

# TICKETS

MARCH  
1947



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See Page 10

# PICTURE QUIZ: Which of these five people gives the right reason for buying U.S. Bonds?

( ANSWER BELOW )



**1. Easy to save!** "I'm putting my money into U. S. Bonds because it's the *easiest way* for me to save. Under the Payroll Savings Plan, I put aside a regular amount each week for Bonds. So far, I've saved \$500 without missing the money!"



**2. Good investment!** "Getting back \$4 for every \$3 I invest—the way I will in ten years' time with U. S. Bonds—is my idea of a *good investment*. I know it's safe and sound, too, because it's backed by Uncle Sam. Buy Bonds, I say."



**3. Plans for the future!** "Ten years from now, the money I'll get for my U.S. Bonds will help to send my kids to college, or buy our family a new home. I think that buying U. S. Bonds is the wisest thing a family man can do."



**4. Fights inflation!** "I want America to stay economically sound. That's why I'm putting all our extra dollars into U. S. Bonds. It's like buying a share in our country's future prosperity!"



**5. Rainyday!** "Maybe a rainy day's coming for me. Maybe it isn't. But I am taking no chances. That's why I'm buying all the U. S. Bonds I can through my Payroll Savings Plan."

## THE ANSWER

Every one of these people gives the "right" reason—because there's more than one right reason for buying U. S. Bonds.

Whichever way you buy them—through Payroll Savings, or your local bank or post office—U.S. Bonds are the best investment you can make!

Save the easy way.. buy your bonds through payroll savings

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# NEWS HEADLIGHTS

THIS month nearly nine million people are due to make the acquaintance of Mr. P. R., the Milwaukee Road's symbol of "public relations," as the cordial, smiling, zestful little fellow greets them from the pages of on-line newspapers in his first public appearance. Up to now Mr. P. R. has appeared only in the Milwaukee Magazine, Flashes and other company publications.

A GROUP of 34 railroads, including the Milwaukee Road, announced on Feb. 17 an agreement to participate in a plan whereby travelers may obtain tickets through use of credit cards. These cards will be good for transportation, sleeping and parlor car tickets, and for the payment of excess baggage charges, and the individual or the company he represents will be issued a bill at the end of the month.

The plan was developed by the Railroad Passenger Interterritorial Committee from suggestions obtained in a poll of 20,000 business organizations. It will go into effect Apr. 1. H. W. Siddall, whose office is in the Chicago Union Station, is chairman of the Rail Travel Credit Agency, a joint organization set up by the 34 railroads for issuing the credit cards.

Prospective subscribers to the credit card arrangement will be required to sign a contract insuring payment. The larger companies having employes who make only an occasional trip may, upon application, obtain a so-called C (company) card, together with a block of one-trip rail travel orders which may be used by any representative of that company; these travel orders will be accepted at ticket offices in the same manner as credit cards.

SCHEDULES are being set up to provide on-the-job showings of the Road's moving picture, "A Railroad at Work," to all employes. Since the release of the film last October, public relations department representatives have shown it to more than 25,000 people in civic groups, at schools, Service Club and Women's Club meetings, but there are still a great many employes who have not yet seen it. The primary purpose of the picture is to provide the people of the Milwaukee Road with a more complete understanding of their railroad. Its informational and entertainment value, however, have given it ready acceptance among groups outside the railroad.

THE Milwaukee Road's 1947 budget for improvements to roadway and existing equipment and for new equipment involves an expenditure of more than \$48,900,000 including various projects approved but not completed last year, according to an announcement made by President Scandrett recently. The budget includes \$31,495,000 for new Diesel-electric locomotives, passenger and freight cars, which will be financed, up to 75 per cent, by issuing equipment obligations, and \$8,086,100 will be provided from funds of the company.

Provision is made in the budget for \$6,390,367 for rail, track fastenings and ballast. A sum of \$2,505,161 is earmarked for replacing, renewing, and strengthening bridges.

The completion of the new passenger car shop building in Milwaukee, Wis., is also provided for. Forging and

steel fabricating facilities are to be installed, together with new covered craneways and necessary changes in tracks and roadways. This is part of a comprehensive program of modernization and improvement of shop facilities in Milwaukee.

The 1947 budget also provides for the installation of additional centralized traffic control units and radio communication equipment. New yard and industrial trackage is to be provided in the Chicago area, in Milwaukee, St. Paul and elsewhere. Furthermore, the construction of new freight houses in Chicago and Minneapolis, two warehouses in Seattle, and a warehouse in Butte is proposed. Enlargement and improvement of various other facilities are provided for.

SAFETY awareness is the purpose of the telegrams which L. J. Benson, assistant to vice president, is now sending to division superintendents at the beginning of each week for posting on bulletin boards. The telegrams state the year's total number of fatal and reportable injuries on the entire railroad as of the Monday morning they are sent out. A brief comparison with the 1946 record for the same period is given, followed by a word of encouragement. The plan has not been in operation long enough for results to be definitely determined, but it is hoped that the awareness of safety which it will create will prevent many accidents and save lives.

THE new rail program for 1947 consists of laying 24,278 net tons, or 120.95 track miles of 112 pound rail and 25,722 net tons, or 109.30 track miles of 131 pound rail, a total of 50,000 net tons, or 230.25 track miles of rail at various locations along the route of the Olympian Hiawatha between Chicago and the Pacific Northwest. The new 112 pound and 131 pound rail will replace lighter rail now in use.

THE 1947 car building program at the Milwaukee shops includes 125 passenger cars, exclusive of Olympian Hiawatha equipment; 1,600 50-ton box cars; 2,000 50-ton gondola cars; 500 50-ton hopper cars; 150 70-ton covered hopper cars and 25 cabooses. This program will not be completed until some time in 1948.

Milwaukee Road shops in Milwaukee, Wis., construct the largest capacity steel box cars operating within the Association of American Railroads restricted clearance limits. In other words, Milwaukee Road box cars are the largest in the United States, and probably in the world. They are 9 feet 6 inches in width inside, which is 4 inches wider than standard. Their inside height of 10 feet 9 inches is 3 inches above standard, and the 384¾ square feet of floor area is 13½ square feet greater than the standard A.A.R. car. Milwaukee Road box cars 40 feet 6 inches in length have a capacity of 4,136 cubic feet, as compared with 3,900 cubic feet in the largest box cars built by or for any other railroad in the country, with the exception of the Santa Fe, which has cars with a capacity of 3,966 cubic feet. Various methods of construction exclusive with the Milwaukee Road account for this distinction.

# THE BLIZZARD

THE pictures on these pages tell the story of the blizzard which struck the city of Milwaukee on the night of Jan. 29 and gave the Milwaukee Road its biggest cleaning up job in years.

Other cities caught it, too. In fact, the whole east end of the La Crosse & River Division was temporarily snowed under, as was the entire line from Sturtevant, Wis., to Channing, Mich., but Milwaukee bore the brunt of the attack.

"There's no question about it—it was the most snow storm in Milwaukee's history", said Assistant General Manager H. C. Munson, of Chicago, who spent the entire month of February in Milwaukee getting things back to normal. "The 19 inches of snow they had were a couple of inches short of what fell a few years ago, but this storm struck so suddenly and with such fury that it completely paralyzed the city for a while."

The blizzard came at a time when the Milwaukee Road's volume of industrial business in Milwaukee was at an unprecedented height, but the drifting snow immobilized everything. Section crews, extra gangs and the crews of snow clearing equipment went to work immediately, pitting their strength and endurance against the fury of the storm. It was an unequal battle, but they made it possible for partial passenger service to be maintained throughout, and normal

*(Continued on page 17)*



Above: The engine that pulled No. 36 into the Milwaukee station on the night of Jan. 29, made it just before the storm stopped everything. Below: The Hiawatha bucks the storm just east of Watertown, Wis. (Both photos by Milwaukee Journal).



A special train bearing 293 Chinese merchants from Boston to Seattle ran into trouble at Milwaukee.



The storm created a serious problem at the Milwaukee shops. This picture was taken in the Davies repair yard.



Another scene in Davies yard, Milwaukee shops. Deciding where to put the snow was almost as big a job as shoveling it.



Above: After the storm, the Southwest Limited stands at Milwaukee, ready to buck the snow. (Milwaukee Sentinel photo). Below: Sleep was where you could find it as the storm closed in on the night of Jan. 29. Benches and floors in the Milwaukee Road station were at least a refuge (Milwaukee Sentinel photo). Right: For a while the Railway Express, like everything else, stopped (Milwaukee Journal photo).



March, 1947





A panorama of typical Bitter Root scenery is this view of "the loop" in the Milwaukee Road line on the north fork of the St. Joe River in Idaho. The trestle, along with most of the timber in this basin, was burned out during the Great Idaho Fire of 1910, but the trestle was not rebuilt, as a fill for replacing it was already under construction when the picture was taken. Note the step-like dyking which Milwaukee Road engineers were building up for the fill (photo by R. H. McKay, courtesy U. S. Forest Service).

The accompanying article, first of two installments, presents the first account of the Great Idaho Fire ever published in the Milwaukee Magazine. That event, together with others involving the Milwaukee Road and Milwaukee Road people, conveys a feeling of this railroad's age, its colorful history and its importance to the territories it serves.

The author, Edwin Swergal, who is presently on leave of absence from the office of superintendent in Spokane, Wash., has been gathering material for this story for several years. As pointed out in connection with his article entitled "Snoqualmie Pass," which appeared in the November and December, 1946, issues, Mr. Swergal is a man whose life has virtually been given over to his two major interests—railroading and American history, particularly the history of the West.

The Milwaukee Magazine is indebted to him for the time and research entailed in the preparation of these articles.

# The Bitter Root Range

by Edwin Swergal

SINCE the 17th Century, when the American colonists first began exploring far into the wilderness of the Appalachian Mountains, timber has played a very important part in the development of this country. Today, in the vast, heavily forested areas of the Northwest, timber provides the livelihood and shapes the very lives of hundreds of thousands of people, including many Milwaukee Road employes.

The warning cry of "Timber!" not only serves as a signal to the men engaged in a logging operation to retreat to a place of safety when a giant tree is felled, but the word also signifies that the first major act has been accomplished—the successful cutting of a selected tree for transport to the sawmill and its eventual reduction to the many forms in which it will serve the needs of humankind.

The primeval timber stands of our mountain regions and river valleys have not only been of great commercial value because of their direct contribution of timber, but have proved to be of immeasurable worth by impounding water reserves for gradual release to the lower agricultural areas during springtime and summer.

There is an interesting story to be told about all of the timberlands of the United States, but none is more colorful and dramatic than that pertaining to the forest areas of the Bitter Root Range, which is crossed by the electrified line of the Milwaukee Road's Rocky Mountain Division.

## Kinship with Great Mountains

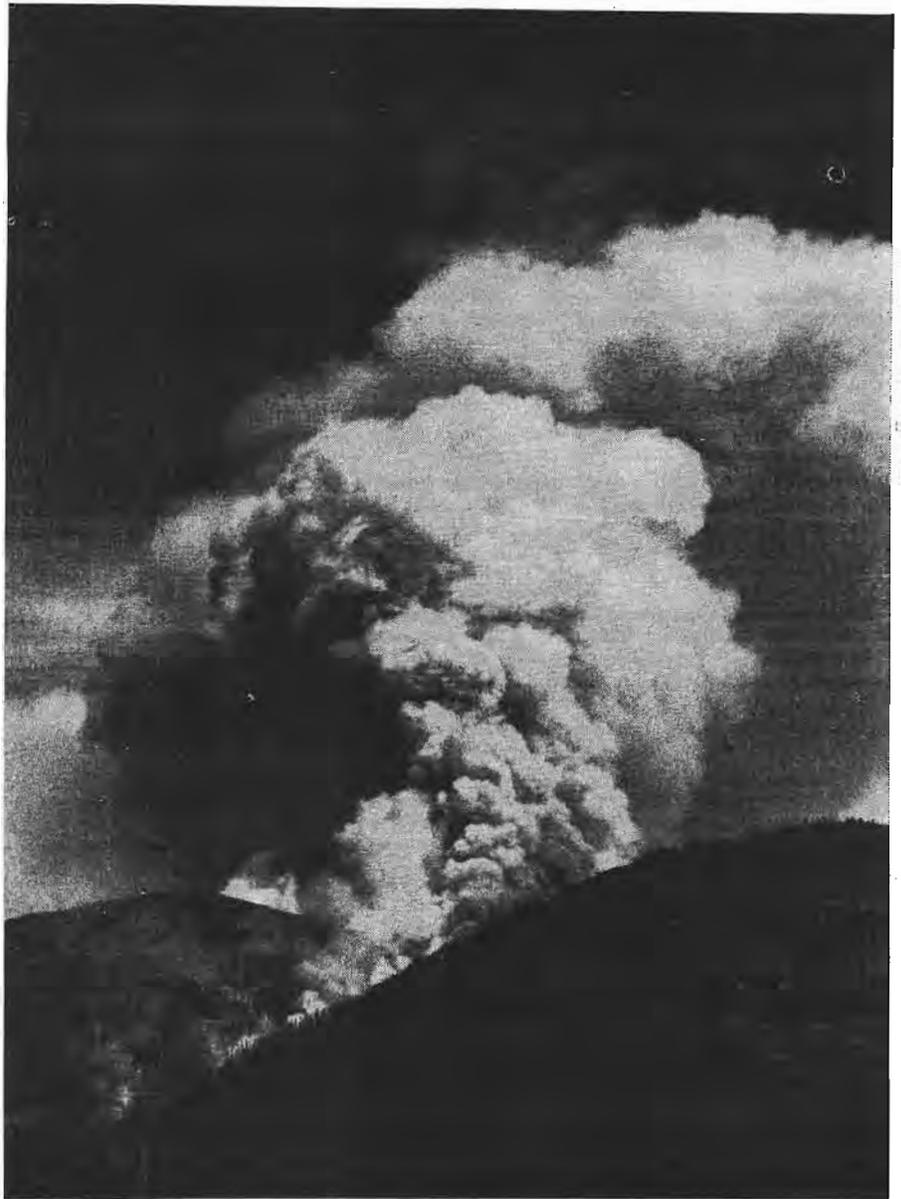
This range of mountains which offers a panorama of beauty to travelers on Milwaukee Road trains serves as a nat-

ural mountain boundary between the states of Idaho and Montana. It is the major section of mountain topography between the great continental Rocky Mountain system of North America and the Selkirk Mountains of British Columbia. The immediate southern arms of the Bitter Root Range are the Clearwater and the Beaverhead Mountains, and the northern arms form the Coeur d'Alenes.

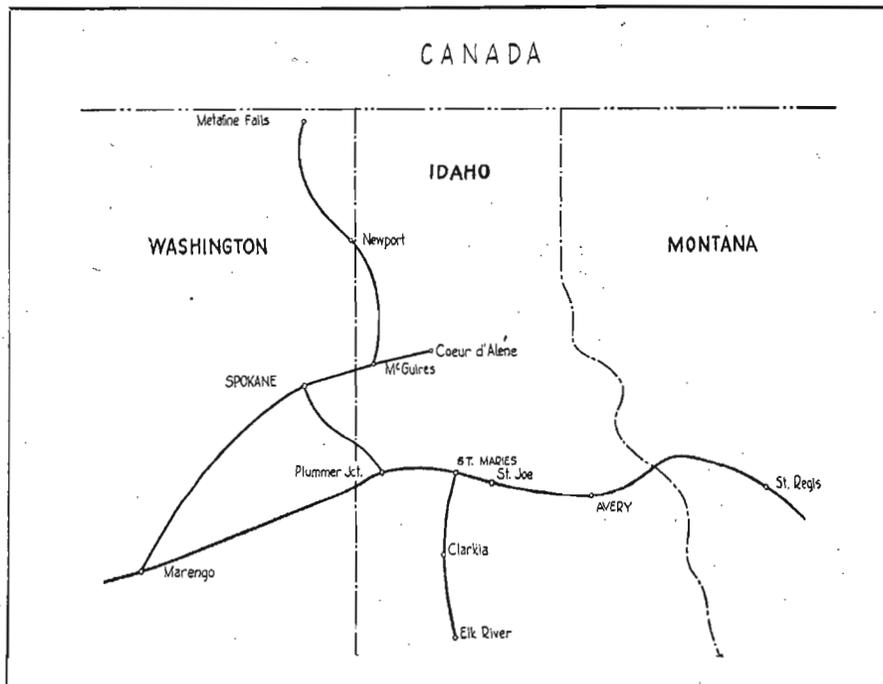
Not only the Bitter Root Range, but all of the mountain ranges and spurs west of the major Rocky Mountain system are tributaries of that continental mountain spine. Even far to the north the majestic glacier-crowned Mount Saint Elias and Wrangel Ranges of southeastern and eastern Alaska, the mammoth Brooks Range between the Yukon River and the Arctic Ocean and extending to Bering Strait, and the Alaskan Range lying between Alaska and the Gulf of Alaska have topographic kinship with the Bitter Roots and the Rocky Mountain system.

Students of geology venture the opinion that the Bitter Root Range was approximately 150 million years in the making. This period is known as the Mesozoic Age, or the "Age of the Reptiles" and it was during that time that flora of the North American continent began its growth.

The Bitter Root Range contains many minerals, including gold, silver, lead, coal and others, gold being found in the Idaho and Montana areas. Silver and lead have been mined extensively



A map showing Milwaukee Road lines which today operate through the zone of the Great Idaho Fire.



There are few disasters more awe-inspiring and frightening than a forest fire, such as this one in the Bitter Root Mountains (photo by K. D. Swan, courtesy U. S. Forest Service).

in the Coeur d'Alene district of Idaho during the past 50 years.

The regional name "bitter root" is derived from a flower which in the spring blooms profusely in the stony soil on ridges and in the valleys of the area. It has a thick perennial root stock from which rise small, fleshy leaves and a short, jointed stalk, each bearing a beautiful rose-red cactus-like flower two inches or more across. Botanically it is known as *Lewisia Rediviva*, being named after Captain Lewis of the Lewis and Clark Expedition (1804-1806), as it was he who first found the flowers in the Lo Lo Indian Pass and returned later to the East with specimens.

The large, starchy top root of the bitter root flower, now the state flower of Montana, was once regarded as a delicacy by the Indians.



This picture was taken near Big Creek in the St. Joe National Forest a few days after the 1910 fire had passed. Much of the timber was later salvaged (photo by R. H. McKay, courtesy U. S. Forest Service).

#### Great Idaho Fire

Although there have been many large and destructive fires in the forests of both the East and West, none has been as widespread and spectacular as the Idaho fire of August, 1910, which ranged through many counties of northern Idaho and northwestern Montana. The Milwaukee Road operates directly through what was the main region of the fire in the counties of Benewah and Shoshone in Idaho and Mineral County in Montana.

Large forest fires have occurred in Maine, New Brunswick, Michigan, Wisconsin and Minnesota in which there was greater loss of life than in the Great Idaho Fire, as it is referred to by the National Forest Service. In the Miramiche Fire of 1825 in Maine and New Brunswick, the area burned over was approximately 3,000,000 acres and 160 people lost their lives. In the Pesh-

tigo Fire of 1871 in northeastern Wisconsin and the southern peninsula of Michigan, approximately 3,280,000 acres were in the path of the flames, and approximately 1,500 people died.

The greatest of the Minnesota fires, the Hinckley Fire of 1894, burned approximately 100,000 acres of timber and cost the lives of 418 people. In this fire, as was true to a considerable extent of the fires in the New England region and in other fires of Minnesota, Wisconsin, and Michigan, the flames coursed their way through brush and timber debris, sometimes referred to as "slashings," where the land had been deforested. There was not only a great deal of flame, but also much smoke, the smoke-laden atmosphere being referred to in the National Forest Service reports as dry fog.

The spectacular effects of flame and smoke produced by these eastern re-

gional fires, however, in no instance reached the proportions of the Great Idaho Fire of 1910. Nor is there evidence that the economic loss of actual merchantable timber equalled that caused by the fire of 1910. Thanks largely to the fire fighting facilities of the National Forest Service and the means of rescue provided by the Milwaukee Road and other rail lines in the region, only 85 people lost their lives in this fire.

The fire of 1910 is still indelibly impressed upon the memory of many men and women in the region of the Idaho and Rocky Mountain Divisions of the Milwaukee Road.

#### Dispatches Tell Grim Story

News dispatches from Wallace, Idaho, and Tekoa, Wash., appearing in the Spokane Spokesman-Review on Aug. 22, 1910, tell of the loss of \$1,000,000 in property in the mining town of Wallace; 50 dead and 180 missing in the St. Joe zone of fire. "Avery, Idaho, destroyed, and people flock to Tekoa." The "St. Joe zone of fire" has reference to the valley of the St. Joseph's River, the main stream and north fork of which is followed by the Milwaukee Road. The following appears in the same news dispatches:

"Fleeing from the flames with all their earthly possessions tied up in a bundle, or hastily thrown into a suit case or trunk, 200 homeless people arrived in Tekoa this evening [Aug. 21, 1910], over the O. R.R. & N. [Oregon Railroad & Navigation Company, now part of the Union Pacific] and C. M. & P. S. R. R. [Chicago, Milwaukee & Puget Sound Railroad, since 1912 a part of the Milwaukee Road]. Hysterical women with unkempt hair, crying children, dead tired, and a sprinkling of men, tonight are sleeping for the first time in 48 hours.

"The two trainloads over the Milwaukee Railroad carried mostly Avery people, while the Wallace branch of the O. R.R. & N. brought residents from Mullan, Burke, and Wallace.

"At Mullan, Burke, Wallace, Avery and St. Maries the people are leaving as fast as they can get out. At Avery the people were given 40 minutes to get their belongings together and pile them in the box cars provided. The town was in the path of the fire and burned.

"All wires are down east of St. Joe and no trains on the Milwaukee are allowed past that point. Another relief train is waiting there to bring out another load of people. That scores of fire fighters have perished is the consensus of opinion of the people from there.

"Two packed trains left Avery this morning and they are thought to have been caught by the flames. Three

bridges on the Milwaukee near Malden, Wash., are burned."

There is much more of like character in these news dispatches. The Spokesman-Review, Aug. 21, 1910, carried a series of graphic headlines: "The eastern portion of Wallace burned out with a loss of \$500,000". "Wall of flame 10 miles wide and 20 long burning back of St. Maries, Idaho, and town hourly threatened". "Hundreds of sections of white pine timber destroyed by flames, fanned by 40-mile gale." "North Idaho, Elk City and Newport threatened with destruction".

Newport was and is now served by the Milwaukee Road, the northern branch lines being built to Newport, Wash., near the Idaho state line, in 1907 and extended to Metaline Falls in 1911. [Originally the Idaho and Washington Northern Railroad, conveyed to the Milwaukee Road in 1914.] Elk City, although in the Elk River region of Idaho, is south of the terminus of the Milwaukee Road's St. Maries-Elk River branch, constructed in 1910, the year of the fire. Fortunately, although the fires swept about the St. Maries locality, the virgin timber tributary to the Milwaukee branch line was largely spared, assuring years of logging operations and business for the railroad.

#### Employees Remember the Fire

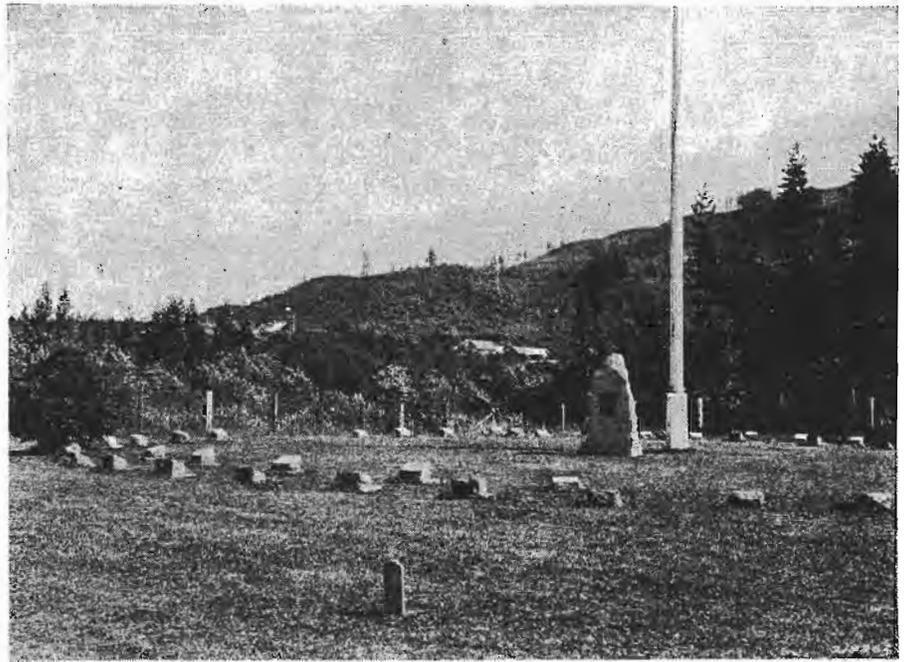
Employees of the Milwaukee Road who were in the service during the Great Idaho Fire of 1910 tell vivid stories of the desperate conditions—of the mountains enveloped in flames, men lying in protective waters of the rivers and small streams, occupied trains marooned in tunnels.

Seven years ago the May, 1911, issue of *Railroad Man's Magazine* came to the attention of the author, revealing to some extent the fire conditions. Mr. Harry Rusch of Avery, Idaho, (now deceased), wrote in effect that on the



A bull moose pauses for a cool drink before a backdrop of giant timber somewhere in the Bitter Root Mountains (photo by K. D. Swan, courtesy U. S. Forest Service).

March, 1947



Graves of heroic fire fighters in the cemetery near St. Maries, Idaho. The plaque on the monument in the background, erected by the U. S. Forest Service, bears this inscription: "In memory of the men who lost their lives fighting forest fires, August 20, 1910."

night of Aug. 20, 1910, word reached Avery, Idaho, that the little town of Grand Forks, 12 miles east, was burning, as was the Milwaukee Road depot at Falcon close by. There were several hundred men, women, and children, gathered on the platform of the burning depot when Engineer Johnnie Mackedon, returning from the top of the mountain with his helper engineer, was stopped by the frantic people. They climbed on his engine and hung on wherever they could get a hold.

"The cars on the side track were burning," wrote Mr. Rusch, "yet Mackedon switched an empty from them and left Falcon with a load of human freight. Each person was clinging to some little keepsake from his burning home. Mackedon carried these people to safety. Conductor Harry B. Vander-

cook and Engineer Blondell also deserve credit for their bravery. To those two men a well-known official of the Milwaukee R o a d owes his life. This official, Superintendent C. H. Marshall, in his zeal to get all the people out of Falcon, was himself left behind. When Conductor Vandercook missed him from among the many who sought refuge in one of the tunnels, he and Engineer Blondell de-

ecided to go back down the mountain for him.

