

The MILWAUKEE MAGAZINE
 Published by the
 CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD
APRIL 1946



Veteran of the Wars
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FACILITIES

are one important factor in

THE Milwaukee Road's modern Galewood Freight Station, at Chicago's west side, is especially designed for the safe, prompt and efficient handling of less-than-carload freight. It is an outstanding example of the type of facility that reduces shipping loss.

Perfect shipping, of course, cannot be achieved through facilities alone. Everyone recognizes the vital importance of many other factors: good packing and crating, correct marking, secure loading, thorough inspection, safe switching, careful handling, and close teamwork between Shippers and Railroads.

The Milwaukee Road's Claim Prevention Bureau is maintained to work with shippers in discovering and preventing all possible causes of loss or damage. We ask your cooperation in conducting a PERFECT SHIPPING campaign not only in April, but throughout the year.

W. L. ENNIS, Ass't to Vice President
869 Union Station, Chicago

E. W. SOERGEL, Freight Traffic Manager

THE *Milwaukee* **ROAD**
IF IT'S FREIGHT, WE CAN HANDLE IT



Freight-house traffic, pictured above, crosses tracks on this Rollaway bridge.



At Galewood freight-house cars are spotted about for loading on all tracks.

Veteran Of The Wars

THE MILWAUKEE MAGAZINE, which this month marks the beginning of its 34th year of continuous monthly publication, is a veteran of two World Wars and can lay claim to the distinction of having served simultaneously at home and overseas. The uniform in which that dual service was rendered is displayed on the cover of this issue.

Having made its first appearance in April, 1913, the Magazine was a healthy young publication when in 1917 the United States entered World War I and it became necessary to unify the effort of the home and war fronts, to tell the story of an essential industry and its people in that great conflict.

In the longer and more painful struggle just ended, the Milwaukee Magazine has striven to repeat and intensify its contribution to victory.

In August of 1941, four months before the outbreak of war between this nation and the Axis powers, the Magazine published on its cover a composite picture designed to stimulate an appreciation of the railroad's part in the National Defense effort. In the same issue, the "Front and Center" department, devoted to pictures of employes and sons of employes in military service, made its initial appearance.

Since, there have been 20 issues whose covers related directly to the war effort in one way or another, and every issue up to the end of the war carried, in ever-increasing quantity, evidence of the railroad's importance in the war.

The "Front and Center" section was soon followed by other departments of the Magazine devoted to military personnel. The news columns carried thousands of paragraphs concerning these men and women. Feature stories by the dozens urged employe support of War Fund, Red Cross, gardening and conservation campaigns, and reflected the activities of a railroad at war. Then, as the conflict dragged on and the fighting became more bitter, still another department was added to the pages of the Magazine; it was called simply, "They Gave Their Lives."

And so the war went from months into years and men went into battle and men stayed home and ran a railroad. There was need for each to know of the other, and the Magazine did what it could to fill the need. For the man at home it told of hardships he knew nothing of, unless in recollection of his own service in World War I. For the man in uniform it told of home. That explains how it happened to go ashore at Salerno in a GI's hip pocket, and why it became part of many a foxhole establishment.

That also accounts for its being used to while away the long, homesick hours in the heat of India, the frigid fog of the Aleutians, and in a thousand other God-forgotten places half a world from home.

Looking back, it seems that perhaps the job the Magazine did for those men might have been done better, at least differently, but publishing a magazine in wartime is not an easy task. It is complicated by censorship requirements and numerous restrictions on the one hand, and endless demands for space on the other.

Altogether, the Magazine has published the pictures of 1,406 men and women from the Milwaukee Road family who served or are serving their country in the armed forces. In the spring of 1942, as enlistments and Selective Service inductions began to mount, a survey was made by the Magazine to determine the addresses of all Milwaukee Road employes in military service, and that summer the mailing of Magazines to them was begun. Keeping these overseas and domestic addresses corrected has been a difficult and continuous task, but it has been done as conscientiously and quickly as has been humanly possible.

These extra copies were printed and mailed at a time when the paper shortage was at its worst; at a time when it was even questionable whether craft paper could be procured for wrapping the individual copies. The paper allocation for the Magazine itself was cut 25 per cent, which meant that thinner stock had to be used and fewer copies printed, but all of the men and women in uniform stayed on the mailing list. The shortage was absorbed by employes who were content to read over someone else's shoulder.

In July, 1945, the number of Magazines sent to former employes in military service reached a maximum of 5,020, that being the number whose addresses could be definitely determined; of that total, 2,437 were overseas. The paper shortage continues, but the Magazine is still going to Milwaukee Road people in the armed forces. At the time the March issue came off the presses there were 2,476 of them on the

mailing list, of whom 872 were still overseas.

The Magazine's war job, like the nation's, has not yet ended, but the greatest part of the task has been accomplished and an important chapter in its long history concluded.

As it begins its 34th year, this veteran of the wars can join the other war veterans of our great railroad in the calm knowledge that it gave its best when its best was needed—and that the mission was completed.



This design, symbolizing the Milwaukee Road's war role, appeared in full color on the cover of the July, 1943, issue of the Milwaukee Magazine.



News Headlights



A few days ago the good citizens of Seattle were disturbed by the screeching siren of a gray and white "paddy wagon" which raced through the streets and drew up with a flourish at the Union Station. There it disgorged a pair of desperadoes who looked suspiciously like Conductor Roy Gardener and a well-known Milwaukee Road brakeman, who were scheduled to take out a troop train in a few minutes. Gardener admitted his identity, explaining that he and his traveling companion, on the way to fill their assignment, had boarded a bus at Tacoma, but it broke down; so Roy who has a reputation for resourcefulness, commanded the car of an obliging highway patrolman in the name of the Army of the United States. They made the trip "on time." Apparently nothing is too much trouble when it comes to "Serving the Services."

A representative of Railway Express has accompanied the famed Colleen Moore doll castle for three years on a tour of exhibitions throughout the United States. The \$435,000 doll house is transported in a special baggage car, and is packed in 39 sealed boxes weighing a total of 7,465 pounds. A thousand-odd parts comprise the 11-room castle which stands 12 feet high, has running water operated by a tiny pump, and electricity which lights up lamp bulbs the size of a wheat grain. A gem studded chandelier is valued at \$63,000 and a miniature pipe organ actually plays.

When Crew Director Walter Peterson at Galewood Station, Chicago, had occasion recently to call a comparatively new man for work at Bensenville at 11 o'clock at night he told the beginner to "drive out until you come to the yards." He drove out, all right, came to the yards and went to work. Apparently he wasn't kept very busy during the night, as he called Peterson the following morning to express his satisfaction with the nice job, but in return was reprimanded for failing to show up for work. It seems he had driven to the Chicago and North Western's Proviso yard, just south of Bensenville; they needed a man at the east end, so our man got a C&NW service date whether he wanted it or not.

It may not be news, but it is a fact that the town of Virgil, S. D. (named after Publicus Virgilius, the Latin poet) started out on the wrong site in 1883 and had to be moved. The stakes were originally driven on the northwest corner of Ed Hebron's homestead, but when the contractors came along to erect the Milwaukee Road depot and section house, they made a mistake and built them on the southeast corner of Tom Fawcett's place, 1¼ miles south of where they should have been. The error was not discovered until the summer of 1884, at which time the buildings were promptly jacked up, loaded onto flat cars and moved up the tracks to where they belonged.

Dr. C. B. Boyington, a dentist in St. Maries, Idaho, and father of Gregory "Pappy" Boyington, the Marine flying ace, worked a shift as yard clerk for the Milwaukee Road during a good part of the war, just to do his bit. He yard clerked from 3 p.m. until midnight, and continued to practice dentistry during the forenoon. On Aug. 19, 1944, in reply to a note from the editor of the Milwaukee Magazine, Dr. Boyington wrote, concerning his famous son: "He joined Chenault's Flying Tigers in China in 1941 and, with others, made an enviable record there and in the raids made against the Japs under MacArthur. On Jan. 3, 1944, after downing his 26th plane, he was reported missing in action. I cannot help believing he will be found. Many others feel the same."

"Pappy," commander of the illustrious Black Sheep Squadron, believed as his father did. He had assured his comrades that if he should ever be reported missing they were not to believe it. He did turn up after the war, grinning as usual and wearing the inevitable cigar. An issue of *Life* magazine not long ago carried a picture story of the San Diego reunion of the Black Sheep Squadron, as "Pappy" had predicted.

