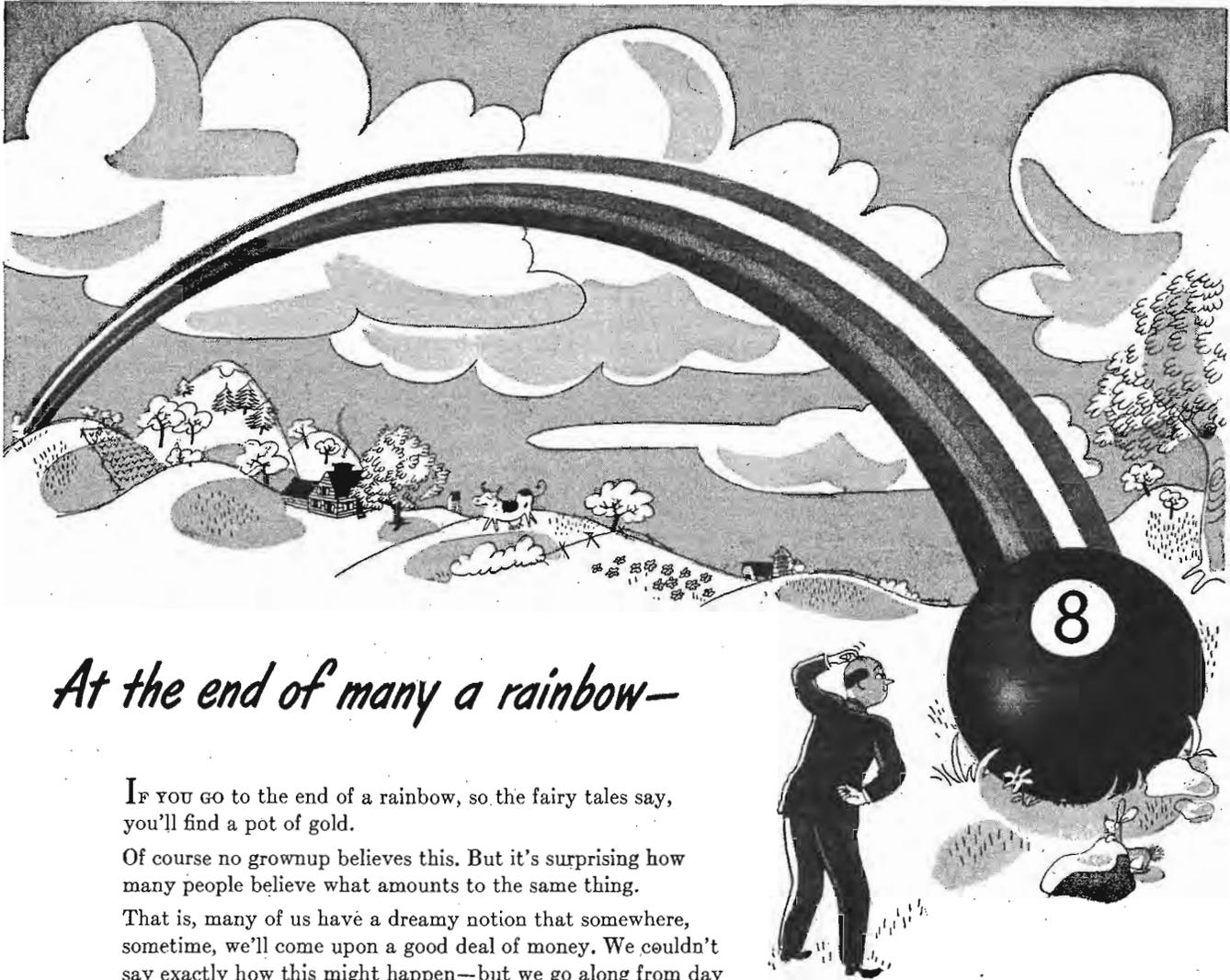


February 1947

THE MILWAUKEE MAGAZINE

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



At the end of many a rainbow—

If you go to the end of a rainbow, so the fairy tales say, you'll find a pot of gold.

Of course no grownup believes this. But it's surprising how many people believe what amounts to the same thing.

That is, many of us have a dreamy notion that somewhere, sometime, we'll come upon a good deal of money. We couldn't say exactly how this might happen—but we go along from day to day, spending nearly all we make, and believing that *somehow* our financial future will take care of itself.

Unfortunately, this sort of rainbow-chasing is much more apt to make you wind up behind the eight ball than with a pot of gold.

When you come right down to it, the only sure-fire way the average man can plan financial security for himself and his family is through saving—and *saving regularly*.

One of the soundest, most convenient ways to save is by buying U. S. Savings Bonds through the Payroll Plan.

These bonds are the safest in the world. When you buy 'em through the Payroll Plan, they mount up fast. And in just 10 years, they pay you \$4 back for every \$3 you put in. They'll come in mighty, mighty handy when the time comes to send your kids to college, to buy a house, or to weather a rainy day.

So isn't it just plain common sense to buy every U. S. Savings Bond you can possibly afford? You bet it is!

P. S. You can buy U. S. Savings Bonds at any bank or post office, as well as at your place of business.

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

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NEWS HEADLIGHTS

THE Milwaukee Road's magnetic type detector car, which operates regularly over the entire system to detect rail defects hidden to the human eye, was expected to start its 1947 program early in February after a thorough going-over at the shops in Milwaukee. The car is under the supervision of Chief Operator Fremont D. Schunck; he and two other men constitute the regular crew.

SEVEN hundred and fifty 40-foot box cars which the company has been building in its shops in Milwaukee will be completed and ready for operation before the end of February. These cars are part of the 1946 construction program, as are the 250 50-foot automobile cars (equipped with loading devices) which will be ready prior to the end of March. Also scheduled for early delivery, under the 1947 program, are 250 50-foot automobile cars equipped with large end doors; these cars are expected before the end of April. By the last of May an additional 500 40-foot automobile cars should be completed and ready for service. All of these cars are of steel construction.

THE huge sheet and plate mill which the Aluminum Company of America is building about five miles north of Davenport, Ia., is served by the Davenport, Rock Island and Northwestern Railroad, which is owned 50-50 by the Milwaukee Road and C. B. & Q. This mill, the largest industrial undertaking now under way in the state of Iowa, is estimated to cost approximately \$40,000,000. It will occupy 400 acres of land, will produce approximately 1,800 carloads of sheet and plate metal annually and will employ 2,000 people. A housing program for mill employes has already been started.

The project includes the relocation of the rail line and the construction of a new railroad bridge across Dutch Creek a little north of the present bridge. Approximately 4,500 carloads of material will go into the construction of the several buildings. The main plant will cover 43 acres, all under one roof. Alcoa hopes to begin production in some units of the plant by Sept. 1 of this year, but it is expected to be mid-1948 before the entire project is completed.

LIKE several other railroads, the Milwaukee Road had to dig itself out after a snow storm, whipped by a gale from across Lake Michigan, struck on Jan. 29 and raged for 24 hours. Preceded by a rain which formed ice in switches and interlocking plants, the snow practically buried the railroad from Sturtevant, Wis., to Channing, Mich., and all along the east end of the LaCrosse & River Division. Snow conditions were general over most of the railroad, particularly on Lines East, but the city of Milwaukee appeared to be the focal point of the blizzard. There, 19 inches of snow, with drifts of 20 feet, made it the second worst snow storm in the city's history, exceeded only by a 21¾-inch fall 27 years ago.

Not only was the Milwaukee Road faced with the task of digging out, but city transportation was so completely paralyzed that almost all of the employes who got to work

on Jan. 30 arrived on foot. Some came on skis; many couldn't get there at all. Station Master J. J. Crowley walked six miles through the snow, and Train Dispatcher C. E. Shaft walked five miles. Private automobiles were snowbound and abandoned all over town, and several that were left on rail crossings had to be excavated and moved by the railroad before the trains could operate.

A number of Superior Division trains and others operating into and out of Milwaukee were annulled on the 30th, but all trains between Chicago and the Twin Cities went through. The Pioneer Limited and Olympian departing on the 30th were operated both ways via the Burlington between LaCrosse and Chicago. For the most part, normal operations were resumed on the 31st.

RKO-Pathe is making a preliminary study of the Milwaukee Road and other railroads in connection with the preparation of a moving picture for their "This Is America" series. The picture is to highlight the importance of railroad freight service in the life of the nation, and will appear in moving picture theatres throughout the country with an estimated total attendance of not less than 40 million people.

The survey was begun in late January when Oviatt McConnell and Spencer Armstrong, representatives of RKO-Pathe, accompanied by Assistant Public Relations Officer A. G. Dupuis and Assistant Superintendent James M. Moudry of the Milwaukee Division rode freight No. 263 from Bensenville to Milwaukee to observe train operation first-hand. In Milwaukee the group was taken through the shops by Chief Mechanical Officer K. F. Nystrom. McConnell and Armstrong left on the Milwaukee Road for Seattle on Jan. 24. Division officers along the line planned to meet them and assist in piecing out the basic pattern of the picture story.

AN estimate made early in January indicates that the freight rate increase granted by the Interstate Commerce Commission on Dec. 6 will mean an increase of approximately 17.13 per cent in Milwaukee Road revenue for 1947, assuming that the volume of freight traffic remains the same as it was in 1946.

The increase breaks down into the following commodity classifications: products of agriculture, 15 per cent revenue increase; animals and products, 17.23 per cent; products of mines, 13.62 per cent; products of forest, 14.24 per cent; manufacturers and miscellaneous, 19.31 per cent; l.c.l., 22.50 per cent. In dollars and cents the increase in freight rates, express rates, switching and accessorial charges and the repeal of the land grant rates are expected to mean an extra \$28,755,000 to the Road for this year.

Other figures compiled at the same time, however, indicate that the additional revenue will be more than offset by higher material prices, increased wage rates and the increase in payroll taxes due to the Crosser Act, all of which have occurred since the end of 1945. Assuming the same level of employment and volume of material purchases as in 1946 (at prices no higher than those prevailing at the first of this year) these items will total approximately \$30,893,000, or \$2,138,000 more than the expected increase in revenue from increased rates.

Milwaukee Road Ski Bowl Reopens

OUT around Seattle and Tacoma there has been a lot of weather watching this winter. Several thousand people who like to ski, and General Passenger Agent William Wallace, who likes for people to like to ski, spent a few restless weeks while the weather took its time about getting down to business and laying some ski-able snow on the slopes of the Milwaukee Road Ski Bowl at Hyak, Wash., on the summit of the Cascade Mountains.

At last the snow came, and with it the big day and the crowds. The Pacific Northwest's favorite skiing spot, where the late Torger Tokle leaped to an American record of 288 feet in 1941, saw action on Jan. 4 for the first time since 1942. As the Seattle Home News put it, "After five years, the war-stilled slopes of one of the greatest, all-white recreational areas in the world again became a synthesis of fiery-hued

Four Trainloads of Winter Sports Make It a Busy First Day at the Pacific Northwest's Favorite Hill.

toggery, schussing, tr-r-r-ack!, Christies and lowly sitzmarks!"

It had been five years, but apparently the memory of good times and safe, comfortable transportation up and down the mountains stayed with the skiers. Consequently, when the Road announced the improvements which had been made at the bowl, including wider and smoother slopes, three rope tows and a sled tow, plus the renovated alpine lodge, the pre-war gang waxed their skis, scrambled aboard the trains and headed back for the big hill, bringing their friends with them.

Jan. 4 was also opening day for the

Seattle Times Ski School, which provides instruction for thousands of grade school, high school and college students in the area around Seattle who want to learn to ski the safe way. The Milwaukee Road Ski Bowl is again the "classroom," as it was from 1939 until the bowl closed in 1942.

Consequently, the 2,865 people who filled the 79 coaches on the four trains which left for the bowl on Saturday, the 4th (three from Seattle and one from Tacoma) were mostly teenagers.

The first special was scheduled to leave at 7:30 in the morning, but the crowd gathered well in advance. Shelleah Williams, Seattle general office correspondent for the Milwaukee Magazine, was at the station to see the show, and reports that the cars in which friends and relatives brought the young skiers to the station caused a traffic jam which was some time in untangling.

"When I arrived at the station about 7:15 a.m., Miss Williams says, "it was jammed with skiers, all very orderly, and the street outside looked a little like the march of the goblins. It was still dark at that hour, and the red lights from cars and markers, and the sound of the frantic whistles, both train and policemen's, made the skiers, with their skis and poles waving in the air, look unreal."

On Sunday, Jan. 5, one special train operated out of Tacoma and another out of Seattle, carrying a total of 1,165 passengers. That made a total for the week end of six special trains and 4,030 passengers. The ski bowl trip takes two hours each way.

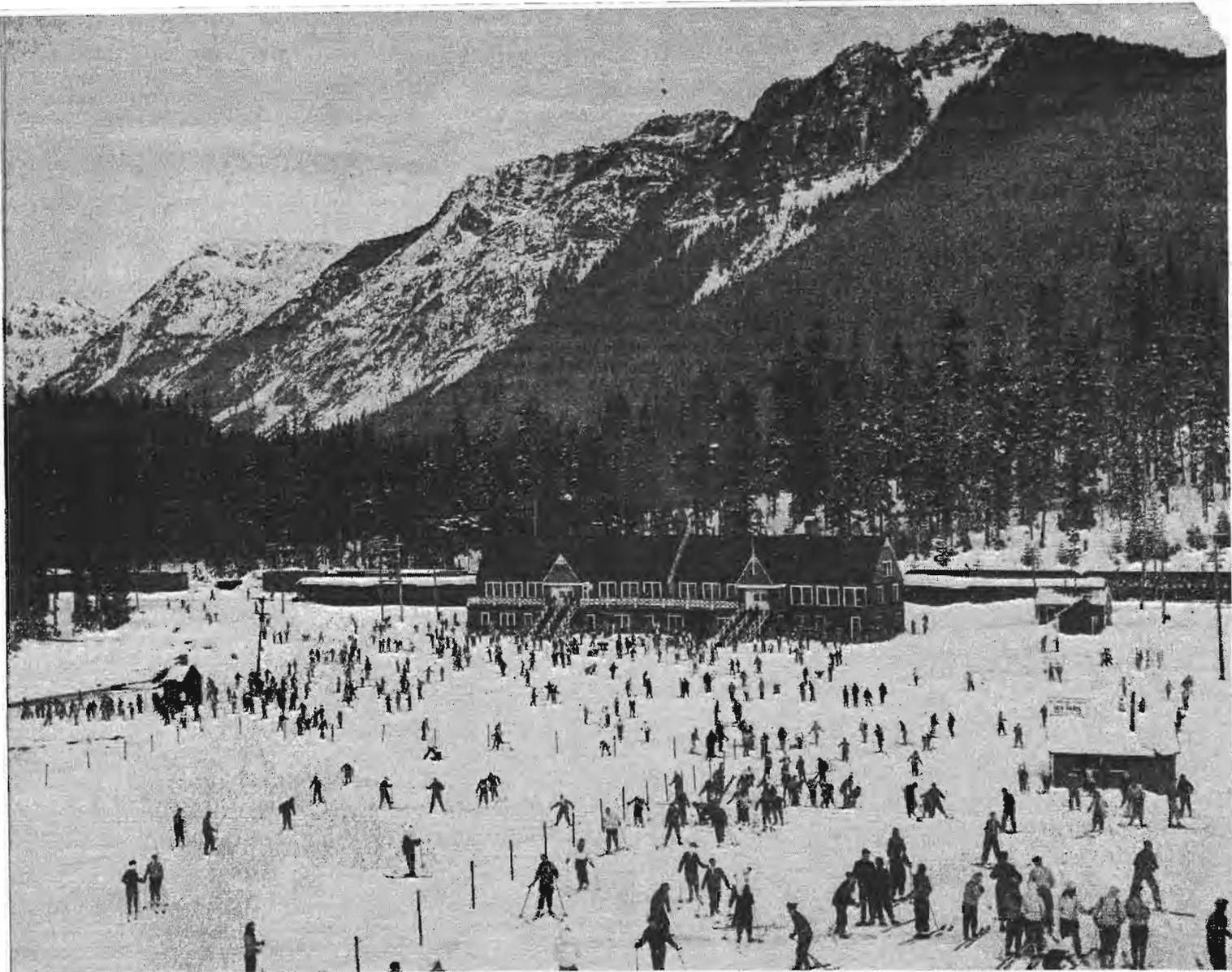
The Times Ski School, said to be one school that the students do not want to see burned down, has done much to popularize the sport of skiing in the Seattle and Tacoma area. By providing a large corps of veteran skiers as instructors, and by teaching the youngsters "controlled skiing" step by step on the beginner slopes at the bowl, the school makes it possible for the students to enjoy the sport with a minimum risk to themselves and others.

More and more lovers of winter sports are looking to the Milwaukee Road for their week end ski outings because of the combination of ideal skiing conditions and safe transportation through mountainous areas.

The ski bowl will offer special ski train service between Seattle-Tacoma and the bowl every week end for the balance of the winter season. On Mar. 22 and 23 it will be the scene of the United States Olympic team ski jumping trials, which will be sponsored by the Seattle Ski Club. This great event will bring to the ski bowl the finest jumpers in the United States, besides a great jumping team from Norway.



One of the many boys and girls who received free instruction in the opening Times Ski School Class was Alberta Moore. Don Rocks, instructor, tells her how to make a step turn. (Seattle Times photo.)



Above: A view of the Milwaukee Road ski bowl and lodge on opening day. The picture was taken from one of the many skiing slopes, some of which rise as much as 400 feet above the floor of the bowl. Note the waiting trains in the background. Below, left; Ed Notske, Milwaukee Road tax department employe, and a Times Ski School instructor, shows a teen-ager the way to relax her knees. Below, right; When young Seattle decides to take up skiing, it turns out *en masse*. This group was part of the throng of skiers and would-be skiers who packed the Seattle Union Station on the opening day. (All photos courtesy Seattle Times.)



EDISON AND THE RAILROADS

FEBRUARY 11, 1947, marks the 100th anniversary of the birth of a man who made possible many of the wonders of modern railroading. Without the contributions made by this one-time railroad employe, railroads would be unable to rely upon electric semaphores, night operations would be hazardous, and the wiring needed to carry on railroad communications would be a veritable maze of individual wires instead of the few cables that now parallel railroad rights-of-way.

This man, Thomas A. Edison, is far better known as an inventor and electrical genius than as a railroader. But his accomplishments are proof that railroads were frequently in his thoughts, and that his early railroad experience had a profound effect upon his entire life.

At the age of 12, Edison went to work on a railroad. At the age of 13, he on one occasion took over the controls of a multiple-unit electric locomotive. In the intervening years he published the first newspaper ever printed on a moving train, invented the first practical electric locomotive, built a small railroad for his own use, and designed many of his more than 300 inventions especially to meet railroad needs.

From the very beginning of his railroad career, Edison displayed a full measure of the imagination and enterprise which were later to help him gain international fame. His first railroad job, in 1859, was as a trainboy or "candy butcher." Equipped with a supply of peanuts, candy and newspapers, 12-year-old Tom Edison rode trains between Port Huron and Detroit, Mich., supplying the needs of the passengers.

Within a short time, however, he not only was working as a trainboy, but also was engaged in bringing fancy fruits and vegetables from the Detroit markets and selling them in Port Huron. He also picked up fresh butter at train stops to sell in Detroit. His business prospered and at times, his earnings amounted to \$3.00 a day, when grown men often made only one-third that amount.

Through visits to newspaper offices where he bought the papers he sold, Edison became interested in journalism. He purchased a small printing press from a Detroit stationery store, obtained some used type from a newspaper office, and converted part of his train's baggage car into a publishing office to turn out the first newspaper ever printed on a train. Known as "The Weekly



At the age of 12 or 13 Edison became a newsboy and candy "butcher" on the Grand Trunk local between Port Huron and Detroit. He established a storeroom in the baggage car for papers, candy and other merchandise. Later he set up a second-hand printing outfit on which he printed his own Weekly Herald, the first newspaper ever to be printed on a moving train.

Herald," Edison's little paper achieved a circulation of 300 copies, and often scored news beats over the larger city papers, as telegraphers furnished him with bits of news just off the wire.

Edison's combined career as trainboy, publisher and dealer in perishable goods came to an abrupt end after he set fire to the baggage car while experimenting with chemicals. However, his separation from railroad employment lasted only a short time.

For saving a telegrapher's son from the path of a train, Edison was taught telegraphy by the grateful parent, and by the time he was 16 years old, Edison was again on railroad employment rolls, this time as a telegrapher at Stratford Junction, Ontario, Canada. His journalistic ambitions were forgotten as he turned his lively brain to experiments with telegraphy.

Telegraphy was then a comparatively new means of controlling train operations, and "pounding the brass" was a far cry from today's sending and receiving. For instance, in 1863, only one message at a time could be sent over any one wire. If the same system were used today and a message had to be sent from New York to Chicago, every telegraph instrument on that line in all the intervening cities would be useless until the message cleared. If this were still the practice, marked confusion would result, because more than 40,000 trains of all kinds start their runs every 24 hours and require that continuous messages be transmitted about their movements. But before he reached the age of 30, Edison had solved this problem.

In 1864, in Indianapolis, Edison invented an automatic telegraph repeater to set up relay systems. Then he perfected a system of duplex telegraphy whereby two messages could be sent over one wire in opposite directions.



Edison re-enacting, in 1929, the invention of the first incandescent lamp during the 50th anniversary of its development, as Henry Ford and Francis Jehl look on.

Later, through a complicated system of differentially wound relays, coupled with condensers, rheostats and other apparatus, he perfected a quadruplex system. Still later, he developed a sextuplex system. As a result of such improvements, telegraphy became tremendously important to the railroads.

Today, the telegraph has largely been replaced in railroad dispatching practice by the faster telephone and by the highly efficient centralized traffic control machinery, usually referred to as CTC. However, Edison's ideas and inventions are present in both the telephone and CTC machinery. For example, CTC wiring would be far more complicated and bulky were it not for the fact that Edison's improvements in telegraphy showed the feasibility of sending more than one impulse at a time over a single wire. In the same year that Alexander Graham Bell invented the telephone, Edison perfected a transmitter coil which permitted use of the phone for long distance calls, thereby making it practicable for rail-

Edison always retained his interest in telegraphy, as his first inventions were in that field. He is shown here at the telegraph key.



road use. How rapidly the railroads recognized this advantage is shown by the fact that within a year after the introduction of the telegraph, it was being used in railroad shops, and by 1882 telephones were being used for dispatching on a standard gauge railroad.

As a partial outgrowth of Edison's inventions in the field of communications, railroad usage of the telephone and telegraph grew to phenomenal proportions. Today's railroads sometimes utilize one group of wires to carry one or two dispatching circuits which open into all train-order offices of a railroad division, and several message circuits which open into freight houses, traffic offices, yard offices, passenger ticket and information offices or anywhere else where they may be needed; an "overhead" system for messages and conversations between general offices and other locations not on the same division, and, in addition to all these, printer circuits over which messages tapped out on the keys of a typewriter-like instrument are reproduced at distant points on similar printer telegraph machines.

Four wires may be used as a "phantom group" over which there can pass simultaneously three telephone conversations and eight printer or teletype messages, one going each way on each of the four wires. On other portions of a railroad, where communication needs may be different, additional telephone and telegraph channels may be imposed on a trunk circuit, making possible the use of the wires for several conversations and telegraph messages at the same time.

After inventing the first practical incandescent lamp in 1879, Edison turned his attention toward developing electric motive power for the railroads. He constructed his own small railroad at Menlo Park, N. J. By 1880, he had a small electric locomotive running on the three-and-a-half-foot gauge track, and issued invitations to the railroads to inspect his model. A number of them sent representatives to see Edison's handiwork. Their general opinion was that further development work was necessary, and it was not until 1895 that electric motive power had been de-

veloped to the point where it warranted the first actual service installations.

Compared to present-day electric locomotives, Edison's first model was crude. It was smaller than the trucks of some modern engines. Current from a central power plant ran along one rail, up through the locomotive wheels, through a motor and out through the opposite wheels to complete the circuit by returning to the power plant along the opposite rail. In all, Edison's first locomotive weighed 10 tons and could develop 12 horsepower.

In comparison, the horsepower of today's electrical giants is measured in the thousands. Electric locomotives in freight service weigh from 113 to 642 tons, and those in passenger service weigh from 110 to 310 tons. Out of Edison's original model, however, grew the present widespread use of electric motive power for certain types of railroad operations.

Although the incandescent lamp, telephone, telegraph and electric locomotive have important places on today's railroads, one of the greatest contributions Edison made to railroad operations was his work in improving battery cells. During Edison's day, a battery of zinc-copper oxide cells was the best that could be obtained. This battery had many limitations. For one thing, it needed a warm-up period that often took as long as 30 minutes before it could deliver power. Batteries of this sort frequently failed, and there was no way to tell in advance when the power would give out. As a result, they were impractical for many railroad purposes. Edison went to work to try to remedy the situation.

First he invented a caustic-soda cell. This became one of the early railroad accessories based on the "fail-safe" principle. In each cell was a panel which would tell at a glance how much



In 1886 Edison made experiments with wireless telegraphy on moving trains. He put his system into practical use on the Lehigh Valley Railroad. The wireless waves passed from a piece of metal on top of the car to the regular telegraph wires, thence to the dispatcher's office. The top drawing was made from an actual scene aboard a moving train.

While only a boy, Edison was employed as telegraph operator at Stratford Junction, Ontario, Canada, but his work on inventions left him so short of sleep that he could not stay awake on the job. He was instructed by the dispatcher to report with the Morse "G" every half hour, so he rigged a clock to the telegraph instrument in such a way that "G" was ticked off regularly . . . while Edison slept. When the trick was discovered, the boy operator was fired.

The Case of the Nosey People and the Station Fence

CURIOUS sights are apt to go unnoticed in a railroad station. Travelers eat, sleep, write letters, change their shoes, amuse their children and perform other homely tasks in full view of the passers-by without attracting a second glance. But put up a high fence, ostensibly for privacy, and you will learn in short order how curious people can be.

Officials of the Union Station in Chi-

cago found out when they erected a seven-foot fence around a space in the south end of the main waiting room early in January. The resulting inquiries as to what was going on inside the barricade amounted to a deluge. To satisfy the curious, they had workmen bore two holes, similar to the knotholes in baseball park fences, at different heights on each of the wall's four sides. The prosaic legend printed next to

power was left in the cell, thereby making it practical and dependable for such an important railroad purpose as signaling.

The caustic-soda cell powered the first electric semaphore signal ever used on an American railroad. This signal was installed at Black Dan's Cut near Phillipsburg, N. J., in 1893. With this improvement in railroad signaling, caustic-soda cells were put into use either for direct operation or as standby batteries for such things as light signals, highway crossing signals, interlocking plants, low-voltage switch machines and telephones. However, batteries of

materials which were stronger and lighter than lead, hard rubber and glass, and less destructive than sulphuric acid.