"The huge timbers of the bridges were burning beneath them, but they still kept on until they had rescued the official from certain death. Their return trip up the mountain to the tunnel was terrible. The bridges were all ablaze. After crossing them they were compelled to stop and extinguish the flames that threatened to demolish their caboose. They remained in the tunnel eight days until the bridges were rebuilt.

"When Engineer Blondell was asked about his experience, he replied: 'Why, all that you could see of a bridge was a wall of flame, but we crossed it. I hooked her up, threw her wide open, and then we lay down on the deck to protect ourselves from the heat. We expected that every minute would be our last on earth.'

"Those are the men who deserve credit for life saving on the Chicago, Milwaukee, St. Paul & Pacific in Idaho and Montana. The women and children were taken to Tekoa, Wash., where they were taken care of by the good people of that town. Ralph W. Anderson, roundhouse foreman, deserves the credit for saving the town of Avery and thousands of dollars worth of property belonging to the C. M. St. P. & P. Mr. Anderson summoned all of the Japanese employed in the roundhouse and with Johnnie Mackedon, who had returned to Avery, Charles Swanson, engine dispatcher, Mr. Delmire, the operator at Avery, and Tom Huff, blacksmith helper, they started under Anderson's orders to back fire on both sides of the St. Joe

(Continued on page 16)

# Hiawatha Illustrates World Transportation Course

## The Cover

"Want to know something funny?" asked Ticket Seller Rex Hall when informed that his picture would appear on the cover of this issue.

"Sure," said we.

"Well," said he, "I didn't sell the girls their tickets. Gilbert Kapke did it."

It seems that when the third graders from the Milwaukee Downer Seminary came to the station in Milwaukee to buy tickets for their world transportation lesson on the Hiawatha, as described in the accompanying story, Mr. Kapke did the selling, but as is usually the case, the photographer either wasn't ready or wasn't satisfied with the real McCoy, or something. At any rate, by the time he had things set up to his liking, Mr. Kapke had other customers, so Mr. Hall stood in for him.

If we hadn't told you, you wouldn't have known the difference, would you?

(Thanks to the Milwaukee Journal for an excellent picture.)

A RIDE on the Hiawatha enjoyed recently by the third grade pupils of Milwaukee Downer Seminary's lower school, a progressive school for girls at Milwaukee, Wis., was typical of modern teaching methods designed to promote interest in studies by taking the students to the subject under discussion. The trip was made on Jan. 15, in connection with a course of instruction on world transportation.

Certainly none of the 16 young pupils had the slightest inclination to play hooky that morning; for it was the day of their final lesson in the course, which was to terminate with the Hiawatha excursion. Their study had traced the development of transportation from the time of transport by animals, through the evolution of the wheel, the application of steam, the invention of the diesel engine and the airplane; the ride on the Milwaukee's famous streamliner was considered a suitable climax to weeks of study.

The 85-mile trip to Chicago was made on No. 10 and Engineer Art Schultz found the girls just as inquisitive as a group of third grade boys would be. From Art they learned the difference between his steam locomotive and the Diesel electric type that would haul them on the return trip. Station Master John Crowley, who was their escort through the station, led them to the coach and introduced them to Al "Stonewall" Jackson, the conductor in

charge, and to Brakeman Walter Wolf.

While the coach was being switched, the girls speculated on the function of "those strings hanging down" from the overhead wires and when the train chugged away from the station every nose was pressed to the windows, to watch the engine round the curves. When it picked up speed out on the main line, they amused themselves by counting telephone poles and noting the mile posts. As they approached Chicago and passed through the outlying freight yards, they attempted to identify the names of the nation's railroads from the initials on the sides of the freight cars.

## Exploring the Station

Upon their arrival in Chicago's famed Union Station they said goodbye to Engineer Schultz and then set out to investigate the station's attractions; the information booth, the ticket windows, baggage checking room, the barbershop, waiting rooms, drug store, gift shops, restaurants, the newsstands that sell nearly every periodical published in the country—all received a thorough inspection. A visit to the Traveler's Aid booth and to the Parmelee coach headquarters completed the tour.

The exploration was concluded in time to inspect the streamlined length of the Hiawatha, inside and out, and to test the comforts of the beavertail observation car. "All aboard" found them ready for the diner and for the thrill of eating on a moving train. The eight-year-olds ordered their own lunches, for which they had saved precisely \$1.25 and enough for a tip. To their delight, Mrs. Josephine Howard, their teacher, announced they could order anything on the menu, a favor greatly appreciated by a small miss who hungrily eyed the roast lamb lunch which slightly exceeded her budget. The meal was punctuated by a steady stream of chatter, but by dessert time it had begun to subside and when the train pulled into the station in Milwaukee at 2:15 p. m., just 4 hours and 10 minutes after their departure, the weary travelers appeared to be ready for a kindergarten nap.

A nice surprise for the children was the railroad literature they received on the trip—the tour folders, the railroad almanacs and the Milwaukee Road history booklets. One of the little girls thanked W. J. Cycmanick, TPA, at Milwaukee, with the following bread and butter note: "Thank you so much for arranging my trip and giving me all the literature. I loved eating in the diner. The part I liked was when my fork would bob up and down."

As a means of practical instruction it was completely successful. The following comment was typical of the group's reaction: "Of all our transportation lessons, I learned the most from our train trip. It was the very best class experience I've ever had."

## Engineer Reinarts Accepts Sheriff's Post



Engineer-Sheriff Al Reinarts

ENGINEER Al Reinarts of the I&SM Division took over another full-time job on Jan. 1 when he went on a leave of absence to serve a term as sheriff of Mower County, Minn. He had defeated the previous incumbent of the office in the general election last Nov. 6 by 1,280 votes.

Al's interest in his community's welfare may stem from the fact that he is a native Minnesotan, born and raised on a farm at Lansing, where he acquired his fondness for hunting and fishing. He started railroading in 1923, as a fireman. In 1934, during the black years, he went with the Minnesota Highway Patrol, but returned to rail service during the war, when the call went out for experienced men. His experience as a highway patrolman will be valuable in his new civic appointment.

Mr. Reinarts is married and the father of Tommy, 11, Jeanette, 7, and Mary Ellen, 5.

## Service Honors Memory of Captain Brokaw

A MEMORIAL service was held in the chapel of Arlington National Cemetery, Washington, D. C., on Feb. 20 in honor of Captain Van S. Brokaw, who was killed in the crash of an Army plane near Lyons, France, on Aug. 31, 1946. Captain Brokaw, who was on leave from the Western Avenue engineering department, Chicago, was on his way back to the States after five years of military service, when the fatal crash occurred.

# The Milwaukee Magazine

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The death of Captain Brokaw was lamented by employes on both Lines East and Lines West. He had been employed by the Road since 1906, when he entered the service as a tapeman at Miles City, Mont. At the beginning of World War I, he was called to military duty and served with the Combat Engineers. After the war, he transferred to the engineering department in Milwaukee and did considerable work on the track elevation in Chicago and Evanston. He entered military service again in March, 1941, and went overseas with the 904th Engineers. He is survived by his wife, Helen.

## Train and Trucks Tangle in Freak Accident

HEAVY fog early on the morning of Feb. 12 was responsible for one of the most unusual accidents that ever occurred on the Milwaukee Road. It happened at Arion, Ia., 14 miles north of Manilla, as No. 117, which had stopped to dispatch mail, extended across U. S. Highway 30.

The time was 7:30 A.M. and flasher signals on both sides of the crossing were working properly, but the warnings did not stop a huge semi-trailer truck, approaching the train on the engineer's side, from plowing into it between the fifth and sixth cars. The driver escaped uninjured, but considerable damage was done to the front end of the truck. Five minutes later, another truck of the same type, approaching from the opposite side, struck the train. That driver was removed unscathed also, but his truck was damaged in the same way.

The driver had just been extricated from the cab and the train crew was surveying the wreckage of the second accident when a third semi-trailer truck loomed suddenly out of the fog, swerved sharply around the demolished truck and plunged into the sleeping cars. The front end of that truck was demolished and the driver was killed instantly. The freakishness of the accidents was heightened when it was found that the drivers of the second and third trucks apparently were related, as both were named Armendariz and

lived at the same address in Omaha.

The three accidents occurred in a period of about eight minutes. The sleeping cars involved in the collision had steps and grab irons torn off and suffered other damage.

## Train Crew Rewards Farm Boy's Vigilance

ABOUT a half mile east of Plankinton, S. D., lives a little six-year-old farm boy, whose interest in trains is so intense that he waits every day after school by the Milwaukee's right-of-way fence on his father's farm to wave to the freight crews as they pass. He only misses when the weather is extremely severe. During vacations and on Saturdays and Sundays he keeps an almost constant vigil at that point and waves



Larry Thiery

to both passenger and freight crews. In fact, all crews in and out of Mitchell west look forward to seeing Larry—that's his name, Larry Thiery—and are disappointed if they miss him.

One Sunday not very long ago the freight crew of Conductor McComish dropped a package out of the caboose to Larry. It contained a Milwaukee Road calendar, a picture of a locomotive and some other souvenirs they thought he might like, and they signed their names to it. The next day Conductor McComish received a letter from Larry, thanking him for the present and enclosing a picture of himself. The letter read:

"Dear Conductor:

Thank you for the package you threw out of the caboose on Sunday. I look for you every day when I come home from school. I have a train too—an electric train I got from Santa Claus—and I wish you could see it run."

Larry beams with personality, as his picture shows, and some Saturday, very soon, he is going to get a ride on that train. Conductor McComish says so.

## Young-Timers Give a Birthday Party on the Hiawatha

A GROUP of young-timers at St. Paul, Minn., were treated recently to something new in juvenile entertaining—a birthday party aboard a crack streamliner. The youthful hostess was little Jane Dennis, social leader of her kindergarten set, and the occasion was her fifth birthday, Jan. 23, which she celebrated by inviting eight of her neighborhood playmates, five girls and three boys, to a party on the Hiawatha.

All of the details pertaining to the party fare and the favors were arranged in advance by Jane's parents, Dr. and Mrs. Clarence Dennis. Bundled up snugly, with snow suits and leggings concealing their party finery, the young guests boarded the train at Minneapolis at 12:30 P.M. and were escorted immediately to the diner for the birthday lunch. The party was held while the train covered the distance to St. Paul.



The party-goers and their hostess, pictured in the Union Depot at St. Paul, Minn., after the trip from Minneapolis, grasp their party favors and register complete enjoyment. Left to right: Denning Smith, Richard Dennis, Cindy Messing, Henry Keep, Peggy Smith, Jane Dennis, hostess, Kathryn Kerwin, Hilary Raudenbush and Stephanie Prest. (St. Paul Pioneer Press photo.)

# TAKE A BOW

## Hiawatha Crew Cares for Handicapped Children

AT OUR Council Bluffs station it is customary for the bus of the Council Bluffs School for the Deaf to pick up children who are returning to school or to discharge those who are on



A. J. Dollison

John Cone

their way home for visits. The pupils who attend this state institution are further handicapped by their inability to speak. They are attended by teachers who accompany them to and from the station, but once on board the train, they are left entirely to the care of our train crews.

Regarding one of these trips, on last Dec. 21, the Road received what was probably its most gratifying letter from a patron who liked our service. The writer was Dorothy Kammuehler, psychological consultant for the Des Moines, Ia., public schools; the employees she cited for commendation were Conductor A. J. Dollison, Brakemen John Cone and R. C. Seager and Porter Herbert W. McGuin, of the Midwest Hiawatha crew.

Miss Kammuehler had boarded the train at Madrid, Ia., and found herself in a coach filled with these handicapped youngsters, many of them only 10

or 11 years old, incapable of expressing themselves. Traffic was particularly heavy on that day and walking through the crowded aisles required some maneuvering. Despite those conditions, the crew found seats for all of the children and checked on them at intervals to see that they got off at the right station and with their own luggage. And all of it was done with a happy, helpful attitude. In fact, Miss Kammuehler stated that she had never seen trained teachers handle handi-



Herbert W. McGuin

capped children with more kindness and care.

As an educator, Miss Kammuehler explained her motive for writing the letter in these words: "We try to develop independence in handicapped children and it is only the patience and thoughtfulness of attendants like those on the Hiawatha that afternoon which enable us to achieve our goal. I wish to extend my congratulations to the Milwaukee Road and its employes. It is through such service that you have built up your reputation for dependability and courtesy."

## Railroad Man of the Month

THE Milwaukee Road is fortunate in having many employes whose courtesy and efficiency are the subject of comment by seasoned travelers. Most recent to be recognized by the editor of a publication of national circulation is Ernie E. Haddock, Milwaukee Division conductor, who was given a justified bit of special attention in the following article which appeared in the February issue of *Trains*:

"A Milwaukee Road conductor who handles one of the busiest runs in the country is our railroad man of the month. Ernie E. Haddock of Milwaukee was nominated for his unusual courtesy in dealing with passengers, and any man who can keep his courtesy while collecting more than seven fares a minute is entitled to recognition.



Ernie E. Haddock.  
(*Trains Magazine* photo.)

"Haddock runs from Milwaukee to Chicago every morning on second 16, the coach section of the Olympian, and returns the same afternoon on No. 101, the Afternoon Hiawatha. The Hi is one of the most heavily loaded trains in the country, equaled or perhaps exceeded only by the Southern Pacific Daylight and the New York Central's Empire State Express. Heaviest load Haddock ever handled was Saturday, Dec. 21, 1946, when he had 950 people from Chicago to Milwaukee. He himself took in \$108 in cash fares on that run, almost \$2 a minute, and his helper took in \$70. At present the train is averaging about 300 to 400 daily, but the yearly average is between 500 and 900.

"His procedure is to begin working the train from the head end as soon as

it leaves Chicago. His helper goes to the rear with the Pullman conductor and the three work toward the center until they meet. Using this setup, Haddock himself has handled as many as 500 people in the 68 minutes he has to work the train, an average of more than seven persons a minute. The one potential trouble spot is the diner. People without tickets on parlor car seats often go there immediately on departure from Chicago, thereby causing change-making and confusion.

"It was just after the turn of the century, 1901, when Haddock started working for the Milwaukee Road in the West Milwaukee shops. After three years he decided he didn't like shop work and left for a trip around the world. In 1905 he returned to service as a freight brakeman, was promoted to freight conductor in 1909, to passenger service in 1923. For 15 years he worked suburban runs between Chicago and Fox Lake, until he began the present run in 1938.

"Believe it or not," he says, "I like to travel." Besides his 'round-the-world trip he has traveled in Canada, Alaska, Mexico and Nicaragua and hopes next to visit Norway. Most of the year he works every day and thus is able to take off two months at a time."

## Tal Morehead Reports

EVER since February, 1944, when a story called "The Fashion Plate" appeared in the *Magazine*, the author, Tal Morehead of Tucson, Ariz., now a retired railroader, has been hearing from old timers who knew him in the days when he was working for the Milwaukee Road. Mr. Morehead, who claims he was the youngest callboy ever employed by the Road—that was at Savanna, Ill., in 1906 and he was 12 years old—went braking on the old Council Bluffs Division in 1912, but injuries sustained in World War I brought about his resignation in 1920 and he went west to regain his health. After he recovered he worked for the Southern Pacific in Tucson yard, but those first thrilling years of railroading on the Milwaukee were never forgotten and he has contributed a number of stories about them to national railroad magazines.

Publication of "The Fashion Plate" in the *Milwaukee Magazine* brought a response from 32 of Mr. Morehead's old friends, and since they discovered where he is living the Morehead home at 920 East 10th has welcomed a steady stream of visitors. The latest one was Conductor Charles Swartzinger of the D&I Division, whom Mr. Morehead hadn't seen for 31 years. Charlie and Mr. Morehead had started braking together out of Savanna on Mar. 9, 1912, and are approximately the same age, Charlie

having preceded him into the world by 30 minutes. The call was a complete surprise to Mr. Morehead and involved so much yarn spinning that it was necessary to prolong it for several days, during which they made a quick trip to Mexico. As can be imagined, some interesting anecdotes were unearthed, from which Mr. Morehead relates the following:

"Charlie brought up the names of some of our friends who had passed away, but our old friend Lee Smith, switchman at Savanna, keeps me pretty well informed about things like that by sending me the Milwaukee Magazine and clippings from the Savanna paper. Lee, or 'Smitty,' as we call him, comes out to Tucson almost every year with his brother-in-law, Doctor Lloyd Fox, who has a winter home here; more about Doctor Fox later. That led us on to



Charles Swartzinger (left) and Tal Morehead in Nogales, Mexico. The picture was taken on Jan. 28.

Smitty, and Charlie and I had quite a laugh when I recalled the time when he fired us. He was car foreman at Savanna then, in 1911, and caught Charlie and me loafing. Smitty and I have had many good laughs over it since, so we are still good friends.

"Now, about Doctor Lloyd Fox, Smitty's brother-in-law: He is originally from Mount Carroll, Ill., and was at one time a train order operator on the Milwaukee, starting about 1909. The last time he and I got together with Smitty I mentioned how hard he had worked to become a veterinary, taking a job with the Milwaukee while he was on vacations from the school at Ames, Ia. 'Well,' said Lloyd, 'I still have the first dollar I ever earned from the Milwaukee Road.'

March, 1947

## IT WAS NEWS IN THE MILWAUKEE MAGAZINE

### Thirty Years Ago

THE blizzard which tied up transportation in Milwaukee, Wis., in late January had nothing on the blizzards in Minnesota and the Dakotas 30 years ago—judging by the March, 1917, issue of the Milwaukee Magazine. Four separate storms, on Jan. 21 and 31 and Feb. 1 and 4, 1917, paralyzed the whole northern district. The blizzards started with a heavy snowfall driven by strong gales, which filled all the cuts along the line. Street traffic was halted in the Twin Cities while citizens set to work digging out with pick and shovel. No. 15, Minneapolis-bound, was stalled for 20 hours. The storm on Jan. 31 was especially severe on the I&M, which abandoned all service. The main line was almost clear again when the February blizzards struck, creating the worst of the tie-ups. The H&D felt the most severe thrust, as the thermometer went to 46 degrees below zero and the wind reached a velocity of 75 miles an hour. In the cut east of Minnesota Falls, snow was 30 feet deep and it was necessary to knock off the overhang after the snow plow had burrowed through. Plows were disabled when snow drifted in behind them faster than they could dig it out ahead. Even old settlers were impressed, comparing it to the great blizzard of 1888.

THE new passenger station at Butte, Mont., which had been under construction for a year, was opened for public inspection. In appreciation of the civic improvement, the Butte Chamber of Commerce was host at the opening and the Van Noy Company served refreshments to a crowd of more than 3,000 people. The handsome brick structure, whose 95-foot tower dominated the surrounding landscape, embodied all of the features of a metropolitan passenger terminal, on a smaller scale. Many of its facilities were innovations in Montana; for one thing, it had the only umbrella train sheds in the state.

THE General Committee on Prevention of Loss and Damage Claims furnished an encouraging report for the year of 1916. Despite an increase of 10 million dollars in freight revenue, this statement showed that the account had decreased perceptibly—that the ratio of loss and damage to revenue was down to 1.36 per cent. Employees connected with freight movements were commended by the committee for earnest and persistent efforts to conserve the company's revenues.

ECHOES of the big blizzard: A passenger train, stuck in the snow between Alpha and Jackson, Minn., was without means of communication until a telephone instrument was rigged up and the agent at Alpha got word to it that provisions would be sent out by sleigh. Passenger Brakeman John Jones, snowbound on No. 23, received word that a son had arrived at his home in La Crosse and considered naming him "Blizzard". Stranded passengers on No. 15 at Moberge, S. D., wrote to Vice President J. H. Hiland: "We, who have been snowbound at Minneapolis, at Glencoe, then Roscoe and now at Moberge, desire to acknowledge the courtesy and consideration extended to us by [the names of the train crew]. Everything has been done to render our delay as little of an inconvenience as possible. Most of us left Chicago on Saturday. It is now Thursday and still we do not regret having chosen the CM&STP as our means of transportation."

ANCIENT history was reviewed with the reproduction of a remittance receipt from the La Crosse & Milwaukee Rail Road station at La Crosse, Wis., dated Sept. 21, 1859. The La Crosse & Milwaukee, a predecessor company, was at that time in financial straits and was being operated by "mortgagee in possession". Receipts on that date amounted to \$79.45 (\$59.50 for freight and \$19.95 for tickets). A considerable increase in business has since been noted at that station.

"Thinking it was just a joke, I had a good laugh; but not Lloyd. He went to his suitcase, dug down and got a silver dollar. 'No kidding,' he said, 'this is the first silver dollar I ever earned from the Milwaukee and as I give the Milwaukee credit for helping me earn enough to get through school, I have always hung onto it.'

"Doctor Fox is retiring this year. Boy, oh boy! What has the Milwaukee got on the ball when a big-shot doctor thinks that much of it. And when the

rest of us old timers get together, we talk of nothing else.

"Conductor Swartzinger promised faithfully that he wouldn't wait another 31 years before his next visit."

A woman riding a trolley car was anxious not to pass her destination. She poked the conductor with her umbrella.

"Is that the National Bank?"  
"No, ma'am," replied the conductor, "that's my stomach."

# Hiawatha Band Takes Part in St. Paul Winter Carnival

IN spite of the paralyzing blizzard which hit Milwaukee with sudden force Jan. 29, the Hiawatha Service Club Band managed to be in St. Paul, Minn., Feb. 1 for the opening of the 1947 Winter Carnival, the city's elaborate jamboree which is presented by Saintpaulites, Inc., an organization of progressive, business and professional men.

The last days of January found the Milwaukee Road, like most midwest railroads, busily fighting snow and doing its utmost to move a mounting backlog of freight cars. Passenger trains carried an overload, many of the passengers being travelers stranded by air or auto, victims of the storm. Notwithstanding the difficulties involved, however, the railroad provided three sleeping cars for the band on the Pioneer Limited from Milwaukee the night of Jan. 31. Weather or not, there was a job to be done and 50 hardy Milwaukee musicians felt not only duty-bound but eager to represent the railroad's thousands of employes in the colorful St. Paul Winter Carnival.

It was no small task getting the band instruments from the band headquarters to the station in Milwaukee in time for departure. Transportation took a backward step that night as the musicians hauled their equipment by sled to a point accessible by truck for transfer to the Pioneer Limited. With only a few street cars and buses operating in Milwaukee, Band Chairman Archie Graff was astounded when he counted heads, for all but two of the band men had emerged from the storm in time to board the Pioneer.

## A Warm Welcome to the Winter Carnival City

Through the fine work of O. R. Anderson, general agent, St. Paul passenger department, and Frank J. Newell, assistant public relations officer, a former resident of St. Paul, the band party was accorded true St. Paul hospitality and recognition. Accompanied by his Prime Minister and 20 members of his Royal Guard, all regally attired, Boreas Rex X, King of the 1947 Winter Carnival, who in private life is Robert E. Albrecht, prominent St. Paul merchant, came to the St. Paul Union Station by motor caravan on arrival of the Pioneer Limited, to welcome the band to his domain.

The band was paid a special visit by Frank L. Madden, representative of the Mayor of St. Paul, at the band headquarters in the Community Room of the Frederic Hotel. Responding to the official greeting from Mr. Madden, the band played a special number. Joe Kush, St. Paul Service Club chairman, and his fellow members, many accompanied by their wives, together with Milwaukee Road officials whose headquarters are in the Twin Cities, visited the hotel to welcome the band and act as hosts during the day.

The welcoming ceremonies and reception were a heart-warming prelude to the frigid weather that prevailed during the afternoon parade. Despite the use of railroad semaphore oil in the valve instruments, the temperature resisted any sort of music other than that provided by the drums. Before the parade was well under way all valve instruments froze solid. The flutes wore icicles and the horns were about as useful as so much plumbing. Many a spectator found opportunity for hand-warming as he roundly applauded the pluck of our attractive and skilled young majorette, Lois Kleist, who strutted and twirled her baton although garbed for a Carnival of Roses rather than a parade in sub-zero weather.

The Hiawatha Band also displayed its ingenuity. Several city blocks in advance of the grand entrée into the Municipal Auditorium where the official reviewing stand was located, Director Eugene Weber ordered most of the musicians to leave the line of march



On the steps of the St. Paul Union Station Boreas Rex X welcomes the Milwaukee Road Hiawatha Band to his realm. Left to right, foreground: Prime Minister M. Walter Sime, King Boreas, Band Majorette Lois J. Kleist and Band Major Earl L. Ray. The temperature, incidentally, stood at several degrees below zero when the picture was taken.



Scene in the Community Room of the Frederic Hotel during the reception for the Hiawatha Band. In the foreground are, left to right: L. W. Miller, band secretary-treasurer; A. W. Graff, band chairman; E. W. Weber, band director; Earl L. Ray, band major; F. L. Madden, representing the mayor of St. Paul; Lois J. Kleist, majorette; Joe A. Kush, chairman of the St. Paul Service Club; and S. J. Tabaka, general chairman of the Hiawatha Service Club of Milwaukee.

and hurry to an annex of the auditorium so the instruments could be thawed out.

**We Score a Musical "Beat"**

And thus it was that the thousands who paid admission to jam the auditorium to view the parade in warmth and comfort were entertained with band music. Other musical organizations in the parade, numbering a hundred or more, did not fare so well. Nor did their majorettes, since cold and numbed fingers are incapable of twirling a baton effectively. To the applause of Boreas Rex X and his court, Miss Kleist passed the reviewing stand fresh as a daisy and wearing a charming smile, her baton cutting capers as it was engineered by warm nimble fingers.

The basic idea of the St. Paul Winter Carnival is a bit of modernized mythology. Briefly, it has to do with Boreas Rex, God of the North Wind, who, while out for a bit of air one winter day, laid a fond eye on the city of St. Paul, resting beautifully placid under a mantle of snow. In a wink he decided that St. Paul should be the capital of his realm and that there should be a great carnival each year with plenty of pageantry to provide entertainment for Saintpaulites and to attract visitors to its festivals. But Vulcan, the Fire King, who in his attire resembles the popular conception of Satan, also set up headquarters in St. Paul, with his henchmen. The sole purpose of Vulcan's imps is to dethrone Boreas Rex and put Vulcan in his place. After going around looking mean throughout the carnival, Vulcan, with his satanic helpers, storms with fireworks the majestic palace, made of thousands of huge blocks of ice that enclose colored illumination, and routs Boreas Rex; but that is all right, as the people of St. Paul know it is going to happen. And so ends the St. Paul Winter Carnival.