Sally Ann Lietzow of Elgin, Ill., an accomplished whistler at the age of 21 months, learned the art by imitating the shrill whistle of the Midwest Hiawatha, according to a story which appeared in the *Elgin Courier-News* on Apr. 1. Sally Ann has been trilling tunes since she was eight months old—before she learned to talk—and now keeps up a neighborhood serenade.

The Litchfield & Madison Railway, which links the St. Louis gateway with seven major trunk lines and four belt lines, announced on March 1 that George J. Leahy, who began his railroad career as a call boy for the Milwaukee Road in Minneapolis in 1909, had been elected president of the L&M. He is also executive vice president of the Republic Coal & Coke Company. Mr. Leahy served the Milwaukee as call boy, brakeman, switchman, telegraph operator, station agent and train dispatcher, concluding his service as a car distributor in the transportation department in 1921.

Mrs. Jennie O'Hern, second trick operator at Wapakala, S. D., and national democratic committeewoman for South Dakota, has announced her intention of seeking the nomination for governor of her state. Her husband, W. P. O'Hern, is station agent at Wapakala. Mrs. O'Hern is the third woman to seek the governorship of South Dakota; if successful in her bid, she will be the first woman governor in the history of the United States.

Correspondent Gladys Mirocha of the Minneapolis local freight office reports that the squirrels are feeling the housing shortage. One moved into Frank Thori's basement some time ago and refused to vacate although Frank tried everything. Even the OPA was stumped. At last, concluding that perhaps the simplest way would be the quickest, he placed some peanuts on the sill of an open basement window. When the squirrel carried them away for storage outdoors, Frank locked the window, thereby saving himself a lawyer's fee.

Around the Tacoma freight office ex-GI Pearly L. "Loren" Cowling is anxiously scanning the passenger lists of the incoming liners which are bringing British war brides and babies to their new homes. While stationed with the Transportation Corps in the European Theater of Operations, "Loren" was very busy but did find time to court a beautiful English girl, a resident of Chichester, Sussex, which accounts for his avid interest in the trans-Atlantic service. Traveling with Mrs. Cowling will be the very new Molly Heather Cowling, still too young to give to the press her impression of life in these United States.



in Cash Prizes for Milwaukee Road employes in big slogan contest



THROUGH its public relations and advertising departments, the Milwaukee Road is giving all employes an opportunity to cash in on their ingenuity in thinking up a slogan. Ideas, not writing skill, are what count. We want a short phrase or sentence (not over 10 words) that will help sell this railroad to the traveling public or to shippers.

Most of you will recall that in our advertisements the words "The MILWAUKEE ROAD" are carried in large type across the bottom of the ad. Just below these words there is usually a single line of smaller type that may be something like one of these:

Electrified over the Rockies to the Sea

If it's travel, we can serve you

11,000 mile supply line for war and home fronts

That's what is wanted. Some new lines that point out the advantages of traveling or shipping on the Milwaukee, or that describe the territory served by the railroad. Maybe you'll want to feature a certain train as in "Route of the HIAWATHAS"; to play up passenger service, as in "Route of friendly courtesy and comfort"; or feature freight service, as in "If it's freight, we can handle it."

There are lots of things to say, and lots of chances to win a big cash prize. Here is the prize list:

- 1st prize \$200.00
- 2nd prize 100.00
- 3rd prize 50.00
- 5 prizes of 10.00 each
- 20 prizes of 5.00 each

The contest is open only to employes of the Milwaukee Road and to their children under 18 years of age. Here are the rules of the contest:

Contest Rules

1. Write, print or type your slogan of 10 words or less on the coupon below; on a postcard, or on a sheet of letter paper, and mail it in. Be sure to give your full name and address, and department, shop or office in which you work. Submit as many entries as you please.
2. Contest is open only to all employes, full or part time (except employes of the public relations and advertising departments) of the Milwaukee Road and to their children under 18 years of age.
3. All entries, whether they win a prize or not, become the property of the Milwaukee Road and may be used as is seen fit.
4. Three officers of the Company will act as judges. The decision of the judges is final. If duplicate winning entries are sent in by different contestants, the entry first received will be declared winner.
5. All entries must be received not later than July 1, 1946.

Contest Editor
The Milwaukee Magazine
Room 300, Union Station
Chicago 6, Ill.

Here is my entry in the big slogan contest. (If you need more room for your entries, use your own entry blank.)

.....
.....

Name

Address

City..... State.....

RR Dept. or Office.....

J. T. McSweeney

Assistant General Freight Agent John T. McSweeney, 51, passed away in Chicago, on March 16, after a long illness. Mr. McSweeney began his service with the Milwaukee Road on Jan. 15, 1911, leaving on Dec. 2, 1912, to go with the Lehigh Portland Cement Company. He remained with that company until March 27, 1916, when he returned to the Milwaukee Road. Mr. McSweeney rose from the ranks, becoming assistant general freight agent on March 1, 1938.

He was noted as a track athlete in his youth, running under the colors of the Illinois Athletic Club; he also represented Commodore Barry Council of the Knights of Columbus. He put his heart and soul into everything he did, and he had a legion of friends on the railroad and throughout the shipping fraternity. He is survived by his wife, Anne, two daughters, Eileen and Dolores, a son, John T. Jr., and also by his twin brother, Robert T. McSweeney, assistant freight traffic and oriental traffic manager for the Road.

Charles R. Sutherland

Charles Ross Sutherland, assistant general solicitor, died on March 30 after serving the Milwaukee Road for 36 years. He would have been 71 years old within a month.

Mr. Sutherland was born in Center Junction, Ia., and was first employed by the Road as an attorney at Cedar Rapids, Ia., in 1910. In 1921 he was promoted to the position of assistant general solicitor, with office in Chicago.

As a youth, Mr. Sutherland was an athlete and he retained an interest in all sports throughout his life. As a man he was a highly respected and careful lawyer. The following is quoted from a tribute to him, prepared by his associates in the law department:

"His friends will best remember him for two outstanding characteristics.

"To a degree that most people do not understand the term, he was honest—both with himself and with others. To him, honesty was not just the best policy. No self-interest would induce him to color the facts. He was simply Sutherland, ruggedly honest Sutherland. No one will ever remember him in connection with a mean or dishonest act.

"His loyalty was an inspiration. He was proud of and loyal to his home state. Truly to him, 'Of all that is good, Iowa affords the best.' He was loyal to his family and his friends. Vices he

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Marc Green A. G. Dupuis
Editor *Manager*

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would not sanction in himself, he would overlook and excuse in his friends. A true friend is gone, but there is joy in the memory of one who contributed so much of those qualities which make this a better world."

Survivors include the widow, Alice M. Sutherland, three brothers and one sister. Funeral services were conducted in Winnetka, Ill., where the Sutherlands made their home. Interment was in Cedar Rapids.

J. F. Bahl Retires, Ending Colorful Career

Joseph F. Bahl, general passenger agent with headquarters in Seattle, retired April 1, bringing to a close a railroading career of 50 years, the last 36 of which were spent with the Milwaukee Road.

Mr. Bahl, born in Chicago, Ill., became a railroader at the age of 17 and worked for the Burlington Road at Minneapolis for 14 years. In 1910, leaving the Burlington, he joined the Milwaukee as city ticket agent at Butte, Mont., and in 1911, the year the railroad inaugurated its first transcontinental service, he was transferred to



Joseph F. Bahl

Seattle as advertising agent. He has been doing an excellent job of advertising the Milwaukee Road ever since, although his title was changed in 1928, when he was promoted to assistant general passenger agent. He was appointed general agent on Dec. 1, 1943.

Mr. Bahl played an important part in establishing and promoting the Snoqualmie Ski Bowl, the Milwaukee Road's beautiful resort in the Cascade Mountains at Hyak, Wash. Over a span of years he has also handled the travel problems of many famous personages, among them Lowell Thomas, news commentator, who filmed the first pictures of Mount Rainier and the Olympic peninsula. Mr. Bahl admits apologetically that, following World War I, he also routed more than 100 Japanese delegates to the peace conference at Washington, D. C.

His retirement will give him the opportunity to "fuss around" the couple of acres which he owns at Angle Lake and devote more time to his hobby—flowers.

