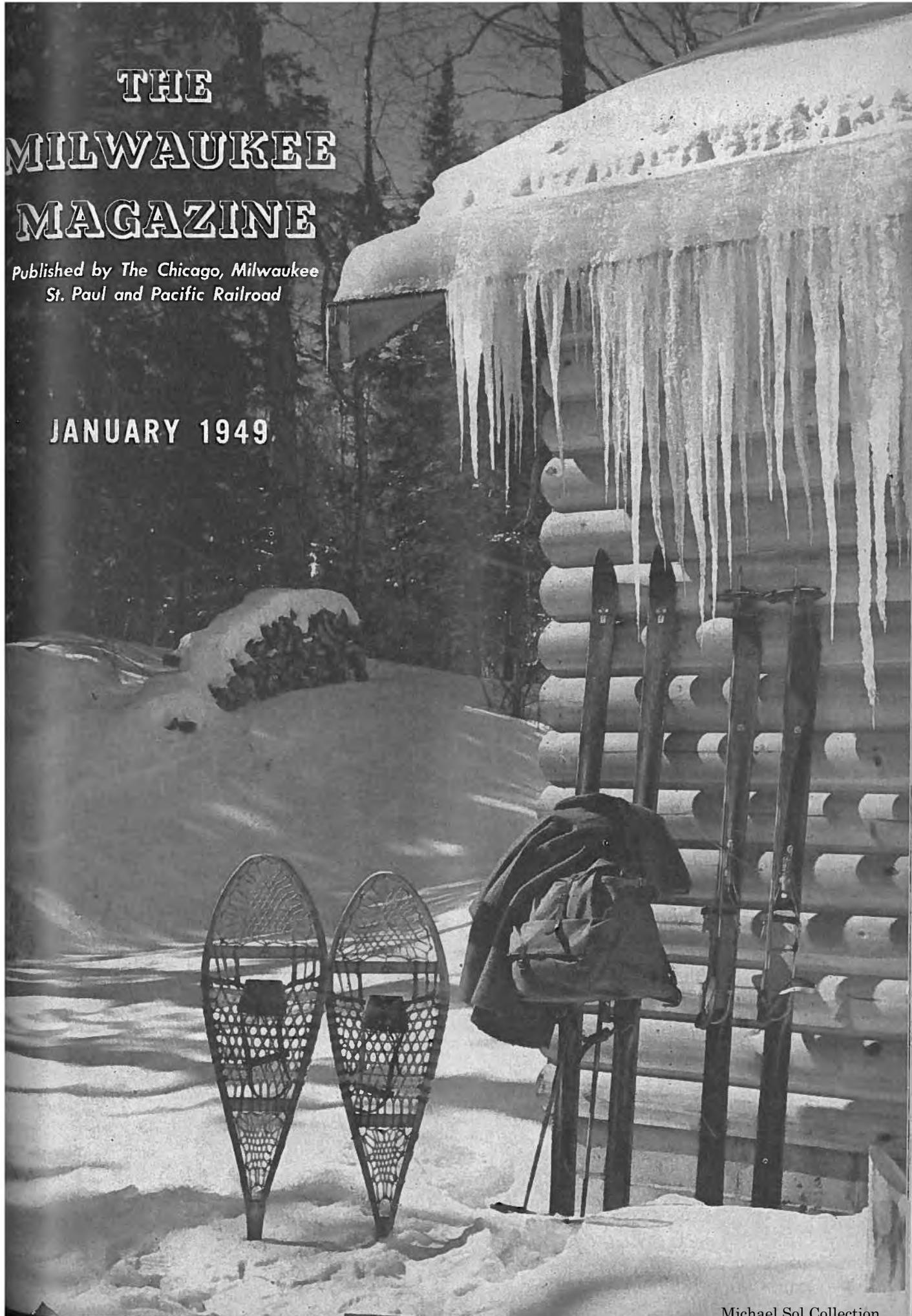


THE MILWAUKEE MAGAZINE

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JANUARY 1949



The RAILROAD HOUR

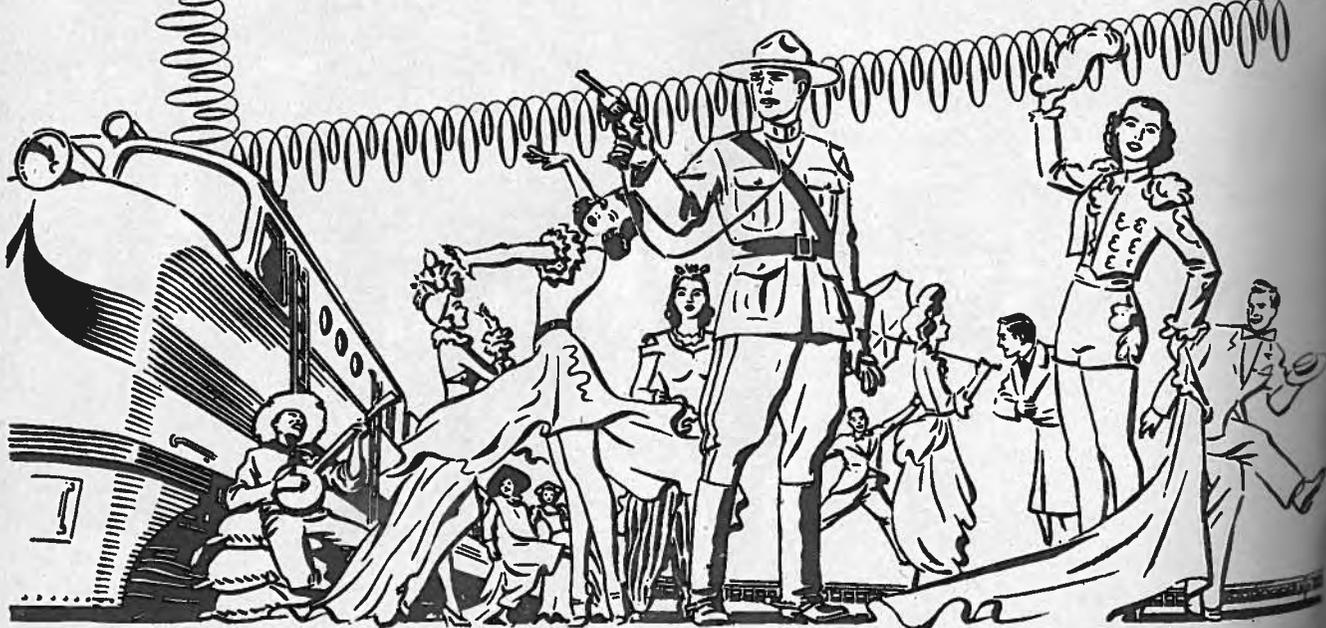
WORLD'S GREAT MUSICAL SHOWS
By RADIO

Set your dial for the Railroad Hour. It's star-studded with celebrities of the stage, screen and radio bringing you the hit songs and entertaining dialogue of Broadway's most popular musical shows.

Monday Evenings **ABC Network**

8 P. M. EASTERN, MOUNTAIN & PACIFIC TIMES
7 P. M. CENTRAL TIME

Presented by the **AMERICAN RAILROADS**



Bedroom Skytop Lounge Cars Go Into Service

THE FIRST of the Bedroom Skytop Lounge cars, the only ones of their kind to be found on any railroad, went into service on the Olympian Hiawatha on Dec. 9. Three others have since been delivered, and it is expected that by the end of January all six of these cars, which the railroad has been eagerly awaiting for more than a year and a half, will have been delivered and the streamlining of the Milwaukee's luxury train to the West Coast will be complete.

These cars are a part of the group of 28 sleeping cars which are being built by the Pullman Standard Car Manufacturing Company for service on the Olympian Hiawatha and the Pioneer Limited. The 28 cars are classified as follows:

Six Skytop Lounge cars including 8 double bedrooms each (all for use on the Olympian Hiawatha.)

Six cars with 10 roomettes and 6 double bedrooms each (all now in service on the Olympian Hiawatha.)

Eight cars with 8 duplex roomettes, 6 roomettes and 4 double bedrooms (all were expected to be delivered and in service on the Pioneer Limited by Jan. 10.)

Four cars with 10 roomettes and 6 double bedrooms (for supplementary service on both Olympian Hiawatha and Pioneer Limited.)

Four cars with 16 duplex roomettes (intended for the Pioneer Limited; no delivery date set as yet.)

All of these cars, classed as light-weight sleepers, are beautifully and luxuriously appointed, and offer not



Two views of the lounge section of the new Bedroom Skytop Lounge cars.



only eye appeal but the very latest devices and arrangements for passenger comfort. When all of the cars are delivered, the Road will have 213 newly-built postwar passenger train cars in its fleet, the cost of which is approximately \$16,000,000.

The eight bedrooms in each of these cars are equipped with annexed toilet facilities, wardrobes for clothing, temperature controls, public address system and radio. The lounge area has comfortable seats for 20, with a card playing section and tables with magazines.

The 28 new sleeping cars, although owned by the railroad, will be operated by the Pullman Company.

... AND THEY TALKED ABOUT *Safety*

HOW do you stop an injury before it happens? That is the difficult question to which the Milwaukee Road division of safety tries constantly to find answers, and which they hope to help the people of the railroad answer for themselves.

There is, of course, no sure way of preventing all injuries, but the safety rally programs which the division of safety has set up under the direction of L. J. Benson, assistant to president, make a great deal of sense and will probably go a long way toward lessening the number of accidents suffered by employes of the Milwaukee Road.

The first of these rallies was held in Chicago on the evening of Dec. 1, and the second in Milwaukee on the evening of Dec. 14. Others were scheduled for Minneapolis on Jan. 4, Tacoma on Jan. 27 and Miles City on Feb. 7.

The programs for all of these meetings are similar, opening with motion pictures showing parts of several famous prize fights: Tunney vs. Charpentier, Dempsey vs. Sharkey, Louis vs. Braddock, Zale vs. Graziano, Zale vs. Cerdan, and others. Thus keyed up to a fine appreciation of how not to get hurt in the ring, the scene is shifted to the railroad locale and, by means of a motion picture entitled "The Safe Railroader," the audience is given specific instruction in how not to get hurt on the railroad. The film deals principally with instructions for trainmen, but is valuable to all railroad men for the general theme of safety which it presents.

In each case a speaking program follows, led off and presided over by Mr. Benson. Many of the general operating officers, division officers and safety engineers are present, and although their talks are very brief, in order that the entire evening's program may be completed in two hours, each of them takes a few minutes to drive home some important safety pointer or to congratulate the men present for any improvement their record may have shown.

President Buford was unable to attend the Chicago meeting but did appear at the rally in Milwaukee to address the group. All of the pictures on this page were taken at the latter meeting.

A total of 543 attended the Chicago meeting, and, despite a heavy downpour of rain, 550 were at the meeting in Milwaukee.



C. H. Buford, president



L. J. Benson, assistant to president



L. F. Donald, general manager



W. J. Whalen, assistant general manager.



K. F. Nystrom, chief mechanical officer.



L. W. King, superintendent of Milwaukee Terminals.



J. J. O'Toole, general superintendent of terminals.



C. E. Crippen, general superintendent, Milwaukee.



G. M. Dempsey, general inspector, division of safety.



Dr. P. F. Hausmann, company surgeon, Milwaukee.



Mixed with the safety talk was a very pleasant dash of melody, by courtesy of "The Four Hiawathas," shown here doing a little number called "The Hiawatha Song." Left to right: Bob Buenger, baritone; Bob Burr, lead; Archie Graff, bass; and Fred Robbins, tenor. The boys always put on safety goggles before letting the notes fly.

The Best Year of Our Lives

ALL OF US, I imagine, recall that when we were young and unconcerned about what might happen the next day, the years seemed very long. Now that we are older and have a very real concern about what the future may hold for us personally and in a business way, the years roll by with increasing speed.

This month, as we enter 1949, we may feel that we have plenty of time before the calendar runs out—plenty of time in which to further improve the things that are right about our railroad and to correct the things that seem to be wrong. But almost before we realize it we will be far into the year, leaving behind us a record, either good or bad.

Each of you who, as an employe, has cast his lot with the Milwaukee Road, deserves to know what this year will hold, and I wish it were

possible for me to see far enough into the future to tell you. These, unfortunately, are times which are hard to predict, but this much I would like to say, for it is true:

Regardless of how steep the grade may be in 1949, how heavy the load and how hard the pull, we will make it and the reward will be satisfying to all of us if we put everything we have into the job and work for the best interests of each other by working for the public we serve.

And I hope that, twelve months from now, we can look back and say, "1949 was the best year of our lives!"



President

CHORAL CLUB ENTERTAINS HOLIDAY CROWDS



Byplay during intermission: A little close harmony from Director Brown and the three mascots. Left to right: Cathryn Gluchman, Melanie Homeyer and Ruthie Braun, all nieces of Choral Club members.

EVEN in these fast moving times it's safe to say that the parade of before-Christmas events is the busiest and most thrilling in every American home. Multiplying that hustle-bustle about 10 times over may give some idea of the preparations for Christmas in the Chicago Union Station. Months before the big day orders go out for the large evergreen wreaths and garlands, the stately trees that flank the concourse entrances, and the king of them all, the mighty 40-footer with the hundreds of blazing lights that has the place of honor in the main waiting room. Workmen spend almost two days putting on this holiday makeup.

To many of the thousands who use the station facilities, the highlights of that traditional picture are the concerts given by the Milwaukee

Road and the Burlington Route choral groups on the three days preceding Christmas.

A handsome new choir shell decorated with the red and green of holly wreaths formed a shining silver frame for the choristers' maroon gowns. Under the direction of Harry John Brown, who was making his first appearance before Union Station audiences, the Milwaukee Road group sang traditional carols and popular Christmas songs.

The annual concerts always draw a large audience—people who work in the vicinity, between-train travelers, and railroad employes in the station offices. Their faces mirror their enjoyment. Now and then a timid soprano or an exploring bass ventures a few bars with the ensemble.



Harry John Brown directs the choristers from the new choir shell in the west end of the main waiting room; Alma Mathies is at the piano.

Although the concerts have the charm of long established custom for Chicago people, it is probably the traveler stopping between trains who gets the most pleasure from them. Like the middle aged man in the heavy topcoat who paused before the shell to listen to the closing strains of "Silent Night". In the hush that followed, those close by heard an approving comment, "Mighty nice". Then, in the spirit that makes the whole world kin at Christmas time, he turned to the stranger at his side and smiled. "Yes, I think that was *mi-i-ghty* nice."

A view of the main waiting room of the Chicago Union Station during one of the noon concerts.



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CLYNE I tired mas Terminals sions, die pital, Oal few hours his home. "Roy"

January, 19

A. W. Bigham

A. W. BIGHAM, 62, general adjuster of the Road with headquarters in Chicago, died Dec. 10 in Wesley Memorial Hospital, Chicago, following a heart seizure which occurred in his hotel apartment.

Mr. Bigham was in Milwaukee Road service for more than 26 years. He was appointed district adjuster at Seattle in 1929. Previously he had been district adjuster at Miles City, Mont. On June 1, 1937, he was appointed assistant general adjuster at Seattle and on Nov. 1, 1944, became general adjuster with headquarters in Chicago.

Burial services were held at Seattle. Mr. Bigham is survived by his widow Blanche, and two daughters, Bernice and Beryl, of Laguna Beach, Calif.

Chicago Railroad Fair Plans

THE Chicago Railroad Fair, 1949 edition, will open on June 25th and run for 100 days, occupying the same area on the lake front as it did in 1948.

According to a recent announcement from Maj. Lenox R. Lohr, president of the exposition, the area will be improved to provide every comfort and entertainment for Fair visitors. In view of the need for more seating space, plans are being made to enlarge the grandstand. Also, to erect covered ways between the various exhibits to protect visitors from sun and showers. All roadways will be black topped to add to walking comfort and more elaborate comfort facilities will be provided.

Improvements in eating facilities will be made and additional de luxe dining cars will be in service. A second train will be added to the colorful Deadwood Central Railroad which hauled hundreds of thousands of visitors up and down the grounds. The new train will travel over the same tracks with the aid of a passing track. Changes and additions to existing exhibits will be made and plans are being developed for outstanding new presentations.

C. L. Emerson

CLYNE LeROY EMERSON, 67, retired master mechanic of the Chicago Terminals and Terre Haute Divisions, died at West Suburban Hospital, Oak Park, Ill., on Jan. 2, a few hours after he was stricken in his home.

"Roy" Emerson, as he was affec-

The Milwaukee Magazine



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1949

VOL XXXVI
No. 9

A. G. Dupuis
Manager

Marc Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION — CHICAGO

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tionately known, was born on Dec. 24, 1881, and began his career in railroading as a machinist apprentice for the CB&Q at Alliance, Nebr., in 1901. Upon completing his apprenticeship he was employed by the Rock Island as machinist and foreman until 1907, after which he served one year with the St. Louis, Iron Mountain and Southern Railroad as general foreman. He returned to the CB&Q as roundhouse foreman and general foreman in 1909, serving until 1916, at which time he was promoted to master mechanic on the D&RGW, which he served until 1917.

During the first World War he became president of the American Potash Company at Antioch, Nebr., and stayed with that company until April, 1919, at which time he joined the Milwaukee Road as master mechanic at Sioux City, Ia., moving from there to Perry, Ia., in March, 1920, and serving as master mechanic for the Iowa Division. He became master mechanic for the Chicago Terminals in the fall of 1920, where he remained until he retired, due to ill health, on July 1, 1943. During the depression, Mr. Emerson was given jurisdiction over the Terre Haute Division, in addition to the Chicago Terminals.

A large representation of mechanical officers, as well as many retired railroad officials, attended the services held in Chicago. Mr. Emerson is survived by his widow, Elizabeth, and only son, Clyde.

Reynolds Ranks "Ace High"

BACK in 1947 a waiter on the Morning Hiawatha found a wallet containing \$100, turned it over to the lost and found department, and then forgot about it. Not so the grateful owner. It took



Boyce Reynolds

all of a year, but he has finally succeeded in identifying Boyce Reynolds as the person responsible and here is an excerpt from the letter which gives his side of the story:

"I wrote asking for the name of the waiter who had turned in the wallet but may have misdirected the letter because I received no answer. Since then, when traveling on the Hiawatha I have always looked for him. I found him last Thursday [Nov. 18]. His name is Boyce Reynolds and I was delighted to thank him.

"The waiters in the club car on the Hiawatha all give superior service but I think Boyce Reynolds is outstanding in skill, personality and tact. He certainly ranks 'ace high' as to honesty. Please forward to him the enclosed check which I wish to add to the reward I gave him."

Appointments

Law Department

Effective Dec. 16, 1948:

L. D. Phelan, assistant general adjuster, is appointed general adjuster, succeeding A. W. Bigham, deceased. Effective Jan. 1, 1949:

R. G. Bundy, tax agent, is appointed tax commissioner, succeeding Floyd Williams, who is retiring after nearly 43 years of faithful and conscientious service in the tax department of the Milwaukee Road.

M. L. Boydston, formerly tax agent at Seattle, is appointed tax agent with headquarters at Chicago.

E. J. Notske is appointed tax agent, with headquarters at Seattle, succeeding M. L. Boydston, promoted.

Freight Traffic Department

Effective Jan. 1, 1949:

Howard A. Kratz is appointed city freight agent at Chicago.

Women's Club Makes It a

Family Christmas-

THAT man was here again—Santa Claus! In a wonderful commotion of parties for the children and grown-ups, of candy and toys, sparkling Christmas trees and brimming baskets for needy families. That's what Christmas means to the Milwaukee Road Women's Club.

