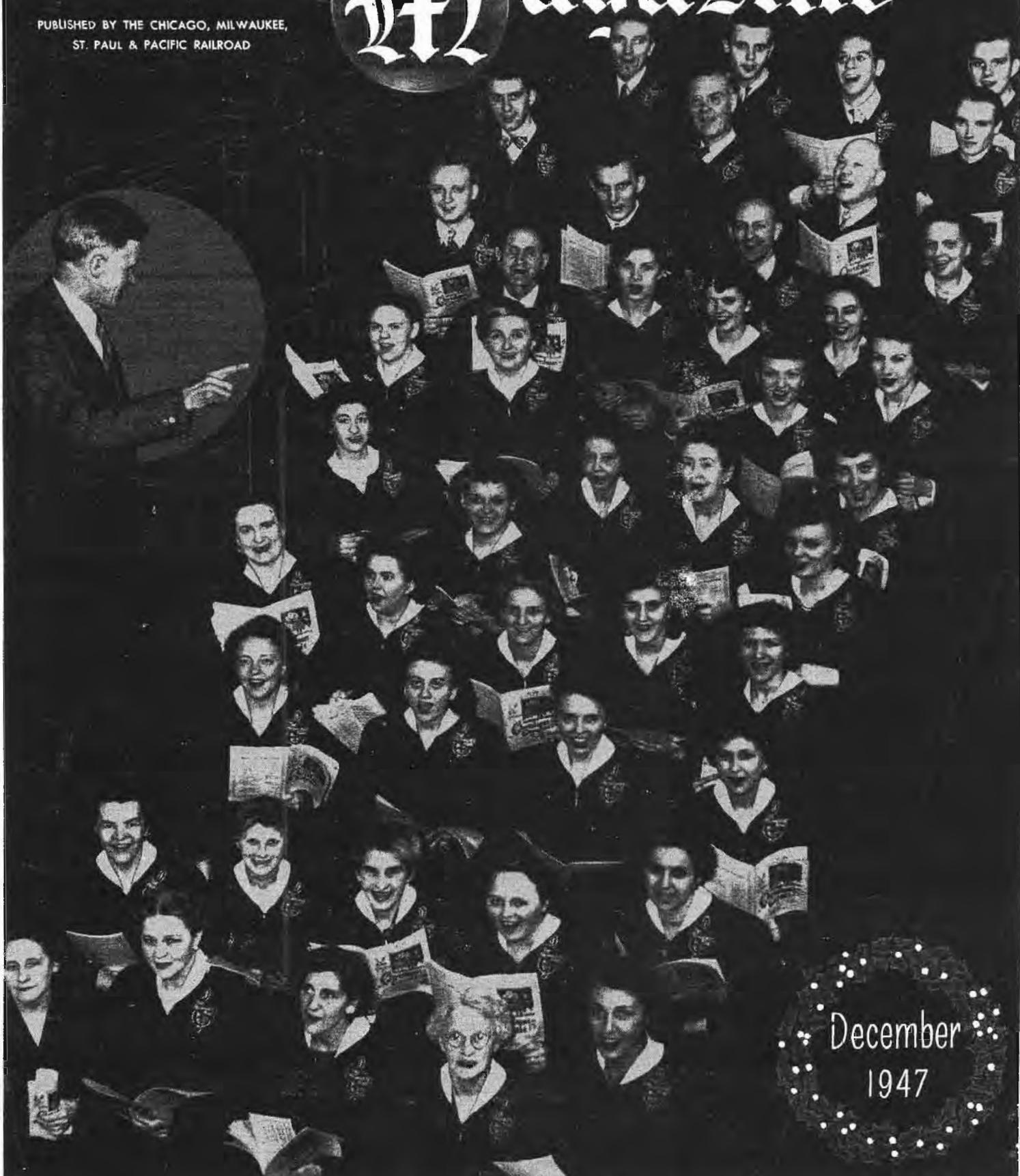
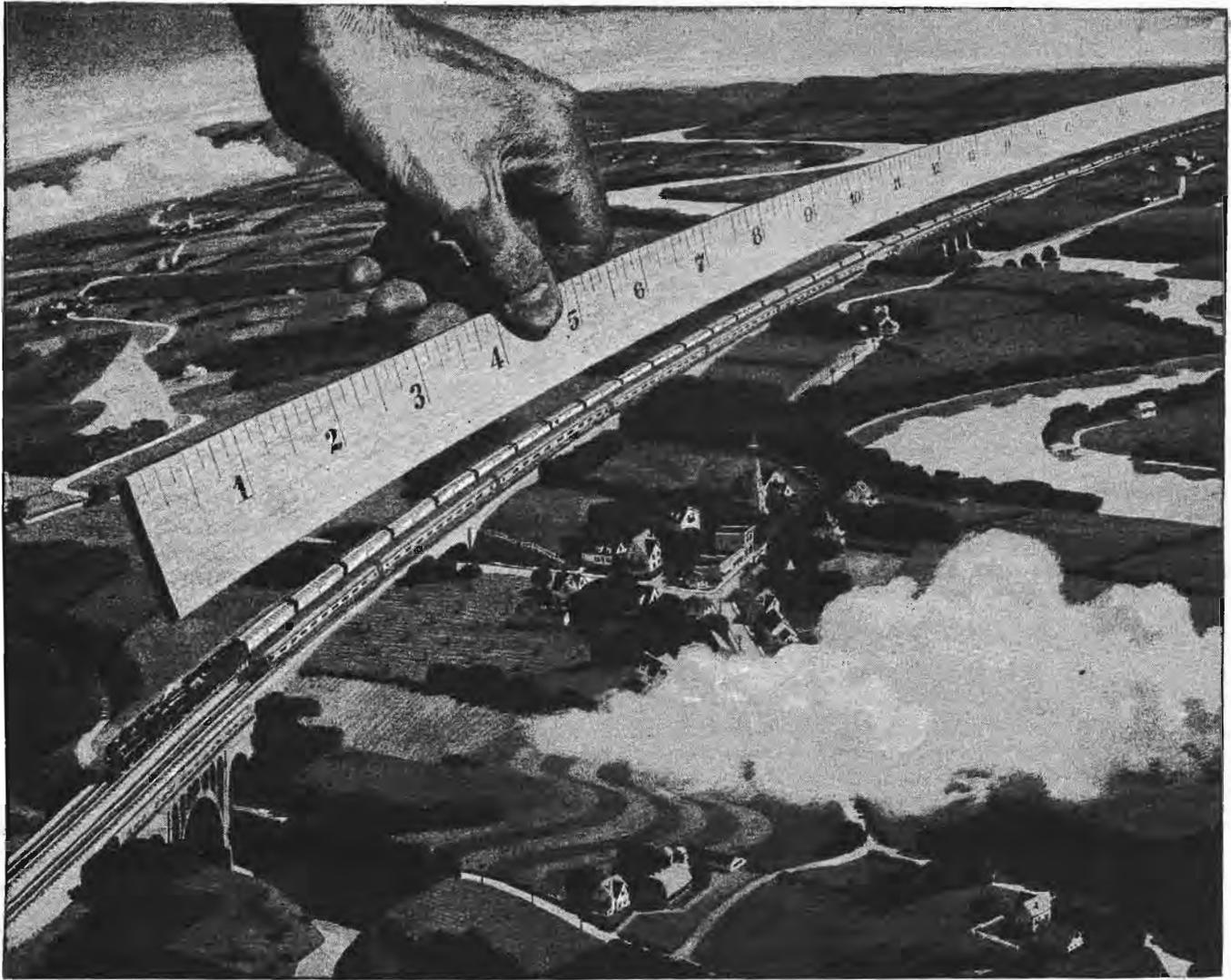


the Milwaukee Magazine

PUBLISHED BY THE CHICAGO, MILWAUKEE,
ST. PAUL & PACIFIC RAILROAD



December
1947



227,000-MILE YARDSTICK

Railroad progress speaks for itself. But it is not *measured* in talk.

It is measured by the exact yardstick of *results* . . . results which show up in better service to the public by all American railroads — 227,000 miles of them.

Results in better passenger service:

Railroads were the pioneers in air conditioning. Today practically every passenger car on principal runs is air conditioned. As far back as 1934, railroads introduced streamlined trains. And — although no passenger equipment could be built in the war years — today around 150 of these trains, sleek symbols of modern transportation, cover 100,000 miles every 24 hours. Many more are being built!

Results in more efficient freight service:

The amount of work done each day by the average freight car *practically doubled* between 1926 and 1946. And in the first five months of 1947 it was almost 10% more than in 1946! That's one important reason why railroads are able to handle the greatest peacetime traffic in history with fewer freight cars than they have had in many years!

Results in greater safety:

In 1946 collision, derailment, and other train accidents resulted in only one passenger fatality for each 996,000,000 miles traveled! (That's right — almost a *billion* miles!)

These facts are practical, down-to-earth yardsticks of railroad progress. Railroad progress is the product of many minds

. . . of much planning . . . of constant research . . . of wide cooperation and the expenditure of billions of dollars. And in measuring progress, it's not promises but *results* that count.

TO CONTINUE THIS PROGRESS

. . . the railroads must earn an adequate income.

Over the last 25 years — and that includes the war years — the railroads have earned an average of only 3½% annually on their net investment.

Most people think 6% would be no more than fair.

And 6% is the minimum the railroads need to continue to provide the kind of transportation you want.

Association of American Railroads

WASHINGTON 6, D. C.

Christmas Greetings

IT MAKES me very happy to realize that there is at least one time in the year when all of us feel the need to lay aside the cares and ambitions which occupy our everyday lives and give more thought to one another and to the good, enduring things symbolized by Christmas.

This Christmas is a happy one for me because of the opportunity it affords of greeting you in this way and "talking with you", much as if we were together.

The Milwaukee Road Family is a very large one, and in the years of the Road's development we have become scattered over a very wide territory. It is my hope, however, that we never grow so numerous nor feel that the miles between us are so great that we lose the kindred feeling and the interest in one another which has always characterized the people of this railroad.

As one member of that great family to another, I extend the sincere wish that yours will be a Merry Christmas and a Happy New Year.

Ch Sanford



PASSENGER TIP CARD No. 336696

Fill out this card for your Passenger Traffic Tip and give it to your traffic tip advisor.

From MILWAUKEE WIS to CHICAGO ILLS

And plans to leave about SOME TIME IN OCTOBER

Name of Prospector MR. BROZNAHAN INTER HARVESTER CO

Address MILWAUKEE WIS M City LARGE GROUPS

Phone MITCHELL 8710 Number in Party

E P STELZEL CHIEF CLERK
MILW TERM MILWAUKEE STREET OFFICE
(Division of Department) 8/29/7

a Traffic Tip Pays Off!

Six Thousand Farmers Ride Milwaukee Road Trains to Attend Harvester Exhibition

FOR almost 100 years the Milwaukee Road has been working for the farmers in its territory, hauling machinery and other commodities to them and returning to market with their products of the soil. On Oct. 28, however, the railroad did a switch and provided transportation for the farmers themselves.

The many Milwaukee Road people who saw the trains being loaded early that morning or later saw the crowds swarming through Union Station in Chicago may have sus-

pected that a record was in the making. If they did, they were right. The 6,128 Wisconsin "business men of the soil" who rode nine special trains into Chicago on Oct. 28 to attend the exhibition called "Harvester's 100 Years in Chicago" constituted the largest single passenger movement in the history of the Road's operation in Wisconsin. It is also believed to be the largest movement of commercial passenger traffic ever to originate anywhere on the railroad.

What very few people know, however, is that this record-breaking piece of business, all at regular fares, was the direct result of a traffic tip. That tip card, held in the hand of the tipper, E. P. Stelzel, chief clerk in the Fowler Street freight office in Milwaukee, is pictured at the top of this page.

Like most traffic tips, this one came into being just that way, as a tip, but it was different. The average passenger tip, the result of information casually come by, involves the travel plans of an individual or a relatively small group. The source of Mr. Stelzel's tip was casual enough, but when the card reached the city ticket office in Milwaukee and Traveling Passenger Agent W. J. Cycmanick called the

Carl F. Dahnke, assistant general passenger agent, Milwaukee, congratulates Traffic Tipper E. P. Stelzel (right), while Jean McConnell, secretary to Mr. Dahnke, and R. A. Schneiberg, Milwaukee city passenger agent, join in with complimentary remarks of their own. Mr. Schneiberg and Miss McConnell laid the groundwork for a number of the extra trains by making hurry-up telephone calls to International Harvester representatives at various points in Wisconsin.



Above Left: For most of the passengers on the special trains the trip was a real pleasure junket. These two couples boarded one of the trains out of Milwaukee. Shown, in step fashion, from the bottom, are: Lester Zedler of Lomira, Wis.; Mrs. Naomi Luedtke of Fond du Lac, Wis.;



Miss Betty Kuen of Brownsville, Wis., and Owen Luedtke of Fond du Lac. Above Right: A group of passenger department representatives gathered together a few special train passengers and some of the train designating placards for this picture in the Chicago Union Station.



Above Left: More than 1,000 automobiles which brought farmers to Milwaukee to board the special trains are shown here in the State Fairgrounds. Ten Milwaukee Road police department men handled the traffic at West Allis station (Milwaukee) where 2,087 passengers boarded



three special trains. Above Right: This coach, like all of those in trains operating out of Milwaukee, was filled to capacity. Below: Scene in Chicago Union Station, as passengers gathered for the return trip on the evening of Oct. 28.





Among those aboard the special train out of Green Bay on Oct. 28 were these International Harvester representatives. In the front row, left to right, are: Gill Larson, department foreman in the I.H. branch house in Green Bay; J. L. Christensen, branch manager; E. C. Crim, Milwaukee Road passenger and ticket agent at Green Bay; and W. H. Snyder, I.H. general line bookman, Green Bay. Behind, left to right: William Sirene, I.H. dealer, Ontonagon, Mich.; Ed Maki, I.H. dealer, Pelkey, Mich.; Harry Bartlett, I.H. motor truck bookman, Green Bay; George Maki, I.H. dealer, Pelkey, Mich.; L. E. Perron, I.H. dealer, Ontonagon, Mich.; and Alex Malkin, I.H. dealer (location undetermined).

International Harvester representative in Milwaukee to investigate, he found that this was no ordinary traffic tip.

M. Stelzel's information came from a friend who told him that International Harvester would be staging a big celebration in Chicago and that farmers in the Milwaukee area would be encouraged to attend.

Turning immediately to the nearest billing machine, Mr. Stelzel hurriedly filled out the tip card to show the rather indefinite information which had been given him, but which was certainly a sufficiently interesting prospect to warrant investigation. At that time he did not know that the movement was to originate from a number of other points in addition to Milwaukee.

Within 30 minutes of the time the passenger department received the tip, International Harvester representatives in Milwaukee, Madison and Green Bay



A little game of cards shortened the trip from Green Bay for Edward Boulanger, Desire Granus, Edward Joniaux and Ray Daix (left to right).

had been contacted by telephone and arrangements were under way for the special movement out of these points on Milwaukee Road trains. Shortly afterward, similar arrangements were

made for trains to originate in Portage (operating through Madison), Plymouth, Wausau, Darlington and Waupun, some of which were to make intermediate stops to pick up Chicago-bound farmers.

Three trains left Milwaukee with a total of 2,087 passengers, and one brought a group of 243 all the way from Aberdeen, S. D. On the follow-

Officer Personnel Needed For Rail Battalions

AT THE request of the War Department, the Milwaukee Road is sponsoring the organization of a railway operating battalion and a railway shop battalion. The railroad is taking this action in conjunction with a number of other key industries so that in the event of a grave national emergency there will already be in existence at least the reserve officer personnel of trained organizations to work in those fields.

For the time being the units will consist of a full complement of officers only, as in the event of mobilization they will be given their filler personnel through the Selective Service system or from bulk reserve personnel.

Assistant Superintendent J. D. Shea, of Sioux City, Ia., has been appointed commanding officer of the operating battalion, and W. B. Reitmeyer, of the mechanical engineer's office, Milwaukee, has been designated to command the shop battalion. Headquarters of the latter outfit will be Milwaukee; the operating battalion will have its headquarters in Minneapolis.

A number of Milwaukee Road men have already made application for ap-

pointment to the staffs of these battalions, but the appointments will not be made until a larger number of properly qualified men have indicated their interest.

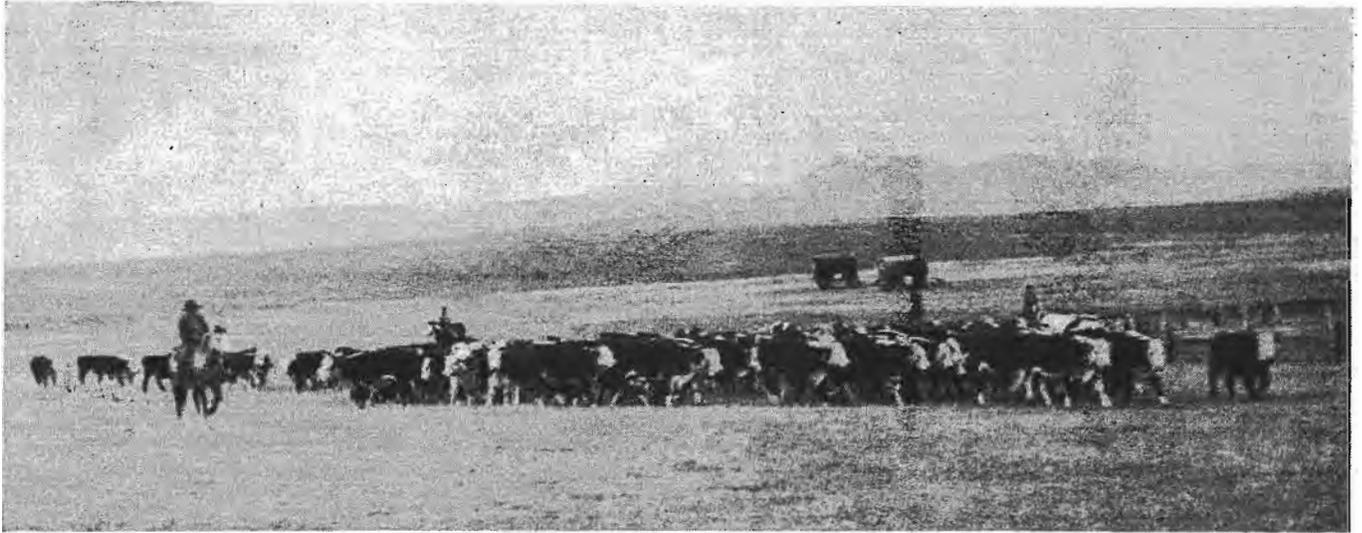
ing day 139 farmers came in from Mason City, Ia. Altogether, 6,510 farmers or members of their families rode Milwaukee Road trains, of which the group of 1,057 which boarded the train at Plymouth and Fredonia, Wis., was the largest.

All of these passengers, with the exception of a few who decided to stay longer and transact business or see more of Chicago, returned by special train the same day of their arrival. In order to facilitate such a large movement the trains were given color designations—the green train, the orange train, the pink train, etc. Each passenger was given a slip of colored paper corresponding to the color name given his train. Departure times were posted in the Chicago Union Station in colored chalk and placards of corresponding colors marked the gates which gave access to these trains. In this way neither the color blind nor the forgetful had any trouble at all. As is always the case when extra trains are run, at least one passenger representative rode each train.

The operation of the 22 extra trains (11 each way) put a temporary strain on the Road's supply of equipment and kept the operating and traffic departments humming. The trains went through on schedule, however, and the 6,510 passengers were returned to their home stations without a single injury.

The appointments do not carry with them any remuneration, nor is any summer field training involved, but those who are appointed will be expected to attend meetings for instruction quarterly, either at the headquarters previously mentioned or at the headquarters of other railroad or industry battalions more conveniently located.

Space does not permit the listing of the titles and qualifications of the 27 officers required for the operating battalion and the 26 needed for the shop outfit. It is suggested, however, that any railroad officer, supervisor or employe who is interested and who feels qualified to serve as an officer in one of these battalions write directly to Mr. Shea or Mr. Reitmeyer, describing the nature of his present duties, as well as his previous military experience, if any, and specialized experience gained while in the service of the railroad.



The Beef Goes East

by J. B. Dede

Regional Assistant, Public Relations Department
Spokane, Wash.

THE long trainloads of livestock which the Milwaukee Road hauls into the Midwest from the ranchlands of the West represent a great deal more than transportation.

It should be realized, in the first place, that the basic wealth of our country is in its top soil. That fact holds true not only in the grain producing states but also in the vast western regions where much of America's meat is produced.

The layman, traveling through the West, does not realize the enormity of the job of producing cattle and sheep to be fattened in the Midwest. Livestock raisers, like farmers everywhere, are confronted with many problems, and for stock men not the least of these is the matter of estimating accurately the carrying capacity of the range for grazing. They must also estimate the capacity of those other portions of their land which are used to provide stock feed for the winter months.

This story about the grazing, feeding and producing of cattle and shipping them to market centers on the Earl Davis ranch near Willow Creek, Mont. It could, however, be written of many cattle and sheep ranches along the Milwaukee Road from the Missouri River to the Pacific Coast.

The Davis ranch is a spread of about 20,000 acres, more than 7,000 of which are sown to crested wheat grass for grazing. In addition to manpower, the sowing requires modern machinery, the same as is used in grain farming. The productivity of this acreage is estimated at an average stocking rate of 8,000 animal unit months, an animal unit

month being a means of measurement which has reference to the amount of land required to provide feed for approximately 1,000 pounds of live animal (cattle, sheep, horses, etc.) for one month. Eight thousand animal unit months in average years should carry 1,000 to 1,200 mature animals over the grazing period of eight months.

Other Foods Required

In addition to the area set aside for grazing, sufficient acreage must be reserved for the production of hay for winter feeding. Concentrates of various kinds derived from soy beans, cotton and flax seed, are bought from eastern markets to balance the diet of the cattle during the winter.

Water is also a consideration of first importance. In arranging the layout of a ranch, thought has to be given to the

location of pure springs and streams or the availability of irrigation water.

On large spreads such as the Davis ranch large corrals with a weighing shed are necessary, the corrals being used for branding, de-horning, brand inspection and weighing before shipping. Since the Davis ranch produces both cattle and sheep, lambing sheds must also be maintained.

In the spring the cows are rounded up for the spring calving, and the young calves are branded and distributed in groups so that there will be no over grazing of any section of the range. Branding is necessary, of course, to provide proof of ownership. Before the animals can be moved from the ranch each one must be inspected by the state brand inspector.

Ordinarily, when the cattle reach the yearling stage the rancher is contacted by a local livestock buyer who, in turn, has connections with buyers in feeding territory, which is usually considered to be the corn belt area of the Midwest. For example, the pictures illustrating this article relate principally to the rounding up and shipping of yearling animals from the Earl Davis ranch, but there is a great deal more to it than meets the eye.

Walter L. Mecklenburg, livestock



Floyd White, foreman of the Earl Davis ranch. On shipping days he is a very busy man.



The Cover

STRIKING a new pose but singing the old, well-loved Christmas carols, the Milwaukee Road Choral Club appears on the cover of this issue as a fitting symbol of the season. Stanley Martin, director, is shown in the circle at the left.

This will be the tenth consecutive year that the choral club has presented Christmas concerts in the Chicago Union Station, lightening the hearts of thousands of holiday travelers and adding a sentimental note of true Christmas cheer.

This year the group will present its concerts in the main waiting room of the station on Monday, Tuesday and Wednesday, Dec. 22, 23 and 24.

buyer of Bozeman, Mont., arranged for the purchase of 475 head of the Davis cattle earlier in the season, the contract calling for future delivery. He then had to sell these animals in the feeding territory. The traffic and agricultural departments of the Milwaukee Road strive to create and maintain contacts between the western livestock buyers and the eastern dealers, thereby holding stock to our rails for the longest possible haul.

Mr. Mecklenburg is a very active buyer who ships from many points along the Milwaukee Road. He sold this particular shipment of cattle to Lugbill Bros. of Archbold, Ohio, dealers with whom the Milwaukee Road has enjoyed a friendly connection for a number of years. The firm operates one of the largest interior auction sales markets in the country.

It is an important part the railroad plays in helping ranchers to get maximum production from their land and to market their cattle where the advantage to all concerned will be the greatest.

When you see the trainloads of livestock moving east, you may be certain that the rancher has been a busy man and that the Milwaukee Road has done a great deal more than load the cars and move them.

The pictures, top to bottom:

The Davis cattle go up the chute into the Milwaukee Road cattle cars at Willow Creek, Mont.

Earl Davis, owner of the Earl Davis Ranch had good use for both a horse AND hip boots. It was a wet day when his cattle were shipped.

Scene in the Lugbill Bros. auction ring at Archbold, Ohio, where the Davis cattle were shipped. Ordinarily cattle pass through the auction twice—once as feeders and later as fattened cattle. Those shown here have been fattened.

Directors and Officers Make Tour of Inspection

MEMBERS of the board of directors and a group of officers of the Milwaukee Road made a four-day inspection tour covering 1,500 miles of railroad in Illinois, Wisconsin, Minnesota, South Dakota and Iowa, starting from Chicago on Nov. 10.

The schedule was arranged to provide a maximum of travel during the daylight hours in order that track conditions, various installations and industries along the right-of-way might be observed.

Stops were made in Milwaukee, Minneapolis, Austin, Sioux Falls, Sioux City, Cedar Rapids and Dubuque, at each of which points the directors and officers inspected the Road's facilities and were guests at either a luncheon or dinner sponsored by local business interests.

The directors who made the trip were: Leo T. Crowley, chairman of the board of directors; C. H. Buford, president of the Milwaukee Road; John D. Allen, president, Brinks, Inc., Chicago; James Barker, chairman, All State Insurance Co., Chicago; William J. Froelich, attorney, Chicago; John B. Gallagher, vice president and director, Central Life Insurance Company of Illinois, Chicago; Joshua Green, chairman, People's National Bank of Washington, Seattle; A. B. Keller, senior consultant, International Harvester Co., Chicago; Judson Large, secretary-treasurer and director, McGraw Electric Co., Elgin;

William L. O'Brien, vice president, Fred J. Ringley Co., Chicago; Phillip W. Pillsbury, president, Pillsbury Flour Mills, Minneapolis; Louis Quarles, attorney, Lines; Spooner & Quarles, Milwaukee; and Elmer Rich, president, Simoniz Co., Chicago.

Directors William J. Corbett, president of the C. W. Marks Shoe Co., Chicago, and Walter J. Cummings, chairman of the Continental Illinois National Bank & Trust Co., Chicago, were unable to make the trip.

Officers Make Tour

Railroad officers included in the group were: E. B. Finegan, vice president, traffic; J. P. Kiley, vice president; R. J. Marony, vice president and New York fiscal officer; J. W. Severs, vice president and comptroller; A. N. Whitlock, vice president and general counsel; L. J. Benson, assistant to president; T. W. Burtness, secretary of the railroad; L. F. Donald, general manager, Lines East; R. J. Middleton, chief engineer; E. W. Soergel, freight traffic manager; and F. J. Newell, assistant public relations officer.

Division traffic and operating officers also accompanied the group in their respective territories.

At the luncheon in Milwaukee on Nov. 10, which was attended by 300 Milwaukee businessmen, President Buford spoke informally, commenting on local conditions, improvements of vari-

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ous kinds contemplated by the Milwaukee Road, and other matters of mutual interest. He spoke in a similar vein at the other points where the group stopped.

Mr. Crowley, speaking at the Milwaukee luncheon, pointed out that the public has accepted the benefits of the regulation of the transportation industry as a matter of course, with too little regard for the requirements of the industry. He attacked the public's "widespread attitude of complacency" toward businesses which vitally affect the welfare and growth of the country, adding that "it is taken for granted that these industries will continue to serve efficiently and that the funds required for their operation will always be forthcoming."