Joe Bahl's great personality and unflinching courtesy have meant much to the Milwaukee Road. He retires with the good wishes of his associates and the community which he served.

Appointments

Operating Department

Effective March 25, 1946:

F. G. McGinn is appointed trainmaster of the Terre Haute Division, with headquarters at Terre Haute, Ind., vice G. H. Lane, transferred.

M. T. Sevedge is appointed assistant trainmaster on the Iowa and Southern Minnesota Division, with headquarters at Austin, Minn., vice F. G. McGinn, transferred.

Mechanical Department

Effective April 1, 1946:

C. E. Hemsey is appointed shop superintendent of Tomah shops with headquarters at Tomah, Wis., vice John Reinehr, who, after more than 60 years of service, is retiring at his own request.

Passenger Traffic Department

Effective April 1, 1946:

William Wallace is appointed general passenger agent at Seattle, succeeding J. F. Bahl, retired. The position of assistant general passenger agent is abolished.

New Trains Planned for Chicago-Coast Service

Six new light-weight streamlined trains have been ordered by the Milwaukee Road for daily service between Chicago and the west coast, according to an announcement made recently by President H. A. Scandrett. It is believed at present that the new trains, costing approximately \$1,500,000 each, will be ready for operation soon after the first of the year.

The schedule on which the streamliners will be operated has not been definitely determined, but it is expected to be slightly in excess of 40 hours; such a schedule would require two days and two nights between Chicago and Puget Sound, whereas the Olympian schedule requires two days and three nights. It will be necessary, however, to operate a secondary train to accommodate intermediate towns, and it is likely that the Olympian will be kept in service.

Mr. Scandrett said that the railroad

has not yet decided what name to give the new speed train.

Diesel-electric power will be used on all the trains, each of which, according to present plans, will consist of 12 cars, including a full mail car, a combination baggage and dormitory car (the dormitory section to be used by dining car crews), four coaches, a dining car, a recreation lounge car, three sleeping cars and an observation compartment—drawing room car. The observation car is to have the distinctive "beaver tail" end that is now featured on the Hiawathas.

All of the cars will be of light-weight alloy steel construction with four-wheel trucks and "tight" couplers. The color scheme will be similar to that of the Hiawathas.

The Milwaukee Road will build all of the cars except the sleeping cars, which will be manufactured by Pullman Standard.

Coincidence in Tucson

Tal Morehead of Tucson, Ariz., former Milwaukee Road switchman at Savanna, Ill., and author of "The Fashion Plate," which appeared in the February, 1944, issue of the Milwaukee Magazine, and "Callboy" in the November, 1944, number, recently addressed the following to the editor:

Believe me, the Milwaukee Magazine really gets around.

I am working on a herding job for the Southern Pacific at Tucson. One morning I relieved a new switchman named James D. Sneeringer, whom I did not know, as he had only been here a few days.

In the shanty I had some magazines which carried stories I had written, and among them was the February, 1944, issue of the Milwaukee Magazine with the story about O. T. Welch "The Fashion Plate." Sneeringer asked if he could take them home, as he hadn't had time to finish reading them during the night.

The Sneeringer family had moved into an apartment in Tucson and soon became acquainted with the Harold Fisher family and Mrs. Fisher's father, who lived just around the corner. The two families became quite friendly, and one day while Mr. and Mrs. Sneeringer

were having an after-breakfast cup of coffee they called Mrs. Fisher's father in to join them.

"So you are a Rail," Mrs. Fisher's father said to Mr. Sneeringer over their coffee.

"Yep," answered Jim. "Just came off a job switching at Alton, Ill., before I came here."

"I'm an old Rail myself," Mrs. Fisher's father said. "Used to run trains on the Milwaukee between Chicago and Savanna, Ill."

Jim slowly lowered his cup of coffee, "What are your initials?" he demanded.

"O. T.," Mr. Welch answered. "What!" Jim gulped. "You couldn't be O. T. Welch, 'The Fashion Plate,' I just read about in the Milwaukee Magazine."

"Yep, that's me," O. T. answered. "In person."

"Well," Jim said wonderingly, "It's a small world."

P.S. Now don't tell me the Milwaukee Magazine doesn't reach out farther than the big railroad it represents.

The present automatic coupler was conceived by a telegrapher sitting with his hands behind his head, clinching and unclenching his fingers like a coupler.

John Reinehr Retires on 80th Birthday

Shop Superintendent John Reinehr of Tomah, Wis., celebrated his 80th birthday on March 8 by announcing his retirement from the Milwaukee Road after 60 years of service. Relatives and friends observed the event at a dinner in the Sidney Hotel at Sparta, Wis. Birthdays have great significance for Mr. Reinehr. On the occasion of his



John Reinehr

20th birthday he entered the service of the Road as a laborer in the rail reclamation plant at Watertown, Wis. He was soon promoted to assistant foreman and in 1891 was appointed rail mill foreman at Savanna, Ill. He remained at Savanna until Nov. 17, 1917, when he was transferred to the frog shop at Tomah. On Sept. 1, 1920, he assumed management of the entire shop and in 1924 also took over the general management of the rail mill at Savanna.

Since his transfer to Tomah, Mr. Reinehr has been identified with community affairs and was selected as its most valuable citizen in 1931. His retirement will enable him to devote his time to his business interests as president of the Farmers Merchants Bank and director of the Tomah Home Building Association. He is also a past president of the Tomah Advancement Association (now the Chamber of Commerce) and is a charter member of the Tomah Rotary Club.

Growing old is no more than a bad habit which a busy man has no time to form.—André Maurois.

Many persons foolishly burn up most of their energies trying to get even with their enemies and ahead of their friends.

Food Needed — Grow a Garden

The short world food supply; the millions who face starvation; the President's appointment of a Famine Emergency Committee; the dispatching of ex-President Hoover to Europe to learn at first hand the food needs of all the peoples there; the request that all Americans curtail their uses of wheat, fats and oils, have been headline news in our daily press for several weeks.

Chester C. Davis, chairman of the Famine Emergency Committee, has called on everyone who has or can obtain suitable ground to grow a home garden this year. "Growing a home or victory garden is a positive way in which a large percentage of our citizens can help in relieving the suffering of the starving people of the world."

Milwaukee Road home gardeners can grow the fresh vegetables used on their tables during the summer months and enough for a major part of their winter needs. The canned, frozen, and fresh garden produce they would normally buy will be released for use abroad, where it may do its part in reducing the hunger, even saving the lives of men, women and children.

If you do not have suitable soil and a sunny site for a garden, you may obtain one, as many have done the past several years, by using vacant railroad property. All our superintendents and agents can tell you how you may obtain the use of such Company lands.

Our agricultural agents will gladly help you with your garden planning, production and processing problems, or tell you where you can get most reliable aid, including bulletins and other literature. At mutually convenient times, they will meet with your garden clubs and make arrangements for state and other garden authorities to address such meetings.

I urge those of you who have not already done so to plan a garden now and carry it through to a successful harvest. It is a job we can all do to help our country in its efforts to win a lasting peace.



Bright Boy

by Ruth Elizabeth Burtness*

My father rides home on the five-fifteen
And now and then tells us of things he has seen,
For all kinds of people, some young and some old,
Get on, but of young ones this story is told:

One evening my father had boarded the train;
He'd hurried—a good seat he wanted to gain—
And as he was peacefully reading the news,
Some passengers entered who gave him the blues.

The six little children, five boys and a girl,
Were really enough to put things in a whirl.
They clambered for places and one little lad
Was quick to be seated right next to my dad.

Now daddy has two little ones of his own
Who once were as small but are now fully grown.
He knows what they like and knows just what to do,
So asked the big brother, "Why not join us, too?"

The boys looked so longingly out the car window
That daddy moved over, his kindness to show.
The little boy played with the small ticket holder
Til big brother pushed him away with his shoulder.

"Now Johnny, don't do that," cried wise older brother.
"Why can't I?" with wonder, inquired the other.
"Because," was the answer from our little brain,
"That button's intended to start up the train!"

Now father, who always is looking for fun,
Decided to have some, so said, "Look here, son,
Would you like to start up this great iron steed?"
"Oh, would I!" he answered, and so 'twas agreed.