Every year, starting shortly after Thanksgiving and continuing through the holiday season, all club activities take on a Christmas perspective in which Santa and his fast stepping reindeer play an important part. The good saint had a busy schedule this year and made an early call at Montevideo, Minn. It had been rumored that Santa Claus was coming to town on Dec. 17, and 65 children dressed in their best gathered in the club rooms that evening to see what he would bring. Sure enough, the jolly fellow was true to his word and appeared in full dress, with rosy cheeks and flowing whiskers. Roadmaster Bill Weiland's boy Jim remarked to Santa later that the suit was just like one his Dad owned.

Before distributing his cargo of candy and apples, Santa called on the youngsters to sing and recite their Christmas pieces. After the goodies were handed out there was community singing.

Dubuque Chapter was honored by Santa's annual visit on Dec. 21. Fifty starry-eyed youngsters and their parents gathered around the large Christmas tree in the Y. W. C. A. parlors to welcome him. Santa (who

Santa Claus Visits the Kids



There were some at Montevideo, Minn., who noticed that Santa Claus' suit looked like one which belongs to Roadmaster Bill Weiland.



bore a close resemblance to Oscar Ohde, retired pipefitter) had gifts for every child. After they were distributed the youngsters turned the tables and entertained him. The program consisted of recitations, tap dances and an acting skit; it also featured Miss Viola Freiburger in Christmas songs and Miss Lucille Millar in readings of traditional Christmas stories.

Mrs. Walter Graham was chairman of the committee which planned

Hi, folks, Merry Christmas! Santa Claus hails his reception committee from the caboose and waves a cheery greeting as the Christmas Special pulls into Green Bay.

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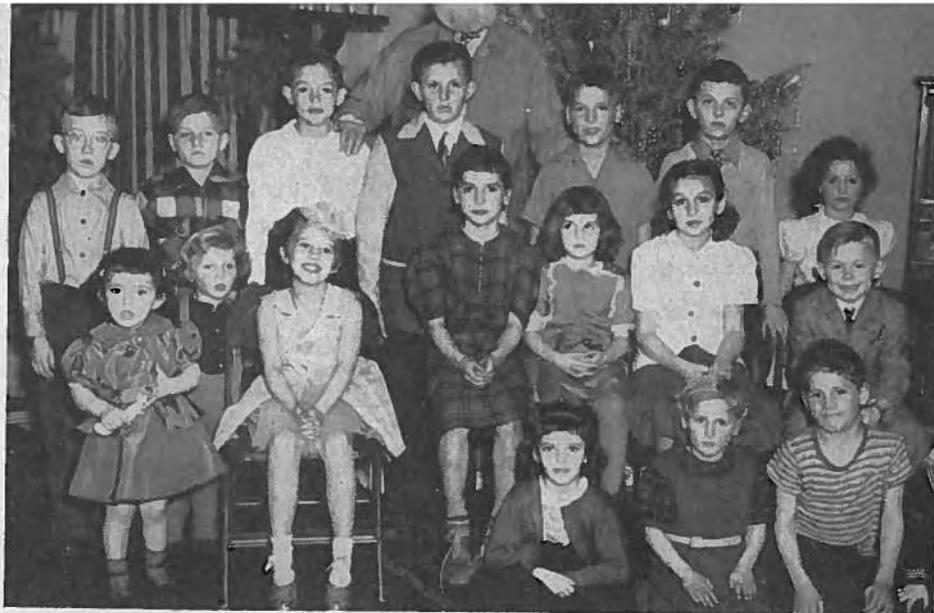
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January, 19

this gala festival and Miss Millar arranged the entertainment. Others who helped were Mrs. John Litscher, president of the chapter, Mesdames Harvey Wilson, Frank Meyer and A. Fuerst, and Miss Marcella Duggan.

Santa's most spectacular appearance was at Green Bay, Wis., on Dec. 19. Arrangements were made with him in advance and he rode into town on a Christmas special. It was a dramatic entrance. A whistle blast at 7 P. M. announced the train's approach and as it rounded the curve near Cass Street it became apparent that the decorating committee—Trainmaster Dale Simon and Chief Carpenter Lloyd Hinch and his crew—had done a thorough job. The locomotive boiler was almost obscured by a huge five-pointed star outlined in red fusees and red flares also blazed from the pilot and running



He knows if you've been bad or good. This group at Dubuque, Ia., is taking no chances and is strictly on party behavior.

the celebration for the children, the club takes over the role of Santa Claus for needy families of the community and sees to it that every one has an ample Christmas basket. Those who carried out the plans this year were Mrs. George Bloomer, president, Mesdames Anton Johnson, F. T. Buechler, Henry Bennett, William F. Kramer, Joseph Brennan, John T. Dinwoodie and Russell Anderson.

Left: Are they having a good time? Well, rather. Santa's Christmas surprise for the kiddies at Montevideo, Minn., was a big bag of candy and apples.



At Green Bay, Wis., Saint Nick was literally mobbed. The waiting room of the South Washington Street station was jam-packed with those who were anxious to have a word with him.

boards of the engine and the steps and roof of the caboose.

About 400 children and an equal number of their elders greeted Santa as he alighted from the caboose and made his way to the South Washington Street station. A Christmas tree had been set up in the waiting room and carols were being broadcast over the public address system. After a closer look some people were heard to remark that the jolly fellow resembled Brakeman Villeneuve, but, of course, the children knew better. Santa repaid their confidence by digging deep in his sack and producing a box of candy for every child present.

This party has been a Green Bay tradition since 1926. In addition to

Presenting GILBERT ALLCOTT

Winner of
Honorable Mention
in Essay Contest

by HAROLD MONTGOMERY

Correspondent, Milwaukee Shops,
Milwaukee, Wis.

A VERY busy section of the city of Milwaukee, from West Canal south to the Menominee River, and from North 30th Street to North 42nd Street is that area called the Milwaukee shops. Enroute to our interview with an interesting man, we pass through the shops area—past the roundhouse, the blacksmith shop, tin shop, mill, truck shop and finally arrive at the passenger car coach shop building.

Opening the door to the office of George J. Bilty, passenger car superintendent, we see just what you see in the accompanying picture. Here is Gilbert E. Allcott, shop schedule supervisor. "Gibbie," as he is called by the many, many people who call him friend, is a modest but genuinely likeable fellow. Asked how come he entered the "Why I Like to Work for the Milwaukee Road" essay contest, he thought a minute and then replied:

"I was at home reading the Milwaukee Magazine on Labor Day and came across the page carrying the announcement. I put the Magazine down, lay back on the sofa and closed



Gilbert E. Allcott

HONORABLE MENTION

Why I Like to Work for the Milwaukee Road

During the thirty years I have worked for the Milwaukee Road, I have enjoyed it and I still do.

Liking the Milwaukee Road is a habit of mine. My father and grandfather who worked for the old "St. Paul" were always talking about "our" road. Again, most of their friends and most of my friends, and many of our relatives were Milwaukee Road people, who chattered plenty about things and happenings of interest on "our" road. It is small wonder, then, that from childhood on, I thought the whole world revolved around the Milwaukee Road.

The Milwaukee Road has always, as long as I can remember, been progressive and outstanding. It is constantly doing things to better its service, its property, and its relationship with patrons and employes. I like anything that ever moves forward in what I judge to be the right direction. . . Again, it is a great satisfaction to know that I have, and have had, a part, although a very insignificant one indeed, in many of the forward steps taken by the Road.

In general, I have found my work interesting, sometimes exciting, but seldom monotonous. It has always retained my interest. I have never been ashamed of my job — always proud of it. Railroads are essential to the welfare of mankind, and by being a humble part of a great railroad system, I feel that my job is essential. It is a nice feeling.

All in all, I have found Milwaukee Road people nice to work for and with, cooperative, considerate and loyal.

The material benefits which I have gained from working for the Milwaukee Road have made me neither rich nor poor. I, and my family, have been able to live and enjoy ourselves as Americans should. I do not believe we could ask for much more in this world.

If I lived my life over again, I am sure I would again choose railroading for a career. I can think of no other work that is so fascinating and worthwhile.

GILBERT E. ALLCOTT
Shop Schedule Supervisor
Passenger Car Shops
Milwaukee, Wis.

my eyes. In a series of quick 'flash-backs' I relived my railroad life. I became so full of thoughts that I just had to pick up a pen and start writing. First thing I knew, I had written the essay."

Mr. Allcott comes from a family of railroaders. His father, Frank L. Allcott, was formerly engineer of tests at the Milwaukee shops, and his grandfather, Amos E. Allcott, was a master mechanic with the Pennsylvania Railroad.

Gibbie started his railroading career in 1918 after graduating from Ohio State University. He started as a clerk in the office of superintendent of car department office, and in nine years had worked himself up to his present status of shop schedule supervisor. It is his job to see that cars needing repairs are taken care of and put back into service as soon as possible. He also has to keep a line

on the cost of repairs, and, all in all, he finds the work interesting and enjoyable.

The Allcott family consists of Gibbie, his wife Emily, a son, Jack, 23, and a daughter, Mrs. Gilbert Brighty, who has a four-year-old daughter and a very new baby boy.

Most of Mr. Allcott's one-time forms of recreation have been abandoned in recent years in favor of reading detective stories and working with the stamp collection which he started as a youngster and is still adding to daily. It is an excellent collection, numbering now in the thousands.

He has been in a position to watch the changes in car construction from the "heavier the weight, the greater the strength" ideas of the early 1900's to the beautiful, lightweight wonders of today. It has been an interesting and a good life.

The Milwaukee Magazine

Michael Sol Collection

Winners of National Essay Contest Announced



George A. Gauby, freight handler on the Denver & Rio Grande Western Railroad, whose essay entitled "Why I Like to Work for My Railroad," won first prize in the nationwide contest sponsored by the American Railway Magazine Editors' Association, receives a \$1,000 check from Walter C. Mittelberg, 1948 president of the A.R.M.E.A. and editor of the Western Pacific's employe magazine. Left to right: Wilson McCarthy, president of the D&RGW, Mr. Gauby, Mr. Mittelberg, Mrs. Gauby and daughter.

THE leading citizens of Glenwood Springs, Colo., as well as a railroad president and a United States congressman, were on hand Dec. 15 to honor a railroad station employe who brought national recognition to himself and his community.

He was George A. Gauby, 47, freight handler and redcap at the Glenwood Springs station, and his claim to distinction was that he had been acclaimed winner of first place in the nation-wide contest on the subject, "Why I Like to Work for My Railroad," sponsored by the American Railway Magazine Editors Association, and participated in by the Milwaukee Road. The luncheon in his honor was sponsored by the Glenwood Springs Chamber of Commerce. By this time Mr. Gauby had recovered, more or less, from the shock of learning that his had been judged the best from among more than 4,000 essays, and that he would receive the \$1,000 first prize.

Only two days before, on Dec. 13, the Association of American Railroads had paid a tribute to Mr. Gauby on "The Railroad Hour," in these words:

"This business of moving the Christmas mail is one of the things which railroads do that gives railroad men the feeling of being an

essential part of a system of transportation which has meant so much to the greatness of our nation.

"Here's what a freight handler in the station of Glenwood Springs, Colo.—George A. Gauby is his name—had to say about this system of transportation: 'The system rolls on smoothly, efficiently; the trains wheel by, loaded with merchandise bound for the four corners of the earth, crowded with passengers for all the ends of the world; and I know that I have a part in it. It is a small part, to be sure, for I am no more than one tiny cog in a great and complicated organization, but there is an abiding satisfaction in knowing that my work contributes to keeping the wheels rolling on the rails.'"

Mr. Gauby's essay had been entered in the national competition by virtue of having won first place in the contest sponsored by the Denver & Rio Grande Western Railroad. Second prize in the national contest went to Ralph H. Sanborn, agent on the Boston & Maine at Raymond, N. H., who had won first place in the Boston & Maine contest. Third place went to John B. Corson, chief clerk to the Illinois Central division superintendent at Waterloo, Ia.; Mr. Corson had won first place in the I.C. contest. Mention of merit went

to Manuel Rubio, shop inspector on the Southern Pacific at Douglas, Ariz.

Among those who attended the luncheon in honor of George Gauby were Wilson McCarthy, president of the Rio Grande Railroad; Congressman-Elect Wayne Aspinall; E. A. West, executive vice president of the Rio Grande; G. B. Aydelott, division superintendent, and other division officers; W. D. Ryan, general chairman of Gauby's union, the Brotherhood of Railway Clerks; Walter C. Mittelberg, of San Francisco, president of the A.R.M.E.A.; Harry Walker, of Denver, national secretary of the A.R.M.E.A.

The Winning Essay

Mr. Gauby's essay, considered to be the best written by any railroad employe in the United States, is quoted below:

Why I Like to Work for My Railroad

BY GEORGE ARTHUR GAUBY

"After thirteen years' service with the Rio Grande, I should be able to answer that question easily. There are the solid substantial reasons, of course. There is the fact that a railroad man is sure to feel secure as long as he properly performs the duties entrusted to him, and is also sure of steady employment at an above-average rate of pay. There is the sick benefit fund to aid the railroad man when he is ill, the hospital fund to take care of expenses if he has to go to a hospital, the Railroad Retirement plan to help him when his railroading is done. There is the annual pass he carries in his pocket which enables him to travel the system end to end, and the trip passes by which he and his family can travel for free anywhere in these United States. All of these things are good and must weigh with a man when he chooses his life's vocation.

"But there is more than that to being a railroad man. To be a railroad man is to be a good member of society, one of a fraternity of men who are respected for the work they do, the things they stand for in the community. Our system of transportation has played a vital part in the greatness of our country; the railroads contributed mightily to the building of the West, and it is railroad men who make the railroads. It is a proud calling, that of the railroad man. This too has weight.

"And there is something more, something that has to do with intangible things. When I hear the

Bibs Are "In" on Hiawatha Diners

TRAVELING tots whose table manners do not as yet conform to the standards set by Emily Post can now dine on the Hiawathas with all the comfort and security of eating in the nursery at home. Gone is the indignity of the napkin tucked under the chin. With one eye on the well being of its small patrons and the other on their parents' peace of mind, the Milwaukee Road has substituted shiny waterproof bibs, attractive take-home souvenirs.

The bibs are made of white opaque Vinylite bound in red tape and have a "food catcher" pocket attached to the bottom. The feature which the youngsters find intriguing is the red imprinted design, a speeding Hiawatha with two little Indian boys of the tribe adopted by the Milwaukee Road waving from the Diesel cab. The legend below tells the story—"I Rode on the Hiawatha."

Parents of children under six—that group which normally can be counted on to spill milk or otherwise



Frankie Jewell of Chicago, camera shy two-year-old traveler, and his mother, Mrs. F. W. Jewell, get set for luncheon on the Morning Hiawatha; Walter Herbert Freeman ties the bib.

discomfit its escorts—consider the bibs a boon to travel comfort. They are manufactured by the Clarvan Corporation, Milwaukee, Wis., and were first introduced on the Olympian Hiawatha last Sept. 1. They are now standard equipment on all Hiawathas.

hoot of a Diesel or the hoarse chug-chug of a thirty-six-hundred toiling up a grade, or see the lights of a passenger train flashing through the night, I feel a thrill that cannot be measured out in money or weighed upon a scale. The system rolls on smoothly, efficiently; the trains wheel by, loaded with merchandise bound for the four corners of the earth, crowded with passengers for New York or Frisco or London or Bombay and all the ends of the world; and I know that I have a part in it. It is a small part, to be sure, for I am no more than one tiny cog in a great and complicated organization, but there is an abiding satisfaction in knowing that my work contributes to keeping the wheels rolling on the rails.

"That is why I like working for the railroad—it just becomes a part of me."

Second Prize Winner

Following are excerpts from the essay by Agent Ralph H. Sanborn,

of Raymond, N. H., which won second place in the contest:

"I like to work for the Boston & Maine Railroad because . . . I have been able to live in a little New England village and enjoy a full life, to marry, to raise a family, to participate in town, church and lodge affairs, while earning enough money to own a decent house, buy the wife a piano, send the girl through college, run a good-enough automobile (and change it once in a while)—in short, to live in a respectable, God-fearing, pay-your-bills, middle-class sort of way.

"I like to work for the Boston & Maine Railroad because my superiors in the company have never asked me to do anything that lowered my self-respect and they have never asked me what ship I came over on, whom I was going to vote for, what Church I attended, or what I had for breakfast. . . .

"It is sometimes possible to work at a job and still have inclination and time to 'bring up the young idea,' and it is a great source of satisfac-

tion to me that all of my young men left me with the correct ideas of service, honesty and courtesy and that they are now all doing well with our company and with the Railway Express Agency, and it is my hope that they got something from example and not all from precept."

Third Prize Winner

Excerpts from Mr. Corson's essay, winner of third prize, are quoted here:

" . . . My job with the Illinois Central is satisfying. My satisfaction begins with the knowledge that I am a part of the railroad industry, the backbone of American commerce, and that I am filling a position of some responsibility with one of the most progressive railroads in the world, consistently at the top in safety and a leader in the new science of personnel relations. . . .

"I am proud to work for a railroad with the record of fine management possessed by the Illinois Central. I am proud of our Suggestion System, one of the finest means ever devised for recognizing employes with ideas and for giving the employes a feeling that they are a part of their company. I am appreciative of the opportunity given me as a supervisor to broaden myself through courses in psychology and employe relations, taught by instructors from the best universities. In short, I like my company, I like my boss and I like my job. . . ."

Olympian Hiawatha, Best to California

A. R. BUCHWALD, a long time resident of San Mateo, Calif., recently visited his boyhood home in Milwaukee. "Just for curiosity sake" is the reason he gives for returning to California by way of Seattle and the Olympian Hiawatha. "Since my return," he writes, "I can't find praises enough for your superior train and the courtesy of the train and dining car crews.

"You have not only a booster in me, but also in my friends and acquaintances who in the future can be counted on to disregard the extra 900 miles north to get this train and service to Chicago. I had a coach seat but made a complete inspection of those 'touralux' sleepers and they are really something to talk about, and for me to take the next time.

"I go east every year and it will be 'Milwaukee Road' after this, even though I have to make a 900-mile detour to do so."

Financial Results... 11 Months of 1948

Compared with the Same Period of 1947

WE TOOK IN

	To Nov. 30, 1948	+ Increase - Decrease
<i>For hauling freight, carrying passengers and mail and other services.....</i>	\$234,048,215	+\$24,298,963
<i>Other income—net</i>	1,296,880	— 155,533
<i>Total</i>	\$235,345,095	+\$24,143,430

HOW THE MONEY WAS USED

<i>49.1%—Wages</i>	\$115,531,125	+\$12,663,658
<i>3.0%—Payroll taxes</i>	7,035,162	— 2,127,401
<i>44.5%—Fuel, Materials, Supplies, other operating expenses, taxes, rents, and interest</i>	104,671,547	+ 13,595,267
<i>3.4%—Retained for needed improve- ments, emergencies, and other corporate purposes</i>	8,107,261	+ 11,906
<i>100%—Total</i>	\$235,345,095	+\$24,143,430

During the month of November the increase in our operating expenses exceeded the increase in our total revenues by approximately \$425,000, with the result that much of the gain we had made in the previous ten months of 1948 over the same 1947 period was almost completely wiped out.

For the full eleven month period of 1948 covered by this statement, our net income is less than 12 thousand dollars ahead of 1947, notwithstanding that our total revenues were over 24 million dollars greater than in 1947.

