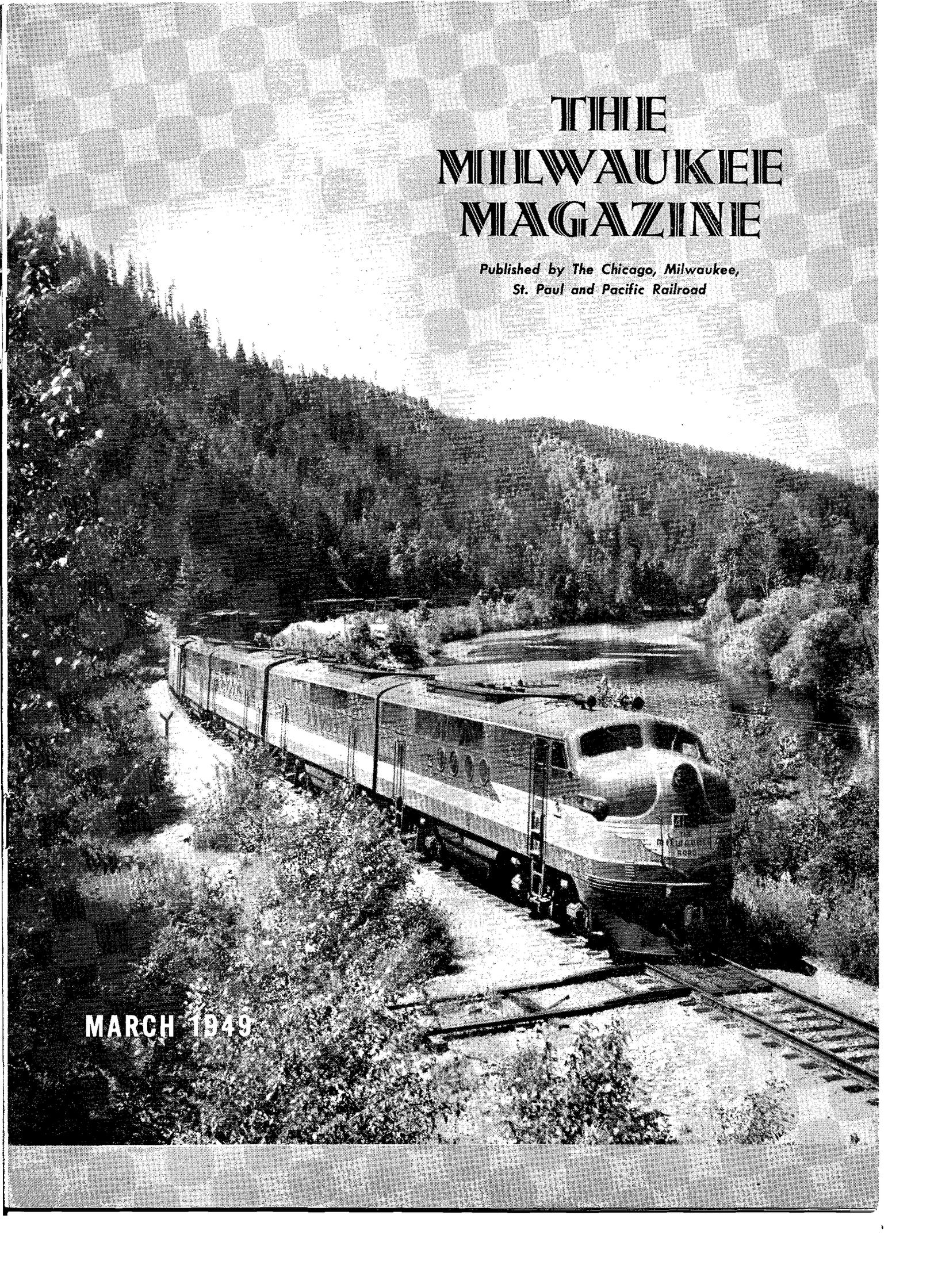
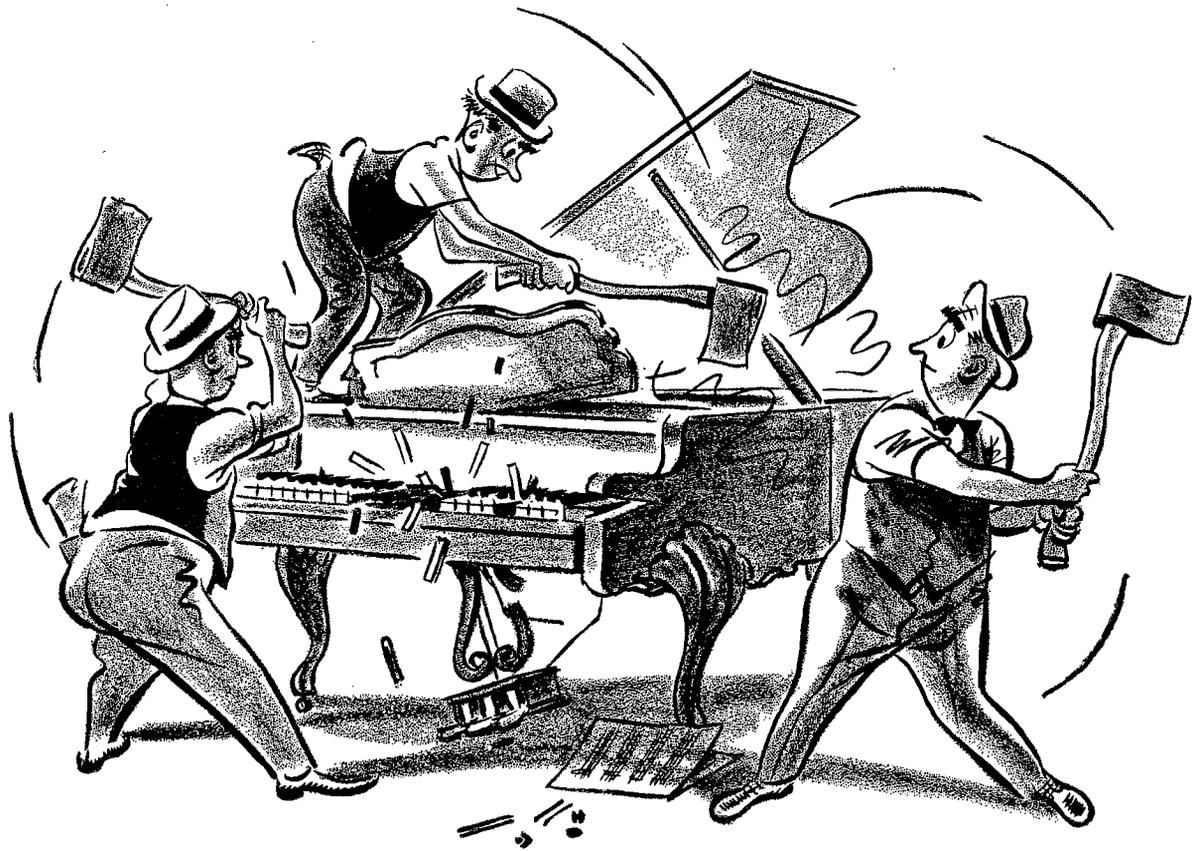


THE MILWAUKEE MAGAZINE

*Published by The Chicago, Milwaukee,
St. Paul and Pacific Railroad*

MARCH 1949





How to tune a piano!

The piano's out of tune. So we'll chop it up. Then we'll get a tin horn instead.

Sure, these men are crazy.

But they're using the same kind of thinking a lot of people have been using on the American economic system lately.

Our American way isn't perfect. We still have our ups and downs of prices and jobs. We'll have to change that. But even so, our system works a lot better than the second-rate substitutes being peddled by some countries we could mention.

It works better because of a few simple things. We are more inventive, and we know how to use machine power to produce more goods at lower cost. We have more skilled workers than any other country. We believe in collective bargaining and enjoy its benefits. And we Americans save—and our savings go into new tools, new plants, new and better machines.

Because of this, we produce more every working hour . . . and can buy more goods with an hour's work

than any other people in the world.

We can make the system work *even better*, too: by *all* of us working *together* to turn out more for every hour we work—through better machines and methods, more power, greater skills, and by sharing the benefits through higher wages, lower prices, shorter hours.

It's a *good* system. It can be made *better*. And even now it beats anything that any other country in the world has to offer.

So—*let's tune it up, not chop it down.*

Want to help? Mail this!

I want to help.

I know that higher wages, lower prices, shorter hours and larger earnings can all result from producing more goods for every hour all of us work.

Therefore, I will ask myself how I can work more effectively every hour I am on the job, whether I am an employee, an employer, a professional man or a farmer.

I will encourage those things which help us produce more and add to everyone's prosperity—things like greater

Approved for the:

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use of mechanical power, better machines, better distribution and better collective bargaining.

I will boost the good things in our set-up, and help to get rid of the bad.

I will try to learn all I can about why it is that Americans have more of the good things of life.

Please send me your free booklet, "The Miracle of America," which explains clearly and simply, how a still better living can be had for all, if we all work together.

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AN OLD THREAT APPEARS AGAIN

by Z. G. Hopkins

Special Representative Association of Western Railways

(This article, except for certain timely revisions, appeared originally in the December, 1948, issue of Railway Employees Journal and is reprinted through the courtesy of that publication.)

SIGNS that competitors of the railroads are a greater threat to railroad jobs and wages than before the war are showing up in many places.

Barge lines and trucking companies report greater freight tonnage in 1948 than in 1947, while freight tonnage handled by the railroads was lighter than in the preceding year.

These competitors credit their increased traffic to advances in rail freight rates. True, their own rates are higher than they were because their operating costs also have advanced. But because they do not have to maintain the waterways and highways which they use to furnish service, their operating costs have not advanced relatively with railroad costs. As a result they can continue to keep their rates substantially below those the railroads must charge.

COMMENTING on the situation as it now stands, Chester Thompson, president of American Waterways, recently said: "Continued increase in rail freight rates automatically make shippers seek less expensive means of transportation. Our Association offices and our carrier members everywhere are receiving endless inquiries about shipping, often from companies who never have used any but rail transportation, which proves that shippers are looking for more economical means of transport."

Barge line operators have realized their expectations, Mr. Thompson said, that their freight tonnage in 1948 would be 30 per cent greater than in 1947 and the heaviest in their history, and that they also look forward to even greater volume this year. The situation with respect to the inroads truck carriers are making on railroad revenues is much the same. Several recent statements of traffic managers of important industrial concerns show what is happening.

ONE OF THE country's top steel companies says that the railroads now are getting only 60 per cent of its steel shipments, where they were getting 84 per cent in 1946. Trucks now are taking 25 per cent and the barge lines 15 per cent.

A big mid-western food packing company reports that until 1947 it moved only 15 per cent of its tonnage by truck, with 85 per cent going by rail. Now 45 per cent is going by truck and only 55 per cent by rail.

In 1946, the Wisconsin Canners Association says, 72 per cent of its pack of peas, corn, beans and beets was shipped by rail. It figures that this year only 38 per cent of its pack will move by rail.

California packers estimate that 64 per cent of their shipments to northeastern sections of the country last year were by boat, whereas two years ago 68 per cent went by rail.

It is fair to figure that something like the same thing is going on among other shippers. If spread generally, with anything like the same percentage of freight diversion from the railroads, it can easily mean that their revenues will fall below those

in 1946, despite the raises in their freight rates the Interstate Commerce Commission has since authorized. It could amount to more than net earnings last year.

Any way you look at it, the situation is a serious one from the standpoint of railroad workers. Seniority isn't worth much as job protection when there's no job to protect! Falling off in railroad traffic volume sooner or later results in force reductions, reduced hours or lack of steady jobs.

As matters stand now, barge lines and truck lines pay relatively little from the rates they charge for keeping up the navigable river channels or the improved highways over which they operate. They are maintained entirely at taxpayers' expense and all railroad workers are taxpayers!

THE RAILROADS last year spent approximately 15 cents out of each dollar they took in just for keeping up their roadways and structures. On top of that, they paid out another 10 cents in taxes out of each dollar they took in, a higher relative tax payment than any of their subsidized competitors was required to make. Besides that, these competitors are not required to earn any return on the investment of the taxpayers who have provided the government with the money used to improve the waterways and highways.

Under such conditions it is not surprising that the barge lines and truck lines do not need to keep in step with the railroads in advancing their rates to meet higher costs. They do not pay the wages of the workers employed to maintain highways and waterways as the railroads must to keep their railways up!

It is not reasonable to expect that the railroads can go ahead always as they have been doing, fully paying their own way from what they take in through rates, and at the same time successfully meet the competition of barge and truck lines whose real costs are largely paid from taxes—railroads' and their workers' taxes included! Such a situation is neither fair to railroads and those who work on them nor to the taxpayers.

Railroad workers are entitled to an even competitive opportunity with workers employed by barge and truck lines. They neglect their own job interest if they do not resume active insistence that public policies allow them such opportunity.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

874 UNION STATION
CHICAGO 6, ILLINOIS

C. H. BUFORD
President

March 15, 1949

TO ALL EMPLOYEES

Since the first of this year the affairs of our railroad have taken a turn which, I feel, calls for understanding on the part of all of us.

During January our railroad experienced a loss of approximately one and a half million dollars. This adverse showing was the result of less freight traffic and increased operating costs. In addition, severe blizzards, striking repeatedly across large sections of the railroad, took a heavy toll. The work of clearing our right of way was costly; it also took time—time during which a great deal of revenue traffic could not move and was lost to us. During February, the severe weather continued for most of the month and freight traffic continued to decline, with the result that February will show another large operating loss of almost as much as for January.

These huge losses and the conditions causing them were the reason for furloughing many of our car repair forces for the period Feb. 21 to Mar. 14, as well as employes in other departments, until our business improves.

The decision to furlough these forces was not made lightly; it was a difficult one to make and was arrived at only after a careful weighing of all the factors.

Our costly battle with the winter is about over, and we should soon begin to experience a seasonal rise in our volume of traffic. I feel confident that some of the conditions which necessitated our action in furloughing forces will improve materially and greatly relieve the concern felt by all of us for the welfare of our railroad and the employes who are dependent upon it for their livelihood.



Financial Results . . . January, 1949

Compared with January, 1948

The Milwaukee Magazine



MARCH
1949

VOL. XXXVI
No. 11

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UNION STATION — CHICAGO

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The Milwaukee Magazine, now in its 36th year of continuous monthly publication, is distributed free of charge to active and retired employees of the Milwaukee Road. It is available to others at 10c per single copy, or \$1.00 per year.

WE TOOK IN

	To January 31, 1949	+Increase —Decrease
Railway Operating Revenues for hauling freight, pass- engers, mail, express, etc.	\$18,461,137	—\$937,190
Other (Non-Operating) Income, Net	497,758	+ 364,584
Total	\$18,958,895	—\$572,606

WE SPENT

Percentage of Total Revenue			+Increase —Decrease
58.06%	—Wages	\$11,007,212	+\$421,135
3.58%	—Payroll Taxes	679,862	— 148,771
46.50%	—Fuel, Mate- rials, Sup- plies, other op- erating ex- penses, taxes, rents and in- terest	8,815,360	— 203,745
	Appropri- ations for Sinking Funds and Improve- ments	None	— 13,922
108.14%	—Total Expenditures	\$20,502,434	+\$ 54,697

Resulting In

A LOSS OF

\$1,543,539

Who Lifts the Check for "Operation Snowfight"?

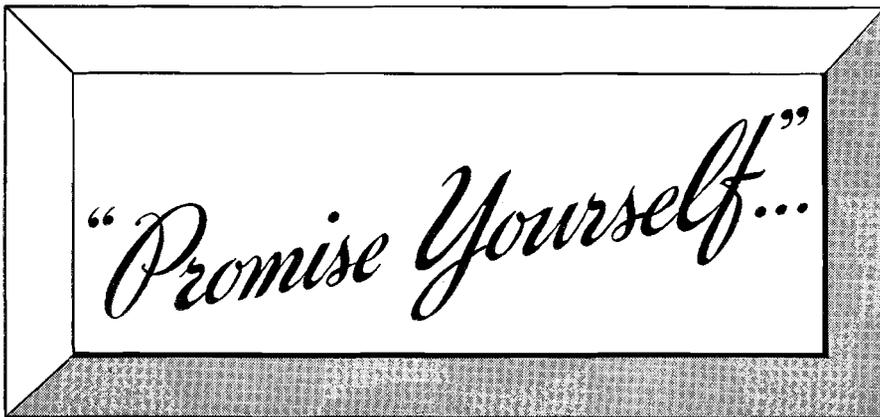
NOW that the states between the Missouri and Rockies have dug themselves out from the packed snows of a three-months' blizzard, the vouchers for the job are pouring in; and here, as in so many other places, there stands out the striking contrast between the way government treats the railroads and the way it treats rival methods of transportation. The railroads, that is, did their own snowplowing, ice-blasting, and ditch-digging—with their own equipment and at their own expense—while opening up the highways for the trucks was done by government at the taxpayers' expense. The cost of the railroads' snow-fighting will have to be reflected in their rates and fares—or in deficiencies in net income.

The Federal Works Administration alone has expended \$1,050,000 for blizzard relief, which it has allocated to the states. No specific breakdown is available, but it is likely that a large part of the money has gone for clearing highways. Entirely in addition to this is the tremendous—but as yet unknown—sum which the Army has expended for its so-called "Operation Snowbound", a sizeable portion of which had to do with the clearance of highways and rescue of vehicles.

Still further sums were expended by the Department of the Interior on its own account.

Railroad service would be much "cheaper" than it now is, compared to other ways of shipping goods, if so much of the cost of railroad service were concealed in people's tax bills—as happens when they patronize other agencies of transportation.

—Railway Age



DISTRICT Safety Engineer H. J. McMahon, speaking at the Tacoma safety rally on Jan. 27, gave his fellow employes something to think about. He put it this way:

"Let's everybody make a resolution. Don't promise *me* that you will work safely. Don't promise the *superintendent*; conditions come up that make those promises hard to keep. *But promise yourself!* You need to do that for your own welfare."

The Tacoma rally was the fourth of a series, the others having been held in Chicago (Dec. 1), Milwaukee (Dec. 14), and Minneapolis (Jan 4). The Coast Division ended the year 1948 in seventh place in the President's Trophy contest among divisions, three sudden accidents on Dec. 30 having dropped the division down from third place.

As if to put the safety-mindedness of employes to the true test, the weather on the nights of the Milwaukee and Minneapolis meetings was particularly foul, and that which greeted President Buford, Assistant to President L. J. Benson and other

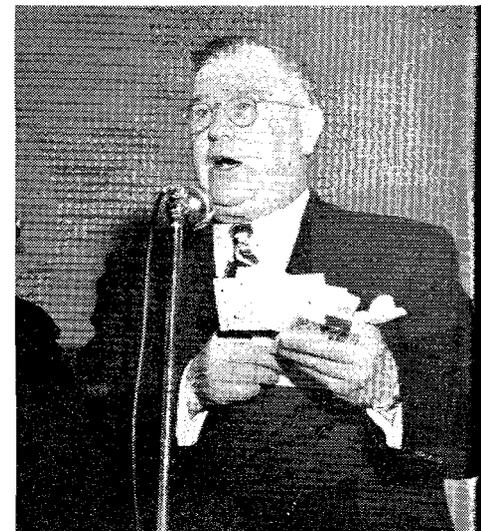
officers who went to Tacoma from Chicago, Milwaukee, Butte, Spokane and Seattle for the occasion, was equally bad. Snow and ice made Jan. 27 one of the worst days Tacoma had experienced in a good many years, but, as at Milwaukee and Minneapolis, the crowd came out anyway. There were 488 present.

As at the previous rallies, the prize fighting reels and the instructive motion picture entitled "The Safe Railroader" were preceded by a brief talk by Mr. Benson, who reviewed the 1948 safety record and urged the men to give thought and support to all aspects of the safety program in order that working conditions on the Milwaukee Road might be made as safe as possible.

"In 1948 we had 21 fatalities, compared with 20 in 1947," Mr. Benson said. "That makes 41 of our fellow workmen who were killed in those two years. Every employe should remember that it is definitely his responsibility to work safely. We want to urge you to be careful for the sake of your family and loved ones."



President C. H. Buford: "My object in being here is to see if there is anything I can do that will help the employes on this railroad achieve a better safety record."



L. J. Benson, assistant to president, in charge of the division of safety, reads the record to the Tacoma audience. "You folks know," he said, "that we are thinking about you and are interested in your safety."



L. H. Dugan, vice president



L. K. Sorensen, general manager, Lines West



H. J. McMahon, district safety engineer

The following are some of the remarks made by other officers, who appeared in the order shown:

Al Pentecost, general foreman at Tacoma shops, prior to retirement Jan. 1, 1949:

"...I had a wonderful crew of men. In fact, they were better safety men than I was. I took a lead pencil and walked down the shop, and I'll bet five men asked me where my goggles were. I came off an engine wrong; I did that purposely, but several of them called me on it. Those fellows know there are many hazards in a job of that kind and work so they won't be injured."

Dr. J. F. DePree, chief surgeon, Lines West:

"...I don't want you to get the idea that you'll get hurt, but if you do, I want to assure you that our department is going to furnish you with the best of service as far as facilities enable us, no matter

where that injury may occur... I hope I don't have to see you except to shake your hand and meet you socially."

A. O. Thor, superintendent, Coast Division, after first reviewing the history of several injuries suffered in 1948:

"These are some of the cases that prevented our obtaining the rank of first place in the safety campaign. Safety has to be with us at all times...Employees must keep working at it and cooperating all the time. From this meeting you see that we have the support of our general officers...We are not expected to do anything in a hurry, but the safe way."

L. K. Sorensen, general manager, Lines West:

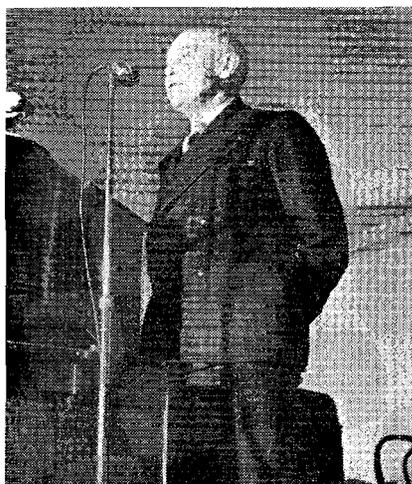
"...The supervisor's responsibility is to show the employe the proper way of doing the job. If the employe follows the suggestion given by his supervisor and uses

good judgment and follows the rules, we'll save a lot of personal injuries, possibly some lives, and a lot of suffering to families... I'm glad to see you ladies here. You can help the employe, husband or son, to realize his responsibility and keep him healthy."

L. H. Dugan, vice president:

"This is my first safety rally and a real privilege. The safety program, in my mind, is the most progressive movement in the whole industry. First, because it is humane, and secondly, the effect it has on the relationship between employer and employe...The most valuable asset the Milwaukee Road has is its loyal employes. The most valuable asset an employe has, outside of his own family, is a safe, honest and respectable job. One of our main responsibilities is to see that we are not hurt...Keep up the good work!"