My dad has a dislike for incorrect watches.
Whenever he sees one, before him come blotches.
As you can imagine, he keeps his just right
And, true to the second, he sets it each night.

So, at the right moment dad said, "Now you press it."
And just as he pushed it, the train . . . well, you guessed it.
All over the car you could hear the refrain
Of gladness—"Oh mommy, I started the train!"

(*Miss Burtness, the 18-year-old daughter of T. W. Burtness, secretary of the Milwaukee Road, wrote this poem as a high school English class assignment.)

Second Generation Commends Frazee

"No doubt you receive some complaints about employes. This is to tell you of one whom I think is outstanding."

"Mr. Frazee, who is your ticket agent at Mason City, Ia., has over a period of years rendered first-rate service. This is also true of others in that office—Miss Schultz, and I do not know the name of the newer employe. They are all most courteous, thoughtful and helpful. Never have I requested anything that I haven't felt sure they did their best to help me out.

"As long ago as 15 or 20 years my parents took a trip to the west coast. All of the plans and the itinerary were arranged by Mr. Frazee. He did such an outstanding job that they still speak with pleasure of the trip.

"I just want you to know that although I travel a great deal in my work I have never met his equal in courtesy and efficiency."

Ruth Hitzshusen Buckner,
Director of Program Activities,
National Dairy Council,
Chicago, Ill.

Poverty is no disgrace, but that's
about all that can be said in its favor.

An egotist is not a man who thinks
too much of himself; he is a man who
thinks too little of other people.

Conductor West Extends Hiawatha Service to Okinawa

"I doubt if you receive many compliments on your service from soldiers in the Pacific, but here's one. I am a sergeant in the army ordnance department stationed in Okinawa, but my home is in Cedar Rapids, Ia. I'm a railway fan from way back and I always get a kick out of timing train speeds with a little chart listing the seconds per mile and corresponding speed.



Clayton West

"On my last furlough before coming overseas I lost my pocket chart and mentioned to my father that I missed it a lot. Today I received an envelope containing a little chart, in a booklet put out by the Milwaukee, and a note from the Milwaukee man who sent it, Conductor Clayton West, of Perry, Ia.

"Evidently my father, riding the Midwest Hiawatha, was served by Conductor West. I guess Dad took a few minutes of Mr. West's time and mentioned my needing a chart. He made a note of it and obtained one at Perry, even going to the trouble of mailing it to my father in Cedar Rapids.

"That is one of the nicest gestures I've seen in a long time. Because of the volume of traffic for the past five years, train crews are often too rushed to do more than take your ticket and control the train. Some are even a bit short-tempered, but in the 10,000 miles I've traveled by rail in the army, the best service has been in the Midwest and the Milwaukee is tops.

"I think Mr. West, and others like him, are the Milwaukee's biggest salesmen in the matter of satisfying customers. It was certainly thoughtful of him to listen to a passenger's request and more so to secure a booklet for a soldier miles away whom he didn't know.

"In moving to the Seattle port of embarkation from Pennsylvania, my company traveled over the Milwaukee from Chicago to Seattle and received very good handling. The servicing facilities for our Pullmans were excellent in speed.

"I'd also like to say that your advertisement concerning the Midwest Hiawatha and John Geeseman of Louisa, Ia. (John's Pin-Up Train, April, 1945) was very interesting to me. John and I are old friends, having gone through school together."

Sgt. Richard R. Layman,
3281st Ordnance Base Depot Co.,
c/o P. M., San Francisco, Calif.



The main waiting room of the Chicago Union Station after the cleaning was completed.

Chicago Union Station Cleans House

THE thousands of travelers and additional thousands of commuters who daily pass through the freshly scrubbed Union Station in Chicago are discovering new and unsuspected beauty in the interior of what is the largest and handsomest railroad station in the world's largest railroad center. The problem of cleaning the mammoth structure, which extends over two city blocks and consists of two complete buildings connected by a wide arcade, was not an easy one. The undertaking was complicated by the ornamentation in marble and plaster, as well as by the lofty

ceilings which lend much to its classic dignity.

About 10 years ago the marble around the lower part of the waiting room was cleaned, but this winter marks the first time since the station was opened to the public in 1925 that a thorough scrubbing job has been attempted. Ordinary housecleaning methods are not effective in removing a 21-year accumulation of smoke and grime, but this was solved by the resourcefulness of the specialists who undertook the work—which cost, by the way, approximately \$38,500. When the building was constructed special sleeves

were set into the ceiling to provide for the suspending of scaffolding, but for various reasons their use proved to be impractical and from the time the cleaning was begun, in the middle of December, 1945, until it was completed on Feb. 28, 1946, travelers and office workers wandered through a maze of specially constructed steel scaffolding which rose like a giant fretwork to the vaulted roof.

In order to comprehend the vastness of the undertaking it is necessary to visualize the main waiting room, which is 290 feet long, 100 feet wide and 110 feet in height. The walls and fluted Corinthian columns which support the cornices are built of Travertine marble imported from Italy. The upper walls, constructed of plaster, are lavishly decorated with ornamental medallions. Capitals and cornices are intricately carved and surmounting the columns at the west approach to the arcade are two symbolic figures. The recent cleaning disclosed them in their full beauty and brought out the detail of the sculpture. One figure, looking up, holds a cockerel in her hand, signifying morning, while the other, signifying evening, holds an owl and gazes downward, shielding her face with her arm. Together they would seem to symbolize the round-the-clock service provided by the railroads.

Leaving the waiting room and proceeding through the arcade which houses the 29 ticket windows, the baggage and check rooms, shops and many other

features, one enters the immense concourse, 245 feet long, 214 feet wide and 99 feet high. Here the grey concrete floor is a contrast to the pink marble floor of the waiting room and the interior finish is of grey terra cotta combined with steel construction. The two grand staircases which lead to the street level are of marble, as are most of the stairs and columns in the lower structure. It is here that more than 50,000 passengers board the 304 trains which are handled in and out of the station daily.

The task of housecleaning on such a gargantuan scale was begun at the approach of the holiday season and the employes of the Chicago general offices, many of whom are quartered on four of the station's eight floors of offices, watched the scrubbing with interest. A large portion of that public which is famous for its concern with excavations and one-armed paper hangers was generally on hand to lend its support, and the human flies who plied their trade



The main waiting room as it appeared while the scrubbing was still in progress.

on the narrow catwalks 110 feet above the marble floor never lacked an audience. Time, which has a tendency to lag while one is waiting for a train, passed quickly for those who watched the swinging ascent of the buckets of soapsuds, sponges and water. And the workman who made a hurried, monkey-like descent from his lofty perch to answer a 'phone call had the audible sympathy of every spectator who had ever been called from the bathtub for the same reason.

Every conceivable precaution was taken to protect the traveling public from possible injury. Wooden canopies were erected beneath the areas undergoing cleaning and it is a matter of pride to the management of the Union Station Company that during the entire job not one workman or traveler suffered the slightest injury.

The Union Station was in the process of construction for more than 11 years and was built at a cost of approximately 20 million dollars. At one time its builders were criticized for making it unnecessarily pretentious, but as part of the plan for city beautification it is an acknowledged success. Architecturally it is a monument to the great industry it serves.



Approximately half of the huge concourse of the Chicago Union Station is shown here after the cleaning.

Meeting of Watertown Club Is a "Honey"

Kenneth Hawkins of the G. B. Lewis Company, Watertown, Wis., was guest speaker at the Feb. 13 meeting of the Watertown Service Club. The subject under discussion was that four-winged insect which produces honey, "The Bee". Mr. Hawkins supplemented his instructive talk with a presentation to the ladies of a cook book, which contains recipes showing how honey can be used in place of sugar.

John H. Vanderhie Speaks at Old Line Meeting

John H. Vanderhie's Service Club interest was in evidence at Horicon, Wis., on Feb. 20. Old Line members enjoyed a talk which rang with enthusiasm and sincerity. "The goose that lays the golden egg must be fed," he remarked, "and it is to the employes' benefit to co-operate and keep that goose healthy and strong." An invitation was extended to the Old Line members to attend the Service Club events at Madison, Wis., Van's home club.

Lunch and refreshments followed the business session.

Janesville Club Accommodates Party Overflow in Station

The word "can't" has no significance for the newly reorganized Janesville Service Club. Therefore, when a club-sponsored card party was proposed, arrangements were made in a hurry.

