the rugged contours of the Bitter Root Mountains, a great quantity of moisture is compounded and soaks into the soil, thereby encouraging the growth of timber.

Since the building of the main line of the Milwaukee Road and the branch lines west of the Bitter Root Divide, logging operations have assumed great importance from a rail traffic point of view. On the Idaho Division, and particularly on the Elk River branch, logger trains are to be seen almost every day.

The immensity of the white pine product of the Bitter Root region is revealed by the United States Department of Commerce statistics for the years 1889 to 1944. Although these figures are for the states of Idaho and Montana, it is not an exaggeration to say that at least three fourths of the white pine timber of those states comes from the northern part of Idaho and the western part of Montana, where the Bitter Roots are most heavily timbered; the Milwaukee line between Missoula and Spokane lies through the heart of this region.

Timber Production Has Increased Steadily

In 1889, according to the figures mentioned above, the combined white pine production in Montana and Idaho amounted to 118,000,000 board feet. This figure increased steadily from year to year, and in 1929 Idaho produced 1,029,000,000 board feet and Montana 389,000,000. It will be observed that the production on the west slope of the Bitter Roots (Idaho) was much greater than on the Montana side. The greatest production reported for the latter state was 448,000,000 board feet in 1944; during the same year Idaho



Work room of the Forest Service short wave radio station near Missoula, Mont.

produced 901,000,000 feet and would have made an even better record had the manpower been available for work in the forests during that wartime year.

In the region served by the Milwaukee Road there are many logging operations today, some of the larger ones being the Potlatch Forest, Inc., and the Diamond and Ohio Match Companies. The former has its major operating headquarters at Potlatch, Idaho, on the Washington, Idaho & Montana Railroad, which connects with the Milwaukee Road at Bovill, Idaho, on the Elk River branch line. St. Maries yard, at the junction of the branch and main lines, is the busy spot where the logger trains are consolidated for movement east or west.

As might be expected, all of the logging operators cooperate wholeheartedly with the National Forest Service and the Milwaukee Road in the prevention of forest fires. Furthermore, the Potlatch Forests, Inc., and the Diamond Match Company are active in the mat-

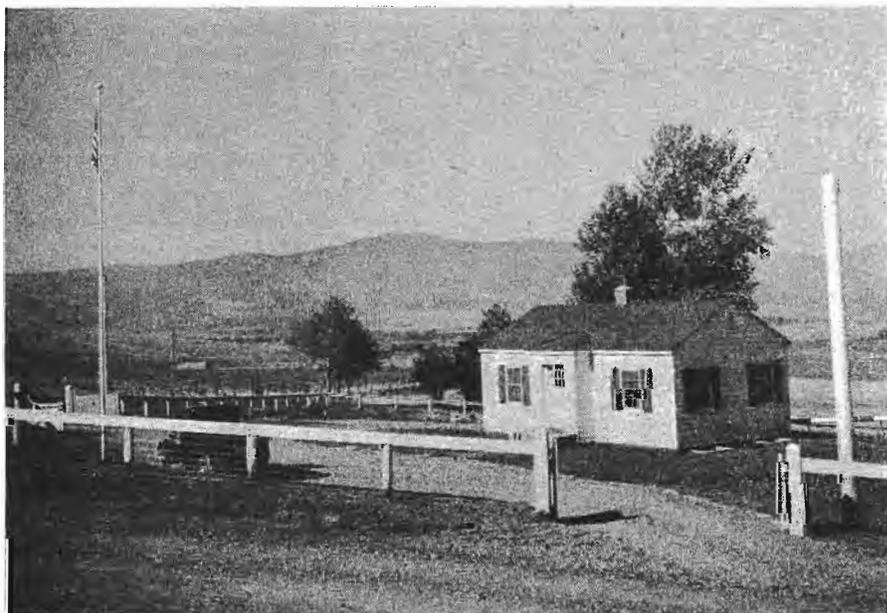
ter of reforestation where the timber has been logged. The personnel of the logging industry and the Milwaukee Road are well aware that such a cooperative alliance with the reproductive power of nature not only perpetuates the mountain forests but also assures continued industry and means of livelihood for many thousands of people in the region.

It is not possible to review here all of the many activities of the United States Forest Service, but it can be stated that the protective work of its personnel, particularly of the forest rangers in their guarding of the forests from fire and the people of the forest regions from injury is a service comparable to that of the country's military forces. The forest ranger is a soldier of the forest. Much of his time is spent in the forest and sometimes he dies there in the line of duty.

The Forest Service has found that more than 90 per cent of the forest fires are caused by Man, although there are eight general classifications—incendiary, railroads, sawmills, brush burning, campers, miscellaneous, unknown, and lightning. Under these classifications there are many and varied items relating to cause, and it is of interest to note that under the heading of "Railroads" only four items appear. These are: passenger, freight and work engines; steam shovels and plows; logging engines; and brush burning.

However, the latter item, "brush burning," is a general one pertaining to other industries and to individuals, as well as to railroads.

During the past 40 years fires caused by railroad operation have diminished very materially in number, due to greater attention being given to fire



The Forest Service short wave radio station near Missoula, Mont.

prevention, and to constantly increasing cooperation between the railroads and the Forest Service. The electrification of the Milwaukee Road line across the Rocky, Bitter Root and Cascade Mountains, and the later addition of Diesel and oil-burning locomotives, has been a great factor in minimizing forest fires in the region it serves.

In those areas where fire hazards are greatest, the Milwaukee Road's operating and track maintenance crews are constantly on the alert for evidence of fire. During seasons of prolonged dry weather fire patrols follow the trains for the purpose of extinguishing any fires that may have been started. Passengers are cautioned against throwing lighted smoking materials from trains, although since the introduction of air conditioned equipment windows are not opened and the caution is somewhat

To the administration of President U. S. Grant, it appears, is due the credit for the first federal recognition of a need for the study of our forests. During that administration, in 1876, a special agent was appointed under the direction of the Department of Agriculture to study forest conditions.

In 1881, during the administration of President James A. Garfield, a Division of Forestry was created in the Department of Agriculture, but it received an annual congressional allowance of only \$30,000 and was unable to do any extensive work in the field. It served merely as an information bureau for individuals or industries seeking advice.

In 1901 the Division of Forestry became known as the Bureau of Forestry and its activities expanded until, in 1905, during the term of President

ington, Idaho, Montana, Colorado, Wyoming, California, Arizona or New Mexico, except by Act of Congress."

Popular Concept of "Forest Reserve" Corrected

The "national forests" were so designated by Congress in 1907, the previous term "forest reserves" tending too much to create an impression that the forest areas were to be kept in a perpetual reserve rather than to be scientifically *conserved* for posterity and yet be made available for uses by the American people.

Since the North Shoshone National Forest in Wyoming was created by President Benjamin Harrison in 1891, the forestry system has developed until now there are approximately 152 national forests with a total net area of about 179,000,000 acres located in 41 states and 2 territories. There are still millions of acres of land not included in the national forest but which may later be included; it may also be that in time some of those areas now embraced by national forest boundaries will be released.

One of the forestry-related law enactments of greatest significance in recent years was an act of Mar. 31, 1933, which provided for emergency conservation work in the forests, to be performed by young men who were later (1937) organized as the Civilian Conservation Corps. This corps, under the command of army officers and directed largely by the National Forest Service, rendered a valuable public service by building roads and trails and by putting into practice various safety and fire prevention measures.

Another act, approved by President Franklin D. Roosevelt on Mar. 29, 1944, provides for close cooperation between the representatives of the national forests and private timber owners for the purpose of promoting a "sustained yield unit." It is the intent of the law and the desire of the National Forest Service and the private owners to do everything possible to protect and reproduce timber on both public and private land so that industry may be sustained. It is an important endeavor.

The Mystic Trail of the Telegraph

Many passengers on the *Olympian* have expressed wonderment at the serpent-like trail that follows the general path of the Milwaukee Road right-of-way across the Bitter Root Range and which, on a moonlit night, stands out very plainly and eerily in the darkness. The trail is a swath cut through the timber for the Continental Telegraph* [see page 17] and serves the dual purpose of fire guard and timber clearance for the pole and wire line.

(Continued on page 17)



Lumbermen open a trail through fallen and partially burned timber in the Bitter Root Mountains near the St. Joe River following the Great Idaho Fire of 1910.

less imperative than it was in years past. Within recent years this has ceased almost entirely to be a fire cause.

The first American Forest Reserve was created by an executive order of President Benjamin Harrison in 1891; this was North Shoshone National Forest in Wyoming, sometimes referred to as the Yellowstone Park Timberland Reserve. Forest depletion in the continental United States was virtually unchecked during a period of 100 years, but at about the turn of the Twentieth Century public sentiment began to develop in favor of a genuinely scientific forestry and soil conservation under the direction of the federal government.

Prior to 1891 there had been some casual attention given to our forests.

Theodore Roosevelt, these activities became known as the Forest Service of the United States Department of Agriculture.

A congressional act of Mar. 3, 1891, empowered the President to set apart forest reserves. A number of reserves were created, and following the turn of the century it was claimed by some that the forest reserves were becoming unnecessarily extended; others maintained that they were not extensive enough. Finally, as an arbiter, the Congress, on Mar. 4, 1907, enacted a law stating:

"Hereafter no forest reserve shall be created, nor shall any additions be made to one heretofore created within the limits of the States of Oregon, Wash-



Left: The Oconomowoc floral bed, built in 1946, is the most beautiful. The town supplied the earth and Hans and his partner furnished the labor. (All photos on this page by C. P. Fox of Oconomowoc, Wis.)

Above: The Hiawatha roars past the Nashota sign, which is made of red stones, with a white stone border.

Wisconsin Window Dressing

OUT on the La Crosse and River Division the chirp of the first robin and the arrival of the seed catalogues are generally regarded as the forerunners of nice weather. These signs, however, are not considered official until Hans Hansen, caretaker for the Road, and Fred Kassahn, his assistant, make their appearance with their gardening tools, to clear the winter's accumulation of this and that from the lawns and flower beds adjoining the stations between Pewaukee and Watertown, Wis.

These flower beds are something special in the way of railroad landscaping. Just a dozen years ago they were only plots of neglected ground, but today, thanks to Hans' and Fred's inventiveness, they make this section of main line one of the most attractive on the system. The idea for the floral and stone displays originated with Hans in 1935, while he was working at Hartland. From a pile of stones which had accumulated at the station he built a star pattern, gave it a coat of white paint and planted the inside area with flowers. The results surprised him and aroused so much favorable comment that he felt encouraged to work out a more elaborate design at Pewaukee the following year.

The Pewaukee design is the largest Hans has built. To make it, he promoted 40 loads of stone from the city and a helper from the railroad. Fred Kassahn, the helper, was a section man before he was appointed a caretaker 10 years ago, and he shares the credit for all the extra work entailed in building

the displays. The Pewaukee job took one week. The name of the town and the Hiawatha slogan were worked out in white stones, topped by an Indian head of red stones with a white stone feathered headdress.

Since that time Hans and Fred have built flower beds at Watertown, Oconomowoc and Nashotah. The bed at Oconomowoc, built in 1946, is probably the most attractive. The earth was supplied by the city and the partners banked it and planted the flowers. The name of the town was worked out in a mass of low-growing baby's breath against a background of flaming salvia, with a contrasting border of moss roses.

As for the landscape artists, Hans, who is a vigorous 77, has been with the Road for 25 years. He lives in Watertown and did odd jobs there for the railroad until he was appointed regular caretaker 18 years ago. Fred also lives

(Continued on Page 21)



Above: The design at Pewaukee, which is the largest, took 40 loads of stone and a full week of labor. The star-pattern bed adjoins the station at Hartland. It was built in 1935 and represents the gardeners' first effort at pattern landscaping.



Hans Hansen (left) and Fred Kassahn trim the floral display at Oconomowoc, which was photographed in full bloom. A planting of low-growing "baby's breath" forms the letters, which stand out to advantage against a background of flaming red salvia. Moss roses of various shades form a contrasting border in front.

Thirty Years Ago

THE provisions of the famous Adamson law, which had been affirmed by the United States Supreme Court on the previous Mar. 19, comprised the lead article in the April, 1917, Milwaukee Magazine. To meet the pay increases granted by the law and to cover the radically mounting costs of rails, ties, equipment, fuel and supplies, the Interstate Commerce Commission was considering the railroads' application for a uniform advance in freight rates.

"IN the case of war, our efficiency in railroad transportation is likely to sway the balance between victory and defeat," said President Woodrow Wilson, at whose suggestion a joint committee of the Senate and the House of Representatives was engaged in an investigation of railroad regulation and government ownership.

A DESCRIPTION of a trip on the Seattle, Port Angeles and Western Railway, the Milwaukee's newly-acquired line, unfolded the scenic beauty and the wonderful resources of the Olympic Peninsula. This line, tapping the largest body of standing timber in the country, had enjoyed a considerable amount of freight traffic ever since it was built in 1912. With the exception of the little Port Townsend and Puget Sound Railway, it was the only railroad in an area whose natural resources held greater possibilities for future business than any other section of undeveloped land in the country. On this frontier of the Northwest the Milwaukee locomotives and the strings of yellow cars were heralds of a new era.

ELECTRIC motors, surviving the tests of the extreme cold and the heavy snows during the winter months, had successfully demonstrated their superiority over steam on the mountain grades. While the greater part of the Northwest was buried in snow, the terrors of future blockades in the Bitter Roots and Rockies were almost entirely eliminated. This was great news on the Coast, where construction forces were mobilizing to start electrification between Othello, Seattle and Tacoma. Railroad men in those localities looked forward to the electrification of the Saddle Mountain and Cascade lines as a relief from the rigors of the bitter operating conditions encountered during the severe winter through which they had just passed.

AN OLD timer, C. J. Cawley, agent at Pipestone, Minn., protesting all comparisons between the blizzards of 1917 and those of 1880-1881, drew the following stark picture of railroading on the SM Division during those days: "It started to snow on Oct. 15, 1880, at 5 P. M. and by the following morning the drifts were as high as the telegraph poles—and the largest part of that early snowfall remained on the ground until May 1, 1881. It snowed nearly every day all through the winter, during which we were blockaded from Jan. 4 until May 1. We had orders to sell our rail ties to the people for fuel, a limit of 10 ties per family. Sugar and kerosene ran out around Mar. 1 and there were very few groceries obtainable. The equipment of the snow fighters of the early days was a pick and shovel and the duration of service was four months in the open. As the winter wore on the snow in the cuts had to be taken out in tiers, with men on each level throwing the snow up and out. They finally adopted the method of cutting a block of snow about as large as a box car, slipping a cable around it and pulling it out with an engine. The snow stopped falling around May 4."

ONE of the passengers on the first train trip in Wisconsin, an excursion from Milwaukee to Wauwatosa on the old Milwaukee & Mississippi Railroad, was the authority for the following historical document, published originally in the "River Times" of Fort Winnebago [Portage] on Nov. 25, 1850: "The locomotive Wisconsin started shortly before 4 o'clock and in 12 minutes brought up at Spurr's Tavern, going at the rate of 30 miles an hour without any special effort. Among the passengers we must not forget to mention our former mayor, Solomon Juneau, the founder and first settler of Milwaukee, who yesterday, for the first time in his life, saw a locomotive and enjoyed a ride on a railroad. He did enjoy it emphatically, and when we remember that but 16 years ago he was the only white man living here, when now we can show a city of 22,000 inhabitants, with five plank railroads and one railroad penetrating the interior, we believe he had good cause to do so. After a brief stop we were whisked back to the city in a quarter of an hour, all highly pleased with the excursion and proud of so good a beginning for our railroad to the Mississippi."

Rails Honor Farmer-Signalman

THE announcement of the death, early in February, of Ivo Weiland, a farmer living near the Milwaukee Road tracks west of Earling, Ia., saddened railroaders on the west end of the Iowa Division. To them he had become familiar through the years as the man who gave the signals, and there is scarcely anyone on that line who hadn't at sometime received a signal from him, either during the day or night.

When he was working in the fields, with team or tractor, the approach of a train would send him as near as possible to the right of way to signal to the crews. He had his arm-waving down pat, although the crews never found out if he realized their meaning. They always watched for his night signals, too. Apparently he was a light sleeper and had his bed near a window facing the track, from which he signaled them with a lantern or flashlight.

The news of his death brought expressions of sympathy from train and engine crews up and down the line, and a beautiful offering of flowers in recognition of faithful service.

W. P. Radke Promoted

WILLIAM P. RADKE left the position of assistant agent at Minneapolis on Mar. 10 to accept an assignment as local freight agent at St. Paul, succeeding the late R. C. Donehower. During the latter's illness, Mr. Radke helped with the work at the St. Paul office in addition to handling his own duties in Minneapolis.

Mr. Radke has been with the Milwaukee Road all his working life, since 1919, and has gained a reputation for supporting and taking an active part in any activity that boosts his railroad. He was, for example, general chairman of the Milwaukee Hiawatha Service Club in 1941 and as that was only the second year of the organization's existence, he was largely responsible for building it into the largest and one of the most influential Service Clubs on the entire Milwaukee Road system.

From Apr. 16, 1944 until July, 1946, he served as special supervisor in full charge of freight shipments at Crane, Ind., site of the world's largest naval ammunition depot, about which he wrote in an article entitled "Post Script to the War", appearing in the July, 1946, issue of the Milwaukee Magazine.

Rail lines of the nation certainly are worth their keep and will give adequate return for every increased dollar earned.

—Wichita, Kans., Morning Eagle.



Mayor Walter E. Miller (left) receives the "key to the station" from President H. A. Scandrett, as city officials, Milwaukee Road officers and townspeople look on. Shown in the foreground, left to right, are: Maurice E. Shurtleff, local merchant who acted as host at the lunch following the ceremony; O. N. Harstad, operating vice president (partially obscured); Commissioner William H. Trentlage; Commissioner Morgan H. Brightman (behind Mayor Miller); Mayor Miller; Mr. Scandrett; C. H. Buford, executive vice president; Commissioner John Zimmerli and Commissioner Frank A. Struckman. The lad under Mr. Buford's arm is Larry Rockensock, 8, who stepped forward and made friends with the officers. (Photo courtesy Elgin Courier-News.)

New Elgin Station Opened

A BRAND new station of colonial design, one of the most attractive on the entire railroad system, was opened at Elgin, Ill., on Mar. 6. A number of top ranking officers of the Milwaukee Road accompanied President H. A. Scandrett from Chicago to Elgin on one of the regularly-scheduled suburban trains for the opening. W. G. Bowen, superintendent of the D&I Division, and a number of other division officers, as well as local employees of the Road, were also on hand to see Mayor Walter E. Miller accept a large "gold key" from Mr. Scandrett in token of the Road's gift of a new station to the City of Elgin. It was an informal occasion, witnessed by a large crowd of Elgin citizens.

Following the reception, the Milwaukee Road representatives, together with

civic leaders and shippers of the Elgin and Hampshire communities, were guests of Maurice Shurtleff, chairman of The Shurtleff Co., at a buffet luncheon in the Elgin Country Club a few miles west of the city.

The new depot was built by the railroad at a cost of \$43,000 and replaces an old brick structure which was built in 1881. It had become outmoded and was razed in 1946 to make room for the new building.

The beautiful new station is built of insulating concrete blocks with exterior face of smooth red colonial brick and white trim around the windows. The doors, of authentic "Williamsburg" design, are finished in natural birch on the inside and painted white outside. The floors are reinforced concrete slab,

finished in terrazzo; the office floor is covered with asphalt tile.

Fluorescent lights are used throughout, and the heating system is oil fired forced air, thermostatically controlled and completely automatic. In addition to facilities provided for the traveling public, the building includes a baggage room and a locker room with lavatories for trainmen.



Above: An interior view of the beautiful new station as it appeared on opening day, and an exterior view of the old station. (Later picture courtesy Elgin Courier-News.)



The Diesel-powered Midwest Hiawatha, westbound, slows down for a stop at the new Elgin station. Passengers waiting to board the train were farther down the platform and are obscured by the locomotive.

New Lisbon—Where the Hiawathas Stop

THE town of New Lisbon, in the heart of Wisconsin's deer and trout country, claims a distinction which is rather unusual for a city with a population of only 1,200 people. As a junction point of the main line and the so-called Valley Division, it is one of the regular stops of the Morning and Afternoon Hiawathas. The New Lisbon Chamber of Commerce is proud enough of that fact that it has exploited it in its promotional activities. A sketch of the famous train and the slogan, "Where the Hiawathas Stop," have been incorporated in its official emblem.

The town of New Lisbon is only a mile and a quarter long and a mile wide, with a population representing many nationalities, Swedes, Germans, Danes and Irish predominating. A short resumé of its history, written by Harry A. Mortensen, a representative of the Chamber of Commerce, reveals some of the town's other claims to distinction.

"Geological survey indicates that the rich natural resources of the New Lisbon area were the result of at least four glacial upheavals. These created the smooth rich earth, the rolling hills and the forests of hard and soft woods which attracted early settlers. Local records date from about 1829, when Indians of the Winnebago tribe came down the Lemonweir River and camped at the site which is now New Lisbon, naming the place "Wa-Du-Shu-Da," which means "We Leave Canoe Here." They often traveled down the Lemonweir to the Wisconsin, and on to the

Dells, leaving their marks on the cliffs and stones along the route. Pictures of the thunderbirds they carved on the cliffs of Twin Bluffs, a rock formation two miles from the city, are to be seen in the Milwaukee Public Museum. Indian mounds are still to be found at the edge of the city, along the Hiawathas'



Emblem of the New Lisbon Chamber of Commerce.

right of way, and a trip through the countryside will often produce arrow heads and other relics of the Indian occupation.

"In 1839 a pioneer named Colonel Smith chose this site to build a cabin and erect a wheat mill; this was the foundation of the first white settlement. A lumber mill followed shortly after, and the city was on its way. Wisconsin became a state in 1848, at the beginning of a period of rapid rail expan-

The Cover

NOTHING that could be said regarding the Easter theme on the cover of this issue would be quite as appropriate as the following bit of verse which Smith E. Gilmore, Milwaukee Road telegraph operator at Davenport, Ia., wrote in memory of his mother:

*Shrouded in mist, there's a vision I see,
Shrined in my heart, my memory.
Turn backward the years, oh just let me be
A child again at mother's knee.*

*She told me of God, his wonderful love,
Of the debt that I have to pay,
The treasures I'll find in Heaven above
When I reach the end of the way.*

*She told me of Jesus of Calvary,
Of the thorns that were in his crown.
With Jesus we'll meet some beautiful day
When I lay my cross gently down.*

sion and nine years later the first rails were laid through New Lisbon. This came about through the authorization of a railroad between the cities of Milwaukee and La Crosse. A train schedule for the year 1859 shows that trains which left La Crosse at 2:15 A.M. arrived in Milwaukee at 12:25 P.M., a distance now covered by the Hiawathas in less than three hours.

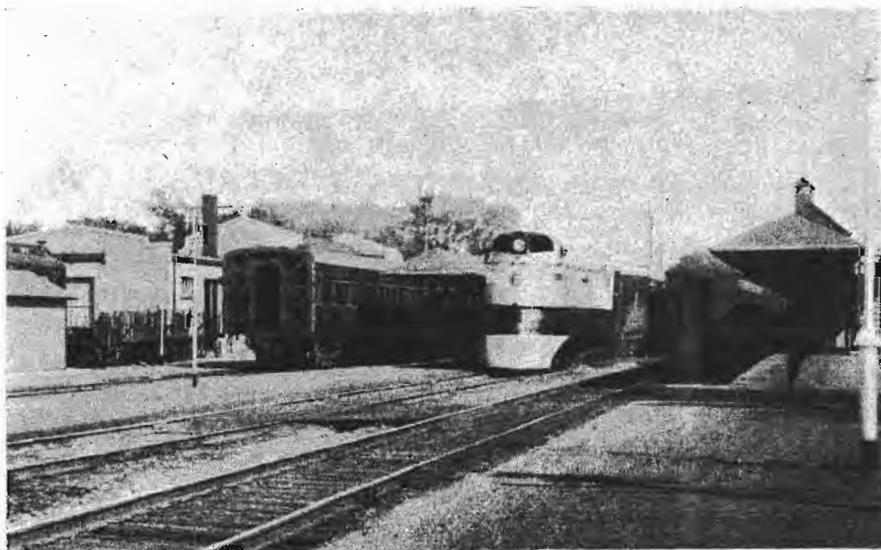
"In the years between 1878 and 1891 tracks were laid to Babcock, to connect with the rails there. This line finally emerged as part of the Wisconsin Valley Division of today, which penetrates northern Wisconsin as far as Star Lake. In the old days this was the road into the logging country; now it is the gateway to the paper mill industry and Wisconsin's northwoods vacation land."

Thanks to the Milwaukee Road, New Lisbon is now one of the biggest little towns in the state—a town "Where the Hiawathas Stop."

It has been estimated that the average employe in industry who reports for work at 8:30 in the morning spends his first two hours of the day working for the government. Then, with his taxes paid, he starts to work for himself. Someone has suggested it would be a good idea to ring a bell after two hours' work—so employes could realize how much time they spend working for the government.

The National Safety Council figures on accidents during 1946: killed in auto accidents, 33,500; killed in railroad accidents, 89; killed in airline accidents, 75. Airline fatalities averaged 1.2 for every 100 million passenger miles flown. Railroad fatalities for the same distance, during the first 11 months of 1946, averaged .15

—Life.



The town of New Lisbon, Wis., has taken pride in the Hiawathas from the time they first went into service, in 1935. This picture, showing one of the original Hiawatha locomotives and a part of the station (left) is one of several postcard subjects available locally, showing the Hiawatha in a variety of poses at New Lisbon.

Sleuthing with Our Own Lost and Found Service

A GLANCE at the *Lost and Found* columns of the daily papers invariably discloses a preponderance of advertisements for articles lost, which would indicate that the adage of "finders, keepers" has many adherents. This accusation cannot be leveled at the Milwaukee Road, however, which often goes to great lengths to locate the owners of property that has been lost or mislaid on its premises. Strange as it may seem, this sometimes requires persistent effort, as was well illustrated by a case recently closed in the files of C. F. Rank, manager of mail, express, baggage and milk.

The first entry in the case was made on Apr. 13, 1946, when a billfold was found along our right of way near Aberdeen, S. D., by a member of our police department. The contents were listed as a few pictures taken in Japan and a postal money order for \$15, which was purchased by Thomas R. Sheridan at a San Francisco APO on Feb. 20, 1946, payable to the Tom Harrison Floral Company of Nashville, Tenn. Inquiries at Nashville developed that the floral company had no record of Thomas R. Sheridan, so the search was transferred to San Francisco, where the postmaster supplied the address of the purchaser. It wasn't much help—just APO, care of postmaster, San Francisco.