"The businessman likes to avoid complaint of high prices and seeks to keep down as much as possible all items which enter into his costs, including freight rates," he continued. "These selfish considerations often blind those not engaged in the industry itself to the necessity of maintaining a strong and healthy transportation industry. Only through reasonable profit can the railroads continue and expand and promote the welfare of the people. They cannot be expected to continue to operate merely for the purpose of paying wages and taxes."



This picture of the 13 directors who made the inspection tour was taken in Minneapolis. Left to right: A. B. Keller, Joshua Green, Judson Large, Elmer Rich, Phillip W. Pillsbury, Charles H. Buford, John D. Allen, Leo T. Crowley, William L. O'Brien, John B. Gallagher, William J. Froelich, Louis Quarles and James M. Barker.

FACTS you should know about Our Business System

... and you

Reprinted through the courtesy of the
**EDUCATIONAL DIVISION
BETTER BUSINESS BUREAU**



Freedom and Prosperity

WE'RE all in business—because we all have to eat. Business is not something apart from us and from our daily lives—it is simply the sum total of all our efforts in “making a living” and using what we make. This is true all over the world, regardless of the system of business or kind of government.

The business systems of all countries are determined by their forms of government. Consequently, business systems in the different countries vary from being regulated by the supreme authority of a dictator, as in totalitarian countries, to regulations by laws which protect the freedom and the rights of the individual



to go into business, as in our country.

Our system of government got its inspiration from millions of discontented people who resented the regimentation and the tyrannies of Europe. They wanted freedom and the right of self-determination. Some had great confidence in themselves and in their ability to work out their own salvation, if permitted to do so. These were the folks, our forefathers, who came to this country and founded our system of government for the preservation of individual freedom. They have been followed by millions with similar ideals, desires and aspirations

The individual's liberty was zealously safeguarded by inscribing in the Bill of

Rights of our Constitution the guarantee of free religious worship, free speech, the right to ownership and protection of property, and equality before the bar of justice. Further protection was provided by the provisions in the Constitution limiting the powers of the federal government.

The main and important difference between the United States and other countries is in the faith of the people in democracy and individual freedom which has been reflected in our systems of government and business.

What Do You Want?

In buying anything sensibly, you ask yourself, what do I want and what do I expect from the goods I select? You should ask the same question about a business system: What do you want from it? Most Americans, wherever we live and whatever we do, want these things:

1. High and rising standards of living for everybody—more and better food, clothing and shelter, as well as education, leisure and the other good things of life. Security for ourselves

and our families against unemployment, sickness, accidents and old age.

2. Freedom—all the freedoms guaranteed by our Constitution for each one of us.

What Do You Get?

1. In the United States we have had the highest standard of living the world has ever seen—and “we” means the great mass of all the people. Our standards of living are the highest by any way of measuring. For example, with only about 7 per cent of the world's population and 6 per cent of the earth's area, we have about 70 per cent of its motor vehicles, over 50 per cent of its telephones, and about 45 per cent of its radio receiving sets. The “necessities” of Americans are the luxuries (often unattainable) of other peoples.

If we measure our living standards by how much we work, we are again at the top because we have to work less for what we buy. Just before World War II started in Europe, a comparison was made of the number of hours an American factory employee would have to work to provide enough food for his family (two adults and three children) for a day and the number of hours workers in other countries would have to work to provide equivalent foods. In the United States, the average was 1.6 hours; in Britain or France, 3.2; in Germany, 3.9; in Italy, 6.2; in Russia, 10.

To make enough to buy a certain radio receiver, it was found that the American would have to work on an average, 59 hours; a German, 134; an Italian, 333. There was one radio set for every 3.2 people in the United States; for every 5.2 in Britain; for every 7.5 in Germany; for every 45.2

HOURS TO EARN FAMILY'S DAILY FOOD (prewar)

	U.S.A.	●●	
	BRITAIN	●●●●	
	FRANCE	●●●●	
	GERMANY	●●●●●	
	ITALY	●●●●●●●●	
	RUSSIA	●●●●●●●●●●●●	

in Russia. In the United States, there was one auto for every four persons and one for every 252 persons in Russia.

As for our chance to work, nearly all Americans do work. However, during depressions there has been a large number of unemployed. Unfortunately we have not solved the problem of the cycles of boom and depression, which we must do to provide more security against unemployment. However, millions of us are able to provide for some forms of security through life, sickness and accident insurance, savings accounts, home ownership, and investments in securities. Millions are beneficiaries of pension or retirement plans provided for, largely or wholly, by their employers. In addition, we have a federal social security system, and the state

business goes. In manufacturing, for example, most of the money goes to labor (wages and salaries) and the cost of materials. Then there are such costs as rent, office expenses, light and power, selling costs, shipping costs, replacement of worn-out, old and inefficient equipment, insurance, interest on borrowed money, depreciation, and many kinds of taxes.

What is left, if anything, is called "net profit before federal income taxes" and it is on this profit that our government is dependent for a substantial part of its income to pay the cost of running the government. The balance usually has to be divided for three purposes: to put something aside for a rainy day when business is poor but must be kept going; to expand the business by buying



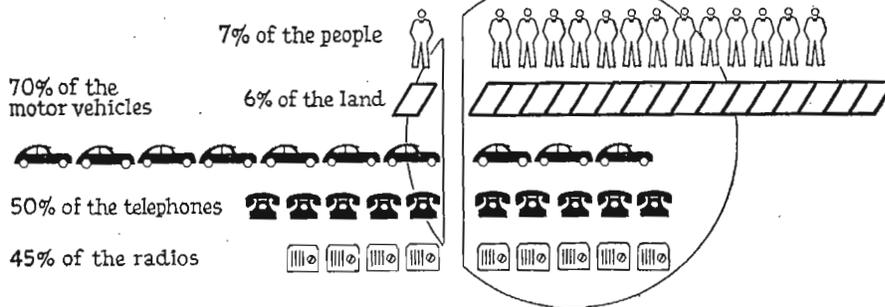
Average PROFIT
(1929-1945)

on \$1⁰⁰
of SALES

amounted to
4 cents



U.S.A. Rest of the World



and local governments provide some employment security, old age assistance, etc.

2. These accomplishments have been possible because our standards of individual freedom have provided opportunity to seek constantly for a better way of life. We are free to speak, write and worship as we please. We are not handicapped by fear of secret police, concentration camps, or "liquidation" but we are entitled to every legal protection in our daily lives.



Who Benefits?

Millions of people do not seem to be very clear about where the money of a

more and new equipment, buildings, etc.; to pay dividends to the "owners" (the millions of stockholders who risked their money to provide the equipment and other things to make the business possible). Without this money a business would be unable to provide jobs, to serve customers with goods, and to give investors any return for their risks.

There are years when many corporations have no profits. In the period 1931-33, corporations had a deficit of ten billion dollars. In 11 of 17 years, 1927 to 1943 (inclusive), the number of corporations which operated at loss was greater than the number which made a profit. Thousands of concerns fail every year but new ones are always starting. Most businesses have to "plow back" any profits in the first years of their existence in order to stay alive until they get going—and their owners and operators get little or nothing during that period. Those which are unable to plow back profits are most prone to fail. Free enterprise includes real risks.

An understanding of profit is important because our system is sometimes called the "profit system." Those who attack the system often imply that making a profit is a crime. Actually, profits

are necessary in any system. Most of us, of course, recognize that business is entitled to a fair profit—and when asked "What is fair?" most will answer "about 10 per cent." Yet many people have the idea that business profits average much higher. In one survey 60 per cent of those who had an opinion on the subject thought profits exceeded 25 per cent. Actually, all the corporations in the country (about 468,000) averaged, in the good business year of 1940, about 4.6 per cent profit on each dollar of sales, after federal taxes. The average from 1929 to 1945 was only 4 per cent. These corporations had invested in equipment about 140 billion dollars—"tools" for their 20 million workers to use.

In the period 1929 to 1945, manufacturers earned less than 3.5 per cent on each dollar of sales. A representative group of manufacturers earned, after federal taxes, 3.9 per cent on sales in 1944 and 3.3 per cent in 1945. The profit for a representative group of retailers was between 2 and 3 cents on each dollar's worth of merchandise sold.

If profits are compared with national income, the total income of all the people, in the years 1929 to 1945, the profits of corporations were 4.9 per cent; wages and salaries were 69.6 per cent. Most of the rest went for taxes.

Who, then, benefits from the way in which business operates under our system? Obviously not merely a few people at the top—the benefits of the system are widely spread, and "the people" benefit more than anywhere else in the world. Under our system, business must offer what the customer wants—it must think, first of all, of the use of the goods it has to sell and of the people willing to buy them. Business has to include possible profit in deciding the selling price, but knows that if not enough customers want to pay that price, there will be no profit. Under our system, there is constant competition to

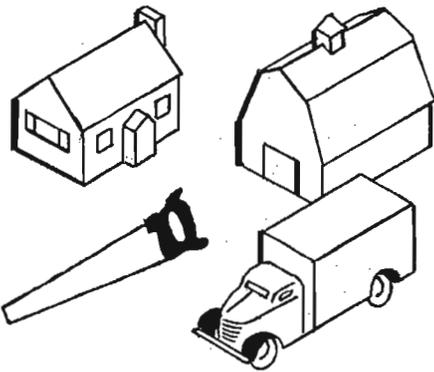
sell as much of as many different things to as many people as possible. Ours is truly a system of production for use. It is only profitable if the public uses enough of the product to create a profit.

In our system there are owners, investors, managers, workers, consumers and voters. One individual may be all of these—most people are at least consumers, voters and workers. One of the most important facts about our system is that all have a voice in the way the system works in general and the way in which it works in particular for them. This makes for individual freedom and economic and political democracy.

Who Owns Our System?

There are over three and one-half million businesses in the United States and they are owned by millions of people—capitalists.

Capital and capitalism are necessary in any economic system. A difference



CAPITAL

between our system and others is in who the "capitalists" are—that is, who owns and controls the capital. In our country, there are millions of "capitalists." Every one is a potential "capitalist," because any one who has savings in a bank, or has a life insurance policy, or government bond, or owns a share of stock, a farm, or his own business, is a capitalist. Millions of landlords are capitalists. The "means of production," including factories, mines, stores, transportation systems, are mostly owned by many private individuals—either alone or in partnerships or as stockholders in corporations. In small businesses, the owners are usually also managers; in larger businesses, such as corporations, the stockholders elect directors who are responsible for carrying out the policies and running the business.

The capitalists may be direct owners of

**\$7,000
capital**

equips 1 worker



the business. They may be partners or owners of shares; they share the risks and may receive part of the profits as dividends—or, possibly, lose their money. They may be bondholders who lend their money to the business and receive a fixed interest. They may have their money at work in business through what they have in banks or have paid for insurance. Banks and insurance companies, besides their other jobs, also serve by making up pools of money from individuals and lending it to businesses.

It is estimated that the number of stockholders of all corporations in the United States total some 20 million. Several companies have over 100,000 stockholders—some more than 300,000. One national utility company has 387,000 employees and 683,000 stockholders. In most of the largest corporations, no stockholder owns more than 1 per cent of the total shares. Large stockholders or small—they are all capitalists. There are about 50 million savings accounts in all banks in the country. There are 150 million life insurance policies outstanding, valued at 174 billion dollars. Capitalism, in this country, is not a setup whereby a few men own or control everything—it is a way by which millions of people have a stake and a voice in business. They are the owners of "the means of production."

It is simple for a carpenter who works for himself to own his means of production—his tools. If he hires assistants, they too can own their tools so long as the carpenter sticks to certain kinds of work. But if lathes and other machines are needed, the matter of ownership becomes much less simple. In many industries, machines cost \$100,000 each, and more—factory buildings often cost millions. In some industries, it is impossible to produce anything at a reasonable price without hundreds of thousands of dollars' worth of equipment and factory buildings.

Every business, therefore, needs capital to provide the tools to be used by the workers. The more a business undertakes to make, the more capital it needs. In modern factories, the owners have to invest from \$4,000 to \$10,000 or more to provide each worker with equipment—the average is around \$7,000. In our system, "capital" makes it possible for workers to use tools to produce more goods, reduce costs, raise real wages, and increase standards of living.

(The second, and final, installment of this article will appear in the January issue.)

Appointments

Operating Department

Effective Nov. 16, 1947:

M. P. Ayars is appointed superintendent sleeping and dining cars, with headquarters in Chicago, vice B. J. Schilling assigned to other duties.

L. W. Palmquist is appointed superintendent of the LaCrosse & River Division, with headquarters at LaCrosse, Wis., vice M. P. Ayars promoted.

R. W. Graves is appointed assistant superintendent of the Milwaukee Division, with headquarters at Beloit, Wis., vice L. W. Palmquist promoted. Effective Nov. 1, 1947:

A. J. Farnham is transferred to the Milwaukee Division as assistant superintendent, replacing J. M. Moudry, who has accepted an official position on another railroad.

K. R. Schwartz is appointed assistant superintendent, Milwaukee Terminals, vice A. J. Farnham transferred.

John Dombrowski is appointed assistant superintendent, Milwaukee Terminals.

W. T. Stewart is transferred to the Milwaukee Terminals as trainmaster, vice John Dombrowski promoted.

G. W. Riley is appointed trainmaster, Iowa Division, with headquarters at Marion, Ia., vice W. T. Stewart transferred.

J. D. Simon is appointed trainmaster on the Superior Division, with headquarters at Green Bay, Wis., vice F. H. Ryan who, at his own request, will return to his former position as train dispatcher.

Traffic Department

F. N. Hicks, passenger traffic manager, Chicago, will, at his own request, retire from active duty on Dec. 31, 1947, after more than 47 years of continuous railroad service.

J. H. Judge, division freight and passenger agent, Davenport, Ia., will, under the Company's pension rules, retire from active duty Dec. 31, 1947, after 50 years of service with this railroad.

F. Hagendorn is appointed division freight and passenger agent at Davenport, Ia., succeeding J. H. Judge, retired.

W. J. Cavenagh, general agent at Milwaukee, Wis., will, under the Company's pension rules, retire from active duty Dec. 31, 1947, after 55 years of service with this railroad.

Effective Jan. 1, 1948, M. M. Wolverton is appointed general agent at Milwaukee, Wis., succeeding W. J. Cavenagh, retired. The position of assistant general agent at Milwaukee is abolished.

Effective Nov. 16, 1947:

B. J. Schilling is appointed special representative, passenger department, with office in the Union Station, Chicago.

Mechanical Department

Effective Dec. 1, 1947:

F. O. Fernstrom is appointed division master mechanic of the Milwaukee, Superior and Madison Divisions with headquarters at Milwaukee shops, vice A. M. Martinson. Mr. Fernstrom is relieved of his duties as shop superintendent at his own request, and Mr. Martinson is retiring at his own request.

F. W. Bunce is appointed shop superintendent with headquarters at Milwaukee shops, vice F. O. Fernstrom.

Barry Glen is appointed division master mechanic of the Chicago Terminal and Terre Haute Divisions with headquarters at Western Avenue, Chicago, vice F. W. Bunce.

E. L. Grote is appointed acting division master mechanic of the I&D and I&SM Divisions with headquarters at Mason City, Ia.

Theodore Mishefske is appointed general road foreman of engines with headquarters at Milwaukee shops, vice Joseph Bodenberger, who is retiring at his own request.

Engineering Department

Effective Nov. 1, 1947:

A. O. Lagerstrom is appointed assistant superintendent of buildings.

K. E. Hornung is appointed architect.

K. L. Clark is appointed division engineer of the Chicago Terminals Division with headquarters at Western Avenue, Chicago.

B. J. Worley is appointed division engineer of the H&D Division with headquarters at Aberdeen, S. D.



Inside Trains

TO accumulate the material for his latest historical cavalcade, "Inside U.S.A.," the globe trotting John Gunther spent 13 months touring the 48 states. The pilgrimage involved riding on every type of train, from the latest in streamliners to dusty and antiquated locals. The Milwaukee Road can take pride in the much-traveled Gunther's dictum that, "The smoothest railroad is the velvet line of the Milwaukee into Chicago." From which direction he didn't say.

December, 1947

Almost a Tie

On the evening of Nov. 8 a little girl in Olivia, Minn., narrowly escaped being struck by the westbound Olympian Hiawatha. Assistant Superintendent J. W. Wolf of Montevideo, Minn., who witnessed the incident, later remarked: "In all my 35 years of railroading I never saw an accident so close to a person on foot and still miss."

Deeply moved by what he saw, he addressed a letter to the Olivia Times Journal. Within a few days it had been reprinted in a number of daily and weekly newspapers. That extraordinary letter is quoted here in its entirety:

A SHORT time ago the Milwaukee Road spent a considerable sum of money to provide flasher crossing warning signals on the Ninth Street crossing at Olivia because it was felt by the townspeople that flashers would avoid crossing accidents and that folks on foot would be attracted by their signal and avoid one of those gruesome pedestrian fatalities that we all dislike to see or read about.

The writer was in the cab of the Diesel locomotive Saturday evening, Nov. 8, on the Olympian Hiawatha. Approaching Olivia, the horn was sounded, its deep moans penetrating the atmosphere—two long, one short, one long. Closer to town the warning was repeated and the bell sounded its monotonous *bang, bang, bang!* The Mars headlight waved its warning beams from side to side while the conventional headlight glared down the center of the track as the streamliner raced on its course to the Pacific Ocean.

We in the cab were relaxed. Surely no one would disregard all of these warnings to cross in front of our streamliner. Just as we approached Olivia depot, the conventional headlight beams illuminated the precious form of a little girl about 12 years old, wearing a red coat loosely on her shoulders and running northward. She was directly in our path. There were

four of us in the cab, keeping a sharp lookout ahead. The blood rushed to our heads. There was a groan. A second of silence. Then a sigh as we shot past the crossing. Yes, the little lady won!

To that little lady I just want to say this: Honey, we are so happy that you won that race! Three of us who were in that cab have little girls of our own. We know how your Mom and Daddy would have felt had it been a tie. Surely, dear, we did not want to win and we did not want a tie but we were so helpless to avoid it, had it happened. The distance was too short.

Yes, you won by a margin of four feet. The rush of air as we raced by you ruffled your pretty red coat and sent it flying almost over your head. But don't you think it was a sort of senseless race? When you saw the flashers working and heard our warning, why didn't you let us win? You gained about 15 feet. Surely it was not worth the chance, was it? Had you tripped, had you stumbled, had you hesitated only a fraction of a second, the race would have been a tie. What a catastrophe for your Mom and Dad and for us who were in that cab! It would have broken our hearts had we been called upon to stop to pick up your precious little body.

We are so glad you won!

Improvements are often opposed by the very people who benefit by them. Around 1900 the opposition to the horseless carriage came mostly from farmers, ministers, and backwoods politicians. Farmers feared for their hay-and-horse sales; ministers emphasized the immorality of easy transportation to lonely side-roads; and village politicians criticized such rich men's toys.

Similarly the early railroads a century ago were opposed by farmers, the coach companies, and pious conservatives. In still more violent opposition, the hand-weavers around 1800 smashed textile machinery because one

machine did the work of twenty men.

Yet machinery has brought bigger and more prosperous populations in leading nations, and the backward nations are now clamoring for more industries and better transportation. Often what seems to be a setback or a handicap is really a benefit. Invention has lightened our work, increased our income, and made travel and leisure available to all.

—Through the Meshes

About the time you're important enough to take two hours for lunch, the doctor limits you to a glass of milk.



Scene at the dinner held in honor of Mr. Strate.

Division Engineer Strate Retires

THOMAS H. STRATE, Chicago Terminals division engineer, concluded a long and successful career with the Milwaukee Road on Oct. 31. Having long been active in railroad committee work, his retirement was a matter of considerable interest in engineering circles.

Tom Strate's friends number just about everyone who ever knew him. The dinner given in his honor, however, had to be restricted to his fellow employes in the terminal and his intimate business associates outside the railroad. The group, approximately 75 in number, gave the dinner in the Jungle Room of the Chicago Union Station on Oct. 29. Among those present were J. T. Gillick, retired operating vice president, who was Mr. Strate's one-time boss on Lines' West; John P. Dillon, representing the City of Chicago, and a delegation of business people who had done construction work for the Road under Mr. Strate's supervision.

The guests were banqueted in fine style, but the show really got under way when the story tellers began reminiscing. Mr. Gillick, who was one of the speakers, related a number of amusing experiences shared by Mr. Strate and himself. E. G. Kieseles, superintendent of the Chicago terminal, presented Mr. Strate with a gold wrist watch and band, plus a pen and pencil set. The following excerpts from Mr. Kieseles' presentation speech convey some idea of the esteem with which Mr. Strate is regarded by people in the railroad industry:

"Those of you who had the privilege of working with Tom have undoubtedly had the same experience that I have. He was always soft spoken and courteous. I never heard him say a harsh word nor get unduly excited, no matter how difficult the problem was, and as you all know, in the railroad game we are faced with new problems every day.

"His unusual ability to remain calm and composed, no matter what the ag-

gravation, is a trait we can all strive to acquire. I have always admired Tom's manner of doing business with his fellow employes as well as with the public. While we will miss Tom's daily presence, he will leave something with all of us. We feel that we have each gained something by working with him these many years."

From University of Minnesota to Milwaukee Road

Mr. Strate is a Minnesotan, born on Apr. 9, 1880, at Moorhead where he attended local schools. He was graduated from the University of Minnesota as a civil engineer on June 1, 1901. Two days later he was at work as a levelman on the Reno-Preston branch of the Du-



J. T. Gillick (left), retired operating vice president and an old friend of the retiring division engineer, lays an affectionate arm across Tom Strate's shoulders as he offers his congratulations.

buque Division, which was then being widened from narrow to standard gauge. The following year he became a draftsman in the division engineer's office at Faribault, during construction of the Faribault-Zumbrota line. In 1903 he was appointed resident engineer on the job. In November, 1903, he was made assistant engineer in the Minneap-

olis office. From February to November, 1905, he was locating engineer at Glenham, S. D.

In May, 1906, Mr. Strate went to Lemmon, S. D., as assistant division engineer, in July, 1907, he was appointed division engineer at Java, S. D., and in May, 1908, construction trainmaster at Aberdeen. He was locating engineer for the Big Blackfoot Railway (1910), locating engineer for the H&D double track at Aberdeen (1912), construction engineer at Aberdeen (1912-1915), field engineer for federal valuation (1915-1918), valuation engineer at Chicago (1918-1920), and engineer for track elevation in Chicago (1920-1933). He has served as division engineer of the Chicago terminal since February, 1933.

Mr. Strate's affiliations outside the railroad include the past presidency of the American Railway Bridge and Building Association. He has at various times been closely identified with the activities of the American Railway Engineering Association, the Western Society of Engineers, Western Railway Club, American Wood Preservers Association and the American Society of Civil Engineers.

Services Held for Lt. Aubrey G. Sundet

FUNERAL services were conducted at Wisconsin Rapids, Wis., on Nov. 15 for Lt. Aubrey G. Sundet, who was killed in action in Belgium on Dec. 8, 1944. His body was recently returned to this country for burial.

Lieutenant Sundet was the son of Agent Arthur O. Sundet of La Crosse. Prior to his war service he was employed for a number of years in the office of the chief statistician in Chicago. He was killed in the Battle of the Bulge, while serving with traffic headquarters of the U. S. 1st Army.

Take a BOW

Two Commend Driscoll

CARL WHITMORE, president of the New York Telephone Company, tried out the new Olympian Hiawatha on a recent trip from the Pacific Coast. It was his first ride on the Milwaukee Road but it won't be his last, he predicts.

"The Pullman conductor, E. McLean, and Porter M. L. Washington were most attentive," he writes. "Robert W. Garvin, an excellent steward, saw to it that delicious food was always available in the diner. J. E. Driscoll, traveling passenger agent from New York who was on the train, proved to be an enjoyable and informative traveling companion. He showed me your new equipment built in your own shops and I was impressed with its convenience and comfort."

Another passenger taking her first trip on the Milwaukee Road, although under less fortunate circumstances, also



Robert W. Garvin

commented on Mr. Driscoll's willing assistance. She was Mrs. Stephen A. Kallis of Tacoma, Wash., who, with her family, was returning to the body of a relative for burial in New York.



J. E. Driscoll

"We had no time to make reservations," she wrote, "and the journey assumed nightmare proportions. We couldn't leave our children alone for the three weeks needed to set affairs in order—and to get accommodations for four! Never can I express our gratitude for the courtesy and kindness shown us. Your agents, representatives and conductors performed miracles.

"While in New York we went to your office on Fifth Avenue to see Mr. Driscoll again. He had been so helpful on the eastbound trip and we wanted to thank him. He reassured us about our westbound reservations and never have we had a more comfortable journey. I want to thank most heartily all those who made our trip so easy."

Superlative Service by Agnes Schubert

WHEN the Franciscan Missionary Union of Chicago arranges railroad transportation for its members it usually leaves the details to Agnes Schubert of the city ticket office force. This has been going on for a long time and with an efficiency which earned the approbation of a distinguished member of the order, the Most Rev. Henry A. Pinger, Bishop of Chowstun, Shantung, China. In a recent letter His Excellency remarked:

"In my position I am obliged to travel extensively and I found my recent ride on the Twin Cities Hiawatha so superior to the service on other lines that I feel you should be commended. Every phase of the trip from St. Paul to Chicago was a pleasure.



Agnes Schubert

"Of course, we have grown to expect superlative service, since this is what Miss Agnes Schubert has rendered to us whenever we have had occasion to ride the Milwaukee Road."

"Far Beyond Ordinary Service"

THE personalized service extended by R. E. Schaffert, assistant general passenger agent at Seattle, and William J. Wilson of the Road's office in Toronto was particularly pleasing to A. O. Armstrong, a Seattle patron of the Milwaukee Road. The courtesies he commends so highly were encouraged while planning a business trip to several cities in New York State and eastern Canada.



William J. Wilson

"I was naturally rather confused as to the most expedient way in which to make connections between these cities" he writes, "and when I called your local office I was advised that, since my trip was somewhat complicated, one of your

representatives would call on me to arrange it. The following day Mr. Schaffert came to my office and planned my itinerary in a very convenient manner and also gave me a letter to Robert S. Moore, the freight and passenger agent in your Toronto office.



R. E. Schaffert

"When I called on Mr. Moore he was about to leave town and was unable to give me personal attention but he asked Mr. Wilson of that office to see that I was properly taken care of. I cannot speak too highly of the courtesies I received from Mr. Wilson, who went far beyond the requirements of ordinary service to make my trip through the East as pleasant as possible."

Aboard the Touralux

PORTER CLIFFORD F. Kyle took the

accompanying picture of himself, and it is an excellent likeness except that it does not show the ready smile which prompted John A. Graham of Seattle a passenger on the Olympian Hiawatha, to write: "One feels that he is proud of the Milwaukee Road and that his job is not complete until all have been satisfied."



Clifford F. Kyle

Before starting, Mr. Graham had misgivings about his round trip to Minneapolis with his family; "Our friends told us that traveling by train with three children, the oldest only seven, would be difficult. Our recent trip proved it could be done easily, at least on the Olympian Hiawatha." And he mentioned a few of the reasons why.

"Our first contact was with D. T. Peck, chief clerk of your Seattle ticket office. His friendly advice was helpful. Second, J. I. Wilson, waiter in the grill car, made our trip much more pleasant by his ever-ready helpfulness. We were happy to find him with us again on the return trip. Third, Porter C. F. Kyle made our return trip very enjoyable by the easy and efficient manner in which he did things.