The evening of Feb. 28 found the

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Service Clubs

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Women's Club room at Janesville overflowing with card enthusiasts—so many that it was necessary to set up tables in the passenger station.

Prizes were awarded as follows: auction bridge, Melvin Peck and Mrs. Harley Peck; contract bridge, Mrs. Nellie Schumacher and Mrs. M. J. Kelleher; "500," Mrs. Charles Howard and George McCue. The door prize was won by Mrs. Pat Wallace and a basket of groceries went to Mrs. Harry Abrams.

The working committee deserves a word of praise. Serving with Chairman E. F. Krenke were Gil Selchert, George Hogan, James Sollinger, Bernie Sommerfeldt, Ray Dowd, William Wilcox and John Broderick.

A fine lunch was prepared by a committee from the Women's Club. Those who offered their services were Mmes. W. B. Wilcox, E. F. Krenke, Stanley Riley, William Bennett, G. W. Selchert, George McCue, William Jackson and P. J. Wallace.

Several good movies were enjoyed at the March 12 meeting. Curtis Williquette, club chef, did his usual fine job.

Harlowton Area Convenes for Reorganization

Eager to resume its place in Service Club activities, 20 employes representing every department attended the reorganization dinner of the Harlowton Area Service Club in the Mother's Cafe at Harlowton, Mont., on March 20. The animated discussion which followed the dinner was a good indication that the Harlowton club means business. Following the discussion, temporary officers were appointed to arrange for the first general meeting in April. Those appointed were Thomas Jones as temporary chairman and Samuel Griffith, temporary secretary.

Mt. Olympus Club Reorganizes

The Mt. Olympus Service Club of Port Angeles, Wash., held its reorganization meeting in the dining room of Homer's Cafe in Port Angeles on Feb. 27, ready to take up where it left off at the beginning of the war. More than 30 employes and their families attended the dinner. At the meeting which followed, F. R. Smith was elected chairman; E. H. Keller, vice-chairman; and Jean Rushton, secretary. The usual reorganization topics, such as dates, a meeting place, club objectives and sustaining interest in club affairs, were discussed. Following the business session, J. P. Rothman led the group in singing and told some stories for the entertainment of the audience.

Madison (Wis.) Club Sponsors Dance

The Madison Service Club has an extensive program, involving heavy expenditures, tentatively set for the coming year. To bring these plans to a successful conclusion, that little thing called "money" looms over club ambitions and it was suggested that a dance would be a suitable means of raising a portion of the necessary funds.

When it comes to Service Club, you can always rely on John H. Vanderhie. Van and his Rhythm Rascals have on numerous occasions donated their services to provide the music and save those extra dollars. So it was that on March 2 the Madison Club danced toward its goal.

When the dance committee was advised that raffles were not permissible, the next course was taken—auctioneering—and a fine auctioneer Ray Corbett proved to be.

Serving with Walter Klebesadel on the committee were Bob Slightham, John Vanderhie, Ed Schmidt, Ray Corbett, Gay Reinold and Harvey Roever.

R. H. Baker, car department employe, won a \$25 bond at the March 5 meeting.



Both of these pictures were taken at the Janesville Club's party on Feb. 28. The top one shows the group gathered in the Women's Club room, and below is the overflow group for whom card tables were set up in the passenger depot.



The veterans of World War II who were honored at the Ottumwa Club's "welcome home" party are shown standing behind the speakers' table. They are, left to right: Robert W. Fulton, Norbert Davis, Donald L. Bortorff, Billy F. Bates, Ben L. Browne, Gary H. Ebbert, Daniel A. Corrigan, Donald R. Harness, Q. M. Haseltine (Service Club secretary), Roy M. Hypes, Mrs. Roy M. Hypes, Don Kosman, Frank Lau, Harry A. Martin and Donald H. McDaniel.

Shown seated are, left to right: F. J. Newell, assistant public relations officer, Chicago; W. J. Hotchkiss, superintendent; Mrs. W. J. Hotchkiss; C. W. Riley, safety engineer; Rev. Harold Roberts; Mrs. Fred Wilford, president of Women's Club; C. J. Connett, superintendent of C.B.&Q.; Mrs. C. J. Connett; Robert H. Nevins, fireman (until recently a colonel in the army); Mrs. R. H. Nevins; E. L. Hatfield; Mrs. E. L. Hatfield; W. C. Wallis, regional assistant public relations, Cedar Rapids; Miss Helen O. Curtis.

Returned Veterans Feted by Ottumwa Club

Two hundred guests attended the "welcome home" party sponsored by the Ottumwa Service Club on March 1 for the veterans of the war. About 80 veterans have returned to the Kansas City Division but the requirements of their jobs and the inclement weather prevented the attendance of many from outlying stations. However, they were well remembered and the enthusiasm of those who were present and the remarks of the speakers indicated clearly that the division has reserved a warm spot in its heart for the boys who are back on the job.

Dominating the evening's entertainment was the feeling that "we're glad that you are back with us and we want you to know how welcome you are; also, that we thought of you often during the long months you were away." The tables were beautifully trimmed with bowls of spring flowers in pastel shades and with green and white paper decorations. The flowers were distributed the next day among the "shut-ins" of the Milwaukee family.

A full program of entertainment got under way following the dinner. Preceding the introduction of the guests at the speakers' table, Mrs. M. L. Taylor led the group in community singing, accompanied by Mrs. Iver Carlson at the piano. The Rev. Harold Roberts, who asked the blessing, was the first guest to be introduced and he delivered a tribute to those who had been called upon to pay the supreme sacrifice and expressed his thankfulness for those who had been spared.

In the absence of R. C. Dueland,

District Safety Engineer Cliff Riley acted as toastmaster and introduced Mrs. F. L. Wilford, president of the Ottumwa chapter of the Women's Club. Other guests who responded with brief remarks were Division Superintendent C. J. Connett of the CB&Q Railroad; M. F. O'Hara, president of the local Business Builder's Association, in which the Service Club is active; E. L. Hatfield, president of the Chamber of Commerce; Col. R. E. "Bob" Nevins, former fireman on the Kansas City Division, who is returning to work; Traveling Freight and Passenger Agent H. H. Jacobs of Des Moines; W. C. Wallis, regional assistant, public relations department, whose headquarters are at Cedar Rapids, Ia.; and Chairman H. C. Loveless of the Ottumwa Service Club.

Publisher Huston Gets on Base

First on the speaker's program was Publisher John Huston of the *Ottumwa Courier*, who prefaced his remarks with the comment that the line-up of speakers reminded him of a batting line-up on a baseball team, where the first man



A card table study snapped at a recent meeting of the North Montana Club.

up is expected to at least get on base; the second and third are expected to advance the first man up; and the fourth, the clean-up man, is responsible for cleaning up the bases. He went on to extend a cordial welcome from Ottumwa to the servicemen and an invitation to take an active part in the affairs of the city. He commented also on the excellent co-operation and spirit which existed among the employees of the Milwaukee Road and complimented the ladies on the decoration of the tables and the preparation of the food.

W. J. Hotchkiss, who recently returned from military service and is now superintendent of the Kansas City Division, advanced the imaginary base runner and knocked out a safe hit with his remarks on the GIs and the wonderful job they did while in service, both in this country and on their overseas assignments.

The absence of Lt. Col. James Shea moved Frank J. Newell, assistant public relations officer, to fourth position, with the responsibility of the "clean-up" hitter. Mr. Newell successfully concluded the speakers' program, coming through with a home run. This cleared the way for the rest of the evening's entertainment, which consisted of card playing, Bingo and just plain visiting.

The success of the party paid tribute to the ability of all who took an active part on the committees or in the handling of their own special jobs, as well as the close co-operation between the Ottumwa Service Club and the Ottumwa chapter of the Women's Club. Mrs. Fred Wilford of the Women's Club was assisted by Mrs. M. L. McNerney, general chairman, and the following

members of her committee: Mmes. R. O. Clapp, Joe Palmer, E. L. McGuire, Norbert Davis, Harry Pile, Harry Nicholson and John Lindholm.

Chairman Loveless of the Service Club was ably assisted by Dispatcher M. L. Fromm, appointed to serve as general chairman. P. M. Loftus, H. K. Hill and A. O. Marg also represented the Service Club in handling the many details. Included among those who helped in one way or another to make the party a success was Harry Pile, retired roundhouse foreman, who was a very busy man.