The next move in the investigation was to Washington, D. C., and the office of the Adjutant General. Here it met with some delay, but months of waiting finally produced the information that the Thomas R. Sheridan who was the supposed purchaser had already been discharged from service and was back home in Lincoln Park, Mich., a suburb of Detroit. In the lengthy correspondence which followed this disclosure, Mr. Sheridan disclaimed all knowledge of the money order, claiming further that he had never lost a billfold and had never ridden on the Milwaukee Road. Judging by his extreme reluctance to accept what was apparently his property, it was suspected that while in military service he might have received an injury which was inducing loss of memory. But he did acknowledge that the name on a small card found in the billfold was familiar to him as that of an old Army pal, Claiborne K. McLemore, and furnished his address at Franklin, Tenn. With this new clue to work on, the investigation went doggedly on and a letter to Mr. McLemore at Franklin brought

a reply which finally solved the mystery. The explanation was simple. McLemore and Sheridan were buddies while they were stationed at Pusan, Korea, with the 749th Field Artillery. When their unit prepared to deactivate, McLemore was among the first to leave and upon settling their accounts it was found that Sheridan owed him some money. The boys were restricted to carrying \$150 in cash out of the country, so Sheridan could not pay up in cash, as that would have placed McLemore's allotment over the limit. To circumvent this regulation, Sheridan bought a money order for his indebtedness, making it payable to one of McLemore's best friends, Tom Harrison

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Marc Green
Editor

A. G. Dupuis
Manager

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of the Tom Harrison Floral Company, Nashville, Tenn.

McLemore arrived in the States in due time, the cash, money order and billfold still intact, and left Seattle with a troop train on Apr. 7, 1946. The billfold was stolen en route. It was returned to him on Feb. 18, 1947, a little matter of 10 months after it was picked up along our right of way.

Help a Fellow Employee Find a Home

WITH the hope of easing the housing shortage, the Milwaukee Magazine is publishing monthly the names and addresses of employes who need homes.

Every employe is asked to study the list each month and if he knows of living quarters which are or will be available in any of the desired locations, to notify the person concerned.

Below is the list of those who responded since the March list was published:

Name of Homeseeker	Railroad Title or Occupation	Address	Needs Home In
W. W. Williams	Engr.-Accountant, Cap. Expenditures	Rm. 270 Union Sta., Chicago, Ill.	Chicago, Ill.
Russell E. Risberg	Clerk, Central Disb. Accounting	3351 N. LeClaire, Chicago, Ill.	Chicago, Ill., or Suburb
Otto C. Stainer	Dist. Safety Engr.	Frt. House No. 4 349 N. Jefferson, Chicago—Fra. 5670	Oak Park, Ill., or Chicago Suburb
J. W. Barnoske, Jr.	Perishable Freight Inspector	412 N. Railway, Austin, Minn.	Austin, Minn., or Vicinity
C. G. Witters, Jr.	Asst. Foreman	2946 S. Delaware, Milwaukee 7, Wis.	Milwaukee, Wis., or Suburb
Adolph J. Bach	Yard Switchman	17 Charles St., Savanna, Ill.	Savanna, Ill.
Jim Maloney	Clerk	Rm. 718 Union Sta., Chicago—ext. 132	Chicago, Ill., or Suburb
Gerald V. Stanton	Instrumentman	9434 S. Laffin, Chicago, Ill.	Chicago, Ill., or Suburb
Henry A. Budnick	Stenog., Supt's. Office	Rm. 10 Milwaukee Sta., Mpls., Minn.	Minneapolis, Minn.
John W. Fraser	Chief Disb. Accts. Office	2444 N. Ashland, Chicago 14, Ill.	Chicago, Ill., or Suburb

Employes desiring to take advantage of this service should send all information (as shown above) to the Milwaukee Magazine, Room 356 Union Station, Chicago. No deadline is set for this material. Names received before the May issue goes to press will appear in that issue. Those arriving later will appear in the June issue.

Each listing will appear once; If it does not produce results and the employe wants his name to appear again, he must notify the Magazine again, giving all of the required information.

It will be appreciated if persons who have found homes through this service will notify the Magazine.

TAKE A BOW

Brakeman Barnes Handles a Burning Situation

AN INSTANCE of alert action which averted an accident to No. 56 on the morning of Feb. 6 recently came up for attention in a safety report submitted by District Safety Engineer R. A. Dahms.

The report concerned J. D. Barnes, of Watertown, Wis., helper passenger brakeman, who detected fire in the head baggage car, coming from the journal box of the rear trucks, as the Fast Mail pulled into the Watertown station. As the train came to a grinding stop, Brakeman Barnes rushed ahead to notify the head brakeman, who, with Roundhouse Foreman Miller, inspected immediately and found the axle at white heat. The car was set out and, thanks to Mr. Barnes' vigilance, No. 56 continued on to Chicago without a hitch in schedule.

Cross Country Service Gets a Big Hand

THE names of Herman Frazee, ticket agent at Mason City, Ia., and C. T. Carter, general agent at New Orleans, both came up for commendation recently in a letter from a pleased patron, Ward R. Hamilton, president of the Hamilton School of Commerce in Mason City.

Mr. Hamilton's previous impression of Milwaukee Road service, based, he said, on his dealings with "our own Herman Frazee, than whom there is no better passenger agent, in my opinion," was augmented on a recent holiday trip to New Orleans, when he and Mrs. Hamilton called at Mr. Carter's office for information.

The entire office staff there turned its attention to working out their itinerary and to furnishing advice not only on our own facilities, but on everything about which the Hamilton's inquired. Such consistently good service, and at points so widely separated were remarked on by Mr. Hamilton as a credit to the people concerned and to the railroad.

Close on the heels of this letter came one from John B. Simmons, superintendent of the technical division of the U. S. Naval Training Center at Great Lakes, Ill., and if any doubts remained as to how Mr. Frazee rates with the traveling public, it certainly clarified them.

A short time ago Mr. Simmons, bound for a visit with his parents at Northwood, Ia., spent a comfortable night aboard the Marquette and had already arrived at his destination before he made the dismaying discovery that his return ticket was still in the possession of the Pullman conductor. A call to Mason City enlisted Mr. Frazee's help in the search for the errant ticket and two days later Mr. Simmons got the reassuring news over the telephone that it had been located and that Mr. Frazee was holding it at his office, with a Pullman reservation for the return trip.

Mr. Simmons has traveled extensively by rail during the past five years and feels qualified to state that Mr. Frazee's service to the public is without equal among railroad passenger employees.

A Tribute to Personnel

EVEN people in competing forms of transportation graciously concede a stellar performance to the Hiawathas. One of the nicest of these acknowledgments came recently from E. A. LaCour, traffic manager of the Solar Aircraft Company, Des Moines, Ia. At his suggestion C. E. Westell, a representative of the General Motors Corporation, had ridden the Midwest Hiawatha from Madrid to Chicago on Feb. 14, and Mr. LaCour is our authority for Mr. Westell's complimentary remarks about the trip.

He commented on the courtesy of the Des Moines ticket office staff and also on the splendid service and the spirit of cooperation between the members of the streamliner's crew. A delay just east of Savanna gave him some concern for a short time, but he reported that the conductor was most helpful in seeing that the connecting train was met so that he could arrive in Milwaukee in time to keep an important engagement.

In regard to his own satisfaction with Milwaukee Road service, Mr. LaCour wrote: "I feel that all too often you receive the complaints registered against personnel and the nice things are left unsaid, so I want you to know that all of our dealings with your passenger department have been very pleasant."

From Now On It's The Olympian

IN THE opinion of Mrs. Fred Davis of Newark, Ohio, there is only one route to the Pacific Coast and that is the scenic route—the electrified route of the Milwaukee Road. At least that was the tenor of the letter she recently addressed to Passenger Traffic Manager F. N. Hicks, in which she described

her enjoyment of a trip to Seattle and Tacoma on the Olympian.

"The train was clean, the bed and food fine and the crew members very helpful," wrote Mrs. Davis. "The country through which we passed is something I shall never forget, especially the scenery in Montana, Idaho and Washington.

"My daughter is a nurse at Ft. Lewis, near Tacoma. If she is stationed there any length of time I shall want to go again and it will surely be on the Olympian."

Pilson—Veterans' Aide

STEVEN E. Pilson, city passenger agent at Detroit, Mich., takes a bow for services performed for the Veterans' Administration. A recent letter from B.



Steven E. Pilson

H. Hopkins, chief of the Administration's travel unit, calls attention to his efficient method of handling the transportation problems of our war veterans, especially those residing in the northern peninsula.

"In the 22 years I have been with the Administration," wrote Mr. Hopkins, "I have never encountered a person who is more gracious and obliging. Whatever the problem may be, he is more than happy to assist us in the government's transportation affairs. In addition, he has given us many suggestions which have insured the veterans comfort while traveling. It is indeed a pleasure to deal with Mr. Pilson. The Milwaukee Road is well represented."

Applause for Ticket Agent Knaff

IN APPRECIATION of service which she considered far beyond the line of duty, Mrs. William A. Kennedy of Wauwatosa, Wis., has written us a highly complimentary letter about A. J. Knaff, city ticket agent at Tacoma, Wash.

The incident which impressed Mrs. Kennedy with Mr. Knaff's "fine, sincere interest in maintaining good will between the traveler and the Milwaukee Road," occurred on her recent trip to Olympia, Wash., when she had some trouble with her Pullman accommodation, which she attempted to adjust at Tacoma before continuing on to her destination. At Mr. Knaff's assurance that since he would take care of the matter personally she had no cause for worry, she was able to enjoy her visit in Olympia, secure in the knowledge that it was in competent hands. As soon as the ticket was straightened out, she was advised of it by telephone and on her return trip she was agreeably



C. T. Carter

Milwaukee Road Employees "Adopt" French Children

THE appeal to relieve the misery of children in impoverished European countries has drawn a response from many Milwaukee Road employees. Among them is a Minnesota family whose sympathy was aroused through the death of their own child, a circumstance which created a bond between them and parents of the innocent victims of war.

The child, six-year-old Sally Nemitz, daughter of Conductor Lyle Nemitz of the East H&D Division, was drowned last summer while with her family on vacation. After the tragic accident they decided to dispose of her little wardrobe, which remained a constant reminder of their grief, by giving it to an underprivileged child. Through War Correspondent George Grim and the Red Cross they obtained the name of the Goutrau family at Brive, Correze, in central France, to whom they sent the clothing, with a letter of explanation. An acknowledgment was received recently, in which Royer Goutrau, father of the little girl who was desperately in need of clothing, expressed his family's gratitude for the Nemitz' timely gift. Translated, it read:

"We have just received the wonderful package you sent to our little Michele. I do not know how to express our gratitude and hers, for all the marvelous things it contained. Because of the price of merchandise, which is still of poor quality in our country, and because of our meager means we could not buy as many garments or of such beautiful quality. Our dear little girl was in ecstasy over those lovely dresses and coats, which are most of them her size, and those which are a little large will be perfect for her later.

surprised, if not astonished, to find Mr. Knaff at the Tacoma station with the ticket and her reservation, ready to assist with her luggage. Since it was long after office hours and in a persistent downpour, Mrs. Kennedy protested the undue service, but Mr. Knaff countered with the statement that he was only too glad to do it and was merely carrying out the policy of the Milwaukee Road in trying to give every possible assistance to the traveling public.

Mrs. Kennedy said that this service has since been extended to the members of her family at Olympia and that they too are very appreciative of the courteous attention they have received from Mr. Knaff.

"I want to thank you very sincerely for such a friendly gesture, which reties the bonds which unite our two peoples and augments the gratitude I owe personally to those who came to deliver us from the imprisonment of our invaders and freed me from their concentration camp at Buchenwald, where for 16 months I experienced the worst sufferings and awaited death."

Monsieur Goutrau introduced himself as a reserve officer in the French artillery, a veteran of World War I, who was taken prisoner at the time of the break-up in 1940. After 17 months spent in captivity he was returned to France, only to be hunted by the Gestapo. He evaded capture until December, 1943, when he was arrested, tortured and sent to Buchenwald to await death. When American troops invaded this sector, the camp was evacuated, but not before the majority of his comrades had been killed by the S. S. The fleeing prisoners were overtaken by our troops at Posengs in Bavaria, bringing, Monsieur Goutrau said, deliverance and a new hope of life. Although he still suffers from the effects of long imprisonment, he is able to work at his civilian occupation as director of a small local newspaper.

"Life in France is difficult," he wrote, "and the greater part of my fellow citizens are impoverished by the war. I want to tell you how grateful I am for your thoughtfulness for us. I am married and have only the one child, little Michele, who is seven and a half years. I will send you news of us in my next letter and will try to send you a picture of my little girl. I beg you again to accept our thanks."

Packages For Paris

Among similar cases of help given to the suffering French people, one of the most interesting is the project sponsored by the Milwaukee Social Club



at Cedar Falls, Wash. This group, which is composed of wives of employees at that point, has been made a unit of the American Aid for France, a nationwide organization with headquarters in New York City. Since July 1, 1946, the club has been sending relief packages to Paris, to Madame Mardfeld, the widowed mother of four boys and two girls, ranging in age from six to sixteen years. Four 11-pound boxes of food, clothing and bedding go every month to their "adopted" family. At Christmas, special packages of candies and luxury foods, such as pineapple and sugar, were tucked in with the regular rations. In gratitude, the 13-year-old daughter wrote: "With these lovely Christmas packages we had a Christmas more like the children who have fathers"; the mother wrote, "It is hard to find words to thank you."

Behind these simple acknowledgments is a story of suffering and hardship. The husband and father was shot as a hostage five years ago, while the family was forced to hide in the fields and forests. When they returned to Paris, after two years of bare subsistence, they found that the Germans had confiscated their furniture and personal belongings. During the last two years they have also shared their meager supplies with a cousin, whose parents were deported and never returned.

The group at Cedar Falls has since found foster parents among Milwaukee employees for three other children. Doctors and teachers select the children for "adoption" from families that were active in the resistance movement. A foster parent agrees to supply a child with food and clothing for a period of six months to a year. That means sending it an 11-pound package every two weeks, at the postal rate of 14 cents per pound. So far, the organization has shipped 330 pounds. In addition, a quantity of clothing donated for their charges but found to be unsuitable, was cleaned, free of charge, by a local laundry and sent to French sailors on board ships in the port of Seattle, for their families.

Since its organization in 1944, the group has sponsored a Boy Scout and a Girl Scout troop and contributed generously toward buying a Victory bond for every serviceman from their community. Each member sent a Christmas package to a disabled veteran in the Naval hospital at Seattle and donated to the "Yanks Who Gave" and the "March of Dimes" campaigns. As they have no clubroom, business is conducted in the homes of members. Their latest venture involves a series of luncheons given in the homes, through which they are raising money to pay for the postal charges on their French philanthropy.



Guests at "Cap" Gerard's birthday dinner choose their weapons. As the dining hall could not accommodate the large crowd, this overflow group dined in the entryway.

"Cap" Gerard Entertains Austin Area Group

REVERSING the usual order of things, Casper "Cap" Gerard, an employe of the car department at Austin, Minn., observed his birthday by inviting 75 co-workers, members of the Austin Area Service Club, to a celebration on Feb. 17. The party was held on the club's regular meeting night, in the clubrooms at the passenger station. Cap did all of the shopping for the food, lined up his own kitchen help and personally supervised the attendant details.

Erle Jorgenson, officiating as chef, prepared a dinner of creamed chicken on biscuits with its accompanying courses, finished off with a dessert of cake and ice cream. Every guest who assisted at the novel celebration heartily encouraged Cap to celebrate more birthdays.

The regular business discussion of the meeting was followed by moving pictures, which were shown by Kenneth Hanson.

Retirement Act Discussed at Racine Meeting

MEMBERS of the Racine Area Service Club heard an informative talk on the provisions of the Railroad Retirement Act at their Feb. 26 meeting. R. E. Wirsching of Milwaukee, district manager of the Railroad Retirement Board, gave a clear explanation of the new provisions of the act and the changes in the old provisions.

Following Mr. Wirsching's talk, a fine lunch was served by the ladies' committee and Mrs. Ed Jones played the piano. The club carolers also performed.

At this meeting Chairman William F. Henrich appointed a committee to plan the club's Appreciation Party.

Variety Bill Entertains Southeastern Club

THE program for the Mar. 12 meeting of the Southeastern Service Club, Terre Haute, Ind., featured several speakers, headed by A. G. Dupuis, assistant public relations officer, Chicago. DF&PA R. H. Harding and E. G. Boyd, local agent, also addressed the gathering.

Tim Colwell, program chairman, arranged a variety of entertainment, which included several readings by Nelson R. VanCleave, principal of the McKeen School, and the showing of a movie film, "Westward to the Sea." Refreshments were served and the remainder of the evening was spent in dancing and card playing.

North Woods Group Views New Sports Films

AT THE business session of the North Woods Service Club, Wausau, Wis., on Feb. 20, Chairman John L. Brown appointed a committee to investigate the advisability of sponsoring a miniature railroad show. Features of the evening's program were two moving pictures, "Sports Events" and "Sports Parade of 1946."

The kitchen force which prepared "Cap" Gerard's birthday dinner at the Austin, Minn., clubrooms, Feb. 17, has seconds on cake and ice cream. Left to right: Erle Jorgenson, chef, Chief Carpenter Bill Tritchler and Roadmaster Earl Long, assistant chef, Fireman Pat Gannon and Harry Keck, retired roundhouse foreman.



Mt. Tacoma Club Elects Officers

THE election of officers held by the Mt. Tacoma Service Club, Tacoma, Wash., at the Feb. 27 meeting resulted in only two changes of the roster. George Mitchell was elected chairman (he was vice chairman last year) and Miss Helen Alleman the new vice chairman. Miss Juanita Modglin, secretary, and J. F. Bryan, treasurer, were re-elected for a second term.

Two moving pictures of sports subjects were shown and refreshments were served by the ladies' committee.

Mt. Baker Club Holds Basket Lunch Social

MEMBERS who attend the meetings of the Mt. Baker Service Club, Bellingham, Wash., have established the friendly custom of personally signing all good cheer cards sent to those who are indisposed. This practice has also provided an accurate gauge of the attendance. The card which went out to Club Member Rader at the Feb. 25 meeting carried 25 signatures; Mr. Rader acknowledged it later with a note of appreciation.

Plans for the annual Appreciation Party were discussed at this meeting and Messrs. Jose, Walton and Kimose were appointed as a committee to investigate arrangements. After the business session adjourned, an old-time basket lunch was served by the ladies. It consisted of various sandwiches, an assortment of homemade cakes, candy cups, coffee and ice cream. A birthday cake topped with 10 candles, presented to little Mary Jane Frazier by Chairman Sandstedt, also made the rounds. Mrs. J. Kimose, wife of the roundhouse foreman, at the piano, and Engineer Floyd Clapper's violin supplied the music for the dancing.

Among this club's worthwhile activities is its concern with the plight of crippled children, and the usual monthly donation to the Orthopedic Society was collected.

Milwaukee Victory Committee Announces Party Plans

THE Milwaukee Victory Committee, an organization which is sponsored by the Hiawatha Service Club of Milwaukee, Wis., the Milwaukee Women's Club and the Milwaukee Road American Legion Post No. 18, has issued invitations to a grand "Welcome Home" party for ex-servicemen, to be held in the South Side Armory on Saturday evening, Apr. 5. Committee Chairman Erwin C. Weber has announced that ample facilities will be provided to accommodate the huge crowds expected.

During World War II the committee did a very commendable job of keeping up the spirits of some 1,000 Milwaukee shops and terminals employes who were serving with the armed forces. "Victory Briefs," an informal and cheerful publication which kept them informed of the doings back home and which also provided a medium for the interchange of correspondence, was one of their projects. The boys and girls were always remembered with Christmas and birthday greetings, and many other close to home attentions were provided. The Victory Committee was considered contact headquarters for the forces at home, as well as those overseas.

The homecoming party was held up until most of the ex-servicemen were back on the job.

Noisy Cravat

The books I read and the life I lead are sensible, sane and mild.

I like calm hats and I don't wear spats, but I want my neckties wild!

Give me a wild tie, brother, one with a cosmic urge!

A tie that will swear and rip and tear When it sees my old blue serge.

Oh, some will say that a gent's cravat should only be seen, not heard;

But I want a tie that'll make men cry and render their vision blurred.

I yearn, I long, for a tie so strong it will take two men to tie it.

If such there be, just show it to me—whatever the price, I'll buy it.

Give me a wild tie, brother One with a lot of sins!

A tie that will blaze

In a hectic gaze,

Down where the vest begins.

"If you refuse me," he cried, "I shall die!"

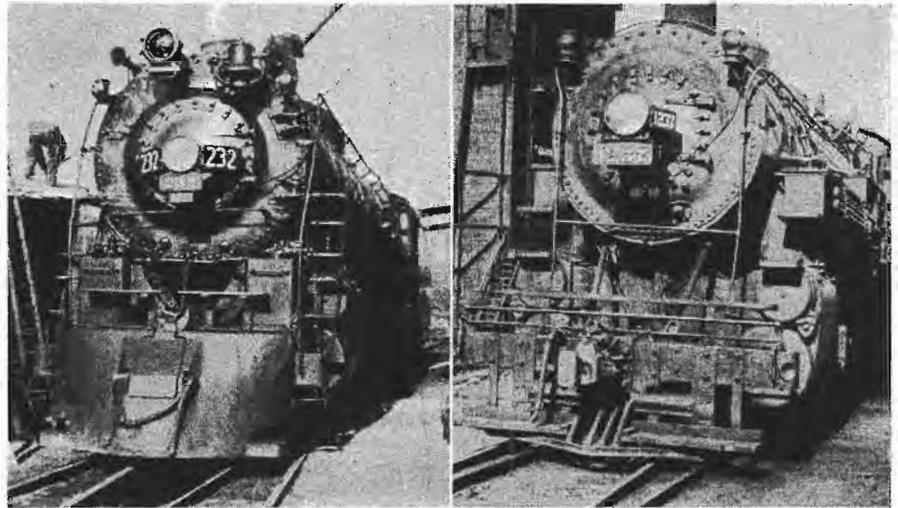
She refused him.

And 60 years later he died.

Strong-minded, able-bodied women are my aversion, and I run out of the road of one as I would from a mad cow.

—Jane Welsh Carlyle.

Big Ben Numerals Identify Milwaukee Locomotives



The old and the new Milwaukee Road headlight numeral wings. The S-2 locomotive at the left displays the new wings and new numeral design. The 45 degree angle at which these wings extend from the headlight aids identification. The C-5-S locomotive at the right is shown as it appeared before the old numeral wings were replaced by the new type. The old type, set at a 30 degree angle, were not distinguishable at as great a distance as the new ones.

THE increasing use of high-speed locomotives and streamlined equipment on the Milwaukee Road has resulted in the adoption of a new and improved numeral headlight wing which has now been applied to all of the Road's power. To anyone unfamiliar with the functional purpose of locomotive numerals, this announcement has little significance, but for operating men the change is an important one.

With faster schedules, the old numeral wing, though satisfactory in many ways, was found to be inadequate as a positive means of identification. The new wing was designed to overcome those defects and increase the efficiency of operation. The numerals are larger—eight inches high, as compared to the six-inch figures formerly used—and are white against a black background. Experiments disclosed that this combination provides the greatest visibility. The numbers themselves are those originally designed for Big Ben alarm clocks and were selected for this purpose on account of their simplicity. There is no possible chance to confuse a five and a three or a six and an eight, as each one is distinctive in design.

The angle of the wing was increased, too, from 30 to 45 degrees, which enables a man to identify an approaching locomotive from a much greater distance than he could previously. Individual electric light bulbs inserted behind each glass number plate are a distinct improvement compared with

the old single bulb in the center, directly behind the headlight. All of these changes were incorporated in the wing without making any alterations in the headlight itself.

The first new wings were applied in June, 1945, and since then all road power, except switching locomotives, has been equipped. Diesel engines have also been renumbered, using the new size and style of numerals on the front of the locomotive, just below the headlight. When a four-unit Diesel is broken in two so that there are two locomotives of two units each, the letters "A" and "D" are added to the number and the two units of, say, number 37, become 37A and 37D. This eliminates the confusion and danger which would result from having two locomotives with the same number.

Stop, Look, Listen

The famous "Stop, Look and Listen" sign, known and recognized all over America, was invented in 1884 by a man named Thomas Gray. Gray worked in the car shops of the Southern Pacific; when his small nephew was killed at a railroad crossing in a rain-storm, he devised this sign to warn others of the presence of a railroad line, no matter what the weather. The simplicity of the sign made it easily recognized even by young children, both in wording and the design. The Southern Pacific adopted Gray's idea, made it official, and it soon was emulated by other roads all over the country.

RETIREMENTS

The following employes' applications for retirement were recorded during January and February, 1947

JANUARY

Chicago Terminals

CUNNINGHAM, PATRICK J.
Trucker Galewood, Ill.
PERFECKI, PHILIP
Carman Galewood, Ill.
GALLERY, EDWARD M.
Crossing Watchman Chicago, Ill.
KALLAY, BARBARA
Coach Cleaner Chicago, Ill.
KREMER, JOHN
Boilermaker Chicago, Ill.
MESSINA, FRANK
Section Laborer Chicago, Ill.
MURPHY, MIKE
Extra Gang Laborer Chicago, Ill.
SAMEK, WALENTY M.
Carman Galewood, Ill.

Coast Division

BEALS, JOHN G.
Conductor Tacoma, Wash.
CAVANAUGH, TERENCE
Loco. Fireman Everett, Wash.
HOUCK, CHARLES E.
B&B Carpenter Seattle, Wash.

Dubuque & Illinois Division

CARRIGAN, THOMAS F.
Conductor Bensenville, Ill.
DUSCHL, GEORGE
Laborer, Car Dept. Dubuque, Iowa
LAITY, CHARLES E.
Air Brake Man. Nahant, Iowa
MCGOWAN, WILLIAM A.
Carman Nahant, Iowa
THURBER, WILLIAM M.
Asst. Supt. Dubuque, Iowa
WILLIAMS, WADE H.
Loco. Engineer Savanna, Ill.
YEAGER, LEROY E.
Agent Bellevue, Ia.

Hastings & Dakota Division

MCGOVERN, JAMES B.
Loco. Engineer Aberdeen, S. D.
MONTAGUE, LEONARD
Conductor Aberdeen, S. D.
WARE, NELSON
Loco. Engineer Minneapolis, Minn.

Iowa Division

ANDERSON, LOUIS W.
Roadmaster Rockwell City, Iowa
BARKER, WILLIAM M.
Machine Inspector Perry, Iowa
GOLDEN, FRED M.
Conductor Marion, Iowa
GOULDEN, JOHN J.
Loco. Engineer Des Moines, Iowa
HUNTLEY, JESSE W.
Section Foreman Herndon, Iowa
JOHNSON, ELMER A.
Switchman Cedar Rapids, Iowa

Iowa & Dakota Division

HAHN, FERDINAND O.
Agent Whittemore, Iowa
HANSON, NELS P.
Carman Canton, S. D.
HILL, GEORGE H.
Boilermaker Sioux City, Iowa

Iowa & S. Minnesota Division

ARNOLD, FREDERICK O.
Boilermaker Madison, S. D.
GRAY, FRANK H.
Loco. Engineer Madison, S. D.
HALL, WILLIAM A.
Section Laborer Lime Springs, Iowa
STARR, IRVIN W.
Section Foreman Forestburg, S. D.