Shop employees at Miles City, Mont., devised this unique method of assisting the national March of Dimes campaign. The sign is 14 by 6 feet, the letters being made of 2,450 dimes; left-over dimes brought the contribution to \$254.80. Chairman Claude O'Brien of the Miles City Service Club (left) is shown making the formal presentation of the fund to Robert Scanlan, chairman of the Custer County drive.

The 1947 Carnival was a great show and, according to William J. Hickey, president of Saintpaulites, Inc., the Milwaukee Road had a generous hand in helping to make it a success.

**Informality Marks Annual Party at Madison**

THE Madison Service Club dispensed with business on Jan. 25 for an evening of sociability and fun. The occasion was the club's third annual appreciation party, a recognition which was thoroughly warranted. Nakoma Country Club provided an ideal setting and the music of Jerry Billington and his orchestra was an invitation to dance.

The party opened with the showing of colored films of the 1946 annual, at which the club had entertained Leo J. Crowley, chairman of the board of directors, and a large group of rail officials from Chicago and Milwaukee. John "Senator" Vanderhei, who has graduated into the professional m.c.

class since his debut of last year, was instrumental in the making of the film.

This year's party, an informal affair, was pervaded by a spirit of good comradeship. Decorations which supplied Milwaukee Road atmosphere formed a suitable background, and the fine dance music and the excellent lunch and refreshments contributed to the festivity. Party Chairman Harvey Roever was commended on his arrangements, in which he was assisted by Chairman E. P. Kingston, Vice Chairman Ray Corbett and Pete Donis, secretary-treasurer.

**Tomah Club Elects 1947 Officers**

AT the Jan. 22 meeting of the Tomah Area Service Club, the members accepted the nominating committee's slate of officers, as presented by Committee Chairman Frank Rudell. Joe L. Thounell was re-elected chairman and F. S. Sowle as secretary-treasurer; Herman Protz succeeded Otto Teske as vice chairman. Committee appointees for the year included Frank Rudell, Augie Gabower, Carl Reisinger, Louis Gray, Earl Marquardt, Henry Sell, Reuben Peth and Roy Wolfe.

Moving pictures were shown after the business meeting, and were followed by a tasty lunch.

**Inland Empire Club Holds Annual Party**

THE INLAND Empire Service Club, Spokane, Wash., celebrated its annual appreciation party with a dinner-dance at the Desert Hotel on Feb. 15. Over 300 employees attended the affair. The Milwaukee Road insignia and banner supplied the decorative motif.

Superintendent George H. Hill led the list of speakers who addressed the assembly. He expressed his appreciation of the club's activities during the



Superintendent R. A. Woodworth congratulates Harvey Roever, party chairman, on a job well done at the Madison (Wis.) Club affair. Left to right: Ray Corbett, vice chairman; Mr. Woodworth, Mr. Roever, Chairman Ed P. Kingston, and Peter J. Donis, secretary-treasurer.



The Southeastern Service Club, which represents the area from Stockland, Ill., to Elnora, Ind., recently elected officers for 1947. Shown, left to right, are: Alb H. Austin, secretary-treasurer; William H. Cravens, chairman; and Homer T. McCowen, vice chairman. Meeting at Terre Haute, the club has gained the reputation of being one of the most active and interesting clubs on the railroad. Its social affairs have been particularly outstanding.

past year. Master of Ceremonies D. J. Sullivan then introduced A. G. Dupuis, assistant public relations officer, Chicago, the principal speaker. Mr. Dupuis remarked on the splendid turnout as an indication of club co-operation and stressed the importance of Service Club participation in community affairs. Mr. and Mrs. Reinhard Breitengross of Lind, Wash., who were celebrating the eve of their 49th wedding anniversary, also took a bow. Mr. Breitengross, who has been with the Road for 52 years, is agent at Lind and his wife is a retired telegraph operator.

The Milwaukee Road film, "A Railroad At Work," was shown and dancing to the music of Harold Anderson's orchestra completed the evening's entertainment. Chairman Leo Walsh and Secretary W. T. O'Reilly directed the party arrangements.

### Green Bay Holds Largest Annual Party

THE largest gathering of the Green Bay Service Club, 312 strong, dined and danced at the club's third annual appreciation party which was held at Ansgar Hall on the evening of Jan. 25. The affair, marking the conclusion of a successful year, was voted the club's best party to date. Sherman Lavolett's orchestra furnished the music and a catering service prepared and served the refreshments.

Among the retired employes who renewed old friendships that evening was Andrew Rasmussen, 77, a retired engineer. Andy was one of the last guests to leave. Bigger and better activities are planned for the future and the fine Service Club spirit which prevailed at the party would indicate that these ambitions will be fulfilled.

### Watertown Club Honors Member's Retirement

THE Watertown Area Service Club honored the retirement of a loyal club member, Tom Beggan of the B&B department, with a party given in the club rooms on Jan. 26. Tapers, cut flowers and valentines formed the table deco-

rations and about 70 of Tom's friends were present at the dinner, which was prepared by the women's committee. Mrs. Beggan presided with her husband at the head of the table.

Service Club Chairman Fred McLaughlin, Vice Chairman Carl Meckes and Switchman Harry Zoelle gave short speeches. Mr. Beggan was then presented with a handsome reading lamp and, to assure him of refreshing snacks during his leisure, Mrs. Beggan was presented with a coffee percolator.

The remainder of the evening was spent at the card tables and in visiting. Among the out-of-town guests were Mr. and Mrs. Art Leavens and Mr. and Mrs. Fred Dudley of Milwaukee and Agent Elmer Voigt of Hubbleton.

## Service Club Briefs

PLANS are on foot at the Old Line Club, Horicon, Wis., to sponsor a card party for the benefit of the American Legion Auxiliary. Mrs. R. Porten and Mrs. W. Kohl are co-chairmen of the arrangements.

AT the La Crosse Appreciation Party, Jan. 29, L. Vollbrecht of Milwaukee, Wis., discussed the provisions of the Railroad Retirement Act. After the business session Mrs. Ben Day conducted a card tournament and lunch was served. Martin Breuer is chairman of the club.

A SPEAKING program was featured at the Jan. 14 meeting of the Janesville Service Club. Agent Jack Brown and Ernie Smoot, conductor on the way freight, provided the talent.

The editor of a country newspaper retired with a fortune. When asked the secret of his success, he replied: "I attribute my ability to retire with a \$100,000 bank balance after 30 years in the newspaper field, to close application to duty, pursuing a policy of strict honesty, always practicing rigorous rules of economy, and to the recent death of my uncle, who left me \$98,500."

## The Bitter Root Range

(Continued from page 9)

River. They soon had the fire eating its way up the mountain sides, and Avery was sayed. These are the heroes who deserve the credit for saving life and property in the Bitter Root Mountain fires".

Mr. Rusch's tribute, of course, refers only to the immediate region along the railroad, but as the series of fires extended far to the north and south, there were unquestionably many instances of heroic conduct elsewhere.

In the sylvan cemetery near St. Maries, Idaho, there stands an imposing granite monument erected by the United States Forest Service under the immediate supervision of the St. Joe National Forest section. A bronze plaque bears this inscription: "In memory of the men who lost their lives fighting forest fires, August 20, 1910". Ranged about are scores of granite markers serving as memorial sentinels to the dead, testifying to the courage of the forest rangers and other men of the region who engaged in fatal combat with the forest's most ruthless enemy—fire.

In one respect there was nothing extraordinary in the causes of the great expanse of fires in 1910. The humidity was extremely low and the winds strong. These conditions have existed at times since then, but the Forest Service and private facilities for extinguishing or restricting fires have advanced greatly in the 36 years since then. When low humidity and high winds now occur, with consequent fire hazards, the menace is much more successfully challenged by the forest rangers, civilians and the logging operators. In many instances the fires that do start are quickly extinguished.

### Effects of Fire Widespread

During the Great Idaho Fire, burning ash and larger debris fell in cities and towns throughout the Pacific Northwest, and people still living in the region recall the darkened days when the sun looked like a copper disc. In the official records, as compiled by Fred G. Plummer, geographer for the National Forest Service, in a bulletin issued in 1912 under the title "The Record for Dark Days in the United States and Canada," he states that the longest span is "1910, Aug. 20-25, northern United States, from northern Idaho and northern Utah, eastward to the St. Lawrence River".

In this bulletin there appears a graphic account of the immensity of the smoke pall extending eastward from the Great Idaho Fire. The five days of

## OUR SAFETY RECORD

FIRST MONTH, 1947

	Employee Casualties			Total Man-hours Worked	Casualty Rate
	Fatal	Injured	Total		
1947 .....	6	81	87	7,697,939*	11.30*
1946 .....	2	101	103	8,248,444	12.49
Incr. or Decr. . . .	+4	-20	-16	-550,505	-1.19

\*Estimated

"darkness" extended from the city of Spokane eastward, spreading far north to Edmonton, Canada, and south to an east-west line through Pocatello, Idaho, and Casper, Wyoming. According to Geographer Plummer, this smoke pall from the Bitter Root Range extended to northern Vermont and into the lower St. Lawrence River valley. A map shows the smoke pall superimposed over the entire Great Lakes region north of Milwaukee and Detroit and extending as far north as an east-west line through Winnipeg, Manitoba. It is probable that millions of people who lived in the regions referred to, especially people not then directly in contact with news events, wondered much about the cause of the extraordinary phenomenon. In the bulletin Mr. Plummer further states:

"Artificial light was used in daytime, as shown in Fig. 3, but the area in which smoke was observed was very much greater. Indeed, the British ship Dunfermline reported that on the Pacific Ocean, 500 miles west of San Francisco, the smell of smoke was noticed, and the haze prevented observations for about 10 days.

"In connection with the 1910 phenomenon it was noted that a cool wave followed, passing eastwardly over the same area, but spreading farther southward, which gave the lowest temperatures, with frost, for the month of August."

The statistics of the bulletin indicate that the extraordinary smoke pall extending east from the Bitter Root Range in August, 1910, so greatly surpassed other recorded forest smoke palls that there cannot be any comparison.

Transportation men may more readily comprehend the tremendous destructive extent of the Great Idaho Fire by a mathematical picture of the potential carloads of lumber destroyed. The National Forest Service records show that the acreage burned over in northern Idaho was 1,864,000 and in western Montana 432,000. The total acreage burned over in the Bitter Root Range was 2,296,000. Virgin timber destroyed beyond salvage—northern Idaho 5,965,000,000 board feet, and for west-

ern Montana 1,046,000,000 board feet, a total of 7,011,000,000.

This enormous board footage reduced to carloads averaging 25,000 board feet per car, would equal 280,440 carloads. Assuming an average of 75 cars per train (year 1910) that would mean 3,739 trains of lumber, or one imaginary train 2,124 miles in length—almost equal to the distance from Puget Sound to Chicago.

## The Blizzard

*(Continued from page 4)*

passenger service was resumed within 48 hours.

On Jan. 31, following the storm, freight service was virtually at a standstill, but within 10 days it was back almost to normal. Since that time the volume of industrial business done by the Milwaukee Road in Milwaukee has established a new record for any com-

parable week in six years.

The Car Service Division of the A.A.R. issued an embargo order on Feb. 1, applying to Milwaukee and adjacent areas. Between that date and Feb. 15, when the embargo was lifted, nothing moved into Milwaukee except shipments to public utilities, fuel, drugs, medicines, newsprint and a few other items for which special permits of exception were granted.

Speedy recruitment of extra workmen largely explains how the Milwaukee Road was able to fight its way clear as quickly as it did. Every able-bodied man the supervisors could persuade to lay hold of a shovel handle was put to work. Every day for about two weeks special trains carrying from 200 to 400 workmen were operated from Chicago to Milwaukee, but the labor turnover was high; many of the men had to be returned to Chicago at the end of the day, and the whole process repeated the following day.

In addition to our own facilities for coping with the snow, the railroad rented all available contractor's equipment, such as bulldozers, caterpillar clamshells and dozens of trucks. The extra labor, plus rental of equipment cost the railroad approximately \$160,000.

It was a storm to remember—or, perhaps, to forget. But it did serve to remind the railroad that it can accomplish the impossible. As our victorious armies used to say, it just takes a little time.

## The February Cover

ORDINARILY the Milwaukee Magazine publishes a "cover box" only when the cover picture calls for comment or explanation. The one on the February issue seemed to speak for itself.

"This", it whispered, "is a place that men call home. Here is peace, a haven where the weary heart can find its rest and the body its final ease. It is the Great Midwest, known so well and loved so dearly by thousands of Milwaukee Road families."

That must have been what it said to our readers, for the telephone in the Magazine office began ringing as soon as the issue was distributed. Everyone felt he knew the place but wanted to make sure he was right. One man thought the picture had been taken in Itasca, Ill.; another identified it as a little settlement north of Milwaukee, Wis. It was a town in Illinois, Minnesota, Wisconsin, Iowa, Indiana. That was just the way it looked to us, too, which explains why it was used, although the photographer, Louis Williams of Evanston, Ill., had explained that it was taken in Manchester Center, Vermont.

It is good to know that any place in America still looks like home to Americans.



# Women's Club Chapter News



## Tacoma Chapter

Mrs. Earl G. Tallmadge, Historian

Our annual Christmas party was held in the club rooms, Dec. 30. The retiring president, Mrs. Bertha Sowles, gave a brief resume of her two years as president of the club, ending her talk with warm thanks to her officers, committees, and members, for their generous cooperation. The newly elected officers were presented. Mrs. Carl Hoffman, president-elect made the response.

On Jan. 20, Mrs. Sowles was complimented with a lovely luncheon, and gift at Crawford's. The affair was arranged and sponsored by the board of officers. More than 115 members and friends turned out for regular meeting on Jan. 27. Mrs. Jim Corbett and her grand committee served a delicious luncheon from tables beautifully decorated in the Valentine motif. Our club-rooms are located over the passenger depot, therefore, very handy for the men and women who work in the various offices nearby to attend the 12 o'clock luncheon. They enjoy the good food, and fellowship of the hour. Mrs. Carl Hoffman presided. She gave a short inspirational talk, then named her committees for the year. Mrs. Chas. Tussler, who did such a bang up job as general luncheon chairman in 1946, graciously consented to serve another year. Another very important job in our club, that of Good Cheer, was taken over by Mrs. Sowles, and she gave a wonderful report of personal calls and service rendered to those in hospitals.



## Butte, Mont., Chapter

Mrs. N. B. Lupton, Historian

Our first meeting of 1947 was held Jan. 6. The new officers for 1947 were in charge. Preceding the meeting a lovely dessert luncheon was served by Mrs. E. Anderson and Mrs. J. Hayes. Mrs. Olson announced the appointment of her committee chairmen and plans for the coming year. After the meeting cards were enjoyed and all reported a most enjoyable afternoon.



## Savanna Chapter

Mrs. Raymond Schreiner, Historian

The club held its annual Christmas party on Dec. 9. The party began with a pot-luck supper for members and their families. The following program was in charge of Mrs. Irvin Shrake. Seven members of the cast of the senior class play, "Best Foot Forward," presented at the Savanna Township High School, gave a skit. Those taking part were: Miss Eva Vannini, Darwin Goss, Miss Patricia Kinney, Miss Helenmae Doty, Miss Mary Anne Carey and Miss Naomi Nicklus and Miss Patricia Yates. Next was a vocal solo by Billy Schreiner, accompanied by his mother, Mrs. Raymond Schreiner, vocal duet by Mary LaShelle and Dorothy Schreiner with Mrs. Schreiner at the piano, a reading by Mrs. A. L. Flowers, vocal solos by Mrs. E. A. O'Neal, accompanied by Mrs. Raymond Phillips, piano solo by Mrs. Raymond Schreiner, selections by a sextette composed of Naomi Nicklus, Janis Homedew, Hazel Young, Rebecca Whisler, Arla Zink and Mary Ann Pollock, accompanied by Miss Martha Jean Castle.

After the program games were played, with honors in "500" going to Mrs. Henry Hartung and Frank Corey and in "50" to Sandra and Robert O'Neal.

We regret very much to report the death of H. P. Buswell, a well known Milwaukee man, who passed away suddenly on Thanksgiving Day. Mrs. Buswell is one of our most active members and also an officer.

## Mason City, Iowa, Chapter

Mrs. John Balfanz, Historian

Thirty-one members met Jan. 7 with our newly elected president, Mrs. Walter Hendrickson, presiding. The meeting opened with group singing led by Mrs. Marlowe Evans, with Mrs. Carl Anderson accompanying. A short business session followed.

Mrs. Hendrickson announced the board members for the new year: 1st Vice Pres., Mrs. C. S. Pack; 2nd Vice Pres., Mrs. Fred Lewis; Treas., Mrs. Oscar Larson; Rec. Sec., Mrs. Kenneth Roth; Asst. Rec. Sec.; Mrs. C. E. Kemp; Cor. Sec., Mrs. R. Schmidt; Historian, Mrs. John Balfanz. Chairmen: Constitution, Mrs. V. E. Gustafson; Welfare, Mrs. Anna Lang; Good Cheer, Mrs. H. L. Phillips; Scholarship, Mrs. Fred Hornig; Ways and Means, Mrs. W. T. Cross and Mrs. A. L. Kirby; Membership, Mrs. J. Weenas; Social, Mrs. J. L. Burns; Program, Mrs. R. E. Sizer; Refreshments, Mrs. O. T. Anderson; Publicity, Mrs. Carl Anderson; Safety, Mrs. W. G. Schrader; Library, Mrs. Marlowe Evans; House and Purchasing, Mrs. C. C. Smola; Music, Mrs. Harry Farrar; Phone, Mrs. Harold Colleton; Auditing, Mrs. C. A. Anderson, Mrs. W. T. Blackmarr and Mrs. Mae McClintock; Custodian, Mrs. Barbara Gross.

At the close of the meeting refreshments were served by Mrs. Louis Walters, Mrs. Clara Dennis and Mrs. William Blackmarr, and cards were enjoyed.



## Malden Chapter

Mrs. C. W. Miller, Historian

Our December meeting was in charge of Mrs. O. A. Burns, president. We had a Christmas exchange of gifts, pot-luck dinner and election of the new officers who are as follows: Mrs. W. D. Hale, president; Mrs. Ethel Carver, first vice-president; Mrs. H. W. Terrien, second vice-president; Mrs. Merle Carver, rec. secretary; Mrs. John Webb, treasurer; Mrs. C. W. Miller, historian.

The club is starting a series of four card parties, bridge and pinochle will be played. These will take place at our regular meetings.



## Ottumwa Chapter

Katherine M. Gohmann, Historian

It was because of the good management of Mrs. Clapp and those who assisted her on the Social Committee last year that we had a surplus in their fund and were enabled to serve the delicious oyster stew luncheon to all members free of charge on Jan. 3. A beautiful bouquet centered the luncheon table and was later taken to Mrs. Tom Kemp as a token of our appreciation for the fine work she has done during the past few years as chairman of our sunshine committee. Because of illness Mrs. Kemp was unable to attend the luncheon. Last year was a very successful year for our chapter and our retiring officers are deserving of our thanks and appreciation.

The following chairmen have been appointed for the coming year: Mrs. Fred Wilford, Constitution; Mrs. I. H. Rasmus, Welfare; Mrs. C. W. Becker, Good Cheer; Mmes. C. F. Ebbert and Harry Pile, Ways and Means; Mrs. A. G. Elder, Membership; Mrs. L. N. Hakeman, Social; Mrs. R. O. Clapp, Refreshment; Mrs. Merwen L. Taylor, Program; Mrs. A. R. Nicholson, Publicity; Mrs. Jos. Palmer, Auditing; Mrs. Ralph Murphy, Safety; Mrs. Harry Vaughan, House and Purchasing; Mrs. H. L. Cogswell, Vending Machines.

## Kansas City Chapter

Mrs. Wm. Kinder, Historian

Our Jan. 7 meeting was held at the North East Masonic Temple. A dessert luncheon was served at 1:30 by Mrs. W. B. Alexander. Business meeting was called to order by the retiring president, Mrs. Tarbet. New officers were installed by Mrs. Affeldt. Mrs. Dobson, our new president, responded with a few well chosen words. Mrs. Banta read the auditing committee's report. Mrs. Sevidge, good cheer chairman, reported 26 cards sent 7 personal and 5 telephone calls made—one spray sent.

We enjoyed having Miss Lindskog with us at our December meeting. Her talk gave us an inspiration to endeavor to make our meetings of more interest and pleasure to our members. We plan on having a social hour of Bingo or cards following our business meetings. A motion was made and carried that Mrs. Rhodus purchase 200 plastic bags to sell as one of the ways and means activities. A gift of costume jewelry was presented to our retiring president, Mrs. Tarbet in appreciation of her faithful service the past three years. Mrs. Dobson appointed the following committees: Mrs. Guy Rhodus, ways and means; Mrs. G. L. Tarbet, membership; Mrs. H. L. Banta, social; Mrs. Sevidge, good cheer; Mrs. Watson, telephone; Mrs. Roy Cawby, auditor. Bingo was played during the social hour.

Kansas City Chapter met at Masonic Temple on Feb. 4. A short business meeting preceded a delicious baked ham dinner served at 6:30 to 84 employees and families. After dinner Mrs. Dobson introduced Harry Harlan, Assistant Executive Secretary of the Kansas City Y.M.C.A., who acted as toastmaster, gave a short talk and led in group singing. Mr. Hatchitt and Mr. Hirsch then set up their movie screen and showed scenic pictures of vacation spots through the Northwest as well as color scenes of Kansas City Parks and flowers. Everyone enjoyed a pleasant evening.

## Terre Haute, Ind., Chapter

Mrs. Albert Duensing, Historian

The club met Jan. 16, a baked ham covered dish supper which was enjoyed by everyone, preceding the meeting. Hostesses for the evening were: Mrs. Joe Taylor, chairman, assisted by Mrs. Cecil Patton, Mrs. Geo. Hoffman, Mrs. Charley Longehor and Mrs. Earl Roberts. New officers for the year were installed by Mrs. Aaron Wright. In appreciation Mrs. Bailey was presented with a beautiful gift of glassware.



## Des Moines Chapter

Nina M. Eggleston, Historian

January meeting was held at the apartment of Mrs. Carl Shannon, our 1947 President; the other officers being: Vice Pres., Mrs. Paul Black; Sec., Mrs. Clyde Anderson; Treas., Mrs. Vonnie White; Good Cheer, Mrs. Frank Price; Membership, Mrs. Harry Garland; Historian, Nina M. Eggleston. Due to inclement weather a number of members were elected to stay inside.

Our holiday party, which is held each year for all members and their families, was well attended. About 65 being present. A turkey dinner with all the trimmings was served cafeteria style. Plenty of food present, and everybody seemed to be "full house." After the tables were cleared we enjoyed ourselves with playing of games and the singing of Christmas carols and old songs.

# Keyed to Spring Fashions



Clothes interest for spring focuses on accessories, for good looking hats and handbags supply a short cut to fashion and make the most of a limited clothing budget. At the left is one of the newest sets, new as spring itself and as practical as it is pretty. The hat and shoulder bag are simple rounds of single crochet; the directions were written for the novice crocheter. One of the unusual features is the ribbon bow on the bag, repeating the color of the hat band. For women who have never crocheted, it provides a good chance to learn the craft, in a lesson that produces immediate results.

At the right, slippers to inspire a dancing mood. This attractive footwear is the modern version of grandmother's crocheted bedroom slippers, adapted to lounging or entertaining at home. Crocheted sole sections conceal soft inner-soles for comfort. Sequin edging and satin ribbon laces give them that dress-up look.



Be dramatic with a shoulder bag like the one at the left, still the biggest news in tailored accessories. This trim style, which requires only a half yard of felt and a buckle, is roomy and handsome. Double thicknesses of felt are used throughout and all the seams are reinforced with double top stitching. Free directions for making all of these accessories may be obtained from the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.



## Austin Chapter

Inez McCarthy, Historian

Following officers were chosen for the year 1947, Mrs. R. W. Graves, President; Mrs. Carl Malmsted, First Vice; Mrs. Arthur Riley, Second Vice; Mrs. M. T. Sevedge, Treasurer; Mrs. Earl Long, Rec. Secretary; Mrs. J. H. Hogan, Cor. Secretary, and Inez McCarthy, Historian. Chairmen appointed are Mrs. Geo. Wood, Publicity; Mrs. Geo. Haseltine, Bylaws; Mrs. Leo McGovern, Good Cheer; Mrs. O. A. Haverberg, Membership; Mrs. J. L. McCarthy, Auditor; Mrs. Wm. O'Brien, Ways and Means; Mrs. Wm. Tritchler, Social; Mrs. Ben King, Program; Mrs. Mary Taylor, Refreshments.

A goodly number of members met in the club rooms Feb. 6 for a dessert lunch. Plans were made for a pot-luck supper and card party to be held in the club rooms in March. Committee of arrangements to be Mesdames Haseltine, Haverberg, McGovern, Frank Jeffers and Graves. The door prize was won by Mrs. O. C. Peed.



## Deer Lodge Chapter

Bessie Healey, Historian

Meeting of the Deer Lodge Chapter was held Jan. 17. Mrs. John Coey and Mrs. L. S. Cunningham were hostesses for the 1:30 o'clock luncheon.

Mrs. J. J. Dorsey, newly elected president, presided at the business meeting and named her committees for the ensuing year. Membership, Mrs. James Dennis, Mrs. Roy Kidd, Mrs. C. E. Ade, Mrs. C. D. Clark, Mrs. Wm. Lintz, Mrs. W. E. Brautigam. Hospitality, Mrs. Ted Rule, Mrs. E. L. Hopkins. Ways and Means, Mrs. L. S. Cunningham. House and Purchasing, Mrs. Sam Winn, Mrs. John Coey. Courtesy, Mrs. A. A. Woolman, Mrs. E. M. Rose, Historian; Mrs. Joe Healey. Auditing, Mrs. Chas. Davis, Mrs. P. L. Kirwan. Constitution and by-laws, Mrs. W. H. Graeter. Bridge and pinochle were played during the social hour.



## Black Hills Chapter

Mrs. Anton Bitz, Historian

Our new officers were installed at the first meeting of the new year. Committee chairmen reported on the work done in the past year. Everyone brought a new dish-towel for the Club. A new gas range was bought with the proceeds of our rummage sale and it really adds glamour to the kitchen. After the business meeting a lovely lunch was served by Mesdames Harris Dilla-bough, Rudy Beckman, and Vern Mount.