(Continued on page 15)



Al Pentecost, retired general foreman, Tacoma shops



A. O. Thor, superintendent, Coast Division



A. G. Hoppe, general superintendent, locomotive department



F. R. Shoulty, assistant superintendent, car department



Dr. J. F. DePree, chief surgeon, Lines West



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

THE *Cloudbusters* ARE BACK

SVERRE KONGSGAARD stepped into the inrun of Olympian Hill at the Milwaukee Road Ski Bowl and poised himself for the take-off. A moment later he went hurtling down the precipitous slope and soared out into space. The crowd below looked up and held its breath. Then his skis kissed the snow at the bottom of that famous hill; he executed a beautiful telemark and hung up a new North American ski-jumping distance record of 290 feet.

The crowd stared in disbelief. This man, according to the publicity, didn't have a chance against brother Norwegians Petter Hugsted, 1948 Olympic champ, and George Thrane, sensational member of Norway's 1948 Olympic team.

The Cascades rang with the cheers of the spectators, who sensed that for the second time a North American distance record had been set on Olympian Hill. The cloudbusters were back!

Minutes later Hugsted and Thrane jumped and the crowd "oh'd" and "ah'd" again, for it had never seen such perfection of jumping form. When the points were counted, it was Thrane by one-half point over Hugsted.

The occasion was the annual PNSA [Pacific Northwest Ski Association] Jumping Tournament, held on Jan. 30 and bringing together, as usual, an outstanding group of competitors, with the accent on outstanding European jumpers. Ski fans in the Seattle-Tacoma region were dished up a double portion of thrills that Sunday as the PNSA tourna-



Dr. Edmund H. Smith, president of the Seattle Ski Club, presents the first-place trophy to George Thrane at the award ceremony following the PNSA Ski-Jumping Tournament at the Milwaukee Road Ski Bowl Jan. 30. Left to right: George Thrane, the winner of the PNSA classic; Sverre Kongsgaard, the new official record holder who finished third; Dr. Edmund H. Smith; and Petter Hugsted, 1948 Olympic champion who finished second.

ment was preceded by a dual jumping meet between snowflyers from the University of Washington and Washington State College.

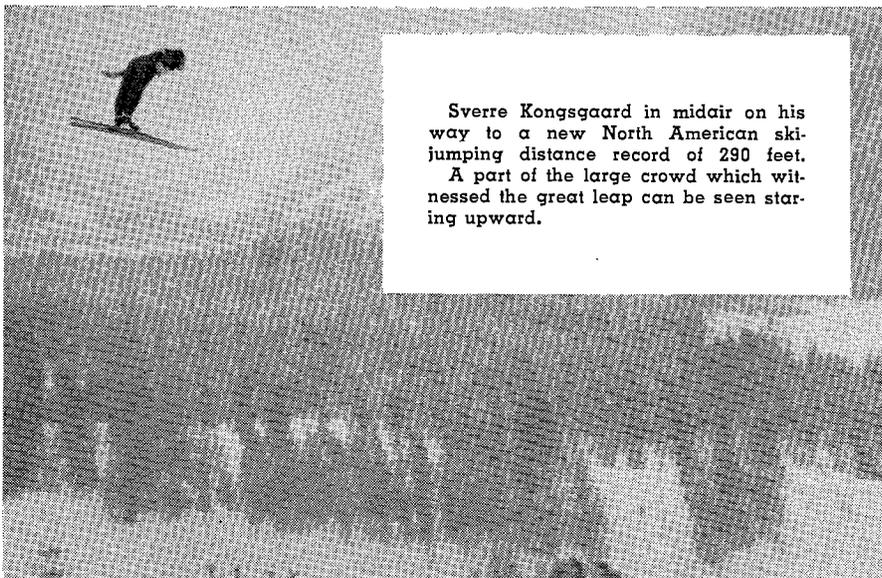
Thrane, an exchange student at Washington State College, was a sensation in Norway in 1947 when he won just about every meet in sight, including the premier classic of them all, the Holmenkollen. On the eve of the jumping championships at the 1948 Olympics, Thrane was replaced on the Norwegian team. So Hugsted went on to win the gold award and the glory of being hailed the greatest of them all.

For Thrane revenge was sweet, if not overly convincing. One-half point is as narrow a margin as they hand out on the judges' stand. To win, Thrane had to earn a perfect 20 points for form, which he did.

And where was Kongsgaard, he of the long leap, when the flying snow of competition settled once more on the steep slope of Olympian Hill? He was third, since the judges take more than distance into account when they hand out the prizes. But the fans in the Pacific Northwest are still talking about that 290-foot jump, and they will continue to talk about it, just as they have been talking, with durable enthusiasm, about the great Torger Tokle's leap of 288 feet, which set a North American record on the same hill in 1941.

The Seattle Ski Club, perennial sponsor of some of the nation's finest jumping shows, is pleased with itself. Its careful preparation of Olympian Hill made the new record possible. International competitors said after the tournament that it was the finest meet on the finest hill they had yet experienced.

Another event expected to attract large crowds to the Milwaukee Road Ski Bowl was the National Championship Classic Combined, which was scheduled for Mar. 12 and 13.



Sverre Kongsgaard in midair on his way to a new North American ski-jumping distance record of 290 feet. A part of the large crowd which witnessed the great leap can be seen starting upward.

"Perfect Shipping" the Theme for April

THE Milwaukee Road, like all other Class I railroads, will cooperate with Regional Advisory Boards in conducting the annual "Perfect Shipping" campaign during the month of April.

In calling attention to the fact that the Milwaukee Road will again support this extremely important campaign, W. L. Ennis, assistant to vice president, made the following statement:

"This railroad has a going organization of men who have spent an aggregate of 260 years working on this important subject and are, as a result, well qualified to work with shippers and receivers in an effort to eliminate difficulties which they may have insofar as their containers, loading, blocking and bracing are concerned.

"During the past few years, the management of the Milwaukee Road has authorized the expenditure of thousands of dollars for mechanical equipment to be used at less-carload transfer points. Additional large sums of money have been appropriated for portable bulkheads and other devices to be used in cars load-

ed with less-carload freight. Additional funds are being spent in an effort to eliminate every possible hazard which may exist in the handling of freight.

"Even with this comprehensive program, two or more meetings will be held on each operating division of the railroad, starting the latter part of March, and continuing into May with the purpose of again re-emphasizing to employes generally the importance of loss prevention and its relationship to the potential traffic which this railroad should enjoy."

The Cover

A FREIGHT train is not ordinarily considered to be a thing of beauty, but when eastbound time freight No. 264, powered by a growling 5400 h.p. Diesel, pulls a long drag along the shimmering St. Joe River in the Bitter Root Mountains . . . well, that's different.

This is one of a series of views taken originally as full-color transparencies by the Standard Oil Company of California. Another of the pictures in the series, taken at a point near the scene shown on the cover, illustrated a Standard Oil advertisement which appeared in national magazines during February.

'49 Ski Queen To Be Chosen



President Buford stopped at the Milwaukee Road Ski Bowl on Jan. 29 and crowned the Seattle Times-Milwaukee Road Ski Bowl queen of the day. On Mar. 18 she will vie with 10 others for the title of 1949 All-Greater Seattle ski queen. The princesses at right and left above are typical of the scenery around the Ski Bowl every week end.

S. J. Oberhauser Cited for Agricultural Leadership



S. J. OBERHAUSER, agricultural agent at Minneapolis, was honored in January as Minnesota's man-of-the-year in agriculture for 1948. The recognition came from the *Minneapolis Star*

Journal & Tribune, which annually selects the person who in its opinion has made the greatest contribution to agricultural progress during the year. Mr. Oberhauser was cited for meritorious work and outstanding leadership in the field.

The award, which consists of a key and plaque, was presented at the annual convention of the Minnesota Farm Managers Association in Minneapolis. Mr. Oberhauser was president of the association in 1948.

THE 1949 All-Greater Seattle Ski Queen, otherwise known as the Seattle Times Ski School—Milwaukee Road Ski Bowl Queen, will be chosen on Mar. 18 at a special winter sports night at the Seattle Times Sports and Vacation Show. The show is being held in the Seattle Civic Auditorium Mar. 11 through 20.

Competing for the coveted gold-edged crown will be 11 high school queens previously chosen by Seattle Times Ski Schoolers at the Milwaukee Road Ski Bowl. Each Seattle high school will have a queen in the

final, with two queens from each King County and one from Seattle Catholic high schools.

The queen will be named by a committee of nine judges including three from the Parent-Teacher Association, three from the Milwaukee Road and three from the Times.

One of the rewards for the queen will be a trip to the St. Paul Winter Carnival in February, 1950. Patricia Miller of Seattle's Roosevelt High School, 1948 queen, attended the 1949 Carnival as a guest of the Times and the Milwaukee Road.

Women's Club Sponsors Art Group at Avery

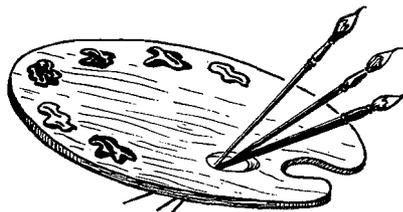
by Mrs. E. W. McKinnon, Vice President, Avery Chapter

SOME people seek expression through poetry, some in song, but here in Avery, Idaho, the most popular medium is painting. Among members of the Women's Club this urge to paint became so strong in the spring of 1948 that Mrs. Hardy Pears, who was then acting president of the chapter, suggested that the members organize an art class. The proposal met with unanimous approval and since 97 per cent of Avery's population (of 350) is connected with the Milwaukee Road it meant that practically every family in this community on the Shadowy Saint Joe River had some interest in the project.

Accordingly, on Mar. 3 the Avery Art Club was organized under the auspices of the Women's Club and the members voted to meet for instruction at the club rooms once a week, on Tuesday evening. The first class was started on Mar. 9 and those who signed up to follow in the footsteps of Rembrandt were Mrs. E. L. Ficke, Mrs. R. E. Peterson, Mrs. A. A. McCabe, Mrs. J. C. Mahoney, Mrs. H. L. Ensign, Mrs.

their own fashion. The results were very interesting, each one being as individual as handwriting. The demonstration picture was donated to the club and at a sale later in the season brought \$75 into the treasury.

The classes recessed for the summer and during that time Mrs. Lindow and Mrs. Mahoney decided that



The art class and instructors. Seated, left to right: Mrs. R. E. Lindow, Mrs. J. C. Mahoney, Mrs. E. L. Ficke. Second row, left to right: Miss Doris Boyer, Mrs. Hattie Mace, Mrs. R. F. O'Laughlin, Mrs. H. L. Ensign, Mrs. R. C. Christiansen, Mrs. Roy E. Peterson. Third row, left to right: E. P. Dunlap, Mrs. Scott A. Lamb, K. R. Estes.



Mrs. R. E. (Larson) Lindow and her "Rotary at Work." The painting was inspired by an old photograph taken in the Bitter Root Mountains near Bryson, Mont., in the winter of 1913-14. The crew was composed of Engineers Hardy Pears and Jack Farmer (at that time two engineers were required to operate the rotary, one at the head to handle ice picks and air, the other at the boiler to operate the throttle) and Fireman Jasper Jones. William F. Kohler and Ed McClain were on the pusher, or mallet.

R. E. (Larson) Lindow, K. R. Estes, E. P. Dunlap, Guy Esmay and Henry Flesching.

The members had decided that those who had art training or special talents were to act as teacher-students. Mrs. Mahoney and Mrs. Ficke agreed to teach pastels and water color and Mrs. Lindow was to instruct in pen and ink sketching, oils, photo tinting and principles of color. For the first lesson, Indian pottery, books, fruit and drapery were arranged by Mrs. Ficke and Mrs. Peterson and the class sketched the still life display.

Six of the group were interested in oils and under Mrs. Lindow's tutelage they painted a colorful mountain scene. Mrs. Lindow painted along with the class, demonstrating step by step the approach to the subject and the mixing of colors on the palette. The students were encouraged to interpret the picture in



Samples of the work which is being turned out in the art class.

the members needed more basic training in such subjects as line, space, mass and perspective drawing, principles of color and unity of design. Shortly after the sessions were resumed in the fall, the weather became extremely cold and the groups elected to meet in the various homes until the club rooms were again comfortable. This plan is still being carried out. Elementary training is being given in half-hour lectures, followed by applied sketching.

At the first lecture Mrs. Mahoney taught elements of design and an introduction to perspective and color. The second lecture, by Mrs. Lindow, was on the unity of design as outlined by Maitland Graves' "Visual Design Test", the same which is used in Graves' classes at Pratt Institute in New York. This test also forms part of the entrance examination for the school of the Boston Museum of Fine Arts. Most of the material and text books are obtained from Mrs. Lindow's art library, a large collection of books on all phases of art. Mrs. Frank Lashell has been posing for the sketch class and Mrs. R. C. Christiansen has been instructing the group on achieving the likeness of a model.

Since the class was organized last year two of the charter members have moved out of town but new members have been enrolled. Those who have joined since are Mrs. Hattie Mace, Mrs. F. R. O'Laughlin, Mrs. Scott A. Lamb, Mrs. R. C. Christiansen, Miss Caryl Gratz, Miss Doris Boyer and Donald Boyer. Plans are now being considered for the spring and summer. The chapter is proud of the art group and under the leadership of Mrs. E. H. Shook, president, is doing everything possible to assist the project. Yes, there are artists now along the Shadowy Old Saint Joe.

Pullman Standard Delivers Last Sleeping Cars



Leo Kuokkanen, Milwaukee Road inspector, checks the last of the sleeping cars at the Pullman plant.

THE last of the 28 streamlined cars which were built for the Road by the Pullman Standard Car Manufacturing Company came off the assembly line on Feb. 9. The car was one of four of the duplex roomette type, containing 16 duplex roomettes and four bedrooms of the alternating lengthwise, crosswise type.

In addition to the four duplex roomette sleepers, the order placed with Pullman Standard called for eight cars of the eight duplex roomette, six roomette, and four bedroom type; ten cars of the ten roomette and six bedroom type; and six lounge cars containing eight bedrooms. The cars have the standard orange exterior and an interior color scheme of beige, green, rust color and ivory. Milwaukee Road Inspector Leo Kuokkanen was stationed at Pullman Standard while the cars were being built.

We Pass the Snowbound Test

CHARLOTTE C. Dowler, administrator of the Renton, Wash., hospital, was a passenger on the Olympian Hiawatha when it left Spokane on Feb. 8, the night it ran into a snow slide in the Cascades and was delayed 29 hours.

"Being in a position where it is necessary to deal with the public," Miss Dowler writes, "I know that if anyone can think of a complaint you will probably hear of it. However, I wish to express my appreciation to the Milwaukee Road and its employes on that train for the courteous attention afforded the passengers. Under the circumstances they were anxious because of the delay, as you may well imagine, and they asked many (and I am sure often unnecessary) questions of the crew members. I know of no instance in which anyone was discourteous or abrupt in his response. The dining service was prompt and as generous as the occasion afforded, I am sure. In any case, it was more than sufficient for our needs.

"I should like to add a few words of appreciation for the crew in a situation which might have been serious if it had been less ably handled."

Timely Warning Prevents Derailment

IT MUST have been in the cards that Section Foreman Peter Droge, Sappington, Mont., just happened to be around when extra E-35 west passed Sappington on Feb. 7.



Peter Droge

A wholesome respect for the axiom "Be alert for safety" made him give it a routine once over, and what happened after that is recorded in the files at Superintendent Kohlhasse's office in Butte.

Droge had noticed that one of the cars was in trouble—serious trouble. Galvanized into action, he stopped the train and an inspection showed that he was dead right—the brake rigging was down on a refrigerator car filled with beer for Seattle, and that 10 inches was missing from a wheel flange. In only a short time the defective wheel would have been derailed. The tip-off brought a commendation for Droge.

Attention—Milwaukee Road Women's Club Members

THE Milwaukee Road Women's Club is observing its 25th anniversary this year with the following district meetings and general get-together luncheons:

Minneapolis, Minn.	Radisson Hotel	April 20
Sioux City, Ia.	Hotel Mayfair	April 23
Chicago, Ill.	La Salle Hotel	April 20
Seattle, Wash.	Washington Athletic Club	May 12

All voting members are invited to attend these gatherings. For further details and reservations consult local chapter presidents.

Secretary-General of Women's Club Honored at Luncheon

THE Milwaukee Road Women's Club, which is this year observing its silver anniversary, paid tribute to its secretary-general, Miss Etta Lindskog, at a luncheon given by the club's executive committee in the Narcissus Room of the Marshall Field store in Chicago on Mar. 3.

Miss Lindskog, who has served the club since its inception in July, 1924, and is therefore entitled to a silver anniversary celebration in her own right, was presented with a check by Mrs. G. W. Loderhose, president-general of the club. Thirteen members of the committee, from Chicago and other cities on the railroad system, were present to do honor to the secretary-general, who has done much to build the Women's Club, both in size and in service to the people of the Milwaukee Road.

Miss Lindskog was employed in the office of auditor of station accounts when the club was organized in 1924. At the organizational meeting she was appointed corresponding secretary-general, but in the course of the next two years the club grew rapidly and her work increased to the point where it became necessary for her to devote full time to the Club. At that time she was given the title of secretary-general.

During the 25 years of the club's history, Miss Lindskog has worked closely with the three presidents-general, Mrs. H. E. Byram, Mrs. Isabelle C. Kendall and, since 1944, with Mrs. Loderhose. She has seen the club grow from a group of 23 women to a system-wide organization with 61 local chapters and a membership of almost 8,000 women, including both employes and wives of employes. Contributing memberships held by men on the railroad swells the total to more than 20,000.

The following members of the executive committee attended the lunch-

eon in Miss Lindskog's honor: Mrs. C. H. Buford, honorary president general; Mrs. H. A. Scandrett, honorary president general; Mrs. G. W. Loderhose, president general; Mrs. Orrin P. Catlin, first vice president general; Mrs. E. W. Soergel, second vice president general; Mrs. W. W. K. Sparrow, treasurer general; Mrs. W. Ray Dolan, recording secretary



The scrap book recalls pleasant memories of Women's Club activities in years past to Miss Lindskog, secretary-general (left) and Mrs. Loderhose, president-general. The picture was taken following the luncheon at which Mrs. Loderhose presented Miss Lindskog with a gift in recognition of her 25 years of service to the club.

general; Mrs. J. L. Brown, general director (all of Chicago); Mrs. Roy E. Melquist, general director (Minneapolis); Mrs. F. T. Buechler, general director (Green Bay); Mrs. A. J. Lahey, general director (Savanna); Mrs. Ralph Vannella, general director (Bensenville); and Mrs. C. C. Steed, general advisory officer (Milwaukee).

After the presentation of the gift, Mrs. W. Ray Dolan read the following which had been written in Miss Lindskog's honor:

*"M—is for the memory of days that used to be;
Y—is for the years you spent with the C. M. & St. P.
"F—is for the friends you made, from morn' till close of day;
R—is for your droll remarks and witty things you say;
I—is for your interest in each chapter on the line;*

Taxes as Man-Days

The table below shows how many working days out of each year it takes a married man [no children] at various salary levels, to earn enough money to pay his federal income tax. These figures assume a five-day work week.

Annual pay	Tax	Days worked to pay tax
\$ 2,500	\$ 174	18
5,000	548	28
7,500	964	33
10,000	1,400	36
15,000	2,433	42
20,000	3,649	47
25,000	5,041	52
30,000	6,588	57
50,000	14,610	76
100,000	40,067	104

—U. S. News & World Report

The Old-Time Railway Car

THE first railway coach I remember riding in had red plush seats, an open vestibule that you could fall off of if you wished, air conditioning with cinders in it, and a stove. My first Pullman car was a tourist sleeper which had been modernized to a certain extent after the Cuban campaign of 1898. Cars like that were great places for sociability. Where could a man come in closer contact with his neighbor than in a Pullman wash room when nine travelers were trying to shave at three basins at once? And the stories that were told after the shaving had died down and the travelers grew less savage! The stories, the arguments and the wise unanswerable comments on current events.

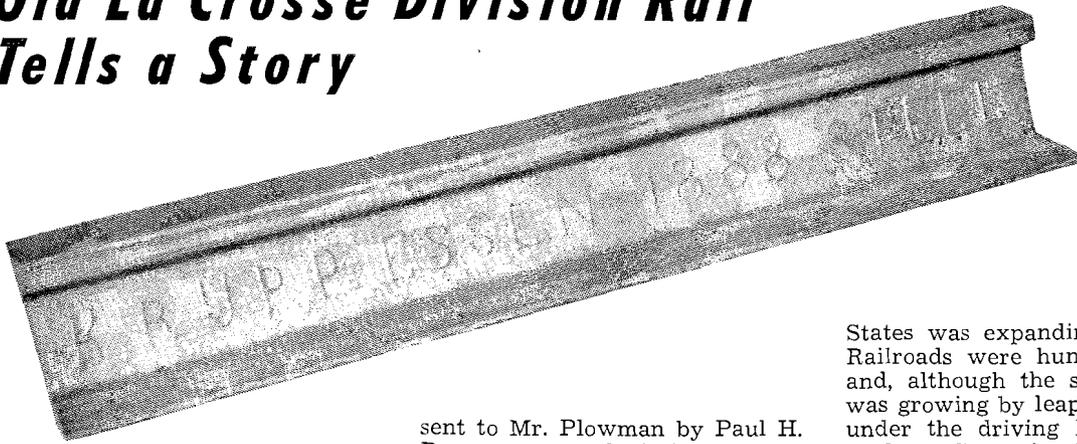
Now there is a tendency for the luxury trade to travel in little boxes—ranging in size from roomettes to an up-to-date version of the drawing room. One practically has to be introduced to speak to anybody on a train made up of little boxes. But they do say that something of the old camaraderie springs up on those reclining chair trains that make the transcontinental runs; and I have heard people speak to strangers in club cars. The trouble is we don't suffer the way we used to when we travel. It was suffering, I suppose, that brought people together.

—R. L. Duffus,
From *Nation's Business*,
February, 1949.

*E—is for your energy, to help each case on time;
N—is for your real nice deeds; no day you e'er felt bored;
D—is for our dearest thoughts from us, the governing board."*

In accepting the gift, Miss Lindskog voiced her feeling of appreciation at having been privileged to work with an organization which had done so much over the years for the welfare of the people of the railroad.

Old La Crosse Division Rail Tells a Story



MOST collectors choose their hobbies with care, but E. G. Plowman, vice president—traffic, of the U. S. Steel Corporation of Delaware, had his thrust upon him. With a wide acquaintance among railroad executives throughout the country and an interest in the development of rails, it was inevitable that, sooner or later, relics of America's pioneer railroad days would accumulate in his office.

His latest acquisition is a three-foot section of rail retired from a side track of the LaCrosse Division of the Milwaukee Road. The section bears the name of Krupp Works, Essen, Germany, and the date 1888. It was discovered and

sent to Mr. Plowman by Paul H. Draver, general freight traffic manager of the Milwaukee Road.

The rail was acid cleaned to remove dirt and stains, and a chemical analysis was made of millings taken from the cross-section. It was determined that the steel was made by the Bessemer process and that it contains, among other elements, considerable manganese, nickel and chromium. These alloys undoubtedly were not added as part of the process, but are present as tramp alloys. The analysis seems to indicate that some of the scrap used in making the rail was gleaned from battlefields of the Franco-Prussian War, then only 17 years past, or from obsolete war equipment left over from that conflict.