It took Edison 13 months to invent the incandescent lamp, and less than one month to make the first working phonograph. But he put 10 years of ceaseless effort into making the nickel-iron storage battery a success. It is reported that he built and tested 10,000 different types of cells before he found that nickel and iron oxides gave promising results. Then he discovered that the chemicals he needed weren't commercially available, so he developed a method of making the chemically pure

oxides for himself. He also devised a number of automatic machines for fabricating the cells. In creating the battery, Edison amply proved his adage that "genius is two per cent inspiration and 98 per cent perspiration."

After many tests, Edison's battery proved successful, and today's railroads are using improved forms of it for purposes that range all the way from operating an air conditioning equipment to the

actual propulsion of locomotives.

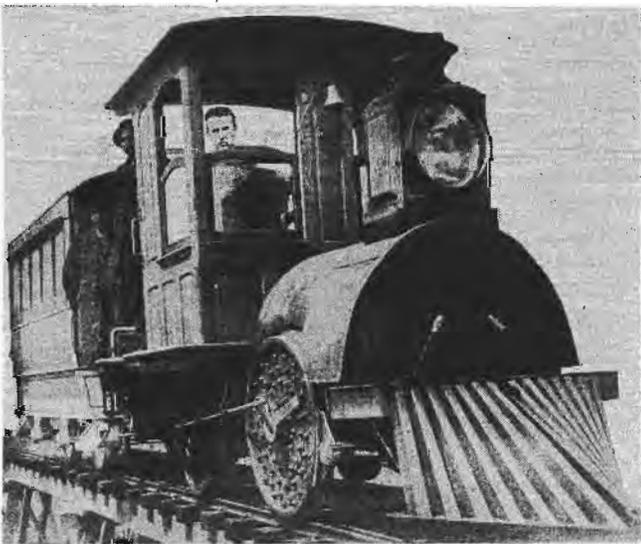
Thomas A. Edison had the inventive genius, mechanical skill and persistency needed to develop many and various improvements that contribute to the adequacy, efficiency and economy of today's railroads. Consequently, the railroads of America are proud of the fact that, like many other men who have gained world-wide fame, Edison was once a member of the railroad family.

them read "Refinishing Benches."

Since then, hundreds of curious people have squinted through the apertures to watch workmen remove the finish from the solid walnut benches, sand them down and apply fresh varnish. With an eye at every hole all day long, the painters are expected to lose control any minute.



Mrs. James Threlfall of Wheaton, Ill., peers through a hole in the fence to watch the bench refinishing project. (Chicago Tribune photo.)



In May, 1880, Edison began operation of the first passenger electric railway in this country, at Menlo Park, N. J. His early work on the electric railway was the forerunner of vast electrified railway systems such as that on the Milwaukee Road. Edison is shown at the controls in the above picture.

this sort used on modern railroads have about five times higher current rating and three to five times greater ampere-hour capacity than the early designs. They also have higher effective voltages.

From his development of the caustic-soda cell, Edison went on to what has sometimes been called his greatest invention—the nickel-iron alkaline cell. This was a rugged battery which he designed for propulsion of railroad cars. It was born out of a desire by Edison to construct a battery containing ma-

APPOINTMENTS

Traffic Department

Effective Feb. 1, 1947:

Harry Rowe, assistant general freight agent at Tacoma, Wash., is retiring at his own request after more than 40 years of faithful service.

V. E. Straus is appointed division freight agent, Tacoma, Wash., and the position of assistant general freight agent at that point is abolished.

G. R. Webster is appointed traveling freight and passenger agent at Butte, Mont., succeeding V. E. Straus, promoted.

L. J. Kidd is appointed general agent, freight department, Seattle, Wash., succeeding G. R. Webster, assigned to other duties.

F. W. Watkins is appointed export and import agent at Seattle, Wash., succeeding L. J. Kidd, promoted.

H. D. Collingwood is appointed division freight and passenger agent at Aberdeen, Wash., succeeding F. W. Watkins, promoted.

Effective Jan. 16, 1947:

F. C. Bryan, Jr., is appointed city freight agent at Milwaukee, Wis. Effective Jan. 1, 1947:

R. S. Moore is appointed Canadian freight and passenger agent at Toronto,

O. R. Anderson Heads St. Paul Traffic Group

OLIVER R. Anderson, general agent passenger department at St. Paul, was recently elected president of the St. Paul Passenger Club, an organization composed of 200 representatives of the eight St. Paul railroads and the foreign lines which maintain regional offices in the Upper Midwest.



O. R. Anderson

Mr. Anderson is well known in Twin City traffic circles. He began with the Milwaukee Road at 14, trucking freight during the summer at the La Crosse, Wis., freight house and went on the regular payroll at 17, working in the baggage room. While he completed his education at La Crosse Teachers College he worked as night ticket seller at the depot. He became cashier in the St. Paul city ticket office in 1926, progressing to city ticket agent in Minneapolis and then to city passenger agent in both Minneapolis and St. Paul. As traveling passenger agent he covered the Upper Midwest territory for 11 years and during World War II he was assigned to troop convoy. He has occupied his present position since January, 1946.

In addition to his interest in the Passenger Club, Mr. Anderson is active in several other civic organizations, including the St. Paul Exchange Club, the St. Paul Transportation Club and the Saintpaulites, Inc. When he can spare the time for it, he likes to fish. Known officially as Mr. Anderson, he is much too friendly for the formality of his full name, and answers most of the time to "Ollie." His family includes his wife, 13-year-old twin daughters, Gail and Jean, and a son, Reese, who is a freshman at the University of Minnesota.

Ont. The position of traveling freight and passenger agent is abolished.

Effective Feb. 1, 1947:

E. E. White is appointed traveling freight agent with headquarters at Cleveland, Ohio, succeeding W. J. Hayes, deceased.

Mechanical Department

Effective Feb. 1, 1947:

F. W. Bunce is appointed division master mechanic of the Chicago Terminal and Terre Haute Division with headquarters at Western Avenue, Chi-

cago, succeeding H. E. Niksch, transferred.

F. L. King is appointed shop superintendent at Minneapolis with jurisdiction also to include the Twin City Terminals and Duluth Division, succeeding F. W. Bunce, transferred.

W. W. Henderson is appointed division master mechanic of the Iowa Division with headquarters at Marion, Ia., succeeding F. L. King, transferred.

H. E. Niksch is appointed division master mechanic of the Hastings & Dakota Division with headquarters at Aberdeen, S. D., succeeding W. W. Henderson, transferred.

Operating Department

Effective Jan. 11, 1947:

F. J. Ahl is appointed trainmaster at St. Paul, Minn.

One of the most famous expressions of movie parlance is MOS. It originated with a foreign director who wanted to shoot a scene without sound and said, half in German and half in English, "Mit out sound." To this day, silent scenes are labeled MOS.

H. E. Pierpont

HENRY Edwards Pierpont, retired traffic vice president of the Milwaukee Road, died at his home in Chicago on Jan. 14. He had retired from active service on Nov. 1, 1938, after more than 50 years of service, leaving a splendid record for ability and loyalty.

Mr. Pierpont, who was a native of Wisconsin, started railroading as a telegraph operator at Council Bluffs, Ia., shortly after the Road's lines reached the Missouri River. He became agent at Kansas City in 1890 and entered the traffic department in 1894 as division freight and passenger agent. In 1896 he was promoted to assistant general freight agent in Chicago and in 1907 to the position of general freight agent. Subsequently he was appointed freight traffic manager and traffic manager and in 1928 was elected vice president in charge of traffic; the title was changed to chief traffic officer on Jan. 1, 1936.

Mr. Pierpont is survived by his sisters, Miss Jennie Pierpont of Chicago and Mrs. C. P. Wood of Milwaukee and son, V. K. Simpson of Bristol, Va.

Help a Fellow Employee Find a Home

AS announced in the January issue, the Milwaukee Magazine hopes to be of assistance to employes in need of housing by publishing each month the names and addresses of those individuals who make their needs known.

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

Owing to printing difficulties, the January issue went to press only a short while before the February issue, thus allowing very little time for readers to respond to the original announcement of this service. The names of those who did respond are listed below:

Name of Homeseeker	Railroad Title or Occupation	Address	Needs Home in
John Arensdorf	Sec'y to General Manager	3634 N. Kilpatrick, Chicago 41, Ill.	Chicago, Ill., or Suburb
Mrs. H. Fitzpatrick	Reservation Clerk	Room 342, Union Station, Chicago,	Chicago, Ill. (N. W. side)
Wm. Frederickson	Carman	1539 S. 12th St., Milwaukee 4, Wis.	Milwaukee, Wis.
William Radke	Ass't. Freight Agent	Minneapolis, Minn., Phone: Main 1211—ext. 61	Minneapolis, Minn.
Henry G. Sterba	City Freight Agent	1540 Rand Tower, Minneapolis, Minn.	Minneapolis, Minn.
Ann Weber	Stenographer	1849 Barry Ave., Chicago, Ill.	Chicago, Ill.

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

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

Changes in Railroad Retirement and Unemployment Benefits

WHEN RAILROAD employes receive their pay checks covering the first half of January, 1947, and thereafter, they will observe that these checks are somewhat smaller than usual, because of the increase in deductions under the Retirement Tax Act. The reason for this is the change in the law, brought about by the passage of the Crosser Act. This law was passed in the closing days of the last session of Congress, instead of and contrary to the legislation upon the subject recommended by a committee of Congress charged with the duty of studying the subject. It amends the Railroad Retirement Act and the Railroad Unemployment Insurance Act, by liberalizing them in certain particulars, and amends the Retirement Tax Act by drastically increasing the taxes payable thereunder by both the employes and the railroad company. It is appropriate to comment first upon the amendments to the Retirement Tax Act, and then to discuss the amendments to the Railroad Retirement Act and the Railroad Unemployment Insurance Act.

Retirement Tax Act

Effective Jan. 1, 1947, the amount of tax on each employe is raised about 65 per cent. This is readily illustrated by the following table, based on the taxes of an employe earning \$300 per month, the maximum earnings taxable under the law at present:

Amount of Deduction for Tax from Pay of Employes:	Deduction Under Original Act in Effect Prior to Jan. 1, 1947			Deduction Under Amended Law Effective Jan. 1, 1947		
	Per Cent	Per Month	Per Year	Per Cent	Per Month	Per Year
Year 1946	3%	\$10.50	\$126.00	5%	\$17.25	\$207.00
Year 1947-1948	3%	10.50	126.00	6%	18.00	216.00
Year 1949-1951	3%	11.25	135.00	6%	18.75	225.00
Year 1952 and thereafter.....	3%	11.25	135.00	6%	18.75	225.00

As will be seen from this table, as a result of the amendments, an employe earning \$300 per month will have his taxes increased \$81.00 per year during the years 1947 to 1951, inclusive, and by \$90.00 per year for the year 1952 and thereafter. Of course, the tax the railroad pays for each employe is increased by the same amount.

It should be noted that the same Congress which voted these substantial increases in taxes on railroad employes passed other legislation maintaining the Social Security Tax on employes of other industries at the prior rate of 1 per cent. In the case of an employe earning \$300 per month in some other industry, the tax, under the Social Se-

curity Act, is \$3.00 per month, or \$36.00 per year, compared with \$207.00 per year for the railroad employe earning the same amount. In other words, as the laws now stand, railroad employes pay about six times as much tax as employes in other industries, while the benefits railroad employes receive are approximately only twice the benefits received by employes in other industries.

Railroad Retirement Act

Notwithstanding the increases in payments hereinbefore enumerated, there is no increase in the amount of annuity an employe will receive. The retirement age remains at 65, except for female employes, who may retire at 60.

Generally speaking, the amendments to the Railroad Retirement Act afford protection to certain survivors of railroad workers, liberalize the disability provisions of the act, increase the minimum annuities somewhat, and give credit for service performed prior to Jan. 1, 1937, by persons who were not employes as of Aug. 29, 1935, the enactment date of the Railroad Retirement Act, but who worked at least six months during the period from Aug. 30, 1935, through Dec. 31, 1945.

Prior to the amendments, an employe could make provision for his widow by electing to take a joint and survivor annuity. If he did not so elect, then his widow or other beneficiary would

reach the age of 18. If she does not remarry, benefits will again be resumed when she becomes 65. In addition, benefits are provided for a dependent minor unmarried child of a deceased employe, until such child reaches the age of 18, and also for the dependent surviving parent or parents of a deceased employe, if there is no widow or dependent minor child, and if such parent or parents have reached the age of 65 years.

The above may be illustrated by taking an employe who received \$250 per month in wages from Jan. 1, 1937, to Dec. 31, 1946. Under the Railroad Retirement Act before the amendments, his widow, or other beneficiary, in case of his death, would immediately receive a lump sum payment, amounting to \$1,200. Under the amendments, if the widow is less than 65 years of age at the time of the death of her husband, she will receive a lump sum payment of \$418. If she is 55 years of age at the time of her husband's death, with no dependent children, she will have to wait 10 years before she can obtain an annuity, and then it will only be \$39.19 per month if the employe's earnings averaged \$250 per month. If the widow remarries, she is no longer eligible for an annuity. Under the act before amendment, this same widow, if her husband had arranged for a joint annuity with her, would not have had to wait until attaining the age of 65, but would immediately have received an annuity substantially larger than the one payable under the amendments, and her remarriage would not affect the same.

In regard to physical disability, the act is liberalized by the amendments so as to provide for annuities for individuals whose permanent physical or mental condition is such that they are unable to engage in any regular employment, and who have completed 10 years of service or have attained the age of 60. For individuals whose permanent physical or mental condition is such as to be disabling for work in their regular occupations, annuities are provided when they have completed 20 years of service, or have attained the age of 60. This compares with a requirement of 30 years of service and total and permanent disability for regular employment under the former law.

There is a slight increase in the minimum annuity provisions. Under the law before the amendments, if an in-

(Continued on page 12)

W. M. Thurber Retires, Ending Family's 241st Service Year

THE retirement of Assistant Superintendent William Mack Thurber of Dubuque, Ia., on Jan. 1 terminated one of the longest family service records in Milwaukee Road history. The record dates back to 10 years before the Civil War, when his grandfather, N. P. Sopher, started as agent of the old Milwaukee-Mississippi Railroad (now part of the Milwaukee system) at Muscoda, Wis. His father, L. L. Thurber, was the agent there for 43 years and an older brother, P. S. Thurber, spent 25 years of his 42 years of service on the same job. Two other brothers are also Milwaukee Road veterans—R. L. Thurber, a railroad man for 26 years before he turned newspaper publisher at Richland Center, Wis., and N. P. Thurber, a former division superintendent now living in retirement at Beloit, Wis.

On the distaff side, Mr. Thurber's mother was one of the first telegraphers on the Milwaukee to read the Morse code by sound, in the days when the old tape machines were in use, and she stayed at the job for 25 years, until the boys took over. Added to W. M. Thurber's 48 years, it brings the family service record up to the amazing total of 241 years.

Mr. Thurber's own service started on the old Prairie du Chien Division as telegrapher, Oct. 5, 1898. Six months later he transferred to Genoa as operator and in 1902 was appointed assistant dispatcher at Savanna. He became chief dispatcher of the Illinois Division on Sept. 5, 1908 and on Sept. 1, 1917 was promoted to trainmaster at Dubuque. In the years between 1918 and 1931 he served as superintendent of the Dubuque, the I&D, the La Crosse and the Illinois Divisions and as assistant super-

intendent at Davenport and La Crosse. He was appointed to the assistant superintendent's post at Dubuque on Jan. 15, 1936.

A farewell party given in Mr. Thurber's honor at Shooting Park, Dubuque, on Jan. 8 was attended by approximately 50 company employes, representatives of local industries and personal friends. DF&PA R. E. Beauvais, Dubuque, presiding as toastmaster, called on several of Mr. Thurber's friends for remarks. The list of speakers included Robert Elewell, Milwaukee Road attorney, Dubuque; DF&PA John Judge, Davenport; District Claim Adjuster H. J. Barry, Des Moines; Safety Engineer C. W. Riley, Ottumwa; Yardmaster Gerald Connell, Marquette; E. C. Hornung, representing the division engineers; Michael Calvin, representing the firemen; Richard Sullivan, representing the trainmen; and Charles Pullen, representing the clerks. His friends marked the occasion by giving him a portable typewriter.

P. J. Weiland, formerly trainmaster at Portage, Wis., succeeds Mr. Thurber.

Right: W. M. Thurber (left), retiring assistant superintendent of the Dubuque and Illinois Division, receives a hearty handshake from his successor, P. J. Weiland, at the dinner given in the former's honor on Jan. 8.

Below: Group in attendance at Mr. Thurber's retirement dinner.

Want to Clean House?

THE office of the Milwaukee Magazine is in need of extra copies of back issues to supply the library of the Association of American Railroads, as well as other libraries and individuals who frequently request them. It will be appreciated if readers who have back numbers of the Milwaukee Magazine which they no longer want to retain will notify this office, Room 356 Union Station, Chicago 6, Ill., stating in general what they have.

Readers are requested not to send the magazines themselves until notified whether all or only a part of their collection is needed. —Editor.

The youthful mountaineer had just been brought into court and sentenced for breach of the peace. Testimony showed that he had done some feuding, featured by his adept handling of a knife.

After the trial, his grizzled old father stood with a group of cronies on the courthouse lawn. "I swear," he said, "I don't know whar that boy gits all his meanness. Now, you take me—I never stuck a knife deep in nobody."



Railroad Retirement and Unemployment Benefits

(Continued from Page 10)

dividual was an employe when he had attained the age of 65 and had completed 20 years of service, the minimum monthly annuity payable was the least of the following three factors:— (1) \$40.00, (2) eighty per cent of his monthly compensation, but not less than \$20.00, or (3) his monthly compensation. Under the amended act, in the case of an individual having a current connection with the railroad industry and not less than 5 years of service, the minimum monthly annuity payable is the least of the following three factors:—(1) \$50.00; (2) \$3.00 multiplied by the number of his years of service, or (3) his monthly compensation.

A class of persons very definitely benefited by the act are those who had considerable railroad employment before Aug. 29, 1935, but did not happen to be employes on that particular date, which was the enactment date of the Railroad Retirement Act. Prior to the amendment, they could count service only after Aug. 29, 1935, toward an annuity. Under the amendment, if such persons worked at least six months during the period from Aug. 30, 1935, through December 31, 1945, they can count the service prior to Aug. 29, 1935.

Railroad Unemployment Insurance Act

Under the Railroad Unemployment Insurance Act, before the amendments, it was necessary for an employe to be ready and able to work, with no work available, before being eligible for benefits. Under the amendments, inability to work because of sickness or accident is covered by benefits in the same amount and duration as for occupational unemployment. The illness or accident, on account of which payments are made, does not have to occur on the job or have any connection with employment. Payments are increased from a maximum of \$20.00 per week to \$25.00 per week, and from a maximum period of 20 weeks in a year to a maximum period of 26 weeks in a year.

The tax rate to support the Unemployment Insurance Act has not been changed, but remains at 3 per cent. The entire amount of this tax is paid by the railroad companies. This rate compares with an average of about 1.8 per cent in other industries for unemployment insurance purposes. Sickness and accident insurance has always heretofore been the individual's responsibility. The addition of sickness and accident

Roundhouse Foreman Designs Safety Device

ROUNDHOUSE Foreman Harold K. Hill and B&B Carpenter Edwin Funk, both of Ottumwa, Ia., recently combined their ingenuity and produced a rolling platform for use when the tender has been removed from a locomotive so that work can be done in the cab. Hill designed the safety device and Funk built it.

The foundation of the platform is a scrap push car, the wheels of which are of standard gauge so that it can be rolled into place behind the cab and held firmly against it. Its primary purpose is to provide a safe working platform for men required to do various jobs in the cab; furthermore, it facilitates the handling of such work for the reason that it enlarges the working area and simplifies the matter of getting in and out of the cab with tools.

Accident experience over a period of

years includes many instances of mechanics falling into roundhouse engine pits due to the fact that the open cab offered no protection. Other types have been constructed at various points on the railroad, but of them all this one is regarded as far superior. A total of three platforms of the new design are now in use at Ottumwa.

District Safety Engineer C. W. Riley reports that the shop committeemen at Ottumwa, all of them men with at least 25 years of experience, heartily approve the new platform.

T. J. Corrigan, air brake mechanic, expresses his approval in these words: "The rollaway safety platform eliminates an unsafe condition that existed for years, where many employes were seriously injured due to falling from the cab into the pits. In addition to the safety features, the platform makes it possible to transfer tools, material and equipment from the cab of the locomotive in a safe and practical manner."

Other advantages of the device are emphasized by Fred Alsdorf, boiler-maker committeeman, who says: "Prior to the construction of this platform it was necessary to get into the cab by means of a ladder, which was very unhandy and unsafe. This platform can easily be moved by one man from one roundhouse pit to another when work in the cab is finished."



Roundhouse Foreman H. K. Hill and the rolling platform which he designed.

benefits greatly increase the burden on the fund, and it is extremely doubtful whether such benefits should be paid out of the funds collected to provide unemployment insurance.

From the standpoint of both the railroad company and its employes, it is desirable that benefits received be the kind that are most beneficial to the employes, that the cost be reasonable to both, and that the financial solvency of the fund be assured. Above all, there

must always be kept in mind the mutual desire of the company and its employes that the operation of the railroad on a sound basis may be assured, and employment maintained at a high level. Every unnecessary added expense of operation handicaps the effort of the railroad in maintaining this sound basis and high employment level. The foregoing facts are submitted as proper for consideration in connection with these objectives.

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Stamp Heads Montana School Board

IN RECOGNITION of his leadership in state educational matters, Harry L. Stamp, division storekeeper at Miles City, has been elected to the presidency of the Montana School Board Association. The honor was conferred on him at the 31st annual convention held in December, 1946.



Harry Stamp

Mr. Stamp, who has devoted a great deal of time to the problems of youth and its education, is a member of the Miles City school board. Since his appointment in 1940, he has been prominently identified with the affairs of the state association, an organization which works, without compensation, for the improvement and expansion of the state's educational facilities. During the past year he served in the office of the first vice president. In order to handle the responsibilities of his post, he was obliged to relinquish his work for the Boy Scouts, in which he had been engaged since 1932.

Although Mr. Stamp's active interest in civic affairs would imply that he is a dyed-in-the-wool Westerner, he is one only by adoption, having been born in Moline, Ill. A search for a homestead took him west in 1913, but he ended up with a construction crew at Sage Creek, Mont. This job led to one in the engineering department, working on the electrification of the Rocky Mountain Division. Following the electrification to the Coast, he worked on a number of jobs, arriving eventually at Cle Elum, Wash., as storekeeper. A move back east to the general storekeeper's office at Milwaukee, Wis., in 1922, lasted for only a year before he returned to Washington as storekeeper at Malden. The closing of the terminal there took him to Harlowton, Mont., and later to Mobridge, S. D. In 1930 he moved to Miles City as general foreman, where he was promoted to his

February, 1947

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

THE February, 1917, issue of the Milwaukee Magazine reported the installation, on the previous Dec. 23, of the new million dollar double-track bridge across the Missouri River between Council Bluffs, Ia., and Omaha, Nebr. The old single-track structure, which had become inadequate for the traffic, was replaced by rolling it off its piers onto falsework, and the new bridge was maneuvered into place by a similar process. The entire operation required less than one hour and was regarded as the greatest piece of bridge removal ever accomplished.

ELECTRIFICATION was nearly completed in the Bitter Root Mountains and electrical operation of trains as far as Avery, Idaho, was expected to start momentarily. Extension of the electrification over the mountain grades in Washington, from Othello to Cedar Falls, was scheduled to begin soon. Presidents Hill of the Great Northern and Hannaford of the Northern Pacific made a tour over the electrified district and were much impressed by the sight of the electric motors hauling heavy freight trains up the steep grades at a speed of 15 miles an hour or better where formerly three or four steam engines strained to move lighter loads at half the speed.

THE transition from team to automobile traffic had brought an increase in grade crossing accidents, and the railroads were spending large sums of money for safety education. A survey showed that drivers were much more careless behind the wheel of a car than when they held the reins on Old Dobbin; that 52 per cent of the team drivers looked both ways, compared with 28 per cent of the automobile drivers. The public was urged to co-operate and all were warned to "Stop! Look Both Ways! Listen!"

REMINISCING about the days of pioneer railroading, C. J. Cawley, well-known veteran of the Southern Minnesota Division, contributed an incident that occurred in April, 1875, when he was agent at Lakefield. While trying to select a name for a new station at a little lake near Kinbrae, and meeting with scant success, the construction engineer who had installed the telegraph line observed that he had run into bad weather and had not been able to put in a full day of work until he reached that spot. Mr. Cawley had an inspiration and they named it... FULDA.

AN article about the Milwaukee Terminals, then under the supervision of W. B. Hinrichs, carried a staggering table of comparative figures on the current terminal carloading. The daily loadings, it was estimated, would fill a train with a drag of nearly eight miles of 40-foot cars. The annual loadings would make up a train 12 million feet in length, which would extend from Chicago, across Puget Sound, and several miles into the Pacific Ocean.

PAGE 1 extolled the superiority of Finck's Detroit Special overalls ("They Wear Like a Pig's Nose").

It took half a page to do justice to the potent powers of Circus Liniment and another page to plug the "Casey Jones," a de luxe hand car selling at \$85. You could get one for \$10, the balance to be paid in easy installments.

FACED with a shortage of men to complete the winter ballasting before the ground froze, Roadmaster W. H. Crabbs of the S. M. Division devised an effective method of raising track. He removed the dipper of a steam ditcher, attached two chains to the dipper bracket and fastened a rail clamp at the end of each chain. It lightened the tedious work to such an extent that a crew of from 10 to 15 men raised an average of 3,000 feet per day and ballasted it, a task which generally required a crew of 50. The clamps were Mr. Crabb's own invention.

present position in June, 1943.

Mr. Stamp's 15-year-old daughter Mollie attends Custer County High School, one of the public schools supported, in part, by railroad taxes. The railroads go a long way toward main-

taining the Montana school system and Mr. Stamp has assumed part of the obligation of seeing that those funds, as well as taxes from other sources, are spent to give the future citizens of his state the best educational opportunities.

Miles City Service Club Dons Skirts

PLAYING TO A full house, with standing room at a premium, a cast of the lovelier male members of the Miles City Service Club staged the loudest, zaniest, and most hilarious style show in the city's history when they tripped out before the footlights on the night of Dec. 14.

It was that energetic club's biggest affair to date, and although the club members and other townspeople who packed the Elks club that evening were prepared for a pretty uproarious evening, they got even more than they expected. In a performance that would have made headlines in any community, the boys demonstrated that they were talented to the very ends of their pink fingertips and that they could stage a show as stimulating as anything produced in Hollywood.

The script, written by Mrs. Agnes Roe and directed with the assistance of Mrs. Arnold Running, Mrs. J. J. Peschl and H. L. Stamp, district storekeeper, was perhaps the wackiest ever enacted on local boards. As announced by Chairman Martin Walsh, it was broadcast over Station BUHL through the courtesy of the Heluva Watch Company ("If you miss your train, are late for your engagements, or have to chase the bus for two blocks, remember the Heluva Watch Company") under the sponsorship of Leibowitz, Leibowitz, Leibowitz, O'Connor & Leibowitz, famous style creators of London, Paris and New York.