## Milbank Chapter

Cleo M. Phelan, Historian

Greetings to our General Governing Board officers and members of all chapters. For many of us the past few years have been years of anxiety and worry. 1947 gives us all new hopes and courage to swing back into our old time "high."

Milbank Chapter starts the new year under the leadership of Mrs. Otto Werner and with Daisy Mayer membership chairman. Our regular business meetings are followed with cards and musical entertainment. Our Dramatic Club and Milwaukee Glee Club have promised to line up again. We have our regular bank drawing each meeting and all members report many telephone and sick calls as well as flowers and food donations. We recently received \$5.00 from grateful friends, also \$1.00 to start a paint job on the Holland Mill which graces our railroad park. In summer we boast one of the nicest parks along the "Milwaukee" and tourists and our townspeople greatly enjoy it.

## "Suit"-able for Spring

SPRING in the offing means various things to people. For women in general it means new clothes to revive tired wardrobes—gay hats and, if possible, new spring suits. Business women especially regard suits as the mainstay of their wardrobes, while for dress-up occasions those adapted to soft fabrics are appealingly feminine.

The expenditure for a good suit is apt to take a substantial bite out of the clothing budget, but anyone who can make a dress can make a suit at home for about half the cost of a ready-made garment. There is no special magic involved in making one but there are a few details of technique which it is necessary to know in order to give it a finished, professional appearance.

The amateur seamstress who feels emboldened to attempt her first suit this spring can get some good advice from a leaflet recently released. It guides each step, from the preliminary shrinking of the material to the sewing on of the final button. The more seasoned seamstress will also find it helpful in many ways. It removes, for instance, the bogy of the sagging lining, the puckered sleeve and drooping shoulder, the curling lapel and many other problems of tailoring which occasionally confront the home stylist. The leaflet can be obtained from The Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.



This is one of the new suit styles, easy to make, with the longer jacket, high neckline and slim skirt. The pleats in the large patch pockets are held in place with buttoned-down flaps.

### ★ Green Bay Chapter

Mrs. Russell Anderson, Historian

Monthly meeting was held Feb. 6 with our new president, Mrs. Harold Matthews presiding. The membership drive is now on. We plan to complete it by early spring. Our sympathy goes to one of our faithful workers, Mrs. Geo. Gunn, in the loss of her brother.

One good deed deserves another. The Green Bay Chapter knows this is true, for on Dec. 12 the Service Club of the Superior Division had the use of our club room, and they in turn had the Green Bay Traffic Club as their guest. At our meeting the club received a beautiful floor lamp—a gift from the Traffic Club. The presentation was made by Walter Huegel, an officer of that club. It was just 14 years ago that E. D. Grim, passenger agent, held the first meeting of the Traffic Club in our club room. We say thanks again for the good deed.

Attendance prize was won by Mrs. Harold Matthews, bridge prizes by Mrs. Einerson and Mrs. Phrang. Refreshments were served by Mrs. Phrang and Mrs. Deacon.

### ★ Mobridge Chapter

Shirley Sizemore, Historian

Our first meeting of the year was held Jan. 20 with our new president, Mrs. Ivan Kern, presiding. Piano numbers by Carol Hilton, Carol Carlton, Joyce Boston, and Mary Ann Nord were the features of the program. A cake donated by Mrs. Ivan Kern was auctioned off with Mrs. George Gallagher winning it. Mrs. Frank Snyder won door prize. Mrs. Frank Snyder and Mrs. A. J. Athen were on the refreshment committee.

### ★ Marquette Chapter

Mrs. Stanley Hunter, Historian

The first meeting of the year was held Jan. 8 with our new president, Mrs. Joe Kluss in charge. Committees were appointed. The usual "500" was played with Mrs. Fred Reetz winning high prize and Mrs. Lucy Cronin traveling. Our hostesses were Mrs. Leo Hagensick, Mrs. E. C. Atchison, Mrs. Fred Kleinow, and Mrs. Nels Cardin. Door prize was won by president Mrs. Kluss.

### ★ Wausau Chapter

Mrs. G. F. Paulus, Historian

The club met at the club house Jan. 14. The following committees were appointed: Ways and Means, Mrs. E. B. Fowler; Historian, Mrs. G. F. Paulus; Housing and Purchasing, Mrs. L. Nowitski; Membership, Mrs. Wm. McEwen. Card playing was enjoyed for the remainder of the afternoon. Door prize was won by Mrs. Ed. Hahn. A lunch was served by the committee in charge.

### ★ Milwaukee Chapter

Mrs. F. Whitty, Historian

Two new members were present at our January meeting. Several thank you notes were read and an excellent audit report was given by Mrs. Heineman. Mrs. Ross, Red Cross chairman, reported 166 hours of work with seven pair cast socks and four sleeveless sweaters made.

Pillow cases were given to members to embroider. These are to be finished by May, when we will have a pillow case card party. A collection of \$4.00 was taken for the Sunshine Fund. Mrs. L. Schmidt won the door prize. Refreshments and cards followed the meeting. The 1947 membership drive is now on. Let's all help by paying our dues before March 1, when the club will have a trophy dinner for paid up members.

### ★ Seattle Chapter

Mrs. R. C. Sandus, Historian

The fourth Thursday of January, the Seattle Chapter held its annual election of officers. Those elected were: president, Mrs. B. R. Johnson; first vice-president, Mrs. R. W. Jones; second vice-president, Mrs. S. O. McGilliard; recording secretary, Mrs. C. G. Hurbut; treasurer, Mrs. C. F. Goodman; historian, Mrs. Roland C. Sanders. A no host luncheon was held prior to the election and following the meeting a social hour.

### ★ Council Bluffs Chapter

Mrs. Earl Smith, Historian

Council Bluffs Chapter met Jan. 8 at the Y.M.C.A. Mrs. Herman Jensen presided. Annual reports were given by all chairmen. Good Cheer reported sending 46 cards, 18 personal calls, 52 telephone calls, four plants, two cans tobacco, two books sent to the Schick Hospital at Clinton, Iowa. One hundred forty-six hours reported for Red Cross work during the year. The new officers for the year were installed: President, Mrs. M. A. Ford; Vice President, Mrs. H. O. De Vol; 2nd Vice President, Mrs. Roy Michael, Sr.; Secretary, Mrs. Ed. Lee; Treasurer, Mrs. H. E. Rooney; Historian, Mrs. Earl Smith.

The club met Feb. 5 with 21 members and guests present at a Valentine Party. Each member wore an old hat of a few years back. After the business meeting, bingo was enjoyed. Prizes were white elephants brought by those present. Refreshments were served by Mrs. Fred Gress, in charge of arrangements. Every one voted they had a good time so we will have another party at our March meeting.

### ★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

Meeting of Jan. 17 was proceeded by a pot-luck luncheon and was well attended. Mrs. P. McGough, retiring president, presided. Monthly and annual reports were given. New officers were then installed, Mrs. Reardon acting as installing officer.

The new officers are: president, Mrs. J. Litscher; first vice, Mrs. George Lasky; second vice, Mrs. P. McGough; rec. sec'y, Mrs. A. Luedke; treasurer, Mrs. F. Widman; cor. sec'y, Mrs. M. Hobdi; historian, Mrs. A. J. Bensch. New chairmen are By laws, Mrs. E. Lee; Membership, Mrs. W. Graham, Good cheer, Miss L. Millar; Publicity, Mrs. G. Lasky; Social, Mrs. S. Zimmerman; Ways and Means, Mrs. Reardon; Welfare, Mrs. O. Wellman; Auditing, Mrs. J. Chaloupka, Safety First, Mrs. K. O'Connors. Social hour followed the meeting.

### ★ Minneapolis Chapter

Evelyn Manlove, Historian

The first meeting of 1947 was held Jan. 15 at Laidlow Hall. Mrs. Rogers reported that she sent 11 Good Cheer and four Sympathy cards. She also made two personal calls. Mrs. Webster told of how much the 11 Christmas baskets were appreciated. She made some very fine suggestions as to how to make them better for the coming year. Mrs. Campbell gave a report on the progress being made to purchase photography equipment for the handicapped at the Veterans Hospital at Fort Snelling. This fund was raised more than a year ago but due to the lack of space and being unable to obtain some of the materials it has been postponed until now. After the meeting the Service Club served refreshments.

★ *Lewistown Chapter*  
Mrs. Charles H. Koch, Historian

Members met at the club rooms Feb. 6. Mrs. Jim O'Dore was hostess to a delicious dessert luncheon at 1:15, after which the meeting was called to order by President Mrs. Ole Haanes. The afternoon was spent playing bridge following business session. Mrs. A. W. Luedke received both the high score and traveling prizes. Mrs. O. S. Porter received the consolation.

Mrs. Ann Reuther was the inspiration of a lovely party given by men and women of the club. She is retiring after 33 years of consecutive service as rate clerk, and will be greatly missed as a valued employee. As a token of their friendship and esteem the group provided her with a watch as a keepsake, the presentation being made by M. J. Boyd. Moving pictures were taken during the evening. Bingo and bridge were the diversion of the evening. An appetizing lunch was served.

★ *Othello Chapter*  
Mrs. Sam Pessein, Historian

Our chapter sponsored a Pinochle Party on Jan. 31, at which it netted \$16.50. February meeting was held on the 4th. Good Cheer Committee reported two cards sent and two calls made to sick members.

★ *Avery Chapter*  
Mrs. R. E. Townsend, Historian

The chairmen of the various committees, appointed by President Mrs. E. F. Husaboe include: Social, Mrs. Emmitt Peterson; Membership, Mrs. Frank Lashell; Constitution and by-laws, Mrs. George Murray; Librarian, Mrs. Felix Marcello; Auditing, Mrs. Herbert Uttley; Welfare, Mrs. H. Pears; Good cheer, Mrs. Dean Aman.

Twenty-three members were present at the February meeting. Bunco was played instead of the usual pinochle. Miss Mary Irwin gave a reading. A contest to see who could make the best cupid out of chewing gum proved very entertaining. Hostesses for the evening were Mesdames Leslie Aman and Dean Aman.

★ *Madison, S. D., Chapter*  
Mrs. A. D. Walker, Historian

New officers were installed Jan. 8 when business meeting was held at the home of Mrs. Milo Potter, retiring president. Mrs. C. A. Berg, a past president and charter member of the club, was installing officer. A personal gift was presented to Mrs. Potter by the club in appreciation of her active work for the club during the past year. It was decided to meet in the homes during the winter months. Mrs. Thea Westby, a long time member of the club, was reported ill. Following the business meeting, there was an hour of card playing and lunch.

Mrs. Westby has announced the following committees: Mrs. H. G. Gregerson, constitution and by-laws; Mrs. A. D. Smith, good cheer; Mrs. Ben Long, ways and means; Mrs. Ben Best, refreshments; Mrs. Verne Eggebraaten, program; Mrs. C. A. Berg, welfare; Mrs. E. R. Letcher, social; Mrs. Earl Allen, membership; Mrs. Henry Campbell, house and purchasing; Mrs. Nick Klaser, auditing; Mrs. Frank Campbell, safety.

On January 28th a social meeting was held at the Ben Long home. The prizes were won by Mr. and Mrs. Verne Eggebraaten and the traveling award went to Mrs. Hans Westby. Lunch was served by Mrs. Ben Long, Mrs. Vernon Eggebraaten, Mrs. John Broderick and Mrs. Lyle Matbison.

★ *West Clinton Chapter*  
Mrs. Dale Hutson, Historian

Our first meeting of the new years was held with a good attendance and a desire and willingness of all members to make our chapter more active and cooperative in 1947 than in any year since we organized five years ago. After a delicious supper served by Mrs. Ben Conner, Mrs. Chas. Weyrauch and Mrs. Reed McGinnis, business meeting was held, with First Vice President, Mrs. Reed McGinnis and other new officers and chairmen presiding. Bingo was enjoyed following the business session.

★ *Wisconsin Rapids Chapter*  
Mrs. C. T. Flanigan, Historian

Mrs. Percy Millenbah was hostess at our January meeting, at the home of her daughter, Mrs. John Grandza. It was decided to

start three mystery baskets among the members as a way of raising money for the treasurer. Mrs. Al Urban offered to donate something to the club next month on which chances will be sold.

Mrs. John Stoker will act as treasurer to fill the term vacated by Mrs. Howard Gibbs, who has moved to Green Bay. It was reported that six fruit baskets were distributed at Christmas to the retired railroad men and families. Mrs. Earle Hohenadel, of Madison, wife of our new car inspector, was a guest. Mrs. W. J. Sullivan was presented with the door prize. The treasurer's books were audited. A delicious lunch was then served by the hostess.

Voter: "Why I wouldn't vote for you if you were St. Peter himself."

Candidate: "If I were St. Peter, you couldn't vote for me. You wouldn't be in my district."

## Help a Fellow Employee Find a Home

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

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

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

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
Sigurd M. Berg	Asst. City Ticket Agent	6238 N. Nordica, Chicago 31, Ill.	Chicago, Ill., or Suburb
Carl J. Bachmann	Engineering Dept.	Rm. 809 Union Sta., Chicago—ext. 233	Chicago, Ill., or Suburb on CMSTP&P
Mrs. S. L. Kurowski	Comptometer Opr.	2832 N. Hamlin, Chicago 18, Ill.	Chicago, Ill., N. or N.W. Suburb
Lee R. R. Storm, Jr.	Instrumentman	Division Engineer's Office, Chicago, Ill.	Chicago, Ill., or Suburb
C. E. McGrew	Traveling Auditor	813 Knight St., Miles City, Mont. Phone 791M	Aberdeen, S. D.
Lorraine Koy	Clerk	Rm. 41, Fullerton Ave. Office, Chicago	Chicago, Ill., N. or N. W.
Carl E. Holmgren	Clerk, Cent. Disb. Accounting	5346 W. Ohio St., Chicago 44, Ill.	Chicago, Ill., or Suburb
Jacob Hansen	Gen. Car Foreman	2109 Blaisdell Ave. Minneapolis, Minn.	Minneapolis, Minn.
William S. Ernst	Towerman	1254 N. Lockwood, Chicago 51, Ill.	Chicago, Ill., N. or N. W.
H. R. Mallum	Telephone Opr.	711 E. 5th St., St. Paul, Minn.	St. Paul, Minn.
Henry A. Budnick	Stenographer in Supt.'s Office	3918 Emerson, North Minneapolis, Minn.	Minneapolis, Minn.
Orville B. Jacquet	Carman	1816 North 14th, Milwaukee, Wis.	Milwaukee, Wis.
Oscar T. Strand	Signal Foreman	Arcadia, Wis.	La Crosse, Wis.

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 April issue goes to press will appear in that issue. Those arriving later will appear in the May issue.

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

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

## MADISON DIVISION

W. W. Blethen, Correspondent

St. Raphael's Cathedral at Madison was the scene of the lovely wedding of Miss Margaret Showers, daughter of Engineer Lester Showers, and Walter Gavin, on Jan. 20.

Roundhouse Foreman G. C. Reinold of Madison and Mrs. Reinold made a trip to Hibbing, Minn., to greet the arrival of a grandson, Larry Gailord, born to Mr. and Mrs. Walter McGuire (Dorothy Reinold) on Feb. 8.

Paul Kingston, retired conductor, and Mrs. Kingston, Madison, are spending a few weeks at Miami, Fla.

Maj. John T. Conlin recently underwent another operation at Percy Jones General Hospital, Battle Creek, Mich.

Conductor C. I. Peck is recuperating at the Wisconsin General Hospital, Madison, from an eye operation on Feb. 10. He is getting along nicely.

Chief Clerk B. M. McNulty of the freight department at Madison and Mrs. McNulty are rejoicing over the arrival of another grandson, Robert Merwin Gorsuch, born to Mr. and Mrs. Merwin Gorsuch (June McNulty) on Jan. 21.

A recent letter from Machinist Helper Frank Thompson of Madison, who is winter-

ing at Ajo, Ariz., for his health, states he is much improved.

Mrs. Ellen Dempsey, 83, widow of Crossing Flagman Michael Dempsey, died at her home in Madison on Feb. 8. Her four sons are employed on the Madison Division; Thomas, locomotive engineer; Frank, storekeeper at Madison; John, pipefitter in the mechanical department at Madison; and James, car inspector at Madison. Sincere sympathy is extended to the family.

Night Roundhouse Foreman Sam D. Smith, Madison, retired on Dec. 21, 1946, after 36 years of service with the Milwaukee Road. Sam entered service at Mitchell, S. D., in 1910 and was transferred to Aberdeen, S. D. He worked there until 1919, when he was sent to Austin, Minn., as shop foreman. In 1931 he went to Janesville as night roundhouse foreman and in 1936 was transferred to Bedford, Ind., as day roundhouse foreman. He came to Madison as night roundhouse foreman in 1937.

Conductor "Shadow" Wyman is recovering at his home from a siege of pneumonia. Latest report, he is coming along fine.

John P. Goggin, son of Engineer Maurice Goggin, made seniority date as fireman on Jan. 19, with his father as engineer. On the same date Ernest R. Burmeister, son of Engineer Ernest J. Burmeister, made his seniority as fireman, with his father as engineer.

## H & D DIVISION

W. H. Applegate, Division Editor

We welcome our new superintendent, A. T. Berg, and he has surveyed his new territory and seems pleased with his assignment.

Charles H. Soliday, engineer on No. 15 and No. 16 before his retirement in November, 1944, after 41 years service, and who now lives at Truman, Minn., dropped in at the office the other day. He wanted to be sure that his name was placed on the Magazine mailing list, as he likes to keep posted on the happenings on the "good old Milwaukee" and learn what his old friends are doing. Charley has a son working on the H&D Division—Trainman Merle Soliday, who frequently helps man trains 64 and 61 between Aberdeen and Mitchell.

Conductor William Wells, head man on No. 15 and No. 16, gave us this news item: Our star baby passenger conductor, Ben Bishop, and wife are on their annual vacation trip to Arizona and Mexico.

Before leaving for his vacation Conductor Ben Bishop received a large salmon, sent to him by Trainman Harrison Cadwell who, with Mrs. Cadwell, is visiting his daughter at Portland, Ore.

Sympathy is extended to East H&D Engineer Arthur Brundage, whose father died recently at Minneapolis at the age of 87.

Aberdeen Switchman Jack O'Conner and wife recently departed on a 90-day trip to Florida and California.

A baby girl, Nancy Mae, was born to Mr. and Mrs. Richard Crandpre at Aberdeen on Jan. 5. Dick is Mr. Morse's clerk in the car department.

Flash! Mrs. Pearl Hopp of the superintendent's office received word that she has acquired a grandchild, a seven-pound daughter arriving at the home of her son William at Fargo.

Someone found out that Maud Dixon had a birthday on Jan. 28 and the Aberdeen freight house force gave her a surprise party, serving cake and coffee, the angel food cakes being the handiwork of Mrs. Frank Saunders and Mrs. Bill Hohensee. Congratulations and best wishes to Maud, who unflinchingly braves all sorts of weather in her tours about the railroad at Aberdeen.

Conductor and Mrs. C. J. Mitchell, while returning recently from a funeral in Ohio, were passengers on the train which was derailed in Indiana. They were in the rear car, which stayed on the track, and they fortunately escaped injury. A true railroader, Charley took over the rear end flagging duties immediately, to do what he could to help.

The Aberdeen passenger station office extends a welcome to Florence Johnson, new stenographer in the division freight and passenger agent's office.

Instrumentman Norman Givens, engineering department, Aberdeen, has transferred to the real estate department as assistant industrial engineer and is now located at Davenport, Ia. Best wishes, Norman. You're also missed in the bowling league.

We have it from a reliable source that

## Vacation Odyssey

FIREMAN Calvin Sorby of Montevideo, Minn., and his pal, Mel Folkestad, both ex-Navy men, recently took an 18-day pleasure jaunt down Mexico way, in a brand new plane they purchased shortly before the trip. The plane, a neat little PT 26 known as the "Cornell", is a trim craft with a yellow body and low blue wings.

The boys mapped their course along the Rio Grande River almost all the way to Mexicali and then went on to San Diego, Calif., to spend a week with Cal's sister. From there they flew over the Grand Canyon, saluting en route some jet propelled Army planes they encountered near the San Bernardino Army air base. On this leg of the trip they found themselves hemmed in by thick soupy fog, but with the aid of their instruments they landed on the Army air field at Salt Lake City on a day when all air transportation was grounded within a 100-mile radius.

While waiting for the fog to lift, the boys went sight-seeing and visited Salt Lake's famous Temple Square and the tabernacle. When they took off again, they encountered updrafts over the hills which lifted their plane like a feather on the breeze. Tuning in for weather



Fireman Calvin Sorby and the "Cornell." Calvin's father, Oscar Sorby, is a locomotive engineer on the H&D.

reports, they discovered that Mexico has no commercial radios which supply that service but they always found plenty of good Mexican music to fly by. Back home, the boys are now planning where to head for on their next vacation.

Carman Apprentice Elmer Albright, Aberdeen, is engaged and that Virginia is her first name.

The stork has really been working overtime around Aberdeen lately, evidenced by the following reports:

A baby boy, Dennis James, arrived at the home of Locomotive Fireman and Mrs. James P. Palmer on Feb. 6.

Machinist and Mrs. Dean A. Radabaugh were blessed with a little girl, Carol Lynn, on Jan. 30.

Carpenter and Mrs. Morris Smith received a baby girl on Jan. 1.

On Jan. 12, a baby boy arrived at the home of Carpenter Helper and Mrs. Albert Rieger.

To increase the percentage of girls, a daughter was born to Boilermaker Helper and Mrs. Fred Himmerich on Feb. 5.

C. J. Baldwin, retired carpenter, has gone to Los Angeles for an extended vacation.

D. D. Halderman, retired engineer, who recently celebrated his 50th wedding anniversary, is in a local hospital recovering from a serious operation. We wish him a speedy recovery.

It was wedding bells for Robert Shevlin, son of Machinist Helper Bill Shevlin, on Jan. 31.

Machinist Helper John Paar is losing his family fast. Two of his daughters, Janice and Joan, were married in the last month.

On Jan. 25, 35 division officers held a dinner party for Master Mechanic Wayne W. Henderson, who was transferred to the Iowa Division at Marion. Mr. Henderson was presented with a portfolio. He departed with the best wishes of his Aberdeen friends.

We welcome to Aberdeen the new master mechanic, Harold E. Nicksch, who comes to us from Western Avenue, Chicago.

The newly appointed agent at Hosmer, S. D., is G. W. Beck; Ortle's new agent is D. D. Rockwell.

B. A. Shea was recently appointed as agent at Wegdahl, Minn.

## East H & D

Martha Moehring, Correspondent

If this column smells like tan paint, blame it to the fact that we are having our face lifted around here. It isn't safe to touch anything for fear of getting stuck tight. However, after its all over it will have been worth it because the improvement is great.

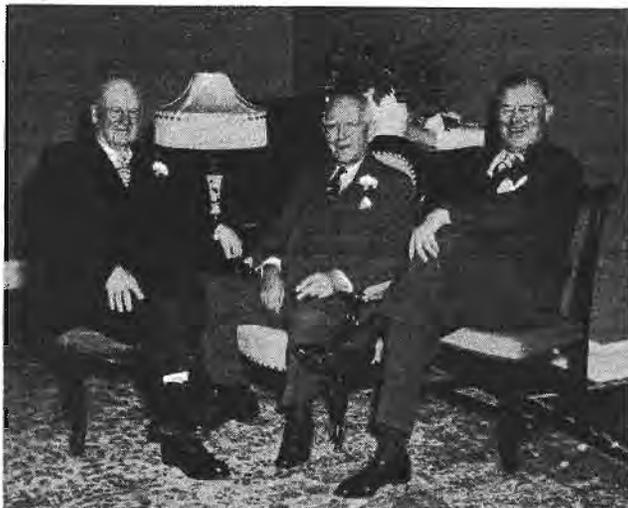
It's nice to see Dave Burns back with us after about a six-week lay-off. Dave is our senior yard man and after the first day's work he was a tired man. Vacations have a way of doing that to a person.

Several of the men have made trips up to the local hospital during the past month. Special Officer Jim Madden had Patsy up there for an appendectomy and Section Foreman LeVere Natzel had his little son Michael (the cowboy) there for a couple of days. Fireman Jesse Schaller and Brakeman Vernon Lund each came away with an addition to the family when they went to take their wives home.

Conductor Jim Fay fell and broke a bone in his cheek during the icy weather. It was a painful ordeal but he is again back on the job.

Several of our railroad families have been taking extended vacations this past month. Conductor Ray Nichols is visiting his son Virgil and family in Sacramento. The Lyle Nemitz family spent some time in California. Jim Murphy and his wife are visiting two of Jim's brothers in Seattle and Vancouver and are also taking a trip down Sacramento way before coming back to Minnesota. The Floyd Ashburns took a trip out to Denver and

Milwaukee Road Captain of Police Emmett Burke and Mrs. Burke, of Aberdeen, S. D., made a trip to Chicago on Dec. 23 to be with their daughters on the occasion of their 50th wedding anniversary on Dec. 29. The celebration took place in the home of their daughter, Mrs. Jack Kirby. Mr. Burke (left) is shown visiting with J. T. Gillick, vice president-consulting, and L. J. Benson, assistant to vice president.



Below: Mr. and Mrs. Emmett Burke with their daughters, Mrs. Jack Kirby, Mrs. W. T. Loeber and Mrs. F. W. McGuire, all of Chicago, and Mrs. J. H. Jerome of Elgin, Ill. (left to right). Mr. Burke has been captain of police at Aberdeen for about 30 of his 47 years with the railroad.



drove over Loveland Pass, 14,000 feet above sea level where they saw the world's highest ski slide, which is a mile and a half high. (Oh, yes, there's an electric tow to get you back up.) The ride over the pass was too much for Mrs. Ashburn and Floyd had to come back on a safer and less exciting route.

The Fred Burdicks are also out in California. Shortly before they left on their vacation, Fred cut his finger while pursuing his jigsaw hobbies down in the basement. Friends have suggested that he confine himself to an erector set when away from his duties as engineer.

We note with regret that Engineer Roy Vandenburg passed away after a short illness at his home in Minneapolis. Roy had been a locomotive engineer in Minneapolis since 1931, when he was transferred there from Spokane and Tacoma where he had served as safety first inspector. We extend our sympathy to his widow and children.

Ice fishing has been the major sport among the men during time off. Dispatcher Jerry Nentl holds the record with a hefty 15-pound northern pike. Just when everybody was standing around admiring the specimen and Jerry's chest was expanding. Operator Wayne Dunlap made a belittling remark

about sardine sandwiches. Wayne and Jerry are again on speaking terms.