In the year 1888 the United

States was expanding westward. Railroads were hungry for rails and, although the steel industry was growing by leaps and bounds under the driving leadership of Andrew Carnegie, domestic production was not yet sufficient to meet the demand. Large orders were placed at the Krupp Works in Essen. These orders, it was learned later, helped to save that firm from bankruptcy.

Other interesting exhibits in Mr. Plowman's collection are a section of "U" rail and a piece of strap rail. The strap rail is nothing more than a section of flat bar iron pierced with countersunk holes at regular intervals. It was used to cap wooden rails, or sleepers, and is an excellent example of the long road we have traveled to today's closely controlled, rigidly inspected, high-speed, long wearing rails that make possible our modern rail transportation system.

Forecast for '49

RAILROAD freight traffic and passenger business in 1949 are expected to drop 8.2 per cent and 11.4 per cent, respectively, below last year, Dr. Julius H. Parmelee, vice president and director of the Bureau of Railway Economics of the Association of American Railroads, told the Interstate Commerce Commission on Mar. 1 during his testimony in support of the railroads' petition for increased freight rates.

Dr. Parmelee said that ton-miles in 1949 are estimated at 586,500,000,000, which is less than in any year since 1941 and about 20 per cent below the wartime peak in 1944. Passenger-miles for this year, he stated, are estimated at 36,400,000,000, which is also lower than for any year since 1941 and about 62 per cent below 1944.

On the basis of estimated 1949 traffic volume and rates and fares now in effect, Dr. Parmelee declared,

total operating revenues in 1949 would be \$9,412,000,000, a decrease of approximately \$260,000,000 below 1948. On the other hand, he said, operating expenses, including the cost of the 40-hour week which President Truman's fact-finding board recommended should go into effect on Sept. 1, 1949, are estimated at \$7,691,000,000, an increase over 1948 of \$220,000,000.

Under such circumstances, the A.A.R. officer continued, net railway operating income would drop from approximately \$1,000,000,000 in 1948 to \$714,000,000 in 1949, a decrease of nearly 29 per cent. Net income, he pointed out, would fall from \$700,000,000 in 1948 to \$404,000,000 in 1949, a decrease of more than 42 per cent.

As a result, Dr. Parmelee said, the rate of return on net investment in 1949 would be only 3.12 per cent. On an annual basis, he added, the

rate of return would average 2.31 per cent if the 40-hour week is observed and if present rates are not increased.

Even if the proposed increase in freight rates and charges should be in effect for the last half of 1949, Dr. Parmelee stated, the net railway operating income would be only \$866,000,000, and the net income would be \$556,000,000. The rate of return on investment would be 3.79 per cent as compared with 4.38 per cent last year, he said.

Consider The Bumblebee

The bumblebee cannot fly, according to aero-technical formulae based upon laboratory tests, because the bumblebee's wing area is not properly proportioned to the shape and weight of its body. But the bumblebee does not know this, so it goes ahead and flies anyway. The mental attitude with which you attack any problem has more to do with your success or failure in handling it than anything other people may think about it.

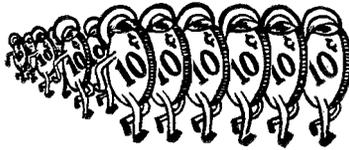
—Will Cooper,
Glenview, Ill.

Ottumwa Party Aids March of Dimes

MILWAUKEE Road employes at Ottumwa, Ia., have given a lot of good parties but it is doubtful if any of them have ever surpassed the one which was held there on Jan. 22 for the National Foundation for Infantile Paralysis. The March of Dimes started in Wapello County on Jan. 12 with Herschel C. Loveless, Milwaukee Road B&B clerk, directing the campaign. The railroad employes were the first group to make a sizable contribution.

The fund raising affair was sponsored by the Ottumwa Service Club and the Milwaukee Road Women's Club and was held in the Knights of Columbus Hall. Conductor Cliff Riley headed the party committee, with Roundhouse Foreman Harold Hill as co-chairman.

The Ottumwa people enjoy doing something for a worthy cause and there was no lack of ideas for making money. Among those who contributed their services were Darrell Fisher, Service Club chairman, and his gang who were in charge of refreshments, and Mrs. A. G. Elder, president of the Women's Club, who supervised the bridge tables. Mrs. Dave Luman managed the candy booth, C. H. Baker and Walt Fuhr handled the finances, and Hank John-



son did all of the printing for the affair. The bingo games—there was an overflow crowd of 300—were in charge of Mrs. K. Wymore. The freight house gang handled the pop stand and Herb Grooms and Harold Scully were barkers. Many of the women workers donated homemade candy and bakery goods to be sold. The Ottumwa business houses also wanted a part in it and made generous donations of cash and merchandise.

Taking the theme from the March of Dimes, everything went for 10 cents. The refreshments—hot dogs, coffee and pop—and participation in the games were all one dime. Among those who received merchandise awards were W. E. Harms, June Gray, F. R. Doud, Roy Hipes, Mrs. V. E. Bergman, M. D. Sanders and W. T. Stewart.

The auction of a huge cake donated by Orville Hill, brother of Roundhouse Foreman "Ducky" Hill, was the largest single money making



That's a lot of money—\$1,640.76—to make in one evening and the boys take a last look at the check before turning it over to the March of Dimes. Left to right: Robert Hopkins, Service Club chairman, Harold Hill, co-chairman of the party committee, and Cliff Riley, chairman.

venture. Hill, a baker at Chariton, Ia., also designed the cake, which weighed 85 pounds and consisted of four tiers iced in Milwaukee Road colors and decorated with shiny dimes. To insure safe transport it was sent to Ottumwa in an ambulance. The successful bidders were the Elks Club, the Burton Beverage Company and the Bookin Jewelry Company, for a combined offer of \$500. They, in turn, donated it to the American Homefinding Association. For entertainment, the party featured the singing of Bobby Simpson, a handicapped victim of infantile paralysis.

The party netted approximately \$1,640.76 for the March of Dimes, and the dozens of Milwaukee men and women who worked on the committees enjoyed the part they played in it. Said the local press: "Milwaukee Road employes will be entitled to an extra round of applause when the 1949 infantile paralysis fund drive closes."

Yesterday is a cancelled check. Tomorrow is a promissory note. Today is ready cash. Spend it wisely.

To try to do something and fail is infinitely better than to try to do nothing and succeed.



The feature of the party was the auction of this 85-pound cake trimmed with dimes, donated by Orville Hill of Chariton, Ia. It brought \$500 in a combined bid from the Elks Club, the Bookin Jewelry Company and the Burton Distributing Company. The principals here are, left to right: C. O. Dooley, the auctioneer; Robert Bookin; Mr. Hill; Sam Burton, son of the late Conductor Frank Burton; Bobby Simpson, the young singer who entertained on the program; and Time Reviser Charles Baker, secretary of the Elks Club.

"Promise Yourself..."

(Continued from page 7)

A. G. Hoppe, general superintendent, locomotive department:

"I came out here not so much to try to teach you folks anything about safety, as to learn a little about safety from the folks in the mechanical department at Tacoma, and take back the methods you use. The officers, supervisors and employes have a very difficult job cut out to keep up the good record that Al Pentecost worked so long and hard to establish."

C. H. Buford, president:

"...I grew up on the Milwaukee Railroad; 90 per cent of my friends are on the property. I am familiar with the home life of many of you, and I can call you friends. Sitting back in Chicago when these reports come in about injuries to men I know so well, I always wonder if somewhere along the line I failed to do something that made it possible for these serious injuries to happen. So I arranged things so I could be here with you tonight.

"I am glad to see so many ladies here. I know that you are interested in the welfare of the ones dear to you. I think every man working on the property owes an obligation to the railroad to see that his work is safe for himself and his fellow workmen and the people who ride and ship on our railroad. You owe an obligation to those people, but you owe one also to yourself, to your wife and your children. If you keep that in mind and work for their welfare while you work for your own, I think we'll make a big improvement. We can't compensate anyone who has lost a couple of arms or legs. There just isn't any way to do it, and the only way that you can do it is to avoid the accident. I hope every one of you will turn in and do everything you can to help us improve our record so that the next time I come out here we can all feel happier."

Truckers pay license fees to use the highways and gasoline taxes to help keep them up. But the burden of keeping these rights of way in usable condition does not fall completely on the commercial users as is the situation with the railroads that must purchase their rights of way, build the roads and pay for maintenance. Even clearing the highways of snow so trucks may operate is not charged to the truck owners. The public does not clear the right of way for the railroads.

*Decatur (Ill.) Review,
February 2, 1949.*

March, 1949

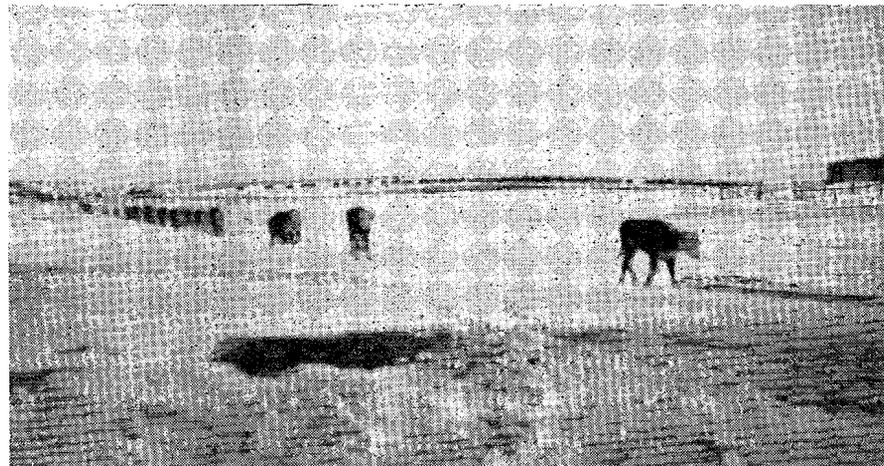
"Operation Cowlift"

by Don Rue

*Freight Service Inspector
Harlowton, Mont.*

WHAT is a railroad? Webster defines it as "a way or road laid with two parallel iron or steel rails along which cars are drawn by steam power, electricity, etc." We think Ven Savage's cattle, if they could speak as eloquently as they can otherwise express misery caused by this severe winter, would say this definition was inadequate.

Ven Savage is a rancher whose domain north of Sumatra, Mont., extends over hundreds of acres. His herds number over a thousand.



The cattle move stiffly across the snow-covered waste to the Milwaukee Road cars which will carry them on their retreat to shelter and feed.

Ordinary winters find his herds getting along nicely on winter range, supplemented by hay that is put up during the summer.

This year the winter range was encased in an icy covering early in December. The supplemental hay supply was soon exhausted. The buying of forage in that area was out of the question, since his neighbors were in the same fix. By Feb. 1, with two or three months to go before grass could be expected, Ven's cattle were indeed in a sorry plight.

However, it isn't the Western way to take adversity lying down. More favored range was leased near Winnecook, Mont., where the cattle would be closer to a source of forage. But they were still more than 200 miles from the promised land. The cattle were too weak to make the long trail drive and there was no feed to sustain them on the long trek that would take several days.

This was where the Milwaukee road entered the picture.

Twenty-five stock cars were quickly marshalled and prepared for loading. Section men were on hand for the purpose of spotting cars, assisting with loading, and moving things along generally.

The cattle were trailed into Sumatra for loading by some mighty cold cowpunchers. Sorting and brand inspection were done as the cattle were loaded, and shortly after dark all of them were in the cars. As the last car was loaded, old King Winter howled and roared, sending the mercury down well below zero, as if in angry protest that any of his victims should escape.

Before the next day dawned the herd had arrived at their new range with its shelter and feed.

We think those cattle would want to change Webster's definition of a railroad to something more like this: "A true friend in need. A good neighbor, ready to serve with the same willing spirit whether the occasion be a joyous holiday trip or impending disaster; an organization of friends, neighbors, good fellow citizens whose lives are lived and whose interests are shared with those they serve."

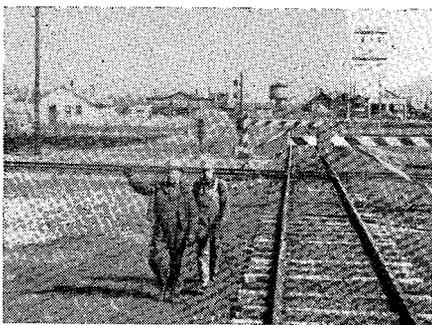
From the point of view of the consumer, the increased freight rates would have small effect on the selling cost of most goods. Furthermore, under the new rate levels the railroads are proposing, the ratio of transportation charges to commodity prices would actually be substantially less than before the war. That in itself indicates the extent to which railroad rates have lagged behind the general trend in prices.

*Terre Haute (Ind.) Tribune-Star,
January 9, 1949.*

Wahpeton and Elgin To the Fore

THE pictures of Wahpeton, N. D., and Elgin, Ill., which appeared together in last month's "How Well Do You Know Your Railroad?" feature, produced a surprising reaction.

The Wahpeton scene, published for the purpose of putting the experts to the acid test, was identified by just about as many employes as was the Elgin picture, which was expected to be a cinch.



This picture, one of the two published in the February issue under a "How Well Do You Know Your Railroad" heading, shows the approach to the Milwaukee Road station in Wahpeton, N. D., with the Great Northern crossing in the foreground. The picture was submitted by Don Rue, freight service inspector, Harlowton, Mont.

T. K. Williams, agent at Mellette, S. D., and C. L. Myers, a fireman from Montevideo, Minn., tied for the distinction of being first to identify Wahpeton, as both letters arrived in the Magazine office in the same mail. Mr. Myers merely said that the feature interested him, then said that as he had it spotted it was Wahpeton, N. D., at the Great Northern tracks, and asked if he was right. Mr. Williams went into some detail.

"This picture," he wrote, "was taken at a point south of Dakota Avenue, where the main line of the Great Northern crosses our line. Looking north, on the right side of our tracks, the first building is that of the Richland County Oil Co., and the next building north is that of the Peavey Elevator and its coal sheds.

"The men shown," he continued, "are Conductor 'Sugar' Lewis and 'Senator' Ed Martinson. First house north is the home of Mrs. J. R. Snyder; the next building north is that of the Walts Auto Parts Company."

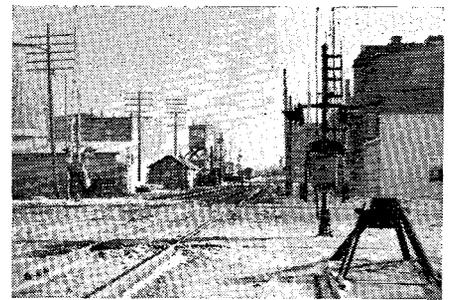
Since the Magazine did not take the picture, we cannot say just how accurate Mr. Williams' details are,

but we are willing to take his word.

Paul Dempsey, staff engineer in the division of safety, Chicago, was first guesser of the Elgin picture, and with him it was less a guess than a statement of fact. He wrote:

"Living in Elgin, of course, gives me a little advantage in identifying the picture. The single item which caught my attention was the crossing flagman's tower. Looking at the picture, this tower doesn't appear to be so high, but I had to go up and down those steps once to see the crossing man, William C. Range, and the number of steps surprised me.

"Elgin boasts about the new depot it has and the picture could have been titled 'Second Anniversary,' had it been possible to show more of the depot, since the building was completed two years ago and was dedicated on Mar. 6, 1947."



This scene, the second "mystery picture" in the February issue, was taken from a block north of the passenger station in Elgin, Ill. A part of the station, as well as suburban passenger coaches, can be seen in the distance.

"Elgin, of course, is noted not only because the Milwaukee Road serves it, but also for several famous products. Among these are the Elgin American compacts and dresser sets, Lord and Lady Elgin watches, Toast-master products and many others.

"I think this feature of the Magazine is very interesting."

How Well Do You Know Your Railroad?



FROM our vantage point atop a coal shed we look westward along a stretch of track which has been a part of the Milwaukee Road for a long time.

The railroad yard is probably familiar to many, but viewed from this angle, with all of the tracks, company buildings and roadways visible at a glance, it may be a puzzler. Rolling coun-

try and the peaceful look of a small town are to be found many times over on the Milwaukee Road. The track layout may look a little like that in a hundred other towns, but there are definite identifying things in the picture that the discerning eye will recognize.

How well do you know your railroad? *Where was the picture taken?*

Presenting HAZEL E. WHITTY

Winner of
Honorable Mention
in Essay Contest

EVERYONE in town was whooping it up at the depot that day in January, 1856, when the first passenger train reached Horicon, Wis. It was an occasion for wild jubilation, that is, for everyone but the frenzied agent who was having a time of it shooing boisterous lumbermen off the track. The boom of a cannon penetrated the din and above the confusion rang the lusty pipe of school children:

**Ring the bell, blow the whistle,
Shrill it clear and strong,
For we must rush the lightning train
Through to Horicon.*

And so the railroad came to Horicon. And with the railroad came the Whittys!

Hazel E. Whitty, maintenance and ticket clerk at Horicon, whose essay on "Why I Like to Work for the Milwaukee Road" placed sixth in the employe essay contest last fall, is the grand-daughter of that Whitty who pioneered with the Horicon and Milwaukee Railroad. Like the Irish everywhere, Hazel has the gift of saying what is in her mind and heart and the theme of her essay—"I am proud of the railroad"—is part of her heritage.

*History of Horicon by Allie R. Freeman and Walter R. Bussewitz.



Hazel E. Whitty

March, 1949

HONORABLE MENTION

Why I Like to Work for the Milwaukee Road

I like to work for the Milwaukee Road because I am genuinely proud of it. Looking back into the history of transportation I see in colorful panorama the burdened slave, the domesticated animal, the travois, the stoneboat, the wheeled wagon, and finally the railroad, of which the Milwaukee Road comprises my horizon.

I am proud of the Milwaukee Road's pioneering days, when it pushed out over the frontiers to make communities take on new life; to make regions accessible to farmers, miners, lumbermen and manufacturers; to cause new towns to spring up; to make worthless land valuable by finding markets for the produce.

I am proud because it has never stopped pioneering, because it is constantly experimenting and improving equipment and schedules to meet the demands of a growing, vigorous nation.

I am proud that in every town on the system it casts its lot with the people. It shares their taxes and is an industry which requires no apologies. Its opening whistles blow in all kinds of weather; it works a full 24-hour day; its employes are good citizens. Many a church was built by the railroad pioneer.

I am proud of the employes who are the life of the Milwaukee Road. It is through the skilful activity of the eight departments that cars are gathered up and sent on their way over tracks in this country, in Canada and Mexico, so that factory whistles may blow and the necessities of life come to us. The employes of the Milwaukee Road are men and women guided by rules which make railroad travel the safest in the world, who will permit no infringement in their work, who will go all out to render some charitable service for a person in need, who will share a lunch with the dog that meets them at the crossing.

I am proud of the distance the Milwaukee Road has covered in passenger service. I review the days when grandfather started out in an open coach pulled by a wood-burning engine, not sure whether his trip would take one or ten days, to the present day when folks gather to watch the Hiawathas flash by and set their watches by them.

Yes, the Milwaukee Road is something kings and queens, millionaires, diplomats, and just plain American citizens can well be proud of, and the Road can be equally proud that it has achieved this standing in the land where no limit is set on enterprise.

Yes, to me

Of all the roads it is the best,
The friendly railroad of the friendly West.

HAZEL E. WHITTY
Maintenance and Ticket Clerk
Horicon, Wis.

Old Bob, who started it all, was fresh from the old sod when he took a job as wiper at the Horicon shops. Backed by the security of his railroad position, he married, built a home and raised a family. The old homestead, still standing at Whitty's Crossing on the outskirts of town, has sheltered three generations of Milwaukee Road people.

Five of the Whitty boys became railroaders, including Hazel's father, the same Roadmaster Bob Whitty who served on the Old Line at Horicon for 45 years. Of his large family—10 sons and daughters—six have carried on the railroad tradition.

Hazel enumerates them thus: "Let's see. Besides myself there's Margaret—she was clerk here at the station for a while before she married (now Mrs. George Neill), and Bob—he retired several years ago as yard foreman at Milwaukee, and James—he's in track work here, and William—an engineer on the Milwaukee Division third district, and Maurice—our cashier here at Horicon." This list does not take into account the cousins whose names have been listed on the roster, but it is significant that the Whitty name hasn't been off the payroll for 75 years.

This is the background which

formed the basis for Hazel's essay. "I had only to draw on facts," she says. "For instance, I'm proud of the railroad's pioneering days because it enabled my grandfather to build his home and do some farming. It was he I had in mind, too, when I mentioned the railroad pioneers who built the churches—grandfather was instrumental in building the first church in Horicon. And I have only to remember his stories about the open coach trains and wood burning engines to realize how the railroads have progressed.

"There were many other things to consider, too. My father's position provided us with a good living and education, both of which I have al-



ways appreciated. Father was proud of his job on the railroad. He was a great mixer, but at the same time a stickler for etiquette, especially where it involved conduct on a train. Mother's millinery used to give him some concern. 'You'd better not get on our trains with that hat,' he'd joke with her. 'It's an insult to the train crews.'

"Yes, everything in my essay is based on fact and personal experience. The person who shares his lunch with the dog at the crossing—that's Ray Little, a conductor on the Horicon - Portage run. Everyone around here knows about that. Horicon has always been a good railroad town and I have a lot of good railroad friends. I've served under 17 roadmasters and they were all fine men."

Hazel has been with the Road since 1919. She came from a rural school teaching job to help disband the store department and was prevailed on to stay as maintenance clerk. She is one of the Milwaukee Magazine's first division correspondents and has been active in other employe activities, such as the Old Line Service Club, which she has served as both chairman and secretary. In her community she is known for her work as a trustee on the library board and for the "story hour" lectures she gives for school children. But most people identify her with the cheerful person who sells them tickets and keeps things moving at the depot.

Older residents, in fact, have been heard to refer to "The Whitty Railroad."

Women's Club Member Conducts Bedside Welfare Drive

by Mrs. Ray Ellsworth, Jr.
Historian, Aberdeen (S.D.) Chapter

DID you know that old used stamps are aiding victims of tuberculosis? This is the story of Mrs. John Flor, wife of a boilermaker in the roundhouse at Aberdeen, S. D., who has been an invalid for nine years and who despite this handicap has brought help to many others. As a member of Aberdeen Chapter of the Milwaukee Road Women's Club, Viola Flor has enlisted the cooperation of sister members in saving cancelled stamps to aid the tuberculosis victims of Norway.

Mrs. Flor learned of this work through an article in the Aberdeen American News about a Sioux Falls school teacher, Mrs. Anna Hidland, who had asked her pupils to save cancelled stamps. Mrs. Hidland sends them to the Sons and Daughters Lodge Magazine of Norway which in turn sells them to stamp collectors. The funds thus realized are used to aid tuberculosis victims.