Martin Walsh expressed the club's appreciation of the honor of presenting the firm's early 1947 fashion revue and introduced the prominent motion picture stars who modeled their creations.

The Montana boys go the ladies and Hollywood one better in the noisiest style show of the season.

The first model, Evelyn and her Golden Piano, drew wild applause as she (or he?) paraded to the footlights. Jim Brady, wearing what was described as "a flowing jersey gown of golden splendor, the open-air sandals reproduced from a Greek myth, and a white picture hat framing her fragile and delicate features," evoked a demonstration which indicated, in no uncertain terms, that the audience considered Evelyn a picture from head to toe.

Jim was followed by that Hollywood moppet, little Margaret O'Brien, in auburn curls and flowered calico, portrayed in a sweet and unaffected manner by Ira "Shorty" Rodgers. Alexis Smith, cafe society girl (Leonard Kirchoff), in sheerest chiffon, and Maria Ouspenskaya (Shorty Bethke), modeling "brindle hose," were next on the bill, followed by Irene Dunne (Roy Jorgenson), who wore "a dramatic gown accentuating her classic loveliness," and Sonja Henie (Claude O'Brien), typifying "the wholesome youth of our times."

Esther Stops the Show

"Breath-taking" was the word which described voluptuous Rita Hayworth (Ray Grant)—"but Rita makes any gown beautiful"—and a wolfish whistle greeted the appearance of seductive Dorothy Lamour (J. D. Wagner) in a sarong. Al Boehmer as Vera Vague, out

to get her man in a leopard-spotted gown of exquisite workmanship, and Arnold Running as petite Joan Bennett gave highly satisfactory, if slightly incredible, interpretations of their roles; but Dick Jensen as aquatic star Esther Williams really stopped the show. Dick wore a great deal of natural coloring and a naughty swim suit, "reminiscent of a barbed wire fence, in that it protects the property without obstructing the view."

Marlene "Legs" Dietrich, looking rather grim around the jowls as impersonated by Art Gilbert, Rosalind Russell (Tony Biedrzycki), typifying "class and good grooming—no one wears a suit like Rosalind Russell"—and lovely Lucille Ball (Red Yates), a cute little trick dressed for a cocktail party, preceded another show-stopping number—Gypsy Rose Lee. Claude Lackner as the famous *femme fatale* left Announcer Walsh speechless, which could hardly be said of the audience. The spotlight position at the end of the show went to Bob Willoughby as Joan Crawford, "ravishingly lovely in formal taffeta, the bodice clinging tightly to her pencil-slip figure and the skirt flaring gracefully to the very tip of her dainty toes."

The appearance of the stars at the end of the show was the signal for an uproarious ovation. Everyone had a big time, thanks to the collaboration of cast, producers and audience, none of whom suffered a single boring moment. The ushers, who claimed they were the busiest group at the affair, included Chief Usher Swan Nelson, J. J. Peschl, L. O. Winfrey and W. R. Jensen. Herb Lathrop presided at the spotlight and Thurman Bankey helped with the producing. The seating arrangements were handled by Ed Neffier, Ed Leidholt, Sam Green and Merle Yothers.

After the show, Lisle Young, regional assistant of the public relations department, Aberdeen, S. D., presented the

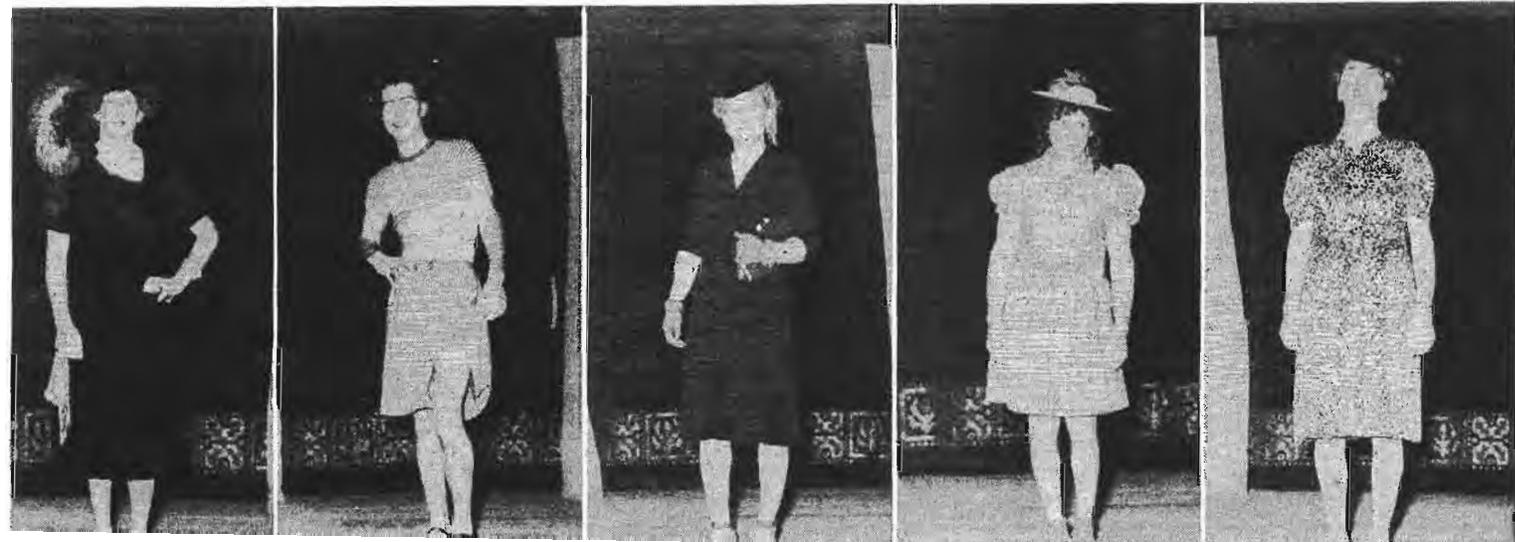
"Red" Yates
(Lucille Ball)

Claude Lackner
(Gypsy Rose Lee)

Art Gilbert
(Marlene Dietrich)

"Shorty" Rodgers
(Margaret O'Brien)

Al Boehmer
(Vera Vague)





Ray Grant, Jr.
(Rita Hayworth)



Arnold Running
(Joan Bennett)



Leonard Kirchoff
(Alexis Smith)



Bob Willoughby
(Joan Crawford)



Dick Jensen
(Esther Williams)

Milwaukee Road film, "A Railroad at Work." It was followed by dancing and refreshments, which were served by a committee consisting of Sam Leo, Louis Rask, Danny Tedesco, Bill Norton, Nick Gaglia, Byron Heward, Halsey Johnson and Fred Willoughby.

The officers for 1947, who were introduced at the affair, are Claude O'Brien, chairman; Parke Burns, vice chairman, and J. D. Wagner, secretary.

Santa Attends Terre Haute Party

THE MILWAUKEE Road film, "A Railroad At Work," was shown before a group of 150 adults and youngsters at the Service Club-Women's Club Christmas party, held at Terre Haute, Ind., on Dec. 18. A slight restlessness on the part of the younger members of the audience was excused on the grounds that Santa Claus was scheduled to make an appearance later in the evening.

After the showing of the picture, Chairman William H. Cravens, in keeping with the spirit of the season, led the crowd in singing Christmas carols. Barbara White then sang a solo and duets were sung by Betty Brown, Phyllis Grett, Mary Ellen Cravens and Virginia Philby. Also on the program were little Bobby and Shelba Ward, who gave a dancing exhibition.

Meanwhile, Santa Claus Ben Carr had been fitted into his red suit and was waiting for the children. Ben is an old hand at that job and was evidently very convincing to the succession of youngsters who sat on his knee and recited their tales of good behavior. Each one received a present, and a grand prize of a real live rabbit went to three-year-old Douglas Glass, the holder of the winning ticket. There were also gifts for the adults, and Mrs. John Graam held the lucky ticket for the turkey raffle.

February, 1947

Hiawatha Bowling Tournament Revived

THE Milwaukee Road Hiawatha Bowling Tournament, which was a casualty of war, is being revived this year and all employees are invited to enter and have a go at the prizes. The tournament will be held in Milwaukee, Wis., on Mar. 15-16; 22-23; 29-30; Apr. 5-6 and 12-13.

For further details, see page 27 of this issue.

Harlowton Club Gives Holiday Party

THE HARLOWTON, Mont., Service Club gave its first annual Christmas party in the club rooms of Harlowton Chapter of the Women's Club, Dec. 19, 1946. Program Chairman Merrill Edson arranged for the entertainment,

which included a play enacted by the first grade pupils of the local school, a musical program by the double octette of the high school glee club, and solos by Marguerite Hanzlie, singer, and Patty Ann Richmond, pianist. It was followed by the community singing of Christmas carols and the distribution of gifts to the youngsters.

The balance of the evening was spent playing pinochle. Mrs. Harvey Hubbard was high scorer among the women and Joe Mooney among the men. Chairman Tom Jones and Alec Francisco were responsible for the lunch, which consisted of sandwiches, cake, ice cream and coffee. Adolph Knudson won a pressure cooker at the party and Mrs. Ted Halverson came away with the door prize.

Stanley J. Tabaka Heads Hiawatha Club

THE EXECUTIVE board of the Hiawatha Service Club, Milwaukee, Wis.,



Here are the men who have headed the Milwaukee Hiawatha Service Club since its inception in February, 1940. Left to right: Ambrose Sory, general chairman, 1940; William P. Radke, 1941; Erwin Weber, 1942; Marty J. Biller, 1943-44; John A. Macht, 1946; present general chairman, Stanley J. Tabaka; and John E. Breyer, 1945. As chairmen emeritus, the past officers attended the dinner-election on Jan. 4.



The old talk things over with the new. Newly elected general officers of the Milwaukee Hiawatha Service Club at the left are: Rudy M. Freuler, general secretary-treasurer; Roy Dermody, general vice chairman; Stanley J. Tabaka, general chairman. Next to Mr. Tabaka are outgoing officers: John A. Macht, general chairman; Ralph R. Haslam, vice chairman; and Larry C. LaRue, secretary-treasurer.

met at the Medford Hotel in Milwaukee on the evening of Jan. 4 to elect general officers for 1947. Forty-three of the 45 members of the board were present.

General Chairman John A. Macht, Vice Chairman Ralph R. Haslam and Secretary-Treasurer Larry C. La Rue stepped down in a blaze of glory. Theirs was a very successful year, brought about by a combination of willingness and enthusiasm and a lot of honest labor. In a brief ceremony before the election, the past general officers thanked the 1946 executive committee for its cooperation throughout the year. The speakers included Ambrose Sery, William Radke, Erwin Weber, Marty Biller and John Breuer—all past chairmen—and the officers of 1946. Mr. Radke, now assistant agent at Minneapolis, came from the Twin Cities to attend the party and renew old friendships.

The election returns showed that Stanley J. Tabaka was the choice for general chairman, Roy Dermody for general vice chairman and Rudy M. Freuler for general secretary-treasurer. As leaders of the Hiawatha Service Club, the largest on the system, these men represent an important group of people in the community and a club with great potentialities.

The business session was followed by a dance.

Portage Meeting Triumphs Over Weather

A HARDY group turned out for the meeting of the Portage Triangle Service Club, Portage, Wis., on Dec. 16, 1946, to see the Milwaukee Road film, "A Railroad At Work." A cold, blasting wind and icy roads had made driv-

ing difficult but about 40 of the more daring members braved the elements and enjoyed the fine get-together. Included in the group were three of Madison's staunchest Service Club boosters, John H. Vanderhie, Ray Corbett and Peter J. Donis.

Trainmaster P. J. Weiland opened the meeting by wishing the club success in its reactivation and tossed a challenge to the Madison representatives. Mr. Vanderhie, assistant general chairman of the maintenance of way organization, accepted the challenge with some spirited repartee. In a more serious vein, Mr. Vanderhie discussed the Service Club movement from a business-social standpoint. "Service Club members enjoy

their associations in a spirit of good fellowship," he said, "and at the same time give some consideration to the future of the railroads, appreciating that rail prosperity is wage insurance."

After the entertainment the members of the Women's Club served lunch and hot coffee.

Seattle Service Club Gives Yule Luncheon

THE ANNUAL Christmas party of the Seattle Service Club, which was held after the regular luncheon meeting, Dec. 17, brought out the second largest attendance of the year. Christmas candles and holly decorated the luncheon tables and evergreens festooned the walls and stage; the decor designed by the Misses Ann and Shelleah Williams.

After the luncheon, J. P. Kiley, assistant to president, extended the greetings of the season and spoke of the fine co-operation of the Seattle employes and the friendly spirit which prevails among the personnel. Chairman John Andrews next introduced the retired employes who were present. N. A. Meyer, responding as their spokesman, brought up the matter of the blood bank and volunteered to assist the club in that activity during the coming year.

Miss Shelleah Williams and Chairman Andrews, assisted by Mr. Kiley, then drew the winning numbers for the 25 door prizes, which included such variegated objects as table lamps, T-bone steaks and rag dolls. Scott McGalliard, the silver-toned baritone, then led in the singing of Christmas carols, after which each guest was presented with a key container.

The Seattle Club's orchestra gave its second performance during the lunch-



Part of the group at the Seattle Club's noon luncheon and Christmas party.

con period and also played for the carol singing. Chairman Andrews, who headed the arrangements committee, was assisted by H. Arnold, J. O. McIllyar, H. R. Watmore and Henry Harris.

Hiawatha Depot Unit Entertains Kiddies

AS THE grand finale to a busy year, Unit 12, depot unit of the Hiawatha Service Club, Milwaukee, Wis., gave its traditional Christmas party for the youngsters on Dec. 20, 1946. It was held in the Women's Club rooms in the Union Depot and all the arrangements were handled by Secretary Helen Dodson and her committee.

As the children had been looking forward to this event for days, some consternation was felt when it became apparent that Santa would be late. However, Betty Ross, who assumed charge during the waiting interval, led them in carol singing and they were further diverted by Diana Macht, daughter of General Chairman John A. Macht, and Patsy Radnek, who danced.

When Santa finally arrived he was greeted by a rousing chorus of "Jingle Bells." Some of the adult guests remarked on his striking resemblance to General Vice Chairman Ralph R. Has-



Chairman John Andrews of the Seattle Club and John P. Kiley, assistant to president (right), check stubs with one of the door prize winners, Bob Brinkley. At the left are Shelleach Williams, Seattle general offices correspondent for the Milwaukee Magazine, and Max Boydston, who is keeping a record of the lucky ticket holders.

lam, but to the children he was the person who remembers them at Christmas and on this occasion he also remembered them with presents and a treat of ice cream and cookies. The ladies also received gifts. After Santa

had listened to the children's confidences he extracted their promises to be good boys and girls, but the ladies reported that none of them had been cautioned to be good. Incidentally, Mr. Haslam is a bachelor.

Iowa Division Holds Safety Refresher

SECOND PLACE in the Divisional Safety Contest for 1946 went to the employes on the Iowa Division, who finished the year with an estimated casualty rate of 4.18. This represents a reduction of 50 per cent in reportable injuries over their record for 1945.

That the division is sincerely interested in accident prevention was apparent by the large attendance at the Special Safety Meeting held recently in the Women's Club room at Perry, Ia. Bad weather kept some of the out-of-town employes away, but a large delegation of track men from Roadmaster Loftus' territory came in and there was a large representation from the

locomotive department.

Assistant Superintendent G. E. Lanning, who was in charge of the meeting, termed it a refresher course. He urged the adoption of safety shoes by all shop men and laid stress on reporting hazards before they resulted in injuries. Safety Engineer Riley, the next speaker, stumped for the vigilance of the safety rules, remarking that "good luck" is no protection on the job.

The operation of the railroads in the European Theater of War was intro-

duced for discussion by Division Master Mechanic F. L. King. Forty per cent of the men who engaged in that work were inexperienced in the field, but their operations, most of the time without lights, communications and signals, were marked by a very low injury rate. Investigation indicated that most accidents were caused by carelessness.

General Inspector George M. Dempsey, substituting for L. J. Benson, assistant to vice president, delivered a talk which was illustrated with a series of posters. Before treating with the subject of "safety," Mr. Dempsey led the group in a community sing. One of the interesting side-lights disclosed by him was that Perry employes had been without a reportable injury for more than a year and that not even a minor injury had been sustained in the car and store departments during 1946. Mr. Dempsey's talk emphasized the importance of remaining especially alert during the winter months, when the weather creates hazards which require extra precautions.

The winners of a quiz which was conducted in connection with the program were Harry LaBorde, V. F. Rathje, D. R. Wagner, C. E. Evitts, Clarence Dettman, A. M. Peterson, Gus Koch, Paul Fisher, Ben Stitzel and Winston Hayward. Perishable Freight Inspector C. F. Ellett won the special award of a large "chicken sandwich."



C. F. Ellett, perishable freight inspector (left), receives from Safety Engineer C. W. Riley the grand prize in the quiz contest while Roadmaster D. W. Loftus enjoys the fun at the Perry safety meeting. The "chicken sandwich" consisted of one live black rooster scotch-taped between two loaves of bread.

RETIREMENTS

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

NOVEMBER

Chicago General Offices

FISHER, WILLIAM J.
Claim Investigator Chicago, Ill.
JOHNSON, EDWARD P.
Clerk Chicago, Ill.

Chicago Terminals

BAISLER, HENRY
Switchman Chicago, Ill.
CAPSHAW, LOUIS
Waiter Chicago, Ill.
CARROLL, JAMES J.
Yardmaster Chicago, Ill.
COFFEY, LYNN B.
Trucker Galewood, Ill.
FINNEY, EDGAR A.
Machinist Bensenville, Ill.
HAJDAS, ADAM S.
Carman Helper Chicago, Ill.
HARRIS, BUNYAN
Porter Chicago, Ill.
KELLY, THOMAS
Boilermaker Chicago, Ill.
KUBICA, RUDOLPH
Car Repairer Galewood, Ill.
LOWELL, JOSEPH H.
Steward Chicago, Ill.
PROSCH, STANLEY
Trucker Galewood, Ill.
ROBERTSON, LOUIS C.
Switchman Chicago, Ill.
STAMATOPOWLOS, THOS. J.
Freight Handler Chicago, Ill.

Coast Division

BECKER, JOHN
Lumberman Aberdeen, S. D.
GRANDE, PETE SANTO
Section Laborer Tacoma, Wash.
JOY, WILLIAM D.
Steamfitter Tacoma, Wash.
KOMINSKI, JOSEPH J.
Extra Gang Laborer Ellensburg, Wash.
LANE, RUEBEN R.
Signal Maintainer Ellensburg, Wash.

Dubuque & Illinois Division

MAULSBY, AUGUSTUS H.
Brakeman Savanna, Ill.

Hastings & Dakota Division

PERSON, VICTOR A.
Section Foreman Wegdahl, Minn.
SETH, JOSEPH E.
Caretaker Britton, S. D.

Idaho Division

BRUNETT, ELMER E.
Carman Spokane, Wash.

Iowa Division

SMITH, GEORGE W.
Mail Handler Cedar Rapids, Ia.

Iowa & Dakota Division

ALMKLOV, AMUND M.
Conductor Mason City, Ia.

Iowa and Southern Minnesota Division

CITURS, PAUL R.
Car Inspector Austin, Minn.
GRAF, JOSEPH J.
Conductor Austin, Minn.
SPRAGUE, GEORGE F.
Boilermaker Austin, Minn.
ULWELLING, MATHEW L.
Car Inspector Austin, Minn.

Kansas City Division

FRITCHIE, ERNEST E.
Conductor Kansas City, Mo.
KENNEDY, EVERETT D.
Agent Ottumwa, Ia.

La Crosse & River Division

BAUMAN, GUSTAVE J.
Machinist Tomah, Wis.
BRIGGS, WILLIAM J.
Extra Gang Laborer Hastings, Minn.
JAMESON, EDWARD H.
Section Laborer Necedah, Wis.
O'ROURKE, THOMAS L.
Extra Gang Laborer Lake City, Minn.
PIERSIG, WILLIAM
Section Laborer Mauston, Wis.

Madison Division

KINGSTON PAUL J.
Conductor Madison, Wis.

Milwaukee Division

BEESON, ERNEST A.
Switchman Milwaukee, Wis.
BETHKE, HERMAN F.
Hostler Milwaukee, Wis.
BIRMINGHAM, ALBERT W.
Painter Milwaukee, Wis.
BORKENHAGEN, EDWIN C.
Machinist Milwaukee, Wis.
LAWRENCE, WILLIAM S.
Blacksmith Helper Milwaukee, Wis.
MEYER, ROSETTA M.
Car Washer Milwaukee, Wis.
RYBACK, VALENTINE A.
Chauffeur Milwaukee, Wis.
STEGEMEYER, WM. W.
Carpenter Milwaukee, Wis.

Rocky Mountain Division

KUMMROW, FRED K.
Car Foreman Deer Lodge, Mont.
SMELTZER, JOHN S.
Loco. Engineer Three Forks, Mont.

Superior Division

BEHNKE, ADOLPH G.
Crossingman Hilbert, Wis.

Terre Haute Division

ACTON, EDWARD E.
Loco. Engineer West Clinton, Ind.

Trans-Missouri Division

DONCHEFF, JOSEPH P.
Car Inspector Mobridge, S. D.
HALVERSON, EDWARD C.
Agent Reeder, N. D.
WORIX, WILLIAM H.
Loco. Engineer Mobridge, S. D.

Twin City Terminal

ANNIS, CYRUS
Freight Handler Minneapolis, Minn.
ARONSON, FRED H.
Carman Minneapolis, Minn.
CRAWFORD, JAMES A.
Coach Cleaner Minneapolis, Minn.
DOUGLAS, GEORGE
Trucker Minneapolis, Minn.
JOHNSON, AXEL W.
Carman Minneapolis, Minn.
OLSON, PETER O.
Boilermaker Minneapolis, Minn.
WAGNER, JOHN F.
Yard Clerk Minneapolis, Minn.

DECEMBER

Chicago Terminals

EMBOTT, CHARLES
Section Laborer Chicago, Ill.
ROCKABRAND, SAMUEL T.
Electric Welder Chicago, Ill.

Coast Division

CASMIER, MICHAEL H.
Boilermaker Helper Tacoma, Wash.



CAUSE MANY BAD FALLS

NATIONAL SAFETY COUNCIL

HEWETT, ED.
Demurrage Clerk Everett, Wash.
LIVESAY, DANIEL M.
Hostler Tacoma, Wash.
NEWTON, FRANK L.
Wrecker Engineer Tacoma, Wash.
NILSEN, NILS J.
Carman Tacoma, Wash.
PARKER, ARTHUR V.
Section Foreman Ralston, Wash.
PENCE, MANLEY L.
Switchman Seattle, Wash.

Dubuque and Illinois Division

BELL, JAMES H.
Roundhouse Foreman Marquette, Ia.
McCLAVE, SAMUEL P.
Telegraph Operator LaCrescent, Minn.
PERTHIS, JAMES S.
Section Laborer Savanna, Ill.
STAGE, SHIRLEY P.
Pumper Ebner, Ill.
STEINBECK, JOHN
Conductor Chicago, Ill.

Hastings and Dakota Division

RUEHMER, EWALT J.
Train Dispatcher Montevideo, Minn.
SPAULDING, CLARENCE L.
Locomotive Engineer Minneapolis, Minn.
SPRINGER, FRANK X.
Machinist Aberdeen, S. D.

Idaho Division

REICHE, FRANCIS I.
Extra Gang Foreman Mozart, Ida.
SLATER, ELMER G.
Conductor Spokane, Wash.
WALKER, ROBERT L.
Machinist Othello, Wash.

Iowa Division

PERZEL, STEVE
Section Laborer Slater, Ia.
SCHLOE, ADOLPH J.
Conductor Perry, Ia.
SMITH, LD
Crane Operator Marion, Ia.

Iowa and Dakota Division

AMUNDSON, ALBERT
Agent Lake Andes, S. D.
EPPENS, GEORGE B.
Checker Mason City, Ia.
SHEARER, VERNON G.
Boiler Washer Mitchell, S. D.

Iowa and Southern Minnesota Division

SHEARER, HARRY M.
Section Laborer Sherburn, Minn.

Kansas City Division

DOUGLAS, DAVID F.
Section Laborer Sewal, Ia.
HAMMOND, EDWARD R.
Asst. Cashier Ottumwa, Ia.
McCAFFERY, JOHN J.
Boilermaker Helper Ottumwa, Ia.
SIMMS, JESSE S.
Switchman Ottumwa, Ia.

La Crosse and River Division

MALIK, JOHN
Extra Gang Laborer Red Wing, Minn.
OUTCELT, WILLIAM J.
Clerk Viroqua, Wis.

Madison Division

LATHROP, HARRY
Agent Bridgeport, Wis.

Milwaukee Division

MILLER, GEORGE E.
Operator and Leverman Lake, Wis.

Milwaukee Terminals

BUBBERT, GUSTAVE C.
Machinist Milwaukee, Wis.
CURVAN, EDWARD Y.
Switchman Milwaukee, Wis.
HEANEY, WILLIAM S.
Blacksmith Supervisor Milwaukee, Wis.
JOHNSON, ALEX
Extra Gang Laborer N. Milwaukee, Wis.
O'NEIL, RAYMOND S.
Stower Milwaukee, Wis.
VAVRA, MARTIN S.
Carman Milwaukee, Wis.
WBSOLOWSKI, ADAM M.
Crane Operator Milwaukee, Wis.
WHEELER, LEWIS M.
Blacksmith Helper Milwaukee, Wis.

Rocky Mountain Division

STRASSER, FREDERICK C.
Car Inspector Harlowton, Mont.

Superior Division

ALBERT, WILLIAM R.
Conductor Green Bay, Wis.
CHAPMAN, CALVIN E.
Conductor Green Bay, Wis.



STATION MASTER'S CHOICE

When you see the tiny, winking light at the station in the night, you may think the station master is lonely. But be consoled. He's in good company—the cigar of his choice—a fine Dutch Masters Cigar.



DUTCH MASTERS CIGARS

MUELLER, JOHN S.
Section Laborer Chilton, Wis.

Terre Haute Division

BAIN, GEORGE M.
Conductor W. Clinton, Ind.
WILSON, CHARLES
Roundhouse Laborer Terre Haute, Ind.

Trans-Missouri Division

FADHL, PETER
Laborer Miles City, Mont.
FRANCO, FRANCOIS P.
Section Laborer Roundup, Mont.
HERSCHLEB, ROY M.
Locomotive Engineer Mobridge, S. D.

Twin City Terminal

FREEMAN, ELLA P.
Matron Minneapolis, Minn.
GREVETT, HAROLD F.
Chief Clerk St. Paul, Minn.
SPAIN, JAMES F.
Switchman Minneapolis, Minn.
STROMWALL, CARL V. S.
Machinist St. Paul, Minn.

A mother wished to enter her five-year old daughter in a kindergarten, the age requirement of which was six. To the disapproving teacher the mother explained, "She can easily pass the six-year-old test."

"Say some words," the teacher said rather skeptically to the child.

The little girl surveyed the teacher with dignity, and turning to her mother, asked, "purely irrelevant words?"