"Our accommodations on the Touralux sleeping cars were everything you advertise. The loud speaker system was very good; just enough information to make it interesting. Food in the diner

was excellent and reasonable and the service, as a whole, was beyond any we had expected."

A Good Scout

GEORGE V. VALLEY, district passenger agent at Portland, Ore., recently received high praise from the Boy Scouts of America for arranging the transportation of the Pacific Northwest delegates to the recent International Scout Jamboree in Paris, France. The "good turn" was acknowledged by W. R. Whidden, deputy regional executive of the organization at Portland, while the delegation was at sea.

"I especially want to tell you how much we appreciate Mr. Valley's outstanding service," he wrote. "Without his help and cheerful cooperation the trip would have been most difficult for us. From the time we discussed the possibility of our Pacific Northwest Boy Scout Jamboree delegation going to New York until we were safely transferred to the B&O lines in Chicago, Mr. Valley rendered help that was invaluable to us.

"Although we are almost on the shores of Europe and much adventure is ahead of our Scouts, I can tell you that they will not forget the splendid treatment accorded them by your company through its fine personnel."

Robert W. Bell, Good Samaritan

TO ROBERT W. BELL, ticket clerk at Butte, Mont., it was all in the day's work. "I only did what anyone else in the same position would do," he says. However he may regard the incident, to Dr. Hime S. Poliner of Easton, Pa.,

it was not an ordinary courtesy, as the following letter will certify:

"My wife and I were involved in an automobile accident in Montana and it was necessary to make arrangements for her transportation



Robert W. Bell

East with the possibility of traveling with a body cast as a litter patient. I feel it is fitting that I inform you of the splendid cooperation I received in Butte from Mr. Bell. He made our arrangements for the transfer to the

Pennsylvania lines at Chicago and again at the North Philadelphia station. The manner in which he took care of all details deserves a fine commendation."

Wonderful Service, Cincinnati to the Coast

IN DESCRIBING his enjoyment of a recent trip to the west coast, Joseph L. Meyer, an attorney of Cincinnati, Ohio, mentioned E. J. Wellinghoff, the Milwaukee Road's local freight and passenger agent, and George L. Chase, dining car steward, as meriting particular praise.



E. J. Wellinghoff

In addition, the service from Chicago to Seattle was excellent and I want to put in a further word of praise for your dining car service. Mr. Chase, the steward of that diner, was untiring and solicitous for the welfare of every passenger.

"I have since spoken to a number of our friends and on all occasions have recommended your road for the very fine service it is maintaining to the coast. But I could not let this trip pass without calling your attention to how we as patrons, feel about it."

"I cannot refrain from telling you of the wonderfully satisfactory service which my sister and I met with," he wrote. "Your local office and Mr. Wellinghoff extended us every courtesy possible.



George L. Chase

Just Like in the Movies

THE situation is familiar to moviegoers everywhere—the hero, in a last minute maneuver, throws the switch that averts a head-on collision between two fast locomotives. Fortunately for the thrill-hunting public it is a situation which could rarely develop in real life. But such an emergency did develop at the Western Avenue yard in Chicago on Oct. 30, and fortunately for all concerned, there was a real life hero on hand at the time.

It all started when the engineer of a foreign line Diesel apparently had some mechanical difficulty and disregarded No. 30 switch at tower A-2. This is how Leverman Arthur E. Porter, who

averted a serious smash-up, described the incident:

"I saw the Diesel just as it was passing its signal, which was at danger, since a Milwaukee Road passenger train was going over the crossing on Milwaukee No. 2 main. The Diesel was traveling at a good rate of speed and was bound to shove our train, or part of it, off the viaduct over Western Avenue. When I saw it was not going to stop, I immediately threw the switches to divert the engine down Milwaukee No. 3 main, so it ran parallel to our train instead of running into it.

"I am glad that I could be of service. After all, that is what I am here for—to keep the trains moving properly at this point."



Arthur E. Porter

Dining Cars and Merchandising

AN ARTICLE on merchandising which appeared recently in the W. T. Grant Company news bulletin for Chicago area stores carried a recommendation of Milwaukee Road dining car service. We quote from "Storekeeping—the Art of Running a Store", by Regional Manager E. J. Stinneford:

"Of all railroads in the country, the Milwaukee, for my money, has done the outstanding job in serving food. If you analyze Milwaukee service you will be impressed by three basic things: They have good personnel . . . cooks who like food . . . waiters who like to serve it . . . stewards who treat you as guests. They have system . . . their personnel can give good service because system takes care of the details. They have immaculate housekeeping . . . the silver and china shine . . . the linen is fresh and crisp . . . the kitchens are clean and free from food odors.

"Why talk about Milwaukee diner service in connection with storekeeping? Because the principles are the same. Storekeeping is not merchandising, but no man can be a merchant who isn't a good storekeeper. Storekeeping, simply stated, calls for three fundamentals. Personnel—the right person for the right job. System—system takes care of the details so that time can be spent profitably. Housekeeping—a place for everything and everything in place; a habit of complete cleanliness and orderliness.

"Think about your storekeeping. Improve it. It will make stockkeeping and selling much easier."

Railroad Nicknames

THE nicknames, some humorous, some profane, almost all of them affectionate, of short line railroads is the subject of a brief symposium in the current issue of that omnium gatherum of atmosphere and information, "American Notes and Queries." It lists the Middletown & Unionville (recently in the public prints when seven dairy farmers along its right of way bought this little pike in the entirety and are today operating it for their own benefit) as the "Miserable and Useless," the St. Johnsbury and Lake Champlain in greenest Vermont as the "St. John and Late Coming," and, of course, Baltimore's own Maryland and Pennsylvania, which is seldom known in the happy countryside it serves save as the "Ma and Pa."

There are others, however, quite as familiar to amateurs of short line railroad lore. There is the East Tennessee & Western North Carolina, one of the last narrow gauges in the East, which is known in the Grandfather Mountain country as "Tweetsie" by reason of the diminutive nature of its engine whistles and which is the subject of a not inconsiderable body of folk legend in the South. There is the Minneapolis & St. Louis, for years known as the "Misery Short Line," a name which can hardly apply today in the road's revived prosperity and effectiveness under the organizing genius of L. C. Sprague, its receiver. There is the Georgia and Florida operating a daily mixed train



in each direction between Valdosta and Augusta and locally known as the "God Forgot." The Hoosac Tunnel and Wilmington is familiarly called the "Hoot, Toot and Whistle" and the now forever vanished Nevada, California & Oregon, a narrow gauge of fragrant memory, was, to intimates, the "Narrow, Crooked and Ornerly." The Savannah & Atlanta, a Georgia bridge railroad, was for years known as the "High Yaller" because of the bright lacquer of the varnish on passenger cars. The Bath & Hammondsport, serving Rheims and other upstate wine-growing communities, calls itself "The Champagne Route," and in Arkansas the two-mile Augusta Railroad, "The Dummy Line," is famous wherever Negroes sing

a ballad fashioned in its name, which is almost universally known. And there are many others.

Usually conceived in a vein of affectionate abuse, the short line nickname is very much an item of regional Americana, a survival of the times when little railroads played a big part in the lives of almost everyone.

—New York Herald-Tribune editorial,
Nov. 9, 1947.

Old Timer—One who remembers when a bureau was furniture.

Of Men and Names

Louis La Beaume of St. Louis told the story at the 50th annual dinner of the Illinois Society of Architects:

S. S. Beeman designed the Pullman building and was so proud of it he asked Mr. Pullman to let it be named after him. "But," Mr. Pullman suggested mildly, "I paid for it." "Yes, I know," Beeman said, "but I designed it, and besides you have all the sleeping cars named after you, anyway." "Well," said Pullman, "I realize how you feel. Since you're so proud of your work, and as I like it, too, let's split the difference. Suppose we take the first half of my name and the last half of your name and call it the Pullman building."

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

OUR senior roadmasters were brought into the spotlight for the December, 1917, issue of the Milwaukee Magazine, which featured their pictures and brief sketches of their railroad service. Some of the names will strike a responsive note for old timers—names like E. O. and F. H. Buffmire, O. Miller of the East Missoula, Elmer E. Cush, Milo Gaylord, P. McMahan of the West I&D, M. McShane of Austin, John Wagner, Stewart McCormick, David Mau, B. C. Daugherty, William Hickey, E. G. Drury, George Barnoske, E. W. Phelan, William Shea, H. A. Buel—the list was long.

THE record of E. G. Drury, roadmaster at Monticello, showed that doughty veteran as starting out in a millinery office. It was the war—the Civil War—that altered his course. "In the Army we had to build railways and repair them, and so I kinder got a notion to railroad." First he had to finish his three years with the Massachusetts Volunteers, but once out of the Army, it was the railroad life for him, "And I have never lost a day's pay since," he said.

READERS of fiction had their choice of several Christmas stories. One was from the pen of a young operator, new at Three Forks, Mont. She is still one of the Magazine's regular contributors; Mrs. Nora B. Decco retired in 1946 but continues as correspondent for the Rocky Mountain Division. "Something in a Name" was an early literary effort of Guy E. Sampson. There is nothing in that name to indicate that he is the "Kickapoo" Sampson who retired several years ago as train director at Galewood terminal. He now lives at Shelton, Wash.

YULETIDE cheer was on its way to the Milwaukee Road men "somewhere in France." Wives, mothers and sweethearts had assisted Milwaukee Road employes in packing the boxes which had been shipped overseas in ample time for Christmas delivery. Besides an assortment of sweaters, socks, smokes, candy and toiletries, each box contained an individual gift and a personal letter of Christmas greeting.

LETTERS from the Milwaukee Road men "over there" described the first aerial warfare and the dramatic encounters of the early combat planes. A veteran of the battle of Verdun wrote: "To watch a battle in the clouds between a fleet of French and German machines and to see one plunge to earth like a wounded bird is a sight that is never to be forgotten" . . . Harry Wurzbacher, Iowa Division member of the 18th Engineers, wrote home that he was a casualty—of mumps.

SIDELIGHTS: Fire at Milbank, S. D., destroyed six stalls in the roundhouse and threatened the city's water supply. . . . Joe Klema, switchman in Austin yard, patented a lantern that showed red, green and white lights and also carried torpedoes. . . . "Soda Ash Johnny" Horan of the fabulous service record was spied marching in the Liberty parade in Milwaukee. . . . For a Christmas gift bound to please, "Electricity in the Railroad Man's Home" recommended an electrically heated shaving mug. . . . Employes on the SC&D volunteered for railroad service in Russia and were applauded for their patriotism.

Service CLUBS

Hiawatha Band Honored at Club Party

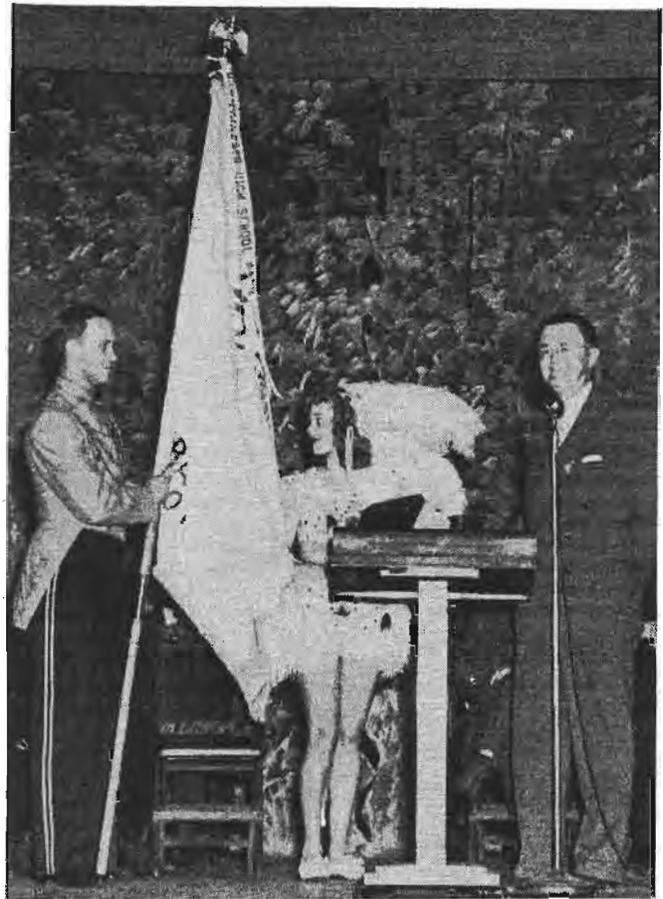
THE affairs of the Milwaukee Hiawatha Service Club are always very well attended but the crowd that turned out to enjoy its annual appreciation party at the South Side Armory on Nov. 11 was a record breaker for even that organization. Every seat in the huge auditorium was occupied when the Hiawatha band opened the proceedings, and at the conclusion of the concert there was standing room only.

The speaking program got under way with Program Chairman Roy E. Schmitz welcoming the crowd and presenting Stanley J. Tabaka as master of ceremonies. Mr. Tabaka introduced Frank J. Newell, assistant public relations officer, of Chicago, who gave a brief summary of the band's activities. Assistant General Passenger Agent H. M. Larson, introduced by Mr. Newell, complimented the band on its splendid showing at the Minneapolis Aquatennial this past summer and presented it with an award conferred on it by the Aquatennial Association for "best musical ability." The award, a white silk banner and a bronze plaque, was accepted for the band by Majorette Lois J. Kleist and Drum Major Earl Ray. After the ceremony the chairmen of

the club's 15 units and the officers of the various departments in the shops, and terminals made brief comments regarding the club's activities.

The appearance on the program of General Manager L. F. Donald of the operating department was in the nature of a homecoming, since he was in on the club's organization back in 1939. It was at his suggestion that the Hiawatha group was divided into units and he also served as temporary chairman until the official elections were held. Reminiscing informally, Mr. Donald recalled to the members the first meeting of the executive committee, the unit decision, and the formation of the band. He commented on the club's enviable membership list and on its growth

to a position of civic importance. Speaking of the attention directed by the press to the club's outings for orphaned children, he said: "The members of the Hiawatha Service Club can feel justly proud in knowing they have brought cheer to so many unfortunate young-



Earl Ray, drum major of the Milwaukee Hiawatha Service Club Band, holds the white silk banner presented to the band by the Minneapolis Aquatennial Association, while Drum Majorette Lois Kleist holds the plaque awarded by that association. Shown with them is H. M. Larson, assistant general passenger agent, Minneapolis, who made the presentation.



There were 2,800 members of the Hiawatha Service Club on hand for the big appreciation party in Milwaukee's South Side Armory.

sters. Projects such as this are especially noteworthy, as they are strictly a voluntary employe contribution to the community."

The audience was treated to a floor show that was exceptional and then the evening's dancing got underway. The committee in charge heard numerous compliments on its choice of orchestra, and the consensus of opinion was that this appreciation party was the best yet.

"On Wisconsin" Club Discusses Tip Cards

DESPITE its relatively small membership, the On Wisconsin Service Club is doing a great deal to forward the Service Club movement on the Superior Division. The group met at Plymouth, Wis., on Oct. 9 with Trainmaster F. H. Ryan and W. F. Hoffman, TF&PA, present to handle the speaking chores. Both of them talked about tip cards and the importance of submitting them for record. "I know many employes are utilizing their contacts to good advantage," said Mr. Hoffman, "and that business is being secured which ordinarily would not come our way. However, in most cases the cards are not being submitted. If they were, the Superior Division would be near the top in the tip card report."

Agent Kramer of Chilton, Agent Kenney of Plymouth and Conductor Hale also gave short talks. Mr. Hale pointed out that we can do as well or better than our competitors. "This reaches out not only to train service," he said, "but to every personal service we can give our patrons."

Chairman O. P. Schumacher and Secretary Henry Schur saw to it that the members were served with their favorite lunch and refreshments.

Unit 4 Sees Hiawatha Picnic Film

UNIT 4, which is one of the larger groups in the Milwaukee Hiawatha Service Club, enjoyed another of its fine parties at the Knights of Pythias Hall on Oct. 18. About 350 attended. After a short business session a social program was presented. A popular orchestra furnished dance music and Erv Weber showed the motion pictures taken at the Hiawatha's annual picnic at Pleasant Valley Park last July 20.

For the past five years Unit 4 has placed its confidence in the leadership of Stanley J. Tabaka, Paul W. Bubolz and George F. Thoms. These men have filled their offices efficiently and in doing so can boast that they have never missed one board meeting. Since the unit gets together every month, that means that they have attended 60 consecutive meetings—and that is a commendable performance in any language.

December, 1947



L. F. Donald (right), general manager Lines East, is welcomed by General Chairman Stanley J. Tabaka of the Milwaukee Hiawatha Service before addressing the overflow crowd.

Watertown Fire Chief Addresses Service Club

THE large Service Club gathering in the club rooms at Watertown, Wis., on Nov. 12 heard Alfred Linde, Watertown fire chief, talk on the "dos and don'ts" of fire prevention. It was one of the most interesting and instructive discussions the club has heard this season.

Mr. Linde described at length the Wykoff Hotel fire in Atlanta that snuffed out 119 lives and the La Salle Hotel fire in Chicago that took a toll of 61. Many of these victims died needlessly, he pointed out. Unaware that gases near the lungs, they fled into halls where they were overcome by heat and fumes. "Heat rises, and the freshest air is found close to the floor," he explained. "If you ever have the misfortune to be in a fire, crawl on your stomach. It is also well to get acquainted with the exits whenever you are in a large building or hotel.

"Stop to consider that 90 per cent of all fires are preventable, yet, from January through July of this year we had a property fire loss of \$418,630. People who were not affected directly should nevertheless be concerned, as higher losses mean higher rates." He mentioned that three of every five fires in the United States are in residential structures and that certain fire prevention measures should be religiously observed; such as the cleaning and check-

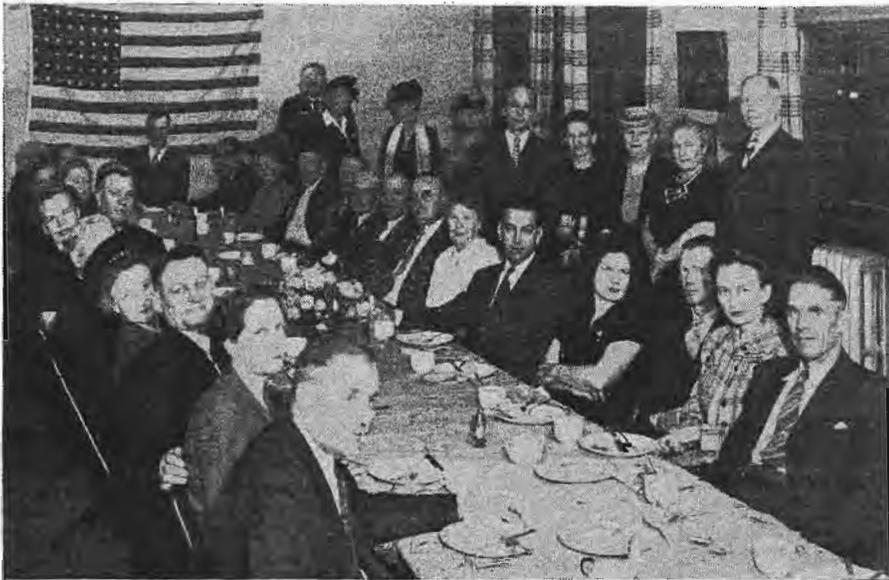
ing of furnaces, repairing of defective flues and pipes, of worn electric cords and electric appliances, keeping oil rags, paint rags and oiled dust mops in tightly closed metal cans, and so on.

In a practical demonstration of this point, Mr. Linde created a flash fire with a combustion of grain and aluminum dusts. He also demonstrated the different types of fire extinguishers and their uses in varying types of fires. "You should be sure that your extinguishers are in working condition," he cautioned, "and know how to operate them properly. A careful person is the best fire prevention device."

Chippewa Club Dances at Iron Mountain, Mich.

THE Chippewa Service Club dance at Iron Mountain, Mich., on Oct. 25 attracted an unusually large attendance. Those who did not care to dance patronized the card tables and during the intermission the club served a lunch of hot roast beef sandwiches and other refreshments—all this for a charge of 50 cents per couple.

Secretary L. D. Rouse announced that the small assessment was in line with the club's policy of providing good entertainment for its members at a very nominal cost. In conclusion he joked that the next time they might be penalized for their enjoyment. "In fact, you seem to be having such a fine time" he said, "that we may raise the price to 75 cents."



The North Montana Service Club and the Great Falls Chapter of the Women's Club entertained TF&PA George Flynn and Mrs. Flynn before their departure for a new assignment at Ellensburg, Wash. Mr. and Mrs. Flynn are seated fourth and fifth from the right; standing in back of Mr. Flynn, Service Club Chairman R. W. Ziegler; standing at the right, Secretary D. F. Phare; seated, third from the left, Vice Chairman J. L. Steiner.

Great Falls Club Fetes Mr. and Mrs. George Flynn

THE NORTH Montana Service Club and the Great Falls chapter of the Women's Club combined forces on Sunday, Oct. 12, to give a farewell dinner for George Flynn, TF&PA at Great Falls, and Mrs. Flynn before their departure for Mr. Flynn's new assignment at Ellensburg, Wash. Mr. Flynn has been program chairman of the North Montana club since its reorganization and Mrs. Flynn was president of the Women's Club chapter for one term. Approximately 40 members attended.

The group presented Mr. Flynn with a pen and pencil set and Mrs. Flynn with a serving tray. As part of the farewell festivities, Al Barth conducted a kangaroo court which tried Mr. Flynn on farcical charges. The jury found him guilty on all counts and sentenced him to happiness and prosperity on his new post.

Mr. Flynn entered Milwaukee Road service in 1936 as a clerk at Miles City. In 1937 he was transferred to the traffic department. Subsequently he was ticket agent at Butte and Spokane before he went to Great Falls in 1943. Besides acting as the Service Club program chairman he personally did much of the entertaining at their functions. He was director of the Great Falls Community Chest drive for three years and served for two years as director of the Junior Chamber of Commerce and as senior counselor of the United Commercial Travelers.

East End Wisconsin Valley Club Elects Officers

THE annual election of officers highlighted the Nov. 6 meeting of the East End Wisconsin Valley Service Club, which was held in the Witter Hotel in Wisconsin Rapids. A large representative group turned out to select the leaders for the coming year. The balloting resulted in the following appointments: John E. Stoker, chairman; Earl Hohenadel, vice chairman; Victor Knipple, secretary; and Ray J. Cleveland, treasurer.

S. F. Philpot, assistant superintendent of the L&R Division, complimented the club on its fine attendance record and the accomplishments of the past year. Several entertaining motion pictures were shown and an appetizing snack of coffee and doughnuts was served.

Fox Lake Area Holds Second Meeting

ALTHOUGH there was keen competition from several important football games in the Fox Lake [Ill.] area on Saturday, Oct. 25, some 50 Service Club enthusiasts turned out that evening for a good time in the company of their fellow employees. The meeting was held in the American Legion Hall at Fox Lake.

Chairman G. R. Anttonen presided at the business discussion and appointed the following as committee chairmen: T. C. Owens, finance; M. A. Grenning, publicity; J. I. Turner, program; F. B. Piche, civic and public affairs; J. P. Hanna, nominating. Nicholas DeWald and his daughter took charge of the entertaining and their accordion and

guitar furnished the music for dancing. The hall's two ante rooms were turned over to the card players. A tasty lunch was served during the dancing intermission.

The club has decided on an assessment of \$3.00 for yearly membership dues. This fund will help to provide the type of programs for which the members have indicated their preference.

Too many people live without working and altogether too many work without living.



The softball team sponsored by the Quad-Cities Service Club which turned in a very creditable record in the Hawkeye League of the Davenport, Ia., public parks during the past season. Front row, left to right: Francis Mizlo, Herb Groharing, Harold "Cracker" Miller, Barney Jones, Erwin Martins. Second row: Ed Martins, Red Adams, Bill Wanzell, Pete Maher (manager) and Walt Von Dohlen. Back row: Service Club Chairman Howard Harrington (score keeper), Les Cox, Don Paulson, Lyle Flathers and Art Kelsey, business manager. Players not on the picture are Bill Givens, Earl Wells and Larry Strouse. The team was organized largely through the efforts of Car Foreman Ed Dittmer, former chairman of the club, Chairman Harrington and Switchman Pete Maher.

Janesville Club Fetes W. B. Wilcox

THE Janesville Service Club collaborated with friends of Car Foreman William B. Wilcox to give a party for him that will be well remembered in that locality. The occasion was created by Mr. Wilson's scheduled transfer to the car foreman's post at Wausau.

More than 100 of Bill's friends turned out for the affair, which was held in the Vets' Club at Janesville. Henry Shannon, acting as program chairman, made the arrangements. Since Bill's interest in hunting is well known, the group presented him with a new pair of binoculars and a hunting suit, with a new traveling bag to carry this additional equipment.

The evening's festivities were highlighted by a song program presented by Mrs. Grace Broderick, who is Mr. and Mrs. Wilcox's daughter. Mrs. Walter Terrell played a number of piano solos and Glen Sweet and Lottie Sommerville provided dance music.

Southwestern Club Reorganizes at Beloit

IT'S back into the Service Club movement for the Southwestern Club at Beloit, Wis., which has been inactive since before the war. About 40 members attended the reorganization meeting which was held in the community room of the Beloit Savings Bank on Nov. 11. Business went into full swing immediately with an election of officers. The successful candidates were J. O. Cioni, chairman; J. B. Connors, vice chairman; R. H. Le Page, secretary; and M. M. Marske, treasurer.

Assistant Superintendent R. W. Graves, a newcomer to Beloit, was a welcome guest. A number of good movie films were shown and Frank Wagner, acting as chef, served refreshments. The evening closed with some serious card playing.

Tomah Celebrates Fall Festival and Milwaukee Road Day

PUTTING aside business for a day, the city of Tomah, Wis., joined forces with the Milwaukee Road to observe a combination fall festival and Milwaukee Road Day on Oct. 18.

Beautiful autumn weather prevailed as the morning started off with a parade of bands, floats, marching units and

comic novelty features. It continued throughout the day as crowds of citizens were entertained on the streets. Many of them took part in contests, such as a greased pig chase, a soap box derby, an old-time fiddle and accordion playdown, and so on, for which the Tomah merchants donated valuable prizes. Street dancing and a flock of chickens being loosed from the roof tops were all part of the festival celebration.

At the Milwaukee Road shops, open house attracted 275 visitors to look on

pany) extended its line to Tomah in 1857-58. The shops at that time employed four men and the company also maintained a large wood yard to distribute the timber cut along the right-of-way for the use of the wood-burning locomotives. The Tomah "Monitor Herald" concluded with, "The Tomah shops have continued through the years to be a splendid asset to this community."

Two glamour girls boarded a crowded street car, and one of them whispered to the other: "Watch me embarrass a seat from a male passenger."

Pushing her way through the strap-hangers she turned all of her charm on a gentleman who looked substantial and embarrassing. "My dear Mr. Brown," she gushed loudly, "fancy meeting you on the street car. Am I glad to see you. Why you're almost a stranger. My but I'm tired."

The sedate gentleman looked up at the girl, whom he had never seen before, and as he rose, said pleasantly: "Sit down, Bertha, my girl. It isn't often that I see you on washday. No wonder you're tired. By the way, don't deliver the washing till Wednesday. My wife is going to the district attorney's office to see whether she can get your husband out of jail."

A surgeon, an architect, and a politician disputed which belonged to the oldest profession.

The surgeon claimed the distinction because Eve was made from Adam's rib. That, he contended, was surgery.

"But," said the architect, "before the advent of Adam order was made out of chaos. That was architecture."

"Admitted," said the politician, "but who created the chaos?"