Janice Bakke, the "lovely" whom you saw pictured in the September issue of the Magazine and who is the daughter of Conductor Fred Bakke, attended the recent St. Paul ice carnival as Montevideo's representative among the fire queens.

We extend sympathy to Mrs. Ole Sletten and family for the death of Mr. Sletten at his home in Wegdahl, Minn., where he served as depot agent for many years.

While taking a short cut home from Southtown the other night, when the mercury was 14 above, Conductor W. E. Bloedorn misjudged the scenery in the gathering dusk and took a sudden plunge. Earl says he learned one thing for sure—his overshoes hold water.

Engineer C. L. Charter and Mrs. Charter were installed recently as grand matron and grand patron, at Mary C. Taylor Court in Minneapolis. Flag bearer for the installation exercises was Kenneth Cinclair, son of Dave Cinclair, former conductor. Little Mary Lee Charter, daughter of Conductor C. L. Charter, Jr., presented her grandmother with a basket of flowers after the coronation ceremony.

## Middle H&D

R. F. Huger, Correspondent

I am very glad to report that Walt Steilow, third trick operator at Summit, recently returned home following a two-week seige in the hospital. From the latest reports, he is recuperating nicely.

J. J. Fleming, recently appointed agent at Mina, S. D., and wife are basking in the sunshine of California for a few weeks.

"Colonel" E. C. Weatherly has bid in the position of agent at Java, S. D.

Engineer Frank Martin and Fireman Kenny Jorgenson at the present time are handling the Bristol-Groton helper job.

Joy Udseth is relieving Walt Steilow as operator at Summit.

Trainman Dutch Fisch reports he has just finished his vacation. Did you go fishing, Dutch? Let's have you guys and gals jot the news down and send it to me—when you get married, when you take a vacation and so on—referring to all employes between Aberdeen and Montevideo and on the Fargo, the Sisseton and the Brampton lines. Please send it to me at Bristol.

## MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

Three little babies and the weather proved to be the interesting items here in the past month. First, of course, news of the three bundles of joy left to Chestnut Street families: The Ralph Thielkes have every reason to be proud of Thomas Allen, who was five pounds when born on Jan. 24. The Dick Steuers have little Julie Ann to keep them busy from now on. Julie Ann weighed five pounds, six ounces, when born on Jan. 29, the night of the big storm. And the Frank Vails are the proud parents of James Michael, born on Feb. 6, weighing six pounds, four ounces. Needless to say, cigars and handshakes were in abundance here.

The storm that made history in Milwaukee also made history for the Beer Line. The tie-up lasted until the tracks were dug out, switches thawed out and numerous derrails taken care of. Again it can be said that the railroads came through and had things humming after hours of hard work.

The sudden death of Rate Clerk William McGrath was a shock to his many friends on and off the railroad. Bill began his career on the Milwaukee on June 30, 1917, as a messenger. He was an ardent student of the rate structures and tariff provisions and a keen judge of their interpretations. His ability in this field earned him the rate position in the Fowler street freight office and later at Chestnut Street. We shall always remember Bill for his diligent work and his sociable manner. Our deepest sympathy is extended to his wife.

## Coach Yard

Richard Flechsig, Jr., Correspondent

Cleaner Richard Retzlaff was promoted to carman helper on the second shift, filling the vacancy created when Bob Laetsch left us.

Congratulations are in line for Murl Kuhn, who recently became a father. Murl is a steamfitter helper on the night shift.

Apprentice Ralph O'Halloran will leave us to finish his apprenticeship at Davies yard.

Carman John Mosser, who recently underwent an operation, is doing fine and is expected back to work soon.

## Florida Boomer

Florida's greatest promoter is not the Chamber of Commerce—it is John P. Murphy, a retired employe of the Road, who has taken up residence at Orlando. John is a Spanish - American War veteran, but his vigorous appearance would indicate that he may have located Florida's legendary fountain of youth.



John P. Murphy

John started out as a brakeman at Portage in 1907 and ended up riding the hump in the Milwaukee Terminals, where he was known as "Big Noise". There were so many Murphys working there at the time that it was necessary to give them nicknames; a younger brother, also a hump rider, was called "Little Noise". He formed many lasting friendships during those years and frequently hears from old cronies, with whom he "switches a few cars". John and his wife enjoy their new home so much that he wants to pass along the following message—a message which reflects in a small way his present interest in the real estate business:

"If you want to live long and enjoy your retirement, come down here. No snow to shovel, no coal to shovel, and not many clothes to buy. All kinds of citrus fruit right in your own back yard. And "Big Noise" and his wife can always find an extra bed until you can locate a switch shanty or a round-house."

## MILWAUKEE SHOPS

Office of Mechanical Engineer  
and Supt. of Car Dept.

Harold Montgomery, Correspondent

The Tomahawks, of the M. E. office, are going great guns at present and hope to be up there when the bowling curtain comes down. The team is composed of old timers and it takes a little while (about three months or so) before they get in mid-season form. Ode Odegaard, "super" at lead-off, is two pins over his last year's average right now and Jack "Monty" Armstrong is right in there pitching. Charlie Pfannerstill can still get 'em, and he's got the range again, while Bill Schroeder's got the new ball just about worked in now. Art Schultz has all the soreness worked out of his back and the pins feel that added "touch." Bill Coleman is the other man when his rheumatic knees behave and Moco Wellnitz is another Tomahawk always willing to serve. With the Hiawatha tournament coming up, the team should be a winner.

The drawing room has expanded and the photographer's room and the old blueprint room are no more. The space they occupied is now used by the upholstering department. The blueprint machine is now a part of the mechanical engineer's office, in the same room—next to the tracing vault. Harvey Uecker has his photo room where Fritz Campbell's office used to be. The car department drafting force has moved to the place where the files were kept. Mr. Wilson, the resident engineer for Battey & Childs, has his office next to that of H. G. Miller. Mr. Shouly's and Mr. Deppe's old

offices now constitute a new assembly room for staff meetings and such. The car department office has been moved to the west end of the same building—safe floor. The space formerly occupied by that office now forms a ramp to the new paint shop in the next building south. The space west of the ramp is now taken over by the cabinet-makers with the upholstery. Quite a change?

With regret we announce the passing of an old friend and former employe of the Road, Fred "Fritz" Buettner, our former janitor, who died on Feb. 9. Fritz had retired several years ago, after 21 years of service. He was a good worker and was always willing to do more than his share to help. His passing will be felt by his many friends. Condolences are extended to his wife, Fred, Jr., Laura Seltzer and Norma Johnson.

703! No, that's not a number on a policeman's badge—that's the bowling score for three league games of Elroy Koester, son of Walter Koester. The games were 236, 234 and 233. Wow! His teammates went on from there and shot 2,385 for another record this year. George Fiebrink helped this total with his 612. The team name is the Chippewa; on top by one full game.

Harvey Zunker is guiding his Olympians through thick and thin, to get them on top. His efforts have been rewarded; for three weeks his name appeared in the honor column—600 or over. H. Gurrath is also pitching honor counts to help. Al Jung stopped in just long enough to bash a 600 series and be on the go again. Their team, the Olympians, is now in third place.

Sorry to report the death of Mrs. E. H. Poenisch, wife of E. H. "Jack" Poenisch, foreman of the reclamation department. Condolences are offered to Jack and son and the bereaved parents.

Welcome to our midst: Machinist Apprentice Arnold Running, who is finishing his apprenticeship with a few months' drafting experience. Arnold replaces Elmer Tellefsen, who has since gone back to the machine shop.

Rudy Meschetz, freight shop tractor driver, won the raffle on the Cronograph wrist watch.

Welcome back to work, Joe Borowski. Joe has been away for five weeks, undergoing a major operation. It won't be long and he'll be a new man again. His team hasn't been doing so well since his absence.

Al Comdohr, former upholsterer now out at Muirdale Sanatorium, says he's getting better and has reached his last course. Al is always anxious to see or hear from his old railroad buddies and bowlers. Drop him a few lines, if you can.

Ray Jay Petrie has been elected to the vice presidency of the Lake Park Lawn Bowling Association of Milwaukee. Congratulations are in order. Pete is going to bring a letterhead of the association to bear him out.

## Bowling League Standing Feb. 11

Teams	Won	Lost	Aver.
Chippewa	13	5	880.22
Southwest Ltd.	13	5	809.22
Pioneer Ltd.	12	6	854.52
Tomahawk	12	6	817.13
On Wisconsin	11	7	837.19
Olympian	10	8	849.19
Hiawatha	10	8	826.50
Sioux	9	9	827.45
Copper Country	9	9	795.10
Marquette	9	9	793.58
Arrow	8	10	823.15
Varsity	7	11	826.38
Fast Mail	6	12	829.55
Iron Country	6	12	781.45
Milwaukee Express	5	13	845.43
Morning Hiawatha	4	14	770.60

## Long, long ago

The old parlor stove may be a thing of the past. But to grandfather, the fond memory lingers — memory of its mellow warmth on that winter's night he enjoyed his first Dutch Masters Cigar — long, long ago.



# DUTCH MASTERS CIGARS

## Car Department

George L. Wood, Jr., Correspondent

The snowstorm of Jan. 29 should be remembered a long time by the people of Milwaukee and the vicinity. It tied up all forms of transportation. In spite of the conditions, the roadways at Milwaukee shops were open. The snow began to pile up on Wednesday, Jan. 29, and the store department equipment drivers went to work at once, to keep the roadways open. Several of them worked their regular shift on Wednesday, worked the plows and brooms all through the night, then all day Thursday and all through that night, until about 8 a.m. on Friday.

Some who could not get home after their night shift on Wednesday tried to sleep on the lunch room benches and office desks in building SD-50. Others tried the cushions of the Mack trucks in the garage, but with the constant arrival of equipment for repairs and chains, there was too much noise to get any sleep. Cranes were equipped with clamshells, to keep the shops operating. Very little work was done in any of the shops on Thursday and Friday, as most of the men were assigned to shoveling snow. A great many outside trucks and snow conveyors were hired for several days, to open up the more important areas. Clamshells and trucks dumping snow in the river nearby had some narrow escapes from sliding down the embankment.

Only a few store department employees were able to get to work on Thursday. Ray

Koepp was the only one in the manager of stores and DSK offices. Jerry Meyer, Julius McKay and August Kosiboski, 77, were among the few who were able to reach the freight car store by wading through the 18-inch snow and the high drifts. All were surprised to see August, who arrived at 7:30 a.m. He started out around 6 a.m. and had to walk about a mile. But he is one who is on the job at all times, regardless of the elements. Most of those who arrived on Friday had to walk several miles, except those who lived near the 3rd Street line and the Rapid Transit line, which were the only lines open.

The writer enjoyed a six to seven-mile hike from Bay View on Friday, starting at 6:50 a.m. and arriving at the shops at 10:30 a.m. Very few walks had been shoveled and it was like walking a crooked cow path. It was interesting to note all the stalled street cars, buses, trucks, North Shore Railroad trains and automobiles. Saw several persons pulling toboggans with groceries for homes and restaurants.

Many had to walk home on Friday, as very few lines were in operation. On Saturday I thumbed a ride several blocks from home to town, and thence to the shops via the R. T. line. On the R. T. I met Harry Stamp, the storekeeper at Miles City, Mont., who regarded the 18 inches of snow as trifling. He, of course, only had to ride the R. T. and did not have to do any walking to get there. We should direct all future snow storms to Miles City. Many persons

who came to work on Wednesday in their automobiles had to leave them at the shops until Friday or Saturday. The week of Jan. 29 will be long remembered.

The two-time state skat champion, Rudolph M. Freuler, failed to get a break at the 90th state skat tournament, held in various cities, including Milwaukee, on Feb. 9. However, his son James played a Grand-Schneider, worth 160 points, and expects to collect about 20 bucks. Someone in the Freuler family is sure to collect. Beware of them card sharps.

Stockman Rudolph M. Freuler celebrated another birthday on Feb. 7. His wife baked a delicious chocolate frosted cake for his co-workers in section G but somehow, the major portion of it was whisked away to the girls in the main office. Someone sent several cards to Mrs. Freuler, to remind her of the impending event, and we are irked, no end, that the cake was so quickly whisked out of sight. Of course, being the general secretary-treasurer of the Milwaukee Hiawatha Service Club, Rudolph has to play politics to get future votes and members. We know those politicians!

Zip Morgan, director of municipal athletics, called at the shops on Feb. 10 to present a bronze medal to Tom Dwyer of section H, for his outstanding performance in the industrial softball league during 1946. Tom was absent that day and the medal was presented to him by Emil Bruder on the day following.

Art Volke of section H went deer hunting

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with a bow and arrow. He spied two deer. One arrow struck a glancing blow at a tree and then hit the deer but did not inflict sufficient damage to stop it. He took careful aim at the second deer and was sure he couldn't miss, but the arrow passed over its back. He hopes to do better next time.

William E. Luebke and his wife, Evelyn, are the proud parents of a son, Gary William Luebke, born on Jan. 15—weight nine pounds three-quarters ounces—at the Milwaukee Hospital. Bill says that the baby has a lusty voice and a temper, but manages to sleep eight hours a night.

Lillian Macko became the bride of Anthony Selestou, Jr., on Feb. 8 at St. Nicholas' Mission. She was attired in white and carried a bouquet of calla lilies; attended by her sister and a cousin. A reception was held at the North Avenue Auditorium and dinner was served to more than 500 guests. Several speeches were made by notables in the Slavonian circles, wishing the newlyweds happiness in their union. It was indeed a gala event. A number of Lillian's co-workers in the store department attended.

Eddie Fortier, son of Wheelman Joseph Fortier of the night shift, won two bouts on Feb. 12 in the Milwaukee Journal's Golden Gloves boxing tournament, stopping Earl Elmer in the first round. He later knocked out Frank Rach of La Crosse in the second round.

**Davies Yard**

*J. J. Steele, Correspondent*

Our heartfelt sympathy is extended to Frank Stupping for the loss of his wife, Elizabeth, who passed away on Jan. 24 at the age of 64.

Al Horn, recently transferred to the Davies yard from the P. M. dock, is replacing Charles Zimmerman. Charlie is on sick leave.

Mrs. Stanley Staniak is recovering from a serious operation.

Dorothy Wick's husband is searching for the author of "The Egg and I." It seems that since Dorothy read the book, Bob has been on a steady diet of eggs.

Henry Hansen passed away on Jan. 26, at the age of 61, in Starke, Fla., where he had planned to make his home. Mr. Hansen, who became a Milwaukee Road employe in 1924, retired on Jan. 2. We extend our sincere sympathy to his family.

Congratulations to Mr. and Mrs. William Riley on the arrival of their baby daughter.

If John Dunar's co-workers should encounter him on Wisconsin Avenue some Sunday afternoon, they should "smile pleasantly, please." John has purchased a new camera and is out to make pin money by snapping "candid shots" of the Sunday afternoon strollers on Milwaukee's busiest thoroughfare.

**SEATTLE GENERAL OFFICES**

*Shelleah Williams, Correspondent*

J. K. Pain has been promoted from district passenger agent at Portland to the same position in Seattle, succeeding A. J. McCarthy. Mr. McCarthy retired at his own request on Jan. 1, after 38 years of service with the railroad. Since his retirement he and his wife have been visiting their daughter in San Francisco and plan to spend two or three months in Los Angeles before returning to Seattle.

Numerous changes in the traffic department became effective Feb. 1. L. J. Kidd was promoted to general agent, freight department at Seattle, replacing G. R. Webster, who is now traveling freight and passenger agent at Missoula. H. D. Collingwood, former city freight agent, is now division freight and passenger agent at Aberdeen, Wash., succeeding F. W. Watkins, who was appointed export and import agent, the position formerly held by Mr. Kidd.

Other changes in the traffic department include Walter M. Hay's promotion to chief clerk, taking the place of Bob Bigelow, who was appointed city freight agent, Seattle. Herbert Robinson is Paul Wilson's new secretary, coming to the railroad from an Alaskan construction company. B. W. McMahan, former freight rate clerk, has left the railroad to go into business for himself and is replaced by H. W. Nail.

Mrs. Helen James, formerly of the general freight agent's office, has quit to become a full time housewife. James Kennett, a former GI, takes her place.

Mary Lou Wilson, who also quit to be a homemaker, returned to the railroad for three weeks to relieve Mrs. Susan Mumford, off on account of ill health.

Margaret Hickey, Anne Williams, Berniece and Lou Wirth, Tom Quinn and J. O. McIllyar were among the first to donate to the Seattle Blood Bank this year. Our apologies go to Max Boydston for omitting his name from the last list of donors. Max is a regular donor and a valued one, as he has a rare type blood and has been called upon for special transfusions. The donations have already proved their worth this year, there having been six withdrawals, four of which were for the extra gang laborers injured at Cedar Falls, and two for Jesse Gray, traveling auditor, who, at the time this is written, is quite seriously ill at Providence Hospital.

The Milwaukee Hospital Association, appreciative of the cooperation shown in the matter of transfusions for the extra gang laborers, has donated something a wee bit stronger than milk to be kept on hand at the Blood Bank to see donors through what could be a trying experience. The line forms to the right. Anyone interested in donating should call Al Britzius on extension 327 or Mildred Fetters at the local freight on extension 253. They not only make the appointments but also see that there is some kind of transportation for donors besides their own two feet.

Mildred Lyeche has taken Peggy Wynne's place in the Milwaukee Land office. Peggy is retiring to the carefree life of a housewife.

We notice: Agnes Horak, Margaret Hickey and Dolores Krininger planning to see the P.N.S.A. ski jumps at the Milwaukee ski bowl on Feb. 16; Audrey Sharp wearing an engagement ring; Walter Hay working late on a Saturday afternoon; a pink hyacinth blooming on Mildred Nelson's desk.

Congratulations to City Passenger Agent W. Frank Roark, who was recently appointed a member of the national transportation committee of the American Legion, to serve until November.



## KANSAS CITY DIVISION

*K. M. Gohmann, Division Editor*

Under the sponsorship of the American Legion, a safety program was held, Jan. 15, in the high school auditorium in Sigourney, for the grade and high school pupils. Our district safety engineer, C. W. Riley, spoke in behalf of railroad safety and presented each pupil with a pencil with a "safety-first" slogan, from our company. Roadmaster P. M. Loftus also attended the meeting.

A favorable report was received from the two parochial schools and from the Ottumwa Heights College on the showing of the movie, "A Railroad At Work," and the beautiful color film, "Olympian Wonderlands," to the pupils of their schools by W. C. Wallis of the public relations department, on Feb. 6.

In recognition of her service with the Blue Ladies, Mrs. D. E. Chambers was awarded a pin and a diploma at a mid-winter conference of the American Legion Auxiliary in Des Moines, on Feb. 2 and 3. The award was made for 50 hours of service as a volunteer worker in the veterans' hospital at Knoxville.

Age is no hindrance to Mrs. Phil Schorr, who is soon to celebrate her 82nd birthday. Not so long ago she had her first airplane ride with her grandson, Francis O'Brian of Marshall, Mo., who pilots his own plane. At the recent Tom Brenneman breakfast, sponsored by the Agassiz P. T. A. in Ottumwa, she wore a hat created from a lamp shade, trimmed with red and yellow crepe paper and china birds, was the second oldest lady present and was awarded a prize for the singing of Swedish songs. While her son Eddie was transportation specialist for the Navy, she accompanied him on a trip from Chicago to New York on an 11-car trainload of Waves and was entertained at Hunter College. Her son Max is assistant agent at Cedar Rapids.

Mrs. L. M. Boughtin, wife of the agent at North English, was in Kansas City for a week, with her daughter, Mrs. E. A. Williams, who was recuperating from a serious illness.

H. A. Lillard, grandson of Mrs. Boughtin, has just returned from Korea, where he had been stationed for a year with the Infantry. He brought his Grandmother Boughtin a miniature elephant from China, one from Korea and one from Hawaii to add to her collection, which contains over 400 elephants.

March, 1947

During his recent 10-day sojourn in Texas, Brakeman R. S. Cooper reports he had only one day of sunshine but plenty of snow and sleet, with a temperature of 16 degrees above zero. His daughter and son-in-law, Mr. and Mrs. Roy Bass and their daughter Marian are residents of San Antonio, where he spent several days; also, visited a sister in Fort Worth.

Engineer J. W. McGuffey and wife are with relatives in St. Petersburg, Fla., for the winter months.

Mrs. W. I. Wendell left, Jan. 31, for Gloversville, N. Y., to visit her son-in-law and daughter, Mrs. and Mrs. John E. Shea. She will be joined by another daughter, Mrs. William I. Venor of Rochester, Minn.

Again Conductor S. P. Hobbs is a grandfather. Little Ann Elizabeth arrived on Feb. 6 in the home of Mr. and Mrs. William B. Spula, Niagara Falls, N. Y. Mrs. Hobbs has been visiting Mrs. Spula for several weeks.

Roadmaster A. O. Marg is also a grandfather, with the birth of a son, Terry Lee, to Mr. and Mrs. Kenneth Tuttrupp on Jan. 15. The father is a carman at West Yard.

Mr. and Mrs. Ansil Dignan have a son, born on Feb. 3. Understand the little fellow is named William T., for his uncle, Trainmaster W. T. Stewart of Marion. Mr. Dignan is a yard employe of the Milwaukee-KCS Joint Agency, Kansas City.

Operator John W. Nolan, West Yard, just gave us the information that he is a grandfather since last Dec. 19, with the arrival of Sharon Ann in the home of Mr. and Mrs. Don Cornelison.

The commencement exercises for the St. Joseph Hospital School of Nursing were held the evening of Jan. 28. Among the class was Patricia Coughlin, the daughter of Yard Conductor J. J. Coughlin. Patti is now on the nursing staff at the St. Joseph Hospital.

Train Dispatcher W. A. Kelsey and wife were returning to their home after spending an evening at the home of their son Charles in South Ottumwa, on Feb. 9, when Mrs. Kelsey slipped on the ice and sustained a broken left wrist.

The death toll was very heavy in the Milwaukee family during the past few weeks. A cerebral hemorrhage was suffered Jan. 6, by Mrs. H. H. McCoy in the home of her daughter and son-in-law, Dr. and Mrs. M. A. Smith, Los Angeles, Calif. Mrs. McCoy and Engineer McCoy were in California for the winter, because of her poor health. The remains were taken to Crawfordsville, Ia., for burial.

John E. Heffron, retired locomotive engineer, died at his home in Marion, Ia., on Jan. 20. He had been retired since Dec. 14, 1937.

Frank R. Dignan, retired switchman, died in the home of his daughter, Mrs. W. T. Stewart, at Marion on Jan. 15. He had retired on Oct. 30, 1943, while employed as switchman in Kansas City.

L. H. Rabun, DMM, Savanna, and Mrs. Rabun left, Jan. 30, for Chattanooga, Tenn., because of the death of Mr. Rabun's brother, William, who retired three years ago as blacksmith with the Southern Railroad, in order to take care of his invalid mother. He was 59 years of age.

Patrick A. Leeny, 76, died on Jan. 31 at Rest Haven Nursing Home, Ottumwa. Mr. Leeny served as mayor of Ottumwa from 1913-1915 and 1917-1919; also, as city alderman. He entered the service of the Milwaukee Road on Aug. 5, 1903, and became yard conductor on Nov. 6, 1920, retiring about eight years ago. He is survived by his wife.

After several months of confinement in University Hospital, Iowa City, Fireman Fred L. Lapham died, Jan. 29. His remains were taken to Cedar Rapids for burial. He



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THE WATCH OF RAILROAD ACCURACY

is survived by his wife and daughter, Betty Jean, both of Ottumwa.

John Niman, retired dispatcher, died at the Ottumwa Hospital on Jan. 26, following a brief illness. He was born on May 5, 1877, in Sigourney; was employed as operator on Oct. 5, 1894. On May 15, 1922, he went to Terre Haute, Ind., as chief dispatcher and returned to KC Division as night chief dispatcher on Sept. 28, 1923; retired on Mar. 5, 1943. He is survived by his wife, two daughters and a son.

After 28 years of continuous service, starting as B&B helper, Yard Conductor A. M. Jackson retired, Feb. 1, from active service. In his early days of railroading he worked in the roundhouse as a boilermaker helper and went on the road as a brakeman in July, 1919. On Jan. 5, 1920, he transferred to yard service and worked in that capacity until his retirement.

## TERRE HAUTE DIVISION

### Terre Haute District

T. I. Colwell, Correspondent

As extra 312 South was heading in the Stockland passing track on Jan. 9, Section Foreman Clyde E. Smith discovered a dump door down, dragging on the rail and immediately notified the conductor, who had the car set out. Foreman Smith is to be commended for his alertness, as the dragging door could have caused a serious accident.

Robert Ellis, chief clerk in the division engineer's office, is the proud father of a baby girl, born on January 19. Congratulations!

Mrs. Robert Bair of the chief carpenter's office had her son, Gordon Carmichael, and her daughter-in-law with her for a short visit. Doctor Carmichael, who was recently discharged from Army overseas service, expects to locate in Virginia.

### West Clinton Area

Earl H. Lehmann, Correspondent

We were shocked to learn of the sudden death of Homer Jackson, in a train accident near Terre Haute on the night of Feb. 1. Jack had many friends here and our deepest sympathy is extended to his family.

Walter Glass, Jr., of the store department has taken a job at Hulman Street.

We were very sorry to hear of the death of Hervey Lee, retired brakeman, at his home in Sparksville, Ind. Although he had been in ill health for several years, his sudden death was a shock to his many friends here. Clerk Barney Troglia of Faithorn bid in a job at West Clinton in February.

Deepest sympathy is extended to Fireman Emil Chaney and family in the death of their three-year-old son Johnnie on Jan. 25. He had been seriously ill for several months. Mrs. Taylor, wife of our popular brake-

man, Harley Taylor, was a patient in a Terre Haute hospital in the latter part of January. She was seriously ill with arthritis.

Mrs. Dowling, wife of Conductor William Dowling, was in a Terre Haute hospital during the latter part of January for an operation.

Welder Foreman H. L. Martin and wife, of Illinois, were here in January and February while Mr. Martin was doing his annual welding work.

Carman Helper Loren Jones gets his name in the Magazine again. His caught on fire on Jan. 28, but quick thinking on the part of the St. Bernice telephone operator brought help quickly and the fire was extinguished with very little damage.

Through an oversight, we missed reporting a fire that completely destroyed the residence of Storehelper Orville Hugg and family. Mr. Hugg has now purchased property nearer his work. We hope they will like their new home.

Operator V. L. Russell relieved Operator Curtis Sims, Jr., one night in January. This was V. L.'s first trip to West Clinton and we hope he enjoyed it.