Making the Customer a Booster

A big city banker, a specialist in railroad securities and with the freedom from enthusiasm which characterizes his craft, not long ago was asked what he believed the chances were that passenger traffic could be developed into a reliably profitable department of railroad operation—in the face of the continuing improvement in highways and the inevitable increase in travel by air. His answer was, in substance, as follows:

"I do not know of any ceiling on the amount of business that can be done by an industry which caters wholeheartedly to the proclivity of the American people to enjoy themselves—and does not stint itself in publicity, while it offers the excellence of products or service necessary to make every customer a booster. To confirm this observation, take a look at the automotive industry, or Bermuda—an island which, except for the steamship and hotel people, would be only a dot on the map."
—Railway Age.

OUR SAFETY RECORD

ENTIRE YEAR 1946

	Employe Casualties			Total Man-Hours Worked	Casualty Rate
	Fatal	Injured	Total		
1946	18	776	794	92,375,271	8.60
1945	19	843	862	100,985,793	8.54
Incr. or					
Decr. . . .	—1	—67	—68	—8,610,522	—0.06

TAKE A BOW

Brakeman Commended

Brakeman C. B. Jordan, Idaho Division brakeman, has been accorded special commendation for the resourcefulness he displayed on Dec. 13 when freight train No. 263 came upon an earth slide about six miles east of Cle Elum, Wash. Dirt and rock had covered the track for a distance of 125 feet, at places to a depth of 3



C. B. Jordan

feet. A bulldozer was standing alongside the tracks but the operator had gone to Cle Elum for repair parts, as the starter was in bad order.

Having had considerable experience with bulldozers, Jordan made up his mind to put the machine into service right then, if possible. He wired around the ignition switch, started the engine, and in record time cleaned up the slide. The train was delayed only 55 minutes.

A merit mark and an account of the incident have been placed in Mr. Jordan's personal record.

Crack Salesman

Planning a trip for someone can be a lot of fun—almost as good as going yourself—according to City Ticket Agent C. J. Peck, Jr., Kansas City, Mo., who did such a good job of it for Mrs. Jack R. Carey of Tillicum, Wash., that she wrote in appreciation:



C. J. Peck, Jr.

"Perhaps you will remember me as the woman who obtained Pullman reservations from Arkansas City, Ark., to Seattle, Wash., in record time—with your help. I want you to know I had a very pleasant trip and I do appreciate your efforts to make it so.

"You completely 'sold' me on the Milwaukee Road. Thank you for your gracious service."

Best in 30-Year Test

A roll of architect's drawings, left by the owner on No. 138 on Oct. 1, gave A. J. Dunsmore of Delavan, Wis., several anxious hours before they were located and returned to him. The following letter, addressed to C. F. Rank, manager of mail, express, baggage and milk, was a nice tribute to the men who were instrumental in recovering them:

"May I express my thanks for your

help, and my appreciation of the unusually courteous treatment I received from the conductor and the train crew, as well as from the personnel of your office. The interested and alert way in which they assisted in recovering my drawings is typical of the humaneness that seems part and parcel of Milwaukee Road service.

"I have had occasion to travel a great deal during the past 30 years. In my opinion there is no railroad now operating which employs a higher type of courteous and friendly personnel than the Milwaukee Road."

"Year's Prize Customer"

"The nicest service I ever had on any railroad," is how Dr. Charles B. Zipf of Freeport, Ill., described his New Year's Eve trip to Chicago on the Midwest Hiawatha, with most of the credit going to Frank Foster, station clerk at Mount Carroll, Ill.

Doctor Zipf does not like to drive his car on New Year's Eve. To avoid the danger of an accident on the highway, he left it at Mount Carroll, where he was to pick up his reservations and board the train. As he entered the station, he said, he was "greeted as the year's prize customer by Mr. Foster, who assured me I had fine seats. He apparently overheard me discuss a trip to Jasper, for he also appeared with the proper time tables. I did a little listening, too, and heard him call Savanna to have the train stopped at a certain place for an elderly crippled passenger.



Frank Foster

"The dining car set up an over-sized sandwich instead of the wafer-thin affair usually served. All in all, this was about the nicest service I have ever had on any railroad.

"If you want to curtail auto fatalities, just keep on giving such service. Naturally, we ride the Milwaukee as far as we can on the Jasper trip, and as often as we can in between."

"That college turns out some great men."

"When did you graduate?"

"I didn't graduate—I was turned out."

A concert was being held in a village schoolroom, and it was Sandy's turn to give his bagpipe solo. When he had finished and the applause had died down, a voice from the back shouted: "Give us 'Annie Laurie,' Sandy!" "What!" asked Sandy, surprised and flattered, "again?"

The 5:15, British Style

COMMUTERS the world over consider it one of the rights of man to be able to grouse about train service. But only in Britain can these complaints take the solemn form of questions in Parliament. Last week (week of Jan. 6, 1947), the commuters who ride the dingy London & North Eastern Railway steam trains through dingy north London into dingy Liverpool Street station registered an all-out grouse through an M. P. named D. C. Walker-Smith. He told of one train that was 85 minutes late on a 20-mile run. He told of 26 travelers jamming into 12-seat compartments. There were other examples of overcrowding and late schedules.

Only a Dickens or a Zola, cried Walker-Smith, could do justice to the injustices of the London & North Eastern Railway. However, a soldier came close. After reaching Liverpool Street he announced with relief that he had completed half his journey. When asked his destination, he replied: "South Africa."

—Newsweek, Feb. 3, 1947.

The Street

Elsie Hodges Trewin, the author of this poem, is a daughter of the late G. P. Hodges, who was employed for many years in the superintendent's office at Mason City, Ia. Mrs. Trewin, at one time a Milwaukee Magazine correspondent for the I&D Division, now lives in San Jose, Calif. The street referred to is Pennsylvania Avenue in Mason City.

I wonder how it looks at night
When all is quiet and still
And if across the street the light
Shines on my window sill.

And if the moon still peeps around
The church across the way
And crickets sing because they found
Their song they could not stay.

I wonder, oh so many times,
If there the grass is green
And if the snow in wintertime
Piles high for boys to clean.

I wonder, as the neighbors pass,
If they give thought to those
Who lived and loved and moved away
So many years ago.

All this I dream when lights are low
And I am lost in thought.
For me, the street of long ago
Still lives within the heart.

Wink at small faults; remember thou
hast great ones.

When I was a lad about two years
old my mother hired a nurse girl to
wheel me about in my baby carriage,
and I have been pushed for money ever
since.

"How are you getting on at home
since your wife went away?"

"Fine, I've reached the highest point
of efficiency. I can put my socks on
from either end."

Women's Club Chapter News



Tomah Chapter

Mrs. Francis Brown, Historian

Tomah Chapter held its annual Christmas party for members and their families on Dec. 14. The committee served a baked ham supper which was enjoyed by the 200 members who were present. An orchestra was on hand for those who cared to dance and cards were also played. Sixteen members and their husbands of the Sparta club attended. Good cheer reported seven cards, three baskets of fruit, and Christmas cheer sent to 41 veterans. The new officers were installed. They are: Pres. Mrs. Alvin Rosenow; 1st Vice Pres., Mrs. Fred Kohl; 2nd Vice Pres., Mrs. Wm. Deering; Sec., Mrs. August Gabower; Treas., Mrs. Jos. Meurrisse; Historian, Mrs. Archie Ruff.



West Clinton Chapter

Mrs. Wallace Jordan, Historian

On Dec. 18 we had our regular meeting and Christmas party. A delicious chicken supper was served by Mrs. Chas. Draper, Mrs. Ora Reed, Mrs. Fred Gallatin, and Mrs. O. M. Kuhns. The tables were decorated with candles and cedar. Everyone brought a gift and these were exchanged by drawing numbers from a box, each gift having been numbered as it was brought in. Nine Christmas baskets were delivered.

And last on the program was the presenta-



Braided Rag Rug Has Old-Fashioned Charm

YOU CAN'T MAKE a silk purse out of a sow's ear, but you can make a beautiful rag rug from old stockings and rags. A braided rug may be made as large as your rags will carry you, and it can be enlarged from time to time. If you would like to add a note of old-fashioned charm to your bedroom, living or dining room, or have a small, practical scatter rug for the hall or bathroom, make one of these colorful braided rugs. They may be oval, round or square.

An instruction sheet for making a braided rag rug may be obtained from the Milwaukee Magazine, Room 356, Union Station, Chicago, Ill.



Madison, Wis., Chapter

Mrs. C. H. McCrum, Historian

Regular meeting was held Jan. 2 with 20 members present. Welfare Chairman reported sending two Christmas baskets and Sunshine Chairman sent four. The tables were decorated with red candles and poinsettias. Refreshments were served by Mmes. A. J. Graves, Geo. Torney, J. Tomlinson, Al Stafford and John Vanderhei. Officers for 1947 are: Pres., Mrs. J. A. Tomlinson; 1st Vice Pres., Mrs. J. G. Hodgson; 2nd Vice Pres., Mrs. R. A. Woodworth; Rec. Sec., Mrs. Oscar Kline; Treas., Mrs. W. C. Kenney; Cor. Sec., Mrs. L. Wagner; Historian, Mrs. C. H. McCrum. Chairman of committees: Constitution, Mrs. Wm. Warren; Welfare, Mrs. W. M. Cameron; Good Cheer, Mrs. A. C. Welke; Ways and Means, Mrs. T. McGowan; Membership, Mrs. Kenneth Kunz; Social, Mrs. C. A. Parkin; Program, Mrs. Thos. Fitzpatrick; Publicity, Mrs. Cash Allemong; Auditing, Mrs. Bert Knope, Mrs. C. R. Peck, Mrs. F. M. Rogers; House, Mrs. Jay Shipley; Rental, Mrs. J. F. McNulty; Musician, Mrs. John Venderhei.

A Christmas party was held for the children and grandchildren of members on the afternoon of Dec. 21 with 40 children attending. With the assistance of Mrs. Wallen Klein they furnished their own program of singing, recitations and playing games. Santa Claus was also present and helped with refreshments of ice cream, candy, apples and nuts. A party for the grown ups was held in the evening with a nice attendance. It was also a farewell for Mrs. Sam Smith who is moving to Janesville.



Sioux City Chapter

Mrs. Ben Rose, Historian

Our thanks to Assistant Superintendent J. M. Shea for "our private car" in which 50 members journeyed to Sioux Falls to "see their new club rooms." The first happy event in a day-full-of-'em was meeting Miss Linskog, also Sioux Falls bound. Met by the Reception committee we were directed to the new club rooms. Unique boutonniers, artfully fashioned of pheasant feathers—by chapter members—were presented to us at the Registrar's desk, then the welcome hand-clasp from old friends plus the needed introductions were in order. Yes, of course, in South Dakota it would be a pheasant luncheon. Mm-mmm it was good!

A short program followed with Mrs. L. L. Galland, president, presiding. Our thanks to Sioux Falls Chapter for the cherished memories we shall always retain, of that charming reception, luncheon, hospitality and entertainment.

Our November general meeting was held the 26th with our president Mrs. Jay Bailey presiding. Report of nominating committee, Mrs. E. Weiland, chairman, was accepted without dissent, and the recording secretary, Mrs. Leeper, "by the power vested etc." speedily settled the matter.

On Dec. 19 we held our annual Christmas party combined with an extra-good pot-luck dinner, a short business meeting to wind up the year's business and then the Yuletide program composed of some of our talented youngsters. Also Santa Claus and "goodies" for everyone. An old, old tradition which never loses its fascination and charm. We also remembered our shut-ins, not forgetting the Important Event which happened in the little town of Bethlehem 1,956 years ago. Mrs. E. Weiland directed the Christmas program.

February, 1947



Spencer Chapter

Mrs. Leo Blanchard, Historian

The annual Christmas party for employes and families was enjoyed December 9 by 75 adults and children. A beautiful Christmas tree was the center of attraction. The children entertained with recitations, songs, skits and instrumental music. After the last number and while they were singing "Jingle Bells" Santa in the person of Marion Rose arrived to delight young and old. He passed out gifts to the children and candy and apples to all. The adults exchanged gifts and visited while refreshment committee served sandwiches, cookies and coffee.

It was announced that Mrs. Vince Rose has accepted the office of president. Mrs. Jake Erkes, the retiring president, ends a most successful two-year tenure.



Beloit Chapter

Mrs. Edgar Ruck, Historian

Beloit Chapter met Dec. 11 for its Christmas meeting, with an exchange of gifts and holiday decorations and refreshments. A delicious dinner was served at 5:30 followed by gifts for the children and cards. The Christmas party for members and families was held Dec. 15. The following officers have been elected for 1947: Pres., Mrs. D. Moncrief; 1st Vice Pres., Mrs. Frank Novey; 2nd Vice Pres., Mrs. J. Connors; Rec. Sec., Mrs. Floyd Campbell; Treas., Mrs. W. G. McIntyre; Cor. Sec., Mrs. Ed. Sherman.



Merrill Chapter

Mrs. Geo. H. Ruder, Historian

Members of Merrill Chapter closed the year 1946 by entertaining their husbands at a Christmas party. Gifts were exchanged for both women and men. Cards were played and prizes awarded. A delicious lunch was served. Cheer baskets were sent to the needy. Our deepest sympathy to the family of Ora Ellsworth, retired car repair man, whose death occurred during the month. Dinner was served to the family and relatives by our chapter members.



Milwaukee Chapter

Mrs. John Morrissey, Historian

Our annual Christmas party was held Dec. 16. A lovely tree and Christmas greens with red tapers decorating the dining table lent beauty and gay color to the club room. Mrs. O. J. Carey installed the newly elected officers. Mrs. Wm. Coleman listed numerous activities scheduled for 1947. The exchange of gifts and community singing of Christmas carols featured the social program.

President Mrs. Steed expressed her gratitude to every officer and member for the splendid cooperation given her. A collection of \$5.92 was made for the Sunshine Fund; Alice Williams won the door prize; Mrs. V. Marlow won the toy truck donated by Mrs. F. Teu. Mrs. K. Buerger painted a beautiful picture and donated it to the club, and it was won by Mrs. C. Volkman. Tasty hot sandwiches and coffee were served, followed by fruit cake, cookies, and ice cream. We were happy to welcome Mrs. Deards, president of our chapter fifteen years ago. Welfare Chairman reported all needy families were taken care of in December. Holiday greetings were exchanged and may each member enjoy health, success and happiness in the New Year.

Rayon Fabrics for Amateur Sewers

HERE'S GOOD NEWS for the woman who has always wanted to make a dress but hasn't quite dared to try. Some fabrics are much easier to work with than others, according to American Viscose Corporation, producers of rayon yarns, and many types of rayon fabric are especially appropriate for use by the beginning sewer.

This company has prepared a list of rayons that are particularly easy-to-handle. Included here are spun-rayon broadcloths, gabardines and twills, novelty dress-weight spun-rayons, and the linen-textured spun-rayons. Other fabrics that are also recommended for new sewers are rayon flat-crepe prints and rayon faille.

Firm weave fabrics—those that have very little lengthwise stretch and do not seem to fray out—will be easiest for amateur sewers to cut and stitch. Medium weight fabrics are also suggested, because sheer fabrics tend to slip and slide, while heavy fabrics may have too much "bulk" to make for easy handling.

Care should also be taken in choosing fabric designs. For large prints, plaids, stripes, and checks, etc.—any designs that must be matched in cutting—should be avoided by the beginner. More appropriate for her needs are the all-over prints like those found in washable rayon flat crepes. Stitching flaws will not show up readily on these prints, and their designs are usually interesting enough to enable the sewer to choose a simple pattern style that is easy to execute.

The easy-to-sew rayon fabrics are adaptable to many different specific uses. Spun-rayon broadcloth, for example, is suitable for blouses and children's playclothes. For jumpers, simple tailored dresses, and skirts, etc., spun-rayon gabardines and twills make an excellent choice. Rayon faille, so popular this season, is appropriate for two-piece dresses and suits.

Simple but necessary household articles can be made from the linen-textured spun-rayons. Luncheon cloths, place mats, guest towels, and potholders, etc., can all be made from this sturdy fabric.

All sewers, whether beginning or experienced, will want to be sure that the articles they put time and effort into making will wash or clean well and wear well. Best guide to serviceability in rayon fabrics is a good informative label. These labels on rayons show the results of laboratory tests for such qualities as resistance to shrinking, fading, and slipping out at the seam.

A free leaflet, entitled "Selecting Rayon Fabrics for Simple Sewing," may be had by writing to the Milwaukee Magazine, Room 356, Union Station, Chicago, Ill.



If you are a beginner, make your dressmaking easier by choosing easy-to-handle rayon fabrics such as those shown above. They'll cut and stitch smoothly, and of course they'll wear beautifully. From top to bottom: spun-rayon gabardine, rayon flat crepe print, linen-textured spun rayon.

tion of a beautiful aluminum pressure cooker to Mrs. Reed McGinnis, retiring president. And I am sure we are all very grateful for her faithful service to the club and community. The remainder of the evening was spent in playing games and having a good

time socially. Committee chairmen are: Mrs. R. McGinnis, Welfare and Membership; Mrs. C. McCauley, Good Cheer and Publicity; Mrs. C. Draper, Ways and Means; Mrs. Ora Reed, Social; Mrs. C. Weyrauch, Auditing, and Mrs. O. M. Kuhns, Safety.

★ Mitchell Chapter

At our December meeting many acknowledgments of the Sunshine Committee's work, which is a most important feature of our club work, were read, and the following officers were elected: Mrs. Paul Olson, president; Mrs. Robt. Coleman, first vice president; Mrs. Walter Johnson, second vice president; Evelyn Livingston, secretary; Hazel Coury, treasurer; and Mrs. John Entwistle, historian.

After the business session a delicious lunch was served by Mrs. E. H. Platt, Mrs. H. B. Peterson and Mrs. R. J. Dimmitt. The table was effectively arranged with blue crystal appointments and white tapers, highlighted with tinsel Christmas balls. Later an exchange of gifts placed under a lighted Christmas tree added to the holiday spirit. A very fine program arranged by Mrs. Robt. Paullin was presented by Donna Lou Starr and Nancy Lou Peterson, who gave appropriate readings. Community singing led by Mrs. Paul Smock concluded the meeting. For some time we have been holding afternoon meetings. As many of our young people have been unable to attend we will in future hold Monday evening meetings. The Christmas party for the children was held Dec. 21.

★ Seattle Chapter

Mrs. Frances Sanders, Historian

The bells of Christmas rang out with a bingo game in the club rooms of the Seattle Chapter. Preceding the contest was a delicious salad lunch, enjoyed by a large membership. There was a gay exchange of handmade towels and a review of the successful rummage sale held by the Chapter this year.

We were especially pleased to have Mrs. Kiley and Mrs. Sorenson with us.

★ Minneapolis Chapter

Mrs. H. R. Campbell, Historian

Golden fried chicken was the *piece de resistance* of the Appreciation dinner given by the Public Relations Dept. for the members of the Minneapolis Service Club and their families.

Our meeting was held following the program, Mrs. Webster presiding. Mrs. Rogers reported 11 good cheer cards and 5 sympathy cards sent in October and November. Two cards of appreciation were received by the club. Seven members attended the get-together luncheon held in Chicago. Mrs. Webster gave a report on the meeting. It was announced at that meeting that Minneapolis Chapter has the largest membership of the club. We certainly are very proud of this record. Mrs. Conway urged members to sell all tickets possible on the afghan as proceeds will be turned over to the Welfare fund. Welfare cases are increasing. Three members were assisted this month. New officers are: President, Mrs. Linda Brown; First Vice President, Mrs. Eileen Campbell; Second Vice President, Mrs. Agnes O'Neill; Secretary, Mrs. Jennie Weedon; Treasurer, Mrs. Amanda Ploog; Historian, Mrs. Evelyn Manlove.

Our Christmas party was held Dec. 18th at Laidlaw Hall, roast turkey and all the fixings being served. A fish dinner was available for those who might prefer it. The tables were beautifully decorated by Mrs. Anderson and her committee. Mrs. Webster presided at the meeting which followed.

The afghan was sold and approximately \$218.00 was realized. Two good cheer cards were sent. Mrs. Webster thanked all members for their fine cooperation. After adjournment, members joined the Service Club for a program and dancing. Several Christmas baskets were distributed.

★ Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, President

Our December meeting and Christmas party was a great success, 40 persons attending, at the home of Mrs. Joe Bruner, with Mrs. Leo Gruen assisting hostess. Reports, 45 Christmas cards were sent to our contributing, old veteran, and widow members. A small token was also enjoyed by our old veterans and our widows again enjoyed their pound of butter. Our disabled and sick were remembered. Good Cheer Chairman Mrs. Chas. Shutter, Mrs. Geo. Kiefer, and Mrs. Wm. Hovey called on an old club member, Mrs. Conrad Jones, who has been confined in Portage Hospital a whole year with a broken hip. The hard night trip to Portage was more than repaid by the pleasure and appreciation of Mrs. Jones in having a call from her old friends. A small Christmas package was presented to her from Sparta Unit.

Fifteen members enjoyed the Tomah Christmas party. Tomah Chapter presented 35 bags of candy and apples to the Sparta children. We were happy to have our president, Mrs. Ruff, and Mrs. Frank Argall as our guests. Mrs. Ruff gave a short talk of gratitude to Sparta members for their co-operation. We will miss Mrs. Ruff. Christmas carols and a delicious dinner were enjoyed by all.

★ Othello Chapter

Mrs. E. R. Berkey, Historian

Our last meeting of 1946 was held Dec. 3. Ways and Means Chairman Mrs. Schumacher reported the club room filled to capacity at the public card party which her committee gave in November, and the Ladies' night pinochle party turned in a profit as well. Good Cheer Chairman Mrs. John Kelly reported numerous phone and three personal calls.

Meeting was adjourned to be followed by a surprise birthday party for Mrs. J. W. (Mother) Reynolds, our eldest member who had just passed her 85th birthday. Guests played Bingo while the volunteer committee set up tables for the birthday luncheon, at which fifty members and friends were served. A special birthday cake, made by Mrs. Frank Schumacher, was presented with the well wishes of the group. Mrs. Kliphardt favored us with two vocal solos, many short speeches of well wishes were given by the members, and a beautiful purse was presented to "Mother" Reynolds.

We also took advantage of the occasion to give our out-going president our sincerest thanks for her two years of successful work and presented her with a large lace tablecloth as a token of the esteem of her fellow members. Corsages were given Mrs. Reynolds, Mrs. Davidson, Mrs. M. C. Wilson and Mrs. Leach.

★ Madison, S. D., Chapter

Mrs. Earl Allen, Historian

There was the usual large crowd of children of Milwaukee Railroad families present when our annual Christmas party was held at the City Hall. Santa Claus managed to arrive on time. While awaiting his appearance a program was presented by the youngsters, including songs and recitations, as well as the traditional Christmas carols. Mrs. Larry Campbell and Mrs. Milo Potter were in charge of the program. When Santa arrived he distributed treats to more than one hundred children. Several persons were reached through good cheer, five baskets of fruit were sent to the sick and aged and a number of Christmas cards were sent out. A special gift was given to an invalid child of a member.

February, 1947



Members of the Portage, Wis., Chapter at a recent dinner held in their club house.

★ Sanborn Chapter

Mrs. M. M. Burns, Historian

Sanborn Chapter wants to add some words to those of the other clubs on the C. M. St. Paul & P. We feel the Christmas party given at the Odd Fellows' Hall especially for the children of employes was thoroughly enjoyed. There were at least fifty little folks, all provided with caps and horns. They shouted and laughed as games were played and carols sung. Then, what do you think? Santa had found out that there was a party and he came walking in. Where he had left his reindeers we forgot to ask him, but here he was all in his bright red suit trimmed in white fur and with his long white whiskers. He had treats for us, too. The ladies had fixed up a very nice lunch and we went down stairs for that and laughed some more. The Sanborn Pioneer said this about us. "The party was greatly enjoyed by old and young and if one were to judge by the noise the party was a 'howling success' and noise usually indicates a good time where the younger generation is concerned."

At business meeting reports were given. Members were all proud of what had been done. Besides the response to calls for help, the committees had combined and sent nice baskets of fruits and candy to those who are shut in.

Attendance prize was won by our president, Mrs. Clyde Robinson. At the election the following officers were chosen for the coming year: President, Mrs. F. L. Hopkins, First Vice, Mrs. James Sanders, 2nd Vice, Mrs. Amos Peterson, Treasurer, Mrs. Clair Powers, Recording Secretary, Mrs. Clyde Robinson, Corresponding Secretary, Mrs. H. W. Hopkins, Historian, Mrs. Dick Leemkuil.

★ New Lisbon Chapter

Mrs. George Oakes, Historian

On Dec. 10 our meeting was held at the Park Hotel, after a chicken supper had been served to the 35 members present. The tables were beautifully decorated with vases and boxes of tinted pine boughs and Christmas ornaments and lighted tapers. Our place cards were pine cones and our nut cups were made from pretzels.

Reports were: 15 personal and phone calls made, 21 cards sent and three families reached. Ways and Means profit, \$2.12. After adjournment Christmas gifts were exchanged and the remainder of the evening was spent playing cards and bingo.

★ Channing Chapter

Mrs. J. Meyers, Historian

The annual Christmas party was held on Dec. 21 in the form of a pot-luck supper, served at tables beautifully decorated. After supper members and their guests sang Christmas carols. Later cards were played and prizes awarded. Following the card games other games were played and gifts were exchanged. The gifts were arranged under a very pretty tree decorated for the occasion. Everyone had a good time.

★ Marion Chapter

Maude Holsinger, Historian

Meeting of Marion Chapter was held Jan. 9. A dessert luncheon was followed by the business session. Mrs. Ernest Woolley, our new president, was in charge. Mrs. Mabel Conger, vice president, resigned because of illness, and Mrs. Bess Smith was elected vice president. The president named her committees for the year. Cards were then played.

★ Sioux Falls Chapter

Mrs. Don Galland, Historian

December meeting was held on regular date. The gift from the Sioux City Chapter in appreciation of our luncheon was opened and enjoyed by all present. The hostesses for the evening were Mrs. Kenneth Bjerke and Mrs. Earl Siebold. Our Christmas party was held on Dec. 17 at the home of Mrs. O. B. Thompson. A gift exchange was made and a door prize given to Mrs. W. Trinkler. Following an evening of a variety of card games a delicious luncheon was served by our hostess, Mrs. Thompson.

★ Wausau Chapter

Mrs. G. F. Paulus, Historian

At meeting held Dec. 10 the following officers were elected: Pres., Mrs. J. O'Brien; 1st Vice Pres., Mrs. H. Vachreau; 2nd Vice Pres., Mrs. C. H. Conklin; Sec., Mrs. F. Slomski; Treas., Mrs. E. Hazelwood. The meeting was in the form of a Christmas party. An exchange of gifts was enjoyed. Five baskets of fruit were sent to shut-in members. A delicious lunch was served by the committee.

★ *Mobridge Chapter*

Mrs. James O. Willard, Historian

Mrs. Ivan Kern was installed president Dec. 16. Other officers installed were Mrs. J. O. Willard, first vice-president; Mrs. A. G. Atha, second vice-president; Mrs. Albert Stapf, recording secretary; Mrs. Dora Anderson, corresponding secretary; Mrs. A. W. Arvidson, treasurer; Mrs. Harold Sizemore, historian.