W. B. Wilcox, Janesville car foreman, flashes a broad smile as he displays the valuable gifts presented to him by friends at the party given in his honor.

at operations. Guides appointed by Shop Superintendent Clayton Hemsey escorted the parties through the plant.

In recognition of the Milwaukee Road's economic importance to the community, the local newspapers recounted the early railroad history in the area; how the city mushroomed into growth when the La Crosse and Milwaukee Railway (a predecessor com-

These two pictures were taken at the reorganization meeting of the Southwestern Service Club, held in Beloit, Wis., on Nov. 11. At the right, Assistant Superintendent R. W. Graves (right) congratulates Chairman John O. Cioni. The other club officers, left to right, are: M. M. Marske, treasurer; R. H. LePage, secretary; and J. B. Connors, vice chairman.



Women's Club Chapter News

★ Ottumwa Chapter

Mrs. A. R. Nicholson, Historian

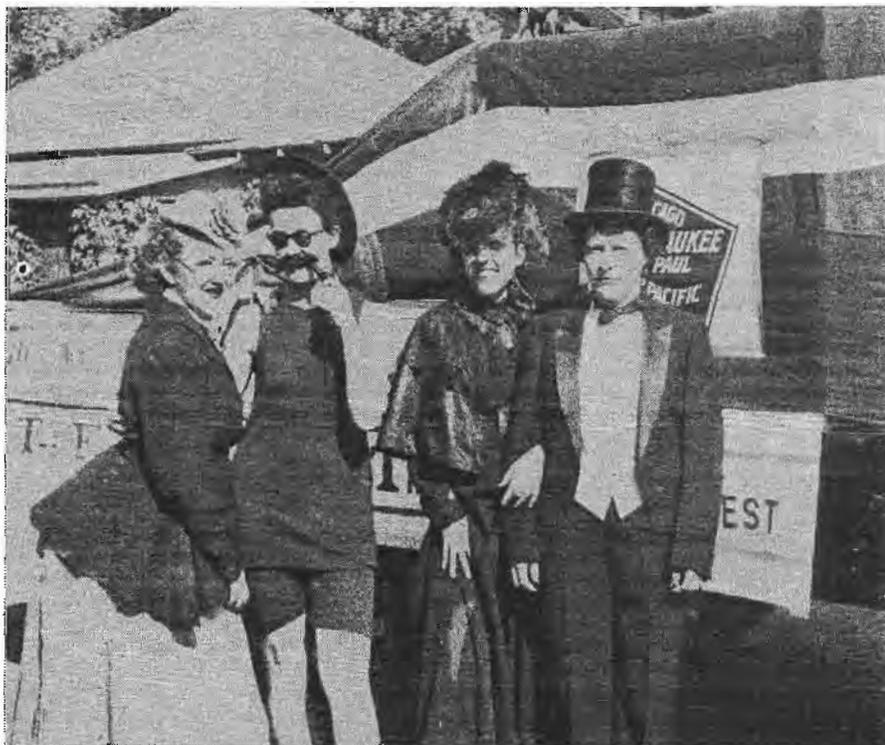
Since the transfer of our Historian, Miss Gohmann, to the Marion office so that she can be close to her mother who is ill, we have neglected to send in our club news. Our September and October meetings were held in the Y.W.C.A. lounge. Refreshments were served in September by Mrs. Norbert Davis and her committee and in October by Mrs. Harry Pile and her committee.

Nov. 7 we met in the Gas Co. auditorium for a 1 o'clock luncheon. The weatherman brought us our first snow of the season. Mrs. I. H. Rasmus, chairman, was assisted by Mmes. Payne, Jackson, Vaughan, Yates, Murphy, and Dora Mann prepared a luncheon that was very much enjoyed by all. Mrs. A. G. Elder was appointed chairman of the committee to arrange for the annual retired veterans' party.

★ Avery Chapter

Mrs. R. E. Townsend, Historian

At our November meeting members voted to have a Christmas party on Dec. 10 in the club rooms. It will be a pot-luck dinner, with every member attending bringing something good to eat. Our president, Mrs. Husaboe, has been called away again because of illness in her family. Avery Chapter, we are glad to announce, was presented with the membership prize for going over the top in membership.



The girls who operated the old fashioned hand car that won second prize for the Milwaukee Road float in the Labor Day parade at Deer Lodge, Mont. Left to right: Irene Otnes, Jeanette Whitney, Gene Labbe and Myrtle Cannal. The costumes, loaned from the collection of Mrs. Gene Secrest, of the car department, are all authentic relics of the Nineties. The idea for the float was suggested by Master Mechanic W. E. Brautigam and executed by mechanical department employees.

★ St. Maries Chapter

Mrs. Chas. Conley, Historian

St. Maries Chapter held its regular meeting on Oct. 6 at the club house. Mrs. Ann Hallead, our vice president, conducted the meeting. Mrs. Elma Shaner, secretary, gave her report. Mrs. Vivian Casey, treasurer, followed with her report. Bills were allowed and ordered paid. Mrs. Elizabeth Hazard reported on welfare and good cheer. Several cards were sent, telephone calls and visits were made, also flowers sent.

Mrs. Elizabeth Hazard was voted in as president of the chapter. We offer our thanks to Mrs. Ann Hallead, vice president, who so kindly acted as president for the past several months. After a social hour coffee and cookies were served. A dinner for "Milwaukee" families was held Nov. 3 at the club house.

★ Tacoma Chapter

Mrs. Earl Tallmadge, Historian

Hallowe'en pumpkins, witches, black cats, etc., were combined with autumn leaves and yellow 'mums to decorate the club rooms and tables when Tacoma Chapter met Oct. 27. A delicious ham luncheon was served by Mrs. Thrall and her committee. More than 100 persons were served, including a few out-of-town visitors.

The Good Cheer report showed many personal and phone calls made. Mrs. Tallmadge reported on the carnival and bazaar to be held. All chairmen are working hard on the various activities. Fortune tellers, bingo, fish pond, eats and fun galore are being planned.

Our membership was shocked and saddened by the sudden death of George Beachwood. Mrs. Beachwood, a charter member and an ardent worker, has our heartfelt sympathy.

★ Wausau Chapter

Mrs. Olga Paulus, Historian

October meeting was held on the 14th, cards being played following the business session. A lunch was served by Mrs. Otto Zander and her committee.

At the November meeting the following officers were elected for the coming year: Mrs. Felix Slomske, president; Mrs. Chas. Conklin, 1st vice president; Mrs. Marvin Nelson, 2nd vice president; Mrs. Ray Beam, secretary, and Mrs. Earl Hazelwood. Plans were made for a children's Christmas party to be held at the club house the evening of Dec. 18, to which all employees and their families are invited. Cards provided entertainment after the meeting.

★ Tomah Chapter

Mrs. Archie Ruff, Historian

At our October meeting Good Cheer Chairman reported six baskets of fruit, three funerals, one baby blanket and one card. One family was taken care of by Welfare Chairman. After the meeting an auction was held which netted the club house fund \$51.57.

November meeting was held on the 5th, a 1 o'clock luncheon preceding the meeting. The following officers were elected for year 1948: President, Mrs. Alvin Rosenow; 1st Vice President, Mrs. Frank Roberts; 2nd Vice President, Mrs. W. M. Deering; secretary, Mrs. J. Jerdes; treasurer, Mrs. J. Murrisset; historian, Mrs. Archie Ruff. Our Christmas party will be held Dec. 13.

★ Marmarth Chapter

Mrs. E. D. Corniel, Historian

Our social meeting of October was held on the 29th. Whist was rushed with high score held by Mrs. Leo Rushford and second high by Mrs. Ed Striebel. A delicious lunch was served by the hostesses, Mrs. Charlie Bock, Mrs. Swan Swanson and Mrs. Knute Flor, and a very nice time was enjoyed by everyone.

★ Milbank Chapter

Cloa M. Phelan, Historian

The fall months have been enjoyable months for the Women's Club. Regular meetings have been held, also a big party each month to which the husbands have been invited, and a benefit party to raise funds for our work. Our club house is being enjoyed as much as ever by all of our members, and the Good Cheer Committee finds our members exceptionally healthy.

★ Savanna Chapter

Mrs. Raymond Schreiner, Historian

Savanna Chapter observed its annual family night on Nov. 10 with a turkey dinner. Mrs. Paul Bridenstine and her committee were in charge. Following a short meeting cards and a social time were enjoyed.

There was also a good attendance at October meeting. Games were played, honors going to Mrs. Jas. De Venti and Mrs. Harry Schueller. Delicious refreshments were served by the hostesses, Mmes. H. P. Buswell, Paul Bridenstine, Harry Schueller, Ray Maynard, Steve Deises and Wm. Doherty.

★ Deer Lodge Chapter

Bessie Healey, Historian

Eighty members and their husbands attended a membership dinner served buffet style on Oct. 30. The tables and rooms were decorated in late fall flowers and the Hallowe'en motif. Mrs. Wren furnished appropriate music throughout the evening. This was one of the most successful and enjoyable parties held by our chapter.

A no-hostess dessert luncheon followed by a white elephant party marked our first fall meeting, and bridge and pinochle were enjoyed during the afternoon. A no-hostess dessert luncheon was also enjoyed at regular meeting in October. The tables were gay in Hallowe'en decorations. Bridge and pinochle were played during the social hour. Mrs. John Dorsey, president, presided over the business session.

★ Madison, Wis., Chapter

Mrs. John G. Hodgson, Historian

On Oct. 2 Madison members met for a pot-luck luncheon. What a luncheon it was—salad, baked dishes and desserts of all kinds. We were happy to have Mrs. Loderhose, president general, and Miss Lindskog, secretary general, with us. The committee in charge consisted of Mrs. A. Rogers, Mrs. Fitzpatrick, Mrs. Knope and Mrs. Shipley.

November meeting was held on the 6th with a nice attendance and a pot-luck dinner for members and their families on Nov. 19. The following were elected for the coming year: President, Mrs. John Hodgson; 1st Vice President, Mrs. Wagner; 2nd Vice President, Mrs. Wm. Murphy; Recording Secretary, Mrs. Kunz; Corresponding Secretary, Mrs. Worms; Historian, Mrs. Oscar Kline; Treasurer, Mrs. Wm. Kenny.

December, 1947



Personality Dolls

PROFESSIONAL looking dolls can be made at home for a small cash outlay, plus your planning and sewing time. The picaninny rag dolls above are practical illustrations of what you can make for a fraction of the sum you would spend for similar dolls ready made. They're an impish pair, standing about 17 inches high, with big flirty eyes, engaging grins and inky topknots. Made from Simplicity pattern 7329, which includes instructions for their cute plantation clothes.

The big and little sister dolls below have long blonde yarn braids and are dressed identically in embroidered pinafores, slips and panties. The big doll stands 32 inches high and wears a child's size 2 dress. Her little sister measures 16 inches from top to toe. Simplicity pattern 7328 gives complete instructions for both dolls and their outfits. The little glamour girl so enchanted with them also wears a Simplicity designed frock, number 2244. Simplicity patterns are sold at most pattern counters.



★ Bensenville Chapter

Mrs. Paul Sturm, Historian

November meeting was called to order by our secretary due to the absence of Mrs. Arnold and our vice president. We had a nice visit from our charter member, Mrs. Wm. Harney, who is now residing in Arizona, also a visitor from Pittsburg, Kansas.

★ Channing Chapter

Mrs. Geo. Walling, Historian

November meeting brought about the re-election of all officers of the past year. Mrs. Harold Hessel will continue as president. Mrs. Marie Feak read correspondence received and other reports were given. A bake sale was held Nov. 15. Mrs. Jack Meyer and Mrs. Walling have made new song sheets with several new songs added which members enjoy singing. Mrs. Inga Swanson and Mrs. Eleanor Haas were the social committee for the evening. These ladies served a nice lunch and gave prizes to the winners of the card and bunco games.

★ Malden Chapter

Mrs. W. D. Hale, Historian pro tem

Malden Chapter served a turkey dinner to all employees and their families on Oct. 28. About 150 persons were present and did justice to the food set before them. Following the dinner some played cards and others visited, and everyone seemed to enjoy the evening very much.

We all wish for the speedy recovery of our Historian, Mrs. C. W. Miller, who is ill, also congratulate Mr. and Mrs. Wayne Terrier on the birth of their son. We were glad to have a visit from Mr. and Mrs. Claude Pease, now living in Long Beach, California.

★ Milwaukee Chapter

Mrs. F. Whitty, Historian

At our first fall meeting several Thank You cards were read, and Sunshine Chairman reported two bouquets and five sympathy cards sent. Our 1947 membership drive went Over the Top and we were awarded a prize of \$130.00, with a grand total membership of 1,513. A satisfactory audit report was given by Mrs. Schunck. A profit of \$17.75 was reported on a dessert card party held. Another party was held at the Veterans Sanitarium at Wood, Wis., for the veterans confined there, each member donating a package of cigarettes, which were used as prizes. Seventy packages were donated. Mrs. Reiss won the attendance prize. Cards were played following the serving of cake and coffee.

October meeting was held on the 20th. Red Cross Chairman reported 240 hours' work, also 24 walking cast socks knitted. Sunshine collection was \$3.78. A motion was passed to purchase a loud speaker for the club. Attendance prize was won by Mrs. Morrissey, Sr. Following the meeting a lunch was served and cards were played.

★ Minneapolis Chapter

Evelyn Manlove, Historian

At our Oct. 15 meeting a dinner was served honoring our chapter's past presidents. Each guest was presented with a corsage. Thanks to our fine Decorating Committee the tables were beautifully decorated in fall colors and they looked very lovely. We were pleased to have a group of the ladies from the St. Paul club with us.

Following the dinner we had our regular meeting. We were happy to have Mrs. Rogers, our Good Cheer Chairman, back with us after her illness. She reported 22 good cheer and 2 sympathy cards sent out. Upon adjournment of business session the Service Club again joined us and we were entertained by a baton twirler and some accordion selections. A dance ended a lovely evening.



Honored guests at the party given by Beloit Chapter in honor of its past presidents. Left to right: Mrs. Thomas Flanigan, welfare chairman; Mrs. Edgar Ruck, Mrs. Willard McIntyre; Mrs. F. J. Novey, chairman in charge; Mrs. John Yohn; Mrs. D. S. Moncrief, chapter president; Mrs. G. W. Loderhose, president general; Miss Etta N. Lindskog, secretary general; Mrs. N. P. Thurber; Mrs. Henry Raasch; Mrs. Robert Smith; Mrs. Ed Noel; Mrs. Edward Sherman; and Mrs. William Gilbert, oldest charter member.

Beloit Chapter Honors Its Past Presidents

By Mrs. Edgar Ruck, Historian

On Oct. 14, at the Hotel Hilton, a banquet was enjoyed by 45 members who gathered to honor the past presidents of Beloit Chapter. The tables were decorated with autumn flowers and miniature railroad trains. Place cards were in the form of flagmen. Other guests of honor were President General Mrs. G. W. Loderhose and Miss Etta Lindskog, secretary general, of Chicago. The guests of honor were presented with lovely lace handkerchief corsages.

Press notices which appeared in the local papers at the time Beloit Chapter was organized, in February, 1925, were read by Mrs. Floyd Campbell, secretary. She also read greetings from past presidents unable to attend, Mrs. F. E. Devlin, of Tacoma; Mrs. Fernor Black, of Denver, and Mrs. James Barret, of Milwaukee.

Mrs. Frank Novey, chairman in charge of arrangements, cordially welcomed the guests of honor and introduced the past presidents, Mrs. N. P. Thurber, Mrs. John Yohn, Mrs. Henry Raasch, Mrs. Robt. Smith, Mrs. Willard McIntyre, Mrs. Edgar Ruck, and Mrs. Edw. Sherman, all of Beloit, and Mrs. M. E. Noel, of Brownsville, Minn. Mrs. Denzil Moncrief was introduced as the present president. Mrs. Wm. Gilbert, who is the oldest living charter member of Beloit Chapter, was also honored, as was Mrs. Thos. Flanagan, who has served the chapter as welfare chairman for 20 years.

Vocal solos by Miss Helen Voss, who was accompanied by her mother, and accordion music by Teddy Streseman, were greatly enjoyed. The committee in charge, consisting of Mrs. Frank Novey, Mrs. J. Wienke, Mrs. Floyd Campbell, and Mrs. J. Callahan, was complimented on the delightful evening.

★ Kansas City Chapter

Mrs. Wm. Kinder, Historian

On Nov. 4 we were entertained by Mrs. E. R. Morrison at her home. A delicious luncheon was served. Twenty-five members were present. Business meeting was presided over by Mrs. John Dobson, president. Good Cheer report was one funeral spray sent, 25 personal and phone calls made, and nine good cheer and sympathy messages sent. Door prize was won by Mrs. Holmberg.

The following officers were elected for the

coming year: Mrs. E. R. Morrison, president; Mrs. R. L. Hecker, 1st vice president; Mrs. John Dobson, 2nd vice president; Mrs. C. L. Holmberg, treasurer; Mrs. W. B. Alexander, recording secretary; Mrs. J. L. Tarbet, corresponding secretary; Mrs. Wm. Kinder, historian. A social hour followed. All present appreciated Mrs. Morrison's hospitality and enjoyed a very pleasant afternoon.

★ Butte Chapter

Mrs. N. B. Lupton, Historian

The sixty members who attended the potluck dinner held by Butte Chapter all enjoyed a wonderful meal and a good time. Bridge was played and lovely prizes awarded. A dessert luncheon preceded our regular meeting, at which plans were made for a rummage sale to be held. We are all ready to work for the good of the club.

★ Green Bay Chapter

Mrs. Russell Anderson, Historian

When Green Bay Chapter met Nov. 6 the Nominating Committee, consisting of Mrs. F. T. Buechler, Mrs. S. Finarson and Mrs. Wm. Kramer, gave its report of officers for the coming year: President, Mrs. N. T.

Pfrang; 1st Vice Pres., Mrs. Geo. Bloomer; 2nd Vice Pres., Mrs. Wm. Londo; Treasurer, Mrs. John Dinwoodie; Recording Secretary, Mrs. Jos. Brennan; Corresponding Secretary, Mrs. Geo. Gunn; Historian, Mrs. Russell Anderson. These officers were duly elected. Mrs. Dennis Hogan won the attendance prize.

★ La Crosse Chapter

Mrs. E. J. Monahan, Historian

Oct. 1 was the date for our regular monthly meeting which was held in our club rooms with 33 members present. A dessert luncheon was served at 1:30 by Mes. West, Swinzrod, Hart, Goggin and Monahan. Following the luncheon the afternoon program was opened with Mrs. N. J. McCaughey singing Irish ditties.

We were indeed pleased to have with us our General President Mrs. G. W. Loderhose and Miss Etta Lindskog, Secretary General, Chicago. Both officers gave very interesting and inspiring talks before our regular business meeting. They commented on our attractive and modern club rooms. Mrs. Loderhose also complimented our chapter on the increase in our membership and for also going over the top again this year, and encouraged us to continue our good work. Our president, Mrs. Rogowski, presided at our regular business meeting and a nominating committee for election of officers was appointed.

I want to mention the fact that we have a new electric range for our kitchen, and it was initiated at this meeting by cooking the coffee for the luncheon. It works wonderfully. Following the business meeting the social hour was spent in playing bridge, 500 and Zioncheck, and Mrs. Betts won the door prize. That's all for now.

Gentleman—One who steps on his cigarette butt so it won't burn the carpet.

Jitterbugs—Adolescents in their early nick-o-teens.

Parking Lot—A place where you leave your car to have dents made in fenders.

Intuition—Suspicion in skirts.

Neatness—The one good thing about being bald.

Night Club—An ash tray with music.



A group of members at the past presidents' party given by Beloit Chapter: Front row, left to right: Mrs. William Hughes, Mrs. L. W. Palmquist and Mrs. Harry Brice. Back row at table, left to right: Mrs. John Connors, Mrs. F. J. Love, Mrs. Robert Ames, Mrs. Nathan Morgan, and Mrs. Steve Georgeff. In the background, left to right: Mrs. John Wienke and Miss Helen Voss.

★ *Black Hills Chapter*

Mrs. Anton Bitz, Historian

The first meeting of the fall was called to order by our president, Mrs. Martin Christenson. Reports were heard and lunch was served by Mesdames Anton Bitz, Carl Anderson and Matt Anderson. The November meeting was opened by Mrs. Harris Dillabaugh, acting president in the absence of Mrs. Christenson. Report from the Ways and Means Committee showed we made \$65.00 on our rummage sale held Oct. 25. Lunch was served by Mrs. Harris Dillabaugh, Mrs. Rudy Beckman and Mrs. O. O. Callen.

★ *Aberdeen Chapter*

Mrs. John Seiler, Historian

Aberdeen Club got off to a gay start at its first fall party, with interest divided three ways—members wearing period clothing, an antique exhibition, and a skit "Attic Reminiscence," written and directed by Mrs. James Hartley. Meeting was held preceding the party. Our chapter went over the top in membership, with 1,163 members, and received an award of \$90.00. Thanks to Mrs. Karr and her committee. Mrs. Allgiers reported \$325.54 had been spent for needy families since Jan. 1. Mrs. Radabaugh reported on club room rentals. Mrs. Murphy



Mrs. August Zick, dressed as a Milwaukee Road conductor, was a recent prize winner at a party given by the Aberdeen Chapter of the Women's Club. Mrs. Zick is one of the chapter's charter members.

reported many cards and flowers sent our sick members.

The highlight of the evening was the skit "Attic Reminiscence," with Mrs. F. W. Baker as narrator, and the following taking part: Mesdames Weist, Zick, Gilbert, Riedl, Hartley, Fillos, Saunders, F. L. Springer, Hansen, Hagen, Schatzle, Seiler, Westerfield, and Bruers. Dale Hagen tap danced and Donald Jakubec favored us with a vocal selection. We are always proud of our "young fry." The antiques displayed were indeed treasured articles and created intense interest. Clothing worn was equally interesting, and prizes were awarded. Non-member guests were the judges, and following a grand march to display the garments worn Mrs. Anna Larson won first, Mrs. August Zick second, and Mrs. Geo. Fillos third prize. Mrs. Zick and Mrs. Fillos were outfitted in the traditional "Conductor's" and "Engineer's" uniform and added a comedy touch.

At the close of a thoroughly enjoyable

December, 1947

First Aid for Hemlines

THE new trend toward longer skirts has created a fashion problem for women who have good suits, coats and dresses which are fast becoming outmoded. A handy leaflet now available suggests a variety of ways to lengthen them and also illustrates the proper way to apply bias hem facings. Write for your copy of "Skirts—Going Down!" to the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.



The coat above is converted into a sports jacket. The shirtwaist dress makes an attractive overblouse.

A waistline inset is concealed by a peplum of contrasting material.

evening a light lunch was served. Mrs. Geo. Foster received the door prize. Mrs. Hartley and her Social Committee always try to have something novel and entertaining at each meeting, and members who do not attend certainly miss a gay evening. We urge you all to come to our meetings.

★ *Janesville Chapter*

Mrs. Geo. McCue, Historian

A luncheon was held Oct. 14 honoring Mrs. G. W. Loderhose, president general, and Miss Etta Lindskog, secretary general. There was a nice attendance and a very pleasant afternoon was enjoyed.

On Oct. 30 the usual Hallowe'en party was held in our club house, with Mrs. Wm. Riley and Mrs. Geo. McCue co-hostesses. Fortune telling was the main attraction. Refreshments were served at the close of the evening.

A pot-luck supper preceded November meeting, honoring Mrs. W. B. Wilcox, who is moving to Wausau. Mrs. Howard Haffery gave a very interesting talk on her recent

trip to Sweden. Report was given showing that the club made over \$75.00 on the rummage sale held in October. We were glad to learn that Mrs. John Davey is improving since going to Arizona and hope that she will be able to return home soon. Mrs. P. J. Wallace has been busy spreading sunshine among our members who are ill.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

Our fall meetings have been well attended, and reports show many good cheer and sympathy cards sent, many calls made on the sick, fruit and flowers sent to shut-ins and a few baby gifts. Our chapter has also been earning a little every month through its ways and means activities. We now have 80 voting and 65 contributing members. The Auditing Committee's report was given and accepted. Door prizes have been awarded to Mrs. E. Gongaware, Mrs. Patchin, a guest, and Mrs. Oakes, her prize being five pounds of sugar. Bingo has supplied entertainment following business sessions. Delicious re-



Members of the Janesville Chapter posed with Mrs. G. W. Loderhose, president general, and Etta Lindskog, secretary general, when these officers of the Women's Club visited that city on Oct. 14.



Stuffed Toy Horse

THE odds and ends in the scrap bag often provide the makings for soft cuddly toys in which children find endless enjoyment. This calico horse with the coltish legs is a charming example of what can be done with small pieces of material. The body requires only 12 inches of fabric and some cotton batting or kapok stuffing. Wool scraps can be utilized for the mane and tail. Youngsters will be delighted when they discover that the legs really move. A cutting pattern and direction leaflet for making this equine pet is available, free of charge, through the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

freshments have been served by the committees in charge.

At our November meeting a demonstrator was present who demonstrated "The Clear Vision Eye Glass Cleaner." The club voted to take over the sale of this product. Our Christmas dinner will be served by the Lutheran Ladies' Aid, 35c gifts will be exchanged, and our railroad veterans, also our children up to high school age, will be remembered.

★ Chicago-Fullerton Ave. Chapter

Mrs. F. J. Zopf, Historian

From all reports everyone attending the November meeting greatly enjoyed the turkey dinner preceding the meeting. Following the reading of the minutes and various reports the meeting was adjourned and the remainder of the evening spent playing Bingo. The lucky winner of the door prize was Naomi Johnson. There was a very good attendance at the November meeting and we are looking forward to an even greater turnout in December.



★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

We had a pot-luck luncheon at our October meeting which was held at the Y.W.C.A. and was well attended. Our president, Mrs. Litscher, presided at the business session. Reports were read and approved. Our card party, held Oct. 23, was a huge success both financially and socially. We were very happy to receive a membership prize for going over the top in membership and are grateful to our membership chairman for her good work. A social hour with cards was enjoyed following meeting.

★ Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Resuming fall activities Madison members when they met for regular meeting discussed plans for increasing the funds of the chapter through the sale of a radio and card party. Mrs. Gregerson received the attendance prize. Lunch was served following the meeting. We were happy to have Mrs. Fred Mohr with us. The usual social meeting was held later in the month. Mrs. Ben Bast and her committee served refreshments.

Mrs. Earl Allen was named president at October meeting to succeed Mrs. Leslie Beck, who has moved from Madison. An hour of cards and visiting followed business session. On Oct. 29 we entertained at a benefit card party at the City Hall. Whist was played progressively. The radio on which tickets had been sold was awarded to Mrs. Clinton Gregerson. A total of \$68.25 was cleared. Money raised will go for the welfare program of the club.

A Scotch farmer had gone with his wife to an aviation field, where they tentatively considered a trip aloft, but the price was far too steep.

"Ten dullers!" stormed the Scot, "why 'tis an outrage! A duller a minute! I'll pay no such."

But the aviator, sensing an opportunity for a bit of fun, determined to make a counter proposition. "I'll tell you what I'll do," he suggested, "since you're so eager for a trip, I'll take you and your wife for nothing if you'll agree not to say a word all the time you're in the air. But if you say anything while you're up there, it's going to cost you the full price. Is that agreeable to you?"

The pair considered briefly, and then agreed.

So in they climbed. When the plane had reached an altitude of 3,000 feet the aviator began his effort to make the Scot shout. He went into loops, tail spins, the barrel roll—everything, but not a word was heard from the passengers. Finally, disgusted and defeated, the pilot returned to the ground.

"Well," he said, with forced admiration, "I must say I've got to hand it to you. Any other novice would have been hollering at the top of his lungs. You've certainly got what it takes."