We Set Our Sights on Santa

by Dorothy Lee Camp
Correspondent, Bensenville Yard

MEMORIES of Christmas Eve, 1948, will be a source of joy to us for years to come. With our nephew, Bob Strantz of St. Paul, Minn., who was visiting us, we set out that night to see if we could pick up the trail of Santa Claus.

The home of little Judson Shear (son of I.H.B. Engineer Clarence Shear) was our first stop, after which we called on Dickey Feeney, son of our old school friend Richard. Santa had been busy at both places. Our next stop was at Trainmaster Roy Love's house to see Tommy and Howard. When we arrived Howard was decorating the tree, and just about two seconds ahead of Santa!

We ran into Santa again a short time later at the Tony Martinek (clerk at Bensenville) home, where he was leaving gifts for Tommy and Jimmy. At the next place we visited the children were in bed, but even in the dark Santa Clause knew them and called each one by name. It must have given them plenty to think about until morning.

Next Bob and I decided to look in at the Edmund McLean (Soo Line tower man) home in Forest Park. Sure enough, Santa was there! Seven excited children heard the jingle of his bells and pounced on him with hugs and kisses as he unpacked. This was fun. Who would Santa visit next? Well, the home of Twinkie, Johanna and Johnny Phillips (chil-

This is the story of how the Camps—Dorothy, a car record clerk at Galewood, and her husband Joe, Galewood yardmaster—spent Christmas Eve. For sure, Santa Claus could never cover his beat that night without helpers. As a member of Saint Nick's auxiliary force, "Uncle Joe" Camp visited 31 children between dusk and dawn and left with each one a toy that had been made by Santa's helpers in the basement workshop of the Camp home in River Grove, Ill.

—Editor.

dren of relief yardmaster at Bensenville) looked like a good place to investigate. We were there only a few minutes when we heard them again—bells—and surprised Santa as he was entering with a bag of gifts. He even left some there for Bob and me.

The Phillips' gave us supper, but Santa was gone long before that. The next place we caught up with him was at the Bensenville yard office around 5 A. M. as he was handing a package to Clerk Mike Reagan. Villa Park was the next place where we thought we could catch that be-whiskered fellow. So off in the early morning hours to the home of Ed and Marge Meier to see Billie and Ronnie. There we must have missed Santa because the house was dark, but we

did hear the distant jingle of bells. Well, our old pal, Crew Director Irv Scorza, should just be getting home from work, so on to the Scorza's new little house. Santa beat us there, but through the open door we could see little Carolyn and Bonnie Grace hugging Santa, and what do you know! On the floor was one of those big rocking horses Santa had "Uncle Joe" Camp make for him in his basement workshop!

Now to the home of Harvey Reidel (yardmaster at Bensenville) to see Bob, Ronnie, David Allen and little Bonnie Joy. And there was another rocking horse! Never have I had such luck to see Santa so often in one night. Surely he would be heading for home soon. No, the William Hillebrand (Engineer Hillebrand) home was next and there Santa decided to have a little fun before heading north. First he woke up Bud (Cragin tower man) and then the sly old fellow went to Julie's bed and woke her. Julie let out a sleepy scream that brought us running, but when we looked, that nice jolly Santa had disappeared. All that was left of him was a distant jingle of bells and a faint echo on the air, "A Merry Christmas to all and to all a good night!"

Fireman Janisch Foils a Plot



E. F. Janisch

FIREMAN B. F. Janisch pulled off a movie hero stunt recently which brought his name to the top of the commendation list. The exploit occurred while he was on a helper engine near Selby, S. D. As the engine took siding for No.

264, Janisch noticed something that looked like a sickle lying on the south rail of the main line tracks about 50 feet west of the overhead. In what seemed only a matter of seconds—No. 264 was less than a mile away—he had jumped from the engine, sprinted down the track and snatched it from the path of the oncoming train. The object proved to be a mower guard measuring about four inches across the top, from which extended two six-inch cast iron prongs.

An on-the-spot investigation turned up convincing proof of deliberate mischief and Janisch was congratulated for thwarting the prankster's work.



Santa delves into his sack to see what he has for little Dickie Feeney. All of the toys in this big bag were made in his workshop in the basement of the Camp home.

Marathon Walkers Beat Pioneer Record

A LOCAL walking contest that developed into a major midwest sporting event focused the attention of thousands of sports fans on the Milwaukee Road station at Decorah, Ia., on Sunday afternoon, Dec. 5. Representatives of newspapers, magazines and radio hookups jockeyed into position for a good view of the proceedings and an estimated crowd of 3,000 persons lined the railroad tracks between Decorah and Conover, the route outlined for the marathon walkers.

The contest stemmed from Mayor George A. Baker's chance remark about the staying power of the present generation versus our pioneer forefathers. What had started out as more or less of a joke snowballed into a hot local issue and Baker posted prize money for anyone who could beat or match a record set by his grandfather years ago. The elder Baker, carrying a 60-pound sack of wheat, covered the 9.2 miles between Decorah and Conover in one hour and 55 minutes.

Ten hardy local walkers took up the challenge. Rain and snow that day made walking on the slippery railroad ties hazardous but interest had reached such proportions that the contest could not be postponed. Plodding through the icy sleet and lashed by a driving wind, the men picked their way carefully along the tracks. Some of the more forethoughtful had wrapped their meal sacks in waterproof covers. Despite these handicaps two of the men succeeded in beating the old time record.

Carl Aschim, 22, covered the distance in one hour and 40 minutes and Walter Hovey, also 22, followed him across the finish line a minute later. Both men were covered with snow and showed the effects of the gruel-



Lawrence Reichow, section foreman who operated the motor car which carried Mayor George A. Baker down the Milwaukee Road track behind the walkers, punches the mayor's ticket. The mayor is shown standing, while in the background is Gilmer Seegmiller, passenger ticket agent, who also rode on the car. (Decorah Journal photo.)

ing grind. They each received \$50 from Baker. Four others who succeeded in finishing were so close to the pioneer record that Baker presented them with \$25 for their efforts.

A crowd of some 500 sports fans cheered the men as they crossed the finish line at the freight depot. Mayor Baker followed closely on the heels of the walkers, riding in comparative comfort on a railroad motor car. Foreman Lawrence Reichow and Ticket Agent Gilmer Seegmiller went along. The open air ride required a regular passenger ticket which was punched by Foreman Reichow.

The New "Guarantee" Provision of Retirement Act

BY THE end of November nearly \$1½ million was paid to the survivors of 3,900 deceased railroad employes under the new residual-payment provision of the Railroad Retirement Act, according to a statement issued recently by the Railroad Retirement Board.

Railroad workers have expressed considerable interest in this provision of the law, which guarantees that they and their survivors will receive more in benefits than they pay in taxes into the retirement system. A "residual payment" amounts to 4 per cent of an employe's creditable railroad earnings in 1937-46 plus 7 per cent thereafter, less any benefits previously paid to him and to his survivors.

Restores Benefit Dropped in 1946

The provision in effect restores the 4 per cent lump-sum death benefit which had been eliminated in 1946. The higher percentage applicable to earnings in years after 1946 is in recognition of the higher taxes employes pay in those years.

Although, before the latest change in the law, the vast majority of employes and their families would have received considerably more in benefits than the amount of the taxes, there would still have been some cases in which the benefits would have been smaller. The residual payment is designed to make up the difference.

When Residual Payment Is Made

The residual payment can be made only when no other benefits are payable with respect to the employe's death. However, a widow (or parent) entitled to monthly benefits on reaching age 65 at some future date may at any time before that date elect to waive rights to the future monthly benefits and thereby make the residual payment available immediately.

The payment is made to the designated beneficiary of the employe. If no one had been designated, however, it is paid to the widow (widower), children, parents, or estate of the employe, in that order of precedence.

"Women hate revolutions and revolutionists. They like men who are docile, and well-regarded at the bank and never late at meals."

A Milwaukee tavern visitor watched an old timer order a beer and toss off the brew in a lightning gulp. Another and another all went down the hatch in a fraction of a second.

"Do you always drink your beer like that?" the visitor asked.

"Oh, yes," said the old timer. "Ever since my accident."

"What accident?"

"Why the day I had a beer knocked over."



Home Department

"Railroad Hands" Win National Crochet Crown

NO, MAN didn't bite dog, but he did win a crochet contest, and that's big news in any quarter. You haven't heard about it? Well, listen to this:

Engineer Louis Walter of Mason City, Ia., a hard-muscled six-footer, together with Mrs. Walter, has been seeing the sights of New York City as the guest of the National Needlecraft Bureau. The trip, plus a cash award of \$50, was his for winning first place in the men's division of the 1948 national needlework contest. His crocheted bedspread was the best of the work submitted by some 700 men who all won awards in state and county fairs last year.

Walter has been with the Road for 45 years, the last 18 on the Mason City-Sioux Falls run. He averages two round trips a week on 62 and 63 (the meat trains) and most of the bedspread was crocheted on the Sioux Falls layover. It was three years in the making. Walter set himself a stint of two hours of steady croch-

ing every morning and evening while he was at his Sioux Falls rooming house.

The spread is a cream colored masterpiece measuring about 64 square feet. The total time consumed was 1,275 hours and he used approximately 20,800 yards of mercerized cotton crochet thread. It was by far the finest shown last summer at the North Iowa Fair.

Walter has taken some good natured ribbing about his hobby, but since he's a well set up 184 pounds, the boys at the yards know when to stop. He doesn't bring out his needlework around the engines for fear of soiling it, but it's always tucked away in a little package or a corner of his grip when he points the Diesel toward Sioux Falls.

Looking at Walter's powerful hands as they take a grip on the throttle, it's hard to imagine them going through the twists and turns of delicate lace making. He explains the accomplishment as one he ac-



"Railroad hands" is how Mrs. Walter explains away her husband's proficiency with a crochet hook. She and the five Walter girls are proud of Dad's work.

The grand champion itself, a lace-like spread 102 inches long and 90 inches wide. Each square measures 6 inches. Walter estimates that it took 20,800 yards of thread.



quired when he was a boy living on his parents' farm near Pipestone, Minn. One summer during a long siege of illness his mother introduced him to crocheting and his father taught him how to knit. His father and uncles were all good knitters. He laughs when he tells a story about it. "Every fall grandmother knitted each of her boys a sock, a mitten and a start on a sweater. They either finished them or it was a long, hard winter."

When Walter met the girl who later became his wife his hobby took a spurt. Theirs was an old fashioned courtship which involved much sitting around the parlor stove crocheting articles for her hope chest. He made pillow cases while she worked on towels.

Some of those hope chest articles are still in use, having descended to the Walter's five daughters, who in turn expect to present them to their children. There are 11 grandchildren.

How Walter happened to enter the National Needlecraft contest is a story that starts several years back. At that time he, his wife and mother

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in-law decided to make a bedspread together. The finished product, as he tells it, was a horror. But he found that teasing the women folk about it was dangerous business. Smarting under his taunts, they handed it right back to him—"If you think you're so smart, maybe you ought to try one by yourself."

The dare could not be ignored and when the spread was finished, mother and the girls thought it was outstanding and even the neighbor ladies acknowledged that Louis was a hooperdoo of a crocheter. It was at their combined insistence that he sent it to the North Iowa Fair, where besides taking the first prize it was also the blue ribbon winner in the fair's homecraft department.

There's an angle to this crocheting award that brings a rueful grin to Walter's ruddy face. His real hobby is woodworking and a complete shop setup occupies the greater part of the double garage next to his home. What space is left is taken up by furniture which he expects to recondition. A number of his wood pieces have places of honor in Mason City homes and he has made a complete dining room suite for one of his married daughters. But so far he has won only one award for this hobby. Back in 1940 a spinning wheel he constructed took a blue ribbon at the North Iowa Fair.

In the meantime, though, he has built two homes, one at Clear Lake and the one that he and his wife and daughter Almeda live in at Mason City. He completed the latter home with its two-car garage in 1943.



Walter utilizes a short wait in the office of the Mason City yardmaster to take out the needle for a few quick turns on his fancy-work. No comment from Extra Yardmaster Ralph Joint.

Getting back to where we started, which is the Walter's trip to New York, they had a wonderful five-day look around the town. As somebody who could be expected to know all the answers, Walter was besieged by women who wanted his advice. Some fix for a fellow who never learned any of the terms that apply to needlework! "There was one old lady who really had me cornered," he says. "All I could tell her was, 'you must be holding your needle wrong!'"

That brings us face to face with Walter's opinion of women as crocheters, and it's a little less than flattering.

"Women don't do very good needlework," the champion stated flatly in a newspaper interview. "They'll pick up the needles when they're tired or not feeling well, or when they've got their minds on something else. They'll try to get by with cheap materials, too, and when they are half way through they get discouraged with the way it's shaping up. They

NUT MACAROONS

4 egg whites
 ½ teaspoon salt
 1 teaspoon almond extract
 ½ teaspoon vanilla
 ¾ cup sugar

3 cups cornflakes, slightly crushed
 1 cup pecans, coarsely chopped
 1 cup cocoanut

Add salt to whites, beat to a coarse foam. Add flavoring. Add sugar in 1-tablespoon portions, continuing beating until stiff and glossy. Fold in cornflakes, nuts and cocoanut. Drop from teaspoon onto well-greased baking sheet. Bake in moderate oven (350° F.) until delicately browned, about 15 minutes. Remove promptly from baking sheet. Makes about 3½ dozen.

January, 1949

Help Wanted

A MAN or woman for hard work and rapid promotion, who can find things to be done without the help of the boss or his assistant.

A person who gets to work on time in the morning, does not imperil the lives of others in an attempt to be the first one out of the office or shop at night.

A person who listens carefully when spoken to and asks only enough questions to insure accuracy in carrying out instructions.

A person who moves quickly and makes as little noise as possible about it.

A person who looks you straight in the eye and tells the truth every time.

A person who does not pity himself for having to dig in and hustle.

A person who is cheerful, courteous to everyone, and determined to make good.

If interested, apply any hour anywhere, any place to anyone.

stay at it too long, and you can't do good work when your hands lose their strength.

"Women's work isn't uniform either, and when it comes time to put it together, it just doesn't look good. My bedspread, now, is crocheted so evenly that when it's tossed on a bed it slides into place with every square in line. You don't have to walk around the bed and push it here and pull it there. It stays put."

So far Walter has been getting away with this kind of talk, but then it's a brave woman who will take issue with the top authority (male) in the United States. However, when it gets too strong Mrs. Walter can be counted on to put him in his place. Pointing to his big, two fisted grip, she has the peppery last word, "Well, we can't all have railroad hands."



"Triplets . . . and right on schedule! Guess whose!"

Spring Bulbs Can Be Flowered Indoors

YOU can have jaunty red tulips or king-size daffodils in your window while it's still winter outside, says *Better Homes & Gardens* magazine. You can do it by using florists' methods of forcing spring bulbs into bloom weeks ahead of their normal season outdoors.

Great leeway is available in the choice of colors of tulips, daffodils, hyacinths or crocuses. The containers can be almost anything you like.

Buy your bulbs now. Keep them dry and in a cool spot—between 40 and 50 degrees—until planted. Usually, the earlier they are planted, the earlier they will bloom. Buy top-



quality bulbs and pick varieties recommended for forcing.

Use good topsoil in your containers. If you plant one without a drainage hole, be careful about over-watering while the bulbs are forming their roots. Don't use a container less than five inches for big bulbs. The tips of the bulbs need not be covered with more than one-half to an inch of soil. Tulips, hyacinths and daffodils can be spaced one inch apart.

Darkness, moisture and coolness are important while the roots are being formed. Keep the potted bulbs moist and in some spot where the temperature stays below 40 degrees. With these bulbs, the bloom-buds already are formed when you buy them. Whether the blooms emerge in perfect form depends on the support they get from good root systems. Examine your pots for progress after several weeks in their cool, dark spot.

Of the three big bulbs, hyacinths are the trickiest. Hyacinth-bloom buds should have come up far enough to show in the heart of the leaf rosette before you bring the pot into the light. With most varieties, you had better wait until the top of the bud spikes are two inches above the soil. Don't worry about their looking bleached. They'll green up quickly in the light.

When the buds are up, bring the pots into the light for two days, keeping them at temperatures under 60 degrees. On the third day, promote them to prominent and sunny spots in your windows where their color will be welcome.

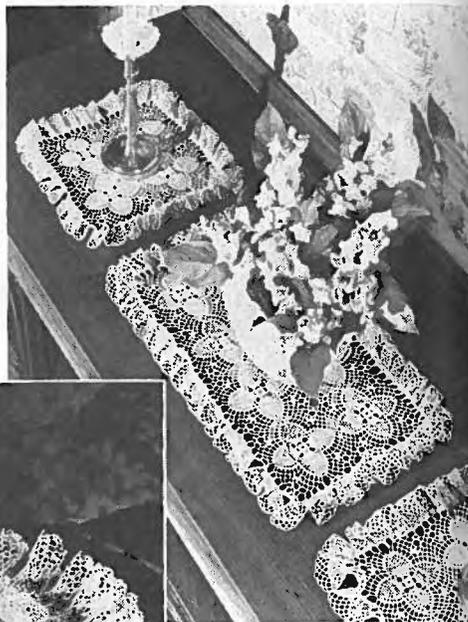
National Crochet Derby News

THE nation-wide crochet contest for 1949 will be launched during National Crochet Week, Jan. 22-29. This is the biggest needlework contest in the country. You have months to prepare your best piece of crochet before entering it in a local, county or state fair. Any piece made of mercerized crochet cotton and completed in 1949 is eligible for judging.

There are over 14 million men (yes, men), women and girls in the United States who crochet for a variety of reasons, relaxation and home decoration being the two main motives. If you don't know the fun of making lovely lace from a hook and a ball of cotton, get set to join the crowd.

Pineapple designs are still first on the crocheters' hit parade. The buffet set at the right is a charming variation. Square motifs frame the clusters of pineapples. For an added lacy touch the dollies are edged with a crocheted frill.

Below, a new doily pattern, very easy to make and unusually dainty. Lacy and white, it's a lovely frame for a vase or statuette. The frothy double ruffle is worked in knot stitch.



Instruction leaflets for making the crochet patterns shown here are available to our readers free of charge. Just send your name and address to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

French Fried Shrimp, Restaurant Style

IF FRENCH fried shrimp is one of your favorite "eating out" snacks, you may want to try this recipe in your own kitchen. The professional trick, according to *Better Homes & Gardens* magazine, is to dip the uncooked shrimp in a special batter, have the fat at the right temperature and serve them piping hot.

To clean shrimp, clip the shell with kitchen scissors. Follow the black line. Remove the shell. To speed the job, clean shrimp under a small stream of running tap water. Leave the tail on. Cut through the back of shrimp to divide in half—but do not cut completely through.

Dip the shrimp into batter, holding the tail. For the batter, combine a cup of enriched flour, 1/2 teaspoon of sugar, 1/2 teaspoon of salt, an egg, 1 cup of ice water and 2 tablespoons of melted fat or salad oil. Beat thoroughly. Fry the shrimp in deep hot fat—375 degrees—until golden brown. Drain on absorbent paper.

Serve French fried shrimp piping hot. Each guest gets a plateful with a small bowl of soy sauce or tartare sauce. Hold the shrimp by the tail and dunk in the sauce bowl. Two pounds of shrimp will serve six to eight people.

Peace is international courtesy. It is good sportsmanship in world affairs. It is a mighty faith, a radiant belief in the potential goodness and greatness of men.

Lloyd much at they cau winter. carving there wo house.