Mrs. Flor felt a personal responsibility to assist in this work and started a stamp saving campaign immediately. She also asked her church group to save and when she found how much it helped she asked the cooperation of all other Aberdeen churches. When the members of the Milwaukee Road Women's Club were told about it, stamp sav-

ing became a regular part of the club's welfare program.

From her bedside Mrs. Flor has campaigned for other worthwhile causes. One of them is the "Home Adoption of Nurses" which she started in Aberdeen. Through this plan out-of-town student nurses in training at the Aberdeen hospital are accepted or "adopted" as daughters into local homes. As "adoption mother," Mrs. Flor had charge of more young nurses than she could care for. The pastors of the Aberdeen churches were called on to help and the nurses were divided among the various congregations, according to their individual faith.

Mrs. Flor is never idle. She does beautiful crochet work and knitting, some of which is donated to the Ladies' Aid. She also loves poetry and has written some 400 poems. Recently she enrolled in a Bible study class which was conducted on the radio and has received a diploma for completing the first course.

Although Mrs. Flor is unable to attend the Women's Club meetings she has a keen interest in all club affairs. Aberdeen Chapter is very proud of her civic work, especially of the stamp saving program, and glad of the opportunity to join her in the cause.



A valentine greeting for Mrs. Flor from Aberdeen Chapter, made by Mrs. James Hartley, social chairman, and presented by Mrs. Oscar Kinder, a Good Cheer chairman. Each streamer heart conceals a dime. The handsome spread on Mrs. Flor's bed is her own handiwork.



Home Department

Bedrooms Lead in Fatal Home Accidents

WHAT is the safest room in the house?

Wait—don't read any further. Stop and think about it. What's your guess?

The bedroom?

Well, it's a good thing you aren't on a radio quiz show, with a trip around the world by dog sled depending on your answer. The bedroom is a bad guess.

The National Safety Council recently completed a special study which shows the bedroom to be the location of more fatal accidents than any other room in the house, including the kitchen, bathroom and basement, which are popularly supposed to be the home's danger spots.

The Council's study was based on official reports in Nassau County, N. Y., and the state of Kansas, the only two areas in the United States which collect detailed information on home accident deaths.

One out of four home deaths in the reports studied occurred in the bedroom, giving it a big lead over the second most dangerous area—the yard. The kitchen is third.

Why is the bedroom so dangerous? According to the Council, the analysis showed that most of the bedroom fatalities befell the very young and the very old. The principal hazard to babies was smothering, termed mechanical suffocation. For oldsters, falls caused by far the most deaths, although fire took a substantial toll.

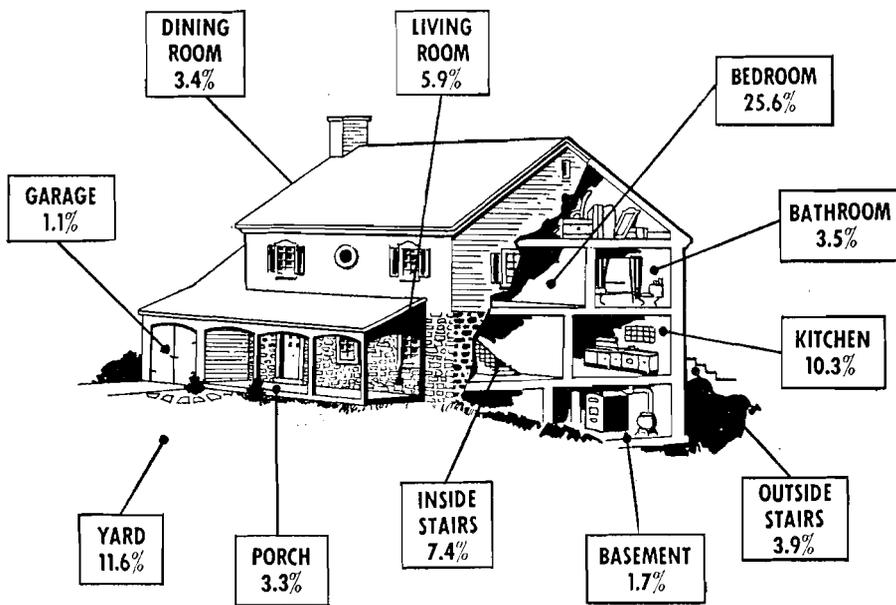
The Council says you can danger-proof your bedrooms by following these suggestions:

Be sure you know the proper way to cover an infant. Don't give a baby a pillow. Keep toys out of the crib, and beware of stuffed animals with button eyes and nose. The slats of a crib should be close enough together so that the baby cannot work his head between them. And never take a baby to sleep in bed with you.

Eliminate things that might cause a fall, especially if there are older persons in your family. Highly polished floors and throw rugs are dangerous. Arrange furniture so there

are clear passageways through the room.

There should be a light switch just inside the door, of course, and a bed lamp or light on a night stand within reach of the bed are life-savers. Keep shoes put away where you won't stumble over them. Have closet shelves low enough to reach without climbing.



Location and Percentage of Home Accident Deaths

NATIONAL SAFETY COUNCIL

Fruit Trees for the 50-Foot Lot

YOU with the small garden, growing your own apples and pears is something to be considered when you browse through the seed catalogues these days. Dwarf fruit trees are now available and they require no more space than lilacs or snowball bushes, so says *Better Homes & Gardens* magazine.

The fruit grown on modern dwarf trees is as large and fine in every way as the same varieties produced on standard orchard trees. You can plant several varieties of dwarf apples instead of one standard size tree.

The trees will bear from a half to a full bushel each. Because it's best

for pollination and fruit set, two trees, and if possible two varieties should be planted. Trees lacking an understock with strong brace roots will have to be staked firmly to avoid upsets by wind when they are loaded with fruit.

The size of dwarf trees now offered commercially is controlled in two ways. The wanted variety of apple or pear is grafted on a root which limits the size of the top. Quince roots are usually used for pears. A new race of dwarf apple trees grown with strong roots and a potent section of hardy Clark dwarfing understock set into the trunk is available for areas with wind and vigorous winters. Both methods produce early-bearing trees.

Chicken Every Sunday



Celeste Holm and Dan Dailey, stars of "Chicken Every Sunday."

ALL your life you've been hearing it—the expression, "Chicken Every Sunday." And what a vision it provokes! Of platters heaped with golden fryers, of plump trussed birds roasted to a delicate brown, of chicken stews with gravy and dumplings, of steaming pies simmering in their juices—an endless panorama of traditional Sunday dinners in millions of American homes!

From now on through the spring months chicken is going to be especially plentiful, particularly young birds from 2½ to 4 pounds. This bright forecast takes chicken dinner off the "reserved for Sunday" list and allows for experimenting with new recipes. The currently popular motion picture, "Chicken Every Sunday," gives us a chance to talk about a new recipe booklet of the same name which contains some delicious chicken recipes, including the favorites of Dan Dailey and Celeste Holm, the stars of the picture. "As an amateur chef," says Dailey, "I've experimented with chicken in the kitchen and at the table." You'll get the idea when you prepare

Fried Chicken a la Dailey

2½ to 3 lb. fryer, cut up
¼ teaspoon pepper
1 teaspoon poultry seasoning
2 teaspoons salt
1 tablespoon paprika
½ cup flour
½ cup sifted bread crumbs
fat for frying

Combine seasonings with flour and bread crumbs. Roll pieces of chicken in mixture. Cook chicken in ½ inch layer of moderately hot fat in heavy skillet, turning occasionally to brown evenly. Avoid crowding pieces. As soon as chicken begins to brown, reduce heat. Add 1 to 2 tablespoons water and cover. Cook slowly until tender, 30 to 45 minutes. Uncover last 10 minutes to re crisp skin. Pre-

pare gravy with drippings. 4 to 5 servings.

Celeste Holm has contributed two of her standby recipes for the booklet—a stew with biscuits and a chicken-in-the-nest dish. In all, the booklet contains 12 tested recipes, for every size of chicken and every style. For a free copy of *Chicken Every Sunday* write to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

If you're just an occasional traveler, the custom is to remember your friends and family with postcards, presents, and letters from the places you visit. If you go to a nearby foreign country, this is a considerable chore, especially if you are alone and have to do all the work. Getting your money changed, getting established in your room, buying the cards and stamps, writing the messages and addresses, shopping for presents, and making out the tariff declaration take time and patience and make you wonder if it is necessary. But how dreadful it would be if on your return nobody knew or cared that you had been away or had returned.

—Through the Meshes.

Milwaukee Railroad Women's Club

Membership Report

A comparison of 1947 and 1948 membership figures.

Chapter	VOTING			CONTRIBUTING			TOTAL MEMBERSHIP		
	Dec. 31, 1948	Gain	Loss	Dec. 31, 1948	Gain	Loss	Dec. 31, 1948	Gain	Loss
Aberdeen, S. D.	527	16	..	681	24	..	1,208	40	..
Alberton, Mont.	61	5	..	76	12	..	137	17	..
Austin, Minn.	103	6	..	133	12	..	236	18	..
Avery, Ida.	45	3	..	70	..	29	115	..	26
Beloit, Wis.	90	1	..	118	1	..	208	2	..
Bensenville, Ill.	76	..	10	174	59	..	250	49	..
Black Hills	104	..	8	134	..	4	238	..	12
Butte, Mont.	56	11	..	62	12	..	118	23	..
Channing, Mich.	84	14	..	65	13	..	149	27	..
Chicago-Fullerton Ave.	466	98	..	681	160	..	1,147	258	..
Chicago-Union Station	267	40	..	910	42	..	1,177	82	..
Council Bluffs, Ia.	65	..	43	113	..	35	178	..	78
Davenport, Ia.	71	1	..	169	1	..	240	2	..
Deer Lodge, Mont.	81	2	..	151	35	..	232	37	..
Des Moines, Ia.	62	..	9	85	11	..	147	2	..
Dubuque, Ia.	97	12	..	172	34	..	269	46	..
Great Falls, Mont.	28	5	..	65	13	..	93	18	..
Green Bay, Wis.	165	1	..	273	1	..	438	2	..
Harlowton, Mont.	106	..	12	67	..	25	173	..	37
Iron Mountain, Mich.	59	2	..	76	4	..	135	6	..
Janesville, Wis.	187	2	..	250	3	..	437	5	..
Kansas City, Mo.	87	..	3	105	..	29	192	..	32
La Crosse, Wis.	129	3	..	179	..	51	308	..	48
Lewistown, Mont.	82	..	5	137	8	..	219	3	..
Madison, S. D.	74	1	..	83	7	..	157	8	..
Madison, Wis.	138	8	..	145	2	..	283	10	..
Malden, Wash.	67	3	..	72	15	..	139	18	..
Marion, Ia.	124	..	11	151	51	..	275	40	..
Marmarth, N. D.	37	..	6	40	..	9	77	..	15
Marquette, Ia.	153	44	..	221	57	..	374	101	..
Mason City, Ia.	199	4	..	242	5	..	441	9	..
Merrill, Wis.	37	1	..	31	2	..	68	3	..
Milbank, S. D.	71	4	..	122	..	2	193	2	..
Miles City, Mont.	215	30	..	259	27	..	474	57	..
Milwaukee, Wis.	328	..	14	960	..	213	1,288	..	227
Minneapolis, Minn.	167	..	64	747	..	91	914	..	155
Mitchell, S. D.	102	7	..	143	8	..	245	15	..
Mobridge, S. D.	215	19	..	238	80	..	453	99	..
Montevideo, Minn.	156	4	..	265	12	..	421	16	..
New Lisbon, Wis.	82	2	..	67	2	..	149	4	..
Othello, Wash.	49	1	..	116	21	..	165	22	..
Ottumwa, Ia.	233	..	27	388	..	33	621	..	60
Perry, Ia.	268	21	..	264	..	16	532	5	..
Portage, Wis.	93	12	..	124	47	..	217	59	..
St. Maries, Ida.	21	7	..	12	8	..	33	15	..
St. Paul, Minn.	108	1	..	309	7	..	417	8	..
Sanborn, Ia.	70	3	..	84	10	..	154	13	..
Savanna, Ill.	196	4	..	278	4	..	474	8	..
Seattle, Wash.	132	36	..	200	9	..	332	45	..
Sioux City, Ia.	308	1	..	467	17	..	775	18	..
Sioux Falls, S. D.	96	12	..	148	21	..	244	33	..
Sparta, Wis.	38	4	..	44	2	..	82	6	..
Spencer, Ia.	55	3	..	73	7	..	128	10	..
Spokane, Wash.	75	11	..	88	12	..	163	23	..
Tacoma, Wash.	135	7	..	259	6	..	394	13	..
Terre Haute, Ind.	191	11	..	191	28	..	382	39	..
Three Forks, Mont.	59	1	..	55	2	..	114	3	..
Tomah, Wis.	218	13	..	238	456	13	..
Wausau, Wis.	61	3	..	63	22	..	124	25	..
West Clinton, Ind.	122	1	..	284	65	..	406	66	..
Wisconsin Rapids, Wis.	26	13	..	23	9	..	49	22	..
Total	7,817	514	212	12,440	1,010	537	20,257	1,465	690

Membership Increase—Voting, 302; Contributing, 473; Total Increase, 775.

To Remove Spots from Furniture

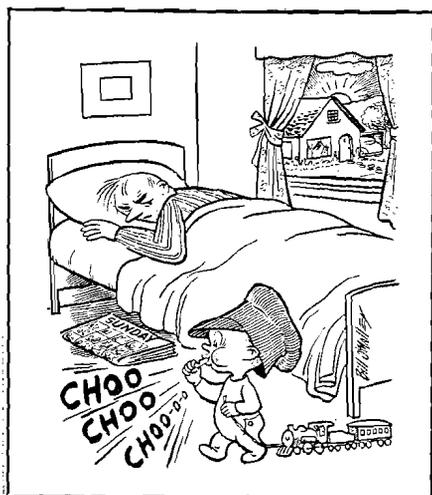
Cigarette Burns. A cigarette burn on polished wood is a disheartening sight. If the burn is deep, it needs professional attention and refinishing. Otherwise the burn can be obliterated successfully with silver polish containing a very fine abrasive. The burned spot will blend into the surrounding area if you work on it carefully. Put a small amount of silver polish on a folded and lightly dampened, clean soft cloth—a pad about the size of your palm. Lightly stroke the burned spot, working with the grain of the wood and covering an area at least three times the size of the burn. As you stroke you will notice the burn becoming less and less conspicuous. Don't be alarmed when the area on which you are working becomes lighter than the rest of the surface. This is from the cleansing action of the silver polish. Apply furniture polish or wax that contains a dye. To conceal the lightened area, apply the polish as many times as necessary to restore color; when the burn has blended with the surrounding area, buff the entire piece of furniture.

Heat Marks. White blemishes from carelessly placed hot dishes, on your dining table or buffet, often present a problem. Unless heat marks have penetrated so deeply that the finish is badly damaged, they can be removed. If they do not respond to polishing with furniture wax or a cream polish, try the treatment described above.

Alcohol Stains. When perfume, medicine, alcoholic beverages are spilled on furniture, blot the liquid immediately with a soft cloth. Be careful not to spread the liquid as you blot. If, in spite of this precaution, the surface is stained or marred, work on it as soon as possible with silver polish and dye-containing wax or polish.

Water Rings. Plenty of coasters strategically placed will help prevent water rings. However, if the damage has been done, place a clean, thick blotter over the rings and press with a warm—not hot—iron until the rings disappear. If you have given this treatment a fair trial but it hasn't been successful work on the marks with silver polish and colored wax or polish.

—Good Housekeeping.



March, 1949

All Dressed Up for Rain—in Plastic!

IN STORMY weather a Red Riding Hood cape of plastic film keeps this miss as dry as a powder puff. Little white ducks with umbrellas scurry around its red, shiny surface, up the attached hood and down the matching umbrella cover. Loops of bias binding and bright buttons make the closing.

Plastic film is a comparatively new but an important and exciting fabric for the home sewer. Because it is waterproof it is the ideal choice for rain togs. The cape illustrated here was made from Advance pattern No. 4727, the zippered umbrella cover from instructions in a new release, "Sewing With Plastics". This leaflet also contains instructions for making a waterproof case for the cape, together with many other practical suggestions for using the material and a guide to the proper way of cutting, marking and sewing it. Copies may be obtained, free of charge, from the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



It's an Idea!

Temperature hints for the cook from *Better Homes & Gardens* magazine: A room temperature orange gives more juice than a chilled one (halved oranges are the best choice for sweetness, flavor and economy) and room temperature egg whites yield a larger volume than cold egg whites. On the other hand, cream whips much better when it is chilled thoroughly.

A survey made by the American Dental Association shows the most marked neglect of dental health among children three to nine. Treatment at this early age can save lots of trouble later on, so don't postpone that routine checkup for the youngsters. Another confounding statement from the survey—four out of five tooth brushes in use are no longer hygienic. If your own tooth brush has been in use more than three months, you may need a new one.

In middle life many people show a skeletal demineralization from a lack of calcium, but contrary to popular belief, they do not lose the ability to store calcium and other minerals. So if you're over 50, drink a pint of milk a day—a broken bone is more likely to cause a fall than a fall to cause a broken bone.

Glamourize your home by fitting the telephone to the color scheme of the decorations. Plastic cases for telephones are now to be had in decorative colors at modest prices. Simply slip the cover over the receiver and base and whisk clean with a quick cloth.

For an uncluttered look in the kitchen, *Better Homes & Gardens* suggests a table with a double-decker top. The bottom deck can be reserved for the things that always gravitate toward the back of the house, like the newspapers Dad wants to save, the children's comic books, or the magazine you glance through while the kettle is on the hob.

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

I & S M DIVISION

H. J. Swank, Division Editor

After more than 40 years of Milwaukee Road service, Louis O. Dilger has retired. "Louie" started railroading at Dubuque, Ia., on May 15, 1902, came to Austin and began work as a pipe-fitter in the shops on July 20, 1911, and retired last Dec. 1. He was an active member of the Service Club and took special interest in membership drives and getting the boys at the shop to attend the meetings. He now plans to devote more time to his hobbies, fishing and gardening.



Louis O. Dilger

Two of our local boys chose the month of February to two-step down the aisle:

Elmer L. King, store helper at Austin, and Betty Lee Tostenson of Hollandale were married at St. Augustine Church, Austin, on Feb. 26. Following a wedding trip to Chicago they will live in Austin.

Lowell Sweringen, ticket clerk at Austin, and Margaret Johnson of Red Oak Grove were married at the Red Oak Grove Lutheran Church on Feb. 27. After a short wedding trip they will live in Austin where "Pete" had an apartment ready and waiting.

Engineer Pete Pauley who was injured in the Calmar roundhouse on Feb. 1 is convalescing at home.

Conductor William R. Smith and wife are vacationing in St. Petersburg, Fla.

Dispatcher Carl Swan and wife left Mar. 3 to visit friends in California. Upon Swan's return, Dispatcher Bill Ende and wife also plan to take a California vacation.

Conductor Ralph McCoy, who was stricken with a heart attack while en route to LaCrosse on No. 172, Feb. 12, has returned to Austin and is now in Room 112, St. Olaf Hospital, where he would appreciate hearing from his friends.

Julius Biedermann, retired conductor, writes from Los Angeles that he is enjoying his visit out there with his grandson and plans to remain until we get "spring in Minnesota."

Harry M. Copley retired in January after 40 years service to join the ranks of the "permanent vacationers". Copley started with the Road as a fireman in 1908 and was promoted to engineer in 1912.

Correction of an error in last month's notes: Cora Dovenberg is a sister, instead of the wife, of Engineer Ed Dovenberg of Austin.

The Hiawatha bowling team of Austin, consisting of Bob McCoy, H. J. Swank, Claude Kelly, Guy Williams and Ira Syck, entered the Hiawatha bowling tournament in Chicago in February. More about how

close we came to winning in the next issue.

February visitors at the Austin office were "Frosty" Akers, time inspector, Chicago; Charlie Pack and Jim Keenan, train rules examiners; and our old-time bowling partner, Frank Herrick, traveling auditor, Milwaukee.

Mr. and Mrs. Jerry Zimmerman, Austin car department, became the proud parents of a nine and a quarter-pound boy in February.

A joint potluck supper-hard time costume party was held by the Milwaukee Women's Club and the Austin Service Club on Saturday, Feb. 12. Winners in the hard time costume contest were Bill Tritchler, Leo McGovern, Mrs. Henry Stark and Mrs. Jerry Nentl. Chief Carpenter Tritchler did a bang-up job of calling the square dances and a good time was had by all. Sorry the pictures which were taken didn't turn our better, so we could show you some of the fancy dress outfits which were present.

Train Baggage man R. H. "Rudy" Berg became ill while en route to Austin from Madison, S. D., on No. 222, Feb. 26 and was taken to Halloran Hospital, Jackson, Minn., for treatment.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Checkers Higgins and Smolenski are back to work after a short period of illness, as well as Stover Max Berger. Joe Simmons, stower, has been off for some time to care for his wife who has been seriously ill. Checker Mel St. Clair fell on the ice on his way to work recently and is now at home with a badly bruised hip. We also under-

stand that Art Horn is vacationing early this year on account of ill health.

Paul Nevers, foreman at house No. 7, is off to California for an extended vacation.

We have a report this month concerning Richard B. Straka, son of Mr. and Mrs. Milton Straka, who entered Marquette University in March, 1948, at the ripe age of 20. He is aiming for industrial electronics after graduation. His 5,000 word essay, "Electronics in Food Packing," was given considerable space in the *Marquette Engineer*, one of the university's publications. Keeping tab on these Straka boys is almost a full-time job and no doubt that is what Mother and Dad are thinking, too.

Geraldine Hartner is vacationing along the Gulf Coast and enjoying one of those tours which include the Mardi Gras.

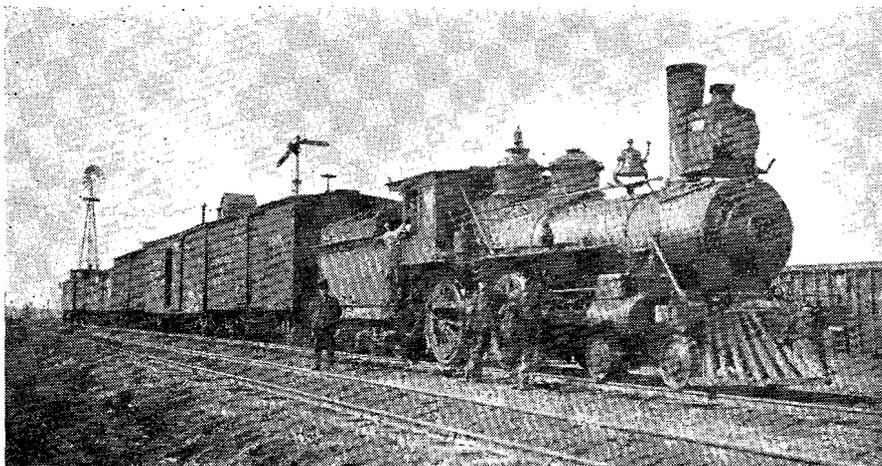
Members of the Fowler Street force took advantage of the Feb. 22 holiday to go to Chicago for the Tommy Bartlett show at the Sherman Hotel. Among them were Elizabeth Garrity and Mr. and Mrs. Milton Straka.