Letters from the superintendents of Ft. Meade and Hot Springs Veterans hospitals were read stating the money received from the Mobridge chapter Canteen fund was used for candy, cards and canary cages. A sewing bag presented by Mrs. Kern was sold, netting a nice sum for the club.

A Christmas program was given consisting of a vocal solo by Bonnie Jo Schueler; piano solo by Victor Boyle; piano duet by the Todd sisters; vocal solo by Phyllis Schueler, accompanied by Mrs. E. W. Tobin; piano solo by David Magera; two Christmas readings by Mrs. G. B. Gallagher. Following the program the members held their annual Christmas party. Gifts were exchanged around a beautifully lighted tree. The clubroom was decorated in keeping with the Yuletide season and refreshments consisting of Christmas cookies and coffee were served from a lace covered table graced by colorful decorations.

★ *Dubuque Chapter*

Grace Bensch, Historian

Our chapter held its December meeting on the 20th. After a short business meeting the evening was turned over to Mrs. Hobdi, program chairman, who had a lovely Christmas program consisting of a number of dances by the pupils of Plamondon's Dancing Studio and a vocal solo by Joan Junk. At the close of the program gifts were distributed to the children and refreshments were served to all.

★ *Portage Chapter*

Mrs. Joseph Wohlwend, Historian

Fifty members attended first meeting of the new year, which was held Jan. 6. Thank you notes, good cheer, and other reports were read. The following new officers were installed and took charge of the meeting: Mmes Joseph Sullivan, Pres.; Mary Ryan; First Vice Pres.; Val T. Biscup, 2nd Vice Pres.; Harry Taylor, Sec.; Floyd Caffisch, Treas.; Joseph Wohlwend, Historian.

The movie, "A Railroad At Work," was shown by E. J. Hoerl of the Public Relations Department. The rug which was sold was won by Mrs. L. Owens. Luncheon was served by Mrs. Carl Heberlein and her committee. Bingo and cards were the entertainment for the balance of the afternoon.

★ *Ottumwa Chapter*

Katherine M. Gohmann, Historian

Our Christmas party on Dec. 20 was held at the K. of C. Hall—a cooperative supper at six o'clock, then the arrival of Santa Claus with his pack containing gifts of candy, fruit, and books for the children. There was excellent entertainment furnished by H. V. Grooms and his musicians, who also played for the dance following the distribution of gifts and the Christmas program. Herbert is a switchman at West Yard and a talented musician. Mrs. Wm. Fry was in charge of the program. Other arrangements were under the supervision of our retiring president, Mrs. Fred Wilford, and retiring social chairman, Mrs. R. O. Clapp.

★ *La Crosse Chapter*

Mrs. E. J. Monahan, Historian

La Crosse Chapter met Jan. 8 with 32 members present. Following dessert luncheon business meeting was held and the officers for 1947 were installed. Our newly elected president being Mrs. John Rogowski. Retiring President Mrs. Rickard was presented with a beautiful gift from members. At the close of meeting cards were played.

★ *Fullerton Avenue Chapter*

Mrs. F. J. Zopf, Historian

The first meeting of the new year was held Jan. 7. Following reading of the reports the members gave a rising vote of thanks to Mrs. Borgerson, retiring president, for her work during the past two years. The new officers were then installed by Mrs. O. P. Barry. They are: Mrs. R. E. Lindahl, Pres.; Mrs. W. D. Stuebner, 1st Vice Pres.; Mrs. A. J. Frandsen, 2nd Vice Pres.; Mrs. T. J. Martin, 3rd Vice Pres.; Miss Marie Nixon, Treas.; Miss Harriet Kennedy, Asst. Treas.; Miss Laura Quartana, Rec. Sec.; Miss Grace Rosier, Asst. Rec. Sec.; Mrs. Cath. McCants, Cor. Sec.; Mrs. Amanda Klank, Asst. Cor. Sec., and Mrs. F. J. Zopf, Historian. Our guests of the evening were Mrs. Catlin and Mrs. Ordas, both of Union Station Chapter.

★ *Green Bay Chapter*

Mrs. E. Muster, Historian

New officers took over Jan. 2 when Mrs. Russell Anderson completed her second term as president. Officers for 1947 are: Mrs. Harold K. Matthews, Pres.; Mrs. Geo. Bloomer, 1st Vice Pres.; Mrs. Wm. Londo, 2nd Vice Pres.; Mrs. J. T. Dinwoodie, Treas.; Mrs. Jos. Brennan, Rec. Sec.; Mrs. Arthur Maloney, Cor. Sec.; Mrs. Russell Anderson, Historian. In appreciation of her splendid work members presented Mrs. Anderson with a gift. The Board held its Christmas party Dec. 30.

★ *Kansas City Chapter*

Mrs. Guy Rhodus, Historian

December meeting was preceded by a pot-luck luncheon. We had with us as our guest Miss Etta Lindskog. Reports of officers and chairmen were given and election of officers for 1947 took place. with Mrs. John Dobson being elected president, Mrs. Henry Banta, first vice president; Mrs. Edwin R. Morrison, second vice president; Mrs. Warren Alexander, recording secretary; Mrs. Kalen, corresponding secretary; Mrs. Hale Midkiff, treasurer, and Mrs. Wm. Kinder, historian. The Kansas City Chapter is planning a big year for 1947.

★ *Janesville Chapter*

Mrs. George McCue, Historian

Officers for 1947 were installed on Jan. 7 by Mrs. Wm. Jackson, assisted by Mrs. Charles Robertson as conductress. We were very happy to have Mrs. H. B. Wilcox with us again after an illness of several months. A delicious lunch was served by our social chairman, Mrs. Wm. Jackson, and her committee.

A large crowd attended our annual Christmas party held on Sunday, Dec. 22. After a beautiful pot-luck supper the children and a few adults entertained us with a fine program. Santa made his appearance and distributed candy and gifts by a beautifully decorated tree. Mrs. F. N. Bennett acted as general chairman of this gala affair and a gay time was had by all.

★ *Black Hills Chapter*

Mrs. Harris Dillabough, Historian

On Dec. 8 we held our annual Christmas party and celebrated the 20th anniversary of the chapter. About 150 members and children were present. Mrs. Lloyd McDonald acted as Mrs. Santa and distributed sacks of candy, nuts, and fruit to the children. A grand dinner was enjoyed. Entertainment consisted of song selections by the high school tripple trio and a Christmas reading by Dorothy Munson. Carols were sung with Mrs. O. O. Callen at the piano. Members met Dec. 9 for a combined business and social meeting. Twenty-five personal and phone calls were reported and 29 persons were reached through Good Cheer. A delicious lunch was served by Mrs. Ralph Colvin, Martin Christensen and N. O. Frizzell. We held a rummage sale and are quite proud of clearing \$72.31. Many thanks to all who were able to help.

★ *Marquette Chapter*

Mrs. Stanley A. Hunter, Historian

Our December meeting and Christmas party was held on the 11th, with a large attendance. A pot-luck lunch was served on beautifully decorated tables, decorated by Mrs. Herbert Cole, Mrs. P. E. Cleveland, and Mrs. A. T. Rehm. Gifts were exchanged and cards were enjoyed.

★ *Aberdeen, S. D., Chapter*

Mrs. Iver Bothun, Historian

One hundred guests attended our Christmas party and regular meeting. Decorations were in keeping with the season and included golden horns of plenty, holly wreaths and white candles tied with red bows of satin ribbon. The program included the reading of the Christmas story by Mrs. Pearl Soike. Ronald Jakubec, accompanied by Mrs. R. G. Loegger, sang four selections. Gifts were exchanged. A gift was presented the retiring president, Mrs. W. A. Radabaugh. Committee Chairmen were: Mrs. W. A. Radabaugh, serving; Mrs. W. J. Kane, kitchen; Mrs. James Hartley, entertainment, and Mrs. James Keelan, decorations.

★ *Miles City Chapter*

Mrs. N. A. Helm, Historian

We met for January meeting with Mrs. Ed Rebn, president, presiding. Mrs. Dave Hagerty conducted the installation of new officers in a beautiful candle light service which was very impressive. Dr. Harold Harlowe gave a very interesting talk on foreign objects which get in the body, illustrating with slides of same. Our club room looks very nice, thanks to Mrs. Dick Jensen and her committee.

The following are officers for year 1947: Mrs. Ed Rehn, president; Mrs. Arlie Wickersham, first vice president; Mrs. M. D. Eastwald, second vice president; Mrs. Dick Jensen, recording secretary; Mrs. Frank Spear, corresponding secretary; Mrs. L. Kirchoff, treasurer; Mrs. L. Winfrey, historian. Committee Chairmen are: Constitution, Mrs. H. Johnson; Sunshine, Mrs. Floyd Preston; Social, Mrs. S. Moss; Membership, Mrs. Custer Greer and Mrs. J. D. Wagner; Ways and Means, Mrs. N. A. Helm; Publicity, Mrs. McKinley Gilmore; Refreshments, Mrs. John Gray, Jr.; Safety, Mrs. Earl Farr; Telephone, Mrs. H. Zuelke; Housing, Mrs. J. Hilderman; Welfare, Mrs. Harold Fuller; Program, Mrs. E. Walters; Auditing, Mrs. E. Huff. A delicious lunch was served by Mrs. D. Jensen, Mrs. Kirchoff, Mrs. Kolar, and Mrs. Lindeman.

SUPERIOR DIVISION

J. B. Phillips, Correspondent

The Washington Street passenger station at Green Bay was closed to passenger service in 1937 and facilities were provided at Oakland Avenue station in the shops area. It was re-established on June 30, 1946, and Green Bay is now nicely served in the reconstructed station.

John Fowles, retired engineer, died suddenly on Dec. 23, 1946.

James Kotcha, retired machinist helper, died on Dec. 11, 1946.

Engineer Thomas Dwyer died suddenly on Dec. 27, 1946, while on the way to his office. Tom maintained a law office at Green Bay in partnership with his brother Clem, who is also a railroad conductor, and for a number of years was city attorney. The men of their family were all railroaders, their father being an engineer and another brother, Rigney, having been a switchman some time ago. We will miss Tom, as he was very active in all civic affairs. He was a capable speaker and on several occasions gave talks to Milwaukee Road employees.

Conductor Peter L. Durben, who has been on the sick list for over a year, has decided to take his pension. We all hope he will regain his health and enjoy a well earned rest.

Section Laborer Joseph Seabil has applied for his pension.

The employes of the Superior Division were very pleased when they were informed by L. J. Benson, assistant to vice president, that they had won the 1946 fire prevention trophy. They will be honored by a luncheon which will be held at the Northland Hotel, Green Bay, early in the spring.

I & D DIVISION

Margaret C. Lownsberry, Division Editor

Word has been received in Mason City of the death of Mrs. Lulu Mae Gaffney, widow of Walter L. Gaffney, a former engineer on the I&D Division. Mrs. Gaffney died in a hospital at San Diego, Calif., Jan. 6, following a month's illness. The body was returned to Mason City for burial.

Sympathy is extended to the family of William J. Reardon, who passed away at his home on Jan. 10. Mr. Reardon was born on Dec. 19, 1873, at McGregor, Ia. He started railroading on May 13, 1892, and was promoted to section foreman on April 18, 1899. He retired from service on Dec. 19, 1938, on his 65th birthday. He was the father of John Reardon, section foreman at Monona, Ia.

Yard Clerk Roy Lyman had the misfortune to lose his home and car recently when a fire started from a defective kerosene stove. Roy was asleep at the time and suffered severe burns. At this writing he has not reported back to work.

Marion Schultz, expense clerk in the Mason City freight office, received condolences for the death of her father-in-law, in an automobile accident.

"Santha Susan" is the name chosen by Mr. and Mrs. R. E. Tabor for their daughter,

born Dec. 22, 1946, at Spencer, Ia. It is their third child.

L. J. DeSomery visited his daughter Dorothy at Rockford College on Dad's Day.

Lloyd and Mrs. Kellar are the proud parents of a son born Dec. 23, named Richard Lee. Lloyd is a checker in the freight house.

Chief Clerk H. L. Kinney of the Mason City freight office took his vacation in December, to spend Christmas with his mother and to visit friends in Joplin, Mo.

Pvt. Patrick J. Burnett of the Marines, who is stationed in San Diego, spent the holidays with his parents in Mason City. Pat was employed in the division engineer's office the last two summers.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Engineer Leo Cain retired on Dec. 18, 1946, after more than 46 years of service. His plans are indefinite, but he will remain in Sioux City for the present.

Something new has been added—Dorothy Foote, stenographer in the local freight office, sporting a diamond solitaire as big as a locomotive headlight.

Engineer Harry Hopkinson underwent an operation for a minor ailment in Sioux City on Jan. 3; now getting along very nicely.

Brakeman Kenneth Urquhart, who recently underwent an operation in Wesley Memorial Hospital, Chicago, took advantage of the time he was away convalescing to celebrate the birth of a new daughter. Nearly every-

one else has to lay off when such an event occurs, but Kenny really timed it right.

Superintendent Jerry T. Hansen of Miles City, formerly assistant superintendent at Sioux City, passed through here during the fore part of January.

Steve Kich, the Van Johnson of the Sioux City yard section gang, has been off duty for several months on account of illness.

Conductor Fred A. Gardner, who was operated on last fall, is still confined to his home in Sioux City.

Superintendent F. R. Doud of Aberdeen, who was located at Sioux City for 11 years

as assistant superintendent, visited here while en route to his new job as superintendent at Ottumwa.

A regional meeting of the Midwest Shippers Advisory Board was held at the Martin Hotel in Sioux City on Jan. 14 and 15. It was attended by J. L. Brown of our railroad and various division officials, including Superintendent W. F. Ingraham of Mason City.

Fireman Harvey Smith, who has been on an extended vacation in Florida; has returned to service on the Yankton patrol job.

August Weiland, veteran section foreman of Yankton, S. D., and the father of Engineer Elmer Weiland, has retired and will live the life of Reilly from now on. A lot of us will miss "Gus" around the yards at Yankton. His unflinching smile and willingness to help everyone with their problems were his outstanding characteristics. All of us wish him a long, healthy and happy rest.

Roadmaster A. W. Bahr of Yankton is undergoing treatment at the Wesley Memorial Hospital, Chicago, for a hip and back ailment from which he has suffered for many years. At last report he was progressing satisfactorily. In case anyone should feel like dropping him a line, his Chicago address is the Eastgate Hotel.

A unique Christmas card was received from Frank Mansfield, retired engineer, who now lives in Corvallis, Ore. The card was handmade and included a photograph of Mr. and Mrs. Mansfield, taken in front of their new home, from which it appears that Frank looks as good as ever.



Operator R. R. Saeugling (left), Ruthven, Ia., and a friend, I. T. Holgren, local merchant, exhibit their limit of mallards and pintails. Two of the mallards weighed four pounds each.

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Sanborn-Rapid City

Margaret Kelly, Correspondent

We were sorry to hear of the death of Tom France, recently retired night round-house foreman, of Mitchell. Tom was a life-long resident of Mitchell and his many friends here will miss him. Our sincere sympathy is extended to his family.

Agent Jimmy Burns and wife of Vivian are the proud parents of a new daughter, born Jan. 10. We understand that father is doing fine.

Dewayne Weiland, section laborer at Mitchell who is on military leave, is now a full-fledged paratrooper, having been graduated recently in Japan. He is the son of Section Foreman A. B. Weiland of Mitchell.

Section Laborer Raymond Weiland has decided that two can live as cheaply as one and has joined the ranks of the happily married. Our congratulations, Ray.

Brakeman Wallace Severson also took a trip to the altar a short time ago and is now settled down to home life. Wally says the "Missus" is the best cook ever.

Black Hills Engineer Dan A. Kemerling, Jr., seems to have weathered satisfactorily the strain of becoming a father recently, for the second time. If our information is correct, he now has two daughters.

Sioux Falls Line

F. B. Griller, Correspondent

District Safety Inspector Frank Washburn of the Twin Cities called at Sioux Falls on Jan. 9 and, as usual, gave out those safety first tips. Glad to see him in Sioux Falls again.

Marion Young, daughter of Dining Car Steward Henry G. Young, was married to Leland W. Johnson of Sioux Falls on Dec. 28. They will make their home in Sioux Falls, where Marion has been librarian at the Carnegie library for some time.

Trainman Verne Quine, plying regularly on the Arrow between Sioux Falls and Sioux City, became a grandpa on Dec. 7 under unusual circumstances. His daughter, Mrs. Lawrence Horner of Minneapolis, has been paralyzed below the waist since Nov. 11 but gave birth to an eight-pound daughter.

As regular as Christmas comes to Sioux Falls, so does the annual Santa Claus train sponsored by the Milwaukee Road, which arrived this year on Dec. 21.

Tommy Pernel, our all-around worker at Sioux Falls, took the postal examination and came out with a 97 score. He expects an assignment soon.

"Now," said the school teacher, "give me a definition of space."

Junior stood up, flustered and red.

"Space," he began, "is where there is nothing. I can't explain it exactly, but I have it in my head all right."



I & S M DIVISION

East End

H. J. Swank, Division Editor

We extend our sincere sympathy to the bereaved relatives of the following: M. S. O'Marro, I&M conductor, who passed away Jan. 10, after a lingering illness; S. A. Ramsey, retired cashier, Northfield, Minn., who passed away Dec. 24, 1946; also, to Chief Carpenter W. E. Tritchler, whose brother died at Wabasha, Jan. 5; and to Chief Carpenter's Clerk Ray H. Hoffmann, whose brother passed away at Alton, Ia., Jan. 13. Dispatcher Si Johnson has been proudly displaying a picture taken at his initiation into the Shrine at St. Paul on Dec. 27, 1946.

West End

E. L. Wopat, Correspondent

Fred Wagner, known as "Wag," made his last trip before retiring on the old SM on Dec. 21, 1946. Fred grew up on the railroad. His father, Honus, who retired as section foreman at Howard, S. D., about 15 years ago, was an old timer on the railroad. Fred served the SM as trainman and conductor for the past 40 years and everyone knew him as a genial fellow worker and good friend. His absence will be noted by many, as he was always there with a big grin and a joke. He lived in Madison for 46 years, spending 38 years in one house, which he sold last year. He and Mrs. Wagner will spend the winter in California with their only daughter, Ruth. Fred tells us he is going to spend most of his time after returning from California playing with his new grandson at Clear Lake, Ia.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

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Roy Jones was senior bidder for the position of agent at Bryant, S. D. F. L. Bender, former agent, has accepted the new position of freight inspector at Aberdeen, S. D.

R. A. Peterson was senior bidder for the position of agent at Garden City, S. D. Fred Mohr was senior bidder at Ramona, S. D., after serving for 21 years as Garden City agent. Congratulations, fellows.

Mrs. Melvina Grasse is taking a three-month leave from her duties as agent at Erwin, S. D. While driving from Vienna to Erwin Melvina had a slight accident on account of ice on the road, tipping her car over and hitting the ditch. She received minor injuries.

Our deepest sympathy is extended to Agent Malek, Rushford, Minn., and family in the loss of his father at Lakefield, Minn. Mr. Malek was relieved by George Stevens of Vienna, S. D.

Mr. and Mrs. Guy Winesburg have returned to Madison, S. D., after spending six weeks in Florida.

Genial, jolly Joe Rooney is back on the run as conductor on 222-203 between Madison and Austin, Minn., following Fred Wagner's retirement. Welcome back, Joe.

O. C. Groves is relieving at Colman, S. D., while Mr. Barr is making arrangements for his retirement as agent on the old SM. Mr. and Mrs. Barr are visiting their children until they decide where they will make their new home.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

The coach yard bowling team finished in 13th place the first half of the bowling season, winning 19 and losing 26 games. They hold second place in the three-game total handicap, with 3,071. Captain Ed Berndt is high man on the team, with a 600 series.

John Mosser, carman on the wheel pit, has been off for a few weeks. We all wish him a speedy recovery.

Ralph O'Halloran, ex-GI, who took up an apprenticeship and served part of it here, will leave us to finish at Davies yard.

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CHICAGO, ILLINOIS

Hiawatha Bowling Tournament

The Milwaukee Hiawatha Bowling Tournament, the first contest of its kind since 1942, and which promises to be the best yet, will be held on Mar. 15-16; 22-23; 29-30; Apr. 5-6 and 12-13 in the South Side Pythian Castle Bowling Alleys, 1925 West National Avenue, Milwaukee, Wis.

This tournament will be open to all Milwaukee Road employees who are regular paid-up members of their local city association. The entrance fee will be \$1.50; bowling and expense will be \$1.50 extra for each event. Since all bowlers participating must have an American Bowling Congress membership card, a fee of \$3.00 per team will be collected from all teams not having their A.B.C. sanction.

The tournament will be conducted on a handicap basis. The base will be 1000 for five-man, 400 for two-man teams, and 200 for individuals. The handicap will be figured on a two-thirds basis. Averages as of Jan. 1, 1947 will be used, provided 18 games have been bowled in a Milwaukee Road league. If a bowler has no Milwaukee Road league average, he should use his highest average in any league as of Jan. 1, 1947. If no average is available as of Jan. 1, 1947, he should use the last average of 1946, 1945 or 1944. Bowlers with no established league average will use 170 as a basis. An average sheet or certification of average must accompany the entry blank. Bowlers in unsanctioned leagues cannot bowl in the tournament unless the entire league is sanctioned. No bowler can participate more than once in each event.

All funds collected as entry fees will be returned in prizes. Special prizes will be awarded for high games. Special and all-event prizes will be awarded on a scratch basis (no handicap).

Entries close at midnight Feb. 28, 1947. Get your entry and reservation in early. Due to the limited time between closing of the entries and the start of the tournament, all who desire to bowl on Mar. 15 and 16 are particularly requested to mail their entries in early.

Be sure to state time of arrival and departure. A.B.C. regulations will govern the tournament and all entrants must agree to abide by such rules.

Address all communications regarding the tournament and all requests for information to Harvey H. Zunker, Tournament Manager, Test Department, Milwaukee Shops, Milwaukee, Wis.

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

Dick Steuer, Correspondent

A remark from Ed Ross, former agent, that "It was the best party ever!" is the tip-off on the success of the annual Christmas party held at Chestnut Street. The spirit of the season was truly present; music for the occasion and delicious baked ham to fill the inner man. Many thanks to Max Woelfl, Bob Owsley, Nada Vieth and Phyllis Kowalski, and to Freddie Butz who acted as master of ceremonies. This party will be remembered for some time.

An icy sidewalk was responsible for breaking Betty Metschl's left arm recently. She will be on the side lines for about six weeks. We have a story to tell about Betty's umbrella. It seems that she was in such a hurry to reach the other bus at a transfer point that she didn't notice the umbrella's disappearance. Only when she was safely on the other trolley did she realize she was holding only the handle.



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to absorb vertical shocks

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CANADIAN CARDWELL CO., LTD. MONTREAL

It is reported that Yardmaster Buck Leaman is coming along fairly well, but it will be some time before he will be back with us.

Yard Clerk Hugo Gastel is working in his Cherry Street district again and feeling like his old self.

North Milwaukee lost one of its "pillars" when Bill Koepke was declared highest bidder on the assistant rate clerk post at Chestnut Street. Guess he wanted to find out if the Beer Line is something more than a name.

We were sorry to hear of the death of Charles Barth's mother. Our sympathy is extended to him and the family.

D & I DIVISION

First District

E. Stevens, Correspondent

Congratulations to Traveling Fireman and Mrs. R. A. Pike on the arrival of a baby girl at their home in Savanna on Jan. 12.

Miss Lois Rathje, daughter of Mr. and Mrs. Ernest Rathje of Savanna, became the bride of M/Sgt. James W. Simmons, Marine Corps, in a candlelight ceremony in the home of her parents on Jan. 2. Lois was employed in the division storekeeper's office at Savanna.

Deaths have occurred in the families of several Milwaukee employes and sympathy is extended to all. Major A. E. Hodoval, brother of Engineer Joe Hodoval, Savanna, passed away in Orange General Hospital, Orlando, Fla., on Dec. 24, 1946.

Mrs. Julia Lantzy of Dubuque passed away in the home of her brother-in-law and sister, Lineman and Mrs. Ed Flint, Savanna, on Jan. 2, following a brief illness.

Engineer and Mrs. Byron Hansen, Davenport, Ia., were called to Riverside, Calif., during the holidays, due to the death of their grand-daughter, Phyllis Lewis, who passed away on Jan. 1 as the result of injuries received in an auto accident on New Year's Eve.

William Nolan, retired car department employe, passed away at the home of his daughter, Mrs. Frank Wilder, in Wilmar, Calif., on Dec. 29, 1946. Mr. Nolan entered railroad service in 1894, transferring to the car department in 1912 and continuing in that department until his retirement on May 5, 1937.

To the following employes who have retired we extend congratulations: To Wade H. Williams, who entered the service as a fireman on Aug. 30, 1902, and was promoted to engineer on Sept. 20, 1906; retired on Dec. 23.

To T. F. Carrigan, who entered the service as a brakeman in 1910 and was promoted to a conductor in 1918; elected to retire on Dec. 31, 1946.

Second District

A dinner party was held at Shooting Park Lodge on Jan. 8 to honor the retirement of Assistant Superintendent W. M. Thurber, which became effective on Jan. 1, concluding 48 years of faithful service. The dinner was attended by a large gathering of employes and a gift was presented to Mr. Thurber with the best wishes of his many friends and co-workers.

P. J. Weiland has been appointed assistant superintendent at Dubuque. We welcome the Weiland family to the D&I Division.

There was once a lady dancer who climaxed her act by leaning over backwards and picking up her handkerchief with her teeth. For an encore she leaned backward and picked up her teeth.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

F. O. Bruce, rate clerk and operator, informs us that he enjoyed his recent vacation.

The newest proud daddy—candy and cigar distributor—was Richard Milner. Young Master Milner arrived on Dec. 14, 1946, tipping the scales at nine pounds, four ounces. He is the Milner's first child.

Lorraine Jacobsen, daughter of Car Inspector and Mrs. Nels C. Jacobsen, will receive her R.T. in February, when she will complete her second year of training in the X-ray department at the Methodist Hospital in Omaha, Neb.

Dean Moen, son of Passenger Car Inspector and Mrs. Arthur Moen, is interested in aviation. After high school classes he rushes down to the local airport to take pilot lessons. He recently made his first solo and wants to enter this field as his life work. His sister, Helen, is a freshman at Omaha University and is studying dress designing in addition to an art course.

Carman and Mrs. Fred Olson's son Lloyd is attending the University of Iowa. He is majoring in advertising and journalism.

Richard Scott, son of Electrician and Mrs. Walter Scott, has just been released from the naval air base at Minneapolis, where he was stationed for the duration of the war. He was married recently and he and his bride enjoyed a brief visit here with his family. They have returned to Minneapolis, where they will make their home. Another son, Robert, who is a freshman at Ames College, was home during the holidays. He is studying horticulture.