LLOYD veteran man, ha at his s near Bo the unu time las

Using a claw pole fro sawed t so he c ment an winter

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Winter Hobby—Carving a Totem Pole



Lloyd Fogg and the totem pole look very much at their ease in this outdoor setting, but they caused quite a neighborhood furore last winter. A neighbor's child who saw Fogg carving it in his dining room reported that there was "something awful" in the Fogg house.

LLOYD FOGG of Pewaukee, Wis., veteran L&R Division train baggage-man, has set up a 15-foot totem pole at his summer home at Clear Lake, near Boulder Junction, Wis. He made the unusual *objet d'art* in his spare time last winter.

Using only a one-inch chisel and a claw hammer, Fogg carved the pole from a foot-thick cedar log. He sawed the 15-foot long pile in half so he could carry it into the basement and work on it during long winter evenings. Later, Mrs. Fogg suggested that he move his work to the warmer dining room, advancing the argument that "a house is for living in." So Fogg set the log up on the pad-covered table, letting the chips fall where they would; "and they fell pretty far sometimes," Mrs. Fogg says.

Three symmetrical figures, one above the other, make up the design. Through research in the Milwaukee Public Museum Fogg learned that Indians decorate their poles to commemorate tribal symbols. He has chosen his figures to "conform to things up there" at Clear Lake. The top winged figure is the fish eagle which soars high above when the Fogg's fish in the crystal clear waters of their lake. Below this Fogg has commemorated the big white owl with which his wife is so friendly. When she walks down their long drive lined with pine and birch on

summer evenings it flies ahead, alights on a limb and waits for her to catch up.

As the bottom figure, Fogg has included an Indian in a sitting position. The amateur sculptor had to call on his wife to model the ears.

If anyone thinks it is easy to carve a two-sided figure on a curved surface he has something to learn. Fogg solved the problem of keeping two sides exactly alike by coating the log with white primer first and laying out the design in pencil. To keep the design symmetrical he frequently dropped a plumb line from the top. Before using his chisel he filled in the cracks with caulking compound. The carving completed, he painted the pole in blues, browns, reds and white. The inspired touch is the luminous paint he used on the teeth and eyes.

Fogg intends to set up his masterpiece in the parking space at the side of his summer home, at the end of a 100-foot drive. It will be set in a concrete foundation and a steel dowel will be used to join the two pieces. A coat of marine varnish will protect it from the weather.

Visitors will have no difficulty in identifying the Fogg place by the totem pole. If it is a dark night, the luminous eyes of a fish eagle, an owl and "Sitting Bull" will guide them.

—Contributed by Irene L. Edwards, Pewaukee, Wis.

Carrot Pie a la Sorby

AT THE time we were collecting recipes for the article "Of Men and Menus"—it appeared in the Home Department in July—we heard, via the underground, that Engineer Oscar Sorby of Montevideo, Minn., was an accomplished chef. Inquiry brought a denial; that he can't cook, that Mrs. Sorby does the cooking at their house, and that all he knows about it is how to eat it.

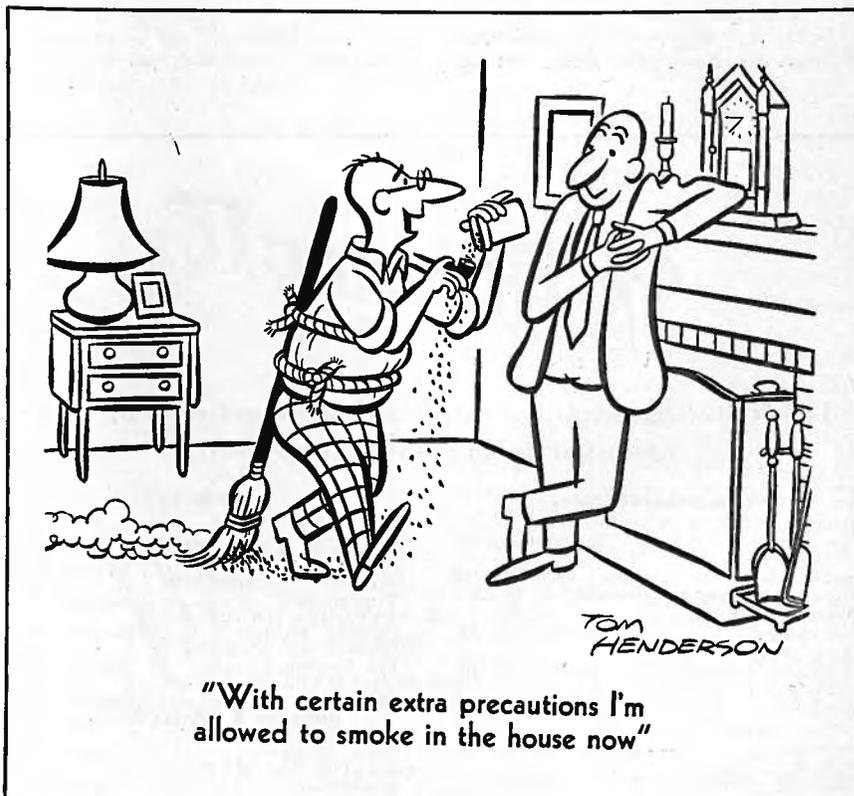
Mrs. Sorby adds, "And how!" especially when it's carrot pie. We don't want to start a civil war among pie eaters, but Oscar says that carrot pie is the sweetest, smoothest, tastiest of all pies known to man. And if you want to fight it out, write to him, not to us.

This is Mrs. Sorby's recipe:

2 cups carrot (cooked and rubbed through sieve)
1 cup sugar
2 eggs
1 cup top milk
½ tsp. each of cinnamon, ginger and nutmeg
1 tbs. melted butter

Mix all ingredients and beat until well blended, turn into unbaked pie shell and bake in a slow oven until firm. (For people who can't abide carrots, Mrs. Sorby suggests pumpkin as a substitute.)

When he is born, everybody thinks about his mother. When he marries, everybody thinks about the bride. When he dies, everybody thinks about his widow.



How Well Do You Know Your Railroad?



THE picture above shows a scene and a flash of activity which has probably been witnessed at one time or other by half of the people on the Milwaukee Road.

The locomotive number has been obscured to prevent a complete giveaway, but other identifying marks are there: Note the train standing at the left, the signal at the right (only a part of which shows), the station, the grain elevator.

Where was the picture taken? Study it well, and if you think you know, write the editor of the Milwaukee Magazine, Room 356 Union Station,

Chicago, Ill., stating why you think so. Also identify the two trains. The name of the person who guesses it first will be published in the February issue, together with his comments.

So here we go—where was the picture taken?

Editor's Note: If you have a good picture taken somewhere on the railroad, a picture showing enough details to identify it in the eyes of observing employes but not enough to give it away, send it in. "How well Do You Know Your Railroad?" can be an interesting game if everybody plays.

Retirements

The following employes' applications for retirement were recorded during November, 1948

Chicago General Offices

BUDD, DANIEL W.
Bus Car Steward.....Chicago, Ill.

Chicago Terminals

ARCHER, WILLIAM H.
Switchman Bensenville, Ill.
BOHM, JOHN
Machinist Helper Bensenville, Ill.
MILNICKI, JOSEPH
Trucker Chicago, Ill.
OCHAB, JOSEPH
Carman Chicago, Ill.
PETERS, HENRY
Chief Yd. Clerk..... Chicago, Ill.

Coast Division

BERG, ANDREW A.
Trucker Seattle, Wash.
FORTUNATO, TUSCONO
Sec. Laborer Auburn, Wash.
LINSOTT, GILBERT W.
Timekeeper Seattle, Wash.
MAYFIELD, HARRY E.
Carman Welder Tacoma, Wash.
MORTON, EDWARD G.
Frt. Inspector Seattle, Wash.
SCHUCHART, WILLIAM
Boilermaker Tacoma, Wash.
Dubuque & Illinois Division
AUSTIN, ROY H.
Loco. Engineer Savanna, Ill.
HANNUM, LLOYD E.
Brakeman Savanna, Ill.

McKEE, EDWARD J.
Stower Davenport, Ia.
SIBERT, EDWARD J.
Brakeman Bensenville, Ill.

Hastings & Dakota Division

PURDY, WILLIAM F.
Laborer, Store Dept. Aberdeen, S. D.

Idaho Division

DENNY, THOMAS V.
B&B Carpenter Spokane, Wash.
McDONALD, HOWARD H.
B&B Carpenter Spokane, Wash.
SHEWNAK, CARL K.
Loco. Engineer Spokane, Wash.

Iowa & Dakota Division

ANDERSON, HENRY T.
Sec. Laborer Canton, S. D.
JENKINS, EDWARD T.
Sec. Laborer Rapid City, S. D.
KANNOW, HARRY
Sec. Laborer Sioux City, Ia.
KEMP, CURTIS E.
Roadmaster Mason City, Ia.
SMITH, CHARLES H.
Crossing Flagman Mitchell, S. D.

Iowa & Southern Minnesota Division

BERKELO, ANDREW
Loco. Fireman Madison, S. D.
CALLAGHAN, CLARENCE W.
Loco. Engineer Madison, S. D.
CARR, JOHN B.
Conductor Madison, S. D.
HUNTER, HARRY J.
Sec. Laborer Lime Spgs., Ia.
SEVERSON, LeROY W.
Loco. Engineer Madison, S. D.
SHABATKA, JOSEPH
Boilermaker Helper Austin, Minn.

Kansas City Division

FUNK, HENRY E.
B&B Carpenter Ottumwa, Ia.
JUREKOVICH, GEORGE
Sec. Laborer Mystic, Ia.
MULHOLLAND, GEORGE A.
Loco. Engineer Cedar Rapids, Ia.
ROBERTS, FRANK A.
Agent-Operator Galt, Mo.
SCHULTZ, FRED E.
Captain of Police Kansas City, Mo.

La Crosse & River Division

COLTON, HARRY E.
Loco. Engineer Wauwatosa, Wis.
DEYSACH, GEORGE F.
Laborer, Loco. Dept. La Crosse, Wis.
DUNDEN, HARRY J.
Conductor St. Paul, Minn.
KARBOWSKI, VICTORY J.
Sec. Laborer Babcock, Wis.
SARAZIN, FRANK L.
Brakeman Wabasha, Minn.
TROGER, HENRY J.
Passenger Agent La Crosse, Wis.
VERBANEK, MIKE
Ex. Gang Laborer Wabasha, Minn.
WOODROW, WALTER S.
Loco. Engineer Portage, Wis.

Madison Division

KETNER, ELLIOTT F.
Ex. Gang Laborer Madison, Wis.
THOMPSON, ARTHUR M.
Loco. Engineer Madison, Wis.
VANDERHEI, JOHN H.
Pump Repairman Madison, Wis.

Milwaukee Division

BESKE, ERWIN E.
Section Foreman Waupun, Wis.
WONN, WILLIAM
Loco. Engineer Milwaukee, Wis.

Milwaukee Terminals

ADAM, JACOB
Carman Milwaukee, Wis.
BORICK, ROBERT
Laborer, Loco. Dept. Milwaukee, Wis.
GUTKNECHT, FRANK A.
Carman Milwaukee, Wis.
KLEINER, PETER G.
Laborer Milwaukee, Wis.
KOEHL, JOSEPH
Laborer Milwaukee, Wis.
NOWAKOWSKI, JOHN
Sec. Laborer Milwaukee, Wis.
RIEGE, HERMAN C.
Carman Helper Milwaukee, Wis.
SCHWALBE, ARTHUR
Lead Tool Maker Milwaukee, Wis.

Rocky Mountain Division

BURRELL, DAVID H.
Conductor Bozeman, Mont.
BYERS, ALFRED M.
Section Laborer Great Falls, Mont.
FERRINGTON, CARL M.
Checker Harlowton, Mont.
JASPERSON, HERBERT
Switchman Bozeman, Mont.
KNUDSON, GERHARD M.
Carman Deer Lodge, Mont.
PERSINGER, CLIFFORD C.
Train Baggageman Spokane, Wash.

SHORT,
Switch

DUPREY
Sec. L.
HANOVI
Labore
SHAHA,
Braken
TAUBEL
Conduc
WANIC,
Engine

DUFFY,
Braken
MELSHE
B&B F
VANDIV
Braken

ANDERS
Clerk .
MORRIS,
Conduc
RAMGE,
Carman
SHORE,
B&B F

COLLUM
Ex. Ga
FURU, V
Car Ins
GUSTAF
Carman
JOHNSO
Mach.
JOHNSO
Yardma
KRIER, ()
Switch
McCLAIN
Carman
STAFFO
Switch
WEICHS
Car Rep
WITTE, J
Carman

Condu
Recog
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Wash.,
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Olympiar

SHORT, EARL C.
SwitchmanLewistown, Mont.

Superior Division

DUPREY, JOSEPH
Sec. LaborerGreenleaf, Wis.
HANOVER, HERMAN E.
Laborer, Loco. Dept.Green Bay, Wis.
SHAHA, JOSEPH F.
BrakemanGreen Bay, Wis.
TAUBEL, JOHN F.
ConductorMilwaukee, Wis.
WANIC, ARTHUR J.
Engine WatchmanHilbert, Wis.

Terre Haute Division

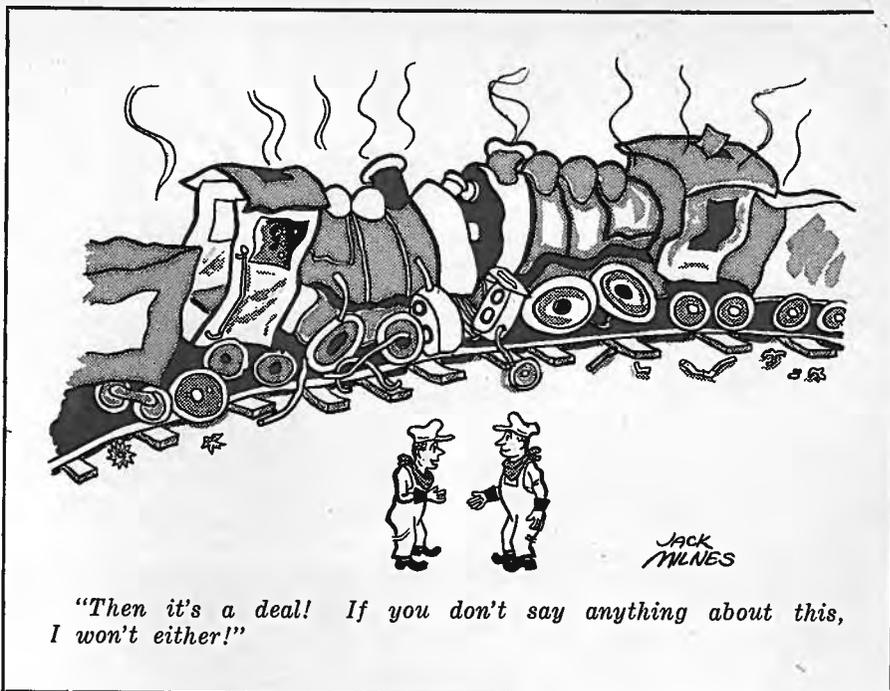
DUFFY, JAMES P.
BrakemanTerre Haute, Ind.
MELSHEIMER, HOWARD D.
B&B ForemanTerre Haute, Ind.
VANDIVIER, WERDIE J.
BrakemanBedford, Ind.

Trans-Missouri Division

ANDERSON, DORA H.
ClerkMobridge, S. D.
MORRIS, LUCIEN A.
ConductorMiles City, Mont.
RANGE, JOHN J.
Carman HelperMiles City, Mont.
SHORE, CHARLES W.
B&B ForemanMiles City, Mont.

City Terminals

COLLUM, EMIL N.
Ex. Gang LaborerMinneapolis, Minn.
FURU, MAGNUS P.
Car InspectorMinneapolis, Minn.
GUSTAFSON, CARL
CarmanMinneapolis, Minn.
JOHNSON, BERNT E.
Mach. HelperMinneapolis, Minn.
JOHNSON, JULIUS W.
YardmasterMinneapolis, Minn.
KRIER, GEORGE B.
SwitchmanMinneapolis, Minn.
McCLAIN, ISAAC T.
CarmanSt. Paul, Minn.
STAFFORD, DELBERT L.
SwitchmanMinneapolis, Minn.
WEICHSEL, ALBERT A.
Car RepairerSt. Paul, Minn.
WITTE, HENRY A.
CarmanSt. Paul, Minn.



"Then it's a deal! If you don't say anything about this, I won't either!"

concerned and worried about her accommodations. That is where Conductor Ralph A. Bloomfield entered the picture and showed the courtesy that occasioned the following letter:

"We talked with your conductor about it and he said he would try to help us. I can truthfully say I have never met anyone who was kinder, more considerate or more helpful. In Minneapolis he got someone to carry our bags, which were very heavy, to the depot. Then he helped us to get our reservations and even carried our bags through the gates. I feel that if anyone is deserving of praise, he certainly is."

Conductor Bloomfield brushes it off with, "I regard this so-called courtesy

extended to Miss Borsheim and her mother as merely part of my duty as conductor. On this division we keep close watch to assure connections for passengers. On time arrivals are most important and these little courtesies help to smooth over anxious moments which sometimes creep in."

Conductor Bloomfield Recognized for Courtesy

MISS MYRTLE BORSHEIM of Bothel, Wash., traveled recently with her mother from Austin to Minneapolis and then on to Seattle. Since she had not allowed sufficient time at Austin to make reservations on the connecting Olympian Hiawatha, she was somewhat

H. J. Swank Heads Austin Service Club

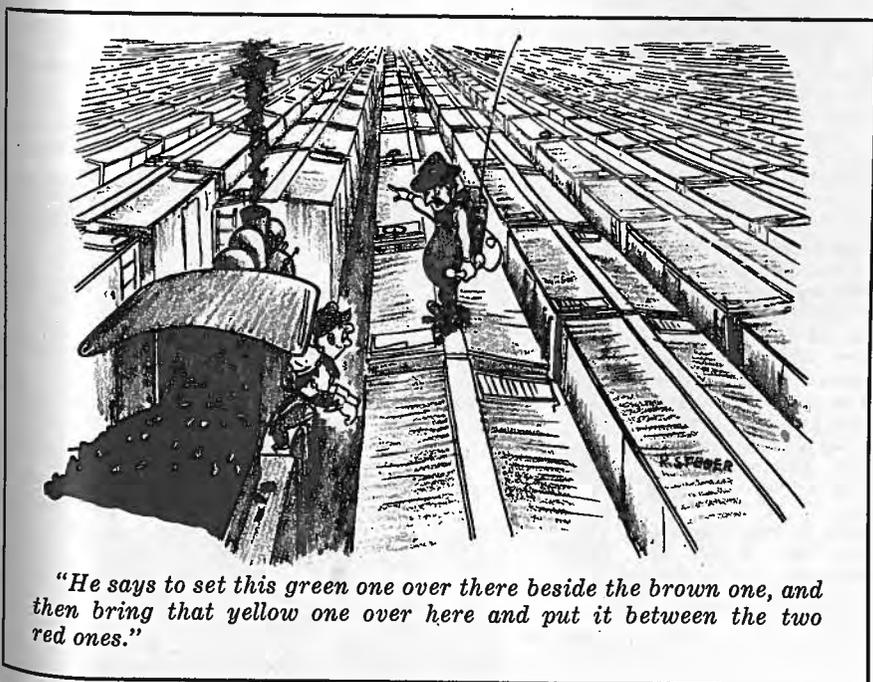
THE Austin Area Service Club has honored H. J. Swank, Milwaukee Magazine division-editor for the I&SM Division, by electing him chairman of the 1949 executive board. Swank was named to the post at a meeting held in the K. of C. Hall on Dec. 20. The outgoing officers gave the incoming panel a hearty welcome with a short business meeting and a program of entertainment which included a movie show and one of Chef Erle Jorgenson's chicken dinners.