The Frank Schlosser-Barney Nowicki checker games are really getting mighty. We should be able to produce a "champ" any day now.

Marie Castona has taken a three-month leave of absence due to ill health. Also on leave is Walter Nowicki who will devote the greatest share of his time to the pursuit of public office.

All you fishermen who are interested in life-like flies, consult Glen Greenwald. Glen has made his own and it certainly looks as though it could crawl away under its own power.

Jack Regan transferred to Stowell Station for two weeks of yard clerking and we had to admit we missed that Irish grin.



Here's one for the scrapbooks—the way freight and crew at Carpenter, Ia., Apr. 6, 1909. According to H. J. Swank, I&SM correspondent, the derby-topped party at the left is Joe Ellms, who at present is on a leave of absence from passenger service; leaning against the driver, Brakeman Bert Erwin who subsequently went to the Minnesota Transfer; and at the right, Brakeman William M. "Boots" Placek, still on the job as a way freight conductor. The engine crew consisted of Engineer George (Sad Eyes) Webster and Fireman Bill Webster.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Mr. and Mrs. Bruno Kowalski celebrated their silver wedding anniversary on Feb. 26 by attending a holy mass in their honor at St. Adalbert's Church, with their family. Later, at an open house they were congratulated by their many friends.

Yours Truly is very happy to inform this "audience" that another little girl, Nancy Ellen, is demanding her share of attention in the Steuer household. Big sister Julie Ann, who is just two years old, has proved helpful on many occasions, in her way, that is. Nancy will observe Feb. 16 as her birthday anniversary hereafter.

Yard Clerk Jimmy Madushaw was the victim of a quick fall which rendered his left ankle useless for a week or two; no fracture, but painful just the same. Meanwhile Elmer Ogenoff took over in Blatz yard and Larry Janus covered the billing job.

The bulletined demurrage and yard clerk position at A. O. Smith yard was assigned to George Tomasik. R. L. Selk was assigned to George's position at A. O. Smith.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Ralph Palmquist, assistant team track foreman, died suddenly on Feb. 19.

Mat Medinger was named chairman of the railroad section of the Industrial Safety Commission of the St. Paul Junior Association.

The Milwaukee Road Hiawatha Band of Milwaukee made a fine showing on Saturday, Feb. 12, in the grand parade of the St. Paul Winter Carnival.

Gladys Murphy, steno, has been absent for a month due to illness and is still on the sick list.

We have just learned that Betty Jaspersen, our expense clerk, and Paul Edmiston, of the perishable department, were married last Dec. 18.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Many of our retired fellow employes have expressed their appreciation on receipt of the Certificate of Recognition, signed by President C. H. Buford and Superintendent of Car Department J. A. Deppe, issued in commendation of their years of service.

Welcome to Steno Nelle Hiddleston of the locomotive department, who returned to work Feb. 1 following six weeks of illness. Lieutenant of Police George Beguhl was again hospitalized by a heart ailment but is gaining nicely and expects to be home soon.

Best wishes for an early recovery to Mrs. Erick Peterson who sustained severe injuries when the family automobile skidded off the icy pavement on the way home from work on Feb. 19. Mr. Peterson was not injured.

Congratulations to Helper Apprentice Edward Shaffer and Mrs. Shaffer who have a new baby, born on Feb. 24.

Congratulations, also, to Carman Helper Thomas Toohey of the Minneapolis coach yard force, on his marriage at Holy Rosary Church, Minneapolis, on Feb. 26.

St. Paul Winter Carnival



Above. The Milwaukee Road Hiawatha Service Club Band of Milwaukee, Wis., again took part in the grand parade of the St. Paul Winter Carnival on Feb. 12. Band leaders and carnival principals shown here at the reception in the Hotel St. Paul are, left to right: Frank L. Madden, carnival official; Joe A. Rogers, Jr., insurance executive, "King of the West Wind"; Miss Patricia Kuszewski, majorette; Mayor Edward K. Delaney; Clarence A. Maley, banker (Boreas Rex XII); Eugene W. Weber, band director; and Bruce Stengel, drum major.

Below. Miss Patricia Miller of Seattle, who attended the carnival in her official capacity as the Milwaukee Road Ski Bowl-Seattle Times Ski School queen, takes advantage of a lull in the activities at the Municipal Auditorium to harmonize with members of the carnival king's royal guard.



Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Lauren Lewis passed the cigars on Feb. 19 in honor of little Miss Lewis who arrived on the 18th.

Al Lakmann is answering to the name of "grandpa" these days or he will be when the little girl learns to talk.

Doug Workman made a flying trip down to Terre Haute and points south over Washington's birthday. Understand he even got down to Kentucky—was it hoss racing, Doug?

Sympathy is extended to the families of Frank Thori who recently lost his wife after a long illness; to Ole Olson whose mother passed away, and to Irene Burchard whose sister passed away suddenly in Othello, Wash.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Slowly but surely we're recovering from St. Paul's annual Winter Carnival, in which our railroad participated, as usual. Our colorful Hiawatha Band from Milwaukee, led by the attractive majorette, Miss Patricia Kuszewski, was in the big parade on Feb. 12. Our paraders received the usual response—applause and fine publicity.

Then, too, we were represented by the 1949 Queen of the Milwaukee Road Ski Bowl of Seattle—Miss Patricia Miller. A "light snowfall" in the West prevented the pretty queen's arriving on schedule, but she was able to take part in the Torchlight Parade on Wednesday, the 16th.

Many of you will remember Alice Trehern Herrick, your former correspondent from this desk. The young lady has moved back to our fair city and says "hello" to all of her friends.

TERRE HAUTE DIVISION

Earl H. Lehmann, Correspondent

The body of Sgt. Gurnie W. Lindsay, of Clinton, killed in action in Germany on June 11, 1945, was returned to Clinton on Jan. 29. Funeral services were held the following Sunday with burial in Walnut Grove cemetery. Clinton Veterans of Foreign Wars conducted military rites at the grave. Gurnie was a fireman on this division before joining the armed forces. He was a brother of Robert, a fireman, and Car Helper Arthur Lindsay.

Brakeman Robert C. Perrill and Miss Mary Frances Nickle were married on Jan. 16. Congratulations to the young couple.

Carman Jesse Kennedy and Mrs. Kennedy, St. Bernice post mistress, attended the inauguration in Washington, D. C., on Jan. 20.

Brakeman Robert W. Braner and Miss Betty Davis, daughter of General Yardmaster R. T. Davis, were married on Jan. 23. They spent their honeymoon in the South.

Machinist Helper Albert DeBolt and wife are happy grandparents. A son, Terry Eugene, was born to their son and daughter-in-law, Ted and Dorothy DeBolt of Harvey, Ill., in January.

Car Helper James Elkins has been seriously ill for the past several months.

Conductor H. C. Spalding and Mrs. Spalding announce the marriage of their daughter Barbara to Robert Brockman at Terre Haute on Feb. 4.

Another January wedding of interest to railroad people of the area was that of Brakeman Shelby Smith and Miss Mary Louise Laney.

B&B Foreman Harley Ragle, Sr., has been on the sick list this winter at his home in Danville, Ill. We all hope "Pat" will be back on the job soon.

Brakeman John Forehand was among those on the sick list the first part of February.

Conductor Schuman Hunter called at the yard office one day last month. He has been seriously ill all winter but we are looking forward to seeing him back at work this spring.

Car Department Laborer Edwin Roe has been seriously ill at his home in Dana for several weeks.

Brakeman Emil Gugelemetti and wife are the proud parents of a baby girl, Marlene Kay, born in January.

A report has come in that B&B Foreman Howard Melsheimer has retired. We wish him many happy years of leisure.

Brakeman James Duffy has also joined those on the retirement list. Good luck, Jim.

Conductor Frank Newkirk is seriously ill at Terre Haute. We hope he will soon recover his health.

Welder Foreman Loren Martin arrived early in February for his regular welding work. His camp was placed on the St. Bernice team track.

Deepest sympathy is extended to Mrs. Colwell in the sudden death of Conductor Charles F. Colwell on Feb. 8. Charley had been in ill health for a number of years but his death came as a shock to his relatives and friends.

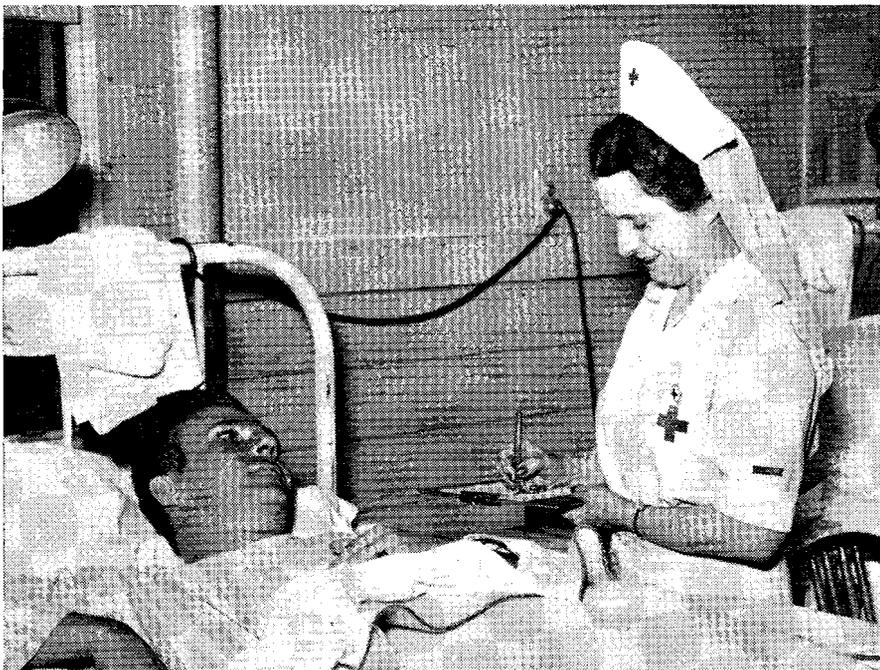
The Milwaukee pipe laying crew of nine men has been working in this area this winter. Foreman Chris Martin is assisted by L. W. Cronk, A. Miller, C. Funk, H. Goose, R. Walker, S. Nelson, Crane Operator C. Johnson and Fireman H. Johnson.

Bakeman John Kelsey was unable to work on the Blackhawk turn last month because of illness.

Mrs. Lorraine McDonald, wife of Elisha McDonald, of the store room, was in the hospital for surgery during February.

Conductor Burt Bush says he has seen everything, now that Car Inspector Jim Myers is wearing a wrist watch.

Sympathy is extended to Conductor Vaughn Allen in the death of his father, David Allen, of Terre Haute on Feb. 13. Mr. Allen was the grandfather of Conductors Dean and Carl Allen.



Off line Red Cross volunteer . . . Mrs. W. G. Lacey, wife of the Milwaukee Road general agent at Indianapolis, Ind., has been a member of the Gray Lady service at Billings Indianaplis Veterans' Hospital for two years. The work entails writing letters for the veterans, doing their shopping, sending telegrams, arranging entertainments, and all the other errands necessary for their comfort. Mrs. Lacey's assignment is writing "thank you" notes to blood donors. The patient here keeps her busy. He is suffering from a rare blood malady and has had 95 transfusions.

Terre Haute District

T. I. Colwell, Correspondent

We have just learned that Sam Freeman, yard and transfer conductor, passed away on Jan. 26. Our sympathy to his family.

Traveling Engineer Clay C. Damer was removed from St. Anthony's Hospital, Terre Haute, on Feb. 13 and taken to his home where he is now recuperating. Clay had a pretty long stay in the hospitals in Danville, Ill., and Terre Haute, and getting back home was a very welcome event for him.

Charles L. VanWinkle, retired engineer, returned from California on Feb. 18 and remained in Terre Haute long enough to sell his household effects. He has now returned to Long Beach, Calif., where he expects to make his permanent home. Mrs. VanWinkle has been ill for some time and we hope the change benefits her.

Edward Talkington, agent at Westport, is off duty on account of illness. He is recuperating at the home of his daughter at Columbus, Ind.

R. T. Jones, third trick operator at Walz, has bid in the third trick job at Latta.

Operator William D. Hyslop, Bedford, is also off duty because of illness. Operator Price is relieving him.

Yard Clerk Stout bid in the revising clerk's job at Terre Haute freight house during the absence of Cashier John Mahalek. Bert Brown transferred from revising clerk to cashier.

Bob Bennett is back at the freight house as interchange clerk.

I & D DIVISION

Karen B. Rugee, Division Editor

Mr. and Mrs. A. M. Glander and daughter Virginia attended the funeral of Mr. Glander's brother Herman at Minneapolis, on Feb. 7. Herman was for many years the university "cop" on the campus of the University of Minnesota.

Mr. and Mrs. W. F. Ingraham have moved into their new ranch-type home at Mason City. While it was being completed they stayed with their daughter and son-in-law, Mr. and Mrs. Vern Kohlhurst, at Clear Lake.

A. E. Johnson and wife have returned from a vacation trip to Los Angeles and Fort Ord, Calif. Other California vacationers were Mr. and Mrs. Lyell H. Holmes.

Favorable reports are being received on the condition of Brakeman Robert C. Kemp, who is at Wesley Memorial Hospital, Chicago.

Engineer Henry Vaughn retired last Oct. 1. He started as a fireman in 1902 and was promoted to engineer in 1906.

William H. Stewart, 79, retired conductor, passed away at Cherokee, Ia., on Feb. 24. Mr. Stewart was a veteran conductor and retired 14 years ago. He is survived by his wife, at Red Bluff, Calif., a daughter and two sons. Mr. and Mrs. Stewart formerly resided at Mason City and Sanborn.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Ambrose R. Moroney, veteran passenger conductor, retired from the service of the Road on Feb. 9, after having been off duty nearly a year with chronic foot trouble. Mr. Moroney entered the service of the company on Nov. 20, 1903, as a brakeman. He plans to remain in Sioux City for the present.



Ambrose R. Moroney

Engineer James W. Hubbs and wife are spending the cold months in Florida and southern points for the benefit of Mrs. Hubbs' health.

Chief Caller Willard J. Leach of the Sioux City roundhouse was confined to his home for some time during February with an attack of virus pneumonia.

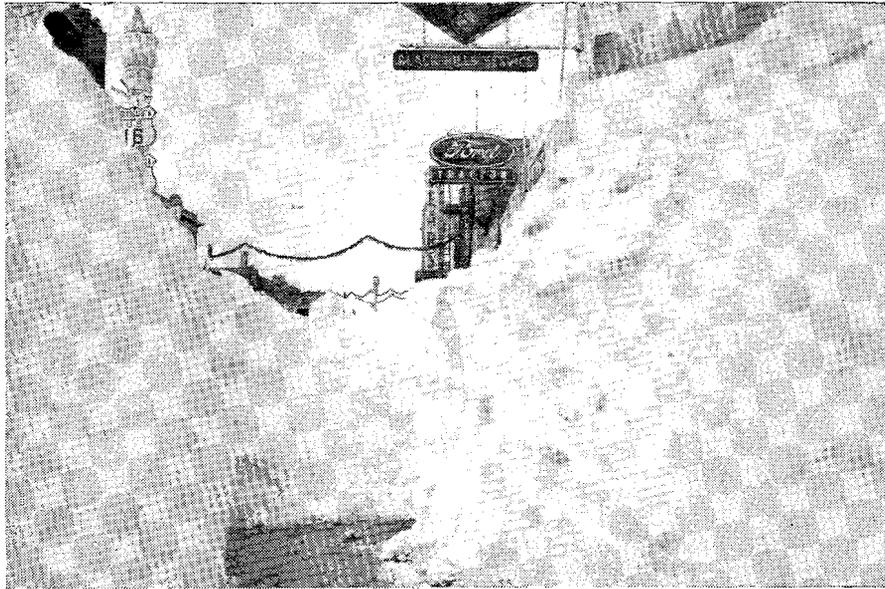
Miss Marie Kvidahl, clerk at the Sioux City roundhouse, spent the Washington Birthday week-end in Chicago. It is understood here that immediately after she left, Marshall Field & Company declared a special dividend.

Conductor Arthur F. Chapman took his vacation touring in Mexico recently, most of the time being spent in Mexico City.

Barney "Starvation" McGoogle, the switch shanty philosopher, says that in these uncertain times just showing up for work on Monday morning is a success story in itself.

Tim Calligan, veteran passenger conductor, was off duty with a sprained ankle for some time recently. During his confinement at home he was visited by his son, Don, of the U. S. Merchant Marine, now a resident of New York City.

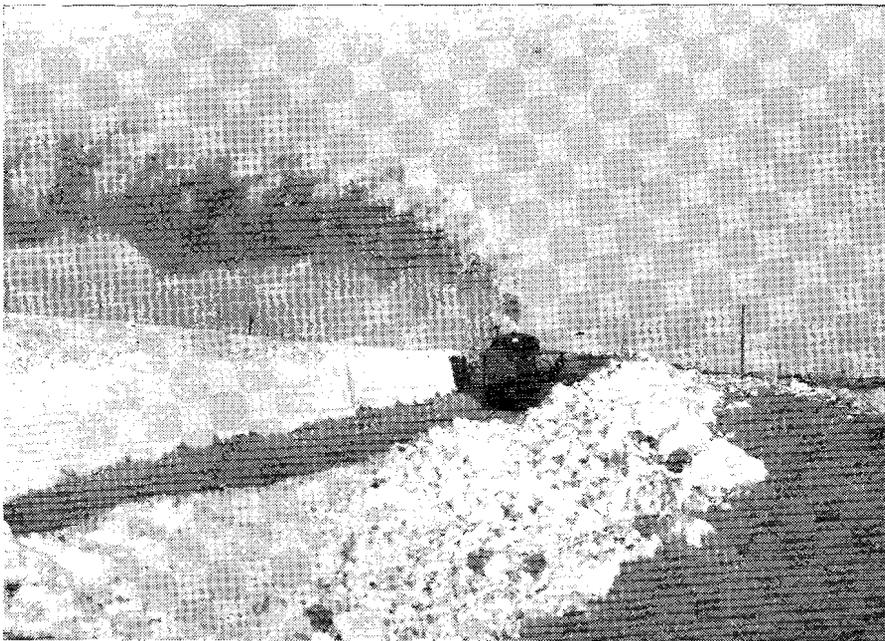
March, 1949



It is hoped that these pictures, received after the February issue of the Magazine went to press with its "Blizzard of '49" article, will be the last evidence of deep snow on the Milwaukee Road for a long time to come.

Above: Main Street, Rapid City, S. D., after the storm. Roadmaster Stanley L. Core submitted the picture to General Manager L. F. Donald with the comment, "This blizzard was the granddaddy of them all."

Below: A scene on the Linton (N. D.) line showing a Jordan ditcher at work in a cut. (Photo by Superintendent A. T. Berg.)



Engineer and Mrs. Harry J. Bourdelais of Sioux City are the proud parents of a baby son, born on Feb. 19.

Conductor William H. Lane suffered a heart seizure at his home on Feb. 14 and at the present time is confined to St. Vincent's Hospital, Sioux City. He is reported to be convalescing nicely and expects to be out of the hospital soon.

Pump Repairer John Trang was agreeably surprised on his most recent birthday to find the banks closed, flags flying on public buildings, and even the liquor store closed. The edge was taken off slightly when he discovered that Feb. 12 is also the birthday of another great American—Abraham Lincoln.

Brakeman William L. Kersey was confined to St. Vincent's Hospital for several weeks with pneumonia. He is now getting along very well and expects to be back at work soon.

We are cheating ourselves when we pretend to know more than we do, for when responsibilities come we will not be equal to them. Our friends will give us work to do that they think should be easy for us, but we fail because we did not know as much as they thought we did. We have deceived them, and we get the worst of it.

—Highways of Happiness

25

Sioux Falls Line

F. B. Griller, Correspondent

E. H. Miller, switchman and assistant yardmaster, and family left Sioux Falls on Feb. 4 for a vacation and visit with daughter at Dallas, Ore.

W. E. Mooney, retired Sioux Falls freight station employe, 79, died at the home of his daughter, Mrs. A. P. Deets, Dixon, Ill., on Feb. 10. Mr. Mooney retired in 1937 with 25 years of service. Burial and services were in Sioux Falls.

Word received from Dave Murphy, retired conductor, 10701 Belrose Avenue, Inglewood, Calif., stated that he might as well have stayed in Sioux City as there was snow there, too.

Sanborn-Rapid City

Albert J. Gall, Correspondent

We were sorry to learn of the death of E. Monroe, retired boilermaker, at Aberdeen recently. Mr. Monroe had been a boilermaker in Mitchell for 25 years before retiring and moving to Aberdeen.

Our sympathy to A. A. Johnson, retired B&B foreman, whose wife passed away on Feb. 11.

Conductor Charley Sloan has been hospitalized for several weeks with a heart ailment. We hope for his speedy recovery.

Clarence Wangsness, ticket clerk at Mitchell, is on a leave of absence and has gone to California for a few months' rest; doctor's orders.

Moe Shevlin, yard clerk at Mitchell, spent a few days in Aberdeen recently refereeing basketball games.

B. J. Kirby, yard checker at Mitchell, is honeymooning in Chicago and J. P. Behrendt, who had to postpone his wedding on account of the big blizzard last month and not being able to get to Mitchell, has also been married. Congratulations, boys.

H. B. Peterson, agent at Mitchell, has returned from a vacation in San Antonio, Tex. Said he had a nice trip but got a little lonesome for the railroad and South Dakota. However, he went down to the MKT yards and saw a Milwaukee car and then felt better when he knew he wasn't alone so far from home.

Engineer Ed Kirsch and wife have returned from a trip to California.

A Tribute to Al Pentecost

WHEN Al Pentecost, general foreman at Tacoma shops, retired on Jan. 1, it caused quite a stir. Among other things, the boys gave him a farewell party, the Milwaukee Magazine carried a special article about him [see the February issue] and Electrician W. I. Shiplett wrote a poem about Al which came to the Magazine's attention after the February issue was off the press. The following is quoted from Mr. Shiplett's poem:

*There never was a job so big it got Al on the run;
He handled everything that came and thought it lots of fun.
As through the shops Al walked each day he listened to
our woe;
He gave advice as best he could and also loaned us dough.*

*The men will miss Al when he's gone; they'll miss his
cheery smile;
They'll miss his voice so soft and low 'twould carry
near a mile;
They'll miss his derby and cigar; they'll miss his
straw hat too;
They'll miss the stories that he told about his pet, Shawndu.*

*So, as we work from day to day, we'll miss his cheery call,
For Al is known the system o'er as daddy of them all.*

COAST DIVISION

Harry W. Anderson, Division Editor

Our operating forces have had quite a picnic these last few weeks trying to get trains through the mountains that have been blocked by snow slides. Superintendent A. O. Thor has been on continuous duty to the extent that he either got out of the habit of sleeping or he was so intent on trying to get things moving that he got over the inclination, at least he got very little of it. From what I can gather, all of the passengers were well taken care of and were in good spirits, in fact there were some who remarked that they had such a good time they were sorry the trip was over. Freight trains, of course, were tied up completely until the line was cleared. The trains are now getting through, but there are still some slides to contend with. We want to give praise and credit to the hard working rail-

road men who were really put to the test under the most severe conditions. We have never before experienced a winter like the last one and sincerely hope we will have no more.