"Ah, weel," said the canny Scot, "ye almos' had me there once, when the old lady fell out!"

Veteran Employes' Association Treasurer's Report

August 1, 1946 to July 31, 1947

INCOME ACCOUNT—

Income from Initiation Fees, Dues and Sundry Items, August 1, 1946 to July 31, 1947.....	\$ 8,281.05
Interest on U. S. Savings Bonds Sold.....	360.00
Total Income	\$ 8,641.05

Disbursements—

General Expenses	\$ 6,091.02
Reunion Expense	\$20,306.21
	97.50 20,403.71
Total Disbursements	\$26,494.73

DEFICIT for year ending July 31, 1947..... **\$17,853.68**

NET WORTH—

Cash Balance—July 31, 1946.....	
First National Bank of Chicago, Checking Account	\$ 7,093.06
First National Bank of Chicago, Savings Account	7,849.66
Cash on hand.....	617.85
	\$15,560.57
U. S. Savings Bonds.....	7,400.00
NET WORTH—July 31, 1946.....	\$22,960.57
Less:	
Deficit for year ending July 31, 1947.....	17,853.68
NET WORTH—July 31, 1947.....	\$ 5,106.89

Made up as follows:

First National Bank, Checking Account	\$4,597.24
First National Bank, Savings Account	49.66
Cash on hand.....	459.99
	\$5,106.89

Submitted by Mrs. Grant Williams, Secretary-Treasurer.

INFORMATION TALK HAPPENINGS HUMOR
 TIDINGS BULLETINS
 TALES **About People of the Railroad** CHE
 REPORTS NEWS ANECDOTES GREETINGS VIEWS BROADCASTS
 STORIES

KANSAS CITY DIVISION

Chester Miller, Division Editor

Lieutenant of Police Peter Hansen has been transferred to Ottumwa. He has his wife and daughter with him and was fortunate in that he found a place to live. He was formerly with the joint agency at Kansas City.

Darrel D. Fisher, equipment maintainer at Ottumwa, heard the peal of wedding bells in November. Miss Mary Tarbull of Park Ridge, Ill., was the lucky girl. Mr. Fisher formerly worked in Savanna. Good luck to both of them.

Locomotive Engineer William F. Exceen recently sent the office force at Ottumwa a lovely basket of peaches from his farm at Lawton, Mich. They were very good and enjoyed by all of us. Thank you, Mr. Exceen.

I hear that Superintendent and Mrs. Doud and Mr. and Mrs. A. G. Elder have been having some good bridge games at the Country Club lately.

Mrs. Nell Bowen, of the superintendent's office, has returned from her vacation looking fine and saucy.

The Women's Club building, which stands opposite the Sherman Street depot, is in the process of being moved to the corner. Rumor has it that it may be painted white, with a white picket fence, and completely modernized. (We are hoping for a warm-up party.)

William Rollings, retired locomotive engineer, was visiting in Ottumwa a short time ago and dropped in at the office. He now lives in California.

H. C. Beeler, retired conductor, now of Pocatello, Idaho, paid a visit to the office recently.

Roadmaster A. O. Marg has returned from a vacation spent in Wisconsin. No fishing, no hunting—just a lot of fun and rest.

Division Engineer J. W. McReynolds has returned from a visit to his home in Missouri.

F. M. Barnoske, retired roadmaster, visited the Sherman Street depot the latter part of October. He surely doesn't look old enough to be retired.

Mrs. R. D. Adkins, wife of the agent at Chula, Mo., passed away on Oct. 25 after a lingering illness. Our sympathy is extended to the family.

Newton Skinner, retired section man, died on Nov. 2. We extend our sympathy to his family. Mr. Skinner retired this past spring.

R. R. Burns has been assigned as agent at Linby.

D. C. Bowen has been assigned as second trick operator at Linby.

J. W. Sowders, chief clerk in the superintendent's office, is on vacation at the present time.

Miss Margaret Santee is the new cashier at the freight house. The former cashier, Mr. Mills, resigned the latter part of October. I hear that he is going to Washington.

Bob Hopkins, from the yard office, is the new assistant cashier at the freight house. He replaces Miss Santee.

We had our first snow at Ottumwa on Nov. 7. According to our amateur weather-

men, this means that we will have seven snows this winter. Had another snow on the 10th which left about an inch or so on the ground.

Merwin L. Taylor, chief clerk at the freight house, visited in Denver recently. His brothers and sisters had a sort of reunion there. This is the first time they have all been together in a number of years.

Pheasant season is now open in Iowa; limit, two birds per day, two possession. The crop is slim this year. Some of the local nimrods are getting their limit easily while others go out and never see a bird.

Quail season is also open and sometimes it sounds as though we were having a private war. I heard of one hunter who shot a box of shells and came back with four birds. He shot at rabbits, birds and holes in the atmosphere. (I am not mentioning names, but the initials are C.H.B.)

I & S M DIVISION

H. J. Swank, Division Editor

Congratulations to Brakeman Ed Tesar and wife, who received twin girls on Oct. 31. They have been named Judy Ann and Judith Kay.

Engineer and Mrs. Pete Pauley planned to vacation in Georgia in December. When asked if he was going down to get a Georgia peach, Pete replied that he already has a "peach" down there—a daughter-in-law.

The Directors' Special operated over the

I&SM in "apple-pie" order on Nov. 11. A reception was held at the Country Club followed by a dinner at the Hormel cafeteria.

John Schultz, ticket clerk at Austin, has gone south with the birds again. His position will be filled by LeRoy Williams, assistant ticket clerk, whose position is now on bulletin.

Just for the record, we had about five inches of snow here on Nov. 7.

R. W. Graves, first district trainmaster at Austin, was appointed assistant superintendent at Beloit, Wis., effective Nov. 16. Congratulations from the boys on the division, Bob.

Engineer Otto Schoenecke, Austin, was married on Nov. 5 and will set up house-keeping in Austin soon.

Understand that Division Master Mechanic John Turney is very ill at his home in Minneapolis. We wish him a speedy recovery.

P. M. Minnick, who was appointed agent at Carpenter, has given up that station and gone on the extra board.

Agent W. C. Hickey, Rosemount, is off on account of illness. Agent J. E. Liebel, Mendota, is off duty due to an accident. John Moe, agent at Northfield, is off due to illness, with P. F. Finnegan relieving. Finnegan returned recently from his vacation in California.

California seems to be a popular vacation land. Conductor H. H. Behrens and wife and Joe Graf, retired conductor, are spending their vacations there. Mrs. Graf is going east to visit son Paul in New York.



Engineer Walter Madill (right) of Elgin, Ill., who recently concluded 42 years of railroading, is congratulated by Conductor Lester Hess (left), and Engineer Chris Wolf as he retired on Oct. 1. Mr. Madill is turning his interests to the management of his timber property at Rhinelander, Wis. (Photo courtesy Elgin Courier-News.)

J. T. Malek is relieving at Rose Creek while the regular agent, L. R. Stokes, is working as extra dispatcher at Austin.

Marlys Case has resumed work as agent at Mazeppa and T. J. Lloyd, who had been relieving there, is now working second trick at Faribault.

Mrs. A. I. Lane has resumed work as operator at Cresco after being off for some time on account of the death of her brother-in-law and the illness of her sister.

At the present writing there are quite a number of our nimrods "on stand" in the north woods waiting for a deer to come within range. Guess I'll rent a locker to put all those promises in.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

F. C. Williams returned recently to his former position as agent at Moberg after a year's leave of absence, most of which was spent in New York City with his daughter and son-in-law, Mr. and Mrs. J. R. Anderson. Agent W. C. Boyle was offered two promotions, accepting the agency at Miles City. Mr. and Mrs. Boyle have a host of friends here who regret their leaving and who wish them happiness in their new home.

It is with sadness that we write of the passing of three of our Trans-Missouri engineers. R. C. Herr passed away on Sept. 3 after a short illness. He had been in poor health for several years. He served our Road for 30 years as fireman and engineer. His widow, two brothers and three sisters survive.

Frank Desper died on Oct. 3 following a six-month illness. He had been a Moberg resident since 1915. He is survived by his widow, a brother and a nephew.

Herbert A. Halverson underwent an operation about a year ago, seemed to rally fine and returned to work. He was stricken again several months ago and passed away on Oct. 17. He had worked for the Milwaukee as fireman and engineer since 1907. His survivors are his widow, a daughter, Mrs. B. Skaaden, and a grandson. We extend our sympathy to the bereaved families.

Brakeman Jay Eidam passed away from a heart seizure on Nov. 11 at his farm home in Forest City. He is survived by his widow, two daughters and a son. His daughter, June Darling, is an operator in the relay office.

The wife of Conductor Louis N. Larson of Marmarth passed away suddenly on Nov. 13 following a stroke. She leaves to mourn her loss her husband, a daughter, Mrs. Bud Welles of Miles City, and a son, Leighton, of Los Angeles. The remains were taken to their old home at La Crosse, Wis., for burial. They were accompanied from Moberg by Mr. and Mrs. Thomas P. Miller.

The mother of Conductor William Distash passed away in Detroit on Nov. 14. We extend our sympathy to the family.

William Miller, son of Baggageman Thomas P. Miller, has returned from Denver, where he finished a course at the Colorado School of Floral Design. He will be associated with his father in the floral business at Moberg.

Among the new appointments on our division are W. J. (Hick) Childers, agent at Isabel, H. A. Weil as second trick operator at Lemmon, and W. A. McClintock as third trick operator at Lemmon.

We had the pleasure of a fine visit with Frank Bednar, formerly agent at Dupree, who is now serving as agent for the Pacific Electric Railway at Fullerton, Calif. He visited his daughter and family at Croton and with his son Bob and wife at Chamberlain. A family reunion was held at the Claude Preston home on Nov. 9. Mrs. Bob Bednar is the former Ruth Preston.

Lineman Ivan Kern, who returned to work on Sept. 1, is the foreman of a telegraph crew working near McLaughlin and Mahto. Mrs. Kern arrived from Seattle on Nov. 2.

G. M. Hill of Milwaukee is our new signal supervisor, replacing Paul Mather, who was assigned to other duties at Milwaukee, which is his former home.

Mr. and Mrs. Charles Stahl of Fargo spent a week here recently with Mrs. Stahl's brother, who is our chief dispatcher A. C. Atha, and his family. While here they enjoyed some good pheasant hunting. They were joined by their father, Earl Atha, postmaster of Linton.

Dispatcher Tom King and Mrs. King visited recently with old friends at Conte.

Trucker Cecil McNeeley and wife spent their vacation on the west coast with relatives.

Engineer Dick Stanford pulled the pin on Oct. 22 after 40 years of service with our Road. He started at Old Evarts in 1907, later moving to Moberg where he has since made his home. The Stanfords have moved to California where their three daughters and their son now live.

William M. Jay, our popular roundhouse clerk, was married to Miss Betty Jane Ochs-

Judge Weds Couple Aboard Hiawatha



Nuptials aboard the Morning Hiawatha. Judge Cecil C. Smith is shown uniting Retha Picone and Dwayne Van Scoy.

"I'VE married people in planes and on horseback," the judge said as he congratulated the blissful couple. "Now I'll have to add a train to my list." The speaker, Municipal Judge Cecil C. Smith of Chicago, had just finished reading the marriage service for Miss Retha Picone and Dwayne Van Scoy in the club car of the Hiawatha as it stood in the Chicago Union Station the morning of Oct. 25.

A publicity stunt? Absolutely not. Merely an example of the resourcefulness of the bridegroom, a welder by trade and a man firmly welded to his decisions. Mr. Van Scoy had always planned to be married by Judge Smith and, what's more, he wanted to be married that morning. When he was informed that the judge, unaware of his intention, was heading for Wisconsin he gathered up the bride and their friends and sped to the Union Station.

Judge Smith was in the club car of the Hiawatha. "How about performing the ceremony here?" Van Scoy said. "It's as pretty as a chapel and we won't be disturbed."

In the few minutes left before the train's departure the wedding was quickly arranged. There, framed in the windows of the luxurious beaver tail and to the muffled ringing of bells and whistling of locomotives, Judge Smith pronounced them man and wife.

ner in a candlelight service at the Congregational Church in Mobridge on Sept. 14. Miss Betty is a graduate of St. Alexis Hospital at Bismarck and as "Miss Bismarck" was a runner-up for the title of "Queen of North Dakota." Among the out-of-town guests were the groom's mother, Mrs. Lucille Jay of Los Angeles. The happy couple spent a month with relatives and friends in California.

Warehouse Foreman Ludy Johnson, daughter Lucille and sister Hilda attended the wedding of his son, Roy, to Miss Loretta Warner at Lake Preston on Aug. 24. The young folks are students at the University at Vermillion.

Pumper John Rode and wife spent their recent vacation with friends at Melstone, Mont.

We take this opportunity to wish our readers a happy and blessed Christmas and a prosperous New Year.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Vincent Jay, Jr., made his appearance with a good healthy squall on Oct. 4 to make mother, Dora Jean, and father, Vincent Schraub, Sr., of Mr. Bishop's office, a very happy couple. Junior arrived at 6 a. m. and weighed in at eight and a half pounds.

Joe and Joyce Maturno received a bundle of joy on the morning of Nov. 2 at the Oak Park Hospital. My, how these young folks like to arrive in the wee hours of the morning.

W-a-h w-a-h and strains of "Rock-a-Bye Baby" have been heard recently coming from Conductor Lindstrom's caboose in the Bensenville yards. It's no cause for alarm—just "Springwater" Charles Knoeble getting used to the sound of a new baby's crying and practicing up on how to stop it. Charlie's wife presented him with a second son in October. The Waukesha papers stated that it was a girl, but Charlie says he should know and it's a boy.

We extend sympathy to "Waldo" Grosnick and family, whose father passed away in Watertown, Wis., on Nov. 13. Flowers were sent by their many friends in the office.

Congratulations go to Ben Smith, Charles Knoeble, C. Lrantor, Mr. Menard and Mr. Bearman, our new C&M conductors.

Herman Rohde, C&M conductor, and Al Coltrin, of Mr. Ennis' office, both won radios recently. Tony Martinek won a candid camera and colored film and Al Coltrin won a ball point pen, as did Willy Sullivan and Gus Volkman. Len Phillips also won a portable radio.

Congratulations to Conductor Tom Wyland and his wife on their first anniversary. Tough luck, that Tommy was here at Bensenville for the anniversary. But he was thinking of the little lady all the time, as he proudly told the office gang that it was their day.

Reaba Smith, daughter of Conductor Ben Smith, played in her first concert with a group of 300 accordionists in Milwaukee on Nov. 23. The young lady has been taking lessons for only a year and is doing very well. The wife and son of C&M Conductor Jim Murphy attended the concert, as they are very interested in the accordion. Both started taking lessons recently and Jim's wife also plays the piano very well.

Bob Breu, formerly of Bill Bishop's office, called us one night recently to let us know that he is a father. Little Karen Lynn arrived on Oct. 19. Bob and Kay promised

to let us see her as soon as she is old enough to take out.

It looks good to see Buck Rogers and "Lefty" Keck in front of the office on the last trick trying to outdo each other with their snazzy little caps. Keck is one up so far, as he has a red shirt to help the tan and brown cap along.

Have you noticed anything about potato pancakes or football in this news? If you have, it's due to getting dinner, listening to Michigan and Wisconsin play football and trying to get my news in on time, for a change.

Bill Bishop, our chief clerk, has paid a visit to the hospital for an operation. We hope he will be back with us by the time this appears in print. Surely have missed him around the office.

We hear that Johnny Baker, day train director at Galewood, has another grandson. This makes the 11th grandchild for Johnny.

"Waldo" Grosnick and Joe Camp recently attended the Bears vs. Green Bay Packers football game at Wrigley Field and had an exciting day of it.

A welcome to our office force goes to Powers Washer of Elgin. Powers is a quiet young man and very nice to have around.

Sorry to hear that Frank Mueller, switch tender and relief train director, is in the hospital at this writing, with pleurisy. Get well soon, Frank, the bowling team misses you.

Surprise! Did you know that Henry Gracys, formerly of Mr. Deviney's office, is back in the Army again? We surely wish you the best of luck, Hank, and hope you will write to us.

Sorry to hear that Edie Erickson has been on the sick list.

Mary Heslich, one of our Galewood telephone operators, has departed for Missouri for a little vacation. What with telephone operator parties, vacations and her job, Mary surely is busy.

Our sympathy to Mrs. Lester Hedegard on the loss of her husband. Lester was an old timer on the Road and a cracker jack of an engineer.

Maureen Joyce McLean, daughter of "Soo Line Tower" McLean, sends a lot of her spelling and writing papers to Joe, so he can see how well she is doing. To date, not one of the papers has had less than 100 for a grade. Nice going for Maureen Joyce, who is only seven.

Complaint No. 1 for this column: Pete Petroski of the SE Division says that the news is all right but there are no SE Division news items in it. Well, Pete, you just bring a little bit of that news in to me and I'll make sure it gets into print. By the way, Pete received a radio for selling a punch card and he is giving it to his daughter in college.

What would you do to a fellow who used a fusee and then threw it after dark in the



Part of the switching at the east end of Galewood yard is a family affair, handled by the crew of Charles Willmer and sons. It took a little managing for dad and the boys to get together but they are now teamed up on the 7 a.m. to 3 p.m. shift, and doing a good job of it. Foreman Willmer has been with the Road since 1923. Charles L. (left) joined the yard force in April and Richard started in 1943. Both are married and have children.

roadway where a lot of cars would be driven? We had such a person around here on Nov. 15 and here's hoping no one ruined a tire for such a careless act. Hope no one else will be so thoughtless of others in the future.

About time that our friend George Cornille came back to work. Enough of the farm for this year, George.

Still no letters from that retired list. And we still want to hear from all of you.

Hope you had a nice Thanksgiving and will have the best Christmas ever. Peace on earth, good will to men!

I & D DIVISION

Karen B. Rugee, Division Editor

John J. Corbett, formerly agent at Rudd, Ia., passed away on Oct. 15. Mr. Corbett retired in March, 1945. He had been in poor health for some time.

Laverne F. Kohlhurst, son-in-law of W. F. Ingraham, has received a contract from the Cine-Mart Music Publishing Company, Hollywood, Calif., for a song he has written. "High Sierra" is the title. It is descriptive of the Sierras and there is a western lilt to the music. "Vern," who was employed in the engineering department at Mason City for a short time, writes words and music for a hobby. Looks like a hobby that has really paid off.

Congratulations to R. E. Sizer on his appointment as assistant superintendent of the I&D, also to J. D. Simon, who was appointed trainmaster at Green Bay, Wis.

R. D. Willasson, operator at Spencer, has taken a leave of absence to attend school under the GI Bill of Rights.

Mr. and Mrs. H. F. Everts of Calmar were visitors at Mason City recently. Mr. Everts is a retired conductor and formerly lived at Mason City.

Master Mechanic John Turney is confined to his home in St. Paul. We are glad to hear that he is on the road to recovery.

Sioux Falls Line

F. B. Griller, Correspondent

One of the late vacationers was Storekeeper Elmer Bahr, Sioux Falls. It was rumored that he was on a bear hunt.

The hero of the switchmen in the Sioux Falls yards is Walter Adams. It happened on the night of Nov. 1 at the arrival time of the Midwest Hiawatha, when an Indian girl jumped in front of the train. Walter made a flying tackle just in time to "rescue Minnehaha from Hiawatha."

F. G. Larson, brakeman on trains 395-396, announced the arrival of a son on Nov. 7. Congratulations.

District Safety Inspector Frank Washburn, Minneapolis, held a safety meeting in the club rooms of the passenger station on Nov. 4.

Sioux City and Western Branch Lines

Helen H. Flynn, Correspondent

Engineer K. C. Sabin and wife have returned from their California vacation.

Section Foreman Edward D. Miller of Hornick, who was a patient at St. Joseph's Hospital in Sioux City, is now recuperating at home.

Frank Evans, retired engine foreman, and wife have returned after spending a pleasant visit in Dubuque.

Mr. and Mrs. Arden P. Hubbs are the proud parents of a boy, born on Oct. 14.

Charles Weaver, retired engineer, now of Seattle, called at this office on Oct. 15 while visiting friends in Sioux City.

Fred Costello of the assistant superintendent's office has returned from California and has decided to stay in Sioux City for the winter. He says that the housing situation is really a problem in California.

William F. Wilson, engineer on the Tripp to Stickney turn-around, decided to take his pension on Nov. 1. Mr. Wilson has been a faithful employe and will be missed by his many friends. He and Mrs. Wilson are spending the winter in Texas.

Agent W. L. Besanson and family returned, Oct. 19, from vacationing in New York.

Oscar Erickson, retired engineer, left on Nov. 11 for Los Angeles where he plans to spend the winter. Mrs. Erickson will join him.

Pump Repairer John Trang returned Nov. 8 after spending three months visiting his father and relatives at Trondheim, Norway. Mrs. Trang visited with their daughter in Maine while John was abroad.

H. L. Hoskin, retired chief dispatcher, writes that he and Mrs. Hoskin are enjoying themselves in California where they are making their home. They expect to take a trip to Seattle soon to visit friends.

Conductor Chester "Paddy" Moran left Nov. 12 for a visit in New York City.

Clifford P. Leach, retired engineer, and wife who are now living at Bellingham, Wash., recently visited their son Willard, our chief caller at Sioux City roundhouse. They left in November for Florida, where they will spend the winter.

Richard Kinney, custodian at Rodney, passed away at a Sioux City hospital on Nov. 9. Funeral services were conducted at Jamaica. We extend our sympathy to his family.

Agent A. J. Gorman of Parkston, S. D., was a caller in this office en route to Omaha.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

There are several new employes on the Council Bluffs repair track. To each of the following we bid a hearty welcome: Paul Kreisel, carman helper; Richard Anderson, laborer; James Babcock and George Espinosa, coach cleaners.

Max Eckert, employed in the Council Bluffs store department, returned to work on Oct. 28 after a three-month layoff due to undergoing an operation. We were all glad to see Max back. The Eckert family enjoyed a week-end guest recently—none other than Arthur Lowe of Perry, who was formerly storekeeper here at the Bluffs. Mr. Lowe extends greetings, through Max, to all of his Milwaukee Road acquaintances.

Another person we are glad to see back on the job is our Service Club president,

Howard Rooney, who was off for some time on account of illness.

Welcome back to Engineer Gardner, who is back on the job after a three-month furlough following an operation.

Best wishes to Carman Karl Otto Larsen, who retired on Nov. 1 after almost 32 years of service with the road. Mr. Larsen's co-workers in the car and locomotive department presented him with a leather jacket and billfold. We understand that he and Mrs. Larsen are contemplating a trip to California in the near future.

Edwin Fleak, retired car inspector, and wife are visiting their daughter in Kansas City at this writing.

The employes at Council Bluffs, Omaha and Perry take this opportunity to wish our readers a merry Christmas and a happy and prosperous New Year.

Middle, West and Des Moines

Viola Ranes, Correspondent

The sudden death of Engineer Frank Stapleton on Oct. 18 was a shock to his family and friends. Engineer Stapleton was preparing to leave Council Bluffs on an eastbound passenger train when he was stricken with a heart seizure and he passed away before reaching a hospital. The most important things in Mr. Stapleton's life were his family and his position with the Milwaukee Road. His father was Ben Stapleton, for many years an Iowa Division engineer. Frank's aim was to serve the Milwaukee as faithfully as his father had done. When he was not working he was busy at home with something that would create pleasure for his family. He served the B of LE as their local chairman for several years. He was a brother of Irene Dillon, for many years a clerk in the assistant superintendent's office. His brother-in-law, Machinist Elmer Swanson, retired some months ago on account of ill health.

Mrs. Claude Altig, whose husband is employed on the freight platform force at Perry, died recently after an operation.

Mrs. Delano, mother of Mrs. S. Powell, died at the family home in Fairport, N. Y.

Charles Ott, retired engineer, died after a long period of ill health which necessitated his retirement several years ago. Burial was at Perry.

Henry Fanslow, retired machinist helper from Perry, died on Oct. 14 at the home of his son in Appleton, Wis., where he had gone for a visit. Burial was at Hampton, Ia., as that had been the family home before Mr. Fanslow came to Perry.

Lt. Col. William Reed, a brother-in-law of Engineer L. N. Martin, was brought back from China where he had been killed in action, for burial at the old home in Anamosa.

A son, born to Mr. and Mrs. Warren M. Hile, is the first grandchild of Train Dispatcher J. M. Losey.

A son, born to Ticket Clerk Dean Woodford and wife of Marion is the first grandchild for Engineer Walter Callahan.

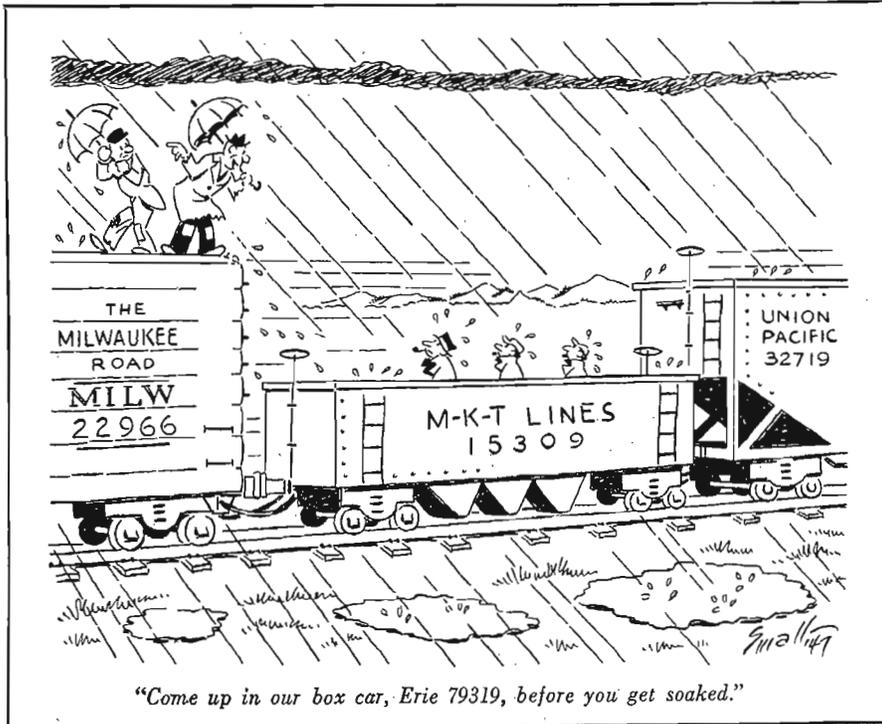
A daughter born to Mr. and Mrs. Lloyd Yanders is a grandchild for Merle Yanders of the Perry shops force.

A daughter, born to Fireman and Mrs. Donald Holseid, is another grandchild for Engineer Harry La Borde.

A daughter born to Conductor and Mrs. Eugene Heenan is a new grandchild for Owen Heenan of the shops force.