The new officers, elected by unanimous ballot, are as follows: Mr. Swank (former vice chairman), chairman; Earl E. Long (former chairman), vice chairman; G. B. Williams, treasurer; and Erle Jorgenson, secretary.

There is no limit to the good a man can do if he is not particular who gets the credit.

If you have a plan, regardless of how badly organized, you will succeed better than the man who has no plan.

If you ate like a bird, you'd eat approximately your own weight in food every day.

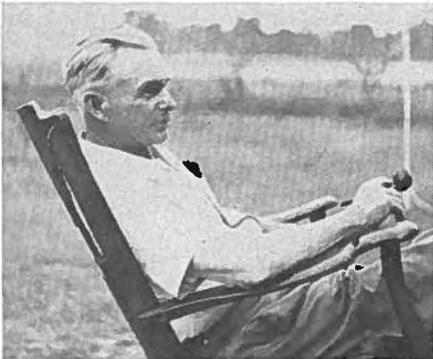


"He says to set this green one over there beside the brown one, and then bring that yellow one over here and put it between the two red ones."

MILWAUKEE TERMINALS

Muskego Yard

Grace Johnson, Correspondent



Charles A. Tennant

When a fellow like Yardmaster Charlie Tennant retires—a fellow who has done an outstanding job of faithful, loyal daily service—there just isn't anything to say except that we hate to see him go. Charlie has 46 years of service with the Road—he started as a switchman on Sept. 24, 1902—36 of which were spent as yardmaster. When he retired on Dec. 15 he had been at West Yard for many years. He is a garden enthusiast and has a lovely country place near Big Bend, Wis., where he plans to raise the choice melons for which he is noted. Understand that he has a power mower and can take it easy. Charlie's good nature can be attributed to the fact that he believes in "an onion a day" for strength, and no doubt the Big Bend venture will develop a super variety—a "Hiawatha" onion. The picture shows Charlie as you can expect to find him if you drive out to Big Bend.

Sincere sympathy is extended to the family of Clifford A. Hale, yardmaster at Milwaukee Terminals, who passed away on Dec. 23 after a long illness. Mr. Hale entered service as a switchtender on Aug. 3, 1926, and was promoted to switchman in 1935. On Sept. 28, 1942, he was appointed assistant trainmaster, resigning the position in 1946 to resume the position of yardmaster in the Menominee Belt district. He was secretary-treasurer of Milwaukee Lodge No. 92, Railroad Yardmasters of America.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

The annual Christmas party held at Chestnut Street was a real success, thanks to the efforts of the committee in charge—Miss Bette Olson and Frank Vail. The appearance of Freddy Butz as always was one of the highlights of the event. Delicious ham, potato salad and all the trimmings were served. A phonograph and records furnished by

Estelle Rege provided music for the party.

Diesel engine No. 1694 has been assigned to the Chestnut Street district. It is the first one we have seen built by the Baldwin-Westinghouse combine.

Move over, Ned Day, Andy Varipappa, et al., we have a bowler who is a bowler! Miss Estelle Rege, a second-year kegeler, negotiated the 7-10 split one night recently. Her wide hook caught the 10 pin and slid it over to knock over the 7.

Fowler Street Station

Pearl Freund, Correspondent

The Christmas party given by Hiawatha Unit 13 at the North Avenue Station on Dec. 11 was a grand success. Refreshments were served after an evening of dancing and door prizes were awarded to Irene Werth and Todd Wenslaff. The 1949 officers appointed were: Dick Wank, chairman; Roy Schmitz, vice-chairman; and Bob Bohren, secretary-treasurer. A vote of thanks is due Ed Schloeman, retiring secretary-treasurer, for his fine cooperation during the past year.

Congratulations to Mr. and Mrs. Eric Kaun on the occasion of their 33rd wedding anniversary on Dec. 15.

We all hope for improved health for our sick friends, J. M. Enwright, who is yard clerk at West Allis station; Max Berger, stower at House 7; and Scott Best, checker at House 7, who was taken to the hospital in December.

John Pauc, now in retirement, paid us a visit recently and informed us he had a birthday on Dec. 18—his 77th. John started as a trucker in 1903 and then worked as a sealer, retiring in 1937 on account of illness.

Theodore Schneider, retired and living in Pasadena, Calif., has written to send his regards to the freight house boys and girls. He says he is receiving the Milwaukee Magazine and it really takes him back to Milwaukee. His biggest worry seems to be keeping the grass and flowers sprinkled be-

That fabulous jollity of the supposedly gay '90s was the theme of a party which Unit 14 of the Hiawatha Service Club gave one night late in November. This group that helped turn time back with a modern movie projector and phonograph includes, left to right, Mrs. J. J. Sultz, Mr. Sultz, Edward J. Schuetler, and Walter D. Markert. (Milwaukee Journal photo.)



cause of the lack of rain. We should have such troubles!

Bill Flynn who served as temporary clerk after his release from the Air Corps and who is now studying business administration at Marquette U, will be married on Jan. 29 to Carol Cass. The wedding ceremony will take place at St. Catherine's Church, with a reception at the Shorecrest Hotel.

Wedding bells will soon be ringing also for Jack Manus, who, we understand, presented his girl with a diamond ring. She is Miss Elaine Fitting of Milwaukee.

Most of us thought that the arrival of Christmas would bring to an end the flurry of knitting which had taken the office by storm during the noon hour. However, we find Beatrice Lang and Beverly Schwei still at it and we are wondering who received all those wool argyles.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Gerald F. McKay of the freight car store, son of Assistant Stockman Julius McKay, was married on Dec. 18 to Miss Elizabeth Stark at St. Rose's Church. Both are students at the University of Wisconsin in Milwaukee. On non-school days Gerald works at the shops.

District Storekeeper G. A. J. Carr and family spent the holidays with friends at Miles City and with their son at Spokane.

Milwaukee Road Post No. 18 bowling team is in second place in the American Legion Thursday Night Bowling League; consists of Roy Dermody and Charles Henner of the car department machine shop; Carl Royce and John Kempinger, chauffeurs for the store department; Louis Witter, locomotive department machinist apprentice; and Hubert "Casey" Gorman (captain), clerk in the freight car store.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Hail to the Pioneers, first half champions of the Milwaukee Road bowling league, captained by J. J. Morrissey and assisted by Brother J. A. Morrissey, Herb Starke, Walt Marshall and Jonathan Pluck. Oh yes, J. Walsh helped a little with his top 183.28 average. These boys won 33 and lost 12. George Kempf, the absent member of the team, is sunning himself down south this winter.

Fast Mail and Varsity finished in a tie for second spot with 27 and 18. Milwaukee Express was third, 26 and 19. Tomahawk took last honors, 11 and 34.

E. Swinsky gave the boys something to aim at when he laid 'em down for 284 scratch single. Wow!

Congratulations to Gilbert E. (Gibbse) Allcott, our shop schedule supervisor, for his honorable mention in the essay contest, "Why I Like to Work for the Milwaukee Road".

Miss Bernice Kruse is convalescing at home following an operation and making good headway; hopes to be back by Feb. 1.

Coach Yard

Richard Flechsig, Jr., Correspondent

We extend sympathy to the family of James Sweeney, who passed away recently. Jim was very well liked around the yard. He was on the airman's job for many years.

George Laetsch was recently set up as a foreman on the night shift. George was formerly on the night steamfitter's job.

The coach yard bowlers held close to a 500 average the first half. They won 22 and lost 23 games, with a team average of 835.

When it comes to safety first, the coach yard can be proud of its past record. The men and women of the yards expect to keep up this record in 1949.

Locomotive Department

Leone Schneider, Correspondent

Baby Susan Joyce came to brighten the home of the Ray Sear family on Dec. 23. We congratulate the proud parents and know the baby is happy being their Christmas present. Her daddy is a clerk in the foundry office.

We will miss Wheel Molder Ernest Hinze who retired recently after 40 years of service. I'm sure his wife Etta will keep him busy helping out in her gift shop.

It is with added pleasure that your correspondent announces the engagement of Shirley Borchardt to Royal Kunkel. Shirley is a steno-clerk in the SMP office and the daughter of Pattern Recorder Harry C. Borchardt. The little added pleasure is the fact that she is my niece.

What could be nicer than a vacation in the winter? Ramona Kepitsch, clerk in the SMP office, decided it was a good idea and went to Sault Ste. Marie to visit her brother.

Another retirement reported recently: Valenty Rutkowski, cupola tender in the foundry, has decided to take things a bit easier from now on.

A hearty welcome to Charles Haack, core-maker in the foundry, on his return to work following an operation.

Worry is like a rocking chair—it will give you something to do but it won't get you anywhere.

It's a grave matter, this business of telling Santa what you want for Christmas. The two thinking it over at the right are Anthony Czeszynski and Mary Jane Galati, niece and nephew of Joseph L. Simon, Milwaukee, Wis., freight house employe, who were among the crowd of youngsters at the Christmas party given by Unit 12 of the Hiawatha Service Club at the Union Station on Dec. 21. Santa Claus sounded very much like Ralph Haslam.



TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

A surprise to all of us was the wedding of Conductor Louis Cooper and Miss Anne Divine in December. They have purchased a nice house in Clinton where they will make their home.

Conductor Robert A. Stewart has retired on account of ill health and is spending the winter in California.

Brakeman Edgar Eaton is still very ill at his home in St. Bernice.

Conductor Hanigan Speer was called to Iowa during November on account of the death of his brother Charles who was killed in an automobile accident. Charles was also an employe of the Road.

Leeanna Kay is the name of the baby daughter born to Conductor and Mrs. Lee Brown on Dec. 1.

Clyde Blake, retired conductor, paid West Clinton a brief visit in December. "Pete" is one of the eight members of a club of retired railroad men at Clinton. John H. McDonall, retired engineer, is also a member.

H. T. Gish, foreman of section 20, has acquired a goat. He says that goat milk is the best thing in the world to make a person strong and smart. Mrs. Gish says that goats are very useful for eating miscellaneous things, and that they will eat a greater variety than any other animal.

Carman Jack Dorfmeier has purchased a new car. It is one of those you step "down into" and is a beauty. Car Inspector Preston Dorfmeier is also the owner of a new "Americar."

In November Oiler Frank Hunnicutt and wife were called to South Bend where their son, Frank, Jr., was in the hospital for surgery. Frank was formerly a yard clerk here.

Wilbur Tindall, formerly clerk here and at Latta, went through here on a hunting trip in December. He is now employed by the B&O at Indianapolis. Wilbur is a nephew of C. I. Tindall, retired brakeman, of Terre Haute.

Tom Seay, retired conductor, is reported as being on the sick list at this time. He would appreciate a card from some of the old rails. His address is RFD 3, Clinton, Ind.

Conductor Mark Carter is now known as the Delmar yardmaster.

Terre Haute District

T. I. Colwell, Correspondent

Traveling Engineer Clay Damer became ill suddenly on Dec. 15 while on the north end of the railroad and was taken to Lakeview Hospital at Danville, Ill. He is still hospitalized at this writing but is improving and it is hoped he can be moved to Terre Haute within a short time.

Naomi Criss, clerk in the engineering department, was off for about a week during December on account of illness. She has since returned to work and has assumed new duties in the roadmaster's office, replacing Marie Rusbason who has been transferred to the agent's office at Terre Haute.

Dispatcher Jim Anderson will replace Harry Edwards as night chief dispatcher. Harry is going back to his old job as second trick dispatcher.

Christine Reichert spent Christmas at the hospital with her husband who was taken there for surgery on Dec. 24. Mr. Reichert is improving rapidly and should be up and around soon.

Our sincere sympathy is extended to Mrs. McCart in the death of her husband on Christmas Day. "Mickey" was one of our veteran agents and had been stationed at Odon for a good many years.

COAST DIVISION

Harry W. Anderson, Division Editor

When Old Man Winter gets ambitious and makes everything white, it raises heck with the railroad folks. This winter we have had more snow in the Cascade Mountains and east through Cle Elum and Ellensburg than any of the old timers can remember, making it necessary to keep three rotaries going; about five feet of snow at Cle Elum, and at Hyak the report shows that 253 inches have fallen to date. About 10 or 12 feet are on the ground, so there was no



Eager to get a running start on the 1949 program, the new executive panel of Tacoma Chapter, Milwaukee Road Women's Club, held this pre-installation caucus at the home of Mrs. Earl Tallmadge, the new vice president, in December. Left to right: Mrs. J. O. Johnson, second vice president; Mrs. R. C. Schwichtenberg, president; Mrs. James O'Dore, corresponding secretary; Mrs. Victor Straus, recording secretary; Mrs. Tallmadge; Mrs. Leonard Taylor, treasurer (standing); Mrs. Rodger Smith, historian; and Mrs. Otto Johnson, assistant recording secretary (standing). All of the Road's Tacoma personnel was invited to the installation luncheon in January.

shortage when the Hyak ski bowl opened on Jan. 8.

Ruby Baker, stenographer to Chief Carpenter Joe Maks, had the recent misfortune to be in an auto accident in which she received a back injury and had to be hospitalized. Understand that she and her husband had stopped their car at a crossing stop light when they were struck from the rear by a car traveling at high speed. Ruby is getting along fine and expects to be back to work soon.

The Milwaukee bowling league wound up the first half of the season with the Supervisors as winners. The second half struggle will start after the holiday vacation.

Jeanette Lewis is back in the B&B office during Ruby Baker's absence. Jeanette is a student at Pacific Lutheran College.

Roadmaster Leo Disch is back on the job after a session in the hospital.

EVERETT

Marge McManamon, general clerk, vacationed in Hollywood and Arizona; reports an interesting time attending radio broadcasts and making studio tours in the cinema capital.

Carl Owen, general agent, took a vacation recently and with Mrs. Owen, visited New York City, stopping off to visit relatives in Indiana. He was around recently exhibiting his first grandson, up from California on a visit.

Tacoma

R. A. Grummel, Correspondent

Representatives of the radio, press and Chamber of Commerce were guests at our passenger station on Dec. 10. The occasion was the inspection of some of our newest Pullman equipment, including the Skytop Lounge drawing room parlor car. After the Inspection A. E. Olson, superintendent dining car department, served a tasty lunch in the dining car to the various representatives.



NATIONAL SAFETY COUNCIL

The first of the new Pullman equipment, Lake Pepin, a roomette car, was included in No. 16's equipment leaving Tacoma on Dec. 2.

Tacoma freight station increased its revenue by some \$17,000 through the receipt of 42 cars of coconut oil recently; the last of such shipments was received in 1927. The oil was discharged at Shaffer Terminals open dock by the *Francisville*, owned by the Klaveness Line Steamship Company and manned by a Norwegian crew. I was impressed with the design for comfort on this particular ship which, although a freighter, carries the finest accommodations for 12 passengers.

Yours Truly listened to Professor B. H. Christin, of the School of Journalism and Public Relations of the University of Washington, who spoke recently at the Chamber forum. He named the following three qualities as important requisites for maintaining good public relations between industry and the public: 1—appearance; 2—answering the telephone; 3—letter writing. He said that too many people neglect their personal appearance and too many are either sharp or dull on the telephone—that a person can feel your attitude only by the tone of your voice and only through the tone of your voice can he see your smile. Letter writing, he said, should denote a willingness to give service. In this department I believe everyone is striving to live up to these requisites.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Lorenzo J. Fox, retired warehouse foreman, returned recently from the hospital where he underwent an operation. He is reported to be getting along nicely.

Gerold Brundage, outbound LCL rate clerk, has taken a three-month leave of absence and his position has been filled by Lillian Wirth. Lillian is an old-time rate clerk, having filled the position several times during the past five years.

A baby daughter was born to Jennie (Tuson) James, former counter clerk, on Dec. 22. Jennie is a daughter of Vera Tuson of the local freight office.

Frank Bell has returned from his trip to Mexico City and has taken a 90-day leave of absence. He was back on the job only a few days when his position was abolished.

Wallace P. Wood, agent at Enumclaw who has been off on account of sickness, has recovered and is again back on the job.

The Milwaukee Magazine

Mrs. Alfred Perry, wife of Section Foreman Perry of Bayne, has been confined to a Seattle hospital, but is reported well on her way to recovery.

Willa Lindsey, timekeeper, who has been off duty on account of illness, is reported as being much better and is expected back to work soon.

Edwin Mason, who has been joint interchange clerk and more recently messenger at the local freight, was appointed to a position as reservation clerk in the general passenger agent's office, effective Dec. 27.

Carl Wohlers, regular messenger, is relieving Bernice Clausen as timekeeper at the yard section foreman's office. Mrs. Clausen is spending the winter in California with her daughter and mother.

W. E. Cartwright, who has been at the yard and local freight for the past six years, has been appointed to the position of assistant chief clerk in the general agent's office, Seattle. His position at the local freight was filled by his brother, Dan. Ed hails from Malden.

The marine office had a visitor on Dec. 28, Martin Jorgensen, who for several years was captain of one of our barges but who has been with the American Mail Line since 1943. He is at present second mate of the *SS Island Mail*. He holds a master's license and expects to be assigned to a ship in the near future.

On the sick list at this time are Cashier L. M. Weigand and Bill Room Clerks Vera Tuson and Catherine Fowler.

Seattle Yard

F. J. Kratschmer, Correspondent

Car Foreman A. W. Kaeding was confined to his home in the early part of December with a touch of "flu" and ear trouble.

Roundhouse Foreman R. W. Janes reported back to work on Dec. 14 after being on the sick list for three weeks, during which he underwent a minor operation.

After seven years of persistent effort, Carman Jimmy Frazinni finally landed a booby prize, consisting of nine dollars worth of merchandise, in a fishing derby which was held recently at Indian Beach off Camano Island, Wash. Jimmy came mighty close several times, but this is the first year he connected with a prize.

George Kraft, airman on the car repair tracks, took an indefinite leave of absence in December on account of ill health. George "Buddy" Dutro has taken over his work.

Bernice Clauson, clerk in the track department, took a leave of absence starting Dec. 16 and with her husband will spend some time in Los Angeles and southern California. Carl Wohler of the freight department is filling in on the position temporarily.

Locomotive Engineer Oscar Lano is back on the job after a visit with relatives in Chicago.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Conductor Robert Beauchot, Harlowton, is in the Lewistown Hospital, taking a rest for a slight heart ailment. Also in the same room is Engineer E. K. Crawford, resting up for his regular run on the Winnett line. We wish them both a speedy recovery.

Sectionman V. A. Chapman, Glengarry, Section Foreman Martin Spears and Jim Barta, B&B foreman at Lewistown, took their big game rifles and journeyed over to Yellowstone Park recently. Each brought

Wins "Most Valuable Player" Award



Tommy Kouzmanoff, president of the Chicago Prep Sports Writers Association (left), congratulates Bob Ryłowicz, Chicago's outstanding prep school gridiron player in 1947.

BOB RYLOWICZ, football-playing son of Switchman Al Ryłowicz of Chicago Terminals, stepped out on the gridiron at Soldiers Field, Chicago, on Saturday afternoon, Nov. 27, and accepted an award as the city's most valuable prep school player of 1947. Thousands of cheering teen-agers in the stands thundered their approval of the choice. The selection was made by the Chicago Prep Sports Writers' Association and the trophy was presented by Tommy Kouzmanoff, president of the association. Incidentally, Kouzmanoff is also Milwaukee Road folks, son of a roundhouseman at Bensenville yard.