Mt. Baker Area Club Reorganizes

The reorganization of the Mt. Baker Area Service Club was effected at Bellingham, Wash., on March 27. The highlight of the meeting was the determination to carry out the objectives of the club; also, to arrange programs that would attract attendance. Prior to the war this club did an outstanding job and there is every indication that it will again prosper. The following members were elected: W. H. Coble, chairman; A. M. Clark, secretary; and Bert Nicolay, vice-chairman.

Hiawatha Club Tops Previous Attendance Record

All 15 units of the Milwaukee Hiawatha Service Club are in full swing. Regular meetings are being held and a concerted drive for members promises to top previous records. The attendance at the meetings this year has been the best since the club was organized.

All units will hold an amateur contest, with the winners vying for grand prizes at the club's annual picnic. Old Heidelberg Park was again selected as the site for this year's mammoth affair, with the date set for Sunday, Aug. 18.



A group of the wives who attended the party in St. Paul on March 14. Left to right: Mrs. C. F. Holbrook, Mrs. F. P. Rogers, Mrs. Frank Webster, Mrs. Gifford Tallmade, Mrs. Marvin Brown, Mrs. Robert Anderson and Mrs. D. T. Bagnell.

J. H. Foster Club Entertains at Schmidt's Rathskeller

Sure and it was a big night for the Irish, as well as for a few others who gathered, 125 strong, on the evening of March 14 in the beautiful old world setting of Schmidt's Rathskeller in St. Paul. The occasion was the observance of St. Patrick's Day, the arrival of spring and the Ides of March.

It is the custom of the J. H. Foster Service Club to celebrate the important events as they come along, and no one can deny that it does a splendid job. This affair was no exception, with songs, music and good fellowship running high throughout the evening.

Vocal numbers were rendered by Elizabeth Hessburg, a favorite with the Service Club gang, and William Rudolphi, a tenor, who made his first appearance before the club and was well received. As a special treat, General Inspector George Dempsey of the safety department, who is president of the Chicago Choral Club, sang "Always" and "I'll Get By" and the crowd indicated by their applause that George will always "get by."

Another guest from Chicago was Frank J. Newell, assistant public rela-

tions officer, who is always in his best form when speaking in his old home town, St. Paul. Lisle Young, public relations representative in this territory, was also present.

No party of this kind would be complete without an original presentation of the classic "Schnitzelbank," conducted by Al Kurzejka in costume, assisted by the orchestra and the merry-makers.

A sumptuous "smörgasbord" was served at 10:00 p. m., during which Dick Alard entertained with popular music and Dick can really work on those ivories. Music for dancing throughout the evening was furnished by Johnny McDonaghue and his dance band.

Inland Empire Club Serves 400 at USO

During 1945 the Inland Empire Service Club assisted the USO at Spokane, Wash., and intends to carry on this activity as long as the local USO continues to operate. On Sunday, March 17, the club served cake and coffee from 5:30 to 7:30 p. m.; during the musical coffee interlude a violin and piano duet was presented by the students of the Lewis and Clark High School. Over 400 servicemen and women were entertained, including a group from neighboring Canada.

Mrs. G. H. Hill led the assembly in St. Patrick's Day songs, and D. J. Sullivan, the local Milwaukee Road Irish tenor, rendered "When Irish Eyes Are Smiling." Mrs. Jones accompanied on the piano. After the musicale, Butch Groshoff's orchestra played for the dancing.

Mrs. A. L. Meeks, chairman of the committee, was assisted by Mr. and Mrs. G. H. Hill, Mr. and Mrs. C. F. Allen, Mrs. F. E. Devlin, Mr. and Mrs. W. T. O'Reilly, Mr. and Mrs. D. J. Sullivan, Mr. and Mrs. J. B. Dede, Mr. and Mrs. William Snure and Mrs. W. Perry.



The J. H. Foster Club enjoyed itself at Schmidt's Rathskeller in St. Paul on the camera led. Engineer Steve Brophy (seated center foreground, in dark suit) is shown deep in conversation with Engineer Carl Teigh (bowed head). Chairman W. H. O'Neill stands at the extreme right.

Tomah Club Appoints Party Committee

The Feb. 21 meeting of the Tomah Service Club was devoted mainly to preparation for an Appreciation Party. As this promises to be a gala event, festivities will be postponed until after Easter.

Chairman Joe Thouvenell appointed the following to serve on the committee: Otto Teske, Archie Benjamin, Alvin Rosenow, Carl Risinger, Louis Gray, August Gabower and Frank Rudoll. Mr. Rudoll will act as committee chairman.

A fine program of movie films was shown and thoroughly enjoyed. The customary lunch and refreshments were on hand.

Former FBI Agent Speaks at Green Bay Meeting

Remember the Touhy case? It was only a few years ago that the FBI rounded up gang leader Roger (The Terrible) Touhy; his lieutenant, Basil (The Owl) Banghart; Edward Darlak, William Stewart and Eugene Lanthorn (alias James O'Connor), lifers; and St. Clair McInerney, safe blower and robber.

Charles T. Hanaway, around whom this story revolves, enthralled an audience of some 50 members of the Green Bay Service Club at the March 13 meeting with his account of this epic of the underworld. Continuing his report on the "most vicious and dangerous criminals the country ever had," who made their successful escape from Statesville penitentiary at Joliet, Ill., on Oct. 9, 1942, Mr. Hanaway gave a detailed account of their capture by the men of the Federal Bureau of Investigation.

After the Touhy case, more nerve-racking experiences were in store for Hanaway. He worked on the famous "Grace Buchanan-Dineen Case," which covered the machinations of a master German spy ring intent on the destruction of Detroit war plants. The ring's activities centered about beautiful Toronto-born Countess Buchanan-Dineen, the daughter of a wealthy Canadian family. She had lived in Axis-dominated Hungary for several years and it was there that she had agreed to work for the Gestapo.

While performing her espionage work in Detroit, Grace Buchanan-Dineen dined at well known clubs and became a social favorite. She spoke to groups on "Women in War-Torn Europe," "Out of the Darkness" and "I Saw Nazis in Central Europe," addressed the charm school at the YWCA, judged fashion shows, appeared on radio programs, supported the Boy Scouts and the Red Cross and entertained frequently at parties. Never has a woman made

so many acquaintances in Detroit in such a short time. Countess Buchanan-Dineen fooled them all—all but the FBI.

Training Is Rigorous

Charles Hanaway has now returned to the practice of law and is a partner of John W. Byrnes, congressman from the 8th District of Wisconsin. It was in the spring of 1942, after 10 years of practice, that he volunteered to serve his country in the FBI. The requirements for a special agent are rigid and are confined to practicing attorneys and certified public accountants, although during the war years these specifications were relaxed. The applicant is told of the danger involved, of the work required for preparation and must submit to a minute examination of his character and reputation. If this proves satisfactory and he passes a physical and written examination, he reports to Washington, D. C., for training. This entails a 17-week arduous course in criminal law, the use of a gun—the FBI has the finest range in the world and the world's best marksmen—a course in finger printing and all other features of crime detection.

Attorney Hanaway is proud of his connection with this splendid organization but is happy to be back with his family in Green Bay. The Service Club members thoroughly enjoyed his talk, one that rang with true Americanism. Short talks were also given by Superintendent F. T. Buechler, Trainmaster George Savadis and Traffic Freight and Passenger Agent H. W. Marquardt.

Committee Work Gets Under Way at Mt. Tacoma Meeting

The first meeting of the Mt. Tacoma Service Club under the leadership of the newly elected officers was held in the Women's Club rooms on Feb. 28, with Chairman T. E. Norwood presiding. The outstanding feature of the meeting was the amount of business completed in routine time and the committees appointed by Chairman Norwood promise that there will be no dull moments for the club in the future. The following members were appointed chairmen of the committees: program, S. E. Herzog and L. P. Seaman; finance, Cecil DeGuire; publicity, Mrs. Helen Alleman (K. D. Alleman and Mrs. Esther Delaney will assist); civic and public affairs, Julian Pessien, assisted by Ivar Berven and Al Pentecost. A new committee, headed by C. A. Norwood, was appointed to contact the retired members. He will be assisted by George Weiland, Elmer Cassidy and Lee Carlyle. Cecil Snyder was delegated to organize a softball team, to be sponsored by the club, and to report at the next meeting on the estimated cost.