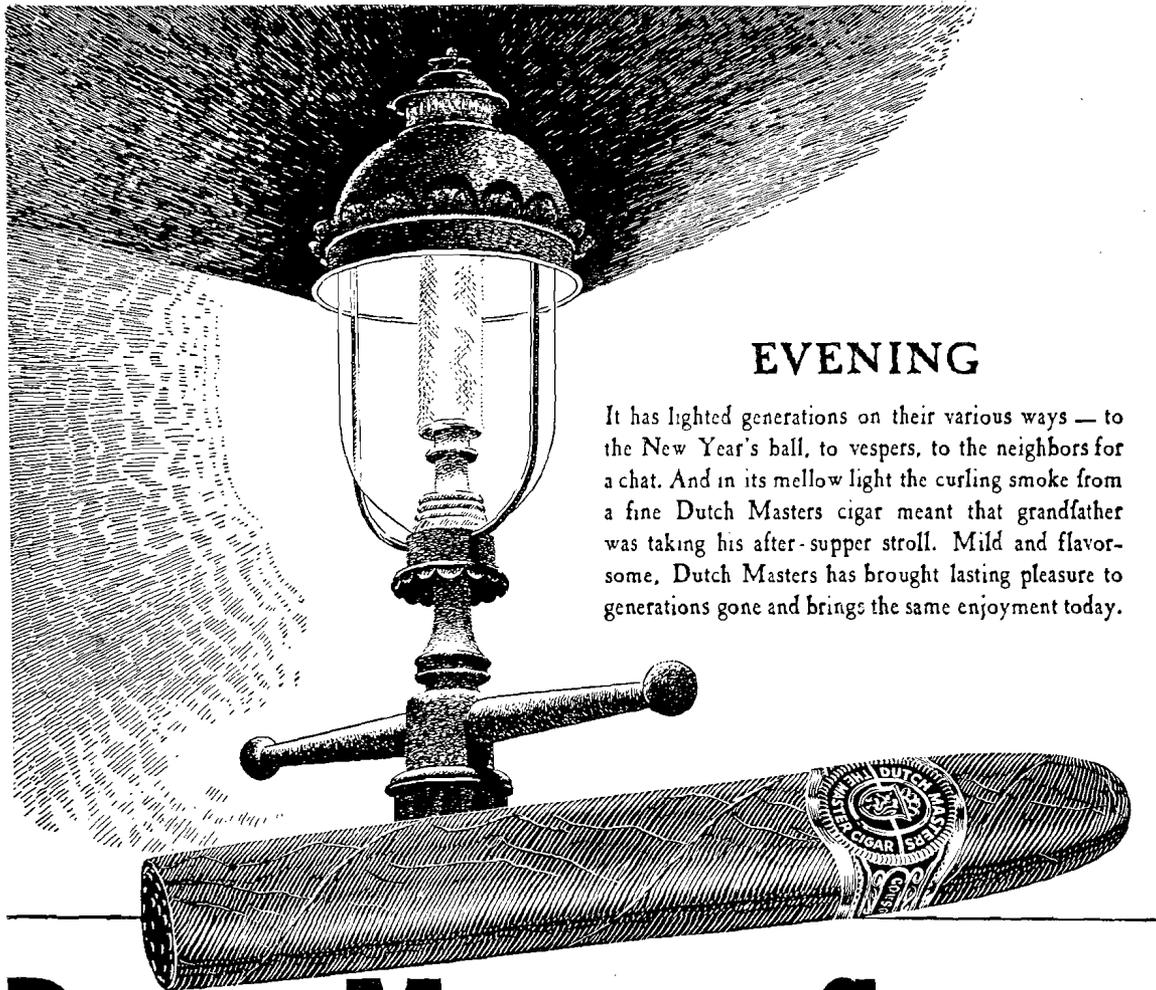
Clarence Clayton, retired carman of Tacoma, came through with some belated news to the effect that on last June 18 the stork arrived at the home of his son with a baby boy who has been named Dennis.

Gertrude Alden, Ruth Phelps and Rose Hare, clerks in the superintendent's office, now have a new hobby. They have taken up the art of knitting and are progressing very well under the able tutorship of Esther Delaney. Better put in your orders for sweaters or dust rags early, for they expect to be on a heavy production basis soon.

Rose Hare, stenographer, who injured her knee at the ski bowl is getting along fine and moves along now under her own power. Won't be long before she will be walking on both feet.



Perry, Ia., Chapter of the Milwaukee Road Women's Club serves potluck lunch for the members who attended the Feb. 4 business meeting. Mrs. Carl Vodenik, chapter president, is standing first in line, at the right.



EVENING

It has lighted generations on their various ways — to the New Year's ball, to vespers, to the neighbors for a chat. And in its mellow light the curling smoke from a fine Dutch Masters cigar meant that grandfather was taking his after-supper stroll. Mild and flavorful, Dutch Masters has brought lasting pleasure to generations gone and brings the same enjoyment today.

DUTCH MASTERS CIGARS

Francis Kirkland, time revisor, is still in the hospital, but I understand that he is getting along fine.

Joe Johnson bid on the job of assistant time revisor and we will say that he makes a very nice addition to the superintendent's force.

We had the pleasure recently of meeting the family of George Crissman, clerk in the assistant superintendent's office. George's devotion to his six-month-old daughter is amazing, unless he was just showing off how much he knows about taking care of babies.

It was a gala day for Time Revisor W. J. Fitzgerald recently when No. 16 brought in his daughter Moreen whom he had not seen since she left for Germany two years ago, and with her his grand-daughter whom he saw for the first time. "Fitz" son-in-law is a major in the U. S. Army and he arrived in Tacoma a few days later, having driven from New York. "Fitz" weathered the excitement pretty well.

Charles J. Harvey, retired B&B carpenter, passed away suddenly. We extend our heartfelt sympathy.

"Good morning, madam," said the repairman. "I understand there's something in the house that won't work."

"Yes, he's upstairs in bed."

Tacoma

R. A. Grummel, Correspondent

Everyone throughout the Northwest will always remember the first blizzards of '49. Washington received more than its share of cold weather and snow. Our two crack passenger trains, 15 and 17, were snow-bound just east of Lake Keechelus from Feb. 9 to 12. However, all passengers were well taken care of. Our officers and maintenance and train crews did a wonderful job. Many of them slept only a few hours during that time. Too much praise cannot be given to those who did such a splendid job under the conditions of the work.

Many Tacoma ski fans were disappointed because they could not make the trip to the Milwaukee ski bowl for several week-ends. Due to heavy snow, a number of trains were cancelled. However, on the first week-end when train service was renewed they were out in full force.

Sympathy is extended to the family of George S. Freestone. Mr. Freestone, 88, passed away on Feb. 23 in a hospital. Born in Spencerport, N. Y., he came to Tacoma in 1911. He was the first ticket agent for the Milwaukee Road in Tacoma and was with the railroad for 45 years. He was a member of the Railroad Ticket Agents' Association. He is survived by two daughters, Mrs. Marion C. Hatfield, Tacoma, and Mrs. Marion Smythe, Seattle, three grand-

children and two great grandchildren. Your correspondent who worked in the old T&E depot, as it was then known, as operator and train dispatcher remembers George as one of the most genial employes in the ticket department at that time. He had been retired for a number of years and lived a very contented life at his home on Steilacoom Lake.

Many of our officials started in the billing department of the Tacoma freight office. Not so long ago Loren Cowling of our billing department was promoted to a better position in Great Falls. Again in February another young fellow, Gene Hallan, who held the position of outbound revising clerk, was promoted to a better position in the office of R. C. Sanders, GFA, in Seattle.

E. N. King, counter clerk in the cashier's office, was the lucky bidder on Mr. Hallan's job and Yard Clerk Johnny Lucchesi on the counter clerk's position.

William J. Meade who was ill for a week recently, is back on the messenger job, which sent Ward McLean back to the position of yard clerk. Jack Beavers has also been on the sick list, as was Helen Strub, but both are back to work again. Jimmy J. Keirstead has been relieving at the yard on account of illnesses. He was our messenger for several weeks.

Dorothy Clover, general clerk, was called to Detroit suddenly, due to the illness of her father.

Chicago Terminals Pair Now Milwaukeeans

NEWS travels fast in the Milwaukee Road family but it may be that some haven't yet heard about Mr. and Mrs. Dominic Constantine pulling up stakes in Chicago this winter and moving to Milwaukee.

Mr. and Mrs. Constantine, better known on the railroad as Dominic and Miss Currie, have been with the Road for 30 years, all at Western Avenue. They met on the job in 1918, shortly after Miss Currie came from the Fullerton Avenue accounting department to take a position in the district carpenter's office. The following year she took on the duties of chief carpenter's clerk. Then, in 1929 she transferred to the division engineer's office and has been there ever since, filling the positions of both secretary and chief clerk.

Dominic started out in the B&B department in 1911 as a laborer and advanced through the positions of carpenter's helper, carpenter, and assistant foreman to B&B foreman. In 1927 he took a leave to assume charge of construction for the Chicago Park District, but returned to the railroad in 1934. He was appointed system scale inspector in 1940 and assistant chief carpenter Chicago Terminals in 1944. On May 1, 1948, he was transferred to Milwaukee as acting chief carpenter and is now chief carpenter of Milwaukee Terminals.

Employees in the engineering, B&B, track and signal departments at Western Avenue feted the Constantines at a farewell dinner shortly before they left Chicago. They have purchased a home in Milwaukee and are looking forward to entertaining visitors from the old home town.



Mr. and Mrs. Dominic Constantine (Photo by L. E. Harrison, crane operator, Western Avenue yard.)

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Charles Ganty, retired switch clerk, has made his home in San Bernardino, Calif., looking forward to continuous sunshine. Friends from Canada and Minnesota who have been visiting him for old times' sake expected to find sunshine, too, instead of which the snowball fight is on every day.

Bernice Clausen, maintenance-of-way time-keeper, Seattle, returned recently from a visit with her daughter and mother in California.

Frank Herts, watchman-engineer, is confined to the hospital following a heart seizure. He is reported as better, but will be out of

service for some time. His place is being filled by Joe Dennihan.

Mae Zamper, former clerk local freight, is reported to be ill and is home with her folks in San Diego. She has lived in Chicago for the past two years.

Jack Werner is looking for an apartment. There are rumors of matrimony.

We had been looking for the arrival of Oscar, but instead George Daniel, eight pounds five ounces, arrived Feb. 27 at the home of Mr. and Mrs. Daniel P. Cartwright. Dan left his hat home when he came to work the next day but we think he will be able to wear it again soon.

Mable Goldie, correction clerk, was confined to her home recently on account of illness but is back on the job again.

Paul Welborn, joint interchange clerk, returned recently from a vacation spent in San Diego with A. McGill, retired yardmaster.

Albert S. Howes, supervisor of oil docks, was called to Vancouver, B. C., on Feb. 11 on account of death in the family.

Vera Tuson is the traveler of them all. She tried to go to Twist, Wash., to visit her new grand-daughter, got as far as Skikomish and, on account of snow blockades, was finally returned to Seattle. All day and all night spent on the train trying to get through; will try again soon.

Harry Wilson, port master, left Feb. 28 for San Francisco to meet his wife who was returning from a two-month visit in Honolulu. They will spend several weeks in California before returning to Seattle. Ed Martis is acting port master in his absence. Assisting will be Lee Ward, Pete Kittleson and Clifford Hughes.

William Foggelstedt is the new chief demurrage clerk, having bumped Mary Webb, who has bumped Blanche Leech. Blanche, in turn, has bumped Alberta Gartrell, who goes to the OS&D department, displacing Gwen Carvasso. Gwen goes on the extra list.

Demurrage Inspector A. Woodward tells this one: He received a letter from a friend in Sioux City, Ia., who reports that a fellow drilling a well in western Nebraska went down some 50 feet when he hit something hard. Upon investigation he found he was drilling through a locomotive of one of our competitors. Seemed as though the train was lost in the snow. The tain was dug out and some 500 people lived happily ever after. Just think—this from Iowa!

Seattle Yard

F. J. Kratschmer, Correspondent

Jack Cole, formerly night boardman in the yard office, has taken over the position of chief clerk to general yardmaster, vice Jack Webb.

Machinist George Dolan and wife made a trip Feb. 10 to Spokane where their daughter Mary was received into the order of Carmelite nuns.

Locomotive Fireman Bill Koeman made a trip to Arizona in February, for his health.

Locomotive Engineer James "Bill" Gallagher and wife were roused very suddenly from a peaceful slumber at 4 o'clock on the morning of Feb. 24 when a reckless driver ran his car into the bedroom of their home. Considerable damage was done. Bill says he doesn't like that method of giving him a "call."

All yard switch engines stood "at attention" one dusky afternoon recently when a bright red object was seen down the yard tracks. The object kept coming closer, and it finally turned out to be Night Roundhouseman Ray Holmes on his way to work, wearing a fiery red shirt.

MARSH & McLENNAN

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CHICAGO TERMINALS

Sleeping and Dining Car Department

Marie Keys, Correspondent

Matrimony is a very important subject in our department since E. D. Sokol, sleeping car sign-out man, gave his "one and only" a diamond on Valentine's Day. Plans for the wedding will be forthcoming later.

It has been very pleasant to have Dorothy Miner come in to work several days a month.

Our congratulations to F. K. Duane on his appointment as inspector.

Best wishes are extended to C. T. Forbes, former sleeping car porter, who decided it was time for him to enjoy life a little more and therefore retired recently.

Commissary Agent L. Janes, we are glad to report, is feeling much better and hopes to return to work in a short time.

As this is written June Sommer, comp-tometer operator, is recuperating from an emergency operation. She expects to return to work in the near future.

Sympathy is extended to the families of Claude A. Allen who passed away on Jan. 29, and of Arthur Jackson, who died on Jan. 27.

Steward H. Deal is enjoying a vacation in Florida and Steward J. R. Norie in California; also, Conductor McGuire.

On the sick list are Waiter Joshua Lyons, and Porters Frank Stanley and William Owens; Waiter J. Wynne, who suffered an injury to his foot; Waiter Joseph W. Lewis, in the Illinois Research Clinic; St. Elmo Dougar in the Veterans' Hospital, Milwaukee; Waiter L. M. Jones, Hines Veterans Hospital; and J. Berry, chef, also confined to a hospital.

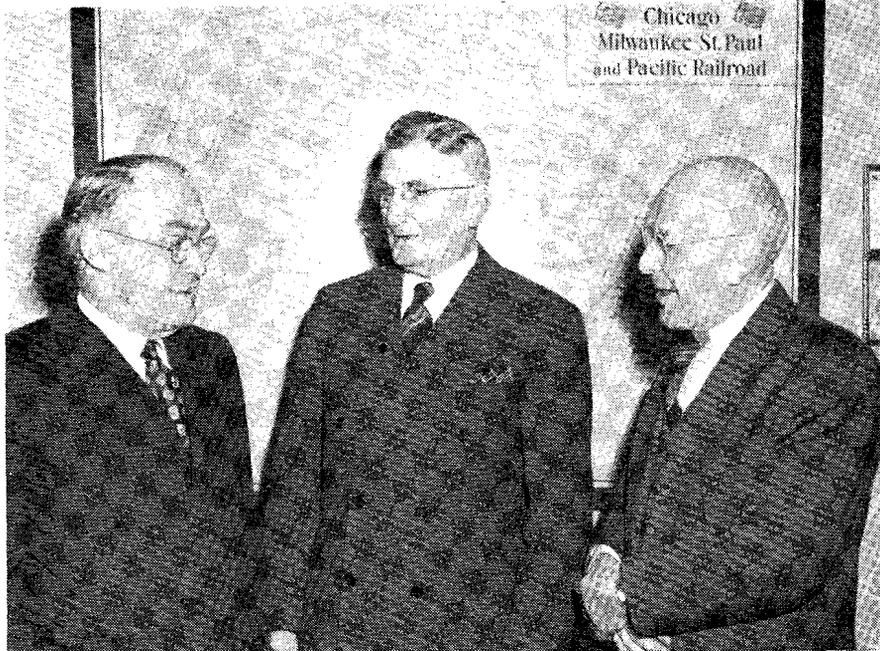
Leonard Brown, waiter in charge, is vacationing in California and is visiting his four-month-old grand-daughter.

Bensenville

Dorothy Lee Camp, Correspondent

(Dorothy Lee Camp, on a leave of absence for her health, has forwarded the following news from Tucson, Ariz.)

My mother, Mrs. Alta Sherwood, Mrs. Elsie Snip, wife of William Snip, Pullman conductor for the Road between Chicago and Tacoma, and your correspondent are all staying at the home of Clay Rayburn, a former Southern Pacific man, here in Tucson. The trip west was very pleasant, even for a sick gal. The conductors, dining car stewards and waiters were all very considerate. The scenery is a thrill I can never forget—the snow and ice of Illinois, the plains of Texas with their grazing cattle, the mountains and beautiful sights through New Mexico, then Arizona with palm and



President Buford (left) photographed during his recent trip to the Coast when he stopped for a visit with the freight and ticket office force at Everett, Wash. The discussion here, with General Agent C. M. Owen (center) and E. B. Mason, CP&FA, concerned station revenues. Earnings at Everett were close to \$3,500,000 in 1948.

pepper trees and the beautiful cactii in their variety of shapes.

The feeling of surprise when you wake to see the palms and orange trees around Tucson, when you remember you fell asleep riding through snow and ice in the mountains—it's thrilling to view the changes in nature during such a short space of time. The good hot sun fairly bakes a person to a nice shade of brown and is just what the doctor ordered for that bronchitis. With good luck, I hope to be back on the job soon and banging away on the typewriter, to make up for the short bit of news I am relaying this time. At present I am just happy that I can say I'm doing pretty well, according to the doctor's report.

Sympathy to the family of Vern Smithers, switchman, former yardmaster (and gentleman farmer, as he used to say) who passed away in February while in Bensenville. Vern's home is in Wausau, Wis., but he was down at Bensenville putting in some time on the railroad when he suffered a heart seizure. He had been a member of the Milwaukee Road family for a good many years and will be missed by all of us.

Breathes there a man with soul so dead, who never to himself has said, "and 1/2 & 1/2 * & @ \$\$\$ & * & * 1/2 & \$\$\$," as he stubbed his toe on the foot of the bed?

IDAHO DIVISION

Mrs. Ruth White, Correspondent

A Valentine party was given by the Women's Club at Othello, with Mrs. Frank A. Miller being awarded first prize for the most talented and Mrs. E. K. Reynolds taking the honors for originality. Hostesses were Mrs. John Kelly and Mrs. Jim Smith.

Engineer O. A. Burns and Mrs. Burns returned to Malden in January after being in Spokane for most of December with their grandson Jackie, who was hospitalized. Jackie is now on the road to recovery and his parents, Mr. and Mrs. Darrell Chisholm, have returned to their home in California.

Fireman Gillis Jacobs who has been working out of Othello has returned to work at Malden.

Fireman Gordon May was relieved on the Warden line by Bob Donley while he underwent an operation in Spokane.

George Williams, general foreman of extra gang, and Mrs. Williams were called to St. Maries in February by the death of Mr. Williams' father.

Agent V. R. Mitchell, Malden, has been off for several weeks on account of illness. He is being relieved by V. R. Good.

There are many who will remember Tad Rosenthal who formerly worked around

WEST COAST WOOD PRESERVING CO.

⌈ We are proud to serve "The Milwaukee Road" in ⌋
⌈ supplying treated ties and structural timbers. ⌋

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Spokane as fireman, engine watchman and switchman in the yard. After leaving here, Tad went to California to work on the *Southern Pacific* and is now engineer on that line, out of La Grande, Ore., where he makes his home. He dropped in to see some of the gang recently while his family was visiting in Spokane.

Mr. and Mrs. Don B. Sharpe (car clerk) have named their new daughter, Mary Ann. The only thing Don regrets is that she wasn't born in time to be included on the 1948 income tax return.

Earl Miller, fireman on the Idaho Division now on the inactive list, lost his son Delmar, 19, in February.

Funeral services were held in Tacoma recently for Mrs. Eleanor Bridegroom, wife of Division Lineman S. W. Bridegroom, Othello. At the time of her death she was visiting her four daughters in Tacoma. Besides her husband and daughters she is survived by her parents, a sister and one brother, all of Minneapolis.

We are glad to see Tony Bruneau back in Spokane. For the past several months he was working at Lewistown, Mont., as chief train dispatcher. He is now third trick dispatcher here.

C. A. Olson, first trick dispatcher, is taking some time off, being relieved by G. C. Cooper.

L. H. Johnson has been permanently assigned to the position of claim clerk, Spokane. Margaret Shaw is OS&D clerk following the death of Don Hayes, claim clerk.

Since the master mechanic's office in Spokane was abolished George J. Johnston has transferred to Tacoma in a similar capacity. J. C. Gengler is now roundhouse clerk.

A very pretty dog has found its way into the home of R. N. Cummings, yard brakeman at Spokane, via the freight yards. Ray brought the dog home for his wife on Valentine Day and then went to the city library to get educated on breeds of dogs. He now says that "Pal" is a Shetland sheep dog and will not grow much larger. A dog house is being planned for this new addition to the family.

Mrs. John Osmundson, Malden, wife of Brakeman Osmundson, passed away on Feb. 10 when she suffered a cerebral hemorrhage. In addition to her husband she is survived by her daughter, Clara Jean.

Dick Staeger, retired, is still in the Deaconess Hospital, Spokane, where he was admitted after a heart seizure. The Malden folks hope he will be back home soon.

Conductor A. L. Glay, Engineer John Anderson and Engineer Jack Paris have all been on the sick list but are expected back to work soon.

Conductor Joe Riggan who is in the Sacred Heart Hospital is getting along nicely.

Fred Weller, retired passenger brakeman, is at home now following a stay at St. Luke's Hospital. We are glad to hear that Mrs. Weller is also improving in health.

Section Foreman Perrone, Spokane, has recovered from the injuries he sustained on New Year's Day. Son Vincent has been in charge of Spokane yard section during his absence.

At Spokane we haul the ice away, while at Othello General Foreman Williams' extra gang has been putting up ice to be used during fruit and vegetable movements this summer.

Repair to the bridge at the gas plant in Spokane has been going on for some time, with Foreman Wohlk and crew in charge. Foreman Warn is at Warden and Parson and crew are now at St. Maries.

The railroads are so rigidly regulated by the Interstate Commerce Commission and other agencies of government—federal, state and local—that they really have very little to say about their operations. We sometimes think it would be better if the myriad of regulative agencies were abolished, and the railroad companies permitted to run their own business.

Council Bluffs (Ia.) Nonpareil, January 26, 1949.

HAP HAZARD



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The Milwaukee Magazine's Seattle General Offices correspondent submits this picture of a so-called "snow-nymph" who was found in the vicinity of Lake Keechelus and caught by the camera of L. Wylie, electrical engineer, Seattle. Mr. Wylie reports that the nymph was responsible for the time required to get the line cleared through the Cascade Mountains after one of the heavy February snowfalls. It seems that the crews on the side where the nymph was resting didn't want the crews on the other side to break through and discover their find.