Bob rated the trophy through the showing he made with the Austin High School team in the all-city championship title clash at Soldiers Field in 1947. He is now attending the University of Illinois.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

The Bensenville rate desk is boasting of an undefeated bowling team. The winners are Wally Hamann, Jack Kerwin and Ted Pugeseck. The losers? No, it can't be—Vern Schroeder, Vincent Schraub and Thomas McGlooin.

Yard Clerk Archie Dillow returned to work on Dec. 28 after a tough battle with the pneumonia bug. Archie was "knocked flat as a pancake" on Nov. 21. A phone call from him expressed his thanks to the many friends in the Bensenville office who helped to make Christmas Eve a very happy one for this little family. There really is a Santa Claus, says Archie.

Our good friend William Halbey and wife sent a California Christmas card to spread a little holiday cheer and wish us the season's best. Halbey was a clerk at Bensenville before he went away to live where it's warm.

Several people have been asking for the address of Art Karr. You'll remember him as the friendly clerk at Galewood who retired a few months back. The address is

back an elk. That's meat on the table in this country.

The Milwaukee Road Women's Club chapter held its annual Christmas party for the railroad families and their children on Dec. 17. A lot of nice presents were given out and the potluck dinner was out of this world. I had more than my share; couldn't resist.

We are happy to report the marriage of Freight House Clerk Carl Spencer to Miss June Gunn on Dec. 26. They have bought a home in East Lewistown.

Roadmaster Tony Spatafore's little boy Tommy got a steam engine for Christmas but it's doubtful if Tommy knows what it looks like—Dad has been busy showing the fellows in the neighborhood how it works. I guess I had better not talk so loud. My boy got an electric train and, oh boy, is she a beauty!

When it is definitely understood that a thing can't be done, watch somebody do it.

A failure is a man who has blundered but is not able to cash in on the experience.

—Elbert Hubbard.

Art G. Karr, P. O. Box 123, Glenwood Springs, Colo.

Santa Claus was surely a busy fellow. Mira Rabiola and hubby pulled the old fellow's whiskers so hard that he brought them a beautiful new green Buick this year. Mira is a clerk at Galewood.

After some fast sleeping on Christmas Day Bob, Joe and I sped to the home of Tony Martinek. The odors of capone and a delicious dinner greeted us at the door. Mary and Tony and the senior Martineks and little Jimmy and Tommy all helped to show us a grand time.

Christmas greetings from my mother, Alta May Sherwood, from Tucson, Ariz., told of the nice warm holiday season she is enjoying. Mrs. Elsie Snip, wife of one of our Pullman conductors, will be joining mother soon for a rest.

John "Shorty" Smith reports that his wife is home and doing nicely after undergoing an operation in December. "Shorty" is the dioxograph operator at Galewood.

Harry Brown of the Galewood rate desk is at home after a throat operation. His son says that although Harry is not talking yet he would like to see or hear from his friends.

Nate Abrams, route clerk at Galewood, is planning a Florida vacation in February for his family. The trip will allow Nate to visit some of his old Army pals.

Special Officer John Le Maire, Galewood platform, and wife celebrated their eighth anniversary on New Year's Eve.

Thanks to you readers for all the help you have given me in the past year in gathering news. As a bright new '49 starts, I want to say that it's been grand fun writing a bit of chatter for you. Happy New Year to you all!

Findley S. Craig of Chicago, retired conductor aged 79, passed away on Sept. 30 after a brief illness. Mr. Craig started rail-roading at Perry, Ia., in 1889 as a brakeman. He was promoted to conductor in 1896 and has been retired since 1942. Survivors include his widow, two daughters, T. Maxine Craig and Beverly Craig Reid, and a son Clark F., all of Chicago. Mr. Craig was an old time member of the Order of Railway Conductors at Marion, Ia., initiated in 1898.

Sleeping and Dining Car Department

Marie Keys, Correspondent

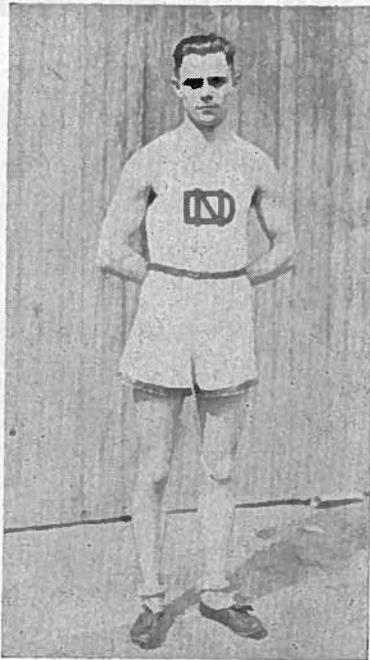
Fred Henry Copernoll, 83, veteran employe of the dining car department, died at his home in Seattle on Dec. 6 after a four-month illness. Mr. Copernoll was born in Rome, N. Y., but had lived in Seattle since 1914. He started with the Road as a dining car inspector in June, 1911, reporting from Seattle during the major part of his service. He retired on Oct. 31, 1944.

Van E. Fleming, 68, sleeping car conductor, died on Dec. 26 while fighting a fire at his home in Chicago. Mr. Fleming entered Milwaukee Road service on May 26, 1928, as a clerk in the commissary. On Oct. 11, 1928, he transferred to the sleeping and dining car department as assistant cashier. He had been a sleeping car conductor since 1929.

Women who wear cotton stockings never see mice.

..Moron: That which, in the winter-time, women wouldn't have so many colds if they put.

Fast Stepper



George B. Waage

YES, the track suit may fool you for a minute, but this pompadoured party with the bulging biceps is George Waage, the Road's sleeping and dining car representative in the Chicago Union Station.

George was studying law at the University of Notre Dame when this picture was taken in 1916. His favorite branch of the law was athletics and what time he could spare from boning on Blackstone went into training with the Varsity track squad under Coach Knute Rockne. The records of those days show that George was one of the fastest milers to ever win a Notre Dame monogram. In high school days he held the Cook County (Ill.) record for the mile and later he annexed the Amateur Athletic Union record—four minutes, twenty-six seconds.

Prior to entering the business race George served a hitch in the Navy (World War I). He joined the Milwaukee Road force in 1939 and has been active in the affairs of the sleeping and parlor car conductors ever since, serving as chairman of the O.R.C. for four years. He was appointed to the Union Station position last Aug. 1.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

At the present writing George Mueller, chief yard clerk, is off duty due to illness.

A report from the roundhouse states that Art Hallensberg's wife presented him with a baby boy in December.

Matt Medinger, safety engineer, rounded up the boys for the safety rally which was held in the Twin Cities on Jan. 4.

Alec McCoom is certainly laying plans for the future. One day recently he deposited six mason jars filled with silver coins. This is in addition to his regular semi-monthly savings deposits.

Philip A. Kolbe is the new employe at this office.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

The local freight office held its annual Christmas party on Dec. 24. Cake, cookies and coffee were served and Santa distributed gifts.

Alma Cottle, accompanied by her sister, took a trip to Seattle and Portland and planned to visit friends in Los Angeles before returning home.

Art Lundberg and wife were in New York during the Christmas holidays, visiting their son and daughter-in-law.

The holiday season seems to bring visits from former employes. Gene Jacobson, who now lives in Virginia, Minn., was a holiday visitor. Jean Diehl was also a recent caller.

Virginia Hall, who was in the WAC before coming to work at the Milwaukee, has re-joined the service and left on Jan. 4 for Camp Lee, Va.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Best wishes for an early recovery to Lieutenant of Police George Beguhl who recently underwent an operation at Bethesda Hospital, St. Paul.

Good wishes for the enjoyment of his leisure to Gustav Sandberg, car inspector in Minneapolis train yard for 42 and a half years, who retired on Jan. 1; the same to Mark Newman, car oiler in Minneapolis train yards for the past 30 years, who also retired on Jan. 1. Their pleasant personalities and good work will be missed.

A baby boy arrived at the home of the Ernest Baxmans on Dec. 25. Congratulations to Foreman Baxman (Minneapolis coach yard) and the Mrs.

Emily and Nelle Hiddleston of the locomotive department office, vacationed at Fort Sam Houston, Tex., during October, visiting their nephew, Col. E. Hiddleston, and family.

Miss Jean Lindberg, until recently employed in the store department office as stenographer, will be missed.

Sympathy is extended to relatives of Thomas H. Rouse, carman and checker on Minneapolis light repair yard for 38 years, who passed away on Nov. 25. He had retired in February, 1948. Also to relatives of Alfred S. Johnson, former carman, who died on Dec. 5. Mr. Johnson had retired on July 1, 1938.



"The proud fool! He's going to Chicago by freight, but you'd think he was going to ride the Hiawatha."

Mrs.

Perhaps Othello who terested to put in cem Street, which topping bei another big city hall is Mayor J. man) had t a head-on c ret and Ce with him, home again Night Ro the hospital recently but coach. Not We have death of Pip infant daug extended to That new Machinist G presenting h Sgt. Ray Falls for so discharge an join the forc Norman B Brown, enlis in at Seattle San Diego.

Workbench

The home workbench is man's refuge from a confusing world. Here, at least, things can be put together smoothly. And here a fellow can light up a fine, mellow Dutch Masters cigar and know that its rich, satisfying aroma will help him fit his thoughts together, too. Yes, gentlemen, a Dutch Masters cigar is a great smoke . . . and something more besides.



DUTCH MASTERS CIGARS

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Perhaps oldtimers and former residents of Othello who read the Magazine will be interested to know that the city has at last put in cement sidewalks the length of Main Street, which also has a new face with black topping being applied. New street lights are another big improvement. A new modern city hall is well on its way to completion.

Mayor J. H. Barrett (also our car foreman) had the misfortune to be involved in a head-on collision a while back. Mrs. Barrett and Carman Earl Reynolds, who were with him, were hospitalized but are back home again good as new.

Night Roundhouse Foreman Kelly went to the hospital with a severe cold and asthma recently but came home with a 1949 Ford coach. Not bad.

We have been informed of the recent death of Pipefitter and Mrs. Everett Sanders' infant daughter. Our sincere sympathy is extended to the family.

That new look (proud and pleased) on Machinist Glen Tilson is due to Mrs. Tilson presenting him with a new son.

Sgt. Ray Stinebaugh, stationed at Great Falls for some time, has received his Army discharge and has returned home. He will join the force at the roundhouse.

Norman Brown, son of Electrician R. O. Brown, enlisted in the Navy and was sworn in at Seattle on Dec. 7. He is stationed at San Diego.

Thomas Malone, retired machinist, and Mrs. Malone visited with their son in southern California during the holidays and planned to remain there until some time in January.

Due to an oversight the following item was delayed: W. J. Keenan is now chief clerk to the freight agent in Spokane, succeeding W. A. Snure, retired. Mr. Keenan has been warehouse foreman for years, so is no stranger around the freight office. The foreman's position in the warehouse is being filled by Ed Gehrke who has been checker for several years.

W. A. Snure, retired chief clerk, was presented with a traveling bag by the gang who have worked with him. Now that his son Bob and family have moved up from Texas to Spokane, Mr. Snure will have to make more trips to Bozeman if he is to use the bag. He has not been idle since his retirement but helps out at the ice arena, taking tickets during the hockey season.

Clerk Jack Ewing has turned farmer. However, we doubt that he actually does the farm work; merely brings in the produce.

Farmer Don Sharpe (our car clerk) was called home recently to his acreage near Hillyard. No, the family was all right, but his two hogs had gotten out of the fence and had to be brought back home. At present Don is trying to figure out how to make his hens lay more eggs. You have to keep chickens from getting wet feet, he says.

Yard Conductor and Mrs. George Weseman, Spokane, decided to get away from cold weather and drove to southern California recently to visit with their son and daughter-in-law.

We have had unusually heavy snows this year. Roadmasters Allen and Loftus have been busy handling snow equipment on their districts. Looks like this is going to be "the winter of the deep snow," says Mr. Allen. Jordan dozer No. 278 with Operator Bassett in charge is assigned to snow service.

Section Foreman P. J. Glavas, Manito, is laying off due to the illness of his wife. Relief Foreman M. O. Berner is temporarily in charge of this section.

Section Foreman and Mrs. E. W. Stratton are the proud grandparents of a son born to Mrs. Della Jeane Akers, their daughter. The baby arrived on Dec. 6 and was named Gale Wayne.

Conductor Harry Hook and Mrs. Hook attended the wedding of Harry's son at Portland shortly before Christmas.

Conductor Jack Felton of Malden and Grace Barnes of Bovill were married at Malden on Dec. 4. Coleen MacDonald and Conductor Lloyd Hanson were the attendants. A wedding breakfast was served at the Milwaukee club rooms and the couple left on a trip to California.

Mrs. O. A. Burns, Malden, was in Spokane most of December while her grandson, Jackie Campbell, aged 9, was hospitalized.

Engineer J. E. Warner is out of the hospital and back on the job feeling fine.

Engineer J. E. Roberts, who had been ill for several months, passed away in October. Sam Treadway, St. Maries carman, retired as of Dec. 1. He was succeeded by Carman Welch.

Carpenter Tom Denny retired on Nov. 1 after 28 years with the Road, all on the Idaho Division, and 11 years with the Union Pacific. Mr. Denny was looking forward to his retirement, as he owns a seven-room house with space for gardening. He started railroading in 1902 and his first job with the Road was on the bridge at the gas plant in Spokane. He returned to Spokane in the last three years after being out on the Division most of the time.

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

By the time this reaches the printed stage a considerable number of engagement rings will have made their debut. For the benefit of the uninformed, the following gals have been taken out of circulation: Eileen Taylor of the material bureau, who received a ring from Mitchell "Maxie" Gawenda and who is planning a Memorial Day wedding; Loretta Koch, who plans similar action on Jan. 29 when she and Louis Krzyszewski promise to love, honor and obey; LaVerne Bussell of the typing bureau, whose third finger, left hand, displays the ring given her by Robert O'Neill; Dorothy Sodman of the audit section, who received a Christmas present in the form of a ring from Arne Benson; Dolores Larsen of the builders, whom Ben Culver of Osweego, Ore., presented with a beautiful diamond; and Charlene Wilson of the computing bureau, who received a diamond from Ray Lybarger—wedding bells to ring in September.

Jim Stefek of the timekeeping bureau and the former Terry Keegan, who were married at Thanksgiving time, have returned from their honeymoon at Acapulco, Mexico.

On the sick list are "Pete" Peterson, who has had a long siege of illness. Twelve members of the payroll bureau visited him on Dec. 14, his birthday, on which occasion cake and ice cream were enjoyed by all. Gene Forster is also laid up at present as are Kate Crowley, Mr. Johnson's secretary, and Colette Cosgrove.

Recent visitors include the former Marcella Luebbing, Mrs. Bob Ruud; the former Dorothy Wittman and daughter, Linda, and Otto Heimann, who between his carpenter duties brought his daughter, Barbara, in for a look at the office.

Star bowlers of the month include Adeline

Sixty five per cent of successful candidates to West Point and Annapolis are former Boy Scouts.

Bill Gregg Retires



"Maybe you might just as well get a picture of the wife and me at the card table," Bill Gregg said. "That's where she takes me to a trimming every night."

"IF I LIVE to be 100, I never expect to know a finer man than Billy Gregg." That was the way one man who had worked with William R. Gregg of Elgin, Ill., for several years expressed his opinion of the popular conductor on the Elgin-Chicago suburban run when he learned that he was retiring from service at the end of 1948.

Some months before bowing out, Bill Gregg changed runs, and it caused a considerable stir among regular commuters who had come to regard his cheery personal greeting in the morning as necessary to getting the day off to a right start. Bill Abts, who worked as trainman with Gregg on the old run reported later that for several days after the well-liked conductor changed runs he was kept so busy answering the question, "What happened to Bill Gregg?" that he had a hard time getting his work done.

Gregg came to Chicago from Philadelphia in 1893 and started making friends for the Milwaukee Road two years later, when he took a job as brakeman. He switched to passenger service in 1917 and was in passenger service almost continuously from 1920 on, entering suburban service in the spring of 1936.

His plans for the future consist mostly of taking life a little easy, but he and Mrs. Gregg are sure of one thing—that they intend to remain in Elgin, where they have an attractive home and, as you might expect, many friends.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

The annual Christmas party of the Milwaukee Road reservation bureau was held this year at the North Claremont Avenue residence of Mrs. Scott, sister of Mary I Mitchell, reservation clerk No. 29. Forty-two attended and there were delicious refreshments. As usual, the party was a huge success. Mrs. W. A. Keller, wife of the manager, made a large cake for the affair.

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

Jack Roland, joint facility examiner, was rushed to the hospital on Dec. 28 for an emergency appendectomy. He is now convalescing at home.

A Christmas party was held on Dec. 24. We had a tree and all the trimmings, including Santa Claus in full dress costume. (The uniform was furnished by the Booster Club—thank you.) Refreshments consisting of coffee, doughnuts, cookies and candy were served by the girls, and Santa had a gift for everyone.

Fred Fleck has been working on his summer home at Hudson Lake, Ind., and now has the building in pretty good shape. We hear that he expects to hold open house very shortly.

Girl of the Month (3): Ida Anderson, bookkeeping machine operator, has been with the Road for 32 years. Prior to her association with the Milwaukee she was with the Burlington as a comptometer operator. She lives on the west side of Chicago. Austin is be specific, and maintains an apartment which she enjoys very much. She has several nieces and nephews, a record of which she is proud. The past few summers she has spent her vacations at Sister Bay, Wis. Ida's hobbies are her church affiliations and they keep her pretty busy serving at tea socials, luncheons and dinners. She enjoys doing things for others, and whenever she is called on to do a good turn she never says no.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Back on the job after six months recuperating in the hospital and at home, is William Steckman, interline bureau. He was the victim of a hit-and-run automobile driver. At present he is showing off his ability in walking with a cane. We're all glad to see him smiling again and greeting office friends.

An elopement took place on Dec. 23 in which the principal characters were Terry Muccio of the accounting machine room bureau and Timothy Thomas. We all extend



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The ASHMAN could tell you who uses the Best Coal

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that GLENDORA—"The Wonder Coal" is NOT being used.

GLENDORA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

STERLING-MIDLAND COAL CO.

GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

SALO

good wishes
uncle Stan I
Joe Deeny
who spent so
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son, Dan M
Monroe, Ma
Mayme Davi
Collis, Thom
Bertha Olste
response.

She was
everything
charged.

January, 1949



"Surely there must be some other way of keeping him quiet"

SALO

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good wishes. Terry was quite a pal of her uncle Stan Pufundt, review bureau.

Joe Deeny, our genial night elevator man who spent some time in the Illinois Masonic Hospital, is expected back soon.

We were all shocked to hear that Dan McCarthy, interline bureau, suffered a stroke on Dec. 12. That he will have an early recovery is the wish of his many friends.

Congratulations, many of them, to a dear friend of many here—Mable Underwood, employed here for 28 years, who was married Nov. 4 to Julius Van Wiele at her old home town, Vulcan, Mich. (near Iron Mountain). Flowers and congratulations were sent by wire; later a set of silverware, our gift to her, along with our good wishes.

Elaine Trucian was married on Thanksgiving Day to Henri W. LaBeau at St. Agacynth's Church. Dorothy Smolinski was one of the bridesmaids. Our wedding present to her was a place setting of sterling silverware. Many attended the reception after the wedding.