Following the meeting an entertaining program of songs and tap and ballet dancing was given by Miss Barbara Jean Hatley and Ray and Kay Tone, tap dancers, accompanied by Mrs. Ruth Roberts. Mrs. Roberts also played several piano selections. After the entertainment some of the members remained to play cards, and refreshments of cake and coffee were served. Prizes were awarded for bridge and pinochle.

DOWN TO THE DEPOT

WE SOMETIMES think that railroads don't get enough credit. They aren't spectacular. We sort of take them for granted, like running water, electricity or the circulation of blood in our arteries. That's what railroads are—arteries. Rich life is pumped through them to every community and home in America. Without railroads we wouldn't have warm houses, fresh fruit and vegetables the year round, or maybe a little meat later on. We wouldn't have great industries and jobs for all. Farmers couldn't move crops. Ours would be a pretty poor country without railroads. And in passing it should be noted



that our stupendous war production would have been impossible—inconceivable—without the mighty help of railroads.

There's a personal angle we'd like to mention. We like railroad men. We trust them somehow. The two guys up front in the engine cab look responsible. We can't recall, off-hand, ever having met a really mean conductor or brakeman. Railroad men always seem to know their jobs—a fact borne out by their astounding safety record. Taken as a class, they are solid citizens.

Railroads have given us good living.
—Good Living
Allis-Chalmers Mfg. Co.

Where Is Seattle?

The Milwaukee Magazine, it would seem, was not the only publication in the country to carry a story about the severe winter in the Cascade Mountains, but according to a piece by Douglass Welch which appeared in the Seattle Post-Intelligencer on Feb. 26, the others demonstrated a very hazy notion as to just where Seattle is. Mr. Welch's story follows:

YOU gay, giddy people of Seattle don't realize it, but we had a 15-foot snow in Seattle along about the 10th of February this year, and it all but covered one of our railroad stations.

Fifteen feet, that's three squaw deep.

Even at the *Post-Intelligencer* we didn't realize it . . . but clippings began to come in last week from various newspapers in New England and the Middle West, and it seems we did actually have such a snow.

Proof in Wirephoto

Positive proof was contained in an Associated Press wirephoto, the caption under which in several Eastern newspapers read:

"Speaking of Snow—This typical winter scene at Seattle shows railroad station practically hidden beneath heaviest snowfall in 20 years. Fifteen-foot banks nearly buried nearby homes."

The scene was along the line of the Chicago, Milwaukee, St. Paul and Pacific Railway in the Cascade Mountains, and the station was the little frame structure at Hyak at the eastern portal of the Snoqualmie Tunnel.

The Hyak station is not large enough to swing a cat in. This is no mere figure of speech. The Milwaukee actually did send a man to Hyak last year to swing a cat in the Hyak depot, and he reported to the general management that the best he could do was a half circle.

"I beg to report," he wrote, "that it is impossible to swing a cat in the Hyak station, although if a man stood in the exact center of the waiting room it might be possible, with a little care and patience, to swing a very small kitten."

Let's see, where were we? Big snow. Well, the Associated Press swears the caption they sent out of Seattle explicitly located the big snow in the Cascades east of Seattle, and they point out that the name board on the Hyak station clearly shows in the picture.

The A.P.'s best guess is that Eastern editors assumed that "Hyak" was the Indian word for "Welcome" or "Gentlemen's Retiring Room," it being well known in the East that we inhabitants of Seattle speak nothing but Chinook and subsist entirely on a diet of salmon.

We are constantly being amazed here at the *Post-Intelligencer* at the appalling Eastern ignorance of Western geography. We frequently receive requests from Eastern and Middle-Western editors to cover stories for them in Alaska or at Denver or in Montana, which is across the street from our office at 6th and Pine. We still remember an editor who called us when Wiley Post's plane crashed at Point Barrow, Alaska, on the Arctic Circle, and wanted us to send a crew to make pictures of the wreck and to put those pictures on a plane leaving Seattle two hours later. He figured it would take 10 minutes to fly each way to Point Barrow and he allowed us an hour to develop, print and dry the pictures here.

Scout Over to Kentucky

One of our staff members once received a request from the Sunday magazine editor of a New York newspaper, asking our man to drop over to Kentucky on his day off and do a definitive piece on Darling, the cartoonist, who lives there.

Many of the clippings that have drifted back to Seattle about our recent snow were from the *Boston Globe*, and we think it only proper that we inform our readers exactly where Boston, Mass., is. Boston is situated between Hyak and Ellensburg on the Milwaukee Road. It is inhabited entirely by Pilgrims and Puritans, and the present mayor there is a man named Paul Revere.

It is only a five-minute subway ride between Boston and New York, and New York is situated on the Hudson River, which empties into the Columbia River near Pasco. There was, incidentally, so much snow on the South and North Stations in Boston last week that searching parties had to be sent out to find them.

The pretty young woman, traveling with her son, said to the conductor:

"A fare for me and a half fare for my son."

"But, lady, he's wearing long pants!"

"Okay. Full fare for him, and half fare for me."

A browbeating lawyer was demanding that a witness answer a certain question either in the negative or affirmative.

"I cannot do it," said the witness. "There are some questions that cannot be answered by 'yes' or 'no', as everyone knows."

"I defy you to give an example to the court," thundered the lawyer.

Came the retort like a flash: "Are you still beating your wife?"

RETIREMENTS

The following employes' applications for retirement were recorded during February, 1946

Chicago Terminals

COYNE, JOHN D.
Switchtender Chicago, Ill.
HAUER, EDWARD G.
Machinist Galewood, Ill.
HAYES, GEORGE J.
Car Inspector Bensenville, Ill.
KRAMER, CARL
Signal Maintainer Chicago, Ill.
LOREK, HERMAN O.
Machinist Bensenville, Ill.
ZDUNEK, ANDREW J.
Janitor Galewood, Ill.

Coast Division

BURROUGHS, WILLIAM S.
Ticket Clerk Tacoma, Wash.
FOLLETT, JOHN R.
Loco. Engineer Tacoma, Wash.

Dubuque and Illinois Division

BOWMAN, CHARLES W.
Conductor Savanna, Ill.
BRIMEYER, JOHN G.
Section Foreman Waupeton, Ia.
HUTCHESON, FRED M.
Brakeman Elgin, Ill.
MCGOUGH, PATRICK H.
Roundhouse Foreman Dubuque, Ia.
SAMPSON, MICHAEL
Boilermaker Helper Savanna, Ill.

WELTY, ORRIE K.

Yard Clerk Davenport, Ia.

Hastings and Dakota Division

HARSTAD, OSCAR B.
Loco. Engineer Montevideo, Minn.
SCHAFFMAN, JOHN L.
Conductor Minneapolis, Minn.

Idaho Division

COLBJORNSON, OLE C.
Special Guard St. Maries, Idaho
MONROE, WILLIAM A.
Train Dispatcher Spokane, Wash.

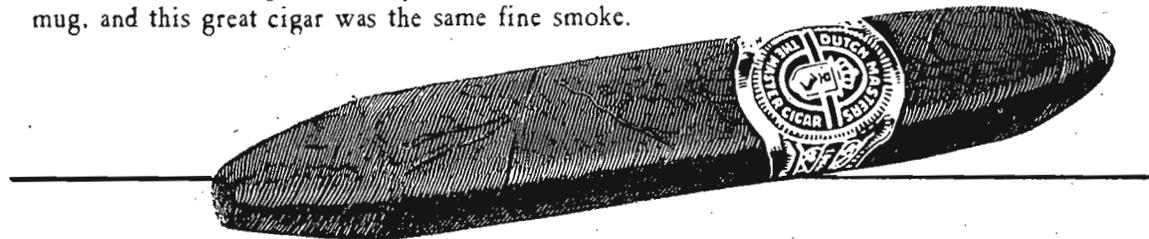
Iowa Division

BESTOR, CLINTON A.
City Pass. Agent Des Moines, Ia.
EVANS, HARRY C.
Boilermaker Helper Council Bluffs, Ia.
FOSTER, WALTER N.
Master Mechanic Marion, Ia.
HANSJOSTEN, HENRY J.
Loco. Engineer Perry, Ia.
MARSHALL, HERBERT W.
Agent Slater, Ia.
NARVER, JOHN A.
Conductor Perry, Ia.
SMITH, WILLIAM B.
Loco. Engineer Perry, Ia.