Mr. and Mrs. Jack Allavie's son John is in his third year at the University of Iowa, taking a pre-medical course. His engagement was announced at Christmas to Rosemary Kanavan of Council Bluffs.

Jack Allavie, night roundhouse foreman here, is acting general roundhouse foreman during Merritt Ford's recuperation. Mr. Ford was recently released from the hospital where he was confined for several weeks for a dislocation of the neck resulting from an automobile accident. We understand he is slowly recovering from the injury.

Warehouse Foreman E. L. Cook is back after another recuperation period. His wife, who was in the hospital at the same time he was, is now at home and recovering satisfactorily from her operation. The Cooks wish to express their thanks and appreciation to the many Milwaukee employes who remembered them during their long siege of illness.

I hear, via the grapevine, that we recently acquired two new grandpas, Switchman Percy DeVol and Lawrence Underwood. The new arrivals were both boys. This was Switchman Underwood's first grandchild.

Congratulations are extended to Yard Clerk Willard Cook, on the arrival of a daughter on Dec. 11. The name is Trudy Marie.

Also to be congratulated is Perishable Fruit Inspector Lucky L. Little. Lucky L., Jr., made his debut on Dec. 26, 1946.

E. T. Speck of Rockford, Ill., a retired employe, recently reproduced from memory a complete list of the train crews which were operating on the C&CB Division when he started working for the Road in October, 1891. To the best of his knowledge, he and Conductor John Steinbeck of Chicago, who retired in December, 1946, are the only survivors of that group. Anyone who wants to argue the point with Mr. Speck can reach him at 1435 Andrews Street, Rockford.



Safety means enough to the Sanborn (Ia.) section crew that they painted a slogan on the wind-breaker of their motor car. Left to right: Fred Soop, Foreman P. L. Sullivan, Henry Kreykes, Marvin Dorman and Frank Dagle.

Section 23 Achieves a Record

IT isn't known for a certainty that Section 23 of Sanborn, Ia., is the best crew on the I&D Division, but P. L. Sullivan, the foreman, makes that claim, based on the fact that no man in his crew has suffered a reportable accident in 12 years. The men who constitute the present force haven't all been with Sullivan during that period, but they have upheld the record made by former crew members and followed the example set by their foreman.

Fred Soop, one of the men in the crew, says, "Sully, as he is known by everyone, is a stickler for adherence to the safety rules, and he is accorded 100 per cent support from his crew. Every man in the crew is proud of his association with the Milwaukee Road."

The photograph above, taken by Willard K. Peterson, agent at Sanborn, shows in the background the new tool house which the crew has affectionately dubbed "a gandy's dream."

COAST DIVISION

Harry W. Anderson, Division Editor

An eight-pound baby boy arrived on Dec. 20 at the home of Larry Weans, that tall, handsome and congenial fellow in the engineering office who is known as the mayor of Hyak. Congratulations, Larry.

John N. Mitchell, 70, retired train dispatcher, passed away at a hospital in Tacoma. Mr. Mitchell, who was well known and liked, was dispatcher at Tacoma for many years.

We all had quite a shock New Year's Day when we received the news that Mrs. Lester Ellis, wife of chief clerk in the superintendent's office, passed away suddenly. Besides her husband, she leaves a son, Dick, and daughter, Barbara, to mourn her loss.

Charles Sulis, section foreman at Port Angeles for many years, passed away suddenly. We extend our sincere sympathy.

The first half of the bowling season ended on Dec. 20, with the general office team, under Capt. Louie Seaman, taking top honors. The second half started on Jan. 3. At the end of the season the winners play the winners of the first half for the championship.

While we are on the subject of bowling, we might mention that a team from our league is entered in the A.B.C. bowling congress, which will be held in Los Angeles in April. Team members are Louie Seaman, Herb Davis, Bob Vatersneck, Ed Scheutze, Walter Jennings and Walter Davedek.

February, 1947

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got a good four cylinder cow they would like to trade for the same size motor?

The husband of Mrs. Dreer F. Bozarth, custodian at Smyrna, passed away in Tacoma on Jan. 7.

BELLINGHAM

Margaret Germain says there is no startling news from the Bellingham territory—that they have had a lot of high water and it froze up everything; winter in both extremes.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Robert R. Jackson, son of Assistant General Agent Roy Jackson, recently returned to Seattle after two years in the Merchant Marine. He is now employed in the Seattle yard as car clerk under Joe Nordquist.

Watch Jean Morgan, interchange clerk at the local freight office—watch the sparkler on her left hand.

George A. Jones, retired cashier of the local freight, was a recent visitor. We are always glad to have George call on us. His new home is at 4011 12th Avenue, N.E., and he will be glad to have his old friends call.

Check Clerk Steinthor Hermann, local warehouse, has taken a position as freight inspector in the freight claim department.

Cpl. Gene L. Porter, now stationed at Lowry Field, Colo., spent a few days at his home in Everett and in Seattle during the Christmas holidays. He will be separated from the Army in about six months.

Lucille Virginia Ludwick, daughter of Agent and Mrs. J. R. Ludwick of Seattle, was married in the Epworth Methodist Church, Tacoma, on Dec. 21 to Walter Lloyd Seabloom. A reception was held in Anderson Hall of the College of Puget Sound, from which the bride and groom graduated. They will make their home in Kirkland, Wash., where Mr. Seabloom is teaching, in the Lake Washington High School.

Adelaide L. Dorsey is the new cook on the tug "Milwaukee," taking the place of Maude O'Malley, resigned. It really takes a lady to keep those seafaring men in line.

Marie Roessler Higbie, correction clerk, has applied for a leave of absence, to accompany her husband to Spokane, where he will take charge of the Shoren Paint Company store. Marie expects to work in



our local freight office at Spokane as soon as there is an opening.

Jack L. Werner was separated from the armed forces on Dec. 2 and is back on his old job as joint interchange checker.

Mable Goldie, who has been employed in the freight claim office for the past two years, has taken the position of correction clerk in the local freight office. She was formerly employed in the local freight office at Spokane.

We are glad to report a steady improvement in Myrtle Meyers' health and it is hoped she will be back with us soon.

Seattle Yard

F. J. Kratschmer, Correspondent

The operation of ski trains to the Milwaukee ski bowl at Hyak, Wash., started with a bang on Jan. 4 and 5. Over 4,000 ski enthusiasts were taken to this pleasure spot during those two days. The greater part of the crowd consisted of boys and girls who were guests of the Seattle Times, and from all reports the excursions were a great success. The trains will be operated from Seattle and Tacoma on Saturdays and Sundays until Mar. 31.

One day recently Night Car Inspector Lars Larson stepped out of his car and when he went to straighten up found a bad kink in his back. He was assisted into the yard office, where Big Joe Lewis, who was braking temporarily on the Renton run, gave him a working over. Lars walked out greatly relieved.

Bob Davidson, clerk in the yard track foreman's office, has been on the sick list since Dec. 30 and will have to take a rest for some time. During his absence Miss Ada Engebretsen is carrying on the work.

Our story this month concerns two buddies who team up on the day shift and inspect cars and trains out in Seattle yard. Right here we want to challenge any car repair point on the Milwaukee system to produce a team of inspectors who will equal or outweigh our Steve Cage and Ted Beaumont. Here are their qualifications: Steve 268 pounds, Ted 230 pounds. These boys meet all trains on their shift and usher them in by executing a reverse guard of honor, one going down each side of the train, tapping, looking over and examining for defects, and when they meet at the other end you can bet your bottom dollar that train has had a thorough going over. At lunch time the

boys go "co-op" style—Steve makes the coffee and Ted helps to drink it. These two boys represent over 69 years of service with the Milwaukee Road in various branches; their total railroad experience is around 74 years. They have a host of friends on the west end and it is entertaining to sit with them during the lunch period and listen to their yarns of past experiences.

Danny Cartwright of the yard was called to his home at Malden, Wash., on Jan. 7 on account of the illness of his mother.

Carman Dave Fox was confined to the hospital with pneumonia for over a month. He was released early in January and left for his home in Junction City, Ky., where he will rest up for awhile.

Tacoma

R. A. Grummel, Correspondent

Mrs. Dorothy Clover, who has been doing extra work in our freight office, was called to Titusville, Pa., due to the illness of her grandmother, who is 96 years old.

Messenger Jack Curtice has resigned to finish his schooling and is being replaced by David Wayne Baker.

We are happy to report that Chief Revising Clerk Al Goldsbrough is back on the job.

Hazel Gottlieb has just returned from a week's vacation, resting at home.

YARD OFFICE

Raymond Haskins, regular A.C. yard clerk, has just returned from Madison, Wis., where he attended the funeral of his mother. He remained for a few weeks to settle her estate.

Charles W. HeuDeBrouck, retired switch foreman, whose pleasant face has been passing by our freight office window for several years, was missed recently. We wondered where he had gone. We just found out he has been in the hospital for several weeks, undergoing an operation. We are glad to see him up and around again.

MILWAUKEE SHOPS

Car Department

George L. Wood, Jr., Correspondent

December 31, 1946, was an important day to "Sky" Guschl and his machine shop force, for it marked the end of a career of faithful railroad service for Dick Mieritz. Mr. Mieritz started with the Milwaukee Road in 1895 and served in the machine shop throughout his entire railroad career; 50 years of competent work, where his knowledge and efficiency were so solid that they were taken for granted. We all wish you well, Dick!



Dick Mieritz

The mystery as to why the men wear their colored goggles when entering the freight shop office has been solved. Since Christmas there's a diamond ring on the appropriate finger of one of the office stenos. Best wishes, Kathie.

Carman Anton Plicka passed away on Jan. 9. Tony's service with the car department dated back to 1917. Sincere sympathy is extended to his family and a special note of sympathy to his sons, Steve and Augie, of the freight car shop.

Electrician Eugene Jacobs' family has

been augmented by the arrival of a brand new bundle of boy that put in its appearance just prior to the new year.

Most Milwaukeeans have visited the Boston Store model home and looked at it with envy. It will be interesting to CD employes to learn that Lois Strauser, daughter of Car Inspector Ralph Strauser, is one of the interior decorators of this display.

Trucksmith Martin Lewandowski, having served in our department for 35 years, retired from service on Jan. 8. Your fellow workers extend to you a wish for many happy years, Martin.

The upholstery department proudly announced that Seamstress Evelyn Wolff completed 35 years of railroad service during the month of December.

That's not a new lighting system in Augie Beutow's truck shop, it's just Walter (Congo) Demitros beaming from ear to ear; occasioned by the Dec. 5 arrival of a seven-pound baby girl at his home.

Congratulations to Upholsterer Stanley Tabäka and Machinist Roy Dermody, who were elected president and vice-president, respectively, of the Hiawatha Service Club executive board.

It's a baby girl for Electrician Apprentice Fred Beier and wife, arriving just in time to usher in the new year.

The special CD "safety first" committee organized several months ago is proving highly successful. The committee, consisting of Blacksmith George Neary, Coach Painter Joe Hoffman and Car Inspector Ralph Strauser, makes weekly safety inspections of our various shops and installations, accompanied by Safety First representative William French. These men are to be commended on their efforts to improve safety conditions. They are proving that "safety first" still comes first in our department.

We regret to record the death of Charles Busch, who passed away on Jan. 9. Mr. Busch had served with the steamfitting department since 1916. We extend condolences to his bereaved family.

The freight shop bowling team entry in the Milwaukee Road league came out on top at the close of the first half of the season. The blue ribbon team includes Mike Lilach (captain), George Hegedus, John Deglman, Art Lewis, Leo Kuokkanen, Cliff Rammelt and John Stoss. Incidentally, we hope Harold Montgomery (known as "Jack Armstrong" to the sporting world) reads this. We hear that he and his team really gave it the old "college try" but also ran.

KID O'Sullivan SAYS

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Store Department

Earl L. Solverson, Correspondent

Division Storekeeper Roy K. Baker and wife celebrated their silver wedding anniversary on Jan. 11 at Stanton's Green Mill Gardens on the Bluemound Road. About 125 friends attended the party. The feature of the evening was a waltz contest between General Storekeeper J. V. Miller and a partner reported to be from Montana, and Ed Crisius of Wisconsin vs. Roy Cronin of Galewood, Ill. The contest was declared a draw. Mr. and Mrs. Baker danced a solo to the strains of "I Love You Truly" and led the grand march, with Roy's mother. Chief Purchasing Officer D. C. Curtis made the presentation speech for the treasure chest gift from the store department. Among the out-of-town guests were Mr. and Mrs. D. C. Curtis, Chicago; Mr. and Mrs. L. G. Cronin, Galewood; Mr. and Mrs. J. M. Brennan, Green Bay; Mr. and Mrs. F. J. Dempsey, Madison; Mr. and Mrs. E. F. Krenke, Janesville; and Mr. and Mrs. J. Cioni, Beloit. Others who attended were Mr. and Mrs. J. V. Miller, Mr. and Mrs. A. M. Lemay, Mr. and Mrs. J. H. Valentine, Mr. and Mrs. D. H. Phenus, Mr. and Mrs. G. A. J. Carr, Mr. and Mrs. J. N. Wandell, Mr. and Mrs. W. C. Lummer, Mr. and Mrs. E. F. Crisius, Mr. and Mrs. H. M. Warner, Mr. and Mrs. H. W. Marquardt and Mr. and Mrs. W. F. Hoffman. Gladys Rosenow was official receptionist and pinned silver leaves on all the guests. A fine buffet lunch was served.

The store department started out the new year with a few weddings, the first of which was Ray Koopp and Esther Sandes' on Jan. 18 at Hope Lutheran Church. Several of the boys attended a stag on Jan. 15 at the Tanner-Paull American Legion Post, No. 120 in West Allis, to give Ray the latest instructions in teaching a wife to love, honor and obey, or whatever the latest mode is.

Stockman Rudolph Freuler, who is vice chairman of the store department unit of the Hiawatha Service Club, has been elected general secretary-treasurer of all the Hiawatha units. We know the club will not lack for aggressiveness, as Rudy will not rest until everyone has become a member and is taking an active part in it. To avoid conflicts, we suggest you pay your dues right now and not tangle with him. Be a booster! Join now!

H & D DIVISION

W. H. Applegate, Division Editor

The principal item of news on this division is that Superintendent F. R. Doud is leaving for the Kansas City Division and that A. T. Berg is coming here from the Terre Haute Division to be the new superintendent. Everyone on the division admired and liked Mr. Doud and is sorry to see him go, but we wish him well at his new location. He was given a farewell dinner and party at the Alonzo Ward Hotel, Aberdeen, on Saturday night, Jan. 11, at which he was presented with a desk pen and pencil set and a handsome clock. Mr. Doud spoke with regret of leaving the "swell gang" on the H&D.

Looking for relief from zero temperatures and icy footing, West H&D Conductor George Lemer and his wife are spending a two-week vacation around Los Angeles, Calif.

To make sure that he will see little of winter here when he returns, West H&D Conductor T. K. Mills left, Feb. 2, for a two-week vacation around Los Angeles.

Helen Austin, stenographer to the division freight and passenger agent, Aberdeen, has

departed—destination, Santa Barbara, Calif.—object, matrimony.

West H&D Roadmaster J. B. Johnson and wife have just returned from a two-week vacation around Seattle. After finishing with the steel gangs on the West H&D, "J. B." decided it was about time to get away from it all. With ice and zero temperatures about us, he comes back to tell us about the lovely flowers at the west end of the line.

Report comes to us that C. F. Amblia, formerly employed at the Montevideo freight house, who has been on pension for some years, died at Minneapolis on Jan. 9. Sympathy is extended to the bereaved.

East H & D

Martha Moehring, Correspondent

Conductor G. E. Miller and the Mrs. are making an extended visit in Los Angeles, stopping with Rusty's mother and sister. Right at this minute our Minnesota weather is as good as anything that California can dish out, so anything Rusty might write home about won't make us envious.

Engineer J. F. Mace and Mrs. Mace returned from a Christmas trip in the East, where they visited their two sons, Myles and Jack. Myles is associate professor of business administration at Harvard School of Business Administration, Harvard University, and there were two grandchildren to play with there. At Chicago they visited Jack and his family. Jack is an aviation engineer with the Standard Oil Company. The Maces spent New Year there and saw their new grandchild for the first time. Engineer Jack reports the youngster is very bright, like his grandfather.

The H&D recently lost two of its retired employes; Engineer Oscar Harstad and C. F. Ambli, who was cashier at the freight house for many years prior to his retirement. Our sympathy is extended to the families.

Brakeman Roger Healy reports that Marguerite La Bonne of Minneapolis became Mrs. Healy on Dec. 21. The ceremony took place at Golden Valley. The gang congratulates!

Signal Maintainer Tommy Hanlon handed out cigars the other day, the reason being that his children, Patricia and Michael, have been supplemented by Robert Henry, who arrived on Jan. 10.

With this sunny January weather, Bill Weiland's little Jimmy is hounding his dad to put up a sand box. Bill is stumped on the problem of shade, since they live in a basement house. In the meantime, Jimmy has his little truck all ready for sand hauling, having greased the wheels with Vapo-rub!

LA CROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

It happened at Sparta, Wis. It was just about time for the Viroqua branch line train to pull out when a man rushed up to the ticket window and said to Roger Hilliker, first trick operator, "Ay vant a ticket for Borghild." Roger looked through all of his tariffs without finding it, so he finally asked, "Say, just where is Borghild? I can't locate it." "She's right over dar," said the fellow, pointing to a good-looking Norwegian girl sitting in a corner surrounded by her baggage. Without more ado Roger sold the passenger a ticket to Westby.

A smoker and going-away party was held at Portage on Dec. 28, for Assistant Superintendent P. J. Weiland. In spite of very snowy, slippery weather, about 50 of the boys attended to wish him luck in his new



Having worn out his son's toys on Christmas Day, Robert D. Mathis, chief dispatcher at Montevideo, Minn., went over to see Signal Maintainer Tom Hanlon's layout and the camera caught him just as he found a toy xylophone which appealed to the musician in him.

position. Every craft and department was represented and all expressed their regret at "Pete's" departure but congratulated him on his promotion. A suitable gift was presented to him.

W. E. Swingle, our new east end trainmaster, comes to us not exactly as a stranger—he was agent at Camp McCoy during World War II, handling troop movements and other duties. That station was one of our husiest points during the war.

Wayne Goudy, local storekeeper, La Crosse, Wis., former first lieutenant with the 764th Railway Battalion, was recently awarded the Bronze Star and Good Conduct Ribbon. He entered service in August, 1943, returning to the railroad as storekeeper in April, 1946.

Frank R. Anderson, 81, passed away at Minnesota City, Minn., early in January. He started as an operator on the SM Division in 1883, then was operator at River Junction and since May, 1902, was rate clerk and operator at La Crosse freight house until his retirement in May, 1940.

Agent-Telegrapher Henry C. Care, 56, passed away at a Madison hospital on Jan. 1, due to complications developing from pneumonia. Henry held the third trick at Portage, Wis., since 1938, having transferred from the Dubuque Division in May, 1937. During his service he made many friends with his straightforward manner and his conscientious way of handling the jobs assigned to him. We will all miss "Hank." Burial was in Cascade, Ia., with Masonic rites. Surviving are his wife, three daughters, mother, sister and two grandchildren. A son-in-law, Wendell Winchip, is agent at Tunnel City.

Bruce Edward, the new son of Civil Engineer C. K. Lamoine, La Crosse, now rules the household; born on Jan. 6.

Conductor Frank Wurm continues to improve at home and is using a wheel chair to good advantage.

Thomas Bloomfield, retired yardmaster, who underwent an operation in Milwaukee, is on the mend.

If you want to kill your wife with curiosity, simply clip a brief item before you hand her the day's newspaper.

"Two pounds of kiddleys, please."
"I take it you mean two pounds of kidneys?"

"I said kiddleys, diddle I?"

**TRAFFIC TIP CARDS SUBMITTED DURING DECEMBER, 1946,
AS REPORTED BY DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Idaho Division				
Benson, L.J.	Asst. to Vice Pres.	Chicago, Ill.	1		Allen, C.F.	Track Dept.	Spokane, Wash.	2	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		1	Denny, T.W.	B. & B. Dept.	Spokane, Wash.	1	
Covnick, F.W.	Trav. Auditor	Minneapolis, Minn.		2				3	0
Cusack, William	Engr. Acctnt.	Chicago, Ill.	1		Iowa Division				
Dolan, W.R.	Dist. Adjuster	Chicago, Ill.	1		Boettcher, L.R.	Asst. Engineer	Marion, Iowa	1	
Granz, W.A.	Clerk	Chicago, Ill.	2		Lee, E.G.	Sec. Foreman	Slater, Iowa	1	
Johann, Jos. F.	Aud. of Exp. Off.	Chicago, Ill.		1	Miller, L.J.	Agent	Springville, Iowa	1	
Johnson, C.O.	Claim Adjuster	Chicago, Ill.	1		Schonberg, Carl E.	Lead Carman	Council Bluffs, Ia.	2	
Johnson, Robert D.	Commerce Clerk	Chicago, Ill.		1	Waln, R.A.	Signal Mntnr.	Paralta, Iowa	2	
Krizek, J.	Rate Analyst	Chicago, Ill.	1					7	0
Leen, M.J.	Chief Clerk	Chicago, Ill.	1		Iowa and Dakota Division				
Lima, Rose	Clerk	Chicago, Ill.	1		Burnett, M.L.	Tnmstr's Clk.	Mason City, Ia.	2	
McCormick, W.D.	Clerk	Chicago, Ill.	1		Carey, I.J.	Station Hlpr.	Lake Andes, S.D.		1
Nehr, W.W.	Clerk	Chicago, Ill.	1		Dyer, Henry	Check Clerk	Sioux City, Ia.		1
Swierenga, F.J.	Div. Clk., Frt. Traf.	Chicago, Ill.	1		Erickson, A.	Div. Lineman	Sioux City, Ia.	1	
			17	5	Faltinsky, L.E.	Car Foreman	Sioux City, Ia.	1	
					Gorman, Paul F.	Agent	Geddes, S.D.	1	
					Hornig, Fred F.	Engineering Dept.	Mason City, Ia.	1	
Chicago Terminals Division								1	1
Abrams, N.	Rate Clerk	Galewood, Ill.		1	Jones, Howard B.	Section Laborer	Armour, S.D.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		3	Lonseth, Leonard	Tariff Clerk	Sioux City, Ia.		2
Boeck, H.F.	Chief Clerk	Galewood, Ill.		6	Mitchell, B.J.	Chief Clerk	Sioux City, Ia.		1
Borman, H.A.	Route Clerk	Galewood, Ill.		3	O'Neil, J.P.	General Clerk	Mitchell, S.D.		1
Brown, H.	Rate Clerk	Galewood, Ill.		4	Pack, C.S.	Train Rules Examiner	Mason City, Ia.	1	
Carter, P.	Clerk	Galewood, Ill.		1	Pappas, Tony	Mach. Helper	Mason City, Ia.	3	
Carusa, S.M.	Clerk	Galewood, Ill.		1	Parker, A.W.	Rndhse. Foreman	Mitchell, S.D.	1	
Dyba, T.	Route Clerk	Galewood, Ill.		3	Paullin, Florence E.	Clerk	Mitchell, S.D.	2	
Ensor, A.	Rate Clerk	Galewood, Ill.		3	Rhodes, R.I.	B. & B. Dept.	Mason City, Ia.		1
Evans, R.	Clerk	Galewood, Ill.		1	Snow, H.C.	Freight Agent	Sioux City, Ia.		2
Ewing, J.J.	Clerk	Galewood, Ill.		3				14	9
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4	Iowa and Southern Minnesota Division				
Krygl, M.J.	Clerk	Galewood, Ill.		1	Hoffmann, Ray H.	Chf. Carp. Clk.	Austin, Minn.		1
LeMire, G.E.	Rate Clerk	Galewood, Ill.		111	Holden, Helen M.	Agent-Operator	Houston, Minn.		2
Lemke, E.	Clerk	Galewood, Ill.		1	Jones, S.O.	Agent-Operator	Bixby, Minn.		4
McQuinn, D.	Clerk	Galewood, Ill.		1	Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
Mickelson, M.L.	Clerk	Galewood, Ill.		1	Wencil, Robert J.	Agent-Operator	Mazeppa, Minn.		2
Morgan, T.	Clerk	Galewood, Ill.		1	Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	1	
Oertling, J.J.	Rate Clerk	Galewood, Ill.		9				2	9
Reimann, B.	Rate Clerk	Galewood, Ill.		1	Kansas City Division				
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		3	Barnard, H.G.	Dispatcher	Ottumwa, Iowa	2	
			0	162				2	0
Coast Division					La Crosse and River Division				
Broz, A.F.	Machinist	Tacoma, Wash.	2		Cross, M.A.	Ret. Conductor	Watertown, Wis.	3	
Carrotte, Clara	General Clerk	Tacoma, Wash.	2		Fisher, W.T.	Car Dept. Hlpr.	La Crosse, Wis.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	1		Flanagan, J.E.	Operator	La Crosse, Wis.	1	
Cowling, P.L.	Freight Station Clerk	Tacoma, Wash.	1	1	Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	1
De Guire, C.E.	Clerk	Tacoma, Wash.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Doty, Gregg	Cashier	Everett, Wash.	1		Goldbach, J.A.	Frt. Truckee	Wausau, Wis.	1	
Eshelman, W.M.	Inspector	Tacoma, Wash.	1	1	Henson, Russ	Car Foreman	Merrill, Wis.	1	
Snyder, H.L.	Clerk	Tacoma, Wash.	1		Karow, C.A.	Cashier	Winona, Minn.	2	
Wakin, S.	Chauffeur	Tacoma, Wash.	1		Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	2	
			9	2	Lunke, Martin	Carman	La Crosse, Wis.	2	
					Newman, A.	Sec. Foreman	Winona, Minn.	2	
Dubuque and Illinois Division								1	
Beckwith, L.E.	Ret. Yardmstr.	McGregor, Iowa	2		Ruder, George	Whse. Foreman	Merrill, Wis.		1
Buckwalter, Ray	Carman	Savanna, Ill.	1		Ruder, William	Yard Clerk	Merrill, Wis.		1
Dilling, R.C.	Station Force	Davenport, Ia.		1	Schaad, Gregory	Trucker	Merrill, Wis.		1
Dubmeyer, A.	Cutter	Dubuque, Ia.		3	Sowle, Claude R.	Ret. Chf. Clerk	Tomah, Wis.	1	
Georges, H.	Engineering Dept.	Savanna, Ill.	1		Stien, John M.	Ret. Conductor	Watertown, Wis.	1	
Horsfall, C.	Carman	Dubuque, Ia.		3	Tucker, George	Tinner	Tomah, Wis.	3	
Hoyer, Harry H.	Carman	Savanna, Ill.	3		Usher, W.W.	Ret. Engineer	Watertown, Wis.	1	
Kupferschmidt, I.	Clerk	Dubuque, Ia.	3		Wohlert, L.H.	Roadmaster	La Crosse, Wis.	2	
Kurt, Francis	Clerk	Waukon, Ia.		2				25	4
Millar, Lucille	Clerk	Dubuque, Ia.	2		Madison Division				
Olson, E.W.	Chf. Dispatcher	Dubuque, Ia.	2		Agner, C.H.	Ttrain Disptchr.	Madison, Wis.	1	
Salzer, P.D.	Asst. Foreman	Savanna, Ill.	1		Blethen, W.W.	Stenographer	Madison, Wis.	1	
Unmacht, H.A.	General Foreman	Dubuque, Ia.	1		Cameron, W.M.	Chief Carp.	Madison, Wis.	1	
Youngblood, L.A.	Machinist Tester	Marquette, Ia.	2		Glenn, W.H.	Ret. Flagman	Madison, Wis.	1	
			19	9	Kilian, A.H.	Chf. Dispatcher	Madison, Wis.	1	
					Kline, W.J.	Asst. to R.H. Foreman	Madison, Wis.	1	
					McGeen, John	Clerk	Waukesha, Wis.	1	
								7	0
Hastings and Dakota Division					If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.				
Becker, Walter T.	Sec. Foreman	Pierpont, S.D.	5						
Campbell, Dwight	Solicitor	Aberdeen, S.D.	1						
Coleman, R.J.	Agent	Aberdeen, S.D.	1						
Gast, O.H.	Carman	Aberdeen, S.D.	1						
Grandpre, R.E.	Clk., Car Dept.	Aberdeen, S.D.	2						
Kelly, John	Carman	Aberdeen, S.D.	1						
Lilly, Elaine C.	Rndhse. Clk.	Aberdeen, S.D.	1						
Mertz, W.G.	Air Brake Repairer	Aberdeen, S.D.	2						
Moriarty, W.J.	Chief Clerk	Aberdeen, S.D.	1						
Murray, Margaret	Rdmstr's Clk.	Aberdeen, S.D.	1						
Prunty, Mrs. C.J.	Wife of Pump Repairman	Aberdeen, S.D.	2						
			19	0					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Milwaukee Division					Terre Haute Division				
Benzing, Henry	Equip. Mntnr.	Horicon, Wis.	4	1	Daniels, B.E.	Asst. Div. Engin.	Terre Haute, Ind.		8
Ehr, John M.	Engineer	Horicon, Wis.						0	8
Francey, Elenore	Secy. to Supt.	Milwaukee, Wis.	2		Trans-Missouri Division				
Franzen, H.A.	Chief Clerk	Milwaukee, Wis.	1		Boggs, Russell	Store Dept.	Miles City, Mont.		1
Krummel, W.J.	Car Foreman	Milwaukee, Wis.	4		Child, M.H.	Sec. Foreman	Bucyrus, S.D.	1	
McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	2		Geelhart, H.	Roadmaster	Roundup, Mont.	1	
			13	1	Hansen, J.T.	Superintendent	Miles City, Mont.	1	
Milwaukee Terminals and Shops					Twin City Terminals Division				
Boggs, Russell	Store Dept.	Miles City, Mont.			Brodersen, G.C.	Laborer	Minneapolis, Minn.	1	
Child, M.H.	Sec. Foreman	Bucyrus, S.D.	1		Leyne, C.	Law Dept.	Minneapolis, Minn.	1	
Geelhart, H.	Roadmaster	Roundup, Mont.	1		Prescott, C.F.	Instrumentman	Minneapolis, Minn.	1	
Hansen, J.T.	Superintendent	Miles City, Mont.	1					3	0
Hartwick, Tolley	Store Dept.	Miles City, Mont.			Seattle General Offices				
Jensen, R.H.	Chf. Clk. to Supt.	Miles City, Mont.	1		Brundage, W.W.	C.F.A.	Seattle, Wash.	2	
Jorgensen, R.P.	Dist. Adjuster	Miles City, Mont.	1		Goodman, C.F.	Asst. Chf. Clerk	Seattle, Wash.	1	
Rurning, Arnold B.	Chf. Clk. to DMM	Miles City, Mont.	2		Hanson, Chas. F.	Attorney	Seattle, Wash.	1	
Stamp, H.L.	Div. Storekeeper	Miles City, Mont.	6		Hardman, Lorraine	Stenographer	Seattle, Wash.	2	
Walsh, M.A.	R.H. Foreman	Miles City, Mont.	1		Hickey, Margaret	Stenographer	Seattle, Wash.	4	
			14	2	Jones, Helen	Stenographer	Seattle, Wash.	2	
					Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	1	
					Mahoney, John	Clk., City Frt. Off.	Seattle, Wash.	1	
			3	4	McGalliard, S.O.	Investigator	Seattle, Wash.	6	
					Morgan, H.R.	Asst. Engineer	Seattle, Wash.	1	
					Pinson, J.F.	Asst. Engineer	Seattle, Wash.	1	
					Strassman, J.N.	Auditor	Seattle, Wash.		25
					Ward, D.L.	Bookkeeper	Seattle, Wash.	1	
			23	25				23	25
Superior Division					Rocky Mountain Division				
Bronoel, Daniel E.	Rate Clerk	Green Bay, Wis.	2	1	Baker, T.T.	Sub-Station Opr.	Piedmont, Mont.	1	
Cheney, R.S.	Instrumentman	Green Bay, Wis.	1		Baumgartner, G.F.	Conductor	Lewistown, Mont.		1
Flom, C.W.	Section Laborer	Iron Mountain, Mich.	1		Costello, M.J.	Station Force	Great Falls, Mont.	1	
Labrie, W.A.	Engineer	Menominee, Mich.		1	Jersey, Art	Roadmaster	Butte, Mont.	1	
Mommaerts, Mrs. Edw.	Wife of Carman	Green Bay, Wis.	1		Keeler, Art	Rndhse. Foreman	Lewistown, Mont.	1	
			4	2	Matthews, Dan	Whse. Foreman	Lewistown, Mont.	1	
					O'Dore, J.	Asst. Supt.	Lewistown, Mont.	1	
					Sanford, J.B.	General Clerk	Lewistown, Mont.	1	
					Washburn, M.T.	Station Force	Great Falls, Mont.	1	
					Zeigler, R.W.	Station Force	Great Falls, Mont.	1	
			9	1				9	1