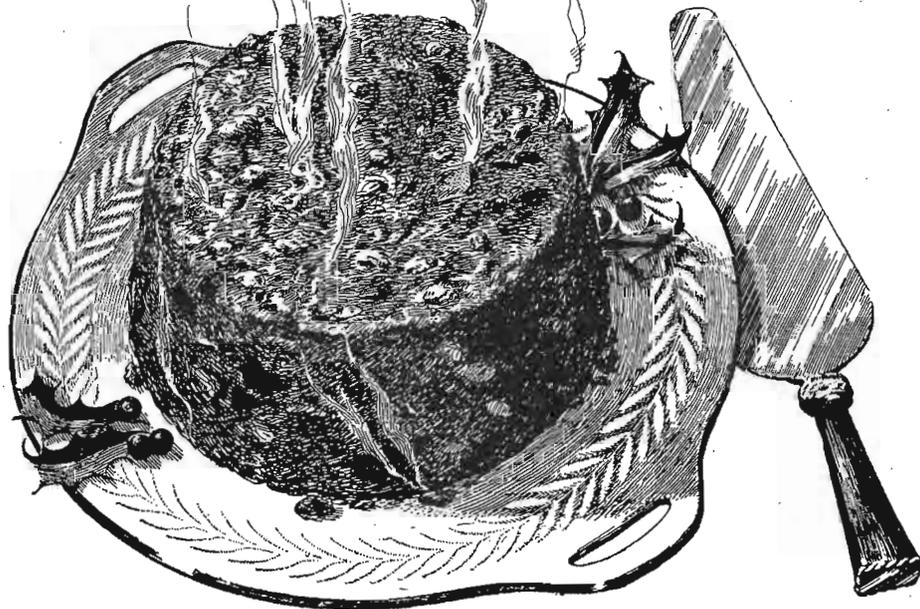
A son born to Mr. and Mrs. Walter Sterling in Fort Lauderdale, Fla., is a great-grandchild for W. D. McGee, retired agent.

George E. Burnett of Tucson, Ariz., is a new son-in-law for S. A. Trine, retired engineer. Mr. Trine's daughter Esther and Mr. Burnett were married in Tucson.



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After the plum pudding



When you've finished the last delicious crumb of that sugary-brown plum pudding, settle down in your easy chair, light up a Dutch Masters cigar and enjoy the taste of truly great tobaccos. What a perfect way to end your holiday dinner!

DUTCH MASTERS CIGARS

Margaret Gann joined the Milwaukee railroad family on Oct. 8 when she and Gene Peterson were married. Her father, Maurice Gann, worked as a clerk for the Milwaukee during the war. Gene, who is a switchman in Perry yard, is a son of the agent at Persia.

M. M. Bower and wife, parents of brakeman Ival C. Bower, celebrated their golden wedding anniversary at the home in Fairmont, Minn., on Nov. 9. Ival and his family were with his parents.

J. W. Coil, retired machinist, and his wife celebrated their golden wedding anniversary on Oct. 26 at Perry.

Mrs. Martin Wangberg, wife of a Perry fireman, was elected as a vice-president of the African Violet Society of America when she and her mother attended the society's national convention in Atlanta, Ga., in October. Mrs. Wangberg and her mother visited many of the beautiful homes and gardens in the area.

Through the efforts of the American Red Cross, the Fred Bolender family was able to get in touch with Mr. Bolender's grandson, Pfc. Clifford Rhodes, who is with the American forces in Japan. Relatives in Perry were notified that the young man was in a hospital in Tokyo and when they heard nothing from him for some time they appealed to the Red Cross and learned that he was improving in health and would soon be able to return to his company.

Kenneth Taylor of the claim department

and Merwin Taylor of the division engineer's office at Ottumwa were in Denver in October to visit their brother Clifford, who resigned his position as clerk in the division engineer's office at Marion some months ago to go into business for himself. Clifford is part owner of the Dixie Karmel Korn Shop in a fine location in Denver. He is enjoying a good business.

Recent hospital patients included Sterling Hyde, yard clerk; Mrs. James Shirley, wife of Engineer Shirley; Mrs. J. M. McGuire, wife of Agent McGuire; and Lorraine McDonald, five-year-old daughter of Conductor C. F. McDonald, who suffered a broken leg.

Mrs. Ralph Field, wife of retired switchman, is seriously ill, having suffered a second stroke within the past few months.

East End

Benjamin P. Dvorak, Correspondent

Activities of the Service Club were resumed on Oct. 23 with a meeting in Memorial Hall at Marion. Mr. and Mrs. Ernest Wolley, recent visitors to England and Wales, gave some first hand information on the conditions in those countries and related some of their interesting experiences. Mr. Wolley, who is a retired car inspector, has two brothers and a sister living in Wales.

Statistician Hugh Jones left for Tacoma on Nov. 2 because of the death of his father, William Harry E. Jones, following a stroke. He had been making his home with his

daughter and son-in-law, Dr. and Mrs. S. W. Simpson. At one time Mr. Jones served as ticket agent for our railroad at Perry. He is survived by his widow, two sons and a daughter.

Joseph C. Miller, 67, died recently in his home on the Old Marion Road after a long illness. He came to Marion from Morley, Ia., in 1905 and had put in 31 years of service as a fireman, freight brakeman and passenger brakeman. He retired on Aug. 1, 1940. His widow, daughter, son and two stepsons survive him.

After 14 months as trainmaster on our division, William T. Stewart transferred, Nov. 1, to Milwaukee where he will serve in the same capacity. A farewell dinner was given in his honor at the Marion Country Club on Oct. 30, with 33 officials and co-workers present. A diamond studded Shrine pin was presented to him, from his many friends on the division.

G. W. Riley comes to the Iowa Division as trainmaster, vice Mr. Stewart. He comes from Beloit, Wis. His wife and son will join him as soon as he succeeds in finding a place for them to live.

Roadmaster George Barnoske and wife visited recently in Valparaiso and Kouts, Ind., where they both lived in their early years. Mr. Barnoske recalls that as a boy of 10 he planted corn in the Hoosier state and did other farm chores.

Trainmaster Stewart and Assistant Engineer L. R. Boettcher accompanied the

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Shrine special to the Denver convention, which they also attended. They had an opportunity to inspect the newly opened Karmel Korn Shop operated by Clifford Taylor, formerly secretary to Division Engineer Whiteford. Cliff says that business is "humming". Other vacationers who stopped off to see Cliff were Signal Maintainer O. W. McBride and family, who visited in Denver and other points of interest in Colorado.

During the illness of Verto Reichert, his wife Helen is working temporarily as secretary-clerk to Division Engineer Whiteford. Verto is much improved and recently has been permitted to enjoy the outdoors, after being confined to his home since Sept. 12 with a heart ailment.

Tommy Nolan, yard clerk at Cedar Rapids, finally saved up enough money to sport a new Buick automobile. Haven't been asked for a ride yet, Tommy.

The Milwaukee Road at Cedar Rapids had the honor of bringing back the first remains of service men returned from overseas. Gerald Heims, first Cedar Rapids boy to lose his life in World War II, killed at Pearl Harbor, came in on our No. 108 from Kansas City on Nov. 13; funeral held on Nov. 15. Virgil B. Dvorak, clerk in the roadmaster's office at Marion, was honored in being asked to blow taps for the memorial service at the grave.

O. A. Beerman's mother passed away at Guttenberg, Ia., in November. We extend our sympathy to Mr. Beerman and his family.

MILWAUKEE SHOPS

Locomotive Department

Leone Schneider, Correspondent

Wedding bells rang in Shiocton, Wis., recently as Foundry Clerk Raymond Sear and Genevieve Middleton, a nurse, said "I do." This couple deserves all the best in life as they served our country overseas in World War II.

We are all happy to see Wheel Foundry Foreman Herman Mau back at work. He was rushed to the hospital recently for an operation and was in a critical condition for some days.

Joseph W. Marshall, retired general foreman of the foundry, visited the department and reminisced with the boys. He was on his way to his home in Iowa and told a few fish stories about his vacation at Eagle Lake.

E. Max Finley, mechanical engineer for the Aluminum Company of America at their new Kensington, Pa., plant, paid a visit to our locomotive plant on Oct. 13. He was very interested in our plant and also in the operation of the Hiawatha trains. Mr. Fin-

ley is a brother of our O. C. "Doc" Finley, who has had charge of the foundries for the past three years.

His co-workers are wishing Frank Flick a speedy recovery. He is the flask maintenance man at the foundry.

"Rock-a-bye, Sharon" is the song that Ray and Marie Skiba are singing these days. Besides being a very proud daddy, Ray is a stenographer for the district master mechanic.

Sympathy is extended to the family of Edward L. Flood, who passed away recently. His friendly spirit will be missed by his co-workers. He was chief clerk to the district master mechanic.

William A. Brossard, father of Jean L. Brossard, assistant superintendent of motive power, died at his home in Farmington, Minn., on Nov. 6, his 89th birthday. He was a retired Milwaukee Road locomotive engineer. Survivors include three other sons—Francis, Edward and Paul—and five grandchildren.

Store Department

Earl L. Solverson, Correspondent

Frank Wendt of the freight car store lost his mother on Oct. 24. She was 83 years of age and had been ill for a long time. She left 11 grandchildren and 8 great-grandchildren.

Chauffeur John Ryan acquired a new son on Oct. 25, at St. Joseph's Hospital. "John William Ryan III" is the name. He now has four boys and a girl and is out scouting for basketball team competitors. The girl takes to sports more so than the boys do, at her present age. John's co-workers are praying for additions so he can enter hockey competition with six, or a baseball nine or football eleven.

Elaine A. Knapp, the new mail messenger, is adept at most sports. She is a star baseball player in the West Allis AAA league, wrestles at the Recreation Center, is the chief passer on the neighborhood football squad and recently tried her hand at hunting and got a squirrel right between the eyes; enjoyed the hasenpfeffer at home the next day. On her rounds of the shops she picked up a black kitten and named it "Sambo." Took it home and is having her troubles keeping it out of the furniture, shoes and so on.

Harding Johnson, former assistant general foreman, paid a visit to Milwaukee shops the week of Oct. 20 and was heartily welcomed by his former co-workers. He is now located at Perry, Ia.

Francis Rainer, of the iron house store, was married at St. Francis, Wis., on Oct. 18.

The new combined car and locomotive blacksmith shop is nearing completion and some of the machines are being moved in. Should result in greater production of store stock materials.

Roman J. Schott, retired, called at the shops recently. Looks better than ever and we suggested that he come back to work, but he likes his present condition better.

Henry L. Sevigny, freight car store, was married at St. Anthony's Church in West Allis on Nov. 15. His wife is the former Pearl Brown. They spent their honeymoon at Grafton, N. D.

Joseph Grossman, steel supply man for the car department, underwent an operation at Mt. Sinai Hospital on Oct. 24. He returned to work on Nov. 13, feeling considerably better.

The Christmas season is at hand and it is hoped that everyone will enjoy the many good things available and share their good fortune with others. Best wishes for a Merry Christmas and a Happy New Year.

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**Office of Mechanical Engineer
and Supt. of Car Dept.**

Harold Montgomery, Correspondent

September 30 marked the closing of a railroad career of 57 years with the Milwaukee Road for Alfred Schmid, machinist in the car department. Al started his career in 1890 at Dubuque, where he worked on the repair track. He was indentured as a machinist apprentice in 1892 and worked as an apprentice and later as a machinist until 1899. He then went to Des Moines and worked as a locomotive fireman until the latter part of 1900, when he came to the locomotive department at Milwaukee shops as a machinist. In July, 1906, he transferred to the car department No. 9 at the time it was put into operation and worked there until his retirement. The foremen he worked under for the past 12 years take pride in the fact that they were under the tutelage of "Uncle Al" for a good portion of their indenture. Al was always ready to lend a helping hand or give advice. While he was a very competent machinist, he spent the greater part of his time operating a shaper, at which he was an expert. He has made countless tools, dies, punches, and so on which are in use throughout the shops today. His co-workers wish him the best of luck and good health in his retirement.



Alfred Schmid

William Kilimann leaves his post in the test department where he has been assistant engineer of tests. He also was a member of the president's committee. His new post will be that of mechanical engineer for the Duluth, Missabe and Iron Range Railway. Bill's departure puts a hole in the Olympian bowling team, which will be hard to fill. Bill hit 601 his last time out. Some 50 close friends said "goodbye" at a farewell party at the Medford Hotel. Bill took with him the good wishes of all and a little remembrance from the gang in the form of a traveling bag and brief case. He was with the Road for 23 years.

Another good lad to leave the Road lately was Harold Chandler. "Hal" had been boiler inspector for some time and was awaiting his call from the government. It finally came, so now he is one of Uncle Sam's best boiler inspectors. He is covering the territory of northeastern Illinois, with headquarters in Chicago.

Harvey Uecker has taken a leave for two months to visit the west coast without having to hurry back. Harvey is our photographer. His work is being taken over by George Rodenbeck, a brother-in-law of Ray

Baum and nephew of Gust Koester. George has been in the M. E. office before.

An old timer has come back to work for the car department office—Francis Anzia, after being away for 10 years. We can remember way back when Francis was a baseball terror during our noon hour league.

Another old timer came back recently, just to visit. Bill Tschantz dropped in to say "hello" and let everyone know he is still hale and hearty.

Bob Hoffman "busted loose" from the shackles of bachelorhood this last summer and took unto himself a soul mate. Congratulations!

Fred Glaser put on a show, Nov. 10, for the Milwaukee Road bowling league. He shot 661 to take over the loop lead. His team mates caught the fever and also went berserk with 1,065 for a new high single and later 2,899 for a new high three total. For this spark his Chippewa mates gave him a wooden gold lettered bowling ball in a bowling bag (1900 style) and a pair of house slippers (almost as old). Glaser's 186.11 also tops the league for 27 games. The "Chips" flew into the league lead by one game (22-8). A team mate, Dick Weatherall is in second place with 186.2. Other 600 totals were H. Zunker, 632 for second place; H. Gurrath, 630 for third. Gurrath is third in average standings with 184.23, with H. Zunker at 184.3 and Al Jung's 184.5 not far behind. Eddie Wroblewski, 183.11, and W. Loester, 182.10, are above the select 180 average.

Joe Drinka has been promoted to general car inspector of the car department. Merle Benzer has taken over where Joe left off and Herb Matje has done the same in regard to Merle's old job as production engineer. Merle's new title is "assistant engineer of car construction," with headquarters in the mechanical engineer's office.

That tall handsome 190-pound towhead carrying the mail who looks like George Fiebrink is George's son, George, Jr. So you won't make a mistake, he is called "Cy" by his friends. Cy had been working in the upholstery shop before going on his present position.

Another new employe in the mechanical engineer's office is Clayton Fox, a brother of Orville Fox, assistant machine shop foreman. Clayton is finishing his apprenticeship in the M. E. office. Congratulations on your recent marriage, Clayton.

Raymond E. Nelson will be with us for two to three months on the drafting board. He is a carman apprentice from the freight shop, having already served half his course.

Rosemary Wood resigned from the Road to continue her studies at the University of Colorado at Boulder. Her position was filled by Elsie Mittelstedt, a newcomer.

The modern woman's place is in the home, working out a slogan for soap, soup or baking powder to win an automobile.



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Davies Yard

J. J. Steele, Correspondent

The Davies yard extends its deepest sympathy to the family of Captain McMahon, who passed away on Nov. 9 at 62 years of age.

Our heartfelt sympathy is also extended to the family of Fred Schuster, who passed away on Nov. 4 at the age of 75. Fred had retired on last Aug. 4.

James Shields has threatened to buy his wife, Myra, a pair of safety shoes if she doesn't stop dropping things. The other morning while preparing breakfast for him, Myra dropped eggs, frying pan and all, smack on her foot.

Roman Waszak has been giving Len Shulta and Ed Anderson free lessons in sheepshead.

Business must be bad when we hear that John Dunar is thinking of selling his box camera. He has disposed of his broken down horse, and if worse comes to worst he will give up his prized possession—his camera.

With shaking knees and trembling voice, Don Ritzke said "I do" on Nov. 8. Our congratulations to him and the new Mrs. Ritzke.

Fred Milbacher passed away on Nov. 1 at the age of 59. We extend our sincere sympathy to his family.

COAST DIVISION

Harry W. Anderson, Division Editor

Early dawn on the opening day of the deer season found two mighty hunters on the trail. I speak of Louie Seaman and Walt Comer of the store department. It must have been exciting, for Louie lost his glasses and most of his hunting was for them, and Walt lost his gun and did some hunting for that. So, in summing it up, it appears that all they got was back. They were lucky at that. They might have lost themselves and then somebody would have had to hunt the hunters.

Frank McConnell, retired hostler, and Mrs. McConnell spent several weeks recently visiting with relatives and friends in Minneapolis and other points in the East.

Kenneth Anderson, formerly employed in the mechanical and store departments, was home recently on a 10-day vacation following his graduation from the University of California. He has gone to New York City, where he plans to attend Columbia University and obtain a master's degree. He is the son of H. W. Anderson, clerk in the superintendent's office.

Mrs. William E. Korenko, wife of fire knocker at Melstone, Mont., and son, Billy, Jr., visited recently with her mother, Frances Sommers, secretary to superintendent.

John Moriarity of the engineering depart-



Two of our better sportsmen, on a fishing jaunt at Lake Pend Oreille, pose with the ones that didn't get away. Bill Olson, assistant superintendent of sleeping and dining cars, gaffed the big one in the foreground and General Passenger Agent Bill Wallace says that just out of camera range he is holding a 20-pound 11-ounce kamloop.

ment is all a-dither with expectancy—the four-cylinder cow he got in a trade for a four-cylinder Jeep is expecting a blessed event soon. Jack is hoping for a heifer, but I guess he will be happy if it's only a bull.

Roadmaster's Clerk Verne Hinrich celebrated his birthday on Oct. 27. He has led quite a sheltered life and is well preserved and active for his age. Congratulations!

We have a Tall Tale Teller in the person of Frances Sommers, superintendent's secretary, who can tell 'em so they pay off. She recently won a \$60 electric heater for sending a radio station a tall tale which was read over the air.

Juanita Modglin, steno to assistant superintendent, left recently for Milwaukee and other points east. She has many friends and relatives in Milwaukee and vicinity, as that was her home before coming to the coast. Esther Delaney is doing the relief work while she is away.

Nick Fabina is the new man in the trainmaster's office.

Margaret Germain, operator at Bellingham, has bid in the telegrapher's job in the dispatcher's office at Tacoma.

Lester Ellis, chief clerk to superintendent, took a vacation trip to various points in southern California, which was also a honeymoon, following his church wedding on Nov. 2. His bride is Louise Calkins of this city.

Last month I mentioned that a campaign was in progress to get blood donors for the

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Seattle	Portland	Vancouver	Montreal	Havana	London

Milwaukee employes' credit at the blood bank. Well, it is getting results, for the following are the names of donors to date: G. I. Russell, ticket clerk; Gilbert W. Garrison, C. V. Wintermute and Mrs. W. G. Densmore, of the car department; Elwell King, clerk in agent's office; Ray Powels, chief clerk to agent; Clara Carrotte, superintendent's office; Helen Rusch, mechanical department; and Gladys Ramage and Bruce M. Wilkins, friends of the Milwaukee Road.

The weather has been rather unhealthy for some of our railroad folks. Time Revisor Guy S. Bell was in the hospital recently with pneumonia; Francis Kirkland, assistant time revisor, was off with the "flu"; Dispatcher Riley Beal was on the sick list, and T. E. Corbett, chief dispatcher at Port Angeles, is in the hospital. The latest report we had on these men said that they are improving.

In connection with the blood campaign, I want to mention that more railroad folks offered to donate blood but their offers were rejected. They are to be complimented on their willingness.

The counter in the superintendent's office at Tacoma always has a vase of flowers on it, and for that the honor goes to Ruth Phelps, who seems to have an endless supply in her garden. There is hardly any time during summer or winter that she does not find flowers to fill that vase.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Harry Wilson, port master of the marine department, who has been off sick for several weeks, is reported as much improved. His place is being filled by Ed Martin.

Mrs. Eva Constance Howes, wife of Oil Dock Supervisor Albert S. Howes, died on Oct. 23. She had been ill for some time. Mrs. Howes was born in Wales and came to British Columbia 40 years ago; moving to Seattle 25 years ago. She was active in the British-American Society and was a past president of the Canadian Legion Auxiliary. Surviving are her husband, three daughters, a brother and seven grandchildren. Our sympathy to the bereaved family.

Philip Richardson, warehouse checker since April, has been assigned a position in the office of Assistant Freight Claim Agent C. H. Hurlbut.

Assistant Cashier Ed Pesek spent his vacation recently in Boise, Idaho. His place was taken over by Walter Zahren. Virginia (Tuson) James filled in for Walter. Mrs. James is now living in Everett.

L. M. Dietrich has been appointed freight service inspector, taking the place of Stanley M. Yates, who has been transferred to Lines East.

Mrs. Emil Nielson, wife of Revising Clerk Emil Nielson, left here on Oct. 27 to attend the wedding of her niece in Chicago. Emil was formerly a rate clerk of the auditor's office in Chicago. Since Mrs. Nielson arrived there Emil has received a request for a PPO for \$4.12, to cover taxi fare. We are not sure if Emil will pay it. He thinks the buses are still running in Chicago.

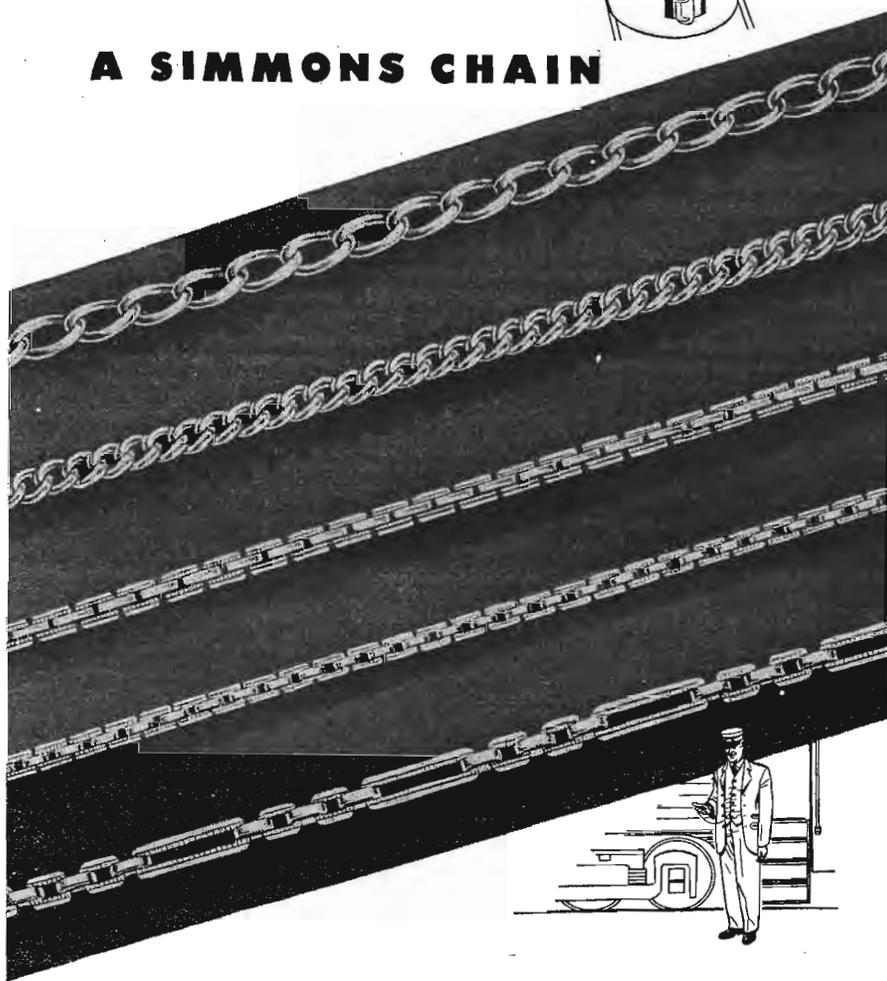
Gwen Carvasso, typist-clerk, spent her vacation in Yakima and Portland in November.

Mrs. W. H. Cartwright, wife of Brakeman W. H. Cartwright, deceased, and mother of Ed and Dan of Seattle local freight and yard offices, made an emergency trip to Portland recently on account of the illness of her sister.

Perishable Freight Inspector Bert Roberts and Albert S. Howes, supervisor of oil docks in Seattle, received their 17-year Superior Service awards for the perfect safety record



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Address..... Occupation.....

City..... State..... Railroad.....

of the men under their supervision in the years 1930-1946, inclusive. We take our hats off to these men.

W. H. Rode returned to work recently after three weeks of eye trouble.

F. W. Wagener has taken over the clerk job at Snoqualmie Falls, vice Bernice (Facer) Clausen, who will return to Seattle to go on the extra list.

Word has been received from Assistant Superintendent W. J. McMahan and wife in California. We are happy to report that Mr. McMahan is improving in health.

Mrs. J. C. Robinson, widow of the former janitor in the local freight, left on Nov. 15 for a six-week visit in Phoenix, Ariz.

Elvin O. Kristjanson, adjustor in the claim department and employed in the yard and local freight offices for some years, was married, Nov. 1, to Margaret Sigrun of Victoria, B. C., and Seattle. It took three ministers to perform the ceremony. They were the father and the brothers of the bride. That should make it a lasting tie. Their honeymoon was spent in British Columbia.

Ralph Chapin, retired bargeman, and wife went back recently to Walla Walla, where their daughter has been on the sick list.

Your correspondent heard recently from Roy F. Rader, former agent at Enumclaw. Mr. Rader is not in good health and will be glad to see his old railroad friends. He lives at 1106 Pioneer Avenue, Enumclaw.

Mrs. Grace Rasmussen, who had a bad fall in August and was hospitalized for about a month, is much improved but still confined to her home. She was reclaim clerk in the local freight office during the war.

Seattle Yard

F. J. Kratschmer, Correspondent

Greetings! Did you get your deer, etc.? Why doesn't the Road declare a "National Hunting" holiday, and let all hunters off at the same time? Then we wouldn't have to listen to so many stories and for so long a time. So many fellows around Seattle yard got their limit of birds, deer, elk, etc., that it would take too much space to mention each case. So let's just say, it was a very successful season for all.

Switchman Louis Knoche celebrated a



Conductor Jesse Humphrey, pictured with Mrs. Humphrey, finished his railroad service on Nov. 1 when the Olympian Hiawatha drew into Tacoma. Jesse is a native of Wisconsin, born at Bangor, and started working in the coach yard at Milwaukee on Feb. 1, 1896. He went out to the coast in 1908 to do construction work on our line and had the honor of putting in the last link of our road on Beverly Hill. The first item on Mr. and Mrs. Humphrey's retirement program is a nice long visit with their daughter in San Jacinto, Calif.

bleased event, being presented with a seven-pound baby boy on Oct. 14.

Roundhouse Foreman R. W. Janes and wife left, Oct. 17, for southern California and Nevada to visit with relatives and friends. "Red" has since returned. It is interesting to hear his description of the beautiful scenery and the many lovely spots which they visited.

Car Inspector Steve Cage was off for some time in October to get himself a deer. About that time he received a letter from his brother-in-law in Eugene, Ore., asking him to "come down and help take care of the meat." A second invitation wasn't necessary.

Brakeman Steve Liddane is back on the Renton run after a short turn in work train service.

Car Inspector Dave Perry, who was ill for about three weeks, is back on the afternoon shift.

Joe Nordquist, chief clerk to general yardmaster, left on Nov. 6 for a few weeks' trip to southern California, where he took in the scenery and absorbed the warm sunshine.

Tom Johnson, Tacoma, is holding down the 3 to 11 shift at the roundhouse after spending several months around Everett and Port Angeles. Charley Balch and Ray Holmes are back on the day shift.

Brakeman Fred Diehm is back on the job after several months' sojourn in New York and New England. Fred had quite an experience to relate about his trip. It was almost uncanny how he "palled up" with a policeman in New York and got a box seat at a World Series game out of it.

Special Supervisor Leonard Lyons visited recently in South Dakota and Minneapolis. He reports very good bird hunting, with bumper crops and plenty of livestock.

Cards received from Harry Simpson, former locomotive fireman, tell of him enjoying fried chicken with his relatives in Charleston, W. Va. Harry retired a few months ago.

Assistant Superintendent W. J. McMahan has been spending some time at Long Beach, Calif., recuperating from his recent operation.