Deepest sympathy is extended to Engineer John Gambil and his sisters, Mrs. Laura Stevenson and Mrs. Naomi Hughes, in the death of their father, William Henry Gambil, 84, on Jan. 31. He had made his home with John and his sisters for many years.

## I & S M DIVISION

### East End

H. J. Swank, Division Editor

We'll start out with an item which was omitted in last month's news, which was that our genial west end conductor, Fred J. Wagner, made his final trip on last Dec. 21 and applied for annuity. On his final trip into Austin our good friend, Mike Moen of the C&M Cafe, served Fred a nice fat mallard duck with all the trimmings, for a farewell dinner.

Now for a correction: That old gentleman with the long white beard who appeared in the picture taken at the children's Christmas party was not Bob Graves. Bob reneged on the job and Leo McGovern was St. Nick's assistant.

An oddity in the news this month: R. J. Wencl, son of Section Foreman Bob Wencl, Rose Creek, had a longing to become an operator and after completing his time as student telegrapher was sent out as relief agent, and where do you suppose they sent him? Rose Creek—right in his own back yard.

We hope that by the time he reads this, Section Foreman Ben Heidtke, Brownsdale, who has been off on account of sickness since Jan. 6, will be back on the job again.

Safety Engineer Frank Washburn spent a couple of days in Austin the early part of February, holding safety meetings.

Switchman Al Erickson is on leave of absence and accompanied Mrs. Erickson to Tucson, Ariz., for her health.

Yard Clerk Lloyd Severson also tried the Arizona climate for a couple of weeks for his health.

Yardmaster and Mrs. Matt Darr vacationed with their daughter in Tucson.

Our sympathy is extended to Train Baggageman Bill Bouthilet, whose wife passed away on Feb. 7.

Harry Keck, roundhouse foreman at Austin, tendered his resignation on Jan. 31 and joined the ranks of the retired employes. Herman Hauser, former shop foreman at Minneapolis, has been appointed roundhouse foreman at Austin.

Roy W. DeVries was senior bidder for the position of night perishable freight inspector at Austin.

### West End

E. L. Wopat, Correspondent

Why that big grin on Conductor Joe Rooney's face this past month? Joe has been catching the big ones out at Lake Madison. Kaisersatt told us that Joe was crowned champion fisherman at Madison this year.

H. P. Dubbe was senior bidder for the position of agent-operator at Egan, S. D., while Hub Lewis, Sr., was senior bidder for the agency at Wessington Springs, S. D.

O. D. Theophilus, operator at Jackson, Minn., and his wife are spending a month vacationing and visiting their son Dick in sunny California.

H. F. Belling is taking a two-month sick leave from his duties as cooler-water pumper at Chandler, Minn. He is being relieved by Ed J. Stitz of Iona Lake, Minn.

Floyd Barr, who was scheduled to resume his duties as agent-operator at Colman after a three-month leave of absence, was stricken with illness and at present is confined to bed at Sioux City, Ia. We all wish him a speedy recovery. He is being relieved by O. C. Groves of Chandler.

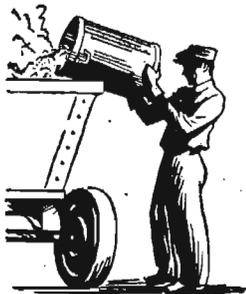
Brakeman A. Dingman and family are spending a three-week vacation visiting relatives in sunny California.

Mr. and Mrs. Mike Rantz are the proud parents of a 10-pound boy, born on Feb. 19. Mike is section foreman at Iona Lake. He has been passing out cigars for the great event.

We bid farewell to J. D. Hazen, agent at the Wentworth, S. D., Union Depot. He has taken an agency in Minnesota, on the Great Northern.

I understand from a write-up in the Argus Leader that Agent Burke at Pipestone is challenging the bowlers on the SM to a tournament. Leo hit the 287 mark in the classic at Sioux Falls.

Barney Morgan has replaced Verald Westby as conductor on No. 94-95 between Madison and Jackson. At present Verald is braking for his dad, on the M&B line.



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## IOWA DIVISION

### Council Bluffs Terminal

Agnes Christiansen, Correspondent

We are sorry to report the death of Trucker George Bailey, which occurred on Jan. 30. We extend our heartfelt sympathy to his wife, four daughters and his son.

Sam Legvold of the water supply department was transferred to the MI&D Division. His place has been filled by John Collins, formerly of Perry.

Mrs. Charles Milner, wife of the assistant section foreman, returned recently from the hospital and is well on the road to recovery.

Nancy Lee—that's the name of the girl born to Mr. and Mrs. Leslie Hansen on Jan 31. Mother, baby and daddy are doing fine. The proud father is a carman helper at this station. Many thanks for the swell treat, Les.

The marriage of Agnes Thompson and Ed Nelson took place on Jan. 31. Agnes is the daughter of Carman Andrew Thompson. Our best wishes are extended to the new couple. Agnes was graduated in February as a nurse, from the Jennie Edmundson Hospital in this city, as was Carman Otto Larsen's daughter, Violet.

B&B Foreman Carl Johnson recently underwent an operation. We understand he has been released from the hospital, his condition being satisfactory.

Storekeeper Sodie Blake and his wife were again called to the bedside of their daughter. At this writing they are still in San Francisco.

This department bids a hearty welcome to the new employes, namely Vernon Larsen, Wilbur Frieze and Joseph Matuszeski.

R. J. Kendall, flagman on 102 and 103, left for Clearwater, Fla., for a long visit. He and his wife have not had a vacation since 1941 and are anticipating a wonderful time.

One of our most faithful "pluggers," Truman B. Felton, enjoyed a quiet vacation at home. He must have been in accord with the ground hog, for his prediction certainly came true and Mr. Felton had two full weeks in which to hibernate.

Edwin A. Fleak, car inspector who retired on Aug. 27, 1937, after 45 years of service, and his wife have been visiting their daughter in Kansas City the past few months. The daughter drove to the Bluffs to spend some time with them and they accompanied her back to Kansas City. On the way they were involved in an accident but luck was with them and none were seriously injured.

## LA CROSSE & RIVER DIVISION

### Wisconsin Valley

Pearl G. Nee, Correspondent

Ticket Clerk G. E. Carpenter and his wife and daughters are spending a few weeks' vacation in Los Angeles, Calif.

Conductor M. E. Donovan is spending a few months in Florida.

Night Roundhouse Foreman Rodger Kershaw, Wausau, has accepted the night roundhouse foreman's position at Madison, Wis.

Ned Conklin has been appointed night roundhouse foreman at Wausau.

Rules, classes and safety meetings were held on Feb. 5 and 6 for the section men. Messrs. Dahms, Philpot and Parkin were in charge.

Section Foreman W. Rahn, Wausau, was called to Milwaukee for temporary service, to fight the snow after the recent blizzard.

Roundhouse Foreman R. C. Cadden, Wausau, had an unfortunate accident recently. While walking to his apartment he slipped

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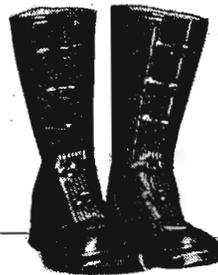
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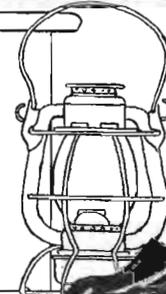
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on some ice and is now laid up with a fractured collar bone and rib. We hope he will soon be back on the job.

To Valley Division employees: Any news items you send me will be appreciated. Won't you please help to make our column interesting?

Floyd C. West, agent at Merrill, has been on the sick list for several weeks.

Dewey Whitmore, agent at Minocqua, who has been ailing, has requested a 90-day leave of absence.

Engineer G. F. Raese, who retired a short time ago, is spending the winter at Miami, Fla. Mr. Raese has not been very well and we trust the southern climate will be beneficial. Mrs. Raese is with him.

### First District

K. D. Smith, Correspondent

Marge Reidelbach, clerk for the division storekeeper at La Crosse, was married, Feb. 9, to Phil Phelps of Onalaska. The bride's father is a car clerk for the Northwestern railroad at Madison and her two brothers are telegraphers for the Milwaukee Road at La Crosse.

"Smokey" Childers, former freight house employe, La Crosse, was severely burned while fighting a fire with the La Crosse fire department, Jan. 12.

A daughter was born to the Ronald Coltons, Jan. 25, at Portage. Mrs. Colton, the former Shirley Little, is a daughter of Assistant Roundhouse Foreman Ivan Little.

William R. Stafford, retired night yardmaster, passed away at his winter home in Punta Gorda, Fla., of a heart attack on Jan. 16 at the age of 82. Funeral services were held at St. Louis, Mo., where he was laid to rest. His wife survives him.

Henry L. Reif, retired engineer, passed away at Portage on Feb. 3 at the age of 72. He had been hospitalized for some time, having had a leg amputated, and was recovering nicely from the operation when he passed away suddenly. Funeral was held under Masonic auspices and he was laid to rest in Silver Lake Cemetery, Portage. Surviving are his wife, his son Lester, a Milwaukee Road conductor, and three grandchildren.

Lawrence Anderson, 61, a signalman working at Libertyville with Julius Klemp's crew, passed away suddenly, of a heart attack, Jan. 23. He was buried at his home, Tomah, Wis.

The sympathy of our division is extended to the bereaved families.

The last of January will be long remembered as one of snow—lots of it. Well, one consolation is that lots of snow makes plenty of water and we should have good fishing. Speaking of fishing, F. P. Miller, retired master mechanic, and wife are in St. Petersburg, Fla., where they are enduring the cold wave, somewhat tempered by the hot Florida breezes. He promised to send me some samples of the fish. I hope they reach here during Lent.

## TRANS-MISSOURI DIVISION

### East End

Dora H. Anderson, Correspondent

Our sincere sympathy is extended to Engineer John J. Klein and family on the tragic passing of their eldest son, John W., flight instructor at the local airport since last September, who was killed instantly on Jan. 17, while about to land a new plane he had just purchased at Omaha, Neb. He was a former Army flight officer, who flew transport planes across the hump in the India-China Theater for a year and had been awarded the Air Medal late in 1945. Funeral services were held at the Trinity Lutheran Church, followed by military and Masonic services. He leaves to mourn his loss, his parents, two sisters, a brother and a host of friends.

Mrs. Fred Parkinson, wife of Engineer Parkinson, was called to Milwaukee, Wis., by the illness and death of her sister.

Conductor Robert Miller and wife spent a three-week vacation in California and Idaho, visiting relatives and friends.

Mrs. Martin Walsh and Mrs. Sam Hobbs of Miles City spent a week here with old friends; Mrs. Walsh the guest of Mr. and Mrs. Parkinson and Mrs. Hobbs the guest of Mr. and Mrs. Frank Schneider.

Ticket Agent Ted Johnson and wife are spending some time at Omaha and at Albuquerque, N. M. During his absence his position is being filled by George Hilton.

The stork has been working overtime, bringing a new daughter to Dispatcher George Smith and wife, on Jan. 25—she has been named Twyla Renee; a son to Roadmaster Myron Olson and wife on Jan. 29—name of John Myron; and a daughter to our Pickup and Delivery drayman, William G. Hardcastle, and wife, on Feb. 3. The little miss has been named Mary Kathleen. Congratulations!

Dispatcher Tom King and wife have returned from a three-week visit in San Francisco with their son and his family.

The new controlled automatic block system is now in operation between Moberge and Lemmon and it is interesting to watch how the dispatcher, seated before the huge control board recently installed at the Moberge depot, lever controls all traffic between those stations. Installation of the new system is being done under the supervision of J. F. McConehey, general signal inspector of the Road.

Many changes have been made in the relay office, the dispatcher's offices having been moved down there, and the relay office being moved to the north side of the building. Erick Olson's crew has been busy painting, remodeling, etc., and when they get through they will be as spick and span as the rest of our depot.

Trainmaster Walter Horn of Miles City is here, conducting classes of rules examina-



Telegrapher Joe Reiber of Medary, Wis., and Mrs. Reiber check the contents of the grocery basket which Mrs. Reiber won at the La Crosse Appreciation Party on Jan. 29. Mrs. Reiber credits "Duz" with doing it for her.

tions. The classes are held in the Milwaukee Women's Club room.

Conductor Joe Wookey, who has been in poor health for some time, passed away at the home of his mother at Logansport, Ind. He is survived by a son and a daughter, Marietta, of Portland, Ore.

Mrs. Eleanor Barron of Uxbridge, Mass., is here visiting her parents, Conductor and Mrs. Carl Schneider.

Dispatcher "Ding" Childers of Marmarth, who has been off duty for six weeks on account of ill health, is back on the job again, to the satisfaction of his many friends up and down the line.

Piledriver Engineer Martin Hettle of Miles City spent a few days here, visiting old friends.

Mrs. J. O. Willard and daughter Marion, wife and daughter of our popular trainmaster, spent their Christmas vacation with friends at Butte, Mont.

Brakeman James Schneider, a former bombardier in the Air Corps who has been attending the university at Madison, Wis., is back working on the Trans-Missouri Division.

F. W. Williams, our former agent, his wife and daughter and son-in-law, Mr. and Mrs. J. R. Anderson of New York City, flew to Miami, Fla., where they are vacationing with relatives and friends.

Baggage man Mark Lindsay and wife have had as their guests two of Mrs. Lindsay's sisters, Miss Letty Muirhead of Long Beach, Calif., and Mrs. E. E. Schwartz of St. Paul, Minn.

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## West End

Pearl Huff, Correspondent

A. O. Coltrin, former locomotive engineer residing at Miles City, passed away on Feb. 3, following several years of illness. He worked as a locomotive engineer for 30 years, until he retired on account of ill health. The Milwaukee family extends its sympathy to the members of his family.

Hugh Grainger, tankman helper at Miles City roundhouse, retired on Jan. 17. Mr. and Mrs. Grainger are now on an extended visit to their children, after which they will locate on a place they recently purchased near Billings, Mont.

Al Cunningham of the division engineer's office at Miles City, left on Feb. 7 for Chicago, where he has accepted a position with the Bates and Rogers Construction Company. He was presented with a pen and pencil set by the employes in the general office at Miles City.

Robert W. Kjosness, formerly of Lewiston, Idaho, has been employed as rodman in the division engineer's office at Miles City. R. J. Coffee, recently of Fort Wayne, Ind., is assistant division engineer at this point.

## COAST DIVISION

Harry W. Anderson, Division Editor

Superintendent L. Wylie became a grandpa on Jan. 23, when an eight-pound boy arrived at the home of his son. From grandpa's description, the new arrival must be a husky. Congratulations!

Esther Delaney filled in as a relief steno in the trainmaster's office when Jack Potter transferred to the car department as Mr. Hewing's stenographer. Jack was well liked by everyone and we wish him success on his new job. Dale Ritche, a new member of the Milwaukee family, has taken the job as trainmaster's stenographer.

It seems as though some of the weather that could not find any other place to go landed in Tacoma. We have had everything—rain, snow and cold. Lots of snow at Hyak, too, so the ski enthusiasts that flock there, via our week end ski specials, find conditions ideal for the sport.

The mother of Assistant Time Revisor Francis Kirkland passed away recently. The sincere sympathy of the Milwaukee folks is extended to those who mourn her loss.

Carl Lundell, retired traveling auditor, well known along the Milwaukee Road and especially in accounting circles, passed away at Tacoma recently after several month's illness. Our heartfelt sympathy is extended to those left to mourn his loss.

Another old timer on the Milwaukee, Mike O'Connor, passed away at a Tacoma hospital following an illness and operation. Mike had been a telegrapher in the Tacoma relay office since 1909 and to know him was to like him. We are all going to miss his smiles and good-natured gibes. To those who mourn his loss, the Milwaukee folks offer their sincere sympathy.

Clara Carrotte, assistant chief clerk in the superintendent's office, received a shock recently when she arrived home and found that her 80-year-old aunt who lives with her had fallen down the cellar stairs. She had broken her arm, in addition to being considerably bruised. She was taken to the hospital and the latest report is that she is getting along nicely. Clara said that her aunt still maintains her good nature and joviality.

Jack Fuller, formerly section foreman at St. Maries, has taken the section at Elbe, vacated by the retirement of John Fraser.

The tin can collection boxes for the March of Dimes fund netted \$23.66, which we feel was pretty good for the short time they were



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on display, as they were distributed quite awhile after the drive had started.

#### BELLINGHAM

Word has been received that W. A. "Bill" Squires, former ticket agent, was stricken with a heart attack at Pasadena, Calif. Bill, Jr., flew down from Bellingham to see him and the latest report is that Bill, Sr., was getting along nicely.

The cold weather just about froze up the Bellingham line. The rock quarry at Limestone was unable to operate and that cut down the out loads, but we are glad to report we are now getting back to normal.

Our January Service Club meeting went over with a bang. The men prepared the lunch, and a right delicious one it was. Mrs. Pete Useldinger made chef's caps for the lunch committee—Clark Robinson, Jim Kimose and Pete Useldinger—and they proudly strutted their stuff. Dancing was enjoyed. The orchestra which furnished the music consisted of Mrs. Jim Kimose, round-house foreman's wife, at the piano, Engineer Floyd Clapper playing the violin and Fireman D. F. Willey at the trap drums.

Walter Miller, son of Conductor Walter Miller of Alberton, Mont., has taken over the duties of city ticket agent at Bellingham.

Orchids to Fred Kemp, retired round-house foreman and a very active member of the Mt. Baker Area Service Club, for turning in a traffic tip which netted five round trips to New York.

A gossip is a person with a keen sense of rumor.

### Seattle Yard

F. J. Kratschmer, Correspondent

No wonder Yard Checker Dick Peterson was all smiles and in such high spirits when he showed up for work on Jan. 20. The occasion was the No. 1 increase in his family, in the form of a bouncing eight and a half-pound baby girl. Many happy returns, Dick.

With deep regret we announce the death, Jan. 18, of the wife of Night Car Inspector Matt Engels. Matt has had more than his share of bad luck lately. We extend our sympathy.

Switchman Melzer O. Potter started on a vacation on Feb. 2 on which he expected to cover a lot of territory, going from Seattle to Chicago and then down to New Orleans.

Boardman Johnny Lee informs us that his grandson, born on Jan. 8, passed away on Jan. 12.

The following switchmen have taken their vacations: Jim Perry, Lyle Roberts, John Bugenhagen and J. A. Pelant.

Don Bangs, son of General Yardmaster H. O. Bangs and formerly of the yard office, has just received his discharge from the Army, having been stationed at Ft. Belvoir, Va. Don drove his car back to Seattle via California and encountered a little trouble coming up the coast, making it necessary to drive in second gear for about half the way.

Only at trees bearing fruit do people throw stones.



Conductor John Beals (left) of the Tacoma and Eastern branch, who retired on Jan. 1, receives his final train order from Agent-Operator Stanley at Eatonville, Wash. Conductor Beals had the run between Mineral and Morton and knew just about every stump along the line, having been on the National Park run since 1906.

### Tacoma

R. A. Grummel, Correspondent

Miss Ruth Lee, daughter of Mr. and Mrs. Harold Lee of East Stanwood, became the bride of David John Powels, son of Chief Clerk O. R. Powels, at a beautiful double ring ceremony in Our Saviour's Lutheran Church at Stanwood. The young couple will make their home temporarily at Pullman, Wash., where the groom is completing his studies at Washington State College.

Mrs. Velma Wheeler, assistant cashier, who has been on sick leave for several months, is back on the job, looking better than ever.

Gertrude Creviston, expense clerk, is very happy these days, having recently purchased a new home on McKinley Hill which has a wonderful view of the city.

Dorothy Clover, who recently made a trip to Pennsylvania, due to the death of her grandmother, has returned. She reported being ill most of the time she was away.

Outbound Revising Clerk Loren Cowling is on a three-month leave of absence, being replaced by Gene Hallen, former bill clerk. Gene's job was taken over by Tommy O'Dore, former assistant demurrage.

#### YARD OFFICE

Willard Miller, ACYC, who recently underwent an operation, is back on the job and feeling much better.

#### CAR DEPARTMENT

Alvin Morris, employed as supplyman at Tacoma coach yard for 30 years before his retirement, was a recent visitor at the shops.

Stenographer Jack Potter is the latest addition to the car department office staff, having bid in the position made vacant by the resignation of Mrs. Bernice Riippi, who is expecting a visit from the stork this summer.

Margie Johnson, stenographer, is a member of the ladies' bowling team in the Milwaukee league. She has been knocking the old head pin since returning from her vacation in St. Paul.

Minnie Jurich, car foreman's clerk, is displaying a beautiful diamond these days. We understand that wedding bells will be ringing in the month of May.

Asked where her husband might be found, the wife replied that he had gone fishing. "Just walk down to the bridge," she suggested caustically, "and look around until you find a pole and line with a worm on each end."

The Milwaukee Magazine

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**UNION REFRIGERATOR TRANSIT LINES**  
Milwaukee, Wisconsin

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Chicago Terminals Division</b>					<b>Iowa Division</b>				
Bishop, N.	Asst. Agent	Galewood, Ill.		3	Bryant, Mrs. Lowell	Wife of Check Clerk	Council Bluffs, Ia.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		5	Christiansen, Agnes	Steno-Clerk	Council Bluffs, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		2	Schmidt, T.P.	Car Foreman	Council Bluffs, Ia.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		3	Wain, R.A.	Sig. Maintainer	Paralta, Iowa	2	
Dyba, T.	Route Clerk	Galewood, Ill.		2					
Ensor, A.	Rate Clerk	Galewood, Ill.		1					
Evans, R.	Clerk	Galewood, Ill.		1					
Ewing, J.J.	Clerk	Galewood, Ill.		2				6	0
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		3					
Krygl, M.J.	Clerk	Galewood, Ill.		1					
LeMire, G.E.	Rate Clerk	Galewood, Ill.		86	<b>Iowa and Dakota Division</b>				
Lemke, E.	Clerk	Galewood, Ill.		1	Anderson, R.A.	B. & B. Dept. Clerk	Mason City, Ia.	4	1
Mickelson, M.L.	Clerk	Galewood, Ill.		1	Carey, I.J.	Equip. Mntnr.	Lake Andes, S.D.	1	
Morgan, F.	Clerk	Galewood, Ill.		1	Dilloboough, Harris	Checker	Rapid City, S.D.		
Oeftering, J.J.	Rate Clerk	Galewood, Ill.		8	Gaetze, J.J.	Chief Carpenter	Mitchell, S.D.		2
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		2	Glander, A.M.	Brakeman	Mason City, Ia.	1	
			0	122	Larson, F.G.	File Clerk	Sioux Falls, S.D.	1	
					Lownsberry, M.C.	Wife of Ware-houseman	Mason City, Ia.		
					Nehrenberg, Mrs. P.J.	Wife of Agent	Rapid City, S.D.	1	
<b>Chicago General Offices</b>					Olsen, Mrs. H.B.	Rhdhse. Foreman	Lake Andes, S.D.	1	
Andrews, J.A.	Waiter	Chicago, Ill.	1		Parker, A.W.	Machinist Helper	Mitchell, S.D.	4	
Benson, L.J.	Asst. to Vice-Pres.	Chicago, Ill.	1		Sessions, Mark	Loco. Engr.	Mason City, Ia.	1	
Dempsey, G.M.	Gen. Insp., Div. Safety	Chicago, Ill.	1		Zickrick, C.W.		Rapid City, S.D.		1
Fortier, H.L.	Industrial Dept.	Chicago, Ill.	1					14	6
Graves, Villa M.	Asst. Secretary	Chicago, Ill.		5					
Hauer, Ella	Secretary	Chicago, Ill.	1		<b>Iowa and Southern Minnesota Division</b>				
Highland, A.E.	Engr. Acctnt.	Chicago, Ill.	1		Anderson, H.W.	Agent	Zumbrot, Minn.	1	
Joynt, F.H.	Trav. Auditor	Austin, Minn.	1		Baker, L.W.	Student Opr.	Fountain, Minn.	1	
Miner, Mrs. Dorothy	Secretary, S&DC	Chicago, Ill.	1		Carlson, Martin	Carman	Austin, Minn.	2	
Moss, J.W.	Telegrapher	Chicago, Ill.	1		Hayes, Albert	Operator	Albert Lea, Minn.	2	
Penning, Gladys	Posting Machine Operator	Chicago, Ill.		1	Johnson, Charles	Agt-Operator	Sherburn, Minn.	1	
Schilling, B.J.	Supt., S. & D.C. Dept.	Chicago, Ill.	2		Jones, Mrs. G.F.	Wife of Agent	Hatfield, Minn.		1
Severson, L.H.	Trav. Auditor	Missoula, Mont.	1		Larkoski, J.A.	Roadmaster	Austin, Minn.	2	
Wilmot, L.K.	Dining Car Steward	Chicago, Ill.	1		Lunde, William	Carman	Austin, Minn.	1	
			13	6	Ratledge, O.N.	T.B.M.	Austin, Minn.	1	
					Wood, G.L.	Car Foreman	Austin, Minn.	1	
					Woolworth, B.E.	Agent	Waldorf, Minn.		1
								12	2
<b>Coast Division</b>					<b>Kansas City Division</b>				
Black, A.G.	Red Cap	Tacoma, Wash.	1		Bowen, Nell	Steno-File Clk.	Ottumwa, Iowa	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	1		Crane, Beulah	Tracing Clerk	Kansas City, Mo.	2	
DeGuire, C.E.	Clerk	Tacoma, Wash.	1		Gohmann, K.M.	Steno-Clerk	Ottumwa, Iowa	1	
Doty, Gregg K.	Cashier	Everett, Wash.	1		Taylor, M.L.	Chf. Clk. to Agt.	Ottumwa, Iowa	1	
Goldsbrough, A.	Clerk	Tacoma, Wash.		1				5	0
Johnson, J.	Storehelper	Tacoma, Wash.	1		<b>La Crosse and River Division</b>				
Mead, Joe C.	Eng.-Tug Milwaukee	Seattle, Wash.	1		Ellefson, J.	Supvr., Tel. & Sig. Helper	Milwaukee, Wis.	1	
Norwood, T.E.	Asst. Cashier	Tacoma, Wash.	1		Fischer, W.G.	Operator	La Crosse, Wis.	2	
Olson, A.W.	Asst. Supt.	Tacoma, Wash.	1		Flanagan, John E.	Carman	La Crosse, Wis.		1
			8	1	Grabinski, M.J.	Trucker	La Crosse, Wis.	1	
					Lewandoski, W.	Police Dept.	Wausau, Wis.	1	
					Little, H.J.	Portage, Wis.			2
<b>Dubuque and Illinois Division</b>					Lunke, Martin	Carman	La Crosse, Wis.	1	
Davidshofer, John	Laborer	Dubuque, Ia.	1		Meurisse, J.J.	Mach. Helper	Tomah, Wis.	2	
Dubmeyer, A.	Cutter	Dubuque, Ia.	1	4	Philpot, S.F.	Asst. Supt.	Wausau, Wis.	1	
Hansen, O.C.	Ret. Machinist	Savanna, Ill.	1					8	4
Hinsch, L.C.	Asst. Engr.	Savanna, Ill.	1		<b>Madison Division</b>				
Horsfall, C.	Carman	Dubuque, Ia.		1	Killian, A.M.	Chf. Dispatcher	Madison, Wis.	1	
Kurt, Francis B.	Clerk	Waukon, Ia.	14	4	McGeen, J.A.	Clerk	Waukesha, Wis.	1	1
Schuster, L.A.	Carman	Dubuque, Ia.	1		Tortorice, M.	Section Foreman	Janesville, Wis.	1	
Steffens, Carl	Helper	Marquette, Ia.	1					2	1
Thompson, L.E.	Crane Operator	Dubuque, Ia.	1		<b>Milwaukee Division</b>				
Tschirgi, O.	Helper	Dubuque, Ia.	2		Benzing, H.	Equip. Mtnr.	Horicon, Wis.	1	
Unmacht, H.A.	General Foreman	Dubuque, Ia.	1		Bramer, John	Conductor	Horicon, Wis.	1	
			23	9	Carlson, A.F.	Roadmaster	Horicon, Wis.	1	
					Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	2	
<b>Hastings and Dakota Division</b>					Krummel, W.J.	Car Foreman	Racine, Wis.	4	
Borgh, Carl A.	A.C. Electrician	Aberdeen, S.D.	1		Kuhn, H.	Clerk	Beaver Dam, Wis.	2	
Lilly, Elaine C.	Rhdhse. Clerk	Aberdeen, S.D.	1		Kuhn, Mrs. H.	Wife of Clerk	Beaver Dam, Wis.	1	
Mertz, W.G.	Air Brake Repairer	Aberdeen, S.D.	1		Lathorp, Merrill	Whse. Foreman	Beaver Dam, Wis.	1	
Murphy, Wm. H.	Chf. Clk. to DMM	Aberdeen, S.D.	1		McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	1	
Murray, Margaret	Rdmstr's Clk.	Aberdeen, S.D.	1		Meyer, I.C.	Agent	Beaver Dam, Wis.	3	
Zlotkowski, Clarence L.	Son of Sig. Mntnr.	Cologne, Minn.	17		Moe, L.	Pump Repairer	Horicon, Wis.	1	
			22	0	Monogue, James	Ret. Conductor	Horicon, Wis.	1	
					Mueller, A.A.	Operator	Beaver Dam, Wis.	1	
<b>Idaho Division</b>					Puls, R.	Engineer	Mayville, Wis.	1	
Aleson, C.L.	Police Dept.	Spokane, Wash.	9		Russ, J.J.	Conductor	Milwaukee, Wis.		1
Allen, C.F.	Track Dept.	Spokane, Wash.	2		Schmidt, John	Section Foreman	Pardeeville, Wis.	1	
Brotschie, F.W.	Capt. of Police	Spokane, Wash.	3		Smigelski, J.F.	Clerk	Milwaukee, Wis.	1	
Denny, T.W.	B. & B. Dept.	Spokane, Wash.	1		Weginger, J.	Section Foreman	Iron Ridge, Wis.	1	
Melrose, Mrs. J.W.	Wife of Geologist	Spokane, Wash.	1		Willers, J.	Section Foreman	Horicon, Wis.	2	
			16	0				26	1