Traffic Tips Reported During December, 1946

Division	Pass. Tips	Freight Tips	No. of Tips per 100 Employees
Seattle General	23	25	24.7
Chicago Terminals		162	4.9
Dubuque and Illinois	19	9	1.7
Iowa and Dakota	14	9	1.4
Trans-Missouri Div.	14	2	1.4
La Crosse and River	25	4	1.3
Iowa & S. Minnesota	2	9	1.2
Hastings and Dakota	19		1.0
Madison Division	7		1.0
Milwaukee Division	13	1	1.0
Chicago General	17	5	0.9
Rocky Mountain	9	1	0.9
Superior Division	4	2	0.8
Coast Division	9	2	0.7
Terre Haute Division		8	0.6
Iowa Division	7		0.5
Idaho Division	3		0.4
Kansas City Div.	2		0.3
Milwaukee Terminals	3	4	0.1
Twin City Terminals	3		0.1
Miscellaneous			
TOTALS	183	233	1.2

Second District

W. S. King, Correspondent

P. B. Johnson retired on pension, Oct. 1, 1946. Phil, as he was known to all of us, started his railroading as a telegrapher way back in 1899. He was agent at Weaver for many years, until he bid in first trick at Winona, where he worked until 1941. At that time he was appointed agent at Wabasha, the position from which he has retired for a life of ease. We know all the boys along the river will miss him.

R. L. Daly, River Junction, was deer hunting this year, as usual, but the results were disappointing, he says. He has been so accustomed to bringing home a nice big buck that it's a bitter pill when he has to admit he came back empty-handed, although sometimes the buck was so tough he could hardly cut the gravy. This is the first year he missed entirely.

L. C. Snyder retired on pension on Jan. 1. He started with our railroad on July 20, 1908, as brakeman and at the time of retirement had been a brakeman on the Stillwater line for many years.

Transit Clerk Red Walsh is back after a stretch in the Army. One of his first acts was to buy a good model A Ford, but he sold it again after driving it only three or four months; claims he couldn't squeeze in behind the steering wheel after one of those 'coon suppers at the club. He has just recovered from a case of shingles, thanks to the good care of Bud Cedarblade, who did everything possible to see that Red didn't become nervous or over-excited.



TWIN CITY TERMINALS

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

There was a Christmas party in the local freight office on Dec. 23. Gifts were piled around the tree and were distributed at noon. Ice cream, cake and coffee were served.

Hughie Howatt passed away on Dec. 15. At the time of his retirement in 1936 he had worked for the railroad for 49 years. He enjoyed good health during his last years and made frequent trips to the office. Sympathy is extended to his brothers and sisters.

Elizabeth Hessburg has been on the sick list since the first of the year.

Glenn Altland, who formerly worked for the Rock Island, is now a messenger in the local freight.

May Brandt is back at the information desk in the depot ticket office and Shirley Luce is working at the city ticket office.

Eve Laschansky of the city ticket has been on the sick list for some time.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Sam Adams, formerly window cashier at St. Paul who retired after 40 years of service, is in a way still working for the Milwaukee Road. We just learned that he persuaded a delegation of 44 members of the United Spanish American War Veterans to use the Milwaukee Road to Milwaukee, Wis. Sam is state department travel director for the group.

Mr. Donehower, our agent, won the radio which was given away at the Women's Club and Service Club Christmas party.

Oscar O'Callahan, foreman at our Prior Avenue station, St. Paul, was granted a leave of absence and has departed for California.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Many of the older members of the Milwaukee Road family will be sorry to learn of the death of Frank R. Anderson, 81, who had a record of 55 years of service with our railroad. In the early years of his career, Mr. Anderson worked as telegrapher and agent on the SM and River Divisions. He worked in the freight office at La Crosse, Wis., for 30 years before he retired, after which he moved to Winona, Minn. He was the father of O. R. Anderson, GAPD, St. Paul.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Miss Katherine McBride, formerly stenographer in the store department office at South Minneapolis shops, is now dining room hostess at the Delray Beach Hotel, Delray, Fla. The best of luck is our wish.

Congratulations to Mr. and Mrs. Leroy Kolbow on the birth of baby boy, Dale Leon, on Dec. 19, 1946.

Stenographer Lois Barrett recently returned from a visit in Davenport with a lovely diamond. Congratulations to the intended and happiness to our steno is everyone's wish.

Sympathy is extended to the family of John L. Johnson, in the loss of husband and father. Mr. Johnson passed away suddenly, Dec. 11, 1946, while returning home from work.

Walter Gordon Johnson, formerly chief clerk in the car department at Minneapolis shops, passed away at Tacoma, Wash., on Dec. 14, 1946. His remains were forwarded to Minneapolis and burial was at Fort Snelling National Cemetery. Sympathy is offered to his relatives.

MADISON DIVISION

W. W. Blethen, Correspondent

Mabel McNurlen of Gotham, retired agent, is spending the winter at Sarasota, Fla.

Conductor Charles I. Peck, Madison, is recuperating after undergoing surgery at the Wisconsin General Hospital on Jan. 13.

Yard Conductor C. A. Taylor of Madison and Mrs. Taylor made a trip to Colorado Springs, Colo., during the holidays.

Ruth A. Conlin, assistant cashier in the freight office at Madison, is wearing a lovely diamond engagement ring. The lucky fellow is Bob Saeman of Cross Plains.

Bus Driver David Landphier of Richland Center and Mrs. Landphier announced the marriage of their daughter Phyllis Jean to Fred L. Witter, Jr., of Madison, in the Methodist Church at Richland Center on Jan. 4.

Train Dispatcher C. H. Agner has announced the arrival of his second grandson, David V., on Dec. 13, 1946. The little fellow is the son of Mr. and Mrs. Albert Agner of Milwaukee.

Storekeeper and Mrs. F. J. Dempsey, with their little daughter Patricia, spent the New Year holiday with their daughter, Mrs. Robert Wasko of Kansas City, Kan.

Albert Hessman, second engineer on the seniority list, retired on Dec. 31, 1946, with 47 years of service.

Engineer A. J. Graves retired on Dec. 27, 1946, with 43 years of service.

Engineer I. W. Cooley of Richland Center retired on Dec. 31, 1946, with 37 years of service.

First Trick Telegrapher George Trezona of Janesville passed away suddenly on Jan. 2. He is survived by two daughters, Mrs. Gladys Keach of Green Lake, Wis., and Mrs. Helen Van Fleet of Viola, Wis., to whom we extend sincere sympathy.

Engineer Willard Emshoff, 57, of Richland Center, died at a Madison hospital on Jan. 4 after an illness of several months. Sympathy is extended to Mrs. Emshoff.

Benjamin Pitzenberger, retired agent, 74, died at a Madison hospital on Dec. 22. Sympathy is extended to his son, Conductor George A. Pitzenberger.

B&B Carpenter W. B. Jeffers and Mrs. Jeffers announce the arrival of a baby boy on Dec. 17, 1946. Congratulations.

Mrs. Harry Lathrop, wife of Harry Lathrop of Bridgeport, retired agent, died at her home on Dec. 24, after an illness of several years. Sympathy is extended to the family.

"Why is it that a red-headed woman always marries a meek man?"
"She doesn't. He just gets that way."



Engineer John S. Smelzer, who recently retired. See Nora B. Decco's Rocky Mountain Division news for details.

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

Kenneth R. Coughlin of Spokane was appointed city passenger agent for our line in Butte recently, succeeding Maurice Burns, who has taken a district post in Spokane. Mr. Coughlin served about five years with the Army.

Charles Lieb, son of Engineer and Mrs. Lieb, and his wife came over from Seattle and spent the holidays with the folks in Three Forks.

Hayden Levesque and family have returned from a visit with home folks in New York state.

We learn that young Gene Lyle is a full-fledged sub-station operator now. He is on the extra list and at present working at Janney. Gene spent several years in the Navy but has been discharged for some time now.

Mrs. J. O. Willard, wife of the trainmaster out of Moberg, and her daughter spent the Christmas holidays with her brother, Mr. Weatherall, and his family at White Sulphur Springs.

Engineer Sam Haffner and wife left for California in the middle of December, where they will remain, no doubt, until the flowers bloom around here again in the spring. I'll admit the outlook at present, from my upstairs hall window, is rather discouraging.

Traveling Engineers Eric Williams and McGuinn came over to our city and called



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in a few firemen for examination. Those who were promoted to engineers were Spurlock, Roe, Patrick and Degideo. Congratulations!

A wedding of interest to Rocky Mountain Division folks was that of Patricia Tocci and Joseph Hengel. The bride is a daughter of Mr. and Mrs. Pete Tocci, farmers near Three Forks, and Mr. Hengel is the son of Mr. and Mrs. Joseph Hengel of Three Forks. Mr. Hengel is cook on the Rocky Mountain Division trouble shooter, and Joseph, Jr., is the only son. He has been discharged from the service for some months, after serving for several years in the South Pacific. They will make their home in Toppenish, Wash., where the groom is employed. Our best wishes are extended to them.

Engineer and Mrs. Letcher Gibbs have returned from a visit of several weeks in Spokane with their son-in-law and daughter, Mr. and Mrs. Walter McGaugh.

Mrs. Marvin Morgan and son have returned from Minneapolis, where they visited relatives for Christmas.

Engineer John S. Smeltzer of the Rocky Mountain Division, who recently retired, had a long and varied railroad career. He is a native of Pennsylvania and started railroading in 1901, on the B&O. In 1904 he transferred to the Pennsylvania but left that job a year later to tie up with the Northern Pacific. He also put in some time on the International Great Northern, down in Texas, and on the Western Pacific out of Salt Lake before he finally settled on the Jaw Bone (later part of the Milwaukee Road) as fireman in 1907. Mr. Smeltzer is the only engineer on the Rocky Mountain Division who has voluntarily taken his pension under the retirement age of 65.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

We regret to inform you of the death of Jack Lawler, former roundhouse foreman. Jack was well liked by everyone. Our sympathy to his sorrowing family.

The following deaths occurred among our employes during January: Machinists Ira Michener and Tom McAdoo, and Switchmen Harry Gregg and Dick Ruggets.

Switchmen Gene Webb and Charley Anderson are still receiving treatments at Wesley Memorial Hospital for their recent injuries.

Chief Clerk Jack Sherry is confined to his home on account of illness.

Sleeping and Dining Car Department

Marie Keys, Correspondent

Timekeeper Margaret Sohmer, who acquired a traveling urge this winter, took another train ride to spend the holidays with her sister in the East. Ruth Juhnke also took time off to spend Christmas with her sister in Texas.

Congratulations to Mr. and Mrs. Robert Brunson, whose baby daughter, Carol Lynn, arrived in the early morning hours of Jan. 7.

We regret to report the deaths of the following employes: Porter James W. Monroe on Dec. 30, 1946; Porter Damascus Fite on Dec. 31, 1946; and W. D. Sanderford on Jan. 6.

Our best wishes are extended to Louis Albright, a waiter with our company for 39 years, and Louis Capshaw, a waiter for 36 years, who have applied for their pensions.

It's not hard to meet expenses these days; one meets them everywhere.

Bensenville

Howard Lawrence, Correspondent

Harry Gregg passed away on Jan. 10 after a lingering illness. He is survived by Mrs. Gregg and two children. Harry had been around the Chicago Terminals for the past 45 years and was liked by almost everybody with whom he came in contact during that period. The railroad has lost a valued employe and we have all lost a good friend. Mrs. Gregg wishes to extend her sincere thanks for condolences received from his many friends. Interment was in Arlington Cemetery on Sunday, Jan. 12.

Bill Sartwell dropped into the office the other day looking fit as the proverbial fiddle. He has been on pension since the fall of 1946 and certainly seems to be enjoying it.

Another recent visitor was Frank Bronkhorst, retired train director whom I am sure everybody remembers. He is now living at 2749 North LaVergne Avenue, Chicago, and says the latchstring is always out to all of his friends.

Kenny LeQue's smile of pride is not due to the fact that the government has sent him a refund on his last income tax return, but rather the fact that on Dec. 16, his wife presented him with a son who has been named Wayne Ronald. Yes, he has already filed a new form W-4.

Bumped into Ray (Doctor) Osinske the other day and found him repairing a flat tire. Ray used to be the night crew director at Galewood and tells us he has just returned from a very belated honeymoon which included Los Angeles and Mexico City.

With a new year upon us attention is called to the fact that for a buck (\$1.00) you can purchase a year's membership in the Booster Club and you can believe me that this dollar of yours will do a lot of good in directions where there are not so many dollars to be had. Aside from this the club gives each month a \$10.00 cash prize and several \$5.00 prizes. There will also be cash prizes awarded in contests for Bensenville members alone.

Yardmaster Johnson came up smiling the other day. The reason? He was celebrating



Erwin Beske of Waupun, Wis., did right well for himself this season, as the picture indicates. He downed the ducks near Aberdeen, S. D.

The Milwaukee Magazine

his 7th birthday on Jan. 13. Congratulations anyway, Knute. Nobody cares how old you are except your insurance company and it hopes you live to be a hundred or so.

Got a glimpse of Bruce Bishop the other day. Bruce spent a lot of time with the Marines during the last war and was in the thick of it in the Pacific. Hope to give you a real story about him in the next issue. He is a brother of Capt. Louis Bishop who was shot down over Burma and held prisoner by the Japs until he was reported lost in action, but showed up alive and kicking later on.

An orchid to Johnny Meldrum who picked up a billfold on the lead at Bensenville recently and turned it in intact—folding money and everything.

Dorothy Lee Camp of Chief Clerk Bishop's office, contributes the following news:

W. L. (Louie) Mendel of Irma, Wis., switchman in the north yards at Bensenville, has a cow which recently had a calf, and according to John K. (Kokomo) Miller, Louie's going to be the proud owner of another new calf in a few weeks. Kokomo and Louie intend to be gentlemen farmers when they retire from the railroad some day. Louis isn't just satisfied with mere farming; he has been very successful as a fur trapper this year, and Ed Burk has been taking care of the fur business in Chicago for him.

We were sorry to learn of Jack Sherry's illness. He is chief yard clerk at Western Avenue, and very well liked by his fellow employes. It seems Jack was off sick for two weeks, back at work for one week and is now off again. Meanwhile, Louie Alfino is taking his place. Kokomo Miller has also been putting in a lot of over-time during Jack's absence.

Dec. 18 was a very outstanding day for Deviney's office. C&M 82 arrived at 6:05 A.M. with conductor Harris. C&M Extra arrived at 1 P.M. with conductor Hanes. C&M 72 showed up with conductor Haddock. The clerks in the office began to take interest by this time and started wondering who would come in next. Another C&M Extra arrived with Conductor Handlos. Four C&M trains, all with conductors whose names started with "Ha." What next? Not to be outdone, the "J line" showed at 8 P.M. with none other than well-liked Dan Healy—not an "Ha" but close. If you could have seen all the back slapping and laughing as the "H" conductors mounted you would have joined in the fun.

Yes, we heard from Roger Anderson over the holidays, but not in person. Worse luck for his friends who had counted on his visit. The lucky fellow spent the vacation in Raymondsville, Tex., with his parents. Roger writes that he spent Thanksgiving in a little town a few miles west of St. Louis with his brothers-in-law. Roger is on the sports staff of the Bradley yearbook and is busy keeping track of all the sporting news.

Kenny (Prof) Haubenschild, formerly of William Bishop's office, now living in Green

Bay, gave his friends a pleasant surprise for Christmas. He had special Christmas cards made for their friends, with pictures of himself, his wife Glenny and their little boy Allen. We missed the delicious honey that Ken and his bees have been supplying us all with. Seems that the D.D.T. spray ruined it. He even had to scout around and buy honey elsewhere to feed his own bees on over the winter.

Who is the new fellow in Bishop's office? It's our well-liked Bob Breu with his mustache shaved off. But we like Bob with or without a mustache, just so he's with us. Hope Bob's bride doesn't mistake him for a stranger and lock him out of their apartment.

Emil and Edna Deike are proud parents of a baby girl. Eight years ago a little boy arrived at their home and eight years before that another girl. Each one has been an added joy to the Deike household. Emil works at the Bensenville roundhouse.

George and Barbara Panza were overjoyed at the birth of a son on Jan. 3, their first little tyke. George's cousin, Sister Gerard Majella, has the honor of having the baby named after her—Gerard Michael. Barbara suggested naming the baby in the good nun's honor.

MILWAUKEE DIVISION

"Old Line"

Hazel Whitty, Correspondent

Since my last report, a number of Old Line employes have passed away, to the regret of their friends. Aaron C. Kaiser died recently, of a heart attack, following the end of his regular Berlin to Milwaukee run. He was an employe for 48 years and a conductor for 39. Always pleasant, he won many friends for the Road. He is survived by his wife and a sister of Hartford, Wis.

Engineman John S. Schroeder was fatally stricken while on his run from Horicon to Beaver Dam. He was assisted by his engineer, John Ehr, and Conductor John Bramer, who took him to the hospital, where he passed away a few hours later. He was born at Horicon of pioneer parents and went firing at an early age to aid in the support of his family. His wife and son preceded him in death. He was buried at Milwaukee. A young daughter, a brother and two sisters survive him.

Edwin O'Timm of Fond du Lac, a well-liked employe in the agent's department, passed away recently. He was born at Oshkosh on July 9, 1885, and had been in service at Fond du Lac as cashier for 14 years. Burial was at Oshkosh. Among the pallbearers were Agents F. W. Pischke and Edward Baar of Oshkosh.

Section Foreman Adolph F. Mahnke, Mayville, passed away of pneumonia recently. He had been in service for 24 years. Section foremen acted as pallbearers.



Agent Norman Miegs of Fox Lake, Wis., who retired on Jan. 15. Correspondent Hazel Whitty gives additional details in the column below.

Gustave A. Warnke, section foreman who retired in 1936, died at Fond du Lac recently, having reached the venerable age of 86 years. He was born in the province of Posen, Germany, and came to the United States in 1884, settling in Markesan. He received a 50-year certificate from the Road shortly before he retired. He is survived by three daughters. Mr. Warnke was a man who was always ready to accept new ideas and inventions and was often called upon to explain his methods to others. This talent and a rare sense of humor made him an asset to every gathering he attended.

Trackman Erwin Hoppe terminated service with the department to take over the Beske elevator at Atwater. We wish him success in his new venture.

St. Michael's Church at Berlin, Wis., was the scene of a very pretty wedding recently when Miss Clara M. Piepiorka became the bride of Oliver C. Schmidt, a promising Old Line brakeman. The bridegroom was in the Air Corps for three years.

A. H. Olson has left the Old Line as roadmaster and moved to Aberdeen. A. F. Carlson returned to the Old Line in his place but has not been in the best of health since his return. However, he is much improved and able to carry on his duties to some extent.

Norman Miegs of Fox Lake, whose railroad career began in 1901 as assistant to Henry Woodchick at that station, left his office for the last time on Jan. 15. Mr. Miegs was relief agent on the Superior Division until he was appointed at Fox Lake, in 1908. He says that during the peak years of railroading on the Portage line there were four daily passenger trains and two freights, specials all summer long, to the

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popular resort. Every Saturday a 15-car train would leave Milwaukee for Fox Lake and return on Sunday, and at Dodge County fair time he sold 400 tickets—the all-time record for that station. He witnessed in his time all the drama of a small town. The new depot that was built in 1917 never saw the passenger business the old one did, says Mr. Miegs, although Fox Lake is still a good railroad town. Mr. Miegs was an agent of the old school—always pleasant to meet and an authority on the details of his job. He and Mrs. Miegs intend to settle in San Diego, Calif. It is the sincere wish of all Old Line employes that they enjoy their new home.

Earl Armstrong, 48, son of W. E. Armstrong, former roadmaster, died at Milwaukee recently. He was general foreman of the terminals. At one time he was employed at the freight house at Horicon and was well known to us. Sympathy is extended to his wife, his son and daughter and to his brother Glen.

The year 1946 marked the golden wedding anniversary of Amos Koch, retired conductor, and wife of Milwaukee. We understand there was a big time at Edgewood Inn, Pewaukee Lake, Wis.

The very latest news concerns the arrival of Charles Kent Dunning, eight and a half pounds heavy, to Agent and Mrs. Dunning, at St. Joseph's Hospital, Hartford. The young man and mother are doing nicely and the agent is in seventh heaven.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Pvt. Willard K. Hettinger, latest from this office to enter the armed forces, stationed at Ft. Lewis, Wash., wrote to his friend Al Gerke for news, particularly about the Milwaukee Road bowlers. Wants to know why they have slowed down. He's keeping fit, hoping to boost the morale of his former team mates, the Arrows. He says views at that camp are much enjoyed, including wonderful sunrises as Old Sol comes over Mt. Rainier.

J. F. Kelleher, rate revising bureau, is being razed by fellow employes on his giving such pertinent answers to the Chicago Tribune "Laughing Matter" cartoons. They tell him that, knowing him, he must be getting the answers from Mrs. J. F.

Displaced persons department: John Mischke and Joseph Riplinger of the rate revising bureau have valuable experience on this and now have homes again. John sold his house and was a D. P. with his family for some months. Joe had a similar experience and both now say, "stay on the good side of relatives"; that they come in handy in an emergency.