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T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
 8 So. Michigan Avenue
 Chicago, Illinois

ACL 52833 at Stiles Junction on Feb. 3. The car was set out, thereby avoiding the possibility of a serious accident and delay to passenger train No. 21.

Congratulations to Perishable Freight Inspector Richard Misskimmons and Mrs. Misskimmons on the birth of a baby girl in January, their first.

W. L. Ennis, assistant to vice president in charge of claim prevention, was in Green Bay on Feb. 24 to conduct a meeting regarding claim prevention with the agents on the Superior Division; also train dispatchers, yardmasters, yard clerks, perishable freight inspectors, roadmasters, traveling engineer and chief carpenter. A large number attended.

tax agent. Richard Golze is the new assistant tax agent.

Dick Thomas, electronics equipment maintainer, is recuperating from an attack of measles. He claims this is his fourth session with the disease.

Lillian Moody of the auditor's office, who has been on the sick list for a number of weeks, is now well on the road to recovery. We hope to have her back at her desk soon.

Jean Benner, stenographer in the law offices, has resigned and departed for California where she intends to make her home. We will miss Jean but wish her the best in her new surroundings.

Spring is definitely here as our gardeners are coming to the front again. Wesley Nelson of the engineering department, a prize rose grower, served as one of the pruning instructors at the annual pruning demonstration of the Seattle Rose Society held at the Chamber of Commerce on Feb. 24.

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SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Dennis Gene Quinn, weighing nine pounds ten ounces, arrived at the Tom Quinn home on Feb. 4. Dennis' father is car distributor in the office of superintendent of transportation.

We extend sincere sympathy to Charles S. Reynolds, chief clerk in the purchasing office, on the death of his father, W. E. Reynolds, who passed away Feb. 24 at the Tacoma General Hospital.

Eugene O. Hallen has recently taken over the position of division clerk in the traffic department. He was formerly employed in the local freight office at Tacoma.

Ivan Maxfield, formerly division clerk, has accepted a position with the Port Townsend Railroad.

The stork was a busy bird on Feb. 4, delivering a bundle of joy at the John Mahoney home, a boy named John Stephen III. John, Sr., is city freight agent in the general freight agent's office.

Max Boydston, who held the position of tax agent in the Seattle tax department, has accepted a like position in Chicago. He was succeeded by Ed Notske, former assistant

UNION REFRIGERATOR TRANSIT LINES

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You incur no obligation in sending for "Free Life Insurance Information—Ages 60 to 80." No salesman will call. Address your letter or penny postal (state your age) to Old American Insurance Company, Dept. L-302M, One West 9th St., Kansas City 6, Mo. Mail it today.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

We're glad to welcome back on the job the following employes who have been ill: Mae Whiteman, Ted Peterson, Marge Detloff, Walt Ducret, and Kitty McKenzie; also, Elsie Dreher who broke her wrist in a fall on the ice.

Dorothy Hertzman, a former employe, became the mother of a baby girl on Feb. 27; her name, Pamela, and she registered six pounds on the scales.

Bill Stern is off to California, due to the illness of Mrs. Stern.

Mrs. Marie Bingham had help from her office friends in celebrating her birthday on Feb. 25. Doris Seeberg baked an unusual cake for the party. It represented a circus parade wagon drawn by a pair of china horses, hitched to the cake with blue and pink ribbons. Wheels were flattened marshmallows attached with toothpicks, bars were striped stick candy, and animal cookies were pressed around the sides; 45 cards and many gifts were received by Mrs. Bingham.

Bess Laurie, who started to work in this office on Nov. 7, 1918, having completed 30 years of service left us Jan. 31. Office friends presented her with an automatic baker and other gifts, along with many expressions of good wishes. She and her husband plan to move to Tomahawk, Wis.

After a lengthy time of apartment hunting, Mary Girone, interline bureau, was married on Feb. 20 to Anthony Nechi at St. Matthew's Catholic Church. A dinner and reception followed. They honeymooned in Chicago.

Ed Ludwig, HC review bureau, thanked employes of that bureau on Feb. 17 for



Once a year the country's model railroad fans emerge from their attics and basements long enough to cast their votes for the most beautiful girl connected with the model railroad industry. The glamorous choice for "Model Railroad Industry Queen of '49" was Miss Vera Kane, a secretary for Hobbies, Inc., Hollywood, Calif., who combines that job with secretarial work for a Hollywood producer. Miss Kane attended the national hobby show in Chicago during February and rode the Olympian Hiawatha to Milwaukee.

congratulatory card complimenting him on his 30th anniversary as a Milwaukee Road employe.

Ann Seitz, of the estimated earnings bureau, was married to Frank Perina at St. Stephen's Lutheran Church on Feb. 17. They spent their honeymoon in Chicago. Fellow employes gave her an electric iron and a coffee maker.

The Milwaukee Road bowling tournament held at Lake View Bowl in Chicago closed on Mar. 6; winners to be announced soon. Captain Charles Becker readied his team for participation in the Industrial League tournament in progress at Congress Alleys, Van Buren and Wabash. His stars are Frank "Jinx" Mueller, the star par excellence; Ed May, quiet, but good; Ed Kusch, the speed ball demon; and Al Gerke, of the celebrated "hook."

It's the little things in life that annoy us. We can sit on a mountain but not on a tack.

Assistant Comptroller's Office

John Gannon, chief clerk to William Kruckstein, assistant comptroller at Fullerton Avenue, retired the first of the year after 28 years of service. Mr. Gannon who hails from New Orleans came to Chicago to take a position in the auditor of station accounts office. He had been chief clerk to assistant comptroller for the past 15 years. Twenty-five of his business associates honored him with a retirement dinner at the Schwaben-Stube restaurant where Mr. Kruckstein, on behalf of his friends, presented him with two handsome pieces of luggage. Mr. Gannon will live in the future at Niles, Mich., where he has three acres of land. He plans to raise flowers and fruit.

A politician thinks of the next election; a statesman of the next generation.

—Clarke.

Youngstown Steel Slides for Repairs to Freight Cars
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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

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

We Name for Retirement—Florida

WHILE his old railroad cronies were fighting blizzards in the West this winter, Charlie Ordas, retired supervisor of motor cars, was leisurely fishing for bass in the lake that laps at the front lawn of his home in Orlando, Fla. Charlie, a 57-year veteran of the Chicago engineering department, has traveled considerably through the South and a long time back made up his mind about where he wanted to live when he retired. Shortly after he left the railroad on Dec. 31, 1947, he and Mrs. Ordas packed their household goods and shipped them to Orlando, a city of 50,000. The following week they were on the highway in their Ford, bound for the new home.

The Ordas place is at Trout Lake, about 10 miles northwest of the city, in Orange County. This is the heart of the citrus fruit belt and home of the famous Temple orange, a choice fruit that is seldom found at the average market. (The Ordas' railroad friends had a taste of these luscious oranges this winter.) The house is a low sprawling bungalow surrounded by live oaks and tropical flowers and has all electric conveniences, including an automatically operated well. The front lawn slopes toward the lake and the back of the house faces a fine grove of orange trees.

Since Charlie left Chicago he has lost some weight and can now wear all the clothes he discarded when he began

Right: C. H. Ordas goes native—shirt sleeves in December, and he hasn't worn a hat or an overcoat since he hit Florida.

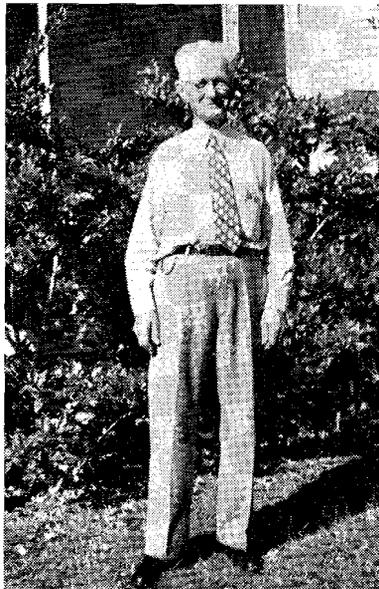
Below: A front view of the Ordas home on Trout Lake showing the towering live oaks that shade the house and in the rear, a glimpse of the orange grove.

to thicken around the middle. The climate is just to his liking—between 70 and 80 during the day and cooler at night. "We have had a wonderful winter," he says. "So far, we have used only about four gallons of fuel oil, to warm the house before we go to bed. Usually I work around the place in shirt sleeves. I haven't worn a hat or an overcoat since we came to Florida.

"And a word to my fishing friends. Our lake is stocked with bass, some weighing as much as 10 pounds. My neighbor got a seven-pounder in January. Not a bad way to spend your time, eh?"

This is the third in a series of articles about the interests of retired Milwaukee Road people. The facts were furnished by F. D. Yeaton of the Chicago engineering department who called on Mr. and Mrs. Ordas while he was vacationing in Florida this winter. We'd like to hear about other retired employees, stories AND pictures, please.

—Editor



8 LETTER WORD FOR

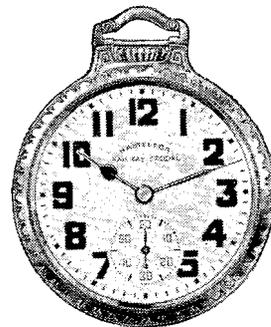
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Car Accountant's Office

Harry M. Trickett, Correspondent

Congratulations and flowers were presented to D. B. Chandler on Feb. 23 upon his promotion to head of the reclaim bureau.

Marie Streiber was appointed assistant bureau head, the position formerly held by Mr. Chandler in the statistical bureau, on Feb. 16.

Mr. and Mrs. John Golden (Margaret Lewis) announce the arrival of a baby boy on Jan. 24.

Kathryn Dowling (Tague) was an office visitor with her nine-month-old daughter on Feb. 23.

Edna Strickett, Mildred Fergon, Eileen Hegg, Helen Reed and Richard Drury returned to work in February, after absence due to illness.

Engagements were announced by Alice Seibar, who displayed a ring on Feb. 13, and Dorothy Bubalo, who received one on the eve of her birthday, Feb. 15.

Elsie Graening had an early vacation and traveled to Canada, returning on Feb. 28.

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

Jimmy Johann, former office boy and the son of Joseph Johann of the joint facility bureau, has his plans all made to tie the knot in May to lovely Pat Williams who works at Fullerton Avenue.

Harry Stansbury, budget examiner, has finally caught up on some of his vacation. He has just returned from a trip to Louisiana where he had planned to take pictures of the beauty spots of the state, but he was stopped by bad weather conditions.

Ann Sterchy, stenographer in the joint facility bureau, is taking a trip to New Orleans, Baton Rouge and other places in the South in March.

Yours Truly is happy to report that he has found an apartment and is now settled and comfortable.

Girl of the Month (5): Helen Roche completed 21 years of service with the Road in November, 1948, having started as a typist at Fullerton Avenue. In March, 1929, she was assigned to the typing bureau of the auditor of capital expenditures office and in November, 1947, she was appointed head file clerk.

Helen is an excellent bowler but prefers driving an automobile above everything else. She enjoys making long trips, especially when she is able to take her father

Notes from the Choral Club

Violet McDonald, Correspondent

In keeping with the spirit of the day, the Choral Club honored its latest bride and groom at a St. Valentine's Day party on Feb. 14. The bride was the former Mary Gluchman of the freight auditor's office, Fullerton Avenue, who became the wife of Francis Cianni. The club presented them with a floral arrangement bowl.

We want to express our appreciation to Virginia Nunes, daughter of Chicago Terminal Switchman Edward Nunes, and Choral Club Member Margarite Nunes for contributing to the success of the party with singing and dancing.

The club is accepting applications from men singers in the Chicago area and only the first 10 to apply before April 11 will be considered. This is an opportunity for men employees and their sons over 16 years of age. Those interested should contact Membership Chairman R. W. Weber, Room 869 Chicago Union Station, Central 6-7600, Extension 54, or any other member.

along. Helen has done some extensive traveling, visiting such places as the Grand Canyon, Yellowstone Park (where she rode a donkey), Vancouver, B. C., Mexico (three times), Nova Scotia, and other places too numerous to mention. She enjoys reading the latest books, attending the movies, and is simply wild about musical shows. And—don't crowd here, boys—she is eligible!

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Harry and Edna Krumrei were recently in Atlantic City where, for the 28th consecutive year, Harry was a contestant in the A.B.C. bowling tournament. After the tournament they spent a few days in New York City.

Alice Andrews resigned on Feb. 18 in order to spend some time with her parents in Bangor, Mich. Alice contemplates marriage in the fall and will then make her home in Cadillac, Mich.

Ray Hackel's daughter, Joan, was chosen beauty queen at Illinois Teachers' College recently.

Bob Rinaldi is back on the job after undergoing an operation.

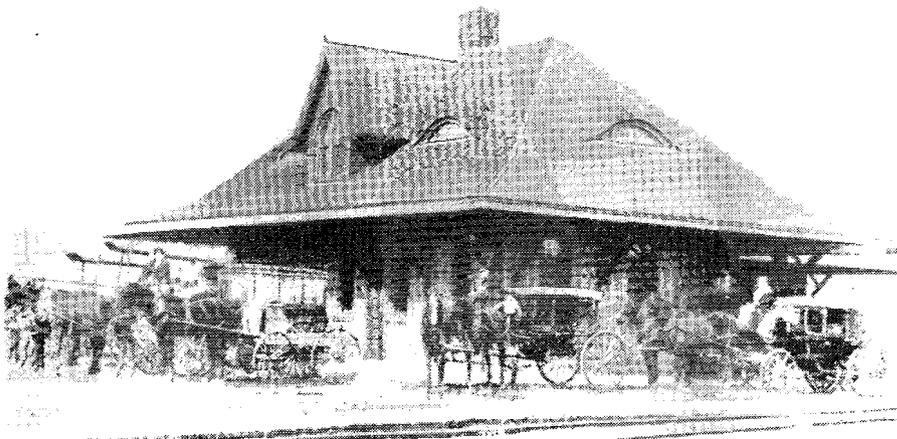
Marie Popp is on a leave of absence to await the arrival of a "blessed event".

Gunnar Drangsholt has done it again! In addition to his other accomplishments, he has now completely routed Axis Sally's defense lawyers.

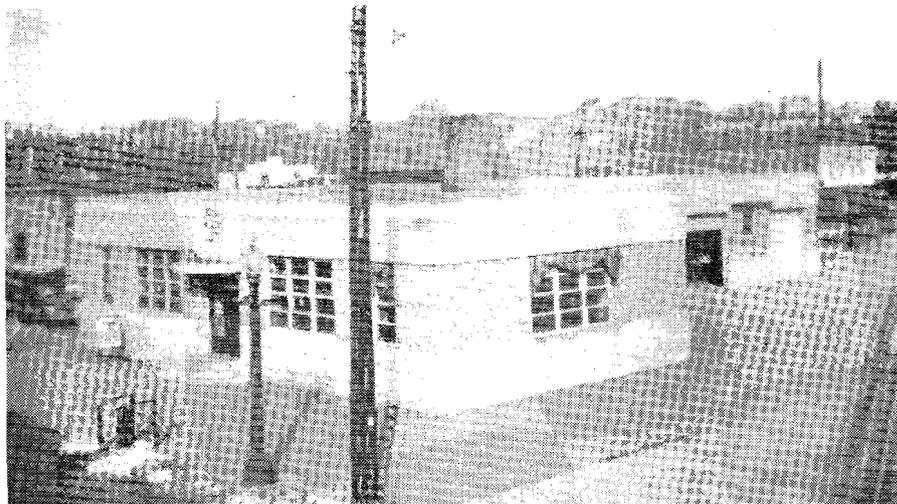
Jean Boyzenberry and George Seafield were married on the afternoon of Feb. 26, followed by a dinner and reception. They spent their honeymoon in Florida.

Stout lady to little boy: "Can you tell me if I can get through this gate to the park?"

Little boy: "I guess so. A load of hay just went through."



The pictures above and below show the march of time at Sioux Falls, S. D. Above, the station as it looked in 1912; below, the modern structure which now serves the public.



MILWAUKEE SHOPS

Locomotive Department

Leone Schneider, Correspondent

The foundry bids adieu to two fellow employes, Crane Operator Adam Lyczak and Laborer Frank Dille, who have retired. We are sorry to have them leave, but realize that they are entitled to a long and happy vacation.

We welcome back Betty Larson and John Gawronski, stenographers in the SMP office. A hearty welcome, also, to Al Groth, secretary to A. G. Hoppe, general superintendent locomotive department.

Jessie Hemsey and Shirley Borchardt are leaving us to take things easy for a while. We are sorry to see them go and hope they do not forget their friends at the SMP office. Both were stenographers on the SMP force.

Anyone want to know the reason for the big smile that Steno Ginger Schori is wearing? Well, have any of you tried to rent an apartment? Lady Luck was with Ginger—she found one.

H. C. Hanscom assumed his new duties as chief clerk to General Superintendent A. G. Hoppe on Feb. 1.

Just what the impetus was on Feb. 8 we don't know, but six kegelers bowled over 600, with Walter Koester's 664 heading the

list and establishing a league record. John Rogutich hit 622 and is in the running for league individual honors in the 180 average group. Bill Cary, one of our old timers, had 616. Al Jung whacked 'em for 611—his first honor score this season—and finished up with a 234, being pushed by his brother George who finished with a 200. John Morrissey's 606 was his third honor score. Bringing up the rear was old "Varipapa-Hemingway" Montgomery with a solid 601. Classic League scouts are reported to be watching the above mentioned strike artists.

Coach Yard

Richard Flechsig, Jr., Correspondent

Joe Techlewitz who was recently on the sick list, is once again back at the depot, on the night shift.

Dmitar Rakas became ill on the job in January. However, he is expected back very soon.

Steve Prodanovic is back on the job after several months of illness.

Philip Stetzenbach's son Eddie underwent an operation in January but is now on the road to good health.

The Morning Hiawatha bowling team, representing the coach yard, is doing much better in the second half than it did earlier in the season.

**IT'S FEATHERWEIGHT!
IT'S DURABLE!
IT'S 100% WATERPROOF!
IT'S GUARANTEED!**



**ONLY
\$3.98**

Complete with plastic carrying pouch.

Firestone Velon[®] PLASTIC RAINCOAT

Electronically heat-sealed, not a stitch in the entire coat.

- Takes up less room than a shirt
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- Will not crack or get sticky
- A \$5.98 value

Color: Smoky Grey
Sizes: Small (34 to 36) Medium (38 to 40)
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Money Back If Not Satisfied

One trouble in this country is the number of people who are trying to get something for nothing. Another trouble is the high percentage of them that succeed.

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Official Watch Inspectors
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The MILWAUKEE ROAD

Specialists in railroad watches, fine
jewelry and personal gift items.

Always at Your Service

Sights like this lure photographers to the annual orchid show at Mitchell Park conservatory, Milwaukee, Wis. The model is Juel Giesman, daughter of Peter Giesman, coach painter at Milwaukee shops. The plant is a five-star Orchid of Bethlehem. The show will run until the Easter season. (Milwaukee Journal photo.)



Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Hitting a 284-game is quite an accomplishment and E. Swinsky of the Columbian bowling team "dood it", but P. Hurlzeler of the Copper Country Limited bettered that on Washington's Birthday. He lined up 10 strikes in a row before he faltered and had to be satisfied with 288.

Ray Molling, the 150-average "Beau Brummel" of the upholstering department, shot a nifty 232 and 553 in the singles, to take the Milwaukee Road bowling tourney lead with 650 net. Paired with Ed Watts, he tied for top in the doubles with 1,190, Ed doing a better job than "Beau". Joe Borowski southpawed his way into a 638 third spot.

After having served in the ME office as a "drawer" for six months, Roland "Cisco" Brinkmann has been recalled by the machine shop. Tony Teisl, a lad from the freight shop finishing up his apprenticeship as a carman, will take over where Brinkmann left off.

Sunshine and plenty of light—that's what's on order for the billing department. A new office has been erected directly opposite K. F. Nystrom's old quarters. The SCD office now takes over the space left when Mr. Nystrom's office force was disbanded. The old SCD office is being eliminated but a few new offices are being erected just west of Mr. Nystrom's (now J. E. Deppe's) office.

Hearken, dog fanciers! John Grimm, of

the mill, entered his eight-month-old Prinz Von Der Hyd in the German Short Hair Specialty Show at Moser's Hall recently. Result: first place trophy and blue ribbon in the puppy (male) class.

Marshall Johnson recently underwent an appendectomy. Donald Dysland is keeping things shipshape while he is recuperating. Earl Marsh is now located in Glen Ireland's blacksmith shop office while Betty Larson is back at the SMP office. A. G. Hoppe now has his office in the SMP office building. Al Groth, secretary to Mr. Hoppe, likewise has his new SMP quarters. Evelyn Rogers lost out when Mr. Nystrom's force was disbanded.

Store Department

Earl L. Solverson, Correspondent

Jesse Pritchard, clerk in the DSK office, was married on Feb. 19 to Miss Elizabeth June Mackin, at the Gesu Church; reception in the evening on South 13th Street. Jesse has a brother, Russell, working out of the garage as a chauffeur, a brother, Morgan, in the purchasing department at Chicago, and a sister, Ruth, who is secretary to the mechanical engineer at Milwaukee shops. They recently lost their father, a retired locomotive engineer on the Milwaukee Division, operating between Milwaukee and Chicago.

Chauffeur John Kempinger was married on Feb. 19 to Bernice D. Witt. John spent some time in the Army.

The Milwaukee Road Post No. 18 bowling

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ALL DEPTS.

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for All on the
Milwaukee

There Are
No Assessments
at Any Time

**SAFETY FIRST
... ALL-WAYS!**

Safety rules protect you and fellow workers. And Continental's low-cost Accident & Sickness Insurance protects your income when disability strikes. It always pays to play safe ... all-ways.

Ask our Milwaukee agent or write.



Try GLENDORA the next
time you order coal

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



"Must be a new train announcer. I can understand every word."

team is tied for second place in the Thursday Night American Legion League. The boys claim they are on the way to the front.

The "On Wisconsin" store department bowling team of the Milwaukee Road league is in first place. We hope they will keep up the good work.

Hubert (Casey) Gorman of the freight car store office was surprised by a visit from his dad and mother. His dad, W. F. Gorman, is a retired conductor of the *Wabash Railroad*, retired in 1942 after serving 44 years between Decatur and Hannibal, Mo. The senior Gorman is a great baseball fan, attends many of the professional games in the big leagues as well as those in the minor and sand lot teams, and is well acquainted with many of the baseball celebrities.

Assistant General Foreman Arthur Metzen and Stockman Howard Lyons are convalescing at home from illness and are expected back to work in the near future. Chauffeur Frank Brewa is a patient at the Milwaukee Hospital but expects to be released soon.

D & I DIVISION

First District

E. Stevens, Division Editor

Special Officer and Mrs. Harold Hersey, Savanna, welcomed their first child on Feb. 5—Kevin Kermit. We enjoyed the treats very much.

Brakeman and Mrs. J. W. Hills, Savanna, have a new baby girl born the latter part of February.