Kansas City Division

CARTER, HARRY C.
Loco. Engineer Ottumwa, Iowa
MILLHOUSE, ERNEST C.
Boilermaker Helper Ottumwa, Iowa
MCCOY, CLIFFORD C.
Brakeman Ottumwa, Iowa
HUMPHREYS, WILLIAM
Section Laborer Osgood, Mo.

LaCrosse & River Division

BROWN, WILLIAM H.
Machinist Tomah, Wis.

Madison Division

COOLEY, IRVIN W.
Loco. Fireman Richland Ctr., Wis.

EMSHOFF, WILLARD L.
Loco. Fireman Lone Rock, Wis.
EVANS, JAMES T.
Section Laborer Eagle, Wis.
GRAVES, ALANSON J.
Loco. Engineer Madison, Wis.
HESSMAN, ALBERT
Loco. Engineer Madison, Wis.
PERKINS, FRANK
Roundhouse Laborer Madison, Wis.

Milwaukee Division

BOOTH, MURRAY H.
Agent Elkhorn, Wis.
BRODDA, PAUL H.
Loco. Engineer Fond du Lac, Wis.
HUGHES, WILLIAM J.
Loco. Engineer Chicago, Ill.

Milwaukee Terminals

BAKER, THOMAS C.
Extra Gang Laborer. N. Milwaukee, Wis.
BRAEM, ELVIN C.
Laborer, Store Dept. Milwaukee, Wis.
EIMERMAN, HENRY P.
Storehelper Milwaukee, Wis.
HANSEN, HENRY H.
Car Inspector Milwaukee, Wis.
LEAMAN, DALE R.
Yardmaster Milwaukee, Wis.
LEWANDOWSKI, MARTIN
Trucksmith Milwaukee, Wis.
MERITZ, RICHARD J.
Machinist Milwaukee, Wis.
MINETT, ROBERT F.
Blacksmith Helper Milwaukee, Wis.
PILLAT, FRANK
Carpenter Milwaukee, Wis.
REGAN, JAMES J.
Conductor Milwaukee, Wis.
SHANKE, ALBERT F.
Hostler Milwaukee, Wis.
WEGNER, WILLIAM H.
Scrap Sorter Milwaukee, Wis.
WOKSZYNSKI, WALTER C.
Carman Milwaukee, Wis.
ZIARKOWSKI, LEON A.
Carman Milwaukee, Wis.

Off Line

COATES, RICHARD G.
Trav. Frt. & Pass. Agt. San Francisco, Cal.

Rocky Mountain Division

ALEXANDER, WALTER
Loco. Engineer Deer Lodge, Mont.
DUBIC, JOHN
Section Laborer Janney, Mont.
HILL, ALEXANDER J.
Pipefitter Helper Harlowton, Mont.
MASON, ANDREW F.
Brakeman Spokane, Wash.
MOATS, GUY R.
Section Foreman Superior, Mont.
SIMON, JOHN
Section Laborer Denton, Mont.
STAY, EVEN
Firebuilder Harlowton, Mont.

Seattle General Offices

MCCARTHY, ANTHONY J.
Dist. Pass. Agent Seattle, Wash.

Superior Division

ENGELS, PETER J.
Carman Green Bay, Wis.
GUNDERSON, GUSTAVE
Loco. Engineer Green Bay, Wis.
KELLY, GEORGE M.
Conductor Green Bay, Wis.
KURTH, EDWARD
Conductor Channing, Mich.
LAUTERBACH, ANTON F.
Carman Green Bay, Wis.
MAYER, ANTHONY W.
Loco. Inspector Green Bay, Wis.
PROCTOR, WILLIAM E.
Switchman Green Bay, Wis.
SEABIL, JOSEPH
Section Laborer DePere, Wis.
WALSH, EDWARD V.
Trucker Green Bay, Wis.
WARDEN, ANTON
Section Laborer Green Bay, Wis.

Terre Haute Division

BURT, ALVA L.
Asst. Engineer Terre Haute, Ind.
CORNETT, ERNEST L.
Loco. Engineer Seymour, Ind.
FRANCIS, CHARLES L.
Carman W. Clinton, Ind.

Trans-Missouri Division

BURGER, EDWARD C.
Extra Gang Laborer Mahto, S. D.
DICKEY, IRA L.
Loco. Engineer Mobridge, S. D.
FISHER, MIKE
Section Laborer Faith, S. D.
HALING, GUY W.
Asst. Tel. Instructor. Miles City, Mont.
YAMADA, WAICHI J.
Roundhouse Laborer. Miles City, Mont.

Twin City Terminals

BARRY, BENEDICT P.
Freight Checker St. Paul, Minn.
BELDEN, IRA W.
Machinist Helper St. Paul, Minn.
CIES, MATT
Oiler St. Paul, Minn.
FOSTER, PHILIP H.
Machinist Minneapolis, Minn.
HAGEN, JAMES A.
Boilerwasher Minneapolis, Minn.
JOHNSON, AUGUST
Train Announcer Minneapolis, Minn.
MCGOVERN, LERAY E.
Pipefitter Minneapolis, Minn.
MEIHOFFER, HENRY
Carman St. Paul, Minn.
NELSON, MARTIN W.
Mail & Bag. Sorter. Minneapolis, Minn.
TEMPLETON, ALLAN C.
Clerk, Store Dept. Minneapolis, Minn.
TRETTIN, GUSTAF A.
Laborer, Loco. Shops. Minneapolis, Minn.

FEBRUARY

Chicago General Offices

ALBRIGHT, LOUIS S.
Waiter Chicago, Ill.
CURRY, CORRIE
Clerk, Aud. of Expend. Chicago, Ill.
SAVILLE, EDWARD W.
Steward Chicago, Ill.
SWING, GENEVIEVE A.
Comptometer Operator, Aud. Sta.
Accts. & O/C Claims. Chicago, Ill.

Chicago Terminals

BECKMAN, EDWARD C.
Loco. Engineer Chicago, Ill.
BIELECKI, JOHN A.
Carman Chicago, Ill.
BILETZ, MICHAEL
Laborer Chicago, Ill.
HANCHARYK, JOHN
Carman Helper Chicago, Ill.
HUTCHERSON, HARRY E.
Loco. Engineer Chicago, Ill.
KOWALCZYK, JOSEPH
Car Inspector Bensenville, Ill.
LASS, STEPHEN A.
Towerman Chicago, Ill.
O'DONNELL, JOHN J.
Trucker Chicago, Ill.
SCHROEDER, WALTER E.
Air Brake Inspector Chicago, Ill.
SMITH, EDWARD P.
Freight Checker Chicago, Ill.
WHITEHEAD, RAY A.
Switchman Chicago, Ill.

Coast Division

DESMOND, CORNELIUS
Chauffeur, Loco. Dept. Tacoma, Wash.
FRASER, JOHN
Section Foreman Elbe, Wash.
ROWE, HARRY
Asst. Gen. Frt. Agent. Tacoma, Wash.
TAKAHASHI, ROY C.
Red Cap Tacoma, Wash.

Dubuque and Illinois Division

ABBOTT, JOHN M.
B&B Carpenter Savanna, Ill.
CAMPBELL, HOWARD L.
Brakeman Savanna, Ill.
CARTER, LEONARD A.
Train Dispatcher Savanna, Ill.
HUMMEL, GEORGE F.
Switchman Savanna, Ill.
KELLY, THOMAS W.
Conductor Savanna, Ill.

Hastings and Dakota Division

HIEB, FRED F.
Section Laborer Hosmer, S. D.
RHOADES, EMIL J.
Machinist Montevideo, Minn.
TROHA, ANTONE G.
Car Inspector Savanna, Ill.

Idaho Division

McCAUGHEY, JAMES
Section Laborer Dalkena, Wash.

Iowa Division

BRYANT, WALTER O.
Station Baggage Man Manilla, Ia.
COIL, ELLI R.
Machinist Helper Perry, Ia.
MUNDY, GUY P.
Carman Cedar Rapids, Ia.
OTTAWAY, FRANK J.
Section Laborer Green Island, Ia.

Iowa and Dakota Division

CAIN, LEO L.
Loco. Engineer Sioux City, Ia.
WELLAND, AUGUST
Section Foreman Yankton, S. D.

Iowa and Southern Minnesota Division

ANDERSON, JOHN A.
Section Foreman Sherburn, Minn.
FREID, AUGUST M.
Agent Adams, Minn.
KLEMA, JOSEPH N.
Switchman Austin, Minn.
MARVLET, JAMES F.
Switchman Austin, Minn.
WAGNER, FRED J. A.
Conductor Madison, S. D.

Kansas City Division

HOLSCLAW, WM. J.
Loco. Engineer Kansas City, Mo.
HOWSMAN, ARTHUR E.
B&B Carpenter Chillicothe, Mo.
JACKSON, ABRAHAM M.
Switchman Ottumwa, Ia.
KEMP, JAMES O.
Section Laborer Cone, Ia.
NELSON, ROBERT L.
Loco. Engineer Ottumwa, Ia.

La Crosse and River Division

JESKE, ALBERT R.
Crossingman Wausau, Wis.
KNIGHT, RICHARD
Crossingman La Crosse, Wis.
SPENCER, VINCENT W.
Crossing Flagman Winona, Minn.

Madison Division

BIRD, FRED M.
Loco. Engineer Madison, Wis.
MAHA, MICHAEL J.
Draw Bridge Helper Madison, Wis.
SMITH, SAMUEL D.
Roundhouse Foreman Madison, Wis.

Milwaukee Division

BOESE, STEPHEN
Crossingman Oshkosh, Wis.

Milwaukee Terminals

ADLAM, AMBROSE C.
Crossing Watchman Milwaukee, Wis.
BAEHR, FRED W.
Machinist Milwaukee, Wis.
CARLSON, ALBERT F.
Crossingman Milwaukee, Wis.
CIESLAK, JOHN J.
Tinsmith Milwaukee, Wis.
FRIES, JOSEPH J.
Mail & Baggage Trucker Milwaukee, Wis.
JACOBS, JOHN H.
Erecting Foreman Milwaukee, Wis.
KASTEN, EMIL
Crossingman Milwaukee, Wis.
ROGERS, JAMES L.
Pipeman Milwaukee, Wis.
LOIBL, FRANK L.
Carman Milwaukee, Wis.
SCHOESSOW, RICHARD W.
Machinist Milwaukee, Wis.
TOMCZYK, PETER
Carman Milwaukee, Wis.
ZOELLNER, OSWALD H.
Crossingman Milwaukee, Wis.

Rocky Mountain Division

GRAETER, WARREN H.
Electrician Deer Lodge, Mont.
HAINES, GEORGE R.
Brakeman Lewistown, Mont.
JORDON, CASTOR
Cook, Electr. Dept. Missoula, Mont.
KERR, THOMAS P.
Custodian & Sec. Laborer. . . Sixteen, Mont.
KOGA, TOM
Ex. Gang Foreman Three Forks, Mont.
PETRO, JOHN
Section Foreman Lewistown, Mont.
REUTHER, ANNA B.
Rate Clerk Lewistown, Mont.
STEPHENSON, CLARENCE
Pipewriter Helper Deer Lodge, Mont.

Superior Division

OSBORNE, LEONARD J.
Loco. Fireman Channing, Mich.
PARKER, JOHN F.
Conductor Green Bay, Wis.
ROSENDAHL, OSCAR C.
Station Baggage man Stoughton, Wis.

Terre Haute Division

BRINDLEY, MAURICE A.
Carman Terre Haute, Ind.
NASH, MARTIN L.
Carman Terre Haute, Ind.
STEFFEY, JOHN O.
Laborer, Store Dept. . . West Clinton, Ind.
VAUGHN, JOHN F.
Switchman Terre Haute, Ind.

Trans-Missouri Division

CORCORAN, WALTER F.
Agent Forsyth, Mont.

Bitter Root Range

(Continued from Page 6)

Across the Bitter Root Range the line of telegraph lies, generally, south of the rail line and upon reaching the east portal of St. Paul Pass Tunnel (altitude 4,170 feet) the telegraph line rises above the tunnel on a slope of about 60 degrees, crossing the divide of the Bitter Root Range at an altitude of approximately 5,700 feet.

During 1940, this trail was widened to 50 feet, the work being done under the supervision of Harry W. Spears, roadmaster at Missoula, Mont., and under the immediate direction of Foreman Thomas Proto of Saltse, Mont. The work was done during the spring, summer and autumn of that year with the forest rangers observing the progress of the work at intervals.

At a point above the tunnel and about midway of its length of 8,771 feet, the telegraph line and trail are intersected by the Idaho-Montana boundary line. From there the fire guard and timber clearance descends the west slope of the mountain, again at an angle of about 60 degrees. The 50-foot trail comes close to the rail line near Roland, Idaho (west portal of the tunnel), and then follows the mountain contours, sometimes high above the railroad.

This entire region was within the zone of the Great Idaho Fire of 1910 and there is still ample evidence of the destruction wrought by that catastrophe. On the mountain slopes countless dead tree trunks stand mutely, their skeleton-like limbs seemingly pointing accusing fingers. Fortunately, however, there is also evidence of nature's healing powers, for among the dead trees there is much new timber growth.

The Eleventh Commandment

It would seem to be appropriate in this connection to set forth the so-called Eleventh Commandment, as proposed in a notable thesis written in

GRAINGER, ROBERT H.
Carpenter Helper Miles City, Mont.
REETZ, WILLIAM R.
Conductor Miles City, Mont.
TROJAHN, HERMAN M.
Roundhouse Laborer Mobridge, S. D.

Twin City Terminals

CAREY, EDWARD P.
Laborer, Car Dept. St. Paul, Minn.
FIELD, HAROLD H.
Carman Helper Minneapolis, Minn.
HANSEN, IRA A.
Switchman Minneapolis, Minn.
MACDONALD, DAVID E.
Train Director St. Paul, Minn.
SMITH, GEORGE C.
Switchman Minneapolis, Minn.
SUROVIK, FRANK J.
Car Cleaner Minneapolis, Minn.
THOMPSON, DAVID
Laborer, Car Dept. Minneapolis, Minn.

1939 by W. C. Lowdermilk, assistant chief of the Soil Conservation Service, United States Department of Agriculture. It was written in the City of Jerusalem. In its entirety the thesis is a dramatic presentation of the history of the forests and soil in the Holy Land and elsewhere in Asia and its relation to the life of ancient and modern times.

Mr. Lowdermilk stated that could Moses have foreseen what he and other students of forestry and erosion saw in Asia Minor, North China, Mesopotamia, and our own United States, "the wastage of lands due to Man's practice of a suicidal agriculture, and the resulting Man-made deserts and ruined civilization—if Moses had seen the impoverishment, revolution and social decadence of billions of people throughout the world during thousands of years, he would have been inspired to deliver an Eleventh Commandment to complete the trinity of Man's responsibilities to his Creator, to his fellow men and to Mother Earth."

Mr. Lowdermilk suggests that the Eleventh Commandment of Moses would have read:

"Thou shalt inherit the holy earth as a faithful steward, conserving its resources and productivity from generation to generation. Thou shalt protect thy fields from soil erosion and thy hills from overgrazing by thy herds, so that thy descendants may have abundance forever.

"If any shall fail in this stewardship of the land, his fertile fields shall become sterile stones and gullies, and his descendants shall decrease and live in poverty or vanish from the face of the earth."

Mr. Lowdermilk continued his comments by saying that no such commandment has been a part of Man's attitude toward his occupation of Mother Earth except in limited areas. Man has generally been an exploiter, despoiler and destroyer of natural, physical, plant and animal resources of the earth.

It is to be hoped that Man's improvidence and neglect will never again be allowed to destroy the valuable timber in the valleys and on the rugged slopes of the great Bitter Root Range.

**From the time the Milwaukee Road's west coast extension was built, commercial telegraph on lines west of Mobridge, S. D., was handled by the Continental Telegraph Company, a Milwaukee Road owned corporation, which was abandoned on Sept. 1, 1946, at which time a contract was made with Western Union for handling commercial telegraph business on Lines West.—Editor.*

Women's Club Chapter News

★ Kansas City Chapter

Mrs. Wm. Kinder, Historian

We met Mar. 4 at Northeast Masonic Temple. Luncheon was served at noon, Mrs. Banta, Social Chairman, in charge. Our president, Mrs. Dobson, presided. Reports were read and approved. Mrs. Sevidge, Good Cheer Chairman, reported one plant and one funeral spray sent, also cards mailed to the ill and personal and phone calls made. Mrs. Rhodus, Ways and Means Chairman, reported \$14.67 profit from sale of cards and plastic food bags, and \$1.70 made on a surprise package, awarded at our January meeting (an apron given to Mrs. Morrison). Lotto was played during the social hour.

★ Savanna Chapter

Mrs. Raymond Schreiner, Historian

Regular meeting was held Jan. 14, Mrs. Adams presiding. Reports were given. The new officers took over. Mrs. Wm. Doherty, our new president, appointed Mrs. Wm. Stevens Sunshine Chairman, Mrs. Bertha Swingley Membership Chairman, Mrs. Chas. Ferris Ways and Means Chairman, and Mrs. Bridenstine and Mrs. Geo. Humphrey on the Auditing Committee. Mrs. Albert Lahey was appointed secretary in place of Mrs. C. E. Kinney.

After the business meeting games were played, and delicious refreshments were served by the hostesses, Mrs. Irvin Shrake, Mrs. Steve Davis, and Mrs. Wm. Stevens.

★ Sioux City Chapter

Mrs. Ben Rose, Historian

Immediately following the well-attended January pot-luck dinner, the Sister Kenny polio-treatment picture was shown by Mrs. J. H. Humphrey, her husband, Dr. Humphrey being chairman of the Woodbury County Poliomyelitis Drive. Business session followed. Final reports were read, and the New Year's agenda was opened as Mrs. L. A. Cline installed the '47 officers. A stipulation of expenditures was agreed upon for Sunshine work.

Our re-elected president—Mrs. J. Bailey introduced the committee chairmen as follows: Const. and By-laws, Mrs. L. E. Cotter; Welfare, Mrs. G. E. Johnson; Sunshine, Mrs. T. G. Snyder; Ways and Means, Mrs. A. M. Nelson; Membership, Mrs. G. W. Wean; Kitchen, Mrs. G. M. Kostis; Dining Room, Mrs. M. Conway; Program, Mrs. F. D. Morgan; Publicity, Mrs. L. E. Cotter; Auditing, Mrs. C. B. Davis; Safety-first, Mrs. Olaf Hagen; Purchasing, Helen Flynn. Bingo-funfest followed. On Jan. 22, Mesdames, McCauley, Shea, Conway, Johnson, Morgan, Davis, Weiland, Flynn, Bailey and Hagen served in the Capitol theater, representing our chapter's civic good-will in the March-of-Dimes local program.

★ Terre Haute Chapter

Mrs. Albert Duensing, Historian

February meeting was opened by Mrs. Oscar Bond, president. A nice crowd attended and enjoyed a meat loaf dinner with covered dishes brought by the members. Plans for an anniversary dinner is under discussion for some time this spring, honoring all past presidents, charter and other members. Penny march amounted to \$1.46. Door prizes went to Mrs. Luther Nash and Oscar Bond.

★ Tacoma Chapter

Mrs. Ann Tallmadge, Historian

A large birthday cake with 22 candles was the center of attraction at the regular noon luncheon and business meeting of Tacoma Chapter Feb. 24. About 90 guests enjoyed the luncheon served by Mrs. J. A. Speck and her committee. All were served a generous slice of the birthday cake along with their traditional Geo. Washington pie. A number of charter members were present, and a great many "do you remember whens" could be heard during the social hour.

Mrs. Hoffman presided at business meeting. Good Cheer committee had a very glowing report of the many calls and acts of helpfulness it had performed during the month. After adjournment the members enjoyed a "White Elephant" sale, which caused much fun and exchanging of "valuable trinkets." The "Get Together" party sponsored by the club Feb. 21 was well attended and everyone reported a grand time.

★ Milwaukee Chapter

Mrs. F. Whitty, Historian

Our monthly meeting was held Feb. 17. Several thank you cards were read. Our pillow case card party will be held May 7 at the Moose Club. Red Cross report for February is three large army sweaters, 28 army cast socks, and 19 Red Cross squares. Total hours 367. Sunshine chairman sent five cards. Sunshine fund amounted to \$3.42. A short movie and a cosmetic demonstration, followed by a dress up party, were enjoyed after business session. Ice cream, cake and coffee were served. Some of the members stayed to play cards.

★ Wausau Chapter

Mrs. Godfrey Paulus, Historian

Wausau Chapter held the Feb. 11th meeting in the club rooms with Second Vice President Mrs. C. H. Conklin presiding. Reports were heard from the various committees. Good Cheer reported that flowers were sent to a member who was ill. A "thank you" card was read. Upon adjournment cards were played and refreshments were served by Mrs. Lawrence Nowitzke, Mrs. R. R. Rawson, Mrs. Henry Rege, Mrs. Henry Ash and Mrs. John Dexter. Door prize went to Mrs. Nick Obey.

March meeting was held on the 11th, cards being played following a short business session. A delicious luncheon was served by Mrs. Felix Slomske, Mrs. Theo. Slomske, Mrs. Elgin Fowler, Mrs. Ed. Hahn, and Mrs. Al Kasten.

★ Aberdeen Chapter

Mrs. J. J. Seiler, Historian

Aberdeen Chapter met Jan. 6, with Mrs. Radabaugh, retiring president, presiding. She thanked officers, chairmen, and members for their splendid cooperation. Installation of officers took place under the very capable direction of Mrs. James Hartley, our program and social chairman, with the assistance of Mrs. Lois Loeffler at the piano and four other members. A very impressive candle light ceremony was used, with the lighting of tapers as each new officer was installed. Mrs. Mary Karr, the new president, then took over, appointing her committees.

Membership was reported at 1,155 for year 1946. Treasurer Mrs. Hatten gave her report, also reported her books had been audited and found to be correct. Mrs. Wm. Beckel reported on "Thank You" cards received by the Good Cheer committee for gifts, cards and flowers sent. Mrs. Harlett reported 13 calls made by the welfare committee during the past year. Mrs. Reese reported on ways and means. Mrs. Frank Springer donated a novelty fuzzy kitten on which chances were sold and netted \$4.50, Mrs. Loeffler being the winner. Penny march yielded \$1.75. Upon adjournment refreshments were served from a lovely appointed lace covered table. Mrs. W. J. Kane, Mrs. Rom Dahnis, and Mrs. Sam Ackerson were hostesses.

★ Minneapolis Chapter

Evelyn Manlove, Historian

A lovely ham and fish dinner was served to 72 persons before our meeting held Feb. 19. Mrs. Kurzeka thanked the club for the Christmas plant sent them. Mrs. Campbell told about purchasing 25 pieces of photography equipment for the Veterans' Hospital and also read a letter from Dr. Jensen thanking the club for same. \$35 more was turned over for paper for negatives, making a total of \$203. Mrs. Rogers reported 11 good cheer and three sympathy cards sent in February. A dance followed the meeting and a good time was had by all.

★ Spencer Chapter

Mrs. Lee Santage, Historian

The club met at Mrs. E. P. Koehnicke's home for January meeting. Mrs. John Johnson, vice president opened the meeting and introduced the newly elected president, Mrs. Vince Rose. The Good Cheer of 1946 was reported by Mrs. Carl French, chairman of the committee. We are pleased to announce the club made \$62.62 last year selling chances on a clothes hamper given away at our Christmas party. A going-away gift was presented to Mrs. Leo Blanchard by the group. She will be missed by all. At the close of the evening, a lunch was served by the hostess and Mrs. Carl French, co-hostess.



Officers of Aberdeen Chapter map plans for the 1947 membership drive. Left to right: Mrs. Louis Larson, recording secretary; Mrs. R. L. Marlett, first vice president; Mrs. Mary Karr, president; Mrs. J. J. Mattern, second vice president; Mrs. A. J. Schreiber, corresponding secretary; and Mrs. A. E. Hatten, treasurer.

★ *Ottumwa Chapter*

K. M. Gohmann, Historian

"Old Man Winter" was in full swing, nevertheless there were 39 who enjoyed the very tempting food served at the luncheon previous to our meeting on Feb. 7. It was an encouraging beginning for our new president, Mrs. Lloyd Frost. Social Chairman Mrs. L. N. Hakeman carried out the valentine theme in the table decorations. After the meeting Mrs. C. W. Becker, Sunshine Chairman, took half of the flowers in the beautiful red and white carnations centerpiece to Mrs. D. E. Higbee and half to Mrs. R. E. Ruckman. January was a busy month for our Sunshine Chairman. The attractive door prize of a tea apron, made and donated by Mrs. L. N. Hakeman, was won by Mrs. C. F. Ebbert.

There certainly was an atmosphere of Mar. 17 instead of the 7th at our March meeting when we beheld the attractive luncheon tables with the pretty green covers, the St. Patrick's napkins and the lovely flowers. The green jello salad served with delicious food and the home-made cake with green frosting added a bit of color. Seventy-five were served. Winner of door prize was Hilma Pearson. Cards were the feature of entertainment, high score going to Mrs. R. M. Johnson and low to Mrs. Don Nicholson.

★ *Davenport Chapter*

Mrs. George Zell, Historian

Mrs. Guy Manson, retiring president, opened her home to us for January meeting. Plans were made to sponsor a series of card parties in the homes of members. Mrs. Ernest Johnson installed the new officers. Mrs. Harry Hadaway, our new president, took over, giving a very inspiring talk, asked the cooperation of all members in making this a banner year.

Our February meeting was preceded by a covered dish supper. The tables were prettily decorated with Valentine motifs and red candles. About 45 persons attended. After a short business meeting cards were enjoyed.

★ *West Clinton Chapter*

Mrs. Dale Hutson, Historian

Our new club rooms at West Clinton were initiated at our February meeting with a good attendance. A chicken supper was enjoyed. The serving committee included Mmes. Chas. McCauley, Mrs. Mattie Johnson and Mrs. Donald Bain. At our business meeting Mrs. Reed McGinnis, Vice President, presided. Membership dues were collected, reports given and business was discussed. Bingo and other games were enjoyed at the close of the evening. We wish to express our sincere thanks to R. Magnuson and B. LeBow for the tables which they had made and presented to us.

★ *Janesville Chapter*

Mrs. George McCue, Historian

February meeting was held on the 4th. Mrs. Riley, president, served hamburgers and coffee. Mrs. James Dowd, ways and means chairman, reported a net profit of \$34 from our January card party. Mrs. Riley acted as general chairman assisted by elected officers. Cards were played at 21 tables.

A funeral dinner was served by the club to 26 members of the family of Mrs. Helen Affeldt, one of our beloved members who passed away Feb. 4. We deeply regret the passing of another very good and faithful member, Mrs. Ellen Barry.

April, 1947

Announcement

Of Interest to All Voting Members of The Milwaukee Railroad Women's Club

District meetings and get-together luncheons will be held as follows:

Milwaukee, Wis.	May 10
Hotel Schroeder	
Sioux City, Ia.	May 17
Mayfair Hotel	
St. Paul, Minn.	May 22
St. Paul Hotel	
Spokane, Wash.	June 11
Davenport Hotel	

Business meeting 10:00 A.M.
Luncheon 1:00 P.M.