A few years ago we itemed George and Tony, the inseparable friends, and about a year ago the wedding of George Wanland

and Dorothy Larson, both employes of this office. Now we are delighted to tell about "Uncle Tony" strutting around the office since Dec. 19, the day on which Jimmy Robert Wanland was born at 4:06 a.m., weighing seven pounds. By 8:15 a.m. George had dispensed a whole box of cigars at the office.

Baby Karen Rose Lindahl was born on Dec. 17 at St. Elizabeth's Hospital. Her father, Vern Lindahl, L&IB bureau, says she is beautiful and is joined in this by Grandfather Rudolph Lindahl, auditor of expenditure's office. Proud, too, is Grandmother Julia, president of the Fullerton Avenue Chapter of the Women's Club.

Bob Damm, star athlete and all around good fellow, became the father of Patricia, born Dec. 27, 1946. Mother and baby are fine.

Al Gerke, bowlers' secretary, sends out a call to remember the railroad bowlers' national tournament at Buffalo, N. Y., in March; details later. Milwaukee bowlers' tournament will be held at Milwaukee in March.

The freight auditors' team is going fine. The Tomahawks are now ahead. John Gross and Harry Johnson are doubles champs. Anyone desiring a match should see Secretary Al, freight auditor's office. Sorry to lose genial Harvey Frank, due to illness, but hope to have him with us soon.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

The sudden death of Herbert Gumz came as a great shock to all of us. During his 24 years of service, Herb had acquired many friends. He was active in sports, his favorite being bowling, at which he was very proficient. We extend our deepest sympathy to his widow and family.

Pioneer Post of the American Legion made its annual visit to Hines Hospital, to spread a little cheer to the vets. An excellent show was put on, followed by the presentation of candy and cigarettes to all the patients.

The George Richard family added the name of Sharon Marilyn to its ledger—born Jan. 8.

Bob Zahnen is putting some of that scrap lumber he has been picking up for the past two years to good use. The finished project will be two new rooms upstairs.

Doris Koepler underwent an operation but is well on the road to recovery.

Muriel Mackin celebrated a birthday last month and received many beautiful gifts.

Red Sporleder started off the vacation list by going to Dallas, Tex., to visit a good friend.

To err is human, to admit it is not.

The postage stamp succeeds because it sticks to one thing 'till it gets there.



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Carmen Wald, Correspondent

Proof that cupid doesn't get cold feet in winter is shown by his direct hit on Marie Salemi and Bill Cavitt. Marie and Bill were married on Jan. 4 at St. John Berchmann Church.

Jean White left us in December to assiduously apply herself to the teachings of "Ye Old Cook Book."

Howard Atherton is now seeking his fortune as an electrician for the Great Western.

John Hogan started the new year off by vacationing in Seattle, where his mother resides; also, visiting his brother in Portland, Ore.

The central accounting bureau now sports some new faces, namely: Violet Volk, Vera Ranken, Evelyn Poprowski, Ethel Root, Sylvia Carvin from Sioux City and red-headed Dorothy Wennerstrom.

Frank Green hopes the new cars will be equipped with a snow plow attachment, as the recent snow left him much angered with the Chicago transportation system.

That new brief case Weed Johnson carries is a Christmas gift from his family, and is he proud.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

The Christmas tree season is gone, but hasn't been forgotten. According to a survey, the tree on the chief disbursement accountant's floor was the best in the building, but the best spirit was evident in the computing bureau. Flora Collier's girls put their shekels together and purchased presents for a needy family in the neighborhood. That should really get an "Oscar."

The typing bureau has experienced plenty of arrivals and departures of late. Marjorie Regeline is leaving, to assume full-time housewife duties.

Lucille Leibrock is spending a little time in the hospital for the elimination of her appendix, which is gone but not forgotten.

Alice Erickson (nee Peterson) is back, with a husband and a new name, and two new gals, Georgia Miller and Helen Kumhura, have joined the gang.

Frances Schmutge has returned to the shop timekeeping bureau after her long illness, and looks swell.

Ruth Soutar is another returnee from a

honeymoon, having changed to Soutar from her maiden name of Christensen.

There is still a drive on solitaires. Newest purchasers were Bob Ruud, shop timekeeping, and Dick Dressler, material. Dorothy Willman made Bob happy with a "yes" and Kay Lehr agreed to assume the name of Dressler. Congratulations, folks.

The bells are ringing—wedding bells, that is—for Mary Daly and John Brock on Feb. 8 at Our Lady of Angels Church.

Gabrielle Oberlander presented her hubby with a pre-Christmas gift, Dec. 23—Susanne Joan, a swell little daughter.

Amanda is back! Our Mrs. Klank is back at work, lickety split, after a long illness and an operation.

The girls bowling league has turned in a really close fight, with five of the 12 teams mixing it for top honors, after 45 games bowled.

Teams	Won	Lost
Varsity	28	17
Chippewa	28	17
Copper Country	26	19
Marquette	26	19
Arrow	25	20
Hiawatha	21	24
Southwest Limited	20	25
Tomahawk	20	25
Sioux	20	25
Pioneer Limited	19	26
Fast Mail	19	26
Olympian	18	27

The first 15 girls in the individual standing are as follows: Marion Klewer, 149; Mabel Klug, 147; Catherine Hanrahan, 139; Nora Kane, 136; Florence Steiner, 134; Ruth Stanley, 132; Gert Alpert, 129; Emily Dodo-vich, 129; Shirley Stein, 128; Ann Kennedy, 127; Mary Burke, 127; Pauline DeKleckler, 126; Ann Nixon, 125; Eleanor Keen, 125; Emily McDyer, 125.

Car Accountant's Office

Harry M. Trickett, Correspondent

This Christmas had a special significance for Helen Casselman, Eleanore Keen, Evelyn Rugen, Marian Altman and Jean Strickett, all of whom received engagement rings.

Edna Jean Strickett underwent an appendectomy on Christmas Eve and is convalescing at home.

To give potatoes that "magic chef" touch one must literally throw oneself into their preparation, according to Rose Parker, who assisted at a recent dinner party.

Jake Lewin was back to work on Jan. 13 and Marie Leike on Jan. 6, after surgery and a long rest period.

Julia Feindt was assisted home from the office on Jan. 8 and is confined at the present time.

Mr. and Mrs. Walter Henning announce the arrival of a baby boy on Jan. 7.

Mrs. Laura Whitson was a recent visitor and is apparently enjoying her retirement.

Clare Wood had assistance in celebrating her birthday on Jan. 8, being the recipient of a whipped cream cake and various gifts in the office.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Writing for this column sure has its advantages if one just gets around enough. Had to call on Walter Keller about some space and ran smack into a Christmas-birthday party for him. Those preparing the feast were Bernice Monaghan, Marie Olson, Adele Lutz, Dorothy Studt, Jeanette Pierowicz, Viola Newschwander and Bernice Murphy, assisted by Arthur A. Dreutz, Harold Williamson and John Geils. The Christmas tree was decorated with popcorn, candy and

cookies. The refreshments were hard-boiled eggs, sandwiches of summer sausage and baked ham, cheese, olives, coffee and herring. Mr. Keller cut the birthday cake but didn't give me a chance to count the candles. Among the guests were Al Schirp, Gene Henderson, Ed Lange, Fred Hicks, Mr. and Mrs. John Dunne, Sam Grafensten, Wallis Van Buren, R. F. Johnston, Douglas Keller (Walter's son), O. R. Anderson, Glenn Hyatt, Roy Hibbard, Art Barry, William Caughey, H. Sengstacken, Otto Bokelman, Eddie Gavin and James W. Hagelin. A fine time was had by all.

Mrs. John Dunne (Alice Nolan) is back to work in the general passenger department while John has gone to Japan for the Army.

The only man who likes to be stopped in the middle of a sentence is a convict.

A man would do nothing if he waited until he could do it so well that no one would find fault with what he has done.

—Cardinal Newman.

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KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

The division officers and employes of the Sherman Street station entertained with a dinner at the Hotel Ottumwa on Jan. 13 in honor of Superintendent W. J. Hotchkiss, who was transferred to the Terre Haute Division, effective Jan. 15. Signal Supervisor R. C. Dueland acted as toastmaster and brief speeches were made by various officers, with a response from Superintendent Hotchkiss. A gift was presented to him, with the good wishes of all for his success. R. F. Doud, former superintendent, returns as Mr. Hotchkiss' successor.

Richard Luman, son of Machinist Dave Luman, west yard, rated "excellent" in dramatics and in the humorous division at

the boys' Iowa Nine declamatory contest at Burlington on Dec. 9. Another of our youngsters who displayed dramatic ability is Richard Millhouse, 14, son of Boilermaker Helper Dallas Millhouse, west yard. Richard is a student at Stewart Junior High School and acted one of the leading roles in their Christmas play.

Home on furlough from Jan. 1 to 11, John Palmer, son of Engineer Joseph Palmer, had some interesting experiences to relate of the five months he spent on San Nicholas Island, about 110 miles from Catalina Island, to which point he and his buddies made flying trips for recreation. They occupied the elaborate house that at one time was the retreat of Zane Grey and where he did some of his writing. John has since been transferred to San Diego, Calif.

Time Revisor C. H. Baker and wife spent the Christmas season in Benton Harbor, Mich., as guests of their son-in-law and daughter, Mr. and Mrs. Frank Anderson.

Verner C. Lawson and wife are in San Jose and Los Angeles, Calif., visiting relatives.

Conductor Perry Grubbs and Mrs. Grubbs spent several weeks with relatives in California.

Operator J. D. McCarthy of Braymer spent his vacation in Phoenix, Ariz., and other points in that state, including a trip to the Grand Canyon.

Patrick H. Gray, son of Mr. and Mrs. H. C. Gray, spent the holidays with his parents in Ottumwa. He completed cadre school at the Aberdeen, Md., proving grounds with the third highest average in his class and at the end of his leave reported to Ft. Lawson, Wash., to await overseas assignment.

The marriage of Imogene Bottenfield, daughter of Mr. and Mrs. W. F. Bottenfield, to Joseph F. Dietrich was solemnized on New Year's Eve in the First Christian Church of Ottumwa. Mr. Dietrich is employed by the Burlington Road in Ottumwa.

Section Foreman Russell F. Scott will make his residence in Des Moines for two months, to attend sessions of the legislative board of the M of W employes' organization. Russell is chairman of Iowa state legislative board and will commute between Ottumwa and Des Moines while attending the meetings.

A defective electric wire caused a fire in the residence of Conductor Bert J. Hart, 913 West Third Street, on Jan. 6. Considerable damage was done by water and smoke.

Engineer E. F. Peters and wife have returned to Cedar Rapids from a sojourn in Los Angeles, Calif., and several Texas points. Engineer C. E. Phillips and wife also visited in California for a part of the winter.

J. R. Endicott has been appointed permanent agent at Cowgill, Mo. The vacancy was due to the sudden death of J. E. Alspach on Nov. 5, 1946.

Dallas R. Nichols, one of our young operators who has been working at Linby, is a patient in the Children's Hospital at Iowa City, where he will undergo an operation which will confine him for several months. Dallas was in a motorcycle accident several months ago at Sigourney and sustained an injury to his leg. His address is Ward A, Children's Hospital, Iowa City, Ia.

While putting up storm windows at his home, Fireman Charles E. Lancey fell from a ladder and broke his right leg. He is just now getting around on crutches.

Mr. and Mrs. R. J. Coker motored to Walford, Ia., recently, arriving there after dark. Mrs. Coker, not realizing they had parked close to the edge of the road and on the brink of a ditch, stepped from the car and fell, suffering a broken wrist and thumb. She was taken to St. Luke's Hospital in Cedar Rapids but is now recuperating at home.

The Milwaukee family increased in numbers recently, through the visitations of the stork. On Dec. 12 Daniel Bruce arrived at the home of Fireman Paul V. Orona. Conductor William J. Tee and wife have a new grandson, Michael, born on Dec. 6, 1946, to Mr. and Mrs. Joseph Tee; a son, Jerry Lee, born on Jan. 4 to Mr. and Mrs. Glenn P. Harrod; to Mr. and Mrs. Dwight King, a son, Keith Michael, on Jan. 8—Brakeman Bert E. King is the grandfather; and a son, Alan Gardner, born to Mr. and Mrs. R. H. Scully on Jan. 7—the father is clerk to Chief Dispatcher A. G. Elder and day ticket agent at Sherman Street station.

Section Laborer Nolan V. Oakes, Williamsburg, who has been in the Navy since last May, is now at Sonor School, Key West, Fla.

Ernest "Ernie" C. Millhouse, boilermaker helper at west yard, retired on his 65th birthday. He entered the service of the company on Dec. 21, 1919, under Roundhouse Foreman Fred A. Prewitt and Boiler Foreman William Fitzmaurice. Ernie, who is young looking and young acting, is looking forward to spending his winters in warmer climates and he and Mrs. Millhouse are now en route to the west coast.

James Otto Kemp has not been able to continue track work on the section at Cone due to ill health and relinquished his rights on Dec. 23, 1946. He began service with our company on Jan. 1, 1937, and applied for annuity, effective Jan. 16.

Mrs. J. L. Rector was in Columbus, Ohio, for the funeral of her brother, Charles Elgar, who died on Dec. 18, 1946, after a week's illness.

Death claimed Mrs. H. F. Austin on Dec. 25, 1946. Mr. Austin is general yardmaster at Kansas City.

Machinist Ralph Murphy of west yard and Mrs. Murphy were in Brookfield, Mo., for the funeral of Mrs. Murphy's sister, Mrs. J. C. Moore, who died at her home in Raton, N. M., on Jan. 3.

The death of Brakeman Hugh M. Alderdice occurred on Dec. 15, 1946, in the Ottumwa Hospital. For a number of years Hugh was in poor health and unable to perform the duties of brakeman. He had worked temporarily as yard clerk at west yard but in recent months was incapacitated. He began service with our company as a brakeman on Jan. 28, 1927. The remains were taken to Mystic for burial. He is survived by his wife and son.

A death in the family of Traveling Engineer E. J. Kervin was that of the infant son of Lt. T. W. Saltmarsh, Jr., on Dec. 28, 1946. Mrs. Saltmarsh is the former Marian Kervin. Lieutenant Saltmarsh has been in Okinawa for several months but arrived home on Jan. 8 for a 30-day leave.

Train Baggage man Jed E. Chandler, 63, died in Mercy Hospital, Davenport, on Jan. 8. His recent service was on trains 25 and 26, operating between Davenport and Kansas City. Funeral services were held in the Runge Chapel at Davenport on Jan. 11, with burial in Memorial Park cemetery. Surviving are his wife, one daughter and two grandchildren.

With malice toward none, with charity to all, with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow and his orphan—to do all which may achieve and cherish a just and lasting peace among ourselves and with all nations.

—Abraham Lincoln.

The Milwaukee Magazine

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MUSHROOMED HEAD



TROUBLE AHEAD

NATIONAL SAFETY COUNCIL

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Leaving the service of the Road on Dec. 31, 1946, Assistant Engineer Philip G. Holgren accepted a position in the engineer's office, city of Spokane. He first entered the service of the Road as rodman at Spokane in 1925 and has held various positions in the engineering department on the Coast and Idaho Divisions, except for an interval—1933 to 1939—when he worked for the city of Spokane on water works, sewer projects and on plant expansions of the zinc and silver smelters at Kellogg, Idaho.

Section Foreman Alfred Neeley spent some time on the Coast, where he attended his daughter's wedding. After a wedding trip to Vancouver, B. C., Mr. and Mrs. Harry Finnegan, the bride and groom, will live in Tacoma, where Mr. Finnegan is engaged in newspaper work.

Charles E. Devlin, son of F. E. Devlin, Sr., retired superintendent, has been made managing director of the Douglas Fir Plywood Association, with headquarters at Tacoma, where he has been director of publicity for the association for the past eight years.

Following an illness of several months, Conductor William McCaffery passed away, Jan. 3, in a Spokane hospital. Mr. McCaffery was first employed in 1910, having worked as a brakeman on both the NP and GN previous to that time. He is survived by his wife and two daughters, who live in St. Maries, Idaho.

Joseph Ashback, retired boiler inspector, passed away, Dec. 29, 1946, just a month after retiring from active service. Acting as pallbearers were veteran employes Herman Fallscheer, E. H. Walters, E. Medley, C. W. Baker, C. A. Norton and F. G. DeMonnin.

Mrs. J. A. Berg, wife of Engineer Berg, also passed away recently. To the families and relatives of the deceased, we extend sympathy.

With the return to Spokane of Operator Ernest Young, who has been on leave due to poor health, C. A. Olson is again working as train dispatcher. Also back in Spokane as operator is J. C. Maddox, V. C. Carroll having temporarily taken over the agent's assignment at St. Maries, in place of Maddox.

It was wedding bells for Wayne L. Rentel, son of Relief Foreman W. C. Rentel, St. Maries, who married Betty Bowler of Spokane in St. Paul's Methodist Church on Dec.

23, 1946. Wayne is now working as clerk in the roadmaster's office, St. Maries, as his former job as timekeeper was abolished.

The new stenographer in the office of the agricultural development is Miss Alyce Hearle, whom we welcome.

Car Desk Clerk Don B. Sharpe is mighty proud of that son his wife presented him with, Jan. 6. They have named him Joseph Bernard. Another proud father is R. C. Krebs, conductor out of Cle Elum. Freddie Lee Krebs holds first place in the Krebs household.

On account of ill health, Chris Finsand is spending some time away from his duties as night lead car inspector, Spokane, and is enjoying San Diego weather.

Although the gift giving season is past, we want to mention the lovely box of chocolates presented to the girls in the superintendent's office by Veteran Conductor H. O. Hook. This was quite an event for both Harry and the girls. Thanks, Harry.

Ed Alleman, clerk in chief dispatcher's office, is attempting to master one of the household duties that sometimes befalls a man—that of washing the dishes after a big Sunday dinner. The Allemans and their neighbors play a serial pinochle game and the losing team takes care of the dishes. At present the men are in the lead, with 7,000.

E. K. Reynolds of the car department, Othello, Wash., headed a committee of business men and farmers who attended a meeting of the Columbia Basin committee, Spokane Chamber of Commerce; telling the Spokane committee of the activities at Othello, in connection with better roads, new building and civic projects.

Other Milwaukee employes chosen to head committees for the Othello Commercial Club, promoting their city as "the heart of the Columbia basin," are Bob Brown, F. Harri-

son, Johnny Para and George LaValley. The town is well located to become one of the business centers for the big irrigation project. Construction of Potholes Dam on Crab Creek and the distribution canals going through the community of Othello will mean business activity before water is available for irrigation.

On Dec. 31, 1946, Williams' gang 959 completed a new siding at McDonald, approximately half way between Tiflis and Moses Lake, Wash., to serve the Lytle-Amis-Green Construction Company, which has the contract to construct the dam. The track construction was pushed through at a fast pace. Our engineers reported they had never seen such fast earth moving on a small job as they had at their beck and call, with a large assortment of grading equipment. The contractor's men were right on their heels, placing the fill as soon as grade stakes were set. All grading was completed before the day was over and the extra gang followed behind with the trackwork, which was completed a few days later.

When an all-Texas regiment landed in Africa, their captain warned them, "Remember, we got to humor the natives. If they say that Africa is bigger than Texas, agree with them."

Courtesy costs nothing but the effort.

It never occurs to a boy of 18 that some day he will be as dumb as his father.

A noiseless popcorn bag, made of specially treated paper that eliminates the crackle, is a Chicago manufacturer's boon to movie goers. No silent popcorn as yet, though!

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TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

We are glad to have Conductor C. L. Jones back with us after an extended illness.

Car Foreman Thomas Cortis returned to work the first of the year after a three-week vacation.

The boys all admire Joe Wright's new cap—his ears won't get cold now.

Charles T. Rollings, retired conductor, was up from Vulcan, Mo., the first of the year and visited with the boys. Glad to see you again, "C. T."

Conductor S. E. McReynolds and wife were called to Kenosha, Wis., shortly after the first of the year, due to the death of his brother Luther. Luther will be remembered by many of the employes here, as he was a brakeman on this division several years ago.

January was ushered in with snow, sleet and ice, but our switching at West Clinton was performed with its usual quick dispatch and safety. However, we did have a few accidents around the homes during the slippery weather. Conductor Maloney's wife slipped and fell, fracturing her wrist; Edgar Snodgrass' wife sustained a broken leg, due to a fall; and Car Checker Ray Hancock slipped on the ice and fractured his ankle.

Terre Haute District

T. I. Colwell, Correspondent

While making a seal inspection on Dec. 28, 1946, Special Officer H. H. Thurnherst discovered a broken rim on URT car 9747, a carload of canned vegetables, moving from Winneconne, Wis., to Cincinnati, Ohio, via Seymour, Ind. It was necessary to set the car out for a wheel change. Officer Thurnherst is to be commended for his alertness in this instance.

The Terre Haute freight house employes gathered at the suburban home of Sam Whitaker on Jan. 7 to pay a surprise tribute to Sam, who retired on Dec. 20, 1946, after almost 34 years of active duty on the Terre Haute Division. Having entered the service as a messenger on Feb. 22, 1913, Sam had held almost every position in the office and was chief clerk at the time of his retirement. In behalf of the freight house gang, Agent E. G. Boyd presented him with a swell rod and reel to replace his ancient but efficient cane pole. Sam made many friends during his long service. He leaves the ranks with a splendid record and with the best wishes of all.

"Is this the bridge department of the Milwaukee Road?"

"Yes."

"What do you do when you get all spades?"

Nobody has more at stake in the soundness of the railroad industry than those who keep it operating. In normal times nearly half of each dollar the railroads take in goes to pay wages. It is well for the workers to see the evidence that the margin between solvency and insolvency for railroads is so narrow that all hands must be alert to combat waste and inefficiency.

—New York Sun, Nov. 18, 1946.

When will women realize that the most seductive perfume is not "Passionate Peonies" or "Three Weeks in Paris", but the aroma that comes from a broiling beefsteak.

Chicago Legionnaires Conduct

"Smokes" Drive

GENEROUS donations from Milwaukee Road employes enabled Pioneer Post No. 768 of the American Legion (Milwaukee Road post in Chicago) to give the disabled veterans at Hines General Hospital, Hines, Ill., a holiday treat of 116,000 smokes and 9,600 candy bars. The funds donated for the purpose exceeded all of their previous contributions to the annual drive.

The smokes and sweets were distributed at the annual holiday party which the Legionnaires sponsor for their hospitalized comrades. This year the entertainment consisted of an outstanding variety show, presented in the hospital's auditorium on Jan. 9. Approximately 500 of the patients attended the performance and those who were unable

to do so were visited by a committee of legionnaires and their wives, who saw to it that they received their share of the gifts. The show, which was financed by the Legion's annual poppy sale, was the 11th annual "Milwaukee Road Pioneer Post Night" presented at Hines. Many of the more seriously disabled men in the audience remembered the Milwaukee Legionnaires from previous years and expressed their appreciation for the good time, saying that it was the best show they had seen in the past year.

Among those who assisted in the distribution of the gifts to the patients in the wards were comrades L. Anderson, Brandenberger, R. Carlson, Dahlke, Ellison, Marshall, Eichin, Eaton,

Fletcher, Flynn, Izdepski, Lahiff, Litka, Milton, Montgomery, Rau H. Smith, Stegman, Wiegref, Wisinski and Zisewski. Comrades Dinoffria, Berghauser and Naats served as committee chairmen.



George Wiegref, Howard Smith, Mary Jane Weber and Betty Brown (left to right) load up the 116,000 cigarettes which Milwaukee Road Pioneer Post gave to the veterans at Hines Hospital. Mr. Smith is commander of the post; both he and Mr. Wiegref are employed in the ticket auditor's office. The girls are employed in the claim prevention, refrigeration and merchandise service department.

Chuckie's Train

How does a rail fan get that way? Well, it appears that he starts out something like three and a half-year-old Chuckie Hample of Minneapolis, Minn., who recently took a ride on the Hiawatha to La Crosse. Chuckie's mother, Mrs. Forrest L. Hample, provides the following description of that momentous excursion:

"Our child has a consuming passion for trains and it was no ordinary trip for us, however routine it may be for your personnel. The interest and planning the men in your downtown ticket office displayed might well have been extended for a world tour.

"On the trip we received the same attention. The conductor permitted him to hold the tickets. The waiter in the dining car was more than kind, even taking him into the kitchen to see where the food had come from. After we passed through Winona, the porter took over, brushed his coat, helped him with his bag and assisted him down the steps at La Crosse with the dignity befitting an ambassador. On the return trip we had the same attention.

"Now the Hiawatha is Chuck's train. On Sundays we must make a mad dash from church to the station to wave to "my friend, the diesel man," who is seldom too busy to look out and wave to a little boy about to fall out of a car with excitement. Probably never again will any trip be quite so exciting or so much fun for either of us, but I am sure they will be just as pleasant."



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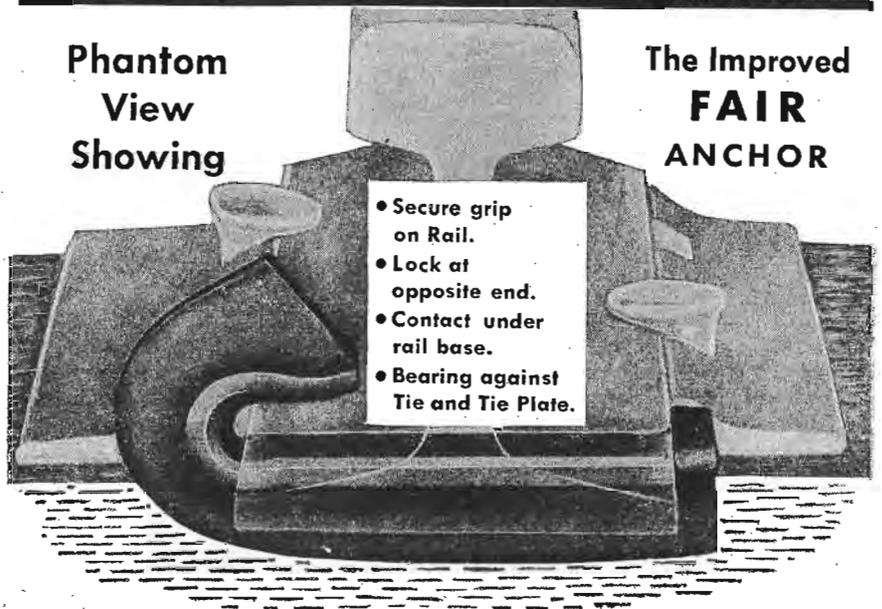
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CHICAGO



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"Sound railroads help provide sound investments—and America's insurance companies are large investors in railway bonds. So the more policies I sell, the more people there are with a stake in the railroads."

Yes, the holders of millions of life insurance policies are especially interested in railroads because about one-fourth of all outstanding railroad bonds are owned by insurance companies.

Depositors in savings banks are interested, too, for these banks are also large owners of railroad securities. And, in addition, about a million individuals all over America are direct investors in railroad securities.

The ability of the railroads to earn enough to pay interest on their bonds, and dividends on their stock, affects the welfare of the great mass of thrifty people everywhere. The railroads are home-town partners of every business—but in a special sense, they are very real partners of those who are providing for the future through life insurance policies, savings accounts, and careful investment.

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