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Milwaukee Terminals and Shops</b>					<b>Trans-Missouri Division</b>				
Keller, E.A. Mulholland, L.	Chief Clerk Carman	No. Milwaukee, Wis. Milwaukee, Wis.	2	5	Donnenwirth, Kenneth	Clerk	Faith, S.D.	1	1
			2	5	Gossmann, Peter	Sec. Foreman	Lemmon, S.D.	1	
<b>Rocky Mountain Division</b>					Hamre, Nels Hansen, J.T. Jensen, R.H. Johnson, Royal C. Stamp, Mrs. H.L. Walsh, Martin				
Jerabek, Charles	Carman	Deer Lodge, Mont.	1						
			1	0			Miles City, Mont.	1	1
<b>Seattle General Offices</b>							Miles City, Mont.	2	1
Andrews, John H.	Chief Clerk	Seattle, Wash.	1				Miles City, Mont.	1	
Boydston, M.L.	Tax Agent	Seattle, Wash.	2				Miles City, Mont.	1	
Brundage, W.W.	C.F.A.	Seattle, Wash.	3				Miles City, Mont.	1	
Burris, Ethel	Steno-Clerk	Seattle, Wash.	1				Miles City, Mont.	1	
Cumming, J.R.	Asst. Tax						Miles City, Mont.	1	
	Commissioner	Seattle, Wash.	2				Miles City, Mont.	1	
Davis, J.N.	Gen. Attorney	Seattle, Wash.		1			Miles City, Mont.	1	
Hansen, N.P.	Wire Chief	Seattle, Wash.	1				Miles City, Mont.	1	
Harris, H.E.	C.F.A.	Seattle, Wash.	3				Miles City, Mont.	1	
Long, R.B.	Right of						Miles City, Mont.	1	
	Way Agent	Seattle, Wash.	1				Miles City, Mont.	1	
McCalliard, S.O.	Investigator, Frt. Clm.	Seattle, Wash.	1	1			Miles City, Mont.	1	
MacLennan, C.D.	Trav. Frt. Cl. Agt.	Seattle, Wash.	1				Miles City, Mont.	1	
Morgan, H.R.	Asst. Engineer	Seattle, Wash.	1				Miles City, Mont.	1	
Naramore, Dr. H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1				Miles City, Mont.	1	
Notske, Edward J.	Asst. Tax Agent	Seattle, Wash.	2				Miles City, Mont.	1	
Pinson, J.F.	Asst. Engr.	Seattle, Wash.	3				Miles City, Mont.	1	
Quigley, F.F.	Chief Clerk	Seattle, Wash.	1				Miles City, Mont.	1	
Reynold, F.D.	Ret. Telegrapher	Seattle, Wash.	1				Miles City, Mont.	1	
Sanders, F.C.	G.F.A.	Seattle, Wash.	1				Miles City, Mont.	1	
Strassman, J.N.	Auditor	Seattle, Wash.		14			Miles City, Mont.	1	
			26	16				8	2
<b>Superior Division</b>					<b>Traffic Tips Reported During January, 1947</b>				
Brennan, E.J.	Son of Strkpr.	Green Bay, Wis.	3						
Bronoel, R.H.	Telegrapher	Appleton, Wis.	1						
Friess, I.A.	Chf. Dptchr.	Green Bay, Wis.	1						
Gotto, Florence F.	Cashier	Green Bay, Wis.		2					
			5	2					
<b>Terre Haute Division</b>									
Daniels, B.E.	Asst. Div. Eng.	Terre Haute, Ind.		12					
			0	12					
<b>Twin City Terminals Division</b>									
Anderson, R.	Carman	Minneapolis, Minn.	1						
Campbell, H.R.	Car Department	St. Paul, Minn.	1						
Leyhe, C.	Steno., Law Dept.	Minneapolis, Minn.	1						
			3	0					

Division	Pass. Tips	Freight Tips	No. of Tips per 100 Employees
Seattle General	26	16	21.5
Chicago Terminals		122	3.7
Idaho Division	16		2.4
Milwaukee Division	26	1	2.1
Dubuque and Illinois	23	9	1.9
Iowa & S. Minnesota	12	2	1.9
Hastings & Dakota	22		1.2
Iowa & Dakota	14	6	1.2
Superior Division	5	2	0.9
Terre Haute Division		12	0.9
Chicago General	13	6	0.8
Trans-Missouri Div.	8	2	0.8
Kansas City Div.	5		0.6
Coast Division	8	1	0.5
La Crosse and River	8	4	0.5
Iowa Division	6		0.4
Madison Division	2	1	0.4
Milwaukee Terminals	2	5	0.1
Rocky Mountain Div.	1		0.1
Twin City Terminals	3		0.1
Miscellaneous			
<b>TOTALS</b>	<b>200</b>	<b>189</b>	<b>1.2</b>

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Word was recently received from Mae Zamper, former clerk in the local freight office, that she is making her permanent home in Long Beach, Calif. She will be glad to see any of her old friends, if they should happen to be in Long Beach.

Harney Nail, outbound LCL rate clerk, has been transferred to the general freight agent's office as division clerk. His place has been filled by Lillian Wirth, raising Bill Kristjansen to chief outbound bill clerk in Lillian's place and Mary Galster to Bill's place as transit clerk.

Madeline Givins, timekeeper, and Bernice Facer, OS&D clerk, both took off at about the same time for the hospital. Madeline is recovering from a heart attack and Bernice from an operation. Both are getting along nicely.

A baby girl arrived recently at the home of Bill Casey, deckhand on barge No. 50 of our Marine department. Mother and daughter are doing nicely and Bill also. Your correspondent thinks Harry Wilson got all the cigars.

Word was recently received from Henry Salzer, retired traveling auditor, and Mrs.

Salzer. They are enjoying life in their Los Angeles home. Most of their day is spent sitting in their patio enjoying the sun and the balance of Henry's time is taken up at the Spit and Argue, Club.

H. M. Lomax, extra gang timekeeper from Montana and one time yard clerk in Seattle, is back in Seattle working in the freight house and filling in at yard.

Word was recently received of the arrival of a baby boy to Mrs. Edith (Helseth) Wilkerson of Frederickburg, Va. You will remember Edith as the former chief interchange clerk in Seattle.

Myrtle Kruse of the demurrage department and her husband recently purchased a new home on Queen Ann Hill. Myrtle spent her vacation painting the basement, getting ready for that big party.

Traveling Auditor Jesse Gray underwent a serious operation in Providence Hospital on Jan. 28. Reports are that he is doing nicely.

Myrtle Meyers, who has been on the sick list for some time, has resigned. She was formerly employed as clerk in the bill room. Her place is being taken by Elizabeth Gosha.

Team Track Checker Charles Randall recently suffered a stroke and is confined to Providence Hospital. It is reported that

he is some better. His position has been taken over by Jim Bycroft.

Frank Berg, retired waterfront checker, was a recent visitor at the local freight. Frank is looking fine and enjoying his well earned rest.

Elmer W. Holstrom is our new gang checker at the warehouse.

Word has been received that M. F. Whalen, former yardmaster at Othello who acted as trainmaster during the war, was suffocated in his home in Missoula on Jan. 28. We understand the accident resulted from a fire in the mattress caused by a lighted cigarette.

Theodore Hermann, former warehouse checker and more recently of a GI industrial school in California, is back with the Milwaukee, this time in the office of the assistant freight claim agent.

We welcome a new member of the local freight office in the person of Miss Ada E. Engebretsen, who came to us recently from the maintenance of way department.

Cpl. Donald Bangs, who has been stationed in Washington, D. C., for some time, has been discharged from the Army and he and his wife have returned to Seattle, to make their home. Donald expects to take a position as team track checker. He was formerly in the yard office.

## Like To Break A Record?

Coming up: contenders for the longest group service record. It started with an announcement in the January issue of the Magazine that the tax department in Chicago believed it held the record for the system with 176 years of service among its force of six, an average of 29.33 years per person. The record stood up just long enough for the Magazine to get into circulation. The new contender for the title is the station force at Cresco, Ia., which offers the following record as a target for others to shoot at:

Agent W. A. Gleason, 49 years;  
Cashier G. A. Lee, 40 years;  
Clerk G. C. Hamilton, 32 years;  
Operator A. I. Lane, 34 years;  
and Operator J. F. Hartley, 6 years; a total of 161 years for the group. Their average of 32.1 years per person beats the tax department by a small margin.

## CHICAGO GENERAL OFFICES

Auditor of Station Accounts and  
Overcharge Claims Office

*Carmen Wald, Correspondent*

We were all grieved by the sudden death of Rose Seleske, who died of a heart attack on Feb. 10. Mrs. Seleske had been employed by the Milwaukee Road since September, 1918, and was looking forward to taking her pension next year. The remains were taken to St. Adelbert's Cemetery, Niles, Ill. She is survived by four sisters and two brothers.

C. E. McGrew, our traveling auditor at Aberdeen, S. D., has been ill for quite some time but we are glad to hear he is now on the road to recovery.

Frank Wald has a new grand-daughter, born on Feb. 11 to Mrs. Laurine Matrona, a former employe of the Road. The baby has been named Linda Anne.

Jack Vraney of the traffic tip committee is to be commended for the enthusiasm he displays in his drive for traffic tips. Most of us have friends who are contemplating summer vacations and who might appreciate being told about the beautiful and scenic spots serviced by our Road. Let's get behind the traffic tip movement and see what we can accomplish along this line.

G. G. Smith left us on Feb. 3 to attend the Lewis Institute of Aeronautics at Lockport, Ill. Smith's goal is to obtain a flight instruction degree.

## Freight Auditor's Office

*J. A. Strohmeier, Correspondent*

St. Valentine's Day had a strange effect on the freight auditor employes. Stan Pufundt received the most valentines, and they were not comics; beautiful expression of "tender sentiment," and he is deserving of it. He should be given the title of "good fellow," for his many practical observances of the Milwaukee Road veterans' motto. Another expression of valentine sentiment: Our petite and winsome Grace Zelaske of the waybill filing bureau received a beautiful diamond engagement ring from James Harak.

A double surprise on Valentine Day: Not knowing just when Margaret Formella, rate bureau, was to become Mrs. August Dettloff, a small group of her office friends surprised her with a kitchen shower, complete with a cake and favors during the luncheon period. The surprise, however, was on them, when they were informed she would be married the next day at St. Josephat's Church.

Helen Carter of the accounting machine bureau was married, Feb. 15, to Raymond Barth. The ceremony took place at Nebo Lutheran Church, Chicago. The bride wore the traditional white and her attendants wore pink.

Grant Miller, review bureau, received the congratulations of his fellow employes on Jan. 16, the 25th anniversary of his starting to work for the Road.

Joseph Wager, review bureau, celebrated his 25th wedding anniversary on Feb. 10. Jim Murrin, review bureau, received congratulations on Feb. 13, the date on which he became a Milwaukee Road "vet."

Shirley Smoy was married to Reggie Durava at St. Bartholomew's Catholic Church on Feb. 15. The ceremony was followed by a reception at the Humboldt Park Commandery Lodge Hall. The bride was employed in the waybill filing bureau for a number of years. Her bouquet was caught by Sophie Sanetra, a fellow employe. The bridesmaids were Charlotte Birck of the waybill filing bureau and Yvonne Potempa of the accounting machine room bureau.

Bill Nash, rate revising bureau, vacationing in Florida, complained about suffering from cold weather and wished he was home where it was warmer. He was at Tampa on Feb. 10; also, at Sarasota, where he helped out on Gasparilla Day.

Lillian Bohn, rate bureau, has been absent from work for some weeks on account of an injured wrist. All send wishes for a speedy recovery.

Pay Day is always an important event. On the Feb. 18 pay day Leonard Lencioni arrived at Augustana Hospital, at 2:36 a.m., with a lusty yell. His dad, Pete, rate revising bureau, is discussing baseball team management and such things for him with fellow workers.

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RUBBER HEELS and SOLES  
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CHICAGO, ILLINOIS

# MARSH & McLENNAN

INCORPORATED

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PITTSBURGH  
MILWAUKEE  
LOS ANGELES  
BOSTON  
WASHINGTON

CLEVELAND  
MINNEAPOLIS  
PORTLAND  
ST. LOUIS

COLUMBUS  
DULUTH  
SEATTLE  
LONDON

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29 E. Madison Street Chicago, Illinois

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St. Louis

Chicago

## Auditor of Expenditure's Office

Bernie Williams, Correspondent

Carl A. Lundell, employed by our Road for many years as a traveling time inspector, died on Feb. 6 at his home in Tacoma, Wash. Mr. Lundell was born in Stockholm, Sweden, in 1878. He came to America, settling originally in Bangor, Maine, and moved to Chicago and entered the employ of the Milwaukee Road in 1918. Mrs. Lundell was a Chicago girl; they were married in 1919. Carl traveled on the system during the ensuing 25 years, making friends everywhere. He retired in 1942 but returned to help out during the critical period of the war, resuming his pension last October. Funeral services were held in Tacoma on Feb. 10; pallbearers Messrs. Pentecost, Williams, Beers, Hale, Jensen and Bates. The honorary pallbearers included Messrs. Walker, Mulligan, Gallagher, Tidd and Johnston. Sincerest condolences are offered his widow by all of his friends across the country.

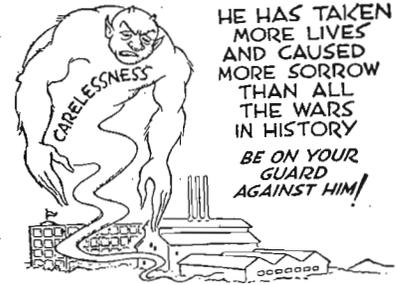
We also regret to report the passing of another old timer, John H. Oswald of the statistical bureau, an employe since January, 1919. Mr. Oswald died in his native New Orleans on Jan. 21, just four days after his 68th birthday. John came to Chicago in 1912, for Wells Fargo, before transferring to the Milwaukee. He had been with the "stat" bureau for several years. Survivors include his sister, Mrs. P. A. Badeaux, and niece, Mrs. Al Steiner, of New Orleans. We offer them our most sincere sympathy.

The general bureau of the C. D. A. office had its ups and downs this month. Gertrude Hansen and Leona Dietrich are away on leave of absence account of illness. Then Oscar Lodge came a-cropper of one of the city's pedestrian-hunting motorists. The auto won and Oscar took to the hospital after being knocked for a loop. We're happy to announce that he overcame his injuries rapidly, although he is still having difficulty with his walking.

Jane Bohrn is back to work after a leave of absence on account of sickness, as is James E. Kearnes of the bill and voucher bureau.

Frank Frick of the material bureau was another accident victim. Frank had his trouble with icy streets—don't we all?—and suffered a broken wrist.

Corrie Curry, also of the material bureau, decided not to return to work after her leave



of absence. We'll miss her friendly face among the gang.

Our typing bureau did it again. Margaret "Bunny" Janetzke is flashing a diamond ring about in gay abandon and eye shades are popping up all around the place. "Congrats," Miss J., to the boy friend, what's his name? Oh yeah—"Smiling" Irvin Gabel.

Anne Petrovich and Robert Wall were married on Feb. 15. Some of us didn't think Bob would last through the few days preceding the ordeal, but he did. Congratulations, Mr. and Mrs. Wall, and our best wishes to you.

### Girls' Bowling Teams

	Won	Lost
Chippewa .....	36	24
Varsity .....	34	26
Copper Country .....	33	27
Hiawatha .....	32	28
Marquette .....	32	28
Tomahawk .....	30	30
Arrow .....	29	31
Pioneer Limited .....	28	32
Olympian .....	28	32
Sioux .....	28	32
Southwest Limited .....	26	34
Fast Mail .....	24	36

Individual standings among the high 15: Marion Klewer, 148; Mabel Klug, 145; Catherine Hanrahan, 138; Florence Steiner, 137; Gert Alpert, 132; Emily Dodovich, 130; Ruth Stanley, 128; Shirley Klein, 128; Pauline DeKeckler, Dolores Koy, 127; Mary Burke, 126; Ann Nixon, 126; Ann Kennedy, 126; Eleanor Keen, 125; and Emily McDyer, 125. Georgia Trihas was the "money" bowler of the loop, however. Georgia won the bowling ball offered by the Booster Club.

Jim Stefke has taken Marty Hein's job in the timekeeping bureau, as Marty has moved up. Not much news there, but they were on the same island in the Pacific, with the Seabees. A small world, huh?

Albert Steiner of the machine room is back after 18 months, plus, with the Army.

### Car Accountant's Office

Harry M. Trickett, Correspondent

Dolores Loacker was the recipient of two camelias on Feb. 8, in honor of her birthday.

Geraldine (Stubing) Dhamar announced the arrival of a baby girl on Jan. 15.

Angeline Tauber is convalescing, after undergoing surgery soon after Christmas.

Julia Feindt expresses her appreciation for the kindness and gifts received during her recent illness.

Rose Solan has been on furlough since Jan. 9, on account of illness. She anticipates returning about Mar. 15.

Also on the sick list is Helen Degner, who has been ill since Jan. 27.

We were glad to welcome Mary Oehm on January 16, after a four-month absence.

Berneice McWhiney has been away since last July 12, on account of illness and Theresa Dosch since Aug. 19, to take care of her father.

Carolyn Gerstmayr was presented with a corsage on Feb. 15, when she resigned to accept other employment.

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## Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Roy Schiffer and his wife tried their new fishing equipment during an ice fishing trip in northern Wisconsin. To quote Roy, "The fish were not biting but the experience was great."

For some unknown reason, last month's news of the typing bureau was omitted. I apologize.

Millie Skampa received a beautiful engagement ring from her one and only, Jimmie Kahl.

The wedding date—Jan. 4; the place—St. John Berchman's Church; the bride and groom—Marie Salemi and Bill Cavett. The couple received many nice gifts and the good wishes of their friends in the building.

Stella Murphy is fit as a fiddle again, after undergoing an operation recently.

On Feb. 8 Jack Brandenburger was proclaimed "sweater boy of 1947" by unanimous vote.

Art Baumgartner was home ill for nine days, during which he completed a playroom in the basement of the Baumgartner mansion.

The wild geese and the Kelleys are migrating north again, which proves that spring is just around the corner.

While Emily Gannon flew to the Mardi Gras in New Orleans, the Carl Jensens took the train.

Elmear Martell spent a wonderful week end in New York City.

We are glad to report that Gus Rhode has recovered from the shingles.

## Passenger Traffic Department

Roy H. Huntsman, Correspondent

Herewith some news in regard to the recent bowling tournaments: On Saturday, Jan. 18, the General Agent keglers successfully engaged the Veterans in bowling combat, winning two of three games with an 84-pin margin. High series went to Sam Grafensten of the Generals, with 446, who also posted a 167 for high single. Members of the General's team were Glen Hyett, Wally Van Buren, Sam Grafensten, Francis Sullivan and Gene Hammer. The Vets were Harry Houser, Harold Stasney, Heinz Reuppert, Doug Keller, Alex Marxen and Kilroy Schilling. High man of the Vets was Stasney, with a 413 series and 161 single. Distinguished visitors and cheering section were Walter Keller, Gil Henkens, Orren Anderson, Art Berry and Howard Ahrens.

The Generals vainly tried a defense of their title on Feb. 8, but were routed by the city freight agent's Maplers, losing two of three games with a margin of only 10 pins.

Close? You're telling me! Incidentally, a 36-pin handicap was granted the Generals. The Freighters were composed of Art Berry, Rex Harrison, George Sonagel, Bill Keating and Elmer Wyse. The Generals' line-up was as follows: Alex Marxen, Wally VanBuren, Orren Anderson, Bill Caughey and Gene Hammer. High series in this event went to Elmer Wyse, with 499; George Sonagel took high single with 181. High series for the Generals went to Gene Hammer with a 446 and a single of 169. Visitors included Agnes Schubert, Hazelle Collins, Gil Henkens and Ralph Burbank.

A return match was arranged with the City Tickers for Mar. 1 and with the Freighters on Mar. 15. A challenge is hereby extended to the General Offices for Mar. 29. Please contact Gene Hammer, local 330, for details and arrangements.

Francis Sullivan and F. E. Seibel transferred from the city ticket office to the general passenger office as rate clerk and typist, respectively, and Roy Huntsman, rate clerk, transferred to the reservation department wire desk.

## Freight Traffic Department

(Contributed by Gen Guenther)

Kay McNeela, who was married to P. J. Cullen on Feb. 15, was given a miscellaneous shower by the girls of G. F. D. It was held in the Women's Club room, followed by dinner at Cafe Bohemia. Kay's position as W. D. Sunter's secretary has been taken over by Ruth Bachar.

Cupid has been very busy in our department, the latest victim being Marilyn Tranter, who was presented with a dazzling diamond ring, on her birthday, by Chester Person. They plan to be married in June.

It's now Mr. and Mrs. Joe O'Sullivan, if you please, the bride being Terry Ostmann, formerly of H. S. Zane's office. After a week's honeymoon in Colorado, where, according to his wife, Joe had difficulty obtaining ski shoes to fit his dainty dogs, Joe has returned to work, where he is the object of much concern as to how long he can survive without Mom's cooking.

Nice to see Jim Anderson looking so well after his recent siege of sickness. Hope it won't be long before he is back with us.

We had another welcome visitor in the person of Carol Haupt, now Mrs. Fred White of Rome, N. Y., who breezed in for a brief chat. Irma Lang, who now works in California, made a surprise visit, sporting a gorgeous tan.

Bernice Brandt, who has been absent for some time due to a severe skin infection contracted on her recent trip to Cuba, hopes to return to work in the near future. She is thinking of confining her travels to the good old U. S. A., as several years ago she

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was bitten by the malaria bug while traveling in Mexico.

W. D. Sunter's three-year-old son, who is the spitting image of his dad, broke his leg for the third time while visiting his grandparents in California, but is well on the road to recovery.

After an absence of almost a year, Phyllis Schroeder, one of our former co-workers, is back with us again. She has taken over the position formerly occupied by Terry Ostmann O'Sullivan.

### TWIN CITY TERMINALS

#### South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Best wishes to the following employes who retired recently to apply for Railroad Retirement annuity: Frank J. Surovick on Jan. 23, following coach cleaning service at Minneapolis coach yard; David Thompson, Matt Cies, E. P. Carey and Henry Meihof of St. Paul coach yard and repair track.

Congratulations to Mr. and Mrs. Edward Braunschweig on the birth of a baby girl, Jan. 20, and to Mr. and Mrs. Jerome C. Schurstein, whose baby boy, Charles, arrived on Jan. 17.

John Zidek, 63, formerly carman helper on the light repair track, passed away on Feb. 8 at General Hospital. Mr. Zidek had sustained an injury about two weeks before, when struck by children sliding down a hill.

"I understand your aunt is very fat."  
"Is she fat? Why, she's fat in places where other people don't even have places!"

### St. Paul Freight House

Allen C. Rothmund, Correspondent

W. P. Radke is now acting as agent at St. Paul in the absence of R. C. Donehower, confined to a hospital at Rochester, Minn.

Connie Eckstein, check clerk at the freight house, passed away after a long illness.