All voting members are cordially invited to attend the business meeting as well as the get-together luncheon. Your local chapter president will be happy to supply you with any information desired.

Lillian J. Loderhose,
President General,
The Milwaukee Railroad
Women's Club.

★ *Mitchell Chapter*

Martha Entwistle, Historian

February 10 meeting was held at the Elks Club with the Service Club as guests. Mrs. Paul Olson, president, presided. Mrs. H. B. Peterson, our good cheer chairman, gave a final report; there have been an unusual number of deaths and sickness among our members and this department has acted in a very capable and sympathetic manner.

Bridge was played at conclusion of the meeting; prizes were won by Mr. and Mrs. H. B. Peterson and Mrs. O. D. Adams; delicious refreshments were served later by a committee headed by Mrs. Pat Gallagher, assisted by Mrs. Robert Montgomery, Mrs. John Maier and Mrs. Matt Ladner. Valentine motifs high lighted the serving table. Attendance prize was won by Mrs. John Entwistle.

March meeting was held the 10th. Plans are being made for an Old Fashioned basket social at our May meeting. The Service Club will be invited. A delicious lunch was served with Mmes. Chas. Griffin, Chas. Foote, W. Powell, and Kenneth acting as hostesses. Mrs. Jack Sundquist won the attendance prize.

★ *Bensenville Chapter*

Mrs. Paul Sturm, Historian

There was a very nice turnout at our February meeting and our chapter is bubbling over with new ideas. Plans include card parties to bring members together for a pleasant evening occasionally. Aprons are being made as a profit making pastime, and last but not least a smorgasbord is being thought of.

We met again Mar. 5 with a very nice attendance. A guest spoke on the importance of health checkups. A penny social, with donations received from members, netted the club \$7. It was greatly enjoyed by everyone. Members were also busy autographing aprons. Lunch was served and a Red Cross skit was put on by Mrs. Bodenberger and Mrs. Oakes. Herman Towne favored us with piano selections during the luncheon.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

January 14 meeting was held at the Park Hotel. Good cheer report was \$3.71 spent, 20 personal and phone calls made, 17 cards sent and three families reached. Net profit earned was \$1.67. Fifteen veterans, three shut-ins and nine service boys and girls were remembered with Xmas gifts. The auditing report was read and accepted. Mrs. E. Wescott won the door prize, which consisted of an assortment of groceries. After adjournment bingo was played and luncheon was served by Mesdames K. Andrews, L. Kallies, J. Graham, F. Rabuck, Wm. Wilcox, J. Krotzman and H. Moran. The Pres. appointed the following committee chairmen for the ensuing year: Mrs. H. Moran, Constitution and By-Laws; G. Peckham, Welfare; L. Daniels, Good Cheer; Wm. Kallies, Membership; J. McKegey, Ways and Means; J. McCathie, Sr., Purchasing; L. Ormson, Publicity; Wm. Bernard, Safety First; E. Karner, Auditing; D. Bogert, Social and Program, R. Zeilsdorf, Spotter.

At Feb. 11 meeting Good Cheer Chairman reported \$3.57 spent, 16 personal and phone calls made, 22 cards sent and four families reached. Net profit earned was \$5.45. All stood in silent prayer for our deceased member, Mrs. Wm. Wilcox. Mrs. O. Anderson won the door prize. Lunch was served by Mmes. J. McCathie, Sr., L. Greeno, W. Scott, T. Shrake, G. Cade, W. Carter, and P. Walsh.

★ *Portage Chapter*

Mrs. Jos. M. Wohlwend, Historian

Monthly meeting was held Feb. 3 with 45 members present. Reports were given and Thank You notes received read. Following the business meeting cards and bingo were played and a social hour was enjoyed. Refreshments were served by Mrs. Williard Hayes and her committee.

March meeting was held on the 3rd with an attendance of 39 members. Business session at which reports were given was followed by cards and bingo. A luncheon set presented by Mrs. Wohlwend was sold, netting a nice sum for the club. It was won by Mrs. Herman Manthey. Mrs. Wm. Taylor won the door prize. Mrs. Ann Smith was the lucky lady to receive the \$1.00 bank prize. Refreshments were served by Mrs. Louis Dittberner and her committee.

★ *Milbank Chapter*

Cleo M. Phelan, Historian

Our chapter held its regular meeting Feb. 26, with all members present. Many gifts of food and cards of good cheer were reported, as well as calls on members who were ill. Mrs. Chas. Mayer was the lucky bank day recipient. Whist was played and a most delicious lunch was served later in the afternoon by Mmes. Cawthorne, Nobles, Meyer, and Hunegar. Tuesday evenings have been set aside for cards or other amusement for all members and their families. At our last Tuesday gathering the club house was filled to capacity.

★ *Deer Lodge Chapter*

Mrs. Joe Healey, Historian

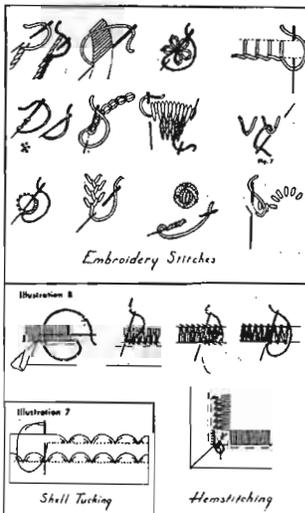
On Feb. 1 our chapter entertained members, prospective members and invited guests at a no-hostess bridge and pinochle luncheon. A large crowd enjoyed the dessert luncheon which was served, with Valentine motif in favors and appointments being carried out.

Trims For Children's Clothes



ATTRACTIVE clothes for children are largely a matter of simply designed styles touched up with dainty trimmings, such as the brother and sister outfits at the left. These are made of durable chambray, very becomingly trimmed with lace-edged collars. A variety of effective trimmings suitable for children's clothes are illustrated in a new leaflet, which gives detailed directions for smocking, appliqué work, hemstitching, shell tucking, banding trim, and most of the basic embroidery stitches.

Requests for the free home-making and fashion leaflets featured in the Milwaukee Magazine indicate a widespread interest in this service. For the benefit of the readers who may want to know what they offer, there is reproduced below a facsimile of one side of the trimmings instruction sheet. It can be procured through the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.



EMBROIDERY

Embroidery is one of the most satisfactory ways to trim children's dresses, coats and accessories. Buy a stamping pattern for intricate designs and follow the directions given with the pattern. McCall No. 1280 is an example of how embroidery adds interest to simple styling. Use some of the easy stitches shown to make decorative details and borders. Wool embroidery is effective on wool fabrics. Be sure to use washable boxes on all garments to be laundered.

SHELL TUCKING

Shell tucking makes an attractive variation on rows of narrow tucks ($\frac{1}{8}$ " to $\frac{1}{4}$ " deep). It gives the effect of scallops. 1. Base tucks. 2. Finish tuck with a running stitch, making a shell scallop every $\frac{1}{8}$ " or $\frac{1}{16}$ " by making a tiny back stitch over the edge of the tuck. 3. Fast the needle between the folds and back over the edge of the tuck. Draw thread tightly. 4. Make another tiny back stitch and proceed with the running stitch (Illustration 7). McCall No. 6700 shows how shell tucking can be used for decoration.

HEMSTITCHING

Hemstitching can be worked only on the straight grain of the material. Use it at the top of a hem, across or down bodice front, in box patterns on skirt or bodice, etc. Voile, handkerchief linen, rayon crash and butcher linen are good fabrics for hemstitching. Use matching metered sewing thread.

How to hemstitch the top of a hem: 1. Turn under and crease a hem of the desired width. Base hem. Be sure the folded edge of hem follows a drawn thread of the fabric. 2. Draw threads to a width of $\frac{1}{8}$ " in $\frac{1}{16}$ " along top of hem. 3. Start hemstitching by bringing needle up through fold of hem and drawing thread through. 4. Working on the wrong side, pick up 4 threads with needle from right to left. Proceed as shown in Illustration 8.

If you are hemstitching patterns with corners, clip the corners, then draw threads. There will be a hole at each corner. To make corners secure, blanket stitch closely around the two edges.

For plain double hemstitching, repeat hemstitching on other side of drawn threads.

For diagonal hemstitching, divide the groups of threads made on one side (taking 2 from each group) when hemstitching the other side. Many unusual trimmings can be made with the attachments in your Singer sewing machine. Learn to use them for interesting decorative effects.

Printed in U.S.A.

Scores for bridge were held by Mrs. Jack Albee and Mrs. L. S. Cunningham, and for pinochle by Mrs. Jasper Jones and Mrs. L. W. Pratt. Traveling awards went to Mrs. Warren Graeter for bridge and Mrs. E. M. Rose for pinochle. Mrs. John Dorsey, president, and her co-workers were in charge of the arrangements.

General meeting was held Feb. 21. A de-

licious dessert luncheon was served by the hostesses, Mrs. Joe Healey, Mrs. A. A. Woolman and Mrs. E. M. Rose. Place cards and appointments carried out the Washington's Birthday theme. Plans are to be completed for a joint Butte-Deer Lodge get-together, also a pot-luck supper and entertainment for members and their husbands. Meeting adjourned for bridge and pinochle.

★ Montevideo Chapter

Mrs. B. E. Nordquist, Historian

First meeting of the year was held on Jan. 3. Vice President Mrs. Helgeson presiding. Mrs. Helgeson, welfare chairman, reported \$110 spent for welfare during 1946. Lunch was served by Mrs. Helgeson and Mrs. Lolfahl.

Our February meeting was held on the 14th. We had a very good attendance, President Mrs. Daniels presided. Mrs. Nemitz reported on Good Cheer, and Mrs. Acers on Membership. It was voted to continue to have our meeting in the evening. Mrs. Kunze won the door prize. President Mrs. Daniels announced committee appointments. Program consisted of duets by Mrs. Lofdahl and Lilly Reid, piano solo by Lilly Reid, and solo by our past president, Mrs. Acers. As it was Lincoln's birthday, Mrs. Acers also gave a reading on Abe Lincoln. Lunch was served by Mrs. Wolf and Mrs. Mathis.

★ Miles City Chapter

Mrs. L. O. Winfrey, Historian

Miles City chapter met Mar. 3. Our annual White Elephant sale was held. Mrs. Frank Spears auctioned off the packages. The refreshment table was decorated in keeping with the occasion. A red tablecloth with white paper elephants was used. A large stuffed white elephant was used for the center piece. Mrs. Ed. Rehn, Mrs. Gladys Brundage, Mrs. R. B. Avery, Mrs. Custer Greer and Mrs. George Bradley served on the entertainment and refreshment committees.

★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

Our February meeting was opened by our president, Mrs. J. Litscher. Reports were read and approved. Plans were made for our future meetings. There was a large attendance. After the meeting cards were played and refreshments served.

★ Sanborn Chapter

Verna G. Leemkuil, Historian

Sanborn Chapter met Feb. 21 with Mrs. Hopkins, president, presiding. Reports given included funeral dinners prepared for the families at the time of death of Engineer Dale Dick and John McMann, and a basket of fruit sent to Mrs. Stevens who was confined to her home because of illness. Membership Chairman reported our chapter had gone over the top by Jan. 21, with 66 voting and 69 contributing members. Welfare expenditures \$13.51. Door prize went to Mrs. Jas. Sanders. The evening was spent playing cards. The new officers served the lunch.

★ La Crosse Chapter

Mrs. E. J. Monahan, Historian

March meeting was called to order by our president, Mrs. John Rogowski, on the 5th. We were all very glad to have her with us, as she had been quite ill for the past month. Twenty-nine members were present. Plans for the District meeting which is to be held in St. Paul, Minn., on May 22, were discussed and all were very enthusiastic about it. A large number plan to attend. The Membership Committee reported a good start on its drive. A delicious dessert luncheon was served by the following hostesses: Mmes. W. S. Blowers, H. H. Behrens, M. H. Breuer and C. Berg, and the social hour was spent in playing cards.

★ *Seattle Chapter*

Mrs. Roland Sanders, Historian

Gay yellow daffodils nodded their heads in approval over the delightful buffet luncheon dedicated to the past presidents of the Seattle chapter. Our oldest past president, Mrs. E. H. Barrett, cut the cake with a wish of continued success for the club and its members.

Past presidents present were Mesdames E. H. Barrett, Clyde Medley, F. W. Rasmussen, C. F. Goodman, F. De Mars, Roland C. Sanders and J. T. Nordquist. Our president, Mrs. B. R. Johnson, who recently returned from a month's visit in Kansas, was especially welcomed. Many blue ribbons to Mrs. A. Barkley and her committee for a successful party.

★ *Sioux Falls Chapter*

Mrs. D. L. Galland, Historian

Monthly meeting was held with 18 members attending. Announcement was made of the purchase of silver for our new club rooms. After a brief business meeting, cards were enjoyed. The hostesses for the evening were Mrs. H. Hay and Mrs. B. Girton.

Eighteen members of the Sioux City chapter joined us on Feb. 26 in a card party. Lovely dish towels hand embroidered by the members of our chapter, were presented for high score at each table. A set of seven towels was given as door prize to Mrs. Ed Todd. A lovely lunch was served with Mrs. E. Siebold as chairman and Mrs. Kenneth Bjerke assisting.

★ *Iron Mountain Chapter*

Mrs. R. Baldrice, Historian

Officers elected for 1947 were in charge of the first meeting this year. Mrs. Anton Noskey, president, will be assisted during the year by Mrs. Frank Hill, first vice-president; Mrs. Mike Noskey, second vice-president; Mrs. Joseph Ashenbrenner, Jr., recording secretary; Mrs. Frank Opolka, treasurer; Mrs. Henry Larson, corresponding secretary, and Mrs. Robert Baldrice, historian. Awards for cards were presented to Mrs. Mike Noskey, high for bridge, and Mrs. Catherine Fitzgibbon, for 500. Lunch was served by Mrs. Henry Larson; Mrs. Julius Patzer, Mrs. Bert Shields and Mrs. Herbert Gleason.

★ *Green Bay Chapter*

Mrs. Russell Anderson, Historian

Regular meeting was held Mar. 6 with Mrs. Harold Matthews presiding. Mrs. John Christenson won the attendance prize and bridge winners were Mrs. F. T. Buechler, Mrs. Denis Hagen and Mrs. Harold Matthews. Refreshments were served by Mrs. M. J. Deacon, Mrs. E. McGregor and Mrs. Roy Miskinmius.

★ *Marquette Chapter*

Mrs. Stanley A. Hunter, Historian

The regular meeting was held Mar. 12 with a one o'clock pot-luck luncheon served in honor of the new members. The tables were beautiful with St. Patrick's Day decorations and our club rooms were very attractive with the new drapes. We also are proud of our new bottle gas range which has been installed since our last meeting.

After the luncheon was served we had our regular business meeting and after that "500" was played with Mrs. Art Durr winning high, and Mrs. Carl Gaukle traveling prize. The door prize was won by Mrs. Donald Thein. We had a large attendance.

April, 1947

★ *Avery Chapter*

Mrs. R. E. Townsend, Historian

The pot-luck dinner was lots of fun, and there was plenty of food. A silver offering was taken and the amount turned over to the ways and means fund. The March meeting was well attended, 24 members enjoyed the St. Patrick's party and entertainment given that evening by hostesses Mrs. George Murray and Mrs. Herbert Utley. Mrs. Bud Mahoney played several Irish selections on the piano. Helen Samata and Dorothy Townsend gave a Spanish tap-dance. Clever St. Patrick hats and shamrocks were the tallies for pig-in-the-poke pinochle that proved interesting. At a contest finding the number of words in St. Patrick's day there was a prize, as well as awards in pinochle. The menu was also carried out in the St. Patrick motif. Membership is increasing, and we soon expect to go over the top.

★ *Alberton Chapter*

Ruth Heckerath, Historian

A pot-luck dinner was enjoyed by members and their families on Jan. 25 at the club rooms. The many kinds of food and desserts plus the good fellowship made the evening a big success. Elmore Smith, high school principal, spoke to the group about civic interests of the Alberton community. Several tables of pinochle and contract bridge were enjoyed.

★ *Harlowton Chapter*

Mrs. Thomas F. Welton, Historian

The first meeting of our new year was held January 13th, with a good attendance in spite of disagreeable weather. The following officers were elected for 1947: president, Mrs. A. L. Cox; vice-president, Mrs. Gregory Larry; second vice-president, Mrs. Ray Bame; treasurer, Mrs. Bernice Edson; corresponding secretary, Mrs. Walter Cavanaugh; historian, Mrs. Thomas F. Welton. The new president appointed her committees for the year. A very tasty, appropriate lunch was served by Mrs. Wm. Blumer, Mrs. Earl Burrows, Mrs. Ray Barrie and Mrs. Arville Thompson, after which cards were enjoyed.

★ *Black Hills Chapter*

Mrs. Anton Bitz, Historian

We had 14 members out for our February meeting. During the business session a report was given on our potluck dinner held Feb. 2. We had a very good attendance and a good time. At the close of the dinner a bouquet of flowers was presented to Engineer and Mrs. Clifford I. Smith in honor of their 36th wedding anniversary. Following meeting lunch was served by Mesdames George Saxer, Arnold Saxer and Dan Kemmerling, Jr.

★ *Madison, Wis., Chapter*

Mrs. C. H. McCrum, Historian

Regular meeting was held Feb. 6 with 26 members and three children present. Mrs. Wagner acted as secretary in absence of Mrs. Kline. Sunshine Committee reported sending eight cards. Refreshments and decorations were carried out in theme of Valentine's Day. Committee: Mrs. C. A. Parkin, Mrs. R. A. Woodworth, Mrs. A. M. Kilian and Mrs. C. H. McCrum. Bridge was played at close of meeting.

About 40 members attended Mar. 7 meeting. The public card party held Feb. 17 netted us \$17.60. Several good cheer cards were reported sent to sick members. On

Mar. 17 the club entertained members of the Northwestern Ry. Women's Club at Kennedy Manor with a dessert luncheon.

★ *Malden Chapter*

Mrs. C. W. Miller, Historian

Our chapter had its February meeting on the 25th. A series of four card parties was started. A goodly number of our members and their husbands attended the Service Club dinner and dance in Spokane on Feb. 15. A good time was had by all.

★ *Wisconsin Rapids Chapter*

February meeting was held at home of Mrs. John Stoker. Mrs. Urban sent two beautiful petal doilies which are to be given away soon. Lunch was served by the hostess.

★ *Othello Chapter*

At our meeting Mar. 4 the Ways and Means Committee reported a net profit of \$65 for the dinner given Feb. 23. This money is to be used to buy new chairs for our club house. Mrs. Tennyhill and Mrs. Irvin Hoen entertained at the Ladies Pinochle party Mar. 11.

★ *Mobridge Chapter*

Shirley Sizemore, Historian

Mrs. Clyde Caldwell presented a program of games for entertainment at our February meeting, which followed the business session. Mrs. H. P. Patton and Mrs. C. K. Todd were hostesses. Mrs. Patton received the bank nite prize.

★ *Marion Chapter*

Maude Holsinger, Historian

February meeting was held on the 13th at the K. V. Cafe. A dessert luncheon followed by the business session. Thirty-five ladies were in attendance. The remainder of the afternoon was spent with games. Prizes were awarded to Mrs. W. T. Stewart, Mrs. John Grote, Mrs. C. Westcott and Mrs. J. S. Lindsey in cards; in bunco to Mrs. Warren Johnson.

Wisconsin Window Dressing

(Continued from Page 7)

in Watertown and, like Hans, is known to everyone up and down the line. Their pride in their work is well recognized—a pride which has made every depot under their care a civic asset. As Hans puts it, "Trains carrying people from all over the United States pass through here and we don't want them to remember Wisconsin towns as being shabby."

One of the hardest lessons to learn is to take a loss and forget it. No one can win all the time.

The best way to stall a creative mind is to swamp it with detail.

A good deed is remembered by the doer long after it is forgotten by the beneficiary.

IOWA DIVISION

Council Bluffs Termincl

Agnes Christiansen, Correspondent

Ray Flynn, employed in the freight house, underwent an operation on Mar. 4. We all wish him a speedy recovery.

Carman Helper Teddy Schmidt decided to "go West" again during his vacation this year. He went in a new Buick, traveling via the southern route. Again he stated he had a very enjoyable time, visiting his brother Martin and family in Long Beach. Martin was formerly a car inspector at Council Bluffs. Teddy is definitely an Iowa lad, preferring Iowa to California.

We are pleased to report that Roundhouse Foreman M. A. Ford, who has been recuperating from injuries suffered in an automobile accident, started back to work on Feb. 16.

Passenger Inspector Arthur Moen and Mrs. Moen announce the engagement of their daughter Helen to Ruel Orme of Neola, Ia.

February 18 was an extra special date for Carman and Mrs. Karl Otto Larsen. On that evening they celebrated their 43rd wedding anniversary and their daughter Violet was married to Orville Boehm, in a beautiful candlelight ceremony in Our Saviour's Lutheran Church. A sister of the bride, Mrs. Pat Kennedy, was soloist. Following the ceremony, a reception was held in the church parlors. The couple have since returned from their honeymoon and are living on a farm east of Council Bluffs.

Recently your correspondent took a week end trip to Chicago, traveling on the Midwest Hiawatha. While she was seated in the parlor car she witnessed some picture-taking activity and, thinking it would be of interest to the Magazine, she asked the "photographer" if he would forward a picture to her. He said he would be glad to do so, and the result is the picture of the foreign line officials which appears on this page.

CHICAGO GENERAL OFFICES

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

On Mar. 11 the Fast Mail bowling team (Ed Rumps, Harry Baldaccini, Alan McSween, Fred Megne and Fred Brodhagen) posted an all time high team game of 1,014. This is the highest game on record since the organization of the leagues. Captain Ed Rumps led his teammates with a total of 650.

Pioneer Post of the American Legion will run a benefit dance on May 17 at the Madison Athletic Club, 5247 West Madison Street; music by Dick Barrie of the Associated Orchestras, Incorporated. A good time is promised to all, so let's have a good turnout. The post members want to thank Kitty McCants for her artistic touch in designing the dance pluggers.

Washington's Birthday found many of us in Milwaukee. Len Meyer and his wife were seen in Gimbel's basement, buying a shirt for

Len. Tom Gavin and Ray Hackell took their wives on a tour of Woolworth's. Evelyn Gunnell, Betty Luman and Marge Anderson were seen at the tap room of the Schroeder and Jack Brandenberger, Scotty Milton and myself were on the prowl.

Dorothy Schirmer became engaged to George C. Watson recently. The wedding will take place in the near future.

Stella Murphy went to Florida for a vacation and while there flew to Cuba and back. She said she enjoyed every minute of the vacation.

On Mar. 1 Lilabelle Nordin and Orlan Hill were married at the Midwest Bible Church, followed by a reception in the Kildare Room of the Irving YMCA. Lilabelle's friends at the office presented her with many beautiful gifts and wishes for happiness.

Freight Traffic Department

(Contributed by Gen Guenther)

Our nomination for the luckiest people of the month are Mr. and Mrs. P. J. Cullen. Their wedding trip consisted of a two-week cruise to La Ceiba, Honduras, and on their return to Chicago they also secured an apartment.

Gene Brown has resigned his position in E. J. Hyett's office, his successor being Jack Foster from Fullerton Avenue.

Mary Toegel is now in the commerce department, her former position being taken over by Bettie Bach. Bettie recently underwent surgery on her hand, the result of an accident while tobogganing last year, but is back on the job.

Walter Anderson recently had a brief encounter with a slippery pavement, Walter losing the battle. Several stitches were required to close the gash on his wrist.

It's good to see Bernice Brandt back at the office after an absence of several months, due to a skin infection. Russ Mau is also back, tanned after a month's sojourn in Florida.

Deepest sympathy is extended to Rose Ackerman in the death of her mother. Rose flew to Phoenix, Ariz., to attend the funeral.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

During February Cupid was busy in the accounting machine room bureau. Helen Anderson became engaged, Feb. 10, to Arne Urschel. Instead of the traditional diamond Helen chose a pearl. Elaine Truchan, who is wearing a beautiful diamond, became engaged, Feb. 28, to Henri W. La Beau.

The interline never forgets! M. J. Jones, interline, was quizzed, Mar. 11, via telephone, by the Hirsch Clothing Company program. Question: What National League player was the most valuable to his team in 1946. Right, and hot off the griddle, they got the \$10 answer, "Muesel." Mike's friends wish the question had been asked a number of times previous, so the amount would have been more. He tells them that Tenner looks mighty good.

Roy Schattnik, interline suspense bureau, left the Road on Mar. 15 to locate at Manila, P. I., where he will be manager of a private export and import company. It will also give him an opportunity to resume his musical endeavors. Vern Lindahl, statistical bureau, also left us on Mar. 15, to enter the employ of the Henry Valve Company. Both of them will be missed by many friends, who presented each with a cash gift.

Big explosions don't occur every day, still the freight auditor's office had a "representative" at the big one at Wells and Van Buren Streets on Sunday noon, Mar. 2. It was Harry Myers, interline, philosopher and connoisseur of rare coins. Harry had purchased a rare coin that morning in that part of town and then went into a tavern at 404 South Wells Street, next door to the building in which the explosion occurred. He sat on a stool and had just finished his first Sunday eye-opener to celebrate the purchase when there was a BANG, and the walls caved in. When he came to he freed himself from the wreckage by untying the shoe on his left foot and withdrawing his foot from it. He suffered many bruises. He was back to work

A group of traffic men who attended the annual banquet of the Omaha Traffic Club appear to be enjoying the comforts of the Midwest Hiawatha on the return trip to their Chicago headquarters. Left to right: Harry G. Benson, general agent of the Reading Company; Charles H. Clark, general western freight agent of the Delaware and Hudson; and E. F. Howell, foreign freight agent of the Grand Trunk. The photographer was M. J. Flicker, general agent for the Illinois Central at Omaha.





A representative group of the 12 teams competing in the Milwaukee Road Girls Bowling League, which is composed of employes in the Fullerton Avenue offices, Chicago. The picture was taken at the conveniently located Lincoln Lanes.

again a week later, still stiffened up and suffering from them. His fellow employes tell him that if he'd been in church, where all good folks should be, he wouldn't have been in the explosion. No doubt this experience will add rare value to his coin collection.

Bowling notes, Al Gerke, secretary: Tom Rycraft won the bowling ball and shoes donated as a prize by the Booster Club. Three cheers for Ed Rumps for his mighty 257 game and 650 total. League members are all pepped up for their coming trip to the A.R.B.A. bowling tournament at Buffalo, N. Y., Mar. 22; also their trip to participate in games with Road employes at Milwaukee, Wis., where they always have a grand time, both at bowling and social events.

With the season drawing to a close, the Tomahawks look like "champs," but you never can tell until the final ball is rolled. The Fast mails recently rolled a 1,000 game, the first in the league for some time. Picked team of Captain Charles Becker, Ed May, Al Gerke, R. Bourton and F. W. Mueller bowled in the Industrial League at Congress Recreation Alleys and a number of good scores were posted in their favor.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Oh baby! That's the way it is at the Murphy and Silldorf abodes these days.