Miss Clara L. Buckwalter became the bride of Glen Reibel, B&B department employe, Savanna, in the Lutheran Church at Savanna on Feb. 3. Following the bridal dinner and reception in the home of the bride's mother, the honeymoon was spent in Chicago.

Miss Jeannine Bogue, daughter of Switch Tender Deneen Bogue, Savanna, became the bride of William J. Brossard of Chicago, son of District Master Mechanic J. L. Brossard of Minneapolis, in the rectory of St. John's Catholic Church at Savanna on Feb. 19. Mr. and Mrs. J. L. Brossard entertained the bridal party and immediate families at a wedding breakfast and the reception following the wedding was held in the American Legion Home.

The marriage of Miss Garnet Howland of

Clinton and Gerald Ringbauer, son of Roadmaster and Mrs. William Ringbauer, took place in St. John's Catholic Church, Savanna, on Feb. 19. A reception followed in the home of the groom's parents. Gerald is employed in the track department. The young couple are making their home in Savanna.

On Feb. 6 Mr. and Mrs. F. W. Bolton of Savanna held open house to celebrate 50 years of happily married life. Mr. Bolton was employed by the Road for 35 years and retired from service in the car department at Savanna in 1937. They have a daughter and one son, Donald C., who is employed in the refrigeration department.

A group of friends of Iowa Division Conductor Orville Mullen and Mrs. Mullen of Savanna surprised them at their home on their 25th wedding anniversary, Jan. 29.

Our retired employes continue to amaze us with their pep and ambition. We now have A. J. Foster, agent at Mount Carroll for many years, retired in 1941, who has evidently decided he is just the right age for taking on the job of mayor of the city of Mount Carroll and so has thrown his hat in the ring. We wish him success in the April election. John Lyttle, retired signal maintainer, Savanna, is busy selling real estate and drops into the office occasionally to keep in touch with new employes and brides and grooms who may be looking for a place to live.

Iowa Division Engineer Louis Luke passed away on Feb. 4 in the city hospital at Savanna, where he had been a patient for two weeks. Surviving are his widow, son, mother and other relatives. Funeral services were held in Savanna with burial in the Mayflower cemetery in Oxford Junction, Ia.

Robert Kehoe, only son of Switchman and Mrs. Hugh Kehoe, Savanna, was fatally injured in an automobile accident on Feb. 19 while en route to his home in Savanna. He passed away in the city hospital on Feb. 21 without regaining consciousness. Bob saw service in World War II, in the Army Air Corps with the rank of first lieutenant. Surviving are his widow to whom he was married in 1948, and his parents.

Sherrod McCall, senior in Savanna Township High School and son of Switchman S. B. McCall, placed second in serious reading events in the regional speech tournament held in the Freeport High School. He is now eligible to compete in the sectional speech meet to be held in Rockford on Mar. 12.

Fireman and Mrs. Tom Loughran of Elgin have returned from a trip which took in Mexico, San Diego, Los Angeles, Portland and Seattle.

Daniel Mac Crist, two-day-old son of Switchman and Mrs. Robert Crist and

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OVERALLS

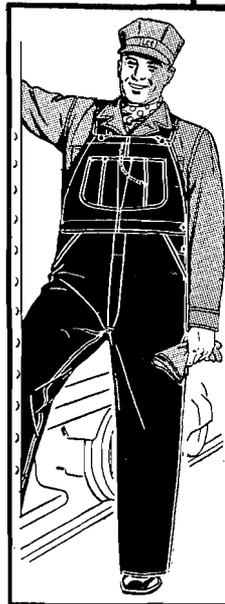
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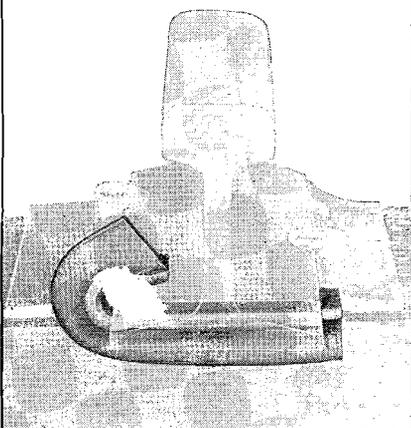
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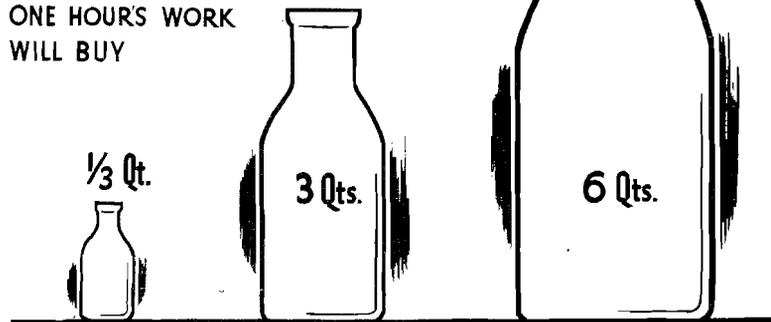
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THIS chart is based on average retail prices and industrial wage rates early in 1947 as reported by the U. S. Bureau of Labor Statistics and the International Labor Review. Prices for England and Russia are the official prices for rationed quantities.

	Russia	England	United States
Wages, per hour	2½ rubles	27 pence	\$1.20
Price of milk, per quart	7.6 rubles	9 pence	.19

The information was made available through the American Enterprise Forum, Los Angeles, Calif.

grandson of Iowa Division Conductor H. Crist, passed away Feb. 26 in Mercy Hospital, Clinton, Ia., where Mrs. Crist remains seriously ill.

The following track department employes have passed away: Troy H. Blythe, retired section foreman, at Woodville, Pa., on Feb. 4, and Section Laborer Justo Hernandez.

Chief Clerk C. E. Kinney has thrown his hat in the ring for mayor of the city of Savanna and Apr. 19 should be quite an exciting day if all the railroad employes get out and vote for "Kinney for Mayor."

Quad Cities Area

Marion L. Arnold, Correspondent

Engineer William C. Walker and Switchman Harry Arendt have been granted leave of absence due to illness. We hope that they will both be off the sick list soon.

Florida seems to be a favorite spot for February vacations. Engineer Harold Hoover returned to work on Feb. 16 after spending two months in the "Orange Blossom State." Switchman Victor Hasskarl and his wife also spent a week there. Mrs. M. K. Parks, widow of former yardmaster, has returned after spending six weeks in Florida.

Fireman Earl Prnsia and his wife Katherine, yard clerk at East Moline, decided to be different and are spending their vacation in Des Moines.

Our bowling team is now one game short of being tied for first place. It is also credited with the high team game in the series, with a score of 855.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Y-B cigars have been a popular brand with railroad people around here since Fireman and Mrs. Joe Kennett announced the arrival of their son, Noel William. Joe is the son of Switch Foreman and Mrs. Noel Kennett and this is the first grandson.

All railroad people of Harlowton were saddened by the death of Boomer, the well known and well liked dog on this division. Boomer came to Harlowton on a freight train and made up with Night Roundhouse Foreman Phil Leahy, being his constant companion. Phil taught him many interesting tricks, like carrying a pipe in his mouth, wearing glasses, and holding a flashlight for Phil at night so he could see where he was walking. Death was the result of old age. Those who knew Boomer will miss him.

Dom Metoff, coal dock worker, was recently found dead in his cabin near the roundhouse, from a heart seizure. Dom was better known by his nickname of "Dock," having worked at the coal dock for the past 29 years. He was born in Bulgaria and came to this country 35 years ago. He will be missed by his railroad friends.

Charlie Jones, baggageman at the depot, is in the hospital at present.

Fireman Art Keeler, Jr., is out of the hospital and recuperating from an operation.

P. G. Kearney, chief dispatcher from Miles City, has relieved A. D. Bruneau who has returned to Spokane.



"You've got a hot box about 20 cars up the train!"

Switch Foreman Noel Kennett is visiting his mother in Essingham, Ill. His mother had the misfortune to break her hip in a fall.

Mrs. Eddie Dunn is at home now recuperating from an operation she underwent at a Great Falls hospital.

Operator Mary Messier has taken a leave of absence to visit with her sister and family at Kinard, Fla.

Bill Freyberg, carman helper, is visiting his mother and relatives in Sheboygan, Wis. From there he plans to go to Miami, Fla.

H & D DIVISION

Middle H & D

R. F. Huger, Correspondent

While ice fishing recently, H. S. Claffin, agricultural agent at Aberdeen, had the luck to catch one (bait size) perch after four attempts. This was his only catch. He would appreciate hearing from ice fishermen versed in the fundamentals of this art.

Agent M. Hudson, Barnard, S. D., and wife and their new addition to the family are on a vacation, probably showing the new Hudson around the "relative territory." R. W. Schweigert is relieving.

The Pioneer bowling team of Aberdeen will be represented at the tournament to be held in Chicago in March. Those who are to make the trip are Carl Borgh, Russ Dixon, Bob Tadlock, Harry Genereau, Roger Middleton and Carl Steinlicht.

East H & D

Martha Moehring, Correspondent

We enjoyed a visit recently from Roadmaster LeVere Natzel of Green Bay, who was formerly a member of the Montevideo family of "rails". He had a saucer of coffee with the regulars.

Dispatcher Frank Cramer spent a week recently in his former home at Chillicothe, Mo., where he attended the funeral of his mother. She had made her home with him here in Montevideo the past year.

Ray Emery, retired engineer, passed away recently after a long illness brought on by a stroke six years back.

Engineer Cliff Petrick who has been on sick leave this winter and living up at his farm in Tamarack, Minn., came down for rules exams. He tells us, incidentally, that we have no snow here at all. Up where he comes from they have 40 inches of snow and it went as low as 51 below zero at one time.

"Engineers" is what you can call these former firemen, as of now: John Acers, Howard Halloff, Kenneth Iverson, Ray Miller and Virgil Kissling.

Engineer S. A. Brophy has departed for the sunny state of Florida where he hopes to cure his rheumatism and pesky backache. Engineer John Krum is down there, too.

George Saue has taken a leave of absence as brakeman and will be the night PFI man for a couple of months.

Rules classes were the order of the day in February and the men were model pupils, reports the teacher, Assistant Superintendent J. W. Wolf. In fact, "teacher" even received a nice polished apple at one of the classes. The attentive scholar was Conductor Ben Bishop. Ben explained the gesture this way: On the first day of school for him—some 60 years ago—he took a nice red apple to his teacher. This rules class was his last class, as he plans to retire. Therefore, it was fitting that he end his "larnin" career the same way—bringing an apple to teacher.

We think our Montevideo depot is about the prettiest on the division now. The inside is painted pale green and white and there are new fluorescent lights and a new floor. Agent Smith's biggest worry is how to keep it bright and shiny.

The railroads are trying to improve, to make progress. This explains why they are not satisfied with rate increases allowed to date. They say they can't do a maximum job and make a return on their investment with current earnings.

Kansas City (Kansas) Kansan,
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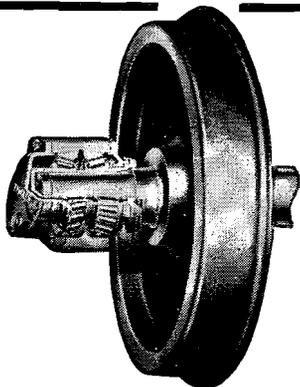
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LA CROSSE & RIVER DIVISION

Richard Strong Stoneman, former train dispatcher on the LaX&R second district, passed away at his home in Minneapolis on Jan. 25. He was stationed at Newport tower for many years prior to his retirement on Nov. 1, 1937. Dick Stoneman was born on Mar. 20, 1869, and grew up at Hastings, Minn. His seniority date on the train dispatcher's list was Sept. 1, 1887, and all of his service was on the LaX&R. He was a fine person, an excellent railroader, and had a great many friends throughout the Lines East territory. His health had been failing for the past two years. Survivors are his widow and son, both of Minneapolis.

F. J. Baek, 78, a freight conductor on the Portage-La Crosse run for many years, died at Wautoma, Wis., on Feb. 16 following a short illness. He had 48 years of service with the Road and had been retired since 1938.

IOWA DIVISION

Middle, West and Des Moines

Viola Ranes, Correspondent

Bobbie McClellan, seven-year-old son of Lineman James McClellan, knows more about sending birthday cards than he does about American history. Bobbie's mother asked him if he knew whose birthday would be on Feb. 22, as she thought he had probably heard some stories about George Washington at school. The lad hadn't learned about the first President, so when his mother told him it was George Washington's birthday, his inquiry was, "Are you going to send him a birthday card?"

Paul Blanchfield who has been the perishable freight inspector at Perry for the past two years, is being transferred to La Crosse, Wis.

William Stevenson, Jr., of La Crosse, son of Conductor W. C. Stevenson, is the proud owner of a rare Italian violin which is thought to be more than 100 years old. It formerly belonged to his grandfather. William recently joined the symphony orchestra in La Crosse.

New brakemen on the Des Moines Division are D. L. Lettington, R. L. Judd and R. E. Jay.

Donald Bennett is a new switchman in Perry yard. His brother is a brakeman and his father is in the machine shop.

New brakemen on the middle division are E. L. Hamman, P. W. Croft and M. G. Heck.

Train Dispatcher J. M. Losey received word recently of the death of his brother, William, in Long Beach, Calif. Mr. Losey was 85 years old and had been agent for the Road at Emmetsburg, Ia., prior to his retirement.

Harry Carhill, a Milwaukee employe for 48 years, has decided to take life easy from now on and is listed on the retirement roll. His first job with the Road was in the freight department in 1901. He had been an engine hostler since 1905. We wish him much pleasure in his retirement.

Fireman Billie Baker underwent surgery in the local hospital the fore part of February and is getting along nicely.

Ray Johnson, west division brakeman, is in the local hospital where he underwent an operation.

Fireman Robert Harrison was a patient at the Veterans Hospital in Des Moines recently where he underwent surgery.

Machinist John Wagner is a patient at the Veterans Hospital where he is receiving medical treatment.

Ed Oehler who has been a patient at the Veterans Hospital for many weeks, is showing considerable improvement and expects to be released before long.

E. A. Evans, of the water service department, is a patient at a Des Moines hospital.

Earl Bills, of the freight platform force, is "grandpa". His daughter, Mrs. Howard Montgomery, gave birth to a little girl, Karen Linn, recently.

East End

Benjamin P. Dvorak, Correspondent

With the abolishment of the mechanical department in Marion Mayme Berryhill displaced Virgil Dvorak as statistical clerk and George Conrad transferred to the mechanical department in Cedar Rapids. Virgil returned to the freight house in Cedar Rapids as assistant cashier, displacing W. T. Jepsen who displaced General Clerk C. V. Eby. The latter replaced Yard Clerk W. J. Hawes, Cedar Rapids, who resigned from the service. The position of yard and bill clerk at Cedar Rapids freight house was abolished recently and C. T. Nolan, who held the position, displaced Jeanne Fisher, transit clerk.

Section Laborer Herman C. Vogt, Atkins, has officially retired from the service. He performed his last service on Nov. 22, 1948.

F. G. Zeiser, agent at Delmar for many years, retired on Feb. 28. He entered the service of the company on June 30, 1902, as an operator and was employed as operator at Marion for some time.

Conductor E. Zak who entered the service of the Road as a brakeman on March 1, 1912, retired on Feb. 28. He was promoted to conductor on Oct. 8, 1918, and at the time of his retirement was freight conductor on Nos. 190 and 197, running between Oxford Junction and Monticello.

Section Foreman U. S. McDowell, Granger, was granted a 30-day leave of absence because of illness. Section Laborer William Peters, West Tama, was granted a leave for 60 days to work the position of track foreman on the Joslyn Manufacture and Supply Company tracks at Tama.

Section Laborer Donald E. Frederick, Boone, was recently inducted into the Army and is located at Fort Riley, Kan., Company C, 85th Infantry Regiment.

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CHATTANOOGA, TENNESSEE

Retirement Party for Old Line Veteran



Louis Moe and a group of his Horicon associates at the retirement party given in his honor. Seated, Miss Hazel Whitty, the hostess, and Mr. Moe. Standing, left to right: Roadmaster Leon W. Cole, Section Foreman Wilbert W. Johnson, Trackman R. V. Harper, Section Foreman John H. Willers and Conductor L. M. Rich.

THE retirement of Louis Moe, veteran pump repairer at Horicon, Wis., at the beginning of the year was the occasion for a get-together of a large group of Old Line employes at Horicon. The gathering took place at the home of Miss Hazel Whitty, roadmaster's clerk, where Moe was presented with a table model radio and a purse, gifts from 48 of his close friends.

Mr. Moe was born in Hokah, Minn., on Aug. 20, 1868, and later moved to Ashland, Wis. Before signing up with the Road he was employed as a mining engineer. He was in service 57 years, the first 7 as a pile driver on the Superior Division at Green Bay, and 50 on the pump repairer's position at Horicon. During that time he was known as one of the most capable men in his line of work and a trouble shooter for the Milwaukee Division. He is being replaced by Harold Scrab of Mayville.

Assistant Engineer S. C. Thomas, Marion, was called to Iowa City on Feb. 6 by the critical illness of his mother, Mrs. Hattie Thomas. Her condition is fair.

Guy W. Miller, chief clerk to superintendent, Marion, returned home on Feb. 8 after spending a vacation with his son-in-law and daughter, the Melvin Gallatins, at Homestead, Fla. Mrs. Miller remained in Florida for a prolonged visit.

Mr. and Mrs. Dewey Lockey have a new

grandson, Dennis Lynn Wilson, born on Jan. 14 in Pago Pago, Tutuila, American Samoa. The father, Raymond H. Wilson, has been in the Navy for eight years.

G. M. Bright is temporarily assigned as section foreman at Oxford Junction, relieving E. Huston, granted a leave of absence because of ill health.

Jim J. Trimble was appointed to the position of messenger at Cedar Rapids freight house on Feb. 14.

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Clifford D. Martin is assigned to the position of janitor-baggageman at Perry.

Chandler R. Boettcher, son of Assistant Engineer L. R. Boettcher, Marion, entered the University of Iowa in the February semester to begin the study of medicine.

Hannah Johnson, secretary to Chief Clerk G. W. Miller, was the recipient of a real Valentine, a ring set with two large diamonds; also, recently displayed a large diamond ring on her engagement finger and we understand it is to be a June wedding. Congratulations to John Cone, brakeman on the Hiawatha operating between Marion and Omaha.

The remains of PFC Earnest L. Mills, brother of Instrumentman R. R. Mills, Marion, were brought to the United States and taken to Keokuk, Ia., for burial in the national cemetery on Feb. 3. He was killed in Germany on Apr. 21, 1945, while serving with the Army engineers. His wife, a daughter and a son of Sioux Falls, S. D., survive him.

Funeral services were conducted on Feb. 16 in St. Joseph's Church, Marion, for Mrs. William Ryan, wife of retired crossing flagman. She died in an Iowa City hospital following a long illness. In addition to her husband she is survived by a niece, Mrs. Florence Giblin of Dubuque who was reared by Mr. and Mrs. Ryan, and by two brothers, C. R. Rooney of La Crescenta, Calif., and Waldo Hart of Cedar Rapids.

Frank A. Morton, retired telegrapher, died on Feb. 10 at Central City. At one time he worked in the store department and made his home in Marion for a number of years. Prior to his retirement on Jan. 15, 1939, he was operator at the Sabula bridge.

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Just what I should write this month for news has me perplexed. Please, fellow employees, let me know about some of the "goings on" so I will have something to write about. This month when I most kindly asked for bits of news all seemed to think that what news they knew couldn't be printed. So for this time it's "heard nothing, seen nothing and know nothing," coming from your most apologetic correspondent.

However, I do know that Andrew Thompson, retired carman, is recovering at his home after a month's stay at a local hospital following an operation, and is improving every day.

Switchman A. H. Milbourn is still in the hospital but we are all glad to hear he is improving.

Carman Richard Milner's wife has returned home from the hospital and is well on the road to recovery.

Sorry to hear about Agent J. I. McGuire's misfortune. He injured his hand quite seriously while remodeling his home during his spare time.

Machinist Helper Voorhis Goodwin, "Goody" to most of us, underwent an operation and is convalescing at his home.

Max died and Sam went to pay his respects. The widow was standing at the head of the casket. Sam looked down at it and remarked, "Doesn't Max look wonderful?"

"Why not?" said the widow with a shrug. "He was in Miami all winter."

KANSAS CITY DIVISION

Chester Miller, Division Editor

W. A. Hatfield, well known operator at Laredo for many years, retired on Jan. 17. Mr. Hatfield started working for the Road in 1908 at Seymour, Ia. He went to Laredo in April, 1909, and has worked there almost continuously since that time. Mr. Hatfield is in good health and we wish him many years of happy and prosperous living.

Walter Chadwick, section foreman at Rutledge, has had his share of illness recently. His youngest son recently underwent an operation for appendicitis and at the same time his youngest daughter was ill with the "flu". Both children are now doing nicely.

Division Engineer W. E. Fuhr was admitted to the hospital for an appendectomy on Feb. 5. Walt is now back at work and seems none the worse for his hospital diet.

One way of forecasting spring is by the threat of floods at Ottumwa and vicinity. The flood threat is due to ice jams on the Des Moines River. Several of the low areas in the vicinity of Ottumwa are flooded at the present time but so far no serious damage has resulted in residential districts. We are hoping for continued cool weather which will allow the water to run off before the fast thaws can reach the river and bring it up to flood stage.

Mrs. Keller, wife of Sectionman Harry Keller, is at present in St. Joseph's Hospital for surgery.

D. C. Bowen has been assigned to the third trick at Cone, Ia., R. L. Capps has been assigned the second trick at Linby, Ia., and E. C. Koetting has been assigned the second trick at Laredo, Mo.

Norma Van Auken, daughter of J. W. Sowders, proved herself a heroine recently during a fire at their home in Philadelphia. With the house in flames and escape cut off, Mrs. Van Auken took her little daughter, climbed through a window and jumped off the porch roof. Fortunately, neither one was injured.

A new jet plane transported a citizen of Pinsk to Minsk in 4 minutes and 32 seconds. The citizen was overwhelmed. He rushed to the home of a friend in Minsk and cried, "What a nation we have! Not only the greatest constitution, the greatest leaders and the greatest army, but now we have a wonderful plane that brought me here from Pinsk in less than 5 minutes."

The friend refused to be impressed. "So you got here from Pinsk in less than 5 minutes," he agreed. "What good does that do you?"

"What good?" echoed the traveler. "It enables me to be first in line to buy a pack of matches!"

—Cosmopolitan

For weeks, the destitute concert violinist, shivering in his tenement, had enviously watched the daily arrival of a bad neighborhood violinist who played in the court below.

When the bad violinist sawed out his wretched tunes, windows in the tenement opened and tenants threw out wads of money.

One day the concert violinist tried it, playing very brilliantly. He collected only 80 cents.

Completely bewildered, he put the question to the neighborhood violinist that afternoon.

"That's simple," said the novice fiddler. "You also got to be a bookmaker."

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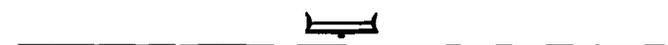
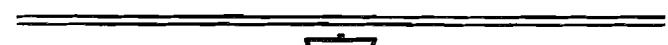

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