Conductor A. L. Morgan was planning a deer hunting trip with Math Medinger for next season. However, he now informs me he has changed his mind, as Math's compass wasn't working any too well on the trip last season. For further information, see Math.

Due to ill health, H. R. Campbell is spending the greater part of the winter in Florida.

I received a card from Jack Griswold, former yardmaster now retired, mailed from Missoula, Mont. He was on his way to the Pacific Coast.

Check Clerk Bill Kellar has been absent for a long time and I understand he is seriously ill.

Mortimer F. Smith, 87, veteran Milwaukee Road engineer, died on Feb. 6 at the home of his son Paul in Lakewood, Ohio. Mr. Smith was a resident of St. Paul, Minn., since 1877 but moved to Lakewood in 1937, after the death of his wife. Funeral services were held at St. Paul, with burial at Oakland cemetery. Mr. Smith was born in Chicago in 1859 but his childhood home was at Buchanan, Mich., where he learned telegraphy. He moved to St. Paul when he became a fireman on the Milwaukee Road. Three years later he was promoted to engineer, operating passenger trains between Minneapolis and St. Paul before streetcar lines were built to handle the suburban service. He also piloted crack trains before being advanced to master mechanic at Sioux City, Ia., and to district master mechanic at Dubuque and later at Milwaukee. He retired in 1935 but continued his membership in the Brotherhood of Locomotive Engineers, which he held for over 65 years. Besides his son, he is survived by three grandchildren.

### St. Paul Traffic Department

Brooksie Luth, Correspondent

Thank goodness we have a city ticket office in St. Paul. Without it this column would be mighty barren of information most of the time.

The latest news concerns the addition of a gal—Carol Luxow—to the chain gang, and a nice addition she is too. Carol had been employed at the Minneapolis city ticket office and at the depot, from which she came to take the place of Auditor Fred Grunwald, who has gone to Minneapolis to be the stenographer in the city ticket office. Don't let the boys' shined shoes and slicked-down curls fool you, Carol—they're really just lambs in wolves' clothing.

Once again St. Paul survived the annual Winter Carnival, complete with winter sports contests, royalty—King Boreas and his court and Vulcan, the Fire King, and his devilish consorts—masked balls, luncheons, dinners, and so on, but the most important event to the Milwaukee Road folks was the big parade on Feb. 1. Our snappy Hiawatha Band came from Milwaukee and, led by Lois Kleist, our attractive drum majorette, made an excellent impression on the spectators. As happened in 1946, the day of the parade was very cold, and a strong wind kept it moving quickly.

It is one of the ironies of life that when one grows tall enough to reach the jam on the pantry shelf, the craving for jam has disappeared.

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Allen C. Rothmund, cashier at the St. Paul freight house and correspondent for the Milwaukee Magazine at that point, is shown here with three other generations of his family. Left to right: John Rothmund, his son; Judy Rothmund, daughter of John and granddaughter of Allen; Mrs. Anna F. Rothmund, mother of Allen and widow of Louis Rothmund, judge of probate of Sibley County, Minnesota. Allen Rothmund is a faithful booster for the railroad with which he has been associated for 41 years. Until recently his son was an Army captain in Tokyo.

### Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Irene Burchard and Yours Truly left Minneapolis on Feb. 7 to attend the banquet given by the Detroit Club of the Railway Business Women's Association. Having the evening to spend in Chicago, we attended a play, "Springtime for Henry." In spite of the cold, windy weather in Detroit, we had a good time with a side trip to Windsor, Canada. The week end was climaxed by a trip home from Chicago via Northwest Airlines.

Elizabeth Hessburg has returned to work after a month's absence on account of sickness.

Arthur Lundberg and his wife left, Feb. 9, for an extended motor trip to New Mexico and a visit with their son, who lives near Fort Worth, Tex. They expect to be away for a month.

Larry Johnson, who bowls with the Eagles league, attended a tournament in La Crosse, Wis., on Feb. 16.

City Ticket Agent J. A. Oslie has been home with a fractured knee.

There have been a few changes in the traffic department: Jim Salscheider to chief clerk to General Agent Benz, Loren Lewis to reconsigning clerk and Bob Young to tracing clerk. Bill Wire is the new messenger.

## IDAHO DIVISION

Mrs. Ruth White, Correspondent

I understand that Engineer William Plybon is a grandpa, and a very proud one too, his daughter Virginia presenting the new arrival. Another grandparent, perhaps not so excited, is "Cap" Allen; he has several others, so the experience is nothing new to him.

Of late, Master Mechanic Johnston's office at Spokane looks like a schoolroom. First it was Fireman T. V. Browning sitting at a desk, facing the wall, writing and writing—then it was Fireman P. L. Edmunds. Wonder who will get that 100 grade.

Trainmaster Devlin and Traveling Engineer Jefferson have been conducting rules examination classes for the employees required to pass those examinations every two years. Some of the brakemen have taken a second class, with Train Rules Examiner Weatherly giving examinations for promotion to conductor.

When the assignment of crews to trains 15 and 16, single operation, was all over "Pat" Burns, RM Division brakeman, did not have a job. Pat claims to be 75 but is short on seniority when jobs are assigned and he caused quite a "smoke" in the superintendent's office until the situation was explained and he found out he could still work.

B&B Carpenter H. A. Brandau retired, Feb. 1, after working on both Coast and Idaho Divisions for several years and more recently under Foreman H. H. Wolk's crew. He will make his home with a sister in Minneapolis.

Word has reached us of the tragic death of Martin "Slats" Whalen, former Othello yardmaster, at his Missoula home. He had been connected with the B.A.R.E. since leaving the employ of the Road.

Conductor J. P. Downey is mighty proud of his daughter Kathryn, aged 12. Chosen as one of six talented young musicians from Spokane and the Inland Empire for a project concert sponsored by American Legion Post 136 and Associated Music Teachers of Spokane, Kathryn competed with musicians of high school and college age and received an extended ovation after playing two selections, "Minuette a l'Antique" by Paderevski and "Valse" by Borowski.

Very surprised indeed was Mrs. Minnie Weistner when her son Davis walked into the office and said "Hi, Mom!" Davis was on an unexpected leave, coming from a naval training center in California. He joined the Navy after completing his high school training in Missoula schools.

Dispatcher S. B. McGinn just missed the big snow and extreme cold of the Middle West which delayed our trains for several weeks. He visited friends and relatives around Minneapolis and Mason City, Ia., in territory where he worked prior to coming to Spokane.

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Traveling Engineer C. J. Shook will be ready to show the boys how to handle them. He is in Milwaukee now, riding them back there.

Electrician Ray N. Jacobs, who has been employed at Milwaukee shops, has returned to Spokane, where he formerly worked in the car department. He is filling the vacancy created by the resignation of Warren R. Kippenhan. "Ranny" intends to go into business for himself and he has the department's wishes for "smooth sailing." Ray is no stranger around Spokane and we are glad to see him back. His main topic of conversations is, "Where can I find a place to live?"

Engle S. Thompson, who recently underwent an operation, has taken additional time off to recuperate. During his absence Harley V. Peterschick was called back to relieve. During "Pete's" absence he took the vows of matrimony. We all wish him and his bride years of happiness.

F. V. Kennedy at St. Maries, Idaho, is having his troubles too. He has three men off—Sam Teeadway and W. C. Whitehead being absent on account of illness since Jan. 28 and John Hergert, on leave since last Dec. 10.

There was considerable excitement the morning the commercial truck went through the railing up on Trent Avenue. Two men were in the machine at the time and fortunately, neither received as much as a scratch. The truck went through the railing, hit the curb, glanced off one of the material buildings on the rip track and landed right-side-up in the debris car. Both men walked away.

Car Inspector Roy Evans was called to Vancouver, Wash., on Feb. 7 on account of the serious illness of his uncle.

## CHICAGO TERMINALS

### Bensenville

Howard Lawrence, Correspondent

J. B. "Jody" White, Jr., third trick caller at Bensenville roundhouse and also a fine golfer, entered Hines General Hospital early in January for treatment of a disability which he has had since childhood. It is hoped that the treatments and a fitted shoe will correct it and incidentally improve his short work around the greens. Be looking for you back soon, "Jody."

We are glad to learn that Mrs. L. C. Smethurst, whose husband is a yardman in C terminals, has recovered from a recent attack of pneumonia.

And have you seen the new shoes recently presented to Yardmaster "Red" Luebking for his ailing dogs? Mighty smart and certainly quite elevating.

About that proud smile you have been seeing on Yardman Ward Connors' face—you guessed it. On Jan. 25 Mrs. Connors presented him with a brand-new daughter, who bears the name of Sharon Rae.

The tranquillity that usually prevails in the peaceful community of Wooddale is pretty much disturbed at this writing. The reason? The primary election for mayor, scheduled for Feb. 25. One of the candidates is our own Walter Kehoe, a veteran employe in the office of Chief Yard Clerk Deviney at Bensenville. Walter's opponent is Harold R. Wilcox, a man of sterling character, and this should be a close affair. We will report on it in the next issue.

Operator Frank J. Kading of Cragin tower is enjoying his annual vacation in sunny California, with Mrs. Kading.

Operator Mike O'Connor of tower B 17, Bensenville, has also departed for warmer

climes for his annual vacation. Mrs. O'Connor is with him.

Don Smethurst, employed as a yardman on the west end lead of the westbound yard at Bensenville, had an unusual experience on Feb. 7, when the snow and wind were at their worst. After letting a cut of cars go, he turned his back to the strong west wind. As he did so, it ripped the right lense out of his glasses and broke it into many pieces. Never a dull moment at Bensenville.

John Jenkinson, a yardman of many years service in C terminals, was operated on, Christmas morning, for appendicitis. About eight days after the torso was sewn together, someone told "Jenks" a funny story and the laughter it occasioned ripped out a lot of the stitches and set his recovery back about a week. At last report he was well on the road to recovery.

(Contributed by Dorothy Lee Camp)

Add another to our list of Milwaukee Road babies. Special Officer Jim Hester and wife had a visit from the stork, who left a lovely little girl.

Mike Regan of Mr. Bishop's office took a month's vacation, beginning Jan. 15. He enjoyed his time off in Greenville, S. C., with friends, away from "Old Man Winter."

"Kickapoo" Samson got stuck in a snow drift during the big storm in the first part of February and it cost him \$38 to get his car out. "Kickapoo," we'd like to know what kind of a snow drift you were stuck in.

Frances Mason, chief telephone operator at Galewood, left on Feb. 24 for a month's vacation in California.

Roland E. Chalifoux, night chief clerk at Galewood, spent the first part of February in Elmhurst Hospital. We are glad to hear he is getting along well.

Mrs. Kannberg of Bensenville passed away on Feb. 10. She was buried at Eden cemetery in Schiller Park. She leaves her son Otto, bill clerk in Mr. Bishop's office, and a sister. Otto's many friends in the office sent tokens of respect.

### Sleeping and Dining Car Department

Marie Keys, Correspondent

Though trains were snowbound and caused many headaches during February, our office force maintained its usual efficiency, with everyone on the job.

After four years of military service, Hugo Davis has become a civilian once more and has resumed his duties as porter. F. G. Hauser has also returned to work, as a steward, after having been away on a leave of absence.

Vacations are on the agenda and were enjoyed by two of our co-workers; Dorothy Miner spent two weeks visiting relatives in Wisconsin and Al Guettel went east, to see his son in East Orange, N. J.

Stewards J. G. Hickman and R. Costello have obtained leaves of absence, due to illness, and E. W. Saville has requested his pension, because of poor health.

Our sincere sympathy is extended to Laundry Manager C. J. Rozek, whose father passed away on Feb. 6 after a brief illness; also, to the family of J. R. Wolf, retired Pullman conductor, whose death occurred on Jan. 24.

Veterans of the Road will be sorry to hear of the death of Mrs. Fanny H. Kirkland, 85, widow of Alfred E. Kirkland, for many years assistant superintendent of the sleeping and dining car department in Chicago and Tacoma, until his death in 1930.

We welcome to our midst Roy Hansen, the young man who is our new office boy.

## D & I DIVISION

### First District

E. Stevens, Correspondent

Thomas W. Kelly of Chicago, a veteran of more than 50 years with the Road, and the last eight years a conductor on the suburban run between Chicago and Bensenville, retired effective Mar. 1. Mr. Kelly was born in St. Charles, Ill., on Jan. 20, 1874, and started working for the Milwaukee Road in September, 1896, as a freight brakeman. In 1906 he was promoted to freight conductor, and went into passenger service in June, 1921, working on both suburban and through trains on the D&I Division.



Thomas W. Kelly

Switchman Dorm Bowman, Savanna, and Mrs. Bowman observed their 50th wedding anniversary on Sunday, Jan. 26, with a family dinner. They were married in Savanna on Jan. 27, 1897; have two sons, J. Wayne, who is employed in the car department at Davenport, and Dwight, and a daughter, Mrs. Earl Hess of Savanna. Among the many gifts they received was a gold watch, nearly 200 years old, that had belonged to Mr. Bowman's great-grandfather.

Francis Bolton, retired car department employe, and Mrs. Bolton observed their 48th wedding anniversary on Feb. 8, at their home in Savanna. They have one daughter and a son, Donald Bolton of the PFI department at Savanna.

Fireman Herbert Winston of Savanna and Mrs. Winston are the parents of a son, born Feb. 3.

Miss Wilma Plattenberger, clerk in the superintendent's office at Savanna for the past three years and daughter of Chief Time Revisor C. H. Plattenberger, became the bride of LaVerne Mishnick of Minneapolis in the Lutheran Church at Savanna on Feb. 12. Their honeymoon was spent in Chicago and they will be located in Minneapolis.

Sympathy is extended to Division Master Mechanic L. H. Rabun and family for the loss of Mr. Rabun's brother, whose death occurred suddenly at the family home in Chattanooga, Tenn., on Jan. 30.

Clarence Plum, engineer on the switch engine at Savanna for many years, died suddenly at his home in Savanna the night of Feb. 5. Engineer Plum entered the service of the Road on Dec. 17, 1903, as a fireman and was promoted to engineer on Aug. 1, 1908. He is survived by his widow and one son.

Mrs. John F. Falsenik, wife of J. Falsenik of the mechanical department, passed away at her home in Savanna on Feb. 3, following a long illness. Surviving are her husband, two daughters and one son.

Peter Schroeder, father of P. Schroeder of the store department at Savanna, passed away at the home of a daughter in Sabula, Ia., on Jan. 20, following a lingering illness.

Timothy Sullivan, B&B department employe for many years, passed away at his home in Dubuque on Feb. 8. Surviving are three daughters and one son.

Hummings from the telegraph and signal wires: Signal Maintainer M. Lennon, Savanna, and Mrs. Lennon welcomed another son into their family the latter part of November (which we overlooked mentioning), to the disappointment of their two daughters, who hoped to even up their side of the family with three girls to three boys.

Lineman and Mrs. N. S. Manning, Davis Junction, report the arrival of a son on Jan. 24.

Understand that Signal Maintainer C. E. Montgomery, Davenport, took unto himself a wife during the latter part of 1946.

## I & D DIVISION

Margaret C. Lownsberry, Division Editor

With deep regret we report the death of Mr. and Mrs. Harold Nichols, who died in their home during the night of Feb. 5, of carbon monoxide poisoning. Mr. and Mrs. Nichols came to Mason City on Aug. 5, 1946, from Mitchell, S. D. Mr. Nichols was employed as foreman of the B&B department. He started working for the Milwaukee as a painter in 1934.

Ralph U. Smith, retired conductor, passed away at his home in Mason City on Jan. 20, after an illness of five months. Mr. Smith entered the service as a brakeman on Sept. 27, 1917, was promoted to conductor on Jan. 28, 1923, and worked in that capacity until his retirement, Oct. 24, 1946. We extend our sincere sympathy to his family.

Sympathy is extended to Mrs. Peter Graf, whose husband died, Feb. 1, at their home in Calmar, following a heart attack. Pete was stricken while shoveling snow in front of his home. He was a former switchman at Calmar, and had retired on Nov. 8, 1945.

Bert Brandt, former PFI at Mason City, passed away at his home in Wells, Minn., on Feb. 12, after a lingering illness. We extend our sincere sympathy to his bereaved wife.

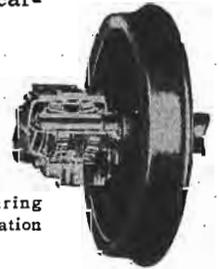
Charles E. Mutschler, chief clerk in the superintendent's office, was seriously injured, Jan. 28, when he slipped on the ice and broke his left arm. We all wish him a speedy recovery.

Chief Dispatcher L. R. Meuwissen retired, effective Feb. 12. Mr. Meuwissen was with the Milwaukee Road for 45 years, starting on June 27, 1902, as operator. He was

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promoted to train dispatcher in 1910 and came to Mason City as chief dispatcher in April, 1923. We all wish L. R. M. many happy years of retirement.

DF&PA R. H. Conrad is a proud and happy grandpa, with the arrival of a granddaughter on Jan. 20.

Conductor W. T. Cross and Mrs. Cross left, the first part of January, for Los Angeles, Calif., to spend some time with their son Tom, who is in the Marines and who expects to go overseas soon.

Word has been received that Frank Wenig was one of the United States' conciliatory commissioners who worked to settle the shipping tie-up on the west coast. Mr. Wenig is on a leave of absence from his duties as locomotive engineer on the I&D Division.

While visiting her father, Brakeman J. P. Hogan, who was ill in the hospital, Ticket Clerk Judy Hogan was stricken suddenly with an attack of appendicitis and was operated on the next day. Both are recuperating and expect to be back to their respective duties soon.

Several of our employes are off duty, due to illness, and we hope to see them back soon. They are Traveling Engineer R. R. Replogle, Conductors G. W. Calahan and Harry and Ed Larson, and Carman Henry Colwell.

The following article appeared in a recent issue of the Mason City Globe Gazette, under the title of "The Day's Bouquet": "To Herman Frazee, Milwaukee ticket agent, and his assistants—for courteous service to the public that has often gone far beyond the reasonable demands of duty. These railroad employes have built a tremendous reservoir of good will for their company in this community and among others who have had occasion to be served by them."

Soup's on—Jan. 30! Though a blizzard was raging outside, 14 "tummies" were warm, contented and pul-lenty full. Unable to get home, a group of the boys pooled their finances for an impromptu lunch of soup, sandwiches, dessert and coffee, which was served by Miss Margaret Lownsberry and Mrs. Phyllis Lien.

Phyllis Lien, who is doing substitute work in the superintendent's office, contributed the following poem, dedicated to Carrie Rugee, secretary to Superintendent Ingraham:

*I hate the winter,  
I hate the snow,  
I hate the icy winds that blow.*

*My car gets stuck,  
The wheels freeze stiff,  
The snow piles high in four-foot drifts.*

*I trudge for miles,  
My joints get locked;  
For days and days the roads are blocked.*

*O, woe is me,  
What shall I do?  
My feet are freezing, my nose is blue!*

*Each year I say  
I'll never stay  
In Iowa another day.*

*But here I am,  
And I'll remain,  
To shiver and shake, and all in vain.*

### Sioux Falls Line

F. B. Griller, Correspondent

It was never like that at Marquette, said Car Foreman Bill Trenkler, Sioux Falls, as he picked dollar bills out of a snow bank near the passenger station after the blizzard during the first week in February.

After his tour of the West Coast, John Horstman of Sioux Falls is now content to spend a mild winter in South Dakota.

Carman Dick Larson, Sioux Falls, en-



NATIONAL SAFETY COUNCIL

tered the Veterans Hospital at Lincoln, Jan. 20, for treatment of an eye injury.

We regret to report that Section Foreman George Christ, Sioux Falls, was hospitalized the latter part of January. However, he should soon be back on the job.

Trainman Zane D. Jenkins is telling everyone about being in hot water up to his neck. It happened at Hot Springs, Ark., where he sojourned for several weeks in February.

Charles Veig is the new car department employe at Canton, replacing Nels P. Hanson, who retired on Dec. 1, after many years of service.

The new car department employe at Sioux Falls is Joseph Aleck of Harrisburg.

### Sanborn-Rapid City

Margaret Kelly, Correspondent

The sudden death, by asphyxiation, of Harold Nichols, B&B foreman, and Mrs. Nichols in their home at Mason City on Feb. 5 is deeply regretted by all who knew them. "Nick" and Elsie were old residents of Mitchell, S. D., until last August when Nick bid in a job on the East End. He first worked for the Milwaukee as a water boy at the age of 15 and continued as a laborer, carpenter and pile driver. At the time of his death at the age of 33, he had been a B&B foreman for several years. He knew his work and always did his job well, taking a personal interest and responsibility in everything he did. Nick and Elsie had their share of tough luck and sickness but they were devoted to each other and it seemed God's will that they should go together. They will be long remembered by those who knew them. A joint funeral was held at Mitchell on Feb. 11, with a large attendance which included many fellow workers and employes of the Road. Sincere sympathy is extended to E. R. Nichols, pump repairer, and Robert Nichols, B&B carpenter, father and brother, respectively, of Nick, and to Mrs. Bruce Piggott of Los Angeles, Calif., and Lawrence Pollack, Fresno, Calif., Elsie's sister and brother.

A new son was recently reported at the home of Brakeman and Mrs. H. E. Schlimgen, bringing the total to four—all boys. Congratulations!

We have been informed of the recent death of Mrs. Andrew Mettit, wife of a retired section foreman at Stamford. Mr. and Mrs. Mettit had made their home in Mitchell for the past six years. Mrs. Mettit was the mother of H&D Engineer Oscar Mettit. Sympathy is extended to the families.

Among riders working temporary diesel assignments on this division are Tony Lukes, Milwaukee shops; Russell Pike, Savanna; E. Anderson, Ottumwa; Charley Rankin, Perry; H. D. Neelings, Austin; T. W. Wade, Aber-

deen; and C. Eidlemler, Milwaukee. Gordon Miller, fireknocker at Mitchell, is recuperating from a recent accident with his motorcycle.

Dale Irwin Dick, Sr., retired engineer, died at his home in Sanborn on Jan. 16, after an illness of 10 weeks, caused by an accident which necessitated the amputation of a leg. Mr. Dick was in the employ of the Road for 34 years and retired in 1936. He was born on Sept. 22, 1885, at Huron, S. D., but his family moved to Sanborn in 1891 and he was educated there and had lived there ever since. Funeral services, conducted in the family home by the pastor of the Methodist church, were attended by a large group of out-of-town relatives, and he was buried with the commitment services of the Order of Odd Fellows. He is survived by his wife, the former Alice Frame of Canton, S. D., his sons, Laurence, Dale, Jr., and Rudy Larson, his daughters, Mrs. Mildred Pierce of Cedar Falls, Mrs. Margaret Tuttle of Hartley and Mrs. Berdette Kramme of Pierre, S. D., and nine grandchildren.

### Sioux City and Western Branch Lines

Fred Costello, Correspondent

Local Storekeeper L. E. Lamb of Sioux City was recently operated on, due to an automobile accident on Jan. 27; now recovering nicely.

Dorothy Foote, stenographer at the Sioux City freight office, was married at Sioux City on Jan. 28. Dorothy is a daughter of Ticket Clerk Charles A. Foote of the Sioux City passenger depot.

Peter "Pete" Smith, retired passenger conductor, died at his home in Yankton, S. D., on Jan. 19. The funeral was held at Yankton. Mr. Smith had retired from the service of the company on Sept. 1, 1937, after 39 years of service.

Conductor Ray Leahey, Sioux City, made his first trip as a passenger conductor on Feb. 9. A rumor is going around that he spent the four hours prior to reporting for service in shining his gold buttons, putting a piano finish on his shoes and selecting the right shade of shaving powder to go with his complexion. Altogether, Ray was a success.

Conductor Fred A. Gardner died at his home in Sioux City on February 4, after a long illness. Mr. Gardner was born on July 6, 1882, and entered the service of this company on Apr. 28, 1906, being promoted to conductor on Sept. 2, 1912. Funeral services were conducted at Sioux City, on Feb. 6. During the last few years of his employment he had been in passenger service.

Engineer Louis C. Saarosy and his wife attended the Mardi Gras at New Orleans during the latter part of February. They stayed at the St. Charles Hotel, one of the historic hostleries of the Old South and the favorite stopping place of famous epicures and gourmets. It is hoped that his association with the rich and famous foods of the Vieux Carre won't cause Louie's nose to turn up at Midwestern fare of hog hips and greens and so on.

Operator Glenn Maysonholder of the West Yard office at Sioux City was operated on in February; now convalescing nicely.

Jack P. Hulce, son of Engineer Herschel Hulce, entered the service of the company on Feb. 13. Jack is the second son of Engineer Hulce to enter engine service, another son, Raymond, having been in service a couple of years.

Conductor E. B. Delaney, who retired on July 1, 1941, died at his home in West Los Angeles, Calif. Mr. Delaney entered train service on Sept. 1, 1900, and served for many years as passenger conductor on the Platte line. He was 74 years old when he died.



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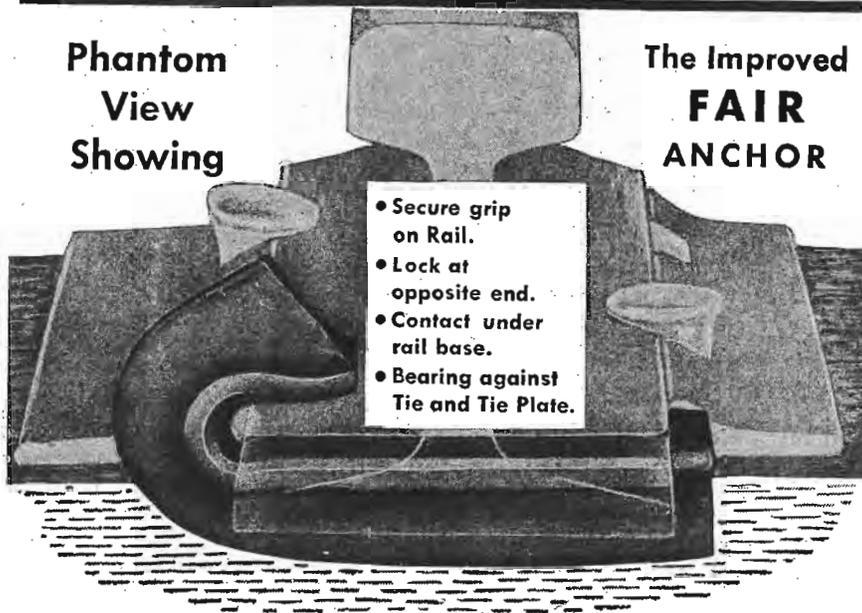
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