Wayne Allen Silldorf arrived, Feb. 28, at the home of Herman and Evelyn Silldorf, weighing in at seven pounds, three and a quarter ounces. Wayne's mon was formerly in the computing and bill and voucher bureaus.

The tiny colleen at the James Murphy house, who arrived in plenty of time for St. Patrick's Day, is Miss Eileen Virginia Murphy. Mrs. Murphy will be remembered as Madelon, the mad Murphy, formerly in the timekeeping bureau. Miss Murphy hit the scale at seven pounds three ounces.

Eleanor Moran, T&E timekeeping, is on a month's leave of absence for her health.

Avery Shepherd of the audit section is now with Mr. Oliphant's office and Larry Botzon has moved to Mr. Benson's force at the station.

Our talent news for the month involves Joan Brauneis, daughter of Ruth Brauneis of the typing bureau. Joan was a winner on an amateur program over Station WGN a short time ago. There is some question of whether Joan or her mother underwent the greatest strain.

Vacationists included Mildred Mangano, audit section, who went Ozarking and hotel hunting. Seems like Mildred is hotel-minded.

Gretchen Yoder, typing bureau head, went orange picking and came back to Chicago with a few samples. Yours truly agrees that Texas can grow 'em, as he chiseled a sample.

"Hank" Harter, bond bureau bossman, has returned to Milwaukee. Hank has been having trouble with his health lately and is working for Mr. Dummmler while he recuperates.

Engagement of the month—strictly a supervisor of payroll taxes affair: Anne Gawin is exhibiting the jewelry and Bill Bert is the lucky guy. Congratulations, co-workers.

A. B. Montgomery, chief clerk to Mr. Engstrom, put in a half day at the office the other day, and spent the remainder of the week in Wesley Memorial Hospital for an appendix elimination.

Hubert Severs, "stat" bureau, is still a patient at Hines Hospital and is having a pretty tough time of it. We're all pulling for him and hope he'll be well again soon.

With 24 games to go before the finish, the girls' bowling teams are really fighting for that winner's circle. The individual averages for the top 15 are as follows: Marion Klewer, 147; Mabel Klug, 146; Florence Steiner, 138; Catherine Crowley, 138; Catherine Hanrahan, 137; Gert Alpert, 132; Pauline DeKeckler, 131; Emily Dodovich, 130; Dolores Koy, 129; Shirley Klein, 129; Gerry Naumes, 128; Ruth Stanley, 128; Emily McDyer, 127; Mary Burke, 127; Mertis Godec, 127.

Teams—	Won	Lost
Marquette	41	31
Copper Country	41	31
Chippewa	41	31
Tomahawk	39	33
Hiawatha	38	34
Varsity	38	34
Arrow	37	35
Pioneer Limited	34	38
Olympian	34	38
Sioux	31	41
Fast Mail	30	42
Southwest Limited	28	44

Our golf "champ," Quentin Robinson, was in for a visit this month, still attending college. He misses our gang, he says, but being an "A" student keeps him pretty busy.

"Butch" Forster is the new bowling champion of the builder's bureau. The girls just couldn't beat him. Of course, being the boss might have something to do with it, but this has been flatly denied.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

It is reported that Dorothy Studt and Viola Neuschwander of the reservation department have joined the choral club.

No longer do the wolves howl in the hallways on the seventh floor—our little Neva (Neva Jewell of the general passenger department) is engaged to be married. The lucky man is Gail Meintzer, who works for J. M. Cunningham, GAFF.

Lt. John Dunn, formerly of the rate department, general passenger office, is back from Tokyo on a 30-day leave.

H. J. Ahrens, formerly messenger in the city ticket office, is now reservation clerk in Mr. Keller's office.

G. C. Wearmann is a newcomer with the Road, just out of the Marines. He is employed as typist in the reservation office.

The challenge thrown down by the General Agent keggers in the March issue of the Magazine is herewith accepted by the general passenger and reservation office, which claims it has some bowlers who can take the keggers into camp.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

Jesse Gray passed away on Feb. 15, after undergoing a major operation. Mr. Gray was station agent at Ontonagon, Mich., from 1912 until his appointment as traveling auditor in 1918. He was highly esteemed by the many friends he made during his 35 years of service. His remains were laid at rest in his home town, Minneapolis, Minn.

Al Wackrow was the victim of a severe attack of pneumonia, but we're all relieved to know he's well on the way to recovery.

Louise Katilia not only surprised Tess Farr with a baby shower but also the white collar girls of the S. A. office, with such delicacies as fried chicken and strawberry shortcake. Too bad Claire Dohm happened to be on a special diet, but Grace Strey completely forgot about the calories. Mr. Katilia took colored movies of the group and now the girls are thinking of taking screen tests.

George Tovey says the Ozarks are calling and will soon trek south to Sunrise Mountain territory.

Under close watch these days is E. W. Siuda, as treasurer of the Grascutters' (not incorporated) spring fund.

William Farnsworth has been dusting clouds in an air-knocker out at Lewis School of Aeronautics. Willie is seeking a pilot's license.

The Varsity Bowlers of our office—G. Krupka, C. Belter, D. Ostien, S. Milton and B. Helfrich—tried their skill in the Milwaukee Road tournament at Milwaukee, Wis., on Mar. 16. They produced a 2,730 total.

Car Accountant's Office

Harry M. Trickett, Correspondent

Mamie Dahlman was elated on Mar. 4, when her daughter was blessed with a nine-pound baby boy.

Betty Hyslop, a former employe, visited us on Mar. 11 and introduced her nine-month-old daughter Susan. She will soon be moving to Iowa.

Evelyn Schroeder, another former employe, who left us in August, 1944, announces the arrival of a seven-pound boy on Mar. 9.

A bridal shower was given for Marion Altman on Mar. 1. She resigned on Mar. 8 and will be married on Apr. 26 to Joseph Bator. Their new home will be in Norwood Park.

Laurette Karlov displayed her engagement ring on Feb. 18 and is still in the clouds.

Clyde Osborn was given a postal card shower on his 65th birthday, Mar. 12.

A pleasant surprise was given John Mayer on Mar. 12, when his co-workers presented him with cigars and candy in recognition of 30 years' service in the office.

After an absence of two months, Angeline Tauber returned to work on Feb. 24, feeling much improved.

Honest effort always has its reward. After Irvn Steger had traced and located a carload of liquor for a local concern, he received a package which upon arriving home, he discovered was a bottle of glue.

Sympathy was extended to James Ward in the loss of his mother on Mar. 7 and to Ronald Jansley, in the death of his father on Mar. 8. He had been a featured performer with the Five Jansleys, aerialists, who played before the crowned heads of Europe and with Ringling Brothers Circus.

After six years in the Illinois Reserve Militia as a commissioned officer, your correspondent was mustered out of service with his company in Elgin, on Mar. 3. The regular National Guard is now being activated in the state and is looking for volunteers between 18 and 35 years of age; also former Infantry officers with combat experience, application to be made at local armories.

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

Mr. and Mrs. David Jay welcomed their third little daughter, Janet, born on Feb. 15 at the Ottumwa Hospital. Conductor and Mrs. Perry Grubs are the grandparents.

Crane Operator P. W. Cravens announces his first grandson, Harley Roy Buwalda, son of Mr. and Mrs. Harold Buwalda of Ottumwa. His son Billy, private first class, who has been in the service for over a year as a teletype operator in the Army airways communication system, is now stationed in France. During vacations from high school Billy worked in the shops at west yard.

Agent C. L. Osterle of Amana has been relieved temporarily of his duties as agent, because of ill health. George Schumacher is acting agent.

Locomotive Engineer Bert P. Johns is spending the winter in Safford, Ariz., to enjoy the sunshine and regain his health.

Tops In Records— Maybe

WHILE reading the January issue of the Milwaukee Magazine, Charles Fish of Washington, Ia., a crossing gateman, came across an article which held particular interest for him. It was called "Can You Top It?" and referred to the service record of Conductor F. W. Ahrens of Elgin, Ill., who had just completed 13 months on the Elgin-Chicago suburban run without missing a single trip. Conductor Ahrens was on a two-round-trips-a-day assignment, six days a week, leaving Elgin at 5:15 a.m. and calling it a day at 5:05 p.m.

Mr. Fish thinks that is "a very good record", and almost as good as his own. He went on his present job on Sept. 12, 1942, working seven days a week, and between that time and last Jan. 31 he had been off duty only five days. That was when he was unable to report on account of illness. He leaves it to your judgment. Does he top it? Can you?

B&B Foreman Orville Lemons has been off the job for several months because of illness. Late in February Mrs. Lemons accompanied him to Kansas City, where he consulted a specialist. It is hoped he will soon be improved.

Retired Agent Hoover died in St. Joseph Hospital, Centerville, Ia., on Feb. 21. He retired because of disability. The last service he performed was on May 3, 1946, as agent at Newton. He entered the service as an operator on Mar. 15, 1907. His widow survives him.

B. F. Ishmael, father of Mrs. R. A. Thomas of Ottumwa, died at the age of 79 on Feb. 16, as the result of a fall. Funeral services and burial were in Laredo, Mo., his home.

Recent appointment as company surgeon: Dr. Glenn W. Hendren, Liberty, Mo. Julius Alsdorf, son of Boilermaker Fred L. Alsdorf, west yard, goes to Des Moines as contact representative for the Veterans' Administration office in that city.

Foreman H. Morrow and his steel bridge crew recently completed installation of new steel at bridge I-598 at Newton, which should take care of future washouts and relieve Chief Carpenter Farley of a lot of headaches.

Sewing for the Red Cross has kept Mrs. L. N. Hakeman busy over a period of many months. Recently she attended a training course at the Veterans Hospital in Knoxville, Ia., and is now a member of the newly-organized Gray Ladies unit of the Red Cross, which contributes to the social welfare of the veterans and arranges recreational programs for over 1,600 patients in the hospital at Knoxville. Cookies, candy and small gifts for distribution to the veterans and for use as prizes at their social functions are needed, and contributions will be gladly accepted by Mrs. Hakeman.

Mary Margaret Welch, daughter of Conductor and Mrs. J. C. Welch, became the bride of Lt. (j. g.) Charles M. Vehorn, son of Mr. and Mrs. H. J. Vehorn of Saluda, N. C., on Feb. 15 at St. Mary's Church, Ottumwa. A reception was held later at the Officers' Club. Lieutenant Vehorn is attached to the Ottumwa naval station.

Donna Lee Caster, daughter of Conductor

Paul Caster, was married to Dean A. Wemer, son of Mr. and Mrs. Ray Wemer, Ottumwa, at an evening service on Mar. 4 in the Christian and Missionary Alliance Church, with a reception later at the bride's home. The young couple reside in Ottumwa, where Mr. Wemer is connected with the Dain Manufacturing Company.

Operator J. W. Nolan has gone to San Diego, Calif., because of the serious illness of his mother.

Our good wishes to Einer Anderson on his promotion to traveling engineer. His headquarters will be in Aberdeen, S. D. Mrs. Anderson will join him but their son Robert will remain in Ottumwa, where he is employed as yard clerk at west yard.

B&B Carpenter A. E. Howsman entered the service of the Road on April 1, 1923, was promoted to foreman on Aug. 29, 1936, and performed his last service on Dec. 21, 1946. Because of a disability, he signed for annuity on Feb. 15. His home is in Chillicothe, Mo.

March 15 was the retirement date for Sam I. Houston, section laborer at Ottumwa, with the Road since Aug. 8, 1942. He had rail-roaded extensively with the C&NW, Iowa Central and the M&STL. He is retiring because of ill health.

Section Laborer Lawrence L. Wood of Richland retired, effective Feb. 20.

Word has been received of the death of Elizabeth Evans on Mar. 2, at the home of her parents in Los Angeles, Calif. At one time Miss Evans was employed as comptometer operator in the office of superintendent.

Little Sherie Lee Miller recently sustained a broken bone in her left foot, caused by a large box falling on her, while playing. She recently celebrated her third birthday. A few months ago she and her parents moved here from Aberdeen, S. D., where her father, Chester Miller, was employed in the engineering department, the department in which he is now employed on the KC Division.

Lt. Col. Robert H. Nevins has abandoned his bachelor quarters at Ft. Riley, Kan., having secured a modern seven-room farm home on a 10-acre farm, 10 miles from the fort, for his family. He has been promoted to post ordnance officer at Fort Riley and Camps Funston, Whiteside and Forsythe, with jurisdiction over 50 million dollars worth of government equipment, covering a four-mile area.

Often there are subterfuges in motion picture making that create an effect more realistic than the genuine thing. The tremendous train wreck in the motion picture "Duel in the Sun" was one of those artful ruses. According to the script, one of the villainous characters in the picture removed a few ties from a railroad spur and derailed an oncoming train. Even Hollywood doesn't wreck locomotives promiscuously and in their attempts to depict a derailment the camera crew experimented with miniature trains, wrecking one after another. They couldn't produce an authentic-looking crash and the problem appeared to have no solution. Finally, one of the technicians devised the following scheme: A large mirror was placed across the rails to reflect the on-rushing train. The camera shot into the mirror and, as the train approached for the derailment, the mirror was tipped by concealed workmen. The effect produced on the film was that of a train actually swerving off the rails. Then the film was cut to the scene of the wreckage and everyone was exceedingly happy.



Springtime

When April pushes tulips through the sod
and freshens the air and makes you
feel it's good just to be alive—
that's the time to light a fine
Dutch Masters Cigar and add one more
pleasure to the good things of life.

DUTCH MASTERS CIGARS

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Captain of Police F. W. Brotchie and Lieutenant of Police C. Allison have been spending their week ends at the Milwaukee Ski Bowl at Hyak, Wash., policing the crowds and making sure the skiers don't haul away any snow. Mt. Spokane, which is a favorite spot for Spokane skiers, has been bare so much of the time this year that Georgianna Martin, the ski enthusiast in the master mechanic's office, has traveled into Idaho to get in a few thrills and perhaps a spill or two. We hear she cuts quite a figure on skis.

While some people are enjoying the snow sports, Brakeman Pat Burns is busy organizing the women's softball team, in preparation for an anticipated Milwaukee picnic. After learning of the pitching talent of young Rita Gengler, daughter of Joe Gengler, chief clerk to master mechanic, in last year's game, Pat is looking for a first baseman to equal her skill and will challenge the men's team on an equal basis—no handicaps for the women—providing he finds that woman to fill first base. Joe says Rita learned her tactics during her years of backyard baseball with the neighborhood boys.

The 17th of February called for the celebration of their 20th wedding anniversary by Master Mechanic G. J. Johnston and Mrs. Johnston. We wish them many more years together.

The arrival of the new Diesel created a lot of excitement. It's a honey, according to the engineers who have made a run with it.

Engineer D. E. McDowell became a grandfather recently when his son's wife gave birth to a boy. Congratulations!

Then we have the retirement of Engineer C. H. Hankins, who has been with the Road since 1910, starting as an engineer, as he came from eastern railroads with the experience of fireman and qualifications for engineer.

Engineer Phil Kotthoff also retired after many years of service for the Road. His early railroading was on western railroads. He joined the Milwaukee family as engineer in 1916.

Machinist Robert Walker, Spokane, has decided to take it easy after many years of faithful service with the Road. To all these men who served so well we extend our wishes for many years of good health in which to enjoy their retirement.

The Vincent Perrone's have a baby girl, Nancy Carroll, about six months old now. At present Vince is working in Spokane on the section, under his dad.

Chief Clerk W. T. O'Reilly made a trip over to Butte to see his new grand-daughter.

The sudden death of Engineer David Stocking on Mar. 5 came as a shock to all. Funeral services were held in Spokane, where he had made his home the last years. Burial was at St. Maries, Idaho. Surviving are his wife, a daughter and four grand-

children, all of Spokane.

Dozer Operator Jack Alsterberg died in a Spokane hospital following a short illness. We extend our sympathy to the bereaved families of the deceased.

PFI D. Ray of Othello has returned to Mason City, Ia., to make his home. Taking over his duties is W. R. Oppliger.

The "flu" germ hit most everyone in the superintendent's office, sending Mary Smith, Estelle Nolting and Al Janosky home. Ed Swergal is relieving the situation by doing some of their work.

Assistant Cashier Bob Johnson, Spokane, is taking advantage of the GI Bill of Rights and getting in some additional training in flying. He likes to be up in the air, as is evidenced by his early morning flights before work, whenever the weather permits.

Car Department

Carl G. Pfaff, Correspondent

District General Car Foreman H. L. Hewing spent Feb. 11 at Othello, Wash. He was met at Cunningham, Wash., by Car Foreman J. H. Barrett of Othello, who accompanied him over the Moses Lake branch to McDonald's Spur on his inspection trip. While in this vicinity Mr. Hewing had the opportunity of viewing the work on the Pot Holes Dam, which is progressing at a surprising speed. This dam is approximately three miles long and will back the water up in the Moses Lake dam from four to six additional feet. Moses Lake Dam is

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Mr. Hewing arrived at Spokane on the 12th and was met by Car Foreman Medley. They spent the entire morning inspecting the work at Spokane. F. V. Kennedy, car foreman at St. Maries, Idaho, accompanied him back to St. Maries by automobile, where Mr. Hewing made an inspection.

Car Foreman Earl Medley, Spokane, received a letter from Lead Car Inspector Chris Finsand, who is in California on account of ill health. Chris advises he is feeling some better and has gained four pounds. He is still in San Francisco, visiting his brother who is a doctor there, but intends leaving shortly for San Diego.

Elmer Brunnett, retired carman, was confined to Deaconess Hospital for several days on account of illness. We all trust "Buzz" will soon be able to pay his regular visits to the rip track to say "hello."

Car Foreman F. V. Kennedy, St. Maries, Idaho, attended the Appreciation Party given at the Desert Hotel on Feb. 15. Don't believe he missed a dance all evening.

W. W. Morris, Henry McGinnis and Edward McShane, all retired carmen, called at Car Foreman Medley's office for their annual passes. While there they also said "hello" to everyone on the rip track.

Mrs. Raymond Jacobs, wife of Electrician Jacobs, returned to Milwaukee to take care of business affairs and to forward their personal effects to Spokane.

MADISON DIVISION

W. W. Blethen, Correspondent

District Passenger Agent George Valley and Mrs. Valley of Portland, Ore., were recent visitors in Madison. George was formerly employed here as ticket clerk.

Signal Maintainer John J. O'Connor has been off sick for several weeks. He is now on the mend and we hope to see him back on the job this spring.

A. E. Young, retired telegrapher, Lone Rock, stopped at the office on Mar. 12, en route to his home from the west coast, where he had spent the past four months. Ajah is looking fine and confirmed it by saying he is 74 years old and has never gone to a doctor.

Agent V. B. Homb of Juda was in an automobile accident on Mar. 2, suffering a brain concussion. He is confined to his home.

That long-legged bird has certainly been working overtime around Madison, as is evidenced by the following reports:

Car Repairer William Hughes and Mrs. Hughes of Madison announce the arrival of a little daughter, Frances Helen, on Mar. 12. The little lady is also the granddaughter of Engineer Leslie Cavanaugh.

A baby girl arrived at the home of Ticket Clerk Frank Ziermann and Mrs. Ziermann on Feb. 21, whom they have named Barbara Lynn.

Rate Clerk John Conway and Mrs. Conway announce the arrival of Thomas John on Feb. 17.

Switchman Bernard Currie and Mrs. Currie also announce the arrival of a son, Bernard Frederick, on Feb. 19.

Conductor C. I. Peck is making a good recovery following another operation. He expects to report for work before long.

Storekeeper Frank Dempsey and Mrs. Dempsey, with their daughter Patricia, spent the week end of Feb. 22 in Kansas City, visiting their daughter, Mrs. Robert Wasco.

Conductor Walter Wyman and Mrs. Wyman of Madison have gone to Arizona, "Shadow" is recuperating from an attack of pneumonia.

Mrs. Willard Shipley, wife of Conductor Shipley, is ill in the Methodist Hospital at Madison.

Leo Thatcher, telegrapher at MX tower, has been on the sick list but expects to resume work shortly.

Contractors have started to remodel the west end of the baggage building at Madison for the trainmen's locker and rest room.

Engineer Fred Bird of Stoughton retired on Feb. 19 after completing 43 and a half years of service with the Milwaukee Road.

SEATTLE GENERAL OFFICES

Shelleah Williams, Correspondent

Capt. Earl Connelly returned to work for the traffic department on Mar. 17, after being released from military service.

Capt. Elmer McAvoy, one-time chief clerk in the traffic department, recently visited his former associates. He will be discharged next month, with the rank of major.

Jesse Gray, reported in the last issue as being ill, passed away in February.

Maj. Elroy M. Hopkins, who was for many years a Milwaukee employe, died in Fort Lawton hospital last month. He was an officer in the Army Transportation Corps.

Anne Wiseman, relief telephone operator, recently married Will D. Haas.

Edna May Henderson, who formerly worked at the local freight, is filling Helen James' former position in Mr. Kidd's office instead of James Kennett, as reported.

R. W. Sweet was given a send-off party and presented with a traveling bag by his friends on the occasion of his retirement. Mr. Sweet had served the railroad many years, being one of the engineers to survey the original site for the line through the Bitter Root mountains. He now plans to spend his time right here in Seattle, taking care of his outside interests.

Mary Lyle's friends thought they were seeing spots before their eyes, and they were right. Mary had the measles. She is back at work now, however.

"Mac" MacLennan kept the freight claim office busy during John Andrews' absence. Feeling better now, John?

Dolores Krininger is figuring ways and means of seeing the first coast baseball game of the season. Friends say she is such an avid fan and cheers so hard at a game that she is never able to talk the next day. If her team wins it takes her two days to recover.

Ever hear about the fellow who turned his head to hear some good news and then walked right off in the opposite direction, forgetting all about his head and throwing his neck out of joint? We hear Roger Wilhelm did just that when given the news that his brand new shiny Buick car had finally arrived.

Maureen McDonald, Olive Swift, Mildred Fetters, Jack Webb, Bill Fogelstedt and Walter Zahren, all of the local freight office, donated blood to the Seattle Blood Bank during February. Donors from the general offices include Audrey Sharp, Ida Bunt, Ed Stoll, Bill Brundage, Ed Notske and Max Boydston. That brings the total up to 181 pints to date.

A communist is a person who has given up hope of becoming a capitalist.

COAST DIVISION

Harry W. Anderson, Division Editor

Clara Carrotte, clerk in the superintendent's office, started her vacation on Mar. 1. We understood she was going to do some setting up exercises in connection with house cleaning. Frances Sommers relieved on Clara's job while Esther Delaney substituted for Frances.

Frances Sommers also took her vacation in March, with a little extra time to visit her folks in Montebello, Calif., and to relax in the sun beneath the orange trees and do whatever else there is to be done down there.

Mrs. Archie Long passed away recently. Mr. Long formerly worked in the accounting department, but has been in the insurance business for some years. Archie was well known and liked among the Milwaukee folks and we wish to extend our sincere sympathies for his bereavement.

We should put in a little plug here for the women's bowling team, the Hiawathas, under Capt. Ethel Jennings. They are certainly going to town during the second half. For a while they held first place but the Supervisors have nosed them out. More power to the gals.

J. A. Johnson's extra gang, 971, is working on the National Park line, on track maintenance.

Brakeman Alex Smith retired from service to take the pension on Feb. 26. We wish him many happy years of retirement.

Frank Alan Rose Smith, familiarly known to his railroad friends as "F.R.," passed away at the home of his son in Nelscott, Ore., at the age of 81. He was buried at Puyallup, Wash., where he had been in business for many years following his retirement from the railroad. He had worked for 33 years as an agent and operator at various points, and on the Coast and old Columbia Divisions from 1911 to 1917. Prior to coming to the west coast during the construction days, he was agent and yardmaster for the Kansas City Belt line. Mr. Smith was the grandfather of W. H. Smith, train dispatcher at Tacoma.

Perley Horr, who up to his retirement about a year ago was machine shop foreman at Tacoma shops, passed away. Perley was an old timer on the railroad and was well known and liked by everyone. Although he had not been well for some time his sudden death came as a shock. The Milwaukee folks extend their sincere sympathy to those left to mourn his loss.

February 14, aside from being Valentine's Day, was also Clara Carrotte's birthday, which was celebrated in an appropriate manner with a swell birthday lunch, including cake and candles, in the superintendent's office dining room. Congratulations, Clara, and may you enjoy many more birthdays.

We have just received a flash that cigars are being passed around at Mineral by Brakeman Lloyd Weiland for the arrival of a baby boy at his home. At Morton Brakeman Jim Thiele was also handing out cigars for the arrival of a baby girl. Congratulations!

Jim Eccles, retired chief clerk to superintendent, Tacoma, and his wife are enjoying a three-month visit in Los Angeles and vicinity with their many relatives. Jim is also looking up some of his friends, such as F. C. Dow, former superintendent, and Engineer Charles Benjamin and Al Roesch, who are retired and living in California. Jim tells us he had a letter from the daughter of Gus Truher, retired passenger conductor, advising that her father passed away on Feb. 2 in Honolulu. He had been living there for over a year. Remains were taken to Los Angeles for burial beside his wife, who passed away about a year ago.

April, 1947

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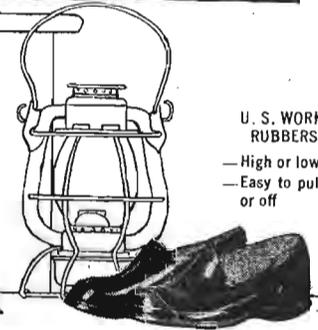
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Seattle Yard

F. J. Kratschmer, Correspondent

Spring is here, tra-la-la! Yes, we can all feel happy, for the entire west coast has just passed through one of the worst winters in several years. Lots of snow for this country and quite a stretch of low temperature and freezing weather. Oh well, the papers stated that both California and Florida had some pretty nippy days, too.

Track Clerk Bob Davidson is back on the job after about two months of sickness.

A correction, with apology: We were pounced on by Car Inspector Ted Beaumont on account of an error which appeared in the February issue of the Magazine, about our two car inspectors. We stated that "Steve makes the coffee and Ted helps to drink it." Ted insists that it is the other way around.

How many employes realize or stop to consider the importance of the job of lamp tender in Seattle yard? This work has been performed for some time by William Hanson of the track department, who has been with the Milwaukee Road for the past six years. William is a quiet fellow, never has much to say, just keeps plugging along with his work, which consists of the weekly oiling, cleaning and keeping in order of some 175 switch lamps, besides the oiling and taking care of 225 switches. The territory covered by him extends from Broad Street in Seattle to Georgetown, a distance of about five miles. What does he do in his spare time? Well, we have seen him occasionally replacing a broken track bolt or a missing spike. The fellows who really appreciate the work which William does are the switchmen and enginemens who work on the night shifts.

The local car forces recently completed a program of cooping some 544 gondola cars for ore loading. These cars were taken to Port Angeles, where they were loaded with government stock pile manganese ore for Ordnance, Ore. Our line received a nice business from this haul, handling the cars from Port Angeles to Marengo, Wash.

The old engine tank which has been used for several years as a fuel oil storage tank at the roundhouse has finally been done away with. Locomotive fuel oil is now pumped directly from tank cars, which are spotted on the oil spur.