Dorris Sollie of the accounting machine department vacationed in the West, stopping for a few days at Denver, Colorado Springs, Los Angeles, San Diego and San Francisco.

Christmas greetings were sent, en masse to the following who have retired, left the service or who are on sick list: Dr. Bill Johnson, Albert Franks, Sam Spense, Math Sweeny, Neil Nielson, Mrs. Laura Camps, Bill Nash, Gene Eichelman, C. J. Vendegna, Ted Peterson, Dan McCarthy, Murray Whyte, Ida Monroe, Mabel Underwood Van Wiele, Mayme Davidson, Bill Steckman, William Ellis, Thomas Fitzgerald, Alta Simmons and Martha Olstead. Many cards were received in response.

She was an electrician's wife and everything that she had on was charged.

January, 1949

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

James M. Hazelton, retired interline bureau head, passed away on Dec. 24. Jim had been quite ill since his retirement four years ago. His many friends offer sincere sympathy to his bereaved family.

Vera Barucca of the central typing bureau became engaged to Louis Biasi on Christmas Day.

Jean Nosal had a very nice vacation recently in Miami, Fla.; also Marjorie Anderson, who spent her vacation in Cuba and Florida.

Barbara Sanborn and Bob Hellum were married at Faith Church on New Year's Eve. A reception in the church parlors followed. Barbara and Bob received many beautiful gifts and congratulatory messages from their friends in the central computing bureau.

In recent letters from Parnell Kelley he complains that he doesn't recognize any of the names in the Magazine articles from this office, so I am mentioning a few for him this month:

Joe Lullo took his usual two days off before Christmas to do his Christmas shopping. Baumgartner is still sending his check straight to the bank, Zahnen is buying "cokes" for his boss, Brandenburger, Gavin and Hackell still have their arguments every morning on the way to work and Ed Rumps is the champion bowler of the office as well as the local politician. If I were to go on this might look like a personal letter, but I would like to say that the whole gang wishes Kelley and his family a very happy new year.

John Gannon, chief clerk in the assistant comptroller's office, retired on Dec. 31. His friends in this office extend their best wishes for his future as a gentleman farmer.



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DELICACIES FOR THE TABLE Specialties

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to absorb vertical shocks

CARDWELL FRICTION BOLSTER SPRINGS

to absorb vertical shocks

CARDWELL WESTINGHOUSE CO. CHICAGO CANADIAN CARDWELL CO., LTD. MONTREAL

Car Accountant's Office

Harry M. Trickett, Correspondent

Mr. and Mrs. Stanley Kuczik (formerly Dorothy DeWald) announced the arrival of a baby boy on Dec. 5.

Clara Wood was confined to Ravenswood Hospital from Dec. 17 to 28 and is now at home. She was very appreciative of the Christmas cheer sent to the hospital and of the many greeting cards and good wishes for her health.

Joseph Kowal, a veteran of 22 years of service at Fullerton Avenue, accepted a position in J. L. Brown's office in the Union Station on Dec. 24. The position was for-

merly held by Roy Christianson, who was promoted.

Elva Ivo, a former employe of our office for many years, passed away on Dec. 1 following an operation.

Teresa Quinn received an engagement ring at Christmas time.

The following people are still on furlough due to illness: Chick Richardson, Mildred Fergon, Agnes Samp, Ruth Blair, Louise Shellenberger, Pauline Broeker, Sophie Duckers, Edgar Dunning.

The past year brought a great deal of happiness to some of our folks. I find that nine of our girls became mothers and ten marched to the altar.

MADISON DIVISION

W. W. Biethen, Correspondent

Miss Pauline Marsh, daughter of Section Foreman C. R. Marsh, and Emory J. Porter exchanged marriage vows in the Church of Christ, Soldier's Grove, Wis., on Dec. 12. The bride, attired in traditional white, was given in marriage by her father. Following a reception in the church parlors the couple left for their new home in Hoquiam, Wash.

Looks as though Santa Claus infringed on the rights of Old Man Stork by leaving a son, Thomas Robert, at the home of Relief Train Dispatcher R. D. Richter, Janesville, on Dec. 25. A case of good dispatching, I'd say.

Sorry to learn of the death of Lewis V. Michael, retired conductor, aged 61, at his home in Janesville on Dec. 3. Mr. Michael retired in March, 1946, following an illness. He had been with the Road for 40 years. He is survived by his wife and two sons to whom we extend our sympathy.

Understand that Agent Joe Coleman, Telegrapher Gene Bowar and H. J. Ripp, agent at Juda, have decided to give up single blessedness and recently passed out diamond engagement rings. Let's have all the "dope," boys.

Yard Foreman C. B. Corcoran is confined to the Methodist Hospital, Madison, following surgery. He is getting along fine and hopes to be released before long.

Mabel McNurlen, retired agent, is on her way to sunny California. On the return trip she will go to Mexico City, thence to New Orleans and home by way of Florida.

A Milwaukee Road basketball team has been organized at Janesville with Station Baggage George McCaul as manager. The team consists of Trucker V. Jewell, Car Inspector J. Dingeldein, Telegraphers R. Coates, G. E. Berg and W. E. Peterson, Relief Train Dispatcher R. D. Richter, Baggage H. Blaser, Trucker W. Kemp and Clerk William Frank. The team plays in the Janesville Industrial League.

Paul Kingston, retired conductor, and wife will leave shortly for points in Florida.

In the Spirit of Service



Henry J. McCauley

AN INTERESTING commentary on service over the telephone from someone who knows what it's about—Lester N. Hondorf, supervisor of safety for the New York Telephone Company, Buffalo, N. Y.—concerns a transaction with Henry J. McCauley, of the Minneapolis depot force.

Due to the sudden death of a telephone company official, Mr. Hondorf was obliged to call the Twin Cities. "The official's son," he writes, "was a passenger on your 'Olympian'. We wished not only to get word to him of his father's death, but to get him off the train for a quick return to Buffalo. I called your railroad at St. Paul and Mr. McCauley answered the phone. I explained the case to him and asked if it was possible to do something about it. He assured me that something could be done, and about 45 minutes later our man called me from St. Paul.

"We, in the telephone business, believe in 'the spirit of service', and after talking to this young man of yours, I know that your railroad has the same idea. May I express my sincere appreciation for the kind, courteous and efficient treatment I received from Mr. McCauley."

About 40 fires a day are started by electric irons left in circuit.

OVER \$250,000,000 PAID IN BENEFITS
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There Are No Assessments At Any Time

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No extras to pay! As a stock company, Continental guarantees employes the same low cost for accident and sickness income protection . . . year after year. Ask our Milwaukee Agent or write



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MAUMEE INDIANA

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Kare
The list of employes increased on the retirement of Michael Little Mike with the Milwaukee Mas... groundhouse made the c... foreman in... was promot... engineer in 1906. He no... to devote m... to his hobbl... ing and ge... The Herb... born on De... employed i... the total t... James M... passed away Dec. 9, foll... in May, 193... Engineer... at Mason C... iness. Func... where Mr... heir home... It's a boy... on Dec. 17... this is the fi... the ordeal, I... E. L. Ha... back on the... tion for app... Mr. and... celebrated th... building oper... Mr. Gashel... 34 years, re... Mr. and M... City, also of... Dec. 19. O... as relative... as station ba... C. E. Oesc... pent the Ch... chief cler... department... A. J. Pete... that Santa c... by putting i... new Oldsmo... George C... transferred f... By the ti... readers we w... wish to exte... and prosper... more and mo

PREF.



I & D DIVISION

Karen B. Rugee, Division Editor

The list of retired employees was increased on Nov. 30 by the retirement of Michael E. Kelly, locomotive engineer. "Little Mike" started with the Road in the Mason City roundhouse in 1900, made the date as a fireman in 1902 and was promoted to engineer in August, 1906. He now plans to devote more time to his hobbies, fishing and gardening.



Michael E. Kelly

The Herbert Fehls have another daughter, born on Dec. 11 at Mason City. Herb is employed in the roundhouse. This brings the total to two boys and two girls.

James M. Barr, 81, retired engineer, passed away at his home in Mason City on Dec. 9, following a long illness. He retired in May, 1935, after 29 years of service.

Engineer Roy E. MacDuffie passed away at Mason City on Dec. 3 following a brief illness. Funeral services were held at Spencer, where Mr. and Mrs. MacDuffie maintained their home.

It's a boy for the Carter Thomases, born on Dec. 17 at Mason City. Considering that this is the first time Carter has gone through the ordeal, he made it with flying colors.

E. L. Hathaway, agent at Chancellor, is back on the job after undergoing an operation for appendicitis and peritonitis.

Mr. and Mrs. E. J. Gashel, Clear Lake, celebrated their golden wedding on Dec. 19, holding open house for friends and relatives. Mr. Gashel was employed by the Road for 27 years, retiring in 1941.

Mr. and Mrs. William Woodhouse, Mason City, also observed their golden wedding on Dec. 19. Open house was held for friends and relatives. Mr. Woodhouse is employed as station baggageman at Mason City.

C. E. Oeschger, wife and daughter Sharon, spent the Christmas holidays in Florida. Cliff is chief clerk in the Mason City store department.

A. J. Peters, captain of police, made sure that Santa didn't overlook the Peters home by putting in his order early and getting a new Oldsmobile.

George Card, lieutenant of police, has transferred from Sioux City to Mason City. By the time this magazine reaches our readers we will be into the new year, but we wish to extend sincere wishes for a happy and prosperous 1949 to everyone—and for more and more news!

Sanborn-Rapid City

Albert J. Gall, Correspondent

Storekeeper Morgan of Mitchell spent his Christmas holidays with his new granddaughter at Council Bluffs.

Ray Woodman, machinist of Mitchell, retired after 40 years of service. He has moved to California to enjoy his leisure.

We hear that Florence Paullin, roundhouse clerk at Mitchell, won third place with a score of 593 in the invitation bowling tournament at Sioux Falls on Dec. 12. A \$15 cash award was attached to it.

Robert Nichols, B&B carpenter at Canton, has gone over to the SC&D Division as a fireman.

Agent H. B. Peterson and Dispatcher H. G. Kearney, both of Mitchell, spent Christmas in the hospital, but at this writing they are getting along nicely.

H. W. Jacobs, agent at Chamberlain, and wife are spending their vacation visiting their new grandson in Wisconsin at present. J. M. Burns of Vivian is relieving.

C. H. Croat, agent at Hull, left recently for an extended visit in California.

Sioux Falls Line

F. B. Griller, Correspondent

Conductor Zane D. Jenkins and family left Sioux Falls on Jan. 9 for a three-week vacation in Los Angeles.

Ed Grebe, former trainman, now operating a ranch in the vicinity of Roundup, Mont., stopped over in Sioux Falls on Dec. 2 to visit his old railroad buddies on his way home after seeing the stock show in Chicago.

When Conductor M. (Mud) Medin came to Sioux Falls to spend Thanksgiving with his brother, Judge Medin, someone took his overnight case getting off the train. The one that was left for him contained pink things and Mud had to sleep in his underwear until his case was returned two days later.

Mrs. Alice Dineen of the Sioux Falls car department, attends all the poultry Bingo parties in the city and if luck continues she will have the nucleus for a poultry farm in the spring.

Regret to report the death of Mrs. Earl Hansen, wife of Engineer Hansen and mother of Trainman Gene, on Dec. 4 after a sudden heart seizure.

Another death is that of Mrs. A. Landmark, Sioux Falls, on Dec. 5 after two weeks of illness. Alfred Landmark is employed at the Sioux Falls freight office and son Vernon is located at Sioux City as rate clerk.

There's no fun like work, says a millionaire. And unfortunately, there is very little work like fun.

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Sioux City and Western Branch Lines

Fred Costello, Correspondent

Born, a nine-pound son to Fireman and
Mrs. Joe A. Datri at Sioux City on Dec. 14.

A post card has been received from Avery
R. Lowrie, retired conductor, mailed from
Miami Beach, Fla. It stated that he will be
at home in Long Beach, Calif., care of Gen-
eral Delivery, shortly after Christmas. Won-
der why the tropical beaches. Oh, well, some
people have all the luck.

Donald A. Fillaus, extra operator, was
notified by Uncle Sam that he was expected
to enter the Army before Jan. 1.

Conductor Harry Dell Sherman, 60, died
at his home in Yankton on Dec. 27 follow-
ing a long illness. Burial was at Yankton.
Mr. Sherman entered the service of the Road
as freight brakeman in August, 1906.

Side Table Operator Harold J. Mahoney's
favorite automobile was rammed by another
car recently. Luckily "Ma Honey" was not
injured, in spite of the fact that his car was
wrapped around him like a garter belt by
the force of the impact.

Barney "Starvation" McGoogle, the switch
shanty philosopher, says that his idea of a
mental wizard is a guy who can remember
his social security number.

Tom Erickson, depot ticket agent, finished
building a handsome new home in Sioux
City recently.

Albert E. Cropley, senior engineer on the
I&D second district, retired on Jan. 1, com-
pleting more than 53 years of service. Mr.
Cropley entered service as fireman on Sept.
19, 1895, and was promoted to engineer on
July 13, 1901. He is in remarkably good
health.

George H. Nance, agent at Meckling, re-
tired on Jan. 1 after 28 years of service. The
Meckling agency was abandoned effective
Jan. 1. Mr. and Mrs. Nance will continue
to make their home there and Mrs. Nance
will act as custodian.

Clifford P. Leach, retired engineer now a
resident of Bellingham, Wash., visited with
his son Willard, chief caller at the Sioux
City roundhouse, during the holiday season.

Engineer Elmer A. Weiland and Mrs.
Weiland celebrated their 35th wedding an-
niversary with a public reception at the Con-
cordia Lutheran Church, Sioux City, on
Dec. 5.

Nothing is particularly hard if you
divide it into small jobs.

The Petersons of Mitchell



Mr. and Mrs. Axel Peterson

MANY of our old timers will be in-
terested in seeing the picture of the
Axel Petersons of Mitchell, S. D. Mr.
Peterson began working for the Mil-
waukee Road on Nov. 28, 1888, as a
machinist, and retired on May 1, 1938.
The Petersons had a great family re-
union planned for Christmas during
the time their son John would be
home, but he was recalled to duty on
the Persian Gulf and the reunion had
to be postponed until the clan can be
gathered at some future date. With
son John at Bahrein Island in the
Persian Gulf, sons Donald and Ray-
mond in Ketchikan, Alaska, and Roy
in Avery, Idaho, the gathering of the
family at one time and place is a
major planning job. The Petersons
have continued to make their home at
Mitchell since Mr. Peterson's retire-
ment. They have lived in the same
house in Mitchell since their marriage
in 1898.

A Trip to Remember

MRS. Thomas E. Means, wife of a
passenger conductor on the Terre
Haute Division, shares with us a
letter she recently received which
contains an enthusiastic endorse-
ment of Milwaukee Road passenger
service. The writer, Miss Alida Bol-
toffin, is a native of Norway and it
was penned while she was returning
to a missionary outpost in China.

"I write to show my appreciation
for making such wonderful travel-
ing facilities. I have been twice be-
fore to China and put in 13 years in
mission work, having traveled on the
great transcontinental trains. This
is my second trip around the globe.
This time I take the M.R. from Chi-
cago to St. Paul.

"A beautiful train, with an ama-
zing quiet speed. One wonders if we
are really moving on wheels. It is
wonderful comfort, and the air and
light make one feel that it is the best
way to travel. Everything is so
pleasant and restful. It makes the
trip one long to be remembered."



The Milwaukee Road Women's Club at Sarnborn, Ia., won first prize of \$25 in the local contest for outdoor Christmas decorations with this arresting tableau, "Santa on the Roof." Agent W. K. Peterson took this picture shortly after Santa Claus and his steeds alighted on the porch roof at the home of Engineer W. H. Luke.

I & S M DIVISION

H. J. Swank, Division Editor

Roadmaster Joe Larkoski, who has been on the sick list for some months, entered Rochester Hospital on Dec. 28 for an operation for cataracts. His room number is 404, Worrall Hospital, Rochester, Minn. We are all hoping that he will be well on the way to recovery by the time this notice is read.

When Ticket Clerk John Schultz went south for the winter the following changes took place in the local freight office: Dwight Kneeskern took over the duties of ticket clerk; LeRoy Williams moved to the assistant cashier's desk; Lowell Swearingen to assistant ticket clerk; A. C. Josephson, relief ticket and yard clerk; and Rex Beach (not the author), a newcomer to our ranks, was appointed to the position of yard checker.

Reynold M. Brown was the senior bidder for the position of warehouse foreman at Faribault left vacant when H. C. Langdon retired. This created a vacancy in the position of check clerk at Austin which was filled by Orris White, former yard checker.

Congratulations to Robert T. Johnson, son of Conductor and Mrs. George A. Johnson, Austin, who was one of a class of ten at Great Lakes Naval Training Center who passed the examination for submarine schooling at New London, Conn.

Chief Dispatcher O. C. Peed and Dispatcher Si Johnson were among the 27 Austin Shriners who attended the special initiation at Madison, Wis., on Nov. 27.

Operator Pete Berg, Austin, entered St. Olaf Hospital on Dec. 28 for treatment. His room number is 112. We all wish Pete a speedy recovery.

Engineer T. M. White has returned to work after undergoing an operation in Northwestern Hospital, Minneapolis.

Deepest sympathy is extended to the relatives of Mrs. H. J. Heslip, wife of Conductor "Heinie" Heslip, who passed away on Nov. 20; also to the relatives of Conrad W. Paulus, retired agent at Grafton, who died last Dec. 9 at the age of 87.

Clarence Tommerson, mail clerk on the La Crosse-Madison run, was stricken with a heart seizure when he reported for work at La Crosse on Dec. 20 and died suddenly. He was the senior mail clerk on the run.

LuVerne "Jackie" Schara, 16-year-old son of Mr. and Mrs. Fred Schara (Austin roundhouse), died suddenly at a Rochester hospital on Nov. 21 due to a brain tumor.

The many friends of F. M. Valentine, former chief dispatcher, and son Bill were shocked to learn that the latter, Captain

William J. Valentine, plane commander, was among the ten who were killed when the Army's new B-50 super bomber crashed near Fairbanks, Alaska, the night of Dec. 22 while on a test flight. Captain Valentine's wife and two children were at the parental home in Austin where he was to join them for the Christmas holidays, when the sad news was received. Mrs. Valentine gave birth to their third son, James Mark, on Dec. 28. It was shortly after Christmas two years back that Dispatcher Fred Valentine was stricken with a heart seizure and died suddenly.

Car Agent Dick Hogan says he is getting tired of playing "bird" and looking for a place to light. The construction work on the Hogans' new home is under way and they expect to move in early in the spring.

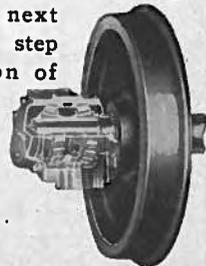
About 100 children of the Milwaukee Road family were entertained at a Christmas party in the Women's Club rooms on Dec. 11. Trainmaster Jerry Nentl, complete with long white beard and a round fat belly, was met with shrieks of delight (and some of fear) when he entered the room with his pack of treats for the children. Christmas carols and movies rounded out the balance of the afternoon's entertainment.

Just for the record, we received about eight inches of wet, heavy snow on Dec. 27 and 28. Section men worked all night the 28th to keep switches in operation and the following day the shovels, flangers and snow-plows all got a good workout.