Everything comes to him who hustles while he waits.

—Thomas A. Edison

The Milwaukee Magazine

Tacoma

CAR DEPARTMENT

Ernie Scheibel, car inspector at Seattle, fell with his motorcycle recently and broke a leg. He is still laid up at the hospital but hopes to be out soon.

The stork visited the home of Carman Hayden Weber on Oct. 15. The new arrival, a son, has been named Timothy Michael.

Night Car Inspector Matt Engels took himself a bride recently. We all wish him the best of luck and happiness.

Melba Batson, clerk to Car Foreman Kaeding, Seattle, Mr. Batson and daughter Virginia, returned recently from a trip to Chicago, where Mr. Batson, who is assistant chief of police at Seattle, attended the National Safety Council Congress. They also visited the Chrysler plant in Detroit and drove one home from the factory. The trip east was made on the Hiawatha.

Joseph Doncheff, retired carman, was a recent visitor at Tacoma shops.

Kate Dickenson, coach cleaner, and her daughter Catherine are visiting friends in Marshall, Tex., at present.

Carman E. R. Nowels and Mrs. Nowels visited relatives in Detroit recently.

Correction

A SLIP of the linotype machine resulted in the erroneous announcement in the November issue of the Milwaukee Magazine that Lloyd Gilbert of the engineering department, Aberdeen, was appointed assistant trainmaster at Aberdeen on Sept. 15.

As originally written by Division Engineer W. H. Applegate the news read this way:

"Lloyd Gilbert of the engineering department, Aberdeen, and wife are getting nicely settled in their new home, which has relieved their dwelling difficulties.

"A. J. Schrieber, former general yardmaster, Aberdeen, was appointed assistant trainmaster at Aberdeen on Sept. 15. J. F. O'Connor is now yardmaster."

H & D DIVISION

West H & D

W. H. Applegate, Division Editor

From reports heard on the West H&D, our boys seem to have done all right during the hunting season and bagged their limit of pheasants. However, the information that came in about the goose hunt of Aberdeen Dispatchers A. E. Jerde and Bert Fuller was not so favorable. I've been told that after every one of A. E.'s and Bert's shots the quack-quacks still continued and that not a goose came down, regardless of what you may have heard to the contrary.

Pfc. Joseph M. Kane, USMC, son of Superintendent's Chief Clerk W. J. Kane, has returned to the Naval air station at Seattle after spending a two-week furlough here with his parents.

On Nov. 1 we welcomed our new division engineer, B. J. Worley, formerly assistant engineer at Butte. He replaces K. L. Clark, who was assigned to the division engineer position at Western Avenue, Chicago.

John Bruton, instrumentman in the divi-

sion engineer's office at Aberdeen, transferred to Terre Haute, Ind., on Nov. 1.

C. O. Lundquist, formerly roundhouse foreman at Aberdeen, more recently located at Minneapolis, died on Oct. 12. Sympathy is extended to the bereaved.

We regret to report the recent death on the west coast of Pullman Conductor William Stielow, who was well known on the H&D. His home was at Minneapolis.

R. E. Sizer of the H&D Division, formerly H&D trainmaster, was recently named assistant superintendent at Mason City.

We noticed that Chief Clerk Bill Kane's recent presence at the Notre Dame-Army football game didn't jinx the South Bend boys one bit.

East H & D

Martha Moehring, Correspondent

Lots of new faces around this past month. B. J. Worley, who succeeds Division Engineer K. L. Clark, came in the day of our snow storm. Fire Inspector C. F. Carlson brought in Captain A. W. Hass and introduced him all around. Captain Hass succeeds Emmet Burke on Jan. 1.

After a long and faithful service period as pumper, Alvin Severson resigned in November, intending to go back to the carpenter crew. Instead of getting Al to do our little odd jobs, now we're going to stack them up for C. J. Prunty, his successor.

We extend sympathy to Agent B. A. Shea and son at Wegdahl, Minn., on the death of Mrs. Shea, who passed away suddenly at home.

Assistant Superintendent J. W. Wolf is in Chicago at present undergoing treatment for an old eye injury incurred in 1918. We all hope for a speedy "fixin' up."

The day Dave Westover made the rounds, Harold Rue, our perishable food inspector, was suffering from a raging toothache. The day wore toward a finish but the toothache didn't, so late in the afternoon Mr. Westover escorted Harold to the dentist and pulled up a chair to watch the proceedings. The mighty ache soon left, along with two teeth, and Mr. Westover feels that his trip to Montevideo was definitely worth while.

Engineer Oscar Sorby attended the Wisconsin-Minnesota Fruit Growers Convention held at La Crosse the week of Nov. 11 and was re-elected to the board of directors. Mr. Sorby surprised the people who attended the convention by exhibiting a beautiful collection of 18 varieties of apples raised

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Milwaukee, Wisconsin

John F. Zander, Wausau Car Foreman, Retires



Car Foreman John F. Zander is congratulated by friends at the retirement banquet given in his honor. Left to right: W. B. Wilcox, who succeeded Mr. Zander as car foreman; District General Foreman M. L. Hynes, Milwaukee; Mr. Zander, and Assistant Superintendent S. F. Philpot of the LaCrosse & River Division.

JOHN F. ZANDER, the popular car foreman at Wausau, Wis., retired on Nov. 1 after 41 years of service with the Road. This announcement is of particular interest to the L&R Division, as he has been stationed at Wausau since 1912 and everyone in the Wisconsin Valley district either knows John or has heard of him.

Employees in the division office and in the car and mechanical departments paid tribute to their loyal co-worker with a farewell dinner held at the Koss Domino Club in Wausau. About 36 were present, including road working supervisors at Merrill, Wisconsin Rapids and New Lisbon, and out-of-town friends. District General Car Foreman M. L. Hynes of Milwaukee, who presided, presented Mr. Zander with a leather traveling bag on behalf of the group.

Mr. Zander intends to spend some time in California with his two sons. He leaves around Christmas time and his retirement was planned to allow a leisurely preparation for the trip.

in his home orchard at Montevideo. Oscar reports that he picked up several new ideas which he is anxious to put into use. He also says that he had a nice visit with L. W. Palmquist, now superintendent of the L&R Division at La Crosse, formerly on the H&D as assistant superintendent.

LA CROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

October 28 was a holiday for the farmers around here who are interested in International Harvester machinery. Regardless of the weather, which was rainy that morning, about 70 in the Portage area left on the special train provided. Roy Jenkins headed the Portage group and Ken Maginnis those from Pardeeville. Wisconsin Dells was represented by Bryce Landt. There were also a good number from Friesland. Our local photographer was on hand to get some snapshots of the group. In fact, he was so anxious to get some good pictures that he forgot to get off the train until it had reached Poynette! It was like old times—prewar stuff—to see a special train of this sort again.

Chief Time Revisor Clarence Miller, La Crosse, visited us recently. He is beginning to look like his old self again, in spite of operations and hospitals and a long siege

of sickness. He wishes to thank all the gang who helped to keep up his spirits while he was laid up.

If he stays around the extra gangs much longer, Trainmaster Swingle is thinking of busting in on one of those United Nations conferences as an interpreter, inasmuch as he now can speak about 14 dialects fluently.

Mrs. Louis Mullenbach, 62, wife of Engineer Mullenbach, passed away suddenly in August, due to a heart attack. Surviving are her husband, son John and two daughters, Mrs. Dwight Hoppe and Evelyn; also, three grandchildren.

Mrs. James Tearney, 77, wife of James Tearney, retired caller, passed away at their home in Endeavor, Wis., in October.

Mrs. J. Stowers, 91, mother of H. B. Stowers, retired conductor, Mrs. Addison Heberlein, and Conductors Charles and Archie Stowers passed away at Wisconsin Dells recently, due to advanced age. She had been ill for some time. The sympathy of our division is extended to the bereaved families.

“The basis of our government being the opinion of the people, the very first object should be to keep that right; and were it left to me to decide whether we should have a government without newspapers, or newspapers without a government, I should not hesitate a moment to prefer the latter.”

—Thomas Jefferson.

Wisconsin Valley

Pearl G. Nee, Correspondent

Agent F. C. West of Merrill, who has been quite ill, is somewhat improved. We are all hoping that he will soon be back on the job.

Roadmaster Parkin and Mrs. Parkin have returned from a trip to Canada. From all reports it was a very enjoyable trip.

We are going to miss M. P. Ayars' visits on the Valley. We wish him the best of luck on his new position.

All of us here wish all of you there a very merry Christmas and best wishes for a happy new year.

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

A bridal shower was given for Helen Jensen in the office on Oct. 22. She was married to Frank Reed on Oct 25.

Margaret (Roth) Schmidt announced her marriage of Nov. 3.

The desk of Pauline Silbestine was uniquely decorated on Nov. 18 with a map covering the route to Omaha, Neb., where she is returning to her home. She was presented with an overnight bag.

Florence (Wise) Hehr announces the arrival of William Charles, seven pounds, on Nov. 9.

Theresa (Peterson) Dosch returned to work on Nov. 3 after being away on furlough since August, 1946.

Louise (Leisten) Tholke resigned on Oct. 31, having been employed in our office for six years.

Margaret Golden, our chief sorter, submitted to surgery on Nov. 3. At present she is convalescing at home.

Florence Haeger, who underwent an operation on Oct. 11, is at home to recuperate.

Dora Buchholz returned to work on Nov. 10 after a month's absence on account of illness.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Herbert Dombrow is sporting a brand new Frazer; likewise, Joe Wagner. Inquiries are being made as to date of christening and arrangements for drinking the champagne before the bottle is broken.

Emil Steiner, rate revising bureau, was transferred on Oct. 10 to Galewood rate desk. Good wishes, Emil. Let us hear from you.

Off to Mexico on a vacation—Charlotte Berck, accounting machine room bureau, and Sophie Sinagra of the tracing bureau.

November 11, the birthday of Stan Pufundt, review bureau; also Armistice Day. This year was the first time Stan has worked on that day so “the boys” helped him to make up for it at Plea's, the butcher. There was plenty of sausage and much—much too much—baloney and a grand time was had by all. Walt Stark, his “friendly enemy” furnished the assorted winter asters that decorated his desk and were remarked on by the many who came to offer Stan felicitations and to express the wish that he'd be married before his next birthday.

It seems we have a potential Richard Crooks in our midst. Or shall we compare him to Dick Haymes? It has come to light that Richard Holda (tariff filing) is a vice student of Norman Kling (no relation to Roy) and as such participated in a con-

(Continued on page 40)

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

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

Chicago General Offices

Abrams, R. E.D. F. C. A.Milwaukee, Wis.	1	
Bartling, A. C.Clk., Engr. Dept.Chicago, Ill.	1	
Benson, L. J.Asst. to Pres.Chicago, Ill.	1	
Callalan, Noreen....Clk., F. C. Dept.Chicago, Ill.	1	
Chaden, E. K.Clk., F. C. Dept.Chicago, Ill.	1	1
Days, DarnellWalterChicago, Ill.	1	
Fortier, HenryIndustrial Dept.Chicago, Ill.	1	1
Gallagher, MargaretCar Acctnt. Off.Chicago, Ill.	1	
Graves, Vila M.Asst. SecretaryChicago, Ill.	1	3
Johnson, A. J.InspectorChicago, Ill.	1	
Kruckstein, W.Asst. Comptroller.Chicago, Ill.	1	
Leen, M. J.Chief ClerkChicago, Ill.	1	
Miller, IreneFile ClerkChicago, Ill.	1	
Reinert, OttoReview Clerk, Frt. Aud.Chicago, Ill.	1	
Schilling, B. J.Supt., S&DC.Chicago, Ill.	1	
Swanson, S. M.Div. ClerkChicago, Ill.	1	
Walker, H. C.Chf. Clk., G. F. A.Chicago, Ill.	1	3
Wilson, Frank J.Chf. Clk., Engr. Maint. of Way.Chicago, Ill.	1	
	14	8

Chicago Terminals

Hance, R. W.Rate ClerkChicago, Ill.	1	21
Mullarkey, J. A.Asst. ForemanGalewood, Ill.	1	
Newquist, F. H.CarpenterChicago, Ill.	1	
	2	21

Coast Division

Black, A. G.Red CapTacoma, Wash.	1	
Cobley, W. H.Freight AgentLynden, Wash.	1	
Cowling, P. L.Rate ClerkTacoma, Wash.	1	2
Doty, Gregg K.CashierEverett, Wash.	1	1
Goldsbrough, A.ClerkTacoma, Wash.	1	2
Hallan, E. O.Bill ClerkTacoma, Wash.	1	1
McMahon, FlorenceSteno., Engr. Dept.Tacoma, Wash.	1	
Olson, A. W.Asst. Supt.Tacoma, Wash.	1	
Robinson, Clark ..CashierBellingham, Wash.	2	
Rusch, H.StenographerTacoma, Wash.	1	
Russ, G. H.FiremanTacoma, Wash.	1	
	8	6

Dubuque and Illinois Division

Collins, TomCar InspectorSavanna, Ill.	1	
Dohse, August J.Carman HelperSavanna, Ill.	1	
Dubmeyer, A.CutterDubuque, Ia.	2	5
Fisher, J. H.Car ForemanSavanna, Ill.	3	
Freund, C.Rate ClerkDavenport, Ia.	1	5
Horsfall, C.CarmanDubuque, Ia.	1	1
Kurt, Francis B.ClerkWaukon, Ia.	15	10
Schmidel, George.Chief ClerkSavanna, Ill.	1	
	24	21

Hastings and Dakota Division

Clark, D. J.AgentChristine, N. D.	1	
Geiser, W. A.AgentFairmount, N. D.	1	1
Kane, W. J.Div. Chf. Clk.Aberdeen, S. D.	1	
Larson, H. M.B&B CarpenterFrederick, S. D.	1	
Lehnertz, Leo.Section ForemanBird Island, Minn.	2	
Mertz, W. G.Lead CarmanAberdeen, S. D.	1	
Peterson, Christ.Section ForemanAlpena, S. D.	1	
	7	1

Idaho Division

Allen, BlancheWife of Rdmaster.Spokane, Wash.	1	
Allen, C. F.RoadmasterSpokane, Wash.	1	1
Brotchie, F. W.Capt. of Police.Spokane, Wash.	4	
	6	1

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

Iowa Division

Gohmann, K. M.Steno.-ClerkMarion, Ia.	1	
Jordan, W.Train Dispatcher.Marion, Ia.	1	
Kressin, A. J.Mech. Dept.Perry, Ia.	1	
Manton, Thomas ..P. F. I.Cedar Rapids, Ia. ..	2	
Walsh, R. A.Sig. MaintainerParalta, Ia.	1	
	6	0

Iowa and Dakota Division

Anderson, J. L.Station AttendantParker, S. D.	1	
Balley, J. W.Time RevisorSioux City, Ia.	1	1
Gourley, E. Chf- ton, Jr.Tel. & Sig.Mason City, Ia.	1	
Kemp, Colonel S.FlagmanSioux Falls, S. D.	1	
Kvidahl, M. B.R. H. Clerk.Sioux City, Ia.	1	1
Schultz, R. J.MachinistMitchell, S. D.	1	
	4	2

Iowa and S. Minnesota Division

DeFor, V. A.Relief Yd. Clk.Austin, Minn.	1	
Hanscom, J. E.ClerkPipestone, Minn.	1	1
Heidke, B. J.Section Foreman.Brownsdale, Minn.	1	
Kaisersat, J. T.Loco. Engr.Madison, S. D.	3	
Larkoski, J. A.RoadmasterAustin, Minn.	1	
Olson, Mrs. H. L.Wife of Agent.Brownsdale, Minn.	1	
	12	1



Kansas City Division

Atkin, F. W.Rate ClerkKansas City, Mo.	1	
Baker, C. H.Div. Time Rev'or.Ottumwa, Ia.	1	1
Johnson, Henry G.Asst. EngineerOttumwa, Ia.	1	
Powell, J. D.MessengerKansas City, Mo.	1	
Sowder, J. W.Chief ClerkOttumwa, Ia.	1	
	4	1

La Crosse and River Division

Blanchfield, E. C.CashierMerrill, Wis.	1	
Cleveland, R. J.WarehousemanNekoosa, Wis.	1	
Frazier, I. L.Rate ClerkMerrill, Wis.	1	1
Fritsvold, P.AgentCoon Valley, Wis.	1	
Frye, MiltonChief ClerkMerrill, Wis.	1	1
Hensen, Russell ..CarmanMerrill, Wis.	1	
Kopacek, John W.CarmanLa Crosse, Wis.	1	
Ruder, GeorgeWhse. ForemanMerrill, Wis.	1	1
Ruder, WilliamYard ClerkMerrill, Wis.	1	1
Ruprecht, D. J.TruckerMerrill, Wis.	1	
Schaad, Gregory.TruckerMerrill, Wis.	1	1
Semmelbeck, N. J.OperatorMerrill, Wis.	1	
Wyss, EdTruckerMerrill, Wis.	1	1
	7	6

Madison Division

Kilian, A. M.Chief Dispatcher.Madison, Wis.	1	
	1	0

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Milwaukee Division				
Ehr, John M.	Engineer	Horicon, Wis.		2
Krummel, W. J.	Car Foreman	Racine, Wis.	3	
			3	2

Milwaukee Terminals				
Brandt, John	Car Dept.	Milwaukee, Wis.	1	
Lapama, Ben	Carman	Milwaukee, Wis.	1	
Rieboldt, Fred	Ret. Foreman	Milwaukee, Wis.	1	
Warren, H. P.	C. T. C. Engr.	Milwaukee, Wis.		1
			3	1

Rocky Mountain Division				
Allen E.	Steno.-Clerk	Butte, Mont.	1	
Branche, P. W.	Blacksmith	Deer Lodge, Mont.	2	
Foster, E. H.	C. C. to DMM	Deer Lodge, Mont.	1	
Steel, Mrs. C. C.	Wife of Conductor	Three Forks, Mont.	2	
			6	0

Seattle General Offices				
Beeuwkes, R.	Elect. Engr.	Seattle, Wash.	1	
Harris, Henry	C. F. A.	Seattle, Wash.	1	
Holly, W. H.	Relay Operator	Seattle, Wash.	6	
McGalliard, S. O.	Invest., F.C. Dept.	Seattle, Wash.	23	
Moody, Mrs. H. E.	Clerk	Seattle, Wash.	1	
Notske, Edw. J.	Asst. Tax Agent	Seattle, Wash.	1	
Strassman, J. N.	Auditor	Seattle, Wash.		2
Villata, Anton	Gen. Frt. Dept.	Seattle, Wash.	1	
Whatmore, H. R.	Invest., Frt. Clm.	Seattle, Wash.	1	
			35	2

Superior Division				
Buechler, F. T.	Superintendent	Green Bay, Wis.		1
Deacon, M. J.	Storehelper	Green Bay, Wis.	1	
Gotto, Florence	Cashier	Green Bay, Wis.		1
Ratagick, Tony	Driver	Oconto, Wis.		1
			1	3

Terre Haute Division				
Daniels, B. E.	Div. Engineer	Terre Haute, Ind.		9
Meek, H. R.	Steno.-Clerk	Terre Haute, Ind.	1	
			1	9

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Trans-Missouri Division				
Althaus, C. J.	Chauffeur	Miles City, Mont.		1
Brady, James W.	Asst. Time Rev.	Miles City, Mont.		1
Finlayson, D. C.	Car Inspector	Miles City, Mont.		2
Fuller, H. G.	Time Revisor	Miles City, Mont.		1
Geelhart, H. M.	Track Dept.	Roundup, Mont.		1
Goodmundson, M. F.	Conductor	Miles City, Mont.		1
Hughes, John G.	Machinist Helper	Miles City, Mont.		1
Jensen, Mrs. R. H.	Wife of Chf. Clk.	Miles City, Mont.		1
Jensen, W. R.	Signal Superv.	Miles City, Mont.		1
Johnson, M. L.	Car Foreman	Miles City, Mont.		1
Kelm, A. M.	Tankman	Miles City, Mont.	1	
Kolar, A. W.	Instrumentman	Miles City, Mont.	1	
Reich, Albert	Storehelper	Miles City, Mont.	1	
			13	1

Twin City Terminals				
Blake, H. C.	Asst. Engineer	Minneapolis, Minn.		1
Conway, E. F.	Capt. of Police	Minneapolis, Minn.	1	
Defield, S. L.	Asst. R. H. Frmn	Minneapolis, Minn.	1	
Gallagan, J. J.	Police Dept.	Minneapolis, Minn.		3
Messicci, John A.	Timekeeper	Minneapolis, Minn.	2	
Rothmund, A. C.	Cashier	St. Paul Minn.	1	
Rush, Jos. T.	Machinist	Minneapolis, Minn.		1
			5	5

Traffic Tips Reported During October, 1947			
Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	35	2	21.3
Dubuque and Illinois	24	21	2.7
Iowa & S. Minnesota	12	1	1.4
Idaho Division	6	1	1.2
Trans-Missouri Div.	13	1	1.1
Coast Division	8	6	0.9
Chicago General	14	8	0.8
Terre Haute Division	1	9	0.7
Chicago Terminals	2	21	0.6
Kansas City Division	4	1	0.6
Hastings and Dakota	7	1	0.5
La Crosse and River	7	6	0.5
Rocky Mountain	6	...	0.5
Superior Division	1	3	0.5
Iowa Division	6	...	0.4
Milwaukee Division	3	2	0.4
Iowa and Dakota	4	2	0.3
Twin City Terminals	5	5	0.3
Madison Division	1	...	0.1
Milwaukee Terminals	3	1	0.08
Miscellaneous
TOTAL	162	91	0.7

(Continued from page 38)

cert at Kimball Hall on Nov. 22. Good luck, Richard. When will we be hearing about you in light or—why not—grand opera?

The men's bowling league is now led in points by the Southwest Limited, with 20 games won and 10 lost. In hot pursuit are the Olympians, only two games behind. High players: M. Schlee of the Pioneers with a 625 series and A. Freitag with 199. E. Rumps is closing in on the leaders. J. Pease and A. Peterson are engaged in a duel for first place. The Southwest will represent the Milwaukee Road League in the Chicago city tournament to be held during December at Plamor Lanes, 1935 East 79th Street. The American Railway Bowling Tournament of 1948 will be held at Congress Recreation, 31 East Congress Street, Chicago, on Feb. 7, 8, 14, 15, 21 and 22.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Belated congratulations are extended to Urban F. Budzien, who was appointed chief traveling time inspector in the absence of Mr. Farley, and to Emil B. Rachner, appointed to Mr. Budzien's former position of bureau head, general bureau.

Nov. 1 was "get away" day for Joseph T. Martin, our traveling accountant from the Deep South (side), who has been transferred to Mr. Severs' office in the Union Station.

Wishes for quick recoveries are extended to our sick bed casualties—Florence Almen, Ann Kissane, Mary Elser, Alice Church and Minnie Helgerson.

Wedding news: Theresa Lopreste became Mrs. Robert Schroeder at St. Michael's

Church on Nov. 15. A reception was held at Aldine Hall.

Margaret "Bunny" Janetzke took the vows with Irwin T. Gable on Nov. 22 at St. Josephat's, the little church down the block.

There are three proud papas strutting their stuff around here—Phil McDonald, shop timekeeping bureau, whom Mrs. Mac presented with a bouncing boy, Philip Dean. He arrived at just over the seven-pound mark on pay day—Sept. 18. Hence, P. D.'s initials truly mark the occasion.

Bill Ficht, statistical bureau, is now the father of a baby girl, Loraine Anne, born on Nov. 10. The young lady weighed in at six pounds, eleven and three-quarter ounces.

John Brock, head clerk of the bond bureau, saw double on Nov. 12 when Mrs. Brock, the former Mary Daly of Mr. Sowle's office, presented him with twin girls—Margaret Doreen and Patricia Marie.

Engagement: Kay Karłowicz recently announced hers to Stanley Crzepiorski and has that important ring to prove it.

Gladys Mayne, nee Isberner, formerly of the C.D.A. office and daughter of Clerk Paul Isberner, bill and voucher bureau, suffered serious injuries in an auto smashup in New York City recently. She is recovering, although slowly.

A pleasant visit was had with pensioner Palmer A. Nickey, formerly of the AFE bureau, who is now "beating" the weather man by commuting between Minnesota and Florida.

The basketball team again takes the floor in competition in the Lincoln-Belmont Y League, playing in the spacious Lane Tech High School gym. Manager and Coach William A. Stegman would like to book outside games for weekends.

GIRLS' BOWLING LEAGUE

Team	Won	Lost
Olympian Hiawatha	15	9
Arrow	15	9
Sioux	15	9
Midwest Hiawatha	14	10
Traveler	13	11
Hiawatha	13	11
Varsity	12	12
Chippewa	12	12
Pioneer Limited	12	12
Minnesota Marquette	12	12
Copper Country	12	12
On Wisconsin	12	12
Olympian	11	13
Marquette	11	13
Fisherman	10	14
Fast Mail	10	14
Southwest Limited	9	15
Tomahawk	8	16

Individual leaders are: Shirley Klein, 150; Mariona Klewer, 148; Mabel Klug, 140; Dolores Koy, 138; Adeline Connick, 136; Emily McDyer, 135; Alice Johnson, 134; A. Wishes, 131; Mary Casey, 130; S. Pabst, 129; Flo Steiner, 129; J. Perlich, 128; Lorraine Boyk, 127; Lydia Zeman, 126, and D. Martens, 125.

Auditor of Station Accounts and Overcharge Claims Office

Lois Pearson, Correspondent

We all were sorry to learn of the illness of J. J. Rezab, our traveling claim adjuster. Jimmy was with the Road 50 years on Dec. 1.

Congratulations are in order for E. F. Krupka on his appointment to the position of claim accountant, left vacant by the death of G. J. Frank. Frank Shannon has taken over the duties of Mr. Krupka in the relief claim bureau.

Our late vacationers in October were Fred Brink and his wife, who spent two weeks touring the East, visiting many historical spots, including Washington, D. C. Fred says the most interesting sight was the Bureau of Engraving, where they print millions of new dollars each day.

Also vacationing in the East was Dolores Arno and her hubby, visiting in Madison, Me. They also visited Niagara Falls.

Congratulations to the Berry family upon the announcement of a new arrival, Virginia Louise, born on Oct. 10, weighing seven pounds, four ounces.

Bill Slodowy says he hopes somebody moves very shortly as he is getting mighty tired of searching for a five-room flat. Can you help him?

Theresa Brandt resigned on Nov. 6, due to ill health. She has our best wishes for a complete and speedy recovery.

We are all hoping for the recovery of Jack Cassin, who is seriously ill in Lutheran Deaconess Hospital.

Popular Fullerton Avenue Employee Retires



Friends gathered around Nell Chadbourne as she retired from service. Left to right: Marie Nixon, Jessie McCabe, Viola Zechlin, Katherine Gillespie, Miss Chadbourne, Nell Shea, Alice Moss, Frances Schmutzger, Hazel Dillon, Mary Kelly and Flo Hurless.

NELL CHADBOURNE, a long-time employe of the accounting department at Fullerton Avenue, Chicago, put aside her comptometer on Oct. 31 and prepared to enjoy her retirement. The occasion was observed by a host of friends throughout the building, who gave a luncheon in her honor and presented her with a gold wrist watch.

Nellie was on the roster of the central computing bureau but since she was assigned to the statistical department work she was generally regarded as a member of the auditor of expenditure's force. She has over 30 years of railroad service to her credit. Employment with the CCC&StL and the Railway Express Agency account for the first three years, but all of her subsequent service has been with the Milwaukee Road. Nell was also very active in the affairs of the Railway Business Women's Association and was chairman of the Milwaukee Road division of that body for several terms.