Mrs. H. O. Bangs, formerly of the freight house and wife of our general yardmaster, underwent an operation at Columbus Hospital on Mar. 13. Here's wishing her a speedy recovery.

We are always glad to see District Safety Engineer H. J. McMahon of Tacoma. Mac usually makes the rounds and keeps us supplied with Milwaukee pencils and safety matches.

L. R. Williams, checker for the G.A.T.X. Company, also keeps us supplied with pencils and matches. "Roy," as we all call him, makes daily visits to the yard office on his routine checking of the railroads and always seems to have a pencil just about the time you need one.

The 3 MAIN CAUSES of ACCIDENTS:



I didn't think
I didn't see
I didn't know

Tacoma

R. A. Grummel, Correspondent

P. I. Cowling returned from his leave of absence on Mar. 10 and resumed his duties as outbound revising clerk. Eugene Hallan, who was temporarily on that position, returned to his former position of bill clerk and T. J. O'Dore, who held that position temporarily, has resumed his duties at the yard, as ACYC.

Mrs. Veronica Wendt, former messenger who left our employe last July, surprised several in the freight office by sending "blessed event" cards. It's a girl, and we are all happy for Veronica.

Assistant Cashier Frank Bryan vacationed in California with his wife, visiting Palm Springs, various missions, San Francisco and so on.

Gertrude Creviston, expense clerk, returned from a vacation which was not so exciting, spending most of her time in bed with a bad cold.

Warehouse Checker J. B. McMahon sent greetings from Mississippi, where, he states, the weather is none too warm.

Messenger M. S. Rau was also on a vacation.

YARD OFFICE

Is General Yardmaster H. W. Montague on a barbecued sparerib diet? And why has he lost 20 pounds. I'll tell you—just so he can put it on again. Anyway, that's the way we like him.

Raymond Haskins, ACYC, Tacoma yard, will take over the duties of George T. Schwartz, ACYC. Mr. Schwartz will take over the position of Yard Clerk Robert Tschida.

Fred J. Alleman, former agent at Tacoma (1912 to 1941), observed his 76th birthday on Mar. 8, in his home at 3801 South Jay Street, where he has been living since his retirement. He is a veteran of 49 years' service with the Road. Those of his former co-workers who called on him recently were glad to find him enjoying reasonably good health. He is looking forward to his daughter, Mrs. Melba Kimball, coming home for a visit soon. He expects to visit the Milwaukee freight and yard offices then, as she will be able to drive him about in her car. If any of his railroad friends would like to call on him, it certainly will be appreciated.

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Safety and You

A "SAFETY REMINDER", issued monthly by Superintendent B. J. Schilling of the sleeping and dining car department, Chicago, has succeeded in keeping the principles of safety uppermost in the minds of employes in that department. The February bulletin, "Safety and You", a treatise on the fundamental basis of safety regulations, carried the following message:

"When you stop to reflect, you will realize that safety has been an important factor in your welfare and security throughout life. From the day you were born, every thought and act of those who assisted you through your various stages of development, from infancy to maturity, was based on the principles of safety. When you were a baby your parents were constantly aware of the need for it, to protect you from childhood's hazards. They had your welfare in mind. Through school years your teachers taught you the necessity for it, again for your welfare. When you set out for employment you found, regardless of your choice of vocation, a safety code to follow, established for your welfare by your employer.

"These reflections would indicate that safety regulations are vital to growth and survival and that they should supply the basis for thought and action in your work. Have safety in mind and your actions will automatically be safe. Through the years this has been a sound policy."

CHICAGO TERMINALS

Bensenville

Howard Lawrence, Correspondent

Just heard from Fred W. Emme, retired yardman, whose address is route 4, Winamac, Ind. Fred has a 10-acre place, about seven of them under cultivation, and reports he is doing fine. Has a lot of laying hens and eggs to sell by the case, so if you are ever in the vicinity of Winamac, drop in and see him.

If anyone in the vicinity of the new yard office buildings was curious about the strains of sweet music heard one day in January, let it be known that they were the result of some slick string-picking on a mandolin and guitar. It seems that Eric Ericksen, who is quite proficient on the stringed instruments, one day heard Nick Loik say something about his ability to handle the stringers, so Eric loaded up the back of his car and brought his instruments along with him. Guess Nick was convinced, and, no foolin', they did produce a heap of harmony.

Jody White, who has been confined to Hines Hospital for several weeks, is back at his desk again, as third trick caller at the Bensenville roundhouse.

Just heard from A. J. Doyle, former maintenance of way timekeeper at Bensenville, at present hospitalized in ward C-2, Fitzsimmons General Hospital, Denver, Colo. I am sure his confinement would be brightened by a word from his old friends around the Bensenville district.

To the strains of "Happy Birthday to You," led by Boy Soprano George "Buck" Rogers, on the afternoon of Feb. 24, the knife cut into a beautiful birthday cake and the party was on. The birthday cakes (there were two of them) were delicious (we had a generous sample even though we could not attend the party) and the gifts were numerous and appropriate for the recipient, who, we almost forgot to mention, was Dorothy "Dee Dee" Camp, our Girl Friday and able assistant in gathering news for the Magazine. We don't know the number of candles on the cakes but we do know that Dee Dee is a right good fellow.

As we told you in the last issue, the primary election for president of the board of Wooddale was hotly contested, with our co-worker Walter Kehoe under the wire first, with a handsome majority of 31 votes. This may not sound very large but the community is small. The final test will come in the April finals.

April, 1947

Engineer Tom White met with a tragic death in Chicago on Mar. 6. While crossing the street in the vicinity of Grand and Chicago Avenues he was struck down without warning by a truck and died three hours later in Wesley Memorial Hospital. Tom entered the service as a fireman in October, 1913, and was promoted to engineer in July, 1920. His death will be mourned by a host of friends in the terminals. Our sincere sympathy to those left behind.

The wedding of Miss Viola Grigsby, daughter of Mr. and Mrs. Marvin Grigsby of Wooddale, and Robert Lewin, son of Mr. and Mrs. E. H. "Gene" Lewin of Franklin Park, took place at Peace Evangelical and Reformed Church at Bensenville on Feb. 22. The bride was dressed becomingly in a light blue suit with a corsage of carnations and was attended by Miss Norma Lasky. The groom was attended by his brother James. Bob and James are employed in the operating department, as is their father. Our heartiest congratulations to the newlyweds.

(Contributed by Dorothy Lee Camp)

Wally Hamann, bill clerk in Mr. Deviney's office, proudly passed out cigars on Mar. 8, when his wife presented him with a baby girl. Baby Louise Ann had two sisters and a brother to welcome her home. Yes, folks, Wally is doing nicely.

Dave Phillips of tower B17 and friends bagged a 180-pound bear while vacationing in Wisconsin, about 50 miles north of Green Bay. Dave reports that the bear chased them until their dog started after it, when Mr. Bear turned and chased the dog. Dave and friends raced for home and some firearms, returned to the chase and finished off the bear. In the bear's den they found four little cubs. After playing with the amusing little animals for about a week, they sold them.

Sorry to hear that Louie Mendell was disappointed about the second calf expected on his farm.

Did you notice that Wally Grosnick of Mr. Deviney's office treated his car to a good looking green paint job recently?

John Janowsky is back with us again, this time as night relief clerk in Mr. Deviney's office. Welcome back, J. J.; but we are wondering what you will do without your old pal Kokomo Miller to kid you along.

Dick Stark and Ralph Phillips are among our newlyweds, both having been married in the first part of March.

Len Phillips was off the first part of

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March. That old "flu" bug beat him to the punch.

We extend sympathy to Mrs. Ted Rethman on the recent loss of her husband. Ted was killed accidentally on Mar. 9. He will be missed greatly by his friends.

A tribute to the memory of Art Halverson of Milwaukee, Wis., who was killed recently while on duty. We'll all miss his pleasant ways and ready smile and hand-shake around the Bensenville office. Our sympathy goes to Mrs. Halverson and family.

Hi, movie stars! Most of the Milwaukee Road family around the new yards in Bensenville will soon be seeing themselves in the movies. That new Keystone movie camera Joe gave me for a birthday present has been very busy. As soon as the films are returned to me, we will be having our own moving picture show. If you were among the missing when pictures were taken—we'll be busy taking more action pictures a little later.

We heard from Old Faithful again—Rog Anderson. Rog is looking forward to spring vacation and a real visit with his friends at the Bensenville office. He's also hoping for some nice golfing weather.

Sleeping and Dining Car Department

Marie Keys, Correspondent

We hear rumors that the "bundle of happiness" in the Brunson home is very fond of her daddy, as she still insists on having her nightly (2 a.m.) visit with him.

The Richard Crawford family has been increased by one, with the arrival of a son on Mar. 9. Both father and grandfather are recuperating.

Station Duty Conductor Hayes still believes in celebrating birthdays, as he saved his day off to celebrate his on Mar. 7.

Our sincere sympathy is extended to the widows of L. M. Gibson, buffet attendant, who died on Mar. 4, and of Porter B. J. Demmons, who passed away on Feb. 22.

We are happy to know that Conductor Birch's condition is improving and that it will not be too long before he returns to work.

The wife of Conductor Basil is confined to the hospital, following an operation. A speedy recovery is our sincere wish.

It is a pleasure to have Eddie Carter McClendon return to work as a cook, after his discharge from the armed forces.

Western Avenue

T. A. Finan, Correspondent

While switching in the Galewood district, Switchman Ted Rethman was fatally injured when a truckload of steel was tipped, pinning him to a wall. The body was taken to Webster City, Ia., for burial.

Switchman Charles Kay had a leg amputated recently, due to an infection. We hope for his speedy recovery.

Our sympathy to Engineers Ed Beckman and George King, on the recent deaths of their wives.

T. Brennan, retired towerman, passed away recently. "Darby" had been on pension since July, 1945, after nearly 50 years with the Road.

W. Darling, who was injured at Bensenville yards, is in Elmhurst Hospital and would like to have visitors.

We regret to report the passing of Engineer H. Hutcherson, after several months' illness.

Welcome to our new master mechanic, Frank Bunce, formerly of Minneapolis.

We have a new commuter in our midst; Chief Clerk Rollie Blackwell recently purchased a home in River Grove.

Our deepest sympathy to the family of Engineer Thomas White, who passed away recently.

Engineer Martin Brown recently retired. "Mr. Brown, drop in once in a while and tell us hard-working people what a good time you are having."

It is always a pleasure to report a wedding. We extend our best wishes to Nick Klein and his bride, who were married on Mar. 1.

Pipefitter Helper John Biddle and Mrs. Biddle welcomed a new daughter on Mar. 12.

I & S M DIVISION

East End

H. J. Swank, Division Editor

Our sympathy is extended to the bereaved relatives of Joe McDonald, retired engineer, 86, who died at Albert Lea on Mar. 15. Burial was at Easton, Minn. Joe had been retired for the past eight years.

Sympathy is also extended to the relatives of E. J. Vollmar, express messenger on the LaCrosse-Austin run, who passed away on Feb. 17, following a cerebral hemorrhage.

Congratulations are in order for Check Clerk Reynold Brown and wife, who became the proud parents of a son on Mar. 12.

Operator L. R. Stokes, Faribault, is back on the job after being called to San Diego, Calif., Feb. 25, account of the serious illness of his mother.

Violet Beatty of the superintendent's office spent the Washington's birthday week end in Omaha, Neb., with her sister and family.

Recent appointments on the division include Marlys K. Case, appointed agent at Mazeppa, and W. C. Derenthal, agent at Easton. He replaces H. B. Dubbe, who was the senior bidder for Egan, S. D.

R. J. Whipple has returned to his position as agent at Blooming Prairie after spending a couple of months in California. P. F. Finnegan, who had been relieving "Whip," took his position as agent at Castle Rock.

Roadmasters Earl Long and Roy Koontz and Chief Carpenter William Tritchler planned to attend the National Appliance Show in Chicago, Mar. 17-19.

Conductor George Ames has given up the Zumbro Falls run and is now on passenger trains 103 and 122. Claude Hallman is taking over the Zumbro Falls run.

I & D DIVISION

Margaret C. Lownsberry, Division Editor

Conductor W. R. Kerlin and Mrs. Kerlin returned, Feb. 21, from Bensenville, Ill., where they attended the funeral of James T. Smith, former roundhouse foreman at Mason City.

Carman Henry Colwell has been off for a few weeks, due to illness. We all wish Henry a speedy recovery.

Miss Blanch Irons has been notified that her application for a position with the federal bureau of investigation has been accepted. She will report for assignment at Washington, D. C. Miss Irons is the daughter of Agent F. W. Irons of Dickens, Ia.

The annual Red Cross drive got under way on Mar. 1 and the five railroads of Mason City are working under the direction of Fred Hornig, assistant division engineer. Fred has appointed Agent Fred R. Lewis as his team captain.

Traveling Engineer R. R. Replogle was confined to the hospital with pneumonia for over a month. He returned to work the second week of March, full of vim and vigor.

Yardmaster F. H. Dickhoff left, Mar. 4, for an extended visit in California. Frank



Just an idea of what it means to dig out after a real South Dakota blizzard. The conquerors of this drift at the Chancellor siding were, left to right, Section Foreman Albert Boulthouse, Clarence Boulthouse and Leonard Walsh. What's that in the tunnel—black snow?

expects to renew many old acquaintances and visit with former I&D employees.

Mr. and Mrs. John Paul returned recently from Dublin, Ga., where they attended the wedding of their son Delmar to Miss Jeanette Sapp of Dublin. Mr. Paul, who is an apprentice seaman, is stationed in San Diego, Calif.

William F. Irons and Miss Ina Mae Bendt were married at the First Congregational Church at Clear Lake on Mar. 9. Mr. Irons is employed as carman at Mason City and is the son of Agent and Mrs. F. W. Irons of Dickens.

Charles Roark, son of Harold Roark, former ticket clerk, is taking a course in student telegraphy in the Mason City dispatcher's office.

Bob Peterson, steno-clerk in the superintendent's office at Mason City, has again established his residence in Clear Lake, having moved from his Mason City home on Mar. 8.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

L. A. Cline, retired veteran engineer, and his wife celebrated their 65th wedding anniversary at Sioux City on Feb. 22. A surprise party was given at their home by the Brotherhood of Locomotive Engineers. Mr. Cline, who is 88 years of age, retired in 1937, after about 50 years of service. Both he and Mrs. Cline are in very good health.

Switchman Frank C. Evans, who was seriously injured last September, retired from the service on Mar. 4.

Engineer James W. Hubbs and wife spent the greater part of the winter in McAllen, Tex.

Thomas P. Cavanaugh, telegraph operator at Sioux Falls for many years, has retired, due to poor health. Tom will be missed around the Sioux Falls freight office.

William H. McKenna, retired veteran switchman, died in Los Angeles, Calif., on Mar. 3 and was buried at Sioux City on Mar. 10.

Some fiend in human form has recently

been circulating the following chain letter in the Sioux City territory: "Simply send a copy of this letter to five male friends, then bundle up your wife and send her to the person who heads the list. When your name works up to the top of the list you will receive 15,175 women. Have faith! Do not break the chain!"

At first reading this seemed to have some rather attractive possibilities, but after thinking it over the picture changed. Can you imagine 15,175 women all demanding at once, "You brute, where is the 25 cents you held out of your pay check?" Or 15,175 women scrambling to get onto your lap and whisper in your ear, "Darling, our fur coats are getting positively shabby and we'll simply have to have new ones this fall?" Or to carry it still further (and human nature being what it is), can you imagine wife No. 14,194 yelling in at the door some fine morning, "Paw, come on here quick. Yore kids an' my kids air a'beatin' hell out'n our kids." The irresponsible rascal who started this chain letter ought to be searched out and made to live with 15,175 women at once. We can imagine no punishment more fitting.

From the department of vital statistics: Born, a son, to Brakeman and Mrs. Kenneth Burdette, Feb. 18, and a daughter to Brakeman and Mrs. D. D. Lines on St. Patrick's Day.

Sanborn-Rapid City

Margaret Kelly, Correspondent

We regret to report the death of Peter Gunn, boilermaker at Mitchell, on Mar. 9. Pete was in his 47th year of service for the Road and for the past 30 years had been employed at Mitchell roundhouse. Our sincere sympathy is extended to his widow, Mrs. Florence Gunn, his son Charles and family.

We are glad to see Jack Sundquist back at work at Mitchell roundhouse after his illness.

Conductor W. C. (Bill) Hynes, Mitchell, retired on Jan. 24, after 40 years of service. Bill first worked on the White River Valley Division, which is now the Black Hills district of the I&D. He tells us he is going to spend his time hunting and fishing, but mostly fishing, we think. So bring on the

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and

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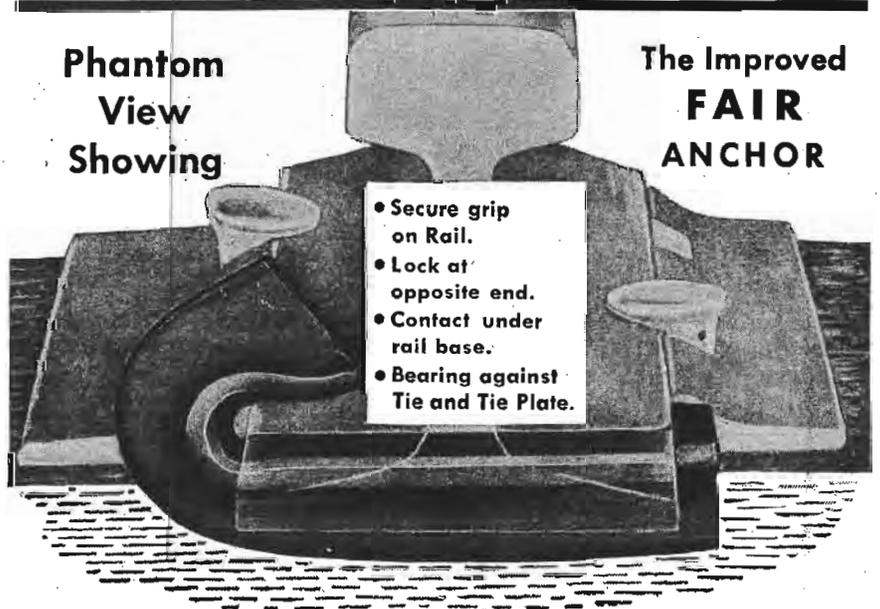
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fish, Bill, we'll take the ones you throw back.

It was gratifying to read the editorial in the Sioux Valley News, printed at Canton, S. D., Feb. 19, after the big blizzard. It was written by Editor Andy M. Johnson and read as follows: "Every time I have anything to do with railroads, I like the Milwaukee better. You've got to give it to them. In last week's tough weather they made every effort to move their trains. When most trains sat dead, the Hiawatha made the Chicago run. The trains were all preceded by one or two snow plows, and that costs money. Hats off to the Milwaukee!"

Sioux Falls Line

F. B. Griller, Correspondent

Mrs. Ingeborg Famestad, car cleaner at Sioux Falls for many years, retired from active service on Mar. 1.

Trainman R. F. Leahy left Sioux City on Feb. 23 to visit relatives at Tucson and Phoenix, concluding with a vacation in California and at the Grand Canyon.

Congratulations to Glenn Hauser, who was elected general chairman of the trainmen for the Milwaukee Road.

Switchman Joe Calligan purchased a home on Sioux Falls' east side the latter part of February, so Junior could have a yard to play in.

The bowling team played in the tournament held in Milwaukee, Wis., on Mar. 22 and 23.

A switchman's rodeo was held in the vicinity of the Sioux Falls passenger station the morning of Mar. 9, when a carload of steers was unloaded onto a truck. One made an end run, whereupon the local Lone Rangers displayed their amateur bulldogging, to the amusement of the onlookers who enjoyed the free show.

Mrs. Agatha Wall, Sioux Falls lunch room employe, left for Norway on Mar. 12, to visit her brother. She expects to remain

for about three months. A farewell party was held for her in the clubrooms in the passenger station on Feb. 28, by her many friends.

Harold Mostrom, a former interchange clerk and son of PFI L. A. Mostrom, who has been attending school in Dallas, Tex., has returned to Sioux Falls. He will continue his studies at Augustana College.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Pearl G. Nee, Correspondent

Very sorry to hear that F. C. West, agent at Merrill, is on the sick list.

George H. Cade, who has been train baggageman on the Valley for a number of years, has applied for pension.

Roundhouse Foreman Robert Cadden and Mrs. Cadden attended the Shrine circus in Milwaukee. This is getting to be an annual event, which must recall the old days when Bob walked the tight rope.

Car and Bill Clerk Clarence Brave, Wisconsin Rapids, had the misfortune to lose a toe while doing some work on his farm.

The February meeting of the Service Club was well attended. Refreshments were served and the evening was spent in playing games. If you don't belong to the North Woods Service Club, you are missing some good times. The club is becoming more popular with each meeting. Why not join up and have fun too.

The Wausau roundhouse employes have made a very commendable record—1,535 days without a lost time injury and 510 days since a minor injury.

First District

K. D. Smith, Correspondent

From a ticket counter point of view, it makes a fellow feel good when our railroad receives praise from returning travelers who have used other lines. They claim there is no comparison between our Hiawathas and other streamliners. We sure get a lot of repeaters, in spite of lively competition.

Every time we get a lot of snow and blizzard weather there is some old timer around who remembers one back in the '80s that was much worse.

Now that income tax worries are over and spring is in sight, the fishermen are watching the river ice, anxious to try out some new bait. Conductor Brauer lives right handy on the river bank and all he worries about is sleeping on the roof when the high water looks bad.

Charles Prieve, retired engineer, 64, died at Portage on Mar. 6, after an extended illness. Surviving are two sons, Carl and Harold, of Portage, three sisters and two brothers. Mr. Prieve was a member of the Moose, the Elks and the Brotherhood of Locomotive Firemen and Engineers. Burial was in St. Mary's cemetery at Portage. He was one of our veteran rails, with 30 years' continuous service.

Brakeman Nels Bjornson, 63, passed away at Portage on Feb. 23, after an extended illness. Burial was at Rio, Wis., in the Bonnet Prairie cemetery. Surviving are his wife and daughter. Nels was employed in the maintenance of way department at Rio.

We all miss these folks, whose faithful service and good neighborliness gained them many friends.

Val Miller, father of Engineer Robert Miller, passed away on Mar. 8 at the age of 84, due to pneumonia. He was a pioneer resident of Portage. Surviving are his son and a daughter, Mrs. Fred Jowett. Burial was at Portage. We extend the



Conductor Patrick J. Gallagher, well known on the I&D Division, who retired in January after 41 years of service. His new headquarters will be in the Elks' clubrooms at Mitchell.

sympathy of our division to the bereaved families.

Lt. Franklin P. Yates, son of Portage Roundhouse Foreman Arthur Yates, recently received a permanent citation for Air Medal from Secretary of the Navy Forrestal. The citation was for meritorious service as a co-pilot of a PBV-1, during submarine patrols in the Bay of Biscay and English Channel sector during the war. He is now on inactive service, residing at Portage.

I've been waiting all winter for some of those tuna, or whatever it is they catch in Florida, and Wicke Lueck, who is in California and is stopping over at Seattle, was going to send me a salmon, but the weather was agin' them I guess—cold waves and high winds. Guess I will have to catch my own when the season opens.

Second District

W. S. King, Correspondent

Received word that A. E. Nelson, operator on the GN for the past 36 years, died on Jan. 27. Burial was at Hasty, Minn., on Feb. 2. He worked for our Road prior to leaving for the GN and will no doubt be remembered by some of the old timers.

Agent A. E. Erickson, Hastings, has four cancelled checks framed and hanging in the freight office there. The dates of these checks, issued by the Farmers Cooperative Elevator, range from Aug. 23, 1932, to Mar. 10, 1933, and show payments for barley at 21 cents a bushel, wheat at 33 cents, rye at 14 and oats at 10 cents. How times have changed!

Cashier Herman Vollmers, Lake City, has resumed his diligent labors after spending a month in sunny Florida. He was relieved by "Skinny" Akeson, was relieved in turn by Blaine Emilson of La Crosse.

Yard Foreman Joe Frederickson, Hastings, had an operation in the hospital at Hastings on Mar. 10 and is reported to be doing fine.

Bud Cedarblade, extra clerk, made a trip to Hastings one night for a haircut and a picnic ham supper. The haircut looks good on him but we can't say as much for the ham.

Dick Bartels of the signal department, son of R. G. Bartels, veteran maintainer, went to Veterans Hospital for a minor operation a short time ago. By the way, R.G.B. is quite a proud father these days, since his other son, Si, is the star player on the Red Wing High School basketball team that is going places right now in the state play-downs.

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**TRAFFIC TIP CARDS SUBMITTED DURING FEBRUARY, 1947
AS REPORTED BY DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
Chicago General Offices-									
Benson, L.J.	Asst. to Vice Pres.	Chicago, Ill.	1		Schilling, B.J.	Supt., S&DC	Chicago, Ill.	1	
Brookins, E.T.	Clk., Gen. Adj.	Chicago, Ill.	1		Swanson, S.M.	Div. Clerk	Chicago, Ill.		1
Covnick, F.W.	Trav. Auditor	Minneapolis, Minn.	1		Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.		1
Dreutz, A.W.	Chf. Rate Clerk	Chicago, Ill.	1		Washburn, Mrs. F.M.	Wife of Distr. S.E.	Minneapolis, Minn.	26	
Goodenough, J.	Hd. Adj., Frt. Clm.	Chicago, Ill.		1	Wolff, Arnold	Clk., Treas. Off.	Chicago, Ill.	3	
Johnson, C.O.	Adj., Frt. Clm.	Chicago, Ill.	1		Zorn, Frank	Balancing Clerk	Chicago, Ill.	1	
Leen, M.J.	Chf. Clk., Traf.	Chicago, Ill.	1						
Maday, F.T.	Rate Clerk	Chicago, Ill.	1					38	3

Chicago Terminals Division									
Abrams, N.	Rte. Clerk	Galewood, Ill.		1	Krygl, M.J.	Clerk	Galewood, Ill.		1
Bishop, N.	Asst. Agent	Galewood, Ill.	3		LeMire, G.E.	Rate Clerk	Galewood, Ill.	110	
Boeck, H.F.	Chief Clerk	Galewood, Ill.	6		Lemke, E.	Clerk	Galewood, Ill.	1	
Borman, H.	Route Clerk	Galewood, Ill.	3		McGrath, T.M.	Route Clerk	Galewood, Ill.	1	
Brown, H.	Rate Clerk	Galewood, Ill.	3		Mickelson, M.L.	Clerk	Galewood, Ill.	1	
Carter, P.	Clerk	Galewood, Ill.	1		Morgan, F.	Clerk	Galewood, Ill.	1	
Caruso, S.M.	Clerk	Galewood, Ill.	1		Oeffering, J.J.	Rate Clerk	Galewood, Ill.	10	
Dyba, T.	Route Clerk	Galewood, Ill.	3		Reimann, B.	Rate Clerk	Galewood, Ill.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	3		Strate, T.H.	Div. Engr.	Chicago, Ill.	2	
Evans, R.	Clerk	Galewood, Ill.	1		Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		3
Ewing, J.J.	Clerk	Galewood, Ill.	3					2	
Hicks, R.L.	T.M.	Galewood, Ill.	1					2	161
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	3						

Coast Division									
Black, A.G.	Red Cap	Tacoma, Wash.	1		Kemp, Fred A.	Ret. R.H.F.	Bellingham, Wash.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	1		MacDonald, J.C.	Asst. Gen. Stkpr.	Tacoma, Wash.		1
DeGuire, C.E.	Clerk	Tacoma, Wash.	2		Oldenburg, Lucile	Clerk	Seattle, Wash.	1	
Eshelman, W.M.	Inspector	Tacoma, Wash.	1		Plantz, F.D.	Carman	Bellingham, Wash.	1	
Forte, Joe	Section Foreman	Everett, Wash.	1					10	3
Gleb, Arthur H.	Warehouse	Tacoma, Wash.	1						
Goldsbrough, A.	Clerk	Tacoma, Wash.		2					

Dubuque and Illinois Division									
Dubmeyer, A.	Cutter	Dubuque, Iowa		5	Lantz, Theodore	Carman Helper	Savanna, Ill.	2	
Evans, L.I.	Instrumentman	Savanna, Ill.		1	Olson, E.W.	Chief Dsptchr.	Dubuque, Iowa	1	
Fisher, J.H.	Car Foreman	Savanna, Ill.	1		Rebel, Paul W.	Elec. Welder	Savanna, Ill.		1
Horsfall, C.	Carman	Dubuque, Iowa		1	Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1	
Kupferschmidt, Ila	Clerk	Dubuque, Iowa	1					10	13
Kurt, Francis	Clerk	Waukon, Iowa	4	5					

Hastings and Dakota Division									
Beckel, W.J.	Div. Stkpr.	Aberdeen, S.D.	1		Prunty, Mrs. C.J.	Wife of Pmp. Rpr.	Aberdeen, S.D.	2	
Lilly, Elaine C.	Rndhse. Clk.	Aberdeen, S.D.	1		Wilson, S.F.	Loco. Engineer	Aberdeen, S.D.	1	
Lundberg, A.F.	T.S.M.	Minneapolis, Minn.	5					11	0
Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.							