Some folks can't distinguish between their bad judgment and their bad luck.
—De Pere.

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SEATTLE GENERAL OFFICES

Mrs. Laura Davis, wife of J. N. Davis, general attorney of the Road with headquarters in Seattle, died here on Dec. 22 following a long illness. Mr. Davis has been stationed in Seattle since 1939. Prior to that time the family lived in Chicago and has many friends there. Funeral services were held in Seattle.

KANSAS CITY DIVISION

Chester Miller, Division Editor

The Milwaukee Women's Club brought Santa Claus to Ottumwa to visit the children of employes. Santa arrived by train at the Sherman Street Station where a crowd of approximately 100 children awaited him. He was a big, hearty gentleman dressed in full regalia and if you want more details, ask Walter Fuhr, because he was *there!* All of the children were presented with a treat of candy and popcorn balls. Prior to Santa's arrival everyone gathered in the club house for carol singing conducted by Mrs. A. G. Elder with Mrs. M. L. Taylor at the piano. Engineer William Exceen led the children in the march to the train to greet Santa.

Thomas H. Kemp, 80, retired engineer, died at his home recently. Mr. Kemp had 44 years of service and retired on Oct. 31, 1940. We extend sympathy to his family.

Mrs. F. A. Roberts, wife of the former agent at Galt, Mo., and now living at Fairfield, Ia., underwent an emergency appendectomy at the Jefferson Hospital in Fairfield recently.

Mrs. Virginia Tee and two children have arrived at Pearl Harbor where her husband, Thomas F. Tee, is now serving in the Navy Air Force. Thomas is the son of Conductor William J. Tee.

Clarence J. Capps, 60, agent at Farson, Ia., died at St. Joseph's Hospital recently. He had lived in the vicinity of Linby since 1928. Our sympathy is extended to his family.

Mrs. O. E. Woodrow, 76, wife of the late William Woodrow, former engineer on the Kansas City Division, died suddenly at her home in Ottumwa recently.

McWilliams Memorial Chapel, in the First Presbyterian Church, Chicago, was the setting, Dec. 29, for the marriage of Miss Neva Jane Manock of Fort Erie, Ontario, Can., to Robert E. Upp, son of Dispatcher J. G. Upp, Ottumwa. They are now in their home at Boulder, Colo.

Donald Henson, son of Harold Henson, superintendent's office, has enlisted in the Army Air Corps and is now stationed at Lackland Field, San Antonio, Tex.

I hope that many more people will send in news items during 1949. I can't write it up if I don't know it!

Agent Moore Retires At Lime Springs



Agent C. E. Moore in front of the station at Lime Springs, Ia., which saw the start and the windup of his 45 years of railroad service.

C. H. "CURT" MOORE, agent at Lime Springs, Ia., for the past 29 years, wound up his railroad service on Nov. 30. He is a 45-year veteran, having started at Lime Springs on Aug. 1, 1903, when he was 20. After three years as a helper he went to Blooming Prairie, Minn., where he was night operator, then moved to Faribault, Minn., as operator in the ticket office. He was stationed at Faribault for 10 years during which he did some relief agent work. His first regular assignment was the agency at Cannon Falls, Minn. He filled that post for two years before he took over the Lime Springs station in May, 1919.

Mr. Moore and his wife are looking forward to some extensive traveling this spring. Charles Olson, Brownsdale, has taken over at Lime Springs as relief agent.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Following Conductor A. J. Dollison's retirement on Nov. 30, his permanent address is 413 Clark Street, Cambridge, Ohio. He will live there with his sister. Conductor Dollison entered the service as a freight brakeman on May 3, 1902, qualified for passenger service on Sept. 7, 1907, and was one of the first conductors in service on the Hiawatha. At the time of his retirement he

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Indianapolis, Ind.



A railroad Santa Claus arrives at Ottumwa, Ia., to visit the children of Milwaukee Road employes. Details of the visit can be found in the Kansas City Division news contributed by Chester Miller.

was in passenger service on the Calmar line. He made the trip to Cambridge in his new 1949 Oldsmobile.

Conductor Harry T. Davis retired last September and he and his wife are now living on an acreage in Gulfport, Miss. Mr. Davis started as a brakeman on Oct. 1, 1905 and was promoted to conductor on Sept. 12, 1912. Previous to his retirement he was conductor on trains 99 and 98, running between Savanna and Clinton.

Walter Willett, retired baggageman, suffered a stroke at his home in Elgin recently and is seriously ill.

Section Laborer Harry A. Shuart, Cedar Rapids, and W. G. Hartwig, section laborer at Martelle, have been granted leave of absence on account of illness.

Roadmaster R. H. Becker was taken to the hospital in Monticello on Dec. 8 suffering with asthma. Due to the seriousness of his condition he was taken by ambulance to Tucson, Ariz., where he entered a Masonic hospital.

Ralph Whiteford, Jr., underwent an appendectomy in the University Hospital in Iowa City on Dec. 6. He has since returned to his home in West Branch.

Locomotive Engineer Ed Keating, Cedar Rapids, returned recently from his annual sojourn in Hot Springs, Ark.

W. G. Bowen, retired superintendent, and wife of Savanna were recent guests in the home of Chief Clerk G. W. Miller, Marion.

Assistant Engineer L. R. Boettcher attended the Shrine convention in Davenport on Nov. 26 and on the following day attended the regional convention Milwaukee; also visited with his father in that city.

Ora Miller, retired roadmaster, is visiting

in Roselle, Ill., at present with his son-in-law and daughter, Mr. and Mrs. Lyell Shell-enberger.

The merging of the clerks' organization in Cedar Rapids and Marion was effective Jan. 1. The Marion group had a party for its members at the Elks Club in Cedar Rapids on Dec. 13.

Freight Brakeman Bruce A. Westcott passed the cigars on Dec. 5 to celebrate the arrival of a son at St. Luke's Hospital, Cedar Rapids. This is the first child in his family. The new baby is a great grandson of Passenger Brakeman C. L. Wescott.

Michael Anthony Colby was born in Mercy Hospital, Cedar Rapids, on Dec. 8. His mother is the former Mary Mullahey of Marion, daughter of Operator Ed Mullahey of the dispatcher's office.

John M. Treul of Milwaukee joined the engineering department in Marion on Nov. 26, following his graduation from Marquette University. John served in the late war in the 10th Mountain Division of the Army ground forces and had previous service with the Road in the track department and Milwaukee shops during summer vacations. His father is a car department employe in Milwaukee.

Mrs. George W. Riley was the guest of honor at a luncheon in the private dining room of the "Me Too" in Cedar Rapids on Dec. 16 and was presented with a farewell gift by the hostesses, Mesdames Fred Howe, D. R. Davis and Don H. Fisher. Mrs. Riley and children left for Ottumwa on Jan. 6 to join Mr. Riley who is now serving as trainmaster on the KC Division. They will occupy the former home of Locomotive Engineer John R. Mottett on Richmond Avenue.

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TRAILERS

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and
FORWARDING
POOL CAR
DISTRIBUTORS

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CHICAGO, ILL.

Car Department Employee Ernest A. Woolley of Marion is a patient in the Veterans Hospital in Des Moines.

The Marion American Legion post conducted military services on Dec. 18 for Lt. Dale Goodyear, former Milwaukee brakeman, who was killed Jan. 22, 1945, while serving as a pilot with the 9th Air Force in France; services held in Cedar Rapids Memorial Cemetery. Dale joined the Army in October, 1942, and received his commission at Lubbock Field, Texas, in the spring of 1944. He is survived by his wife, the former Kathleen Oxley, and his parents, Mr. and Mrs. George Goodyear.

Mrs. Anna M. Applegate, widow of retired chief clerk to division master mechanic at Marion, died in St. Luke's Hospital, Cedar Rapids, on Dec. 15. She had fallen at her home in Marion on Dec. 7, sustaining a broken shoulder, and had been hospitalized since that time. Burial was in Cedar Memorial Cemetery.

E. F. Clausen, operator at Cedar Rapids, underwent an operation at St. Luke's Hospital in December; recovering nicely and should be back to work soon.

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Elmer Clause, who is employed in the B&B department, was married to Margie Mell on Nov. 5. The wedding took place at Denison and a reception was held at Council Bluffs. After a short wedding trip the couple moved into their home at Manilla.

Conductor A. J. Dollison retired on Dec. 2 after many years of service and has gone to Cambridge, Ohio, where he will make his home.

Engine Foreman Roy Michael, Sr., who was a Milwaukee Road employe for many years, retired recently. We all wish him the best of health and good luck.

C. J. Dugan, city freight agent at Omaha, broke an ankle on Christmas Day at his home. We were all sorry to hear about his misfortune.

On the first morning after the honeymoon the husband rose early, went down to the kitchen and took his wife her breakfast in bed. She was delighted. Then hubby spoke. "Have you noticed every detail?"

"Of course, every single thing, darling."

"Good. Well, that's how I want my breakfast served every morning after this."

Sign in a Chicago barber shop: "We repair army haircuts."

Time Now to Play with the Kids



Mr. and Mrs. John W. Simon and their young grand-daughters having a lazy time of it one day in late summer.

THE little girls in the picture above are lucky youngsters—they have two grand-parents who can always find the time to play with them or to go for a romp with their dog.

The central figure in this scene of domestic contentment is John W. Simon, former agent at Chamberlain, S. D., now retired and making his home at Mt. Vernon, S. D., and the picture is his answer to the question of how he enjoys his new role as a man of leisure. Mr. Simon started railroad-ing on an extra gang at Bridgewater, S. D. in June, 1898. In the fall of that year he worked as station helper and was promoted to a job at Sanborn, Ia. Subsequently he served at Tyndall, Chamberlain and Mitchell until he was appointed agent at Pukwana in 1905.

In 1910 Mr. Simon left the railroad to stake a homestead claim in Red Owl County, S. D., but he returned two years later and took the agency at Worthing, S. D.; thence to Lennox, Presho and back again to Pukwana. He became agent at Chamberlain in 1936 and retained that position until he retired last Sept. 1. A son is carrying on the railroad tradition as trainmaster at Green Bay, Wis.

We would like to hear from other Milwaukee Road folks who, like Mr. Simon, are taking life easy these days. Looking to the future, railroad people as a whole make definite plans for their retirement and are interested in hearing about those who have had the opportunity to carry out plans for hobbies, travel, business, civic interests, and other leisure time pursuits. Actual experience is, after all, the best guide to making our own plans. So how about it—can you give with a story and a picture to illustrate it?

—Editor.

Alimony is a man's 'cash surrender value.

The Milwaukee Magazine
Michael Sol Collection

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January, 194

Middle, West and Des Moines

Viola Ranes, Correspondent

Our sympathy to the family of J. E. Hayes, retired engineer, who passed away recently as the result of a heart ailment. Mr. Hayes began with the Road in 1907 at Marion and transferred to Perry in 1933. He retired in 1946.

Mrs. A. W. Nicholson, Jr., is the new clerk in the division storekeeper's office while Mary Schmitz is on a leave of absence.

Our sympathy to the Brown families. Mrs. Seymour Brown, wife of retired engineer, passed away on Dec. 9 after an illness of about a year. Engineer Frank Brown, who had been helping at the home, passed away suddenly a short time later while cleaning the walks at his home after a snowfall.

F. L. Hanner, retired engineer, slipped on the ice recently and suffered a possible skull fracture. He was taken to King's Daughters Hospital where his condition is satisfactory.

Conductor E. B. Oehler is undergoing treatment at the Wilden Hospital in Des Moines. He is reported to be improving.

E. B. Scott, joint operator for the North Western and the Milwaukee at Jefferson tower, passed away on Dec. 11 of a heart ailment. Mr. Scott was a North Western employe but had served at the tower for some time.

Mrs. Zilpha Barker, widow of Conductor



Mr. and Mrs. Robert Lee Smith of Council Bluffs, Ia., recent honeymooners. Mrs. Smith was Dorothy Jensen, grand-daughter of Wilhelm Gundlach, retired car inspector, and Mr. Smith is the son of General Yardmaster E. E. Smith.

P. H. Barker, passed away at her home in Rockwell City recently.

Our sympathy to the family of A. A. Smedley, Middle Division conductor, who passed away at a Des Moines hospital following an operation. His father is a Des Moines Division engineer.

Jimmie, son of Engineer W. W. McRunnels, is showing considerable improvement. He is a victim of polio and is at the Blank Memorial Hospital in Des Moines.

Donna, the young daughter of Agent D. E. Lee of Dawson, has been quite ill at the family home, suffering with a rare type of fever.

Our sympathy to William McGee, retired agent, whose wife passed away on Dec. 18.

We welcome Mrs. Robert Rogers into the railroad family. Engineer Rogers and Dorothy Zimmerman of Dallas Center were married on Dec. 19.

Sherrie Lynne is the name of Freight Foreman Art Airhart's new grand-daughter. The baby is the first child in the family of Mr. and Mrs. Arthur Culp of El Paso, Tex. Mrs. Airhart is in Texas assisting her daughter.

Our sympathy to Willard Hunter, agent at Fonda, whose wife passed away on Dec. 21. Mrs. Hunter had been a patient at Oakdale for some time.

Death recently claimed H. E. Zeibell of Des Moines, retired conductor. He retired in 1940 after many years in freight and passenger service on the Des Moines Division.

A baby girl was born to Mr. and Mrs. M. J. Robinson recently. Jean is a fireman on the Des Moines Division. The baby is a grand-daughter of O. V. Robinson, retired engineer.

D. N. Doumas, agent at Coon Rapids, was married during his recent vacation to Miss Violet Zunkel of Ogden.

Operator and Mrs. H. E. Merkle included additional gifts in the Christmas package to their son Arthur and his wife in Kansas City this year, as the latter have taken a little boy to raise as their own.

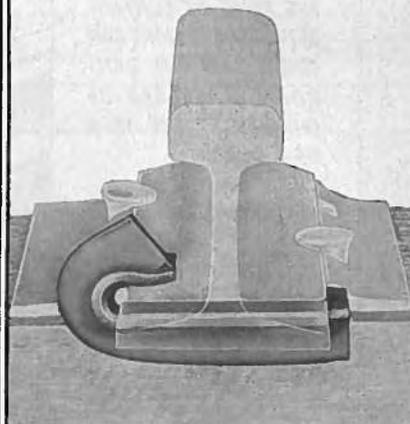
A. W. Wild, section foreman at Panorama, and his wife became the parents of a new baby girl recently.

Congratulations to G. J. Foxhoven, agent at Panorama, who was married to Miss Eva Bailey of Panorama on Oct. 16.

"Her best and safest club is the home . . . Sensible and responsible women do not want to vote. The relative positions to be assumed by man and woman in the working out of our civilization were assigned long ago by a higher intelligence than ours."

—Grover Cleveland in *The Ladies' Home Journal*, 1905.

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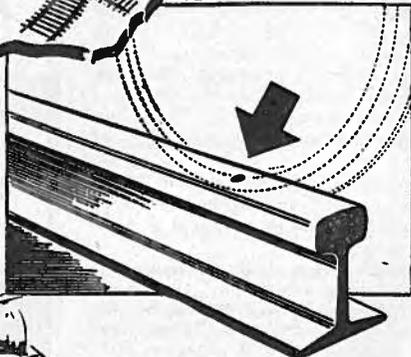
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Rail oddities

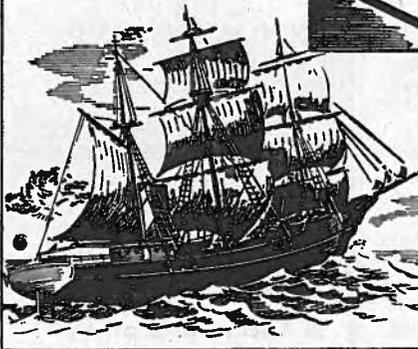


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ASSOCIATION OF AMERICAN RAILROADS 246

H & D DIVISION

West H & D

Lloyd C. Gilbert, Division Editor

Lawrence Leroy is the newest member of the Milwaukee family at Aberdeen. He arrived on Dec. 16. Congratulations go to Mr. and Mrs. Robert Woodruff. Bob is a boiler-maker's helper.

Miss Winifred Steinlicht became Mrs. Arvid J. Hougum on Dec. 20. The bride is the daughter of Cashier Carl Steinlicht. She is a graduate nurse and the groom is a medical student at the University of Minnesota.

Conductor C. E. Speer was killed in a highway accident in the Black Hills on Nov. 28. Mrs. Speer was seriously injured in the same accident. Mr. Speer entered the employ of the Road in 1915 and had been a conductor since 1920. He was one of the most popular of our Aberdeen rails.

For an A-1 motor car trouble shooter we recommend Lineman Jack Courtney. With very few tools he can work over all models, including the old Adams, and make them purr like kittens.

Agent L. T. Wolf, Hague, N. D., is a Navy veteran of both wars. He advises all young "vets" to retain that Reserve rating. His service with the Road dates back to 1912 when he started work at Ortonville as a section hand.

At the Elks' annual "Monte Carlo" for charity the following "rails" were winners: Colonel Weatherly of Java; Mrs. Larry Karr and Mrs. Pete Ziegler, both of Aberdeen. The rest of us just "contributed."

East H & D

Martha Moehring, Correspondent

Cornelius Brown, retired B&B carpenter, passed away and was buried at Montevideo the day before Christmas.

Louis Mainzer, retired conductor, spent a day with old friends in Montevideo recently. He has built up quite a hobby of making cribbage boards out of cedar and in the form of battleships. He returned to Minneapolis that evening with less boards than he had when he came out.

Conductors F. R. Nichols and W. J. Harding are now wearing 40-year buttons and Rusty Miller is keeping his 35-year one equally well polished.

Thomas Hanlon, who was recently promoted from signal maintainer to signal supervisor, was the guest of honor recently at a steak dinner given by his friends in the Montevideo vicinity. There were the usual speeches and Tommy was presented with a very nice piece of luggage. Clarence Klith of Inwood, Ia., has stepped into Tommy's position. He was just nicely getting into the groove when he slipped on the ice while fishing one Sunday, and now he has his right arm in a steel contraption that fills the whole house and Mrs. Klith is having quite a time keeping house around it. "Stub" will not be working for some time. Our substitute maintainer is L. E. Christianson.

The reason dogs have so many friends is that their tails wag instead of their tongues.

An Encore for Conductor Carlson

W. H. DAVISON, an attorney at Boise, Idaho, picked up a copy of the Milwaukee Magazine and read there the remarks made by a passenger on the Olympian Hiawatha who considered himself lucky to



A. J. Carlson

travel in the company of Conductor A. J. Carlson. "I agree with everything he said," writes Mr. Davison.

"Mrs. Davison and I took a trip east, riding the Milwaukee Road between Spokane and Chicago. In all, we traveled about 7,300 miles, of which almost 4,000 were over the Milwaukee lines. Going west we rode with Mr. Carlson and were very much impressed by him. We both agreed that he was one of the most pleasant and considerate men we had ever met. In my opinion, he would be an asset to any organization. He showed the same kindly attitude toward everyone and when he got to the end of his run I saw several passengers out on the platform visiting with him.

"He always found time to be friendly; in fact, he is the friendliest trainman we ever met. We had no fault to find with any of the trainmen, but we put Mr. Carlson at the head of the list."



Tom Hanlon (left), signal supervisor at Montevideo, Minn., who was recently promoted to signal maintainer talks it over with his successor, "Stub" Klith (right). Train Director Pat Malone takes it all in. Hanlon's traveling bag was a gift from well-wishing friends.



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