For the future, Nell plans to move back to her old home town of Indianapolis. Fellow employes have been notified that a visit to the Hoosier city will always find the latch string out.

SUPERIOR DIVISION

John B. Philips, Correspondent

A number of deaths have been reported on the division recently and we take this opportunity to extend sympathy to the families of the following: Fred Arnett, retired passenger conductor, who died on Sept. 22; Julius Wilmet, retired fireman, who died on Sept. 24 at Menasha; Albert Kurth, retired machinist helper, died at Channing on Sept. 26; Agent Joseph L. McCafferty, Crivitz, who died on Sept. 28; Engineer Francis B. McGuire of Ontonagon, who died on Oct. 12; Engineer David W. Scott, Sr., Green Bay, who died on Oct. 19, and Frank Maas, retired engineer, who died on Oct. 29.

Conductor Otto A. Grebe retired on Sept. 29, Conductor J. F. Smith on Oct. 31 and Alex Burr, pipe fitter at Green Bay, retired on Sept. 30. We wish them enjoyment of their pensions for years to come.

Perishable Freight Inspector John J. Schmutzler expected to retire on Nov. 30. We all hate to see him leave. Everyone around Green Bay likes John. He intends to make his home at Watertown.

J. Dale Simon was recently appointed trainmaster at Green Bay, vice Francis J. Ryan, who elected to return to his former position at La Crosse as train dispatcher. Francis made many friends during his short stay at Green Bay, but his inability to find living quarters made him decide to return to his former position.

We were all shocked to hear of the recent death of E. J. McMahon, captain of police. We on the Superior Division claimed Mac as one of our own, as he had been with us for a number of years before being promoted

to captain. We had the pleasure of seeing him a few days prior to his death and will always remember his pleasant countenance. We take this opportunity to extend our sincere sympathy to Mrs. McMahon and family.

Four brakemen on the division were recently promoted to the rank of conductor: R. J. Lorang, L. A. LaPointe, C. E. Clark and M. J. Noskey. Lorang made his first trip as conductor on trains 91 and 92 with his father, J. P. Lorang, as engineer. Since the conductor is captain of the train, this was one time when father had to take orders from son, but it worked out O.K.

John T. Landry, our yard foreman, is getting in the limelight and had his picture in the local paper recently, showing him attending a tea. We never thought that John would get to the point where he would be drinking pink tea.

TWIN CITY TERMINALS

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

The J. H. Foster Service Club sponsored a party for the picnic committee at Schmidt's Brewery on Nov. 18. There were about 125 present, including Lisle Young and F. J. Newell of the public relations department. Songs were rendered by Miss Elizabeth Hessburg and James Hoben, and last but not least, Al Kurzejka gave his version of the Schnitzelbank. The rest of the evening was spent in dancing, and smörgasbord was served.

Irene Burchard is back at work after a leave of absence.

Sympathy is extended to Lorine Long,

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in your future!*



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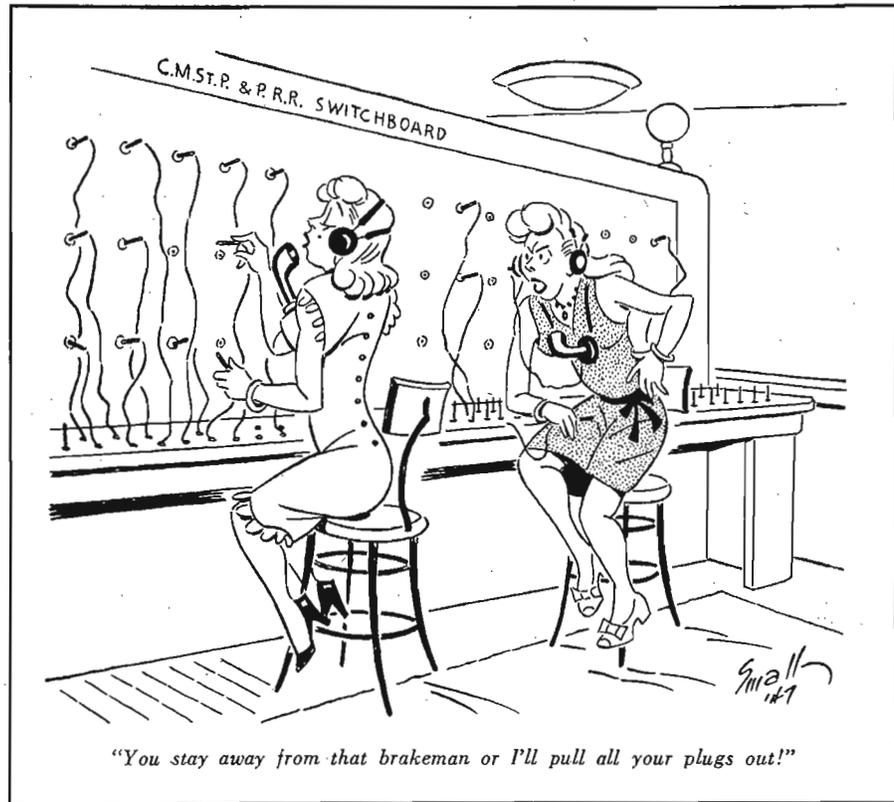
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"You stay away from that brakeman or I'll pull all your plugs out!"

whose father passed away recently.

Larry Himlie was on the sick list due to a minor operation, and Johnny Hemmingsen was also hospitalized for a short time, but both are back to work again and feeling fine.

Bill Golden of the depot ticket office spent a few days deer hunting.

General Agent Harry Holmes, Seattle, was a visitor here in November. He looks fine and likes his new job. The Minneapolis office seems to have changed since he was here as tracing clerk, division clerk, etc.

Ruth Jackson of the traffic department spent a week of her recent vacation in Chicago visiting her nephew and family.

A. G. Bantly, retired traveling freight agent from this office, drops in to see us occasionally. He is certainly enjoying his retirement.

When Miss Marion Anderson, the famous contralto, sang in St. Paul recently, R. M. Pfeiffer of this office went back stage to meet her. He says she is a very charming woman.

"I've been watching that mechanic for the last 15 minutes. There's a man who really knows his business. He didn't spill a drop of oil on the ground. He put the hood down gently, fastened it securely, and left no fingerprints on it. He wiped his hands on a clean tissue before opening the door, spread a clean cloth over the upholstery, meshed the gears noiselessly, and drove carefully out into the street."

"Yeah. That's his own car."

St. Paul Freight House

Allen C. Rothmund, Correspondent

Assistant Cashier Frank Hennessy is confined at Bethesda Hospital at this time.

Ray Sheehan's mother passed away on Oct. 28.

Roundhouse Foreman Charles Lundquist died suddenly on Oct. 12.

Louis Wagner, retired mail handler and trucker, died on Nov. 7.

Agnes Mulkern Diamond, formerly employed in this office, helped out on the switchboard during November.

Marion Cashill has transferred to Minneapolis to operate a PBX board. Nellie Hennessy did the reverse and is now at St. Paul.

St. Paul experienced a severe blizzard on Nov. 7. It had the earmarks of our blizzard of Nov. 11, 1940.

Fred Overby is acting assistant cashier, Ed Hansen is acting window cashier, and "Dit" Sweet is holding down the check and mail desk.

St. Paul Traffic Department

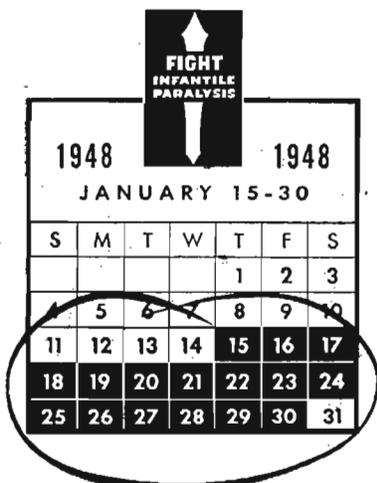
Brooksie Burk, Correspondent

For the first time, I've remembered to do my Christmas greeting early—at least in the Magazine. May this be a very merry Christmas for all of you and may your New Year bring you happiness.

Guess the St. Paul members of the Milwaukee family are trying to keep out of mischief, since there is no news about anyone. Everyone seems healthy, nobody's cat had pups, and no one does anything exciting. C'mon, someone—give with something newsy.

Speaking of pups, City Freight Agent George Baker bought his family a five-month-old cocker puppy, christened "Smokey" on account his black and white coat. We're all giving George the benefit of our experience in raising dogs, and "Smokey" is bound to grow up strong and healthy—if George ignores our advice. So far he must have at least four different methods of training to follow. Poor "Smokey"!

Join the MARCH OF DIMES



THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Foreman M. Lagreid and wife vacationed at Denver, Salt Lake City and Los Angeles, reporting a wonderful trip.

Clerk Leroy Samuelson left recently for his vacation in Los Angeles, via Seattle and Portland. He was warned to beware of those western girls and to return to Minneapolis for sure.

The Ole Stenseth's youngest son was married on Oct. 18, with a wedding reception enjoyed by all.

Congratulations to the groom and happiness to the bride is our wish for the Frank L. Trowbridges, married on Oct. 18.

Carman Thomas Rouse who has been absent due to illness, is reported improving.

Car Inspector Gust Sandberg, who has been ill at home, is gaining nicely and expects to return to work soon.

Foreman of Inspectors J. C. Weatherell is also improving steadily and anxious to return to work.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

Harold Patton, our popular storekeeper, made the society section of the *Terre Haute Tribune* in October when his pretty and talented daughter, Mildred, was married to Earle Howlett at Terre Haute.

Welder Loren H. Martin was with us in October putting the switch points in good condition for winter. He was assisted by Charles Lamp.

Yard Conductor Oscar L. Clawson was recently appointed third trick yardmaster at West Clinton.

Car Inspector George Lenz and wife recently visited with their son in Calumet City, and also in St. Louis.

Carman Jesse Canady and Mrs. Canady took a trip to Los Angeles in October. While there Mrs. Canady, who is the St. Bernice postmistress, attended a meeting of the National Postmasters of America.

Lew Brown and Charles Van Winkle, retired engineers, visited West Clinton re-

cently. We are always glad to see the retired employes who pioneered on this division.

Brakeman Clone Emmons and Mrs. Emmons returned recently from a visit in Florida. Clone was so enthusiastic about the trip that it made all of us want to pack up our clothes and start down there to see things for ourselves.

A surprise wedding to all was that of Miss Martha Kelly, youngest daughter of Guy Kelly, retired general yardmaster, and Yard Clerk Ray Williams, in October. Our congratulations.

Guy Kelly is always busy. Now he is sponsoring a drive to obtain fire fighting equipment for St. Bernice and West Clinton. To this we say: "Hurrah for G. K."

We are sorry to report that James Price is seriously ill in the Clinton hospital. Mr. Price, who is a life-long resident of this community, is the stepfather of Homer Wallace, our Bedford roundhouse foreman.

Dave Shank, clerk to the assistant master mechanic, was on a vacation during the latter part of October. Mrs. Kathryn Berwick took good care of his work while he was away.

Engineer Clyde Hiddle and wife and Brakeman Edgar Eaton and wife returned recently from a grand fishing trip in Minnesota. They had lots of luck and also have lots of frozen fish in lockers. M-m-m!

Frank McMasters of Georgetown, Ill., is the youngest operator on the division. He worked here for a few days in October. Frank is attending school this winter and after that will no doubt devote his full time to telegraphy.

A young opossum came up from the creek bottom one night and promptly climbed into a last summer's bird nest above the yard office. There he stayed until two boys brought him down out of the tree. Foreman Gish is of the opinion that the 'possum came up to train General Yardmaster Davis' hunting dog.

Conductor William Young and Mrs. Young have purchased the Ben Gaither property in St. Bernice and moved into their new home in November.

Scale Inspector Albert Ortel, Milwaukee, recently inspected the scales in this area.

We knew winter had come when Operator Joe Wright came to work one morning wearing his hunting cap.



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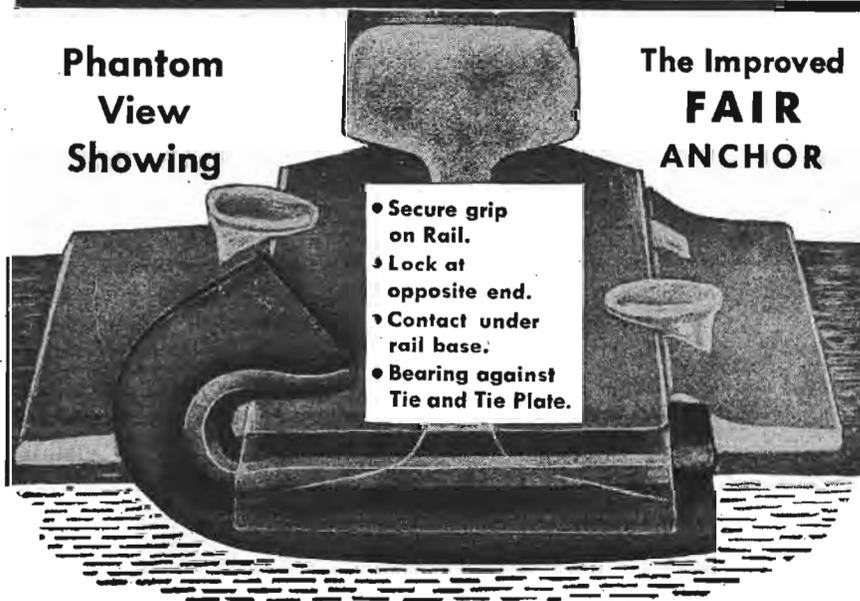
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PASSENGER, FREIGHT
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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U. S. A.

John Hafley, of the car department, has been off on account of illness for several weeks. We hope he will soon be back.

Carman Warren Davis was ill in the early part of November, due to giving blood transfusions for a relative in the hospital at Clinton.

The hunting season opened on Nov. 10. At present Conductor Harry Ferguson and Carman Jerry Board are leading the field.

Carman Bob Chambers is preparing to take an inspector's job in the yards.

William Cartwright of the M. of W. department spent several days in California during November.

Section Foreman Clarence Berry has taken charge of the Bradshaw section south of here.

West Side Conductor Cliff Currie left us temporarily to take charge of the passenger train out of Terre Haute.

Brakeman Ray Speer was off on account of an injury in November, but we hope to see him back on the job soon.

We mentioned last month that Conductor Paul Thompson was a nominee for councilman at Terre Haute. Along with the other Republicans, he was defeated. Better luck next time, Paul.

Operator C. A. Parr: "Who do you suppose is in the hospital?"

Operator Joe Wright: "I don't know. Who?"

Operator C. A. Parr: "Sick people."

We take this opportunity to wish everyone a merry Christmas and a happy New Year.

Terre Haute District

T. I. Colwell, Correspondent

Division Freight and Passenger Agent Robert Harding was in the hospital during the latter part of October, for observation. We are glad to see him back on the job.

Dispatcher Ralph Hunt is at home since Oct. 27 on account of illness. We hope that he soon regains his health.

Mrs. Roberta Bair, clerk in the B&B department, is still in the hospital at Covington, Va., with her son, Dr. Gordon G. Carmichael, taking care of her. We understand that she will soon be out and will return to Terre Haute while she is recuperating.

Clerks Bill Johnson, Dick Meek and Bob Dean are feeling pretty good right now. They were the successful candidates for offices in the Southeastern Service Club at the election on Nov. 12. They are three aggressive young fellows and we believe



Newlyweds at Fowler Street station, Milwaukee—Edna Grams, messenger, and Eugene Heiser, warehouse tractor driver, who were married at Cross Lutheran Church on Oct. 25. Jim Fatagi, checker at North Avenue station, was the best man. Edna and Eugene honeymooned in Canada.

they will set some new records in activity.

We have some new faces in our engineering department—Harry C. Minter, L. D. "Skip" Keating and John M. Bruton. They come to us from the DI Division, the general offices and the H&D Division respectively. All three are veterans of the recent war and all served in the European theater of operations. Minter and Keating are products of Purdue University and Bruton is from the University of Arkansas.

MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

Now that moving day has come and gone, Yard Clerks Clarence Gaulke, Tommie Regan and Carl Smaida are working in the new shanty at Gibson yard. The building is of cement block construction, which the boys say is easy to keep clean, and warmer, too.

Johnny Knop, second trick yardmaster, suffered a shoulder injury when he slipped while crossing a busy intersection on his way home. He will be laid up for six weeks. Bill Heims is handling his position until he returns.

Track gangs under the supervision of Hugh Krohn are completing the new Port yard, just west of the URT shops. There will be room for 600 cars. Work is also being rushed on the addition to Glendale yard. This track work, together with the laying of additional track for the new bottle house at Schlitz, and a new main line, will complete one of the largest track jobs in the terminal in many years.

When a fella says he is going hunting and talks about it for a week in advance, you

would naturally expect some results. Such was not the case when Demurrage Clerk Ernie Reinhardt spent a few days in the North Woods country. Instead, Ernie and his companions only succeeded with the rod and reel. Result—a few small-mouthed bass, just enough to keep that hungry wolf from the door.

Bulletined positions at Chestnut Street and North Milwaukee were awarded to Estelle Rege and Mary Ann Starcevic, respectively.

Joseph Hargraves, 93-year-old veteran of Milwaukee Road service, died at the home of his daughter at North Lake, Wis., on Sept. 27. He was a well known figure on the old Northern Division and his death was mourned by many old friends in the Menomonee Falls area. Mr. Hargraves' service dated back to June 5, 1890, when he started as a brakeman on the old M&S Railway. He was promoted to conductor on Oct. 19, 1900, and operated on the run between Granville and North Lake. He was a man of fine character and left a splendid service record with the company when he retired on July 10, 1937.

Coach Yard

Richard Flechsig, Jr., Correspondent

Jim Crowley, who has been out west for the air conditioning season, is around here again.

Nick Di Ioria will be off for several weeks because of some broken fingers and a bad back. We all wish him a speedy recovery. Dmitar Rakas is again on the sick list. We all hope he will soon return to work.

Clarence Clark is also back in Milwaukee. Clarence was out West recently.

The coach yard bowling team will appreciate a little backing on the evening when it bowls. How about coming down on a Tuesday evening and giving the boys a big cheer when they make those strikes and spares?

Fowler St. Station

Mrs. Mickey Doss, Correspondent

Barney Nowicki had two oil paintings on exhibit recently. One was of the famous Golden Gate bridge in San Francisco and the other was a portrait of one of his daughters.

Bundles from heaven: A boy at the John Manders' (comp operator, rate department); a girl at the home of Warehouse Checker Harry Frinks (Bing); a nine and a half-pound girl at the Ted Asti's. She's the former Joyce Beauchamp.

New diamonds on the finger of OS&D Steno Shirley Hendrickson and Car Messenger Helen Roelke. As a point of infor-

mation, that Saturday Shirley was away so she could show off her ring at home in Iron River, Mich. Next year a companion ring will be added by both girls.

Henry Miotke recently motored to Sears & Roebuck and, believe it or not, walked two blocks farther than he would have done by starting out from home on foot.

Muskego Yard

Grace Johnson, Correspondent

Sincere sympathy is extended to Jerome Miller, retired switchman, and his family in the death of his wife who was fatally injured in an automobile accident recently, east of Sussex, Wis. Mrs. Miller is survived by her husband and her sons Stanley and Norbert, who are employes of the Milwaukee Road, and a daughter, Mrs. Louise Pynn of Elgin, Ill.

Mr. Miller and the family wish to thank everyone for the numerous expressions of sympathy, both floral offerings and kind messages, during their bereavement. Mrs. Miller was a member of the Milwaukee Railroad Women's Club. The family wishes to acknowledge gratefully the kind thoughts of the Women's Club, the train clerks, and the switchmen's union.

One evening Whiting Williams, the labor relations counselor, read a paper in which he made the statement that the quest to achieve personal significance does not abate even when a man is asleep.

Williams has long asserted that what makes human beings tick is a desire for recognition. When this is denied them in their jobs, they seek it elsewhere, maybe in some sport or hobby.

For better labor relations, industry's most important task is to devise ways by which workers can be satisfied that what they are doing is worth doing and that the way they are doing it is appreciated.

So fierce is this urge to feel happily adjusted to the world in which we live that hoboes feel superior to tramps, and tramps feel superior to bums, according to Williams' studies of human behavior. Few men demand or even want the top jobs, but every man wants to feel, and have others acknowledge, that he is close to tops in the job he is doing and the way of life he has chosen to follow.

As for the sleeping part, Williams maintains that the subconscious mind is working all the time, even when we are in deep slumber. It's Freudian stuff, of course, but it makes sense to anyone who thinks about it.

—Through the Meshes



THE CAREFUL INVESTOR JUDGES A SECURITY

BY THE HISTORY OF ITS PERFORMANCE

KERITE

IN THREE-QUARTERS OF A CENTURY OF

CONTINUOUS PRODUCTION HAS ESTABLISHED

A RECORD OF PERFORMANCE

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To Milwaukee Patrons

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

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Lake Michigan Dock at Milwaukee



Claude Moore, the 16-year-old son of Roadmaster C. E. Moore of Othello, Wash., floats through the air with the greatest of ease as he makes a hurried but graceful descent from the back of a longhorn steer. The picture was snapped at the recent rodeo at Lind, Wash. Claude is still in high school and spends most of his spare time practicing to be a cowboy.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

C. M. Pease, retired operator, stopped at Spokane to say hello to his old acquaintances during a trip that took him 22,000 miles around the country—by rail, of course. He is now making his home in Long Beach, Calif. Since retiring about four years ago Mr. Pease has been working in the shipyards in California, keeping fit and just as young as ever. He and Mrs. Pease attended the Malden Service Club dinner on Oct. 28 and renewed their many friendships. Malden was Mr. Pease' last assignment before his retirement.

The Spokane Service Club held a Hallowe'en party and potluck dinner on Oct. 28. Besides having a good dinner, pictures were taken, Hallowe'en spooks and all. They made a trip through the new Speedliner on its regular stop at Spokane.

After buying a nice sedan, Trainmaster D. W. Amick, St. Maries, attended a Chamber of Commerce meeting. He forgot to test the air and his car went into emergency, gently putting him in the ditch. After making necessary adjustments he proceeded without pulling any drawbars. Investigation developed cause as drivers slipping and icy conditions.

H. A. Reynolds,, formerly of the locomotive department at St. Maries, has been transferred to the car department as part of the wrecking crew.

Carman William C. Whitehead, St. Maries, passed away on Oct. 11 at the Veteran's Hospital in Portland. Our sympathy is extended to the bereaved family.

James M. Bald, carman helper at Spokane, has been passing out the cigars again. This time it's a girl, weight eight pounds, born on Oct. 13. The Bald family now has a boy and a girl.

Mr. and Mrs. Earl Medley motored to Seattle recently to visit with their daughter who is attending the University of Washington. W. C. McCaughey was in charge during Earl's absence.

Messrs. Hoppe, Bjorkholm, Barrett, Anderson and party of the car department arrived in Spokane on Nov. 5. Mr. Medley took them by auto to St. Maries and Othello. The party left for Tacoma on Nov. 7.

During a recent trip to Sullivan Spur, Mr. Medley saw a nice deer cross the highway and disappear in the timber. The only trouble was that he did not have his gun along.

Carman Howard Jensen is one of the few hunters whose deer didn't get away. With the present price of steaks, that venison will be very welcome.

The Association of Washington held its regional meeting at Othello on Oct. 16 and J. H. Barrett, our railroad mayor, had the pleasure of welcoming the delegations from the surrounding towns. A banquet was held at the Women's Club rooms and dinner was served by the auxiliary of the American Legion Post. C. Biessen, executive secretary, advised us that it was the best represented meeting and the most interesting held throughout the state.

A. C. Faucett, mayor of Tacoma and one of the best friends of the Milwaukee Road has, wired Mr. Barrett that he was coming through Othello on the Speedliner on Oct. 26, during an extensive trip through the East. Mayor Barrett met him to express his thanks for his choice of railroads. Mr. Faucett is a frequent traveler and rides the Milwaukee Road whenever possible.

Car Inspector Frank Schumacher, Othello, took his vacation during October. Besides an extended hunting trip, he witnessed the wedding of his son Bobbie and Marlyn Shaw, in the Presbyterian Church at Othello on Nov. 2.

Carman William Gochner spent a few days in November hunting ducks, as usual, on Roosevelt Lake.

We are happy to report that Eddie Alleman came through his tonsilectomy without too much suffering, but lost seven pounds living on soup and other liquids. We were doubtful that Eddie would pull through, but the determination to return to his desk kept him going.

They say it happens only once in a lifetime and sometimes never, but during an evening of pinochle Engineer F. W. Krebs drew a 1,000 aces. I know it was on the level, because I dealt the hand and it was all above board.

Vernon Parker, son of Arthur Parker, retired section foreman, of Spokane, was married on Oct. 31 to Barbara Reeder of Coulee Dam. Operator Marjorie McClung was maid of honor. The young couple will live in Spokane.

A sport that takes second place only to

golf for Chris Olson and F. B. Beal is that of bowling. After an evening of knocking the pins down, two very sore and stiff dispatchers come to work the next day. At present scores range from 90 to 165.

Superintendent G. H. Hill took a vacation during October and visited his mother in Missouri, as did Sam Skinner of the signal department, also going to Missouri. Cashier Mabel Viets and her mother went to Little Rock, Ark., where Mabel's sister and brother-in-law live. These lucky people went right into warm summer weather while we were shivering and being drenched with rain here in Spokane. The month of October experienced the heaviest rainfall of any October since the weather bureau was established.

General Foreman Williams' extra gang has finished the work outlined for it on the Pend Oreille line and has moved to Kenova, to work between Malden and Marengo. Ditcher 159 (Operator E. N. Bassett), which has been working on the Coast Division, has been transferred to the POR line to do ditching between Newport and Metaline Falls.

Agent Eric Matson of Newport has been off on account of illness. His place has been filled by relief agents.

Mrs. Alice Smith, formerly third trick at Othello, has bid in the job of operator at Coeur d'Alene in place of C. A. Sprinkel, who is back at Warden as agent.

B&B Foreman Warn has finished repairs to the section house at Spirit Lake occupied by Foreman C. P. Mason and has moved to Post Falls. The building program there includes changes in the pit for servicing Diesel locomotives on the Coeur d'Alene line.

Roadmaster C. F. Allen, who is very faithful about supplying news for this column, reports that Section Foreman Bankoff of Newport shot a fine buck near Tweedie. Most of the hunters haven't been so lucky this year, as lack of snow has made it difficult to get close to the deer. "Cap" Allen's news covers the work of extra gangs and sections under his jurisdiction and his assistance is appreciated.

The French Institute of Public Opinion (like our Gallup poll) asked the people of France what contributed most to their personal happiness.

Nearly half of the men and more than a third of the women felt that their happiness depended on economic security. What most of them wanted was not wealth, but enough to live on. They wanted money twice as much as health, three and a half times as much as world peace, three times as much as a happy family, and fourteen times as much as love.

Approximately half the people interviewed were moderately happy or very happy. Only 30 per cent of the business men confessed they were not very happy, whereas 46 per cent of the communists put themselves in the unhappy bracket.

Diesel Kill You

Since the big Diesel locomotives that snake long freight trains about the country cost about half a million dollars, railroads are naturally concerned that they be properly handled. When the Milwaukee Road introduced a fleet on its Kansas City Division, John E. Bjorkholm, superintendent of motive power, assigned Walter W. Bates, chief traveling engineer, to the job.

"I'm placing you in full charge. In fact, I'm making you general manager of all Diesels on the Kansas City run," Bjorkholm said to emphasize the importance of the assignment.

Bates inquired, "Do I understand that everything I do will meet with your approval?"

Bjorkholm replied, "Hell, no! Only what you do right!"

—Trains Magazine.

The Milwaukee Magazine

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