Idaho Division									
Aleson, Mrs. C.L.	Wife of Police	Spokane, Wash.	2		Nelson, Nels	Car Inspector	Spokane, Wash.	2	
Allen, Blanche	Dept. Employe	Spokane, Wash.	2		O'Reilly, W.T.	Chf. Clk. to Supt.	Spokane, Wash.	1	
Anderson, W.H.	Wife of Rdmstr.	St. Joe, Idaho		1	Peterson, R.C.	Ret. Dsptchr.	Spokane, Wash.	1	
Grow, C.W.	Sec. Foreman	St. Maries, Idaho	1					10	1
Helgert, Earl	Laborer	Spokane, Wash.	1						
	Car Dept.								

Iowa Division									
Waln, R.A.	Signal Mntnr.	Paralta, Iowa	3						
			3						

Iowa and Dakota Division									
Anderson, R.A.	Chf. Carp. Clerk	Mason City, Ia.		1	Oberembt, A.H.	Sec. Laborer	Geddes, S.D.	1	
Bost, M.A.	Asst. Engineer	Mason City, Ia.		1	Osthoft, A.H.	Chf. Clerk	Sioux City, Ia.	1	
Dyer, Henry	Check Clerk	Sioux City, Ia.		1	Pappas, Tony	Locomotive Dept.	Mason City, Ia.	1	
Glander, A.M.	Chf. Carp.	Mason City, Ia.		1	Paullin, F.E.	Clerk	Mitchell, S.D.	3	
Gourley, E. Clifton	Eng. Dept.	Mason City, Ia.	2		Snow, H.C.	Frt. Agent	Sioux City, Ia.		1
Hornig, Fred F.	Eng. Dept.	Mason City, Ia.	1		Todd, E.C.	Rndhse. Foreman	Sioux Falls, S.D.	1	
Lonseth, Leonard	Tariff Clerk	Sioux City, Ia.		1				11	7
Lownsberry, Margaret C.	File Clerk	Mason City, Ia.	1						
Mitchell, B.J.	Chief Clerk	Sioux City, Ia.		1					

Iowa and Southern Minnesota Division									
Finnegan, A.W.	Agent	Grafton, Iowa	1		Williams, G.B.	Cashier	Austin, Minn.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	8		Wood, G.L.	Car Foreman	Austin, Minn.	1	
Jones, S.O.	Agent-Operator	Bixby, Minn.		8				11	9
Werth, Otto H.	Station Force	Zumbrota, Minn.		1					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Kansas City Division									
Baker, C.H.	Div. Time Rev.	Ottumwa, Iowa		1	Reedquist, Donald	Steno-Clerk	Ottumwa, Iowa	1	1
Madison Division									
Blethen, W.W.	Secy. to Supt.	Madison, Wis.	1		Kilian, A.M.	Chf. Dsptchr.	Madison, Wis.	1	0
La Crosse and River Division									
Bezosky, Leo	Mechanic	La Crosse, Wis.	2		Schroeder, Edna	File Clerk	La Crosse, Wis.	1	
Christenson, E.	Carman	La Crosse, Wis.	1		Semmelheck, N.J.	Operator	Merrill, Wis.	1	
Fauver, Ira	Machinist	Tomah, Wis.		2	Stien, John M.	Ret. Conductor	Watertown, Wis.	4	
Frazier, I.L.	Rate Clerk	Merrill, Wis.		1	Teske, Paul	Timmer	Tomah, Wis.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1	1	Tucker, George	Tinsmith	Tomah, Wis.	1	
Manskee, C.O.	Station Force	Watertown, Wis.	1		Weideman, Mrs. F.J.	Wife of Oper.	Watertown, Wis.	1	
Ruder, G.H.	Whse. Foreman	Merrill, Wis.		2	Wilhelm, R.L.	Lieut. of Police	La Crosse, Wis.	1	
Ruder, William	Yard Clerk	Merrill, Wis.		2					
Schaad, Gregory	Trucker	Merrill, Wis.		2				15	10
Milwaukee Division									
Francey, Elenore	Secy. to Supt.	Milwaukee, Wis.	2		Smigelski, J.F.	Clerk	Milwaukee, Wis.	1	
Krummel, W.J.	Car Foreman	Racine, Wis.	3					9	0
Löve, F.J.	Trn. Dsptchr.	Beloit, Wis.	1						
McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	2						
Milwaukee Terminals and Shops									
Kutter, W.J.	Sec. Stockman	Milwaukee, Wis.	1		Tellefsen, A.E.	Ptrn. Shop Frmn.	Milwaukee, Wis.	1	
Marquardt, John E.	Welder	Milwaukee, Wis.	2		Witters, C.G. Jr.	Asst. Frmn. Car Dept.	Milwaukee, Wis.	1	
Schwartz, Martin	Carman	Milwaukee, Wis.	1					8	0
Solverson, Earl L.	Stockman	Milwaukee, Wis.	1						
Strand, O.T.	Signal Foreman	Bristol, S.D.	1						
Rocky Mountain Division									
Cunningham, L.S.	Trav. Engineer	Deer Lodge, Mont.	1	0					
Seattle General Offices									
Greengard, S.	Exec. Dept.	Seattle, Wash.	1		Merritt, L.C.	Ch. Clk-Adj.	Seattle, Wash.	1	1
Kibble, F.R.	Trav. Car Agent	Seattle, Wash.	1		Nelson, M.W.	Secy. to WTM	Seattle, Wash.		18
LeCain, Betty	Messenger	Seattle, Wash.	1		Strassman, J.N.	Auditor	Seattle, Wash.	7	19
MacLennan, C.D.	Trav. Frt. Clm. Agt.	Seattle, Wash.	1						
McGalliard, S.O.	Investigator	Seattle, Wash.	2						
Superior Division									
Brënnan, E.J.	Laborer	Green Bay, Wis.	1	1	Utech, Carl T.	Storehelper	Green Bay, Wis.	2	
Miskimins, R.R.	Mgr. Mtr. Trans.	Green Bay, Wis.						4	1
Schur, Henry	Crossing Flagman	Plymouth, Wis.	1						
Trans-Missouri Division									
Denison, F.L.	Boiler Foreman	Miles City, Mont.		2	Knesal, E.M.	Track Dept.	Miles City, Mont.		2
Doernenwirth, Kenneth	Operator	Faith, S.D.	1		Milne, D.J.	Sec. Foreman	Isable, S.D.	1	
Gilbert, A.M.	Machinist	Miles City, Mont.	1		Snow, Oliver	Sec. Foreman	Timber Lake, S.D.	3	
Greer, Custer	Capt. of Police	Miles City, Mont.	1		Thompson, Mrs. A.O.	Wife of Agent	Bucyrus, N.D.	1	
Hankler, H.C.	Clerk	Mott, N.D.	1		Voorhies, C.M.	Machinist	Miles City, Mont.	2	
Huddleston, J.E.	Sec. Foreman	Leith, N.D.	1	1	Wyttenhove, E.A.	Counterman	Miles City, Mont.	1	
Hummel, Zora	Sec. Foreman	Cadillac, S.D.	1					14	5
Twin City Terminals Division									
Blake, H.C.	Asst. Engr.	Minneapolis, Minn.		2	O'Connor, R.J.	Roadmaster	Minneapolis, Minn.	1	
Hindert, L.A.	Shop Foreman	Minneapolis, Minn.	1					1	3

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

The boys of section G enjoyed the cigars passed out by Frank Motola, who acquired his first son on Mar. 10, at St. Luke's hospital. He has been named Ronald Michael; weighed in at seven pounds, four ounces and was 22 inches long, with dark hair. Frank had his new tax exemption form made out on the 11th. Claims Ronald is being fed double rations so he can soon go to work and is expecting to take over part of the night shift when he gets home.

Henry Reeves of the oil house was absent on Mar. 11 but reported for work on the 12th, with cigars. It's a boy, weighing five pounds, fourteen ounces.

Store department unit 11 of the Hiawatha Service Club held a meeting and social on Feb. 22 at the North Avenue freight house. The music was good for dancing and plenty of refreshments were available. Enjoyed a visit with Otto Stewart, stockman of the store department at Minneapolis, who has been active in Service Club work there.

The Milwaukee Road bowling tournament starts on Mar. 15 at the K.P. Hall on South 20th and West National Avenues. Approximately 60 teams have been entered. It appears that some of the store department

boys are laying for Jake Hansen of Minneapolis, formerly of Davies yard at Milwaukee. Possibly want to settle old scores.

Storehelper August Kosiboski (Snuffy), 77, saw his first moving picture a few years ago when the Road had a car at Milwaukee shops to show a railroad film. He enjoyed his second film on Mar. 8 at Milwaukee shops. His first statement was that he thought the fast trains were going to run over him, but he enjoyed it.

If a man dolled himself up when he went downtown as the women do, his wife would shoot him on suspicion that he was up to no good.

Traffic Tips Reported During February, 1947

Division	Pass. Tips	Freight Tips	No. of Tips per 100 Employees
Seattle General.....	7	19	13.5
Chicago Terminals....	2	161	5.0
Iowa & S. Minnesota...	11	9	2.2
Chicago General.....	38	3	1.7
Idaho Division.....	10	1	1.7
Trans-Missouri Div....	14	5	1.6
Dubuque and Illinois..	10	13	1.4
Iowa and Dakota.....	11	7	1.1
La Crosse and River...	15	10	1.1
Coast Division.....	10	3	0.8
Hastings & Dakota.....	11	...	0.7
Milwaukee Division...	9	...	0.6
Superior Division....	4	1	0.6
Madison Division.....	2	...	0.3
Iowa Division.....	3	...	0.2
Kansas City Division..	1	1	0.2
Milwaukee Terminals..	8	...	0.1
Twin City Terminals...	1	3	0.1
Rocky Mountain Div...	1	...	0.08
Terre Haute Division...
Miscellaneous.....
TOTALS	168	236	1.2

H & D DIVISION

W. H. Applegate, Division Editor

Congratulations to T. W. Wade on his appointment as master mechanic at Aberdeen. His friends, and they are many, wish him every success in his new endeavors.

A welcome is extended to Einar Anderson, the newly-appointed traveling engineer, who has taken over the duties of Tommy Wade.

Friends on the H&D were sorry to learn of the death of Jesse Gray, traveling auditor, Lines West. Mr. Gray located at Aberdeen in 1920, moving later to Madison, Wis., where he was stationed until about a year ago, when he went to the west coast.

Assistant Engineer Walt Fuhr, Aberdeen, has returned from a two-week vacation, spent with his folks at Wheeling, W. Va.

Roger Middleton of the division engineer's office has also returned from a vacation spent with his folks at South Bend, Ind.

Aberdeen friends regretted to learn of the death, Feb. 27, of R. C. Donehower, agent at St. Paul, formerly agent at Aberdeen. Attending the funeral from here was W. H. Berg, who was his chief clerk at Aberdeen.

Agent E. H. Miller, Ipswich, who has been recovering from an operation, is reportedly coming along fine now and is visiting with relatives in Illinois. He expects to return to work soon. W. Schaible is working in his place, as relief agent.

Yardmaster John L. Fahy, Aberdeen, recently fought out a siege of pneumonia at the local hospital and came out on top, we are pleased to report.

At this writing we are sorry to report that Captain of Police Emmett Burke has been in the hospital for a short time, undergoing treatment.

A daughter, Mary Ellen, arrived for Mr. and Mrs. Bernard Karr on Feb. 18. Bernard is employed as yard clerk at Aberdeen. Congratulations on the new arrival.

While transacting business in and around Aberdeen recently, Traveling Freight Claim Adjuster Mal Spurling favored us with his presence at the monthly Service Club meeting.

Mrs. F. E. Avery, widow of the late F. E. Avery, retired switchman of Aberdeen, died

on Mar. 10. Sympathy is extended to the bereaved.

We also regret to report the death of Mrs. John Roehr, wife of Aberdeen freight house employe John Roehr, who passed away suddenly in March.

Conductor R. A. Drum, Aberdeen, and family have just returned from a three-month sojourn in California, where they visited their four daughters.

If there are no news items forthcoming from the middle district correspondent R. F. Huger at Bristol this month (which at this date appears to be the case) we will suspect that R. F. has been spending most of his spare time attending basketball tournaments hereabouts.

We would like to mention here the great amount of assistance your division editor receives from Master Mechanic's Chief Clerk Harold Murphy, Aberdeen, in compiling locomotive department news items; for example, the following:

F. X. Springer, retired machinist, has planned an extended trip to Seattle and San Francisco, where he will visit some of his children.

Engineer George Severance was recently called to San Diego, due to the death of his sister in an automobile accident.

Machinist W. A. Ray's wife was called to Kingfisher, Okla., on account of the serious injury of her sister in an automobile accident.

Engineer Art Anderson and wife are planning to go to New York, Chicago, Montreal and Boston on a pleasure trip.

E. W. Vanhouse, retired engineer, and wife are going to Oklahoma City to visit their son, whom they haven't seen for seven years.

Engineer Walt "Bummy" Ray is going to New Orleans on a pleasure trip.

We understand that East H&D Engineer John Krum is planning a pleasure trip to Texas.



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According to reports of five H&D firemen we have working on the Milwaukee Division, they are making good miles and like the working conditions there.

Miss Elaine Lilly, stenographer to the division master mechanic, Aberdeen, plans to leave us on May 24, to be married on June 1 to Gene Palmer, who is employed in the Aberdeen yard. Elaine has worked at the master mechanic's office for the past three and a half years.

At this writing, three weeks before the end of the bowling season for the Milwaukee League at Aberdeen, there is little to add to an early season report made about the standings of the teams. The Olympians are out in front here on the H&D, having suffered no derailments and few delays. The performance of their crew—Murray, Middleton, Riedl, Chambers and Karr—was consistently too good for any other team to overtake them.

At a "Y" Olympics at Aberdeen recently, in which local Service Clubs competed for honors, the Milwaukee Service Club could boast of great talent in some events. Instrumentman Bob Riedl, division engineer's office, tossed 10 consecutive baskets in the basketball free throw contest and Ted Striebel, also of the division engineer's office, plunked in nine out of ten. Dispatcher Rollie Marlett made a grand slam at chess, defeating all other contestants in a breeze. Your correspondent was a traitor to the cause, putting in an appearance for another club, the Rotarians, but solely because he was their sports chairman and consequently "on the spot." However, his contest accomplishments were so meager that team standings were not affected.

East H & D

Martha Moehring, Correspondent

Rules classes are the order of the day around these parts. Traveling Engineer Walt Pierson and Assistant Superintendent J. W. Wolf have been doing the instructing and after three five-hour sessions a day their voices sort of hurt.

And still they trek off to the South. Right now we have quite an H&D representation down there basking in the sun. Engineers F. Frederickson and R. Spaulding are at Lakeland, Fla., and Engineer Skoberg is in Los Angeles. They'll all be back on the job soon. Conductor F. R. Nichols is enjoying his visit in Sacramento. He sent back some real lemons to us Northerners, so one of these days there'll be lemon pies. . . Mmm! And then Engineer Fred Burdick sends back cards from out California way that sort of set us to wondering. G. E. (Rusty) Miller went out to California, too, but he didn't stop very long because he couldn't find a place to stay. That was his story. We think

he just missed the gang around here and took the first train back.

Our sympathy is extended to Operator O. J. Zimmerman at Bird Island, who recently lost his mother, and also to Engineer E. Rostratter in the loss of his wife.

Walt Lewis recently returned from a three-week trip to Phoenix, Ariz., where he visited his daughter, on a fruit ranch. He brought back some snapshots of himself standing beside loaded orange trees, huge cacti and race horses, so everything he told us must be true. He reports that Otto Heckert, one of our retired engineers, is living out there too, and is enjoying his retirement.

Some of the notables around the yard office have had birthdays recently. Maxine brought us a luscious pink birthday cake on her big day. Yard Clerk Cliff Boffering and Assistant Superintendent J. W. Wolf had a joint cake on Mar. 11, and of course there was the usual sound advice given out, all free.

There are a few changes at the dispatcher's desks. Frank Cramer left us to go to Dubuque, Ia., and Bud Mayer is filling the empty chair temporarily.

Engineers H. B. Elrod and Oscar Sorby had short stays at the hospital the past month, but you can't hold fellows like them down very long.

On one of his visits to Montevideo, Superintendent A. T. Berg was host at an afternoon coffee party, which included J. W. Wolf, Bob Mathis and the two clerks, Maxine and Martha. At that time we had a chance to see what a business car looks like on the inside. After the coffee pot was drained the girls had the privilege (?) of washing the dishes at the kitchen sink in the car. (We knew there would be a catch in that invitation!)

Assistant Public Relations Officer Frank Newell of Chicago again made a name for himself in and around Montevideo. He emceed the annual Farmer-Businessmen's party, at which 1,800 men gathered for an evening of fun and entertainment. After the program Mr. Newell, Paul Nikolai and H. M. Larson and C. P. Cassidy of the Minneapolis office, and J. W. Wolf went to the home of Dave Fisher, retired agent, where a surprise birthday party was in progress, in honor of Joe Andres, retired chief dispatcher, who is 75 years young. Other ex-rails included W. F. Kelley and E. J. Ruehmer. The evening was spent in reminiscing and railroad talk, and Mr. Kelley served an excellent lunch at a late hour. An interesting figure was arrived at when Fisher, Kelley, Joe and E. J. added up their total years of service. The answer was 176.

R. C. Selle, at the Minneapolis Veterans Hospital for the past few years, is keeping in touch with the old rails and also keeping an eye on the new trains. In a letter to W. F. Kelley he states that he is eagerly awaiting the premier showing of the new Milwaukee train. He's been reading up about the new Olympian-Hiawatha and is all steamed up about it and hopes to see it when it goes on exhibition in Minneapolis. R. C. goes on to say, "My oldest brother Bill, who has worked on the section for the Minnesota Transfer Railway for about 35 years, just went on pension. His wife told me the other day that he could just as well have stayed on the job as he isn't at home anyway, but spends all his time down in the railroad yards."

Shyness is often to blame for what seems to be personal antagonism.

The four horsemen that cause most personal troubles: envy, suspicion, fear, misunderstanding.



The dinner dance given by the Railroad Yardmasters of America at the Morrison Hotel in Chicago on Feb. 22 was attended by approximately 700 railroad men, representing most of the railroads in the country, and their wives. Employees of the Milwaukee Terminals and their wives made up this table. Front row, left to right: Nathan Hale, Mrs. Hale, Walter Gilbert, Mrs. Gilbert, Mrs. John Knop and Mr. Knop. Glimpsed in the background, left to right: Don McKenna, Mrs. McKenna, Earl Faulkner and Mrs. Faulkner.

MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

It appears that this article begins where we left off last month. Again we have news of additions to the Chestnut Street family. On Feb. 23 the Eddie Kurtz' welcomed little Barbara Lee into the world. She weighed in at seven pounds, seven and three-quarter ounces. On Mar. 2 the Mel Waterman's were blessed with another daughter, Susan Louise. Little Susan balanced the scale at six pounds, thirteen and three-quarters ounces. Congratulations to the proud parents.

Last month we reported that the Ralph Thielkes and Frank Vails each had a boy, and the Dick Steuers had a girl—all in the space of six weeks! Can any station on the Milwaukee top this record?

With spring in view, Ernie Reinhardt is planning to use his handmade rowboat to good advantage. Ernie figures to use his two-man boat up and down the Milwaukee River, from North Avenue to Chestnut Street. Downstream the going will be easy, but upstream Ernie wants volunteers to handle the oars.

The rate department force, which was augmented recently, now consists of Head Rate Clerk Bruno Kowalski and assistants Ralph Thielke and Bob Owsley. No need to worry about getting the work done on time now.

Mrs. Susie Pulford, wife of Charles D. Pulford, retired engineer of the Milwaukee Terminals, died on Mar. 12. She was buried at Savanna, Ill., her old home.

Coach Yard

Richard Flechsig, Jr., Correspondent

The coach yard unit of the Hiawatha Service Club has installed Phil Stetzenbach as chairman, Lawrence Cook as vice chairman and Fred Osberg as secretary-treasurer.

The Morning Hiawatha bowling team, representing the coach yard, is in third place in the high singles with handicap, with a 1085 total.

Jacob Rahoy has been off for several weeks because of illness. We wish him a speedy recovery.

Car Cleaner Louis Obradovich recently retired. He had been employed here since Mar. 8, 1926.

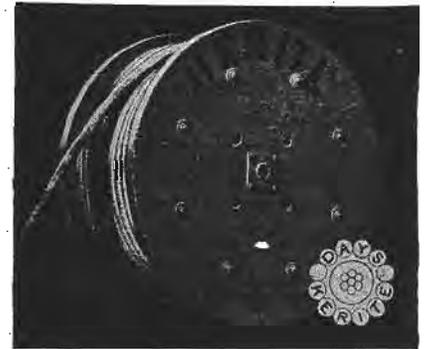
TWIN CITY TERMINALS

Minneapolis Local Freight and
Traffic Dept.

Leda M. Mars, Correspondent

Train Announcer August Johnson retired from active service on Dec. 5, 1946, after working for the Road since April 14, 1908. He entered service at the Minneapolis baggage department. From there he was promoted to the position of gateman and then to the information bureau. In December, 1930, he was promoted to train announcer. Augie won many friends with his pleasing personality and his willingness to help travelers.

Traveling Freight Agent Glenn L. Cottrell, Minneapolis, died on Feb. 22. He started working for the Road in June, 1914, in the operating department on the Southern Minnesota Division, as clerk, cashier and agent



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at various stations. He joined the traffic department at Minneapolis on June 1, 1921, but left on August 14, going to Waseca, Minn., with the Everett Aughenbach Company. He returned on Dec. 15, 1927. He was transferred to Duluth on Sept. 1, 1930, as chief clerk, was promoted to city freight agent there and was transferred back to Minneapolis on April 16, 1934. He is survived by his wife, two sons and two daughters.

Congratulations to Mr. and Mrs. Larry Johnson on the arrival of a baby daughter, Kathleen, born March 12. The mother is the former Gladys Mirocha, a former local freight employe.

Speaking of new arrivals, we cannot forget the proud grandparents. Mrs. Irene Burchard has a new grandson and Henry Rudd a grand-daughter. Congratulations.

Pauline Seiler is back working at the local freight, pinch-hitting for Bonnie Stevens, who is vacationing in Florida.

We wish to extend a welcome to a new employe, Thelma Hauge, who joined us in February.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Lt. Col. Robert Burns, son of General Agent R. A. Burns, has returned from Hawaii and has gone to Quantico, Va., for further schooling. As a "schoolboy," he will be known as Major Burns. His wife and son Jimmy are visiting in California but will come home soon, so Jimmy can show his grandparents how big he has become since they last saw him.

Recently I heard a compliment for our Road from a traveling representative of a southeastern railroad. The gentleman said that our freight and passenger personnel with whom he has contact has always given him more courteous and friendly service than any other railroad. Our friend, who is not a person given to flattery, does business with most of the country's railroads, so that extra bit of effort or smile really does bring in dividends.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

The film "A Railroad At Work," which portrays scenes and work on the Milwaukee Road, was shown at Minneapolis shops and enjoyed by all. Glad we had an opportunity to see it.

Tinsmith William J. Makousky, with 41 years' service at Minneapolis shops, retired on Feb. 1. Best wishes, Bill, for the enjoyment of your annuity; also, congratulations on your recent marriage.

Sympathy is extended to relatives of Steve

Dennis, former laborer at Minneapolis shops, who died on Dec. 26. Also, to the daughters of Albert Lee Hendricks, former car foreman at Winona, who passed away on Feb. 26 at Arcadia, Calif.

A lot of suntan and good health was brought back to Minneapolis by Car Foreman H. R. Campbell (St. Paul repair track) and Mrs. Campbell on their return from a six-week rest at Miami, Fla. Car Foreman A. J. Demmers of Minneapolis relieved at St. Paul during Dick's absence.

Congratulations and happy birthday to General Car Foreman J. Hansen. And was it a complete surprise? Yes, indeed.

Congratulations and happy birthday to Mill Foreman A. Penny, with 41 years' service with the Road to his credit, and still a young man.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Roy Clifford Donehower, formerly agent at St. Paul, died on Feb. 27. His funeral was attended by many friends.

W. P. Radke was assigned to cover the vacancy, Mar. 10. Bill Radke has held many responsible positions, such as assistant agent at Minneapolis, acting agent at St. Paul, agent at Chicago Heights and others during his 28 years of service with our railroad.

Mort Smith, formerly roundhouse foreman at St. Paul, died in March. Mort was retired at the time of his death.

Frank Ahl was appointed trainmaster at St. Paul on Jan. 10.

Betty (Red) Hilger is working part time in the cashier's office.

Ed McDonald, switch foreman, retired on pension in February.

Joe Culnane, retired machinist, passed away in January.

Navigation on the Mississippi River has opened and we have a number of boats parked alongside our office.

We understand that Oscar O'Callahan is back in town after a month's stay in California.

We almost forgot to mention that Neil Johnson is the name of our new messenger.

At the wedding, Sandy McTavish, the groom, looked so troubled that the best man was moved to inquire, "What's up, Sandy? Hae ye lost the ring?"

"Nae."

"Then hae ye lost the railroad ticket?"

"Nae, mon, it's a muckle worse than that."

"Hoot, mon! What is it?"

"Ah hae lost me enthusiasm!"



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D&I Division B&B crew, under Foreman E. J. Miller, is shown in front of the new station at Elgin, Ill. Left to right, kneeling: Don Bowman and Milo Lauterborn. Standing: Elmer Ernst, Foreman Miller, Chief Carpenter V. E. Engman, Dick Stewart, Gerald Riley and N. S. Manning. At present they are engaged in remodeling the yard office at Savanna, Ill.

D & I DIVISION

First District

E. Stevens, Correspondent

Miss Beryl Hoover, daughter of Engineer and Mrs. D. W. Hoover, Savanna, who is a freshman at Coe College, Cedar Rapids, Ia., was recently initiated into Chi Omega, social sorority.

Congratulations to Assistant Engineer Lloyd Hinsch, Savanna, who has been appointed chief carpenter on the Superior Division, with headquarters at Green Bay, Wis., effective Mar. 16. Mrs. Hinsch and two daughters will remain in Savanna until the close of the school term.

Retiring from the service are George Hummel, switchman in Savanna yard, who rounded out 49 years of service, retired Feb. 18; Brakeman August Maulsby, retiring on Feb. 10. We hope they will enjoy years of retirement.

Death entered the homes of many of our Milwaukee families during the past month and to all we extend our sincere sympathy.

Car Inspector John Bees, Savanna, passed away in the city hospital, Feb. 24, following a lingering illness. He began service with the Road in 1902 and had been a car inspector at Savanna since Oct. 26, 1917. Surviving are the widow, three sons and a daughter.

Mrs. Nettie Lynn, mother of Conductors Milburn and Luther W. Lynn, passed away suddenly on Feb. 27 in Elgin, while visiting Milburn and family. Funeral services were held in Savanna. Surviving are also two daughters, Mrs. Frank Fisher (Lola) and Ruth.

Mrs. Katherine Hodoval, mother of Iowa Division Engineer Joseph Hodoval, Savanna, died in Mercy Hospital in Cedar Rapids on Mar. 4, where she had been a patient since Feb. 26, following a fall in which she fractured her hip and arm.

O. T. Welch, retired D&I Division conductor, passed away on Mar. 10 in the home of his son-in-law and daughter in Tucson, Ariz., following a lingering illness. The body was brought to Savanna where burial services were held on Mar. 16. Surviving are his daughters, Mrs. Nellie Sherman of Kingston and Mrs. Fisher of Tucson, and a son, Thomas, of Anchorage, Alaska.

Lloyd Gibson, porter on the Midwest Hi-

watha trains, became ill after boarding No. 102 at Marion, Ia., on Mar. 1 and was removed at Savanna to the city hospital, where he passed away on Mar. 5, death resulting from a heart ailment.

Lewis H. Becker, brother of Iowa Division Engineer George Becker, passed away at his home in Oxford Junction on Mar. 11.

Second District

John F. Ickes, for many years chief clerk in the DF&P agent's office in Dubuque, passed away at his home, Mar. 5, following a three-month illness. Funeral services were held from the Church of the Nativity, with interment in Mount Olivet Cemetery, Dubuque. Surviving are the widow and a son Bob. Many out-of-town traffic men were present at the funeral. Honorary pallbearers were representatives of railroads and their affiliated lines running into Dubuque, and Dubuque traffic men.

Boilermaker Foreman James Smith, an employe of the mechanical department for many years and at one time located at Dubuque, Marquette, Mason City and Savanna,

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CHICAGO, ILL.

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are daily proving their merit.

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Chicago, Illinois



passed away at his home in Bensenville during the latter part of February.

Asst. Supt. G. H. Rowley returned to Savanna on Mar. 16, following a month's sojourn in Milwaukee Terminals during the time of the "Blizzard of 1947" and Trainmaster A. C. Novak, who had been located at Savanna during the time Mr. Rowley was in Milwaukee, returned to the K. C. Division.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent

The sympathy of the Milwaukee family is extended to Roland Shaff, carman at Miles City, who was recently called to Aberdeen, S. D., due to the death of his mother.

Bernard Rogers, carman helper at Miles City, has been confined in the local hospital following a major operation. Reports are that he is getting along nicely.

Car Inspector August Paeth has returned to work after being confined at home with an infected foot.

Ralph Everett, equipment maintainer at Marmarth, N. D., called at the car department office while in Miles City recently. He was repair track checker at Miles City before going to Marmarth.

Barry Glen, Jr., is spending his spring vacation in Miles City. He is a student at the University of Missoula.

Junior (at 9 a. m. last Sunday):
"Dad, did you go to Sunday school when you were a little boy?"

Father (smugly): "I sure did. Never missed a Sunday."

Junior (turning to mother): "There now, mother. Don't you see? It won't do me any good either."

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

"And suddenly it is spring!" This is not, of course, original with me, but spring is here nevertheless and to prove it, two bluebirds are here right now looking for a place to live—house, apartment, trailer or what have you. Last week a flock of Bohemian waxwings ate all the old berries left over last fall from the bush honeysuckle around the front porch and finished up with what they could find in the garden spot. Almost every year cedar waxwings come in large flocks, but this is only the second time in about 20 years we have seen the Bohemian waxwing. I ran to get my "bird book," as the old radio man says after he has had a session with Sweetie Face, but I did not have to take it to the garage. However, I learned that the Bohemian waxwing lives in the Arctic Circle, so we are lucky to have ever seen them, I suspect.

Also why I know it's spring:

"Wild geese fly down the river,
And a man in a sheltered place
Is mending a boat by the water's edge,
Where the sun shines in his face."

This is original, if old. Between two and three thousand wild geese flew down the river one day recently. Believe it or not, but it was in a Bozeman paper.

Engineer William McKenna has returned from a short trip to Hutchinson, Kan., where he visited his daughter Lois and her family.

Mrs. Rollyn Allen, wife of Fireman Allen, and her two sons are visiting relatives in Michigan.

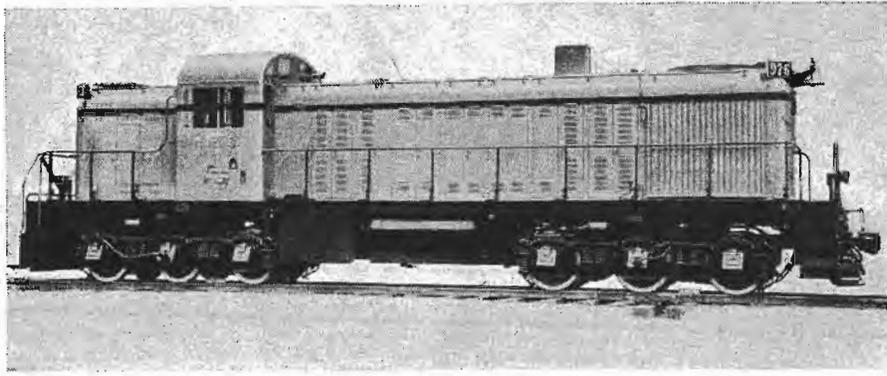
A. W. Wickersham, ex-train dispatcher, has bought a good piece of property in Butte—the Clark Hotel on Park Street—and has made a very nice place out of it. Every-

MAGNUS METAL CORPORATION

*Journal Bearings and
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NEW YORK

CHICAGO



Shown above is one of the 18 Alco-General Electric 1,500 h.p. multiple-purpose Diesel locomotives recently built for the Milwaukee Road, all of which will probably have been delivered by the time this is read. Designed as a combination road and switching locomotive, it is capable of hauling heavy loads at speeds up to 65 m.p.h. and provides smooth starting and stopping for either freight or passenger service. In view of the fact that these engines will be used partly in branch line service, the Road specified six-wheel trucks for greater weight distribution, although the standard design has four-wheel trucks.

Early in 1946 American Locomotive introduced a 6,000 h.p. road locomotive and a 4,500 h.p. freight locomotive. The 12-cylinder, V-type, turbo-supercharged Diesel engine of the 1,500 h.p. unit is the same as the design used in the large freight locomotive. The new road-switcher weighs 115 tons, is 55 feet 5 3/4 inches between coupling faces and has a wheel base of 39 feet 4 inches. An electric traction motor is geared to each of the four driving axles. Starting tractive effort is 61,000 pounds and continuous tractive effort at 13.5 m.p.h. is 34,000 pounds. Wheels are 40 inches in diameter and the fuel capacity is 800 gallons.

one on the division wishes Mr. Wickersham the very best of luck in his business venture and you can be assured that he is, as he always was when filling in train sheets and trying to "keep 'em moving," right on the job, day and night; and "The guest is always right." Stop off and take a look for yourself.

The wedding of Miss Patricia Ann Bennett and Walen F. Lilly took place on Mar. 16 in Bozeman. The bride is the only daughter of Engineer and Mrs. Vivian Bennett and has lived here all her life—a lovely and popular girl. Mr. Lilly is the son of Mr. and Mrs. Lilly of the Lewis Hotel here, and has just returned from several years' service with Uncle Sam. Our very best wishes for a long and happy life.

Mrs. R. J. Wade, wife of Engineer Wade, received the sad news of the death of her brother in Wisconsin the last of February.

Old friends of Joe Wright, for many years a conductor on this division, now of Des Moines, Ia., were shaking hands with him during February. He looks almost the same as he did when he was here and everyone was glad to see him. He went to the west coast to visit before returning to Iowa.

A wedding of interest to this division which took place on Christmas Eve was that of Miss Frances Warner, only daughter of the late Engineer Warner and Mrs. Warner of this place, and Norman Nelson of Great Falls. Both are well known here and on the Northern Montana Division, where the Warners lived, at Lewistown, for years. Our best wishes to the couple.

Mrs. H. T. O'Donnell, wife of Engineer O'Donnell, who has been quite ill in the Townsend hospital, has returned home. She is much improved.

Mr. and Mrs. Kenneth Nissley of Mullen, Idaho, are the parents of a daughter, born Mar. 11. This is a grandchild of Mr. and Mrs. L. J. Nichols of Deer Lodge.

Mr. and Mrs. O. J. Johnson have returned from attending the funeral service for Mrs. Johnson's brother at Tomah, Wis., on Mar. 8.

We regret to write of the sudden death of Agent George Tenant of Choteau, who passed away on Mar. 16. He was well known and had been employed by the Milwaukee Road since 1917. To his family we extend our sympathy. Four sons are in the service of the United States.

Dan Young, manager of Gallatin Gateway Inn, was recently appointed one of the trustees of the new Gallatin Gateway Community Hall, which will be a meeting place

and social center for the people in that sector. The project was made possible through the gift of a three story structure from Billy Nichols, well known rancher of the Gallatin Empire, donations from local merchants and through the combined labors of nearly all able-bodied men in the community. The building houses a shooting gallery and bowling alleys in the basement. The main floor contains a banquet hall and a completely equipped miniature theater and the upper floor has been converted into a large dance hall, which can also be used for basketball games and other sports. Dan Young designed and installed the modern fire escape which is one of the safety outlets from this floor. Over 1,000 people attended the opening affair, a grand ball and midnight supper, which netted \$1,605 for the community.

Dan Young, Jr., who enlisted in the Army last fall, recently upheld the supremacy of Montanans in the use of firearms by out-shooting all competitors in a recent rifle range meet at San Antonio, Tex. As the result of his home training, he is an expert in the use of high-powered guns. Many of the entrants were veterans, but Dan led the field with an 84, acquiring the rating of expert rifleman and of sharpshooter. Dan enlisted through the Kiwanis Club of Bozeman and has made rapid progress in the armed service.

Another member of the Young family to achieve a distinction recently was young Jimmy, who won second prize in an essay contest sponsored among school children by the Gallatin Gateway Farm Bureau. The subject of the essay was, "How to Improve the Farm Bureau."

(Contributed by George Ugland)

Our sincere sympathy is extended to Carman John Bratholm, whose wife passed away suddenly, Feb. 1, from a heart attack.

Word was received here of the death of Rudolph Swanson, former airbrake supervisor, on his farm at Escalon, Calif., Feb. 17. According to the report, he had gone out to hunt rabbits and was killed by the accidental discharge of his gun when his foot slipped on the wet grass as he was crossing through a fence. The news came as a shock to his many friends here. Mr. Swanson entered the service at Tacoma in August, 1911, and was transferred to Deer Lodge in December, where he was employed until August, 1931, when he was transferred to Miles City. He left the service in 1932 to

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move to his farm in California.

Kathleen Ann Sweeney is the name of the baby daughter born to Car Foreman and Mrs. Howard J. Sweeney of Butte, Feb. 19. Congratulations!

Car Inspector Walter Hansen and wife left, Feb. 23, for a short visit with relatives at Herman, Neb.

Pfc. William J. Rainville dropped in on us recently, on a short furlough from his post at Scott Field, Ill. Joe worked here as a laborer until he enlisted last fall.

Carman Helper Julius M. Larsen and wife have returned from a vacation spent with the Leonard Milne family at Emigrant, Mont. Julius says that while there he caught some nice fish out of the Yellowstone.

Carman Patrick A. Burns, Jr., visited in Spokane during his vacation.

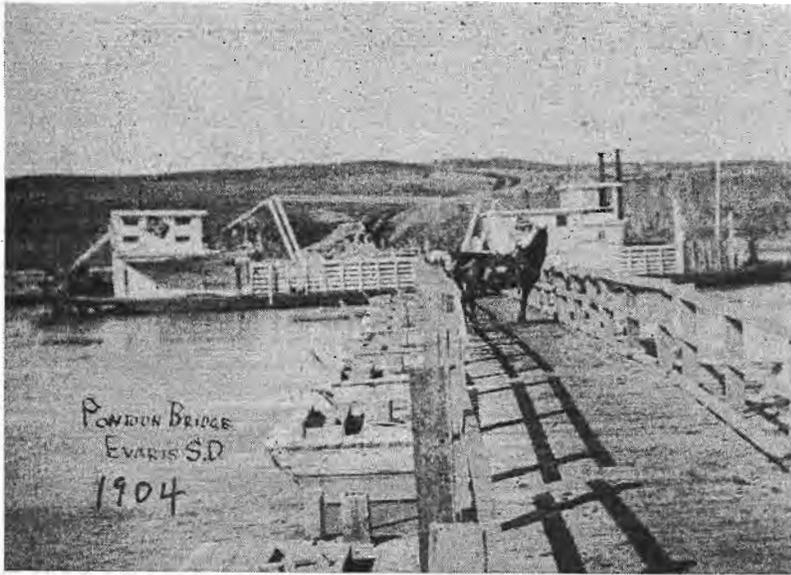
TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Due to ill health, Oscar L. Clawson terminated his services as trainmaster on Mar. 1 and returned to his old job as conductor at West Clinton. His many friends presented him with a gold watch chain, a gold knife, a gold charm with his lodge emblem and a table model radio, and a dinner was held in his honor on Mar. 10. We sincerely hope

HOW'S YOUR MEMORY?



IF YOU were working on what was, in 1904, the west end of the railroad, you may be familiar with the scene in the above picture, about which M. A. Tripp, agent at Marmarth, N. D., writes:

"In rummaging through some old family photographs at home I ran across a photo of the old pontoon bridge located at Evarts, S. D. When we built the coast extension we started at Glenham, S. D., about 12 miles to the south, leaving Evarts sitting high and dry. Eventually Evarts just vanished off the map entirely. It lay right on the Missouri River and all the stock from ranges as far west of the river as Marmarth, N. D., now a distance of 190 miles by rail, trailed to Evarts to load.

"There was no bridge across the river at Moberg then, of course, so the Milwaukee Road erected a pontoon bridge at Evarts and the wild cattle were fed into a chute on the west side and driven across the wooden bridge for loading onto our cars.

"The boat shown in the picture, bearing the Milwaukee Road trade mark, is the J. B. Fiske, a ferry which was used to haul Indians across the river. Most of the cattle shipped in those days from Evarts were owned by large outfits such as the Turkey Track Cattle Company and the "DZ" Zimmerman outfit.

"Until 1906 we had very small locomotives, and 20 cars of cattle made a full tonnage train. As many as 20 trains a week out of Evarts was common. Engineers were not allowed to blow their whistles loudly until they had reached a point 10 or 15 miles from Evarts, as the noise on a clear night would carry back to the cattle bedded on the ground at Evarts and cause a stampede. These steers knew their ancestral grounds, and many times they stampeded, swam the Missouri and headed for the open range. This, of course, meant that the crews of trains which were ready for loading had to wait until the cattle could be rounded up and brought back across the pontoon bridge.

"I worked a side table job in the dispatcher's office in Aberdeen at that time and handled all the manifests by wire for many trains, so I speak from personal experience."

that the lessening of his responsibilities will result in an improvement in his health.

Herman Cruse, clerk in the traffic department, won't have quite so much income tax to pay next year. Mrs. Cruse presented him with a seven-pound nine-ounce girl on Mar. 2. Our heartiest congratulations to the parents.

Mrs. Roberta Bair, clerk in the B&B department, tells us that her son, Gordon Carmichael, was recently appointed surgeon at the Allegheny Memorial Hospital, Covington, Va., assuming his duties on February 4. Gordon is a native Hoosier, a graduate of Duke University and the Medical College of Virginia. He served in the Army Medical Corps in the European and Pacific Theaters. Mrs. Carmichael is also a graduate of the Medical College of Virginia and a former resident of Roanoke. Our best wishes for his success.

Chief Train Dispatcher Ed Bevington became seriously ill on Mar. 10. We sincerely hope he will soon regain his health. Dispatcher Jack Wright is acting as chief dispatcher during his illness. Eddie usually contributed a few items to the Magazine each month, and we miss him.

Faithorn District

Berniece Sparks, Correspondent

Trainmaster F. G. McGinn was transferred to Terre Haute, Ind., on Mar. 3, and G. M. Robson was appointed acting trainmaster at Faithorn.

We are very glad to see Switchman Arnold Lukasavitz back on the job. Luke had been in the armed service since August, 1945, and appears to be perfectly willing to settle down to civilian life again.

Friends of Engineer Ernest Cornett will

be sorry to learn that he passed away on Feb. 21 after a long illness. Our sympathy is extended to his family; also to Switchman John Moffitt, whose mother passed away recently, and to Switchman Vernon Seehausen, who lost his father on Mar. 1.

Congratulations to Agent and Mrs. J. T. Gerkey of Chicago Heights, who are the proud parents of a boy, born on Feb. 13. Joe tells us that having been born on the 13th, Patrick Thomas is going to be lucky just like his father.

Switchman D. S. Cribbs has just returned from a vacation in Texas. Everyone expected to see him come to work in boots and a 10 gallon hat, but so far they have been disappointed. However, he seems to have acquired a slight southern drawl.

Walter Blaker, retired engineer, paid us a visit recently and if looking well means anything, his retirement is certainly agreeing with him.

J. D. McFadden, retired switchman, at this writing is enjoying a vacation in Phoenix, Ariz.

West Clinton Area

Earl H. Lehmann, Correspondent

A wedding of interest to West Clinton folks in February was that of Eleanor Pinson and Carman Paul Good. Our best wishes are extended to them.

Joseph Lee is the name of the baby boy born to roundhouse employe Joseph Burton and wife in the latter part of February. Mrs. Burton is the daughter of Conductor Carl C. Ditto.

Section Foreman H. T. Gish is wearing a big smile. He recently moved into the company's bungalow on the State Road and since then it has been repaired and brick siding put on. We wouldn't be surprised if he quit speaking to us.

Conductor George Bain has made application for a pension, due to disability. Good luck and many happy days of retirement, George.

Section Foreman Matt Frost has also decided to retire. We hope a nice long rest will do him a lot of good.

Operator Clarence Winters has taken the relief job here and at West Dana. Glad to have you with us, C. C.

We are glad to report that Conductor Vernon Botner is rapidly recovering from an injury received several weeks ago.

We were sorry to hear of the tragic death of Conductor R. E. Tindall on Mar. 1. Dick had many friends here at West Clinton. Our sympathy is extended to his family.

At their March meeting the Brotherhood of Railroad Trainmen elected Vaughn Allen as chairman. This is the first time that a West Clinton employe has been honored with this position. Congratulations, Vaughn.

Among the employes who were on the sick list the latter part of February were Blacksmith Elgar Snodgrass, Carman Kenneth Gowen, and Brakemen John Dalton and Joseph Saltis.

We were recently advised of the serious illness of Engineer Melvin Phillips and hope for his early recovery.

Mrs. J. C. Davis, wife of our general car foreman, is seriously ill at their home in St. Bernice. Her friends are hoping for an early recovery.

General Yardmaster R. T. Davis' daughter Betty Jo, who has been in the hospital, is out of danger and her recovery is now assured. Her many friends will be glad to hear this good news.

One of the real tragedies of life is to be found in the number of years spent before the value of time is even suspected.



"Today's magic carpet travels on a railroad track"

"This afternoon the children and I have been planning our vacation trip. We have all of this wonderful country of ours to choose from, and the railroads can take us to any far-away place we pick. Like a regular magic carpet.

"What's more, when we go by train we know we'll get there—swiftly, safely, comfortably—no matter what kind of antics the weather man thinks up. Train travel is inexpensive too—especially since we get round trip rates and the children ride for half-fare.

"All year long, the railroads bring the world to my door... to help me run

my house. And then, at vacation time, they turn around and put all America within easy reach!"

When you plan *your* next vacation, remember that the day-and-night, all-weather regularity and dependability of the American railroads can go a long way toward making your holiday the best you've ever known.

Your holiday will start the moment you board your train. You'll begin to shed tension as you watch a continuous moving picture unroll beyond your



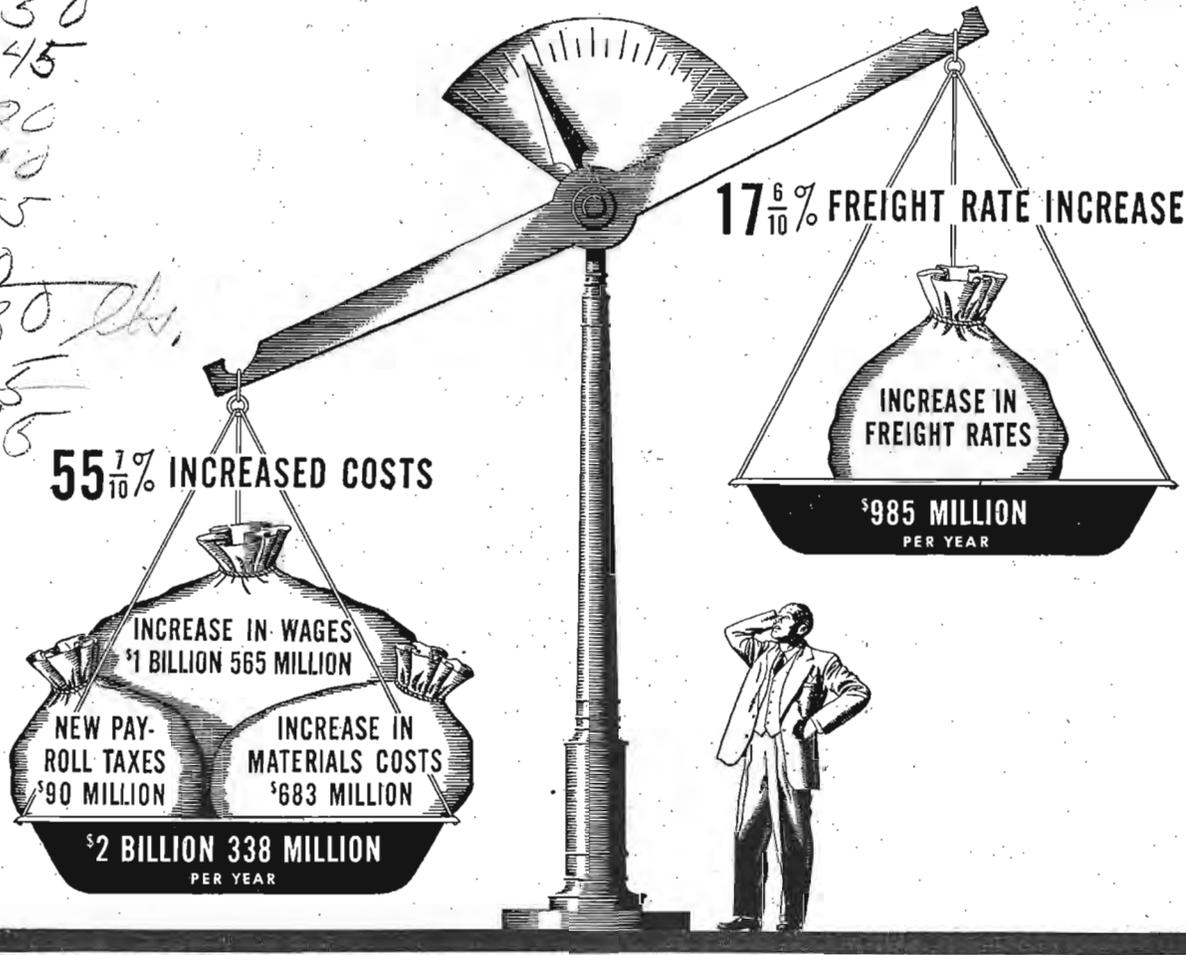
window, in natural color and featuring close-ups of the world's most satisfying scenery. You can relax in your comfortable seat. You'll enjoy plenty of space to move around in. And all the while—as you read or rest or sleep—your train will be taking you easily, smoothly, dependably—like a regular magic carpet—wherever in all America you want to go.

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Why freight rates are going up . . .

Since 1939, railroad employes have had three general pay raises totaling 52⁶/₁₀%, and the prices of fuel, materials and supplies have risen 61⁶/₁₀%.

But when the war ended in 1945, the railroads were still hauling freight at rates no *higher*, and in some cases *lower*, than when the war began.

Without increased revenues, railroads could not meet these costs and also provide improvements in equipment and facilities—improvements that are essential for the low-cost freight and passenger services which are necessary to America's high standard of living.

Under these circumstances—and almost a year after the last major wage increase—the Interstate Commerce Commission recently approved an average increase in freight rates of 17⁶/₁₀%.

Of all the price increases in America

today, few have been so little and so late as that in the price of railroad transportation.

How important are healthy railroads to a prosperous country?

Only when the railroads are financially healthy can they provide the new equipment, improved road beds, and better terminal facilities needed for still better service to you.

The defense of the nation depends upon the continuance of the efficient transportation which served the nation so well in the last war.

The railroads are among the largest employers of labor. They buy over

100,000 different products. They pay big taxes—taxes which are spent *not only* for public schools, public health, and police and fire protection, *but even* for highways, airways, airports and inland waterways.

Railroads are America's lifeline—keeping goods flowing among the 48 states day and night in all weather.

They can continue to do this only if there is a reasonable balance between income and outgo. Like yourself, the railroads must make ends meet!

We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.