GOOD
for conversation

There's no place like the barber shop to talk things over. And there's nothing like a mellow Dutch Masters to call up memories of the good old days when a man had his own initialed mug, and this great cigar was the same fine smoke.



DUTCH MASTERS CIGARS

Iowa and Dakota Division

DAVIS, IVAN G.
Conductor Mason City, Ia.
HARKRADER, EDWIN W.
Telegrapher Sioux City, Ia.
JOHNSON, JOHN C.
Stationary Fireman, Mason City, Ia.
LIVINGSTON, FRANK E.
Loco. Engineer Mitchell, S. D.
SUCHY, PETER J.
Station Baggage man Mitchell, S. D.

Iowa and Southern Minnesota Division

LORENZ, JOSEPH W.
Loco. Engineer Austin, Minn.

Kansas City Division

GAGE, CHESTER M.
Hostler Ottumwa, Ia.
JOHNSON, WILLIAM A.
Section Laborer Osgood, Mo.
McNELLIS, HUGH G.
Boilermaker Coburg, Mo.
TRAUL, LOUIS C.
Conductor Kansas City, Mo.

La Crosse and River Division

AHRENS, WILLIAM R.
Conductor Wabasha, Minn.
BURNS, MAURICE L.
Boilermaker LaCrosse, Wis.
JACOB, FRED G.
Brakeman Milwaukee, Wis.
JENNY, MARK M.
Conductor Merrill, Wis.
JORN, ALFRED F.
Brakeman Portage, Wis.
O'BYRNE, EDWARD M.
Agent Brookfield, Wis.
STACKPOLE, RICHARD B.
Conductor Minneapolis, Minn.
SWANSON, OSCAR F.
Switchman Winona, Minn.

Madison Division

NODORFT, CHARLES H.
Section Laborer Platteville, Wis.
SANGER, HENRY L.
Section Laborer Wauzeka, Wis.
YOUNG, AJAH E.
Telegrapher Lone Rock, Wis.

Milwaukee Terminals

GRAFENAUER, MIKE
Carpenter Milwaukee, Wis.
GUMZ, EDWARD
Machinist Milwaukee, Wis.
KUMP, ALBERT E.
Freight Handler Milwaukee, Wis.
LAUTERBACH, EMIL F.
Sheet Metal Worker Milwaukee, Wis.
MAAS, LOUIS F.
Scrap Sorter, Store Dept. Milwaukee, Wis.
MORRILL, JOSEPHINE M.
Chief Clerk Milwaukee, Wis.
OTTARSTEIN, ANDREW M.
Crane Engineer Milwaukee, Wis.
ROENSPIES, HERMAN A.
Trucksmith Milwaukee, Wis.
SAK, ANTON
Store Laborer Milwaukee, Wis.
SCHWEI, PAUL
Carpenter Milwaukee, Wis.
SESOLAK, PAUL
Carman Milwaukee, Wis.
SIEPE, JOSEPH F.
Molder Milwaukee, Wis.
SKRZYNSKI, GUS K.
Laborer Milwaukee, Wis.
STARK, FRANK J.
Switchman Milwaukee, Wis.
STREETER, HIRAM E.
Train Baggage man Milwaukee, Wis.
TRICK, JOSEPH
Carman Milwaukee, Wis.
WAGNER, PAUL T.
Upholsterer Milwaukee, Wis.

Rocky Mountain Division

BLUMER, WILLIAM
Loco. Carpenter Harlowton, Mont.
PETRILA, JOHN
Section Laborer Bonner, Mont.

Superior Division

WIESE, CHARLES W.
Laborer Green Bay, Wis.

Terre Haute Division

McCANN, FRANK E.
Boilermaker Bedford, Ind.
PIRTLE, JAMES D.
Loco. Engineer West Clinton, Ind.
RICHARD, JOHN T.
Roundhouse Foreman Terre Haute, Ind.
SLATTERY, JOHN E.
Telegrapher Crete, Ill.

Trans-Missouri Division

ARNESON, FRED H.
Loco. Engineer Moberge, S. D.
COLE, CHESTER R.
Switchman Miles City, Mont.
PICKARD, CLAUD D.
Agent Plevna, Mont.
PLANK, LELAND H.
Conductor McLaughlin, S. D.
TRIPP, OSCAR B.
Agent Hettinger, N. D.

Twin City Terminals

BJORKMAN, OSCAR A.
Extra Gang Laborer Minneapolis, Minn.
DOLNY, ANDREW
Machinist Minneapolis, Minn.
JONES, HENRY J.
Sheet Metal Worker Minneapolis, Minn.

The Milwaukee Railroad Women's Club

★ La Crosse Chapter

Mrs. C. J. Wethe, Historian

Feb. 6 a pot-luck luncheon was served. The newly-elected historian resigned, therefore the office was handed back to the former incumbent. Business over, seventeen ladies present enjoyed playing bingo. Hostesses were Mmes. McGaughey, Donovan, Ritter and Otto.

March 6 we had a 1:30 dessert luncheon. Good cheer chairman reported eight plants, two funeral sprays, two cards sent and five phone calls made. Twelve expressions of thanks were received. The sympathy of the club is extended to Mrs. Marchant, whose husband passed away Feb. 6. She is making her home at present in Chicago and Milwaukee. She was an excellent worker in our club and will be greatly missed. Mrs. Krueger won the door prize. Twenty-eight ladies were present. Hostesses Mmes. Greener, Brewer and Dey.

★ Channing Chapter

Mrs. Jack Meyers, Historian

President Mrs. W. Tuttle presided at the March meeting. Club motto was repeated and several songs were sung. Reports were read and accepted. After the business meeting games were played. Mrs. S. La Valley won the prize in "500" and Mrs. Felix Meyers in bunco. Lunch was served by the social committee.

On July 4th a welcome home will be extended the boys who have been in service. This is to be sponsored by several organizations in Sagola township. Plans are to be made by a representative group made up of delegates from each organization. Mrs. George Carey and Mrs. Knitter, a welcome new member, will represent our club.

★ Mobridge Chapter

Mrs. J. O. Willard, Historian

February meeting was held on the 18th. Mrs. Bender, president, presiding. Reports of all committees were heard. Good cheer chairman, Mrs. W. E. McFarland, reported 11 families contacted. Mrs. Helme, membership chairman, reported drive coming along nicely. After the business meeting Mrs. E. W. Tobin presented a musical program by her pupils. Social hour followed with lunch served by Mrs. T. D. Harris, Mrs. John Hilt and Mrs. Frank Currah.

Members were entertained at a program of music and readings presented by Mrs. E. W. Tobin and Mrs. Keo Miller after the January business meeting. Mrs. W. B. McCoy, vice-president, presided in the absence of Mrs. Bender. Mrs. McCoy received the door prize. Social hour followed during which refreshments were served by Mrs. Edam and Mrs. McCoy.

★ Lewistown Chapter

Mrs. Charles H. Koch, Historian

Members met March 7 for a dessert luncheon with Mrs. E. K. Crawford hostesses. The business meeting was called to order by the president, Mrs. C. A. Nummendor. The secretary's and treasurer's reports were read and approved. Six thank-you cards were read. Welfare: One family received aid. Three guests were present. Mrs. Cecil Parbox of Harlowton, Mrs. Ed Walters of Miles City and Mrs. Ernest Ludtke from Webster, S. D. The bingo party held in February was well attended, 55 persons being present. Delicious refreshments were served. Mrs. Ernest Ludtke won the door prize.

★ Deer Lodge Chapter

Mrs. A. Roy Kidd, Historian

January meeting was held on the 18th. Our hostesses, Mrs. S. E. Hindman and Mrs. W. R. Lintz, served a lovely dessert luncheon. Our new and in some cases old officers took charge of the meeting. A recess was declared for canteen service of train No. 15, which is the daily use to which our building is put since the canteen started about two years ago.

February meeting was a luncheon on Feb. 15. Hostesses for the day were Mrs. J. Coey and Mrs. Forgey, who served a delicious luncheon at 1 o'clock. The door prize was won by Mrs. Healy. A contribution of \$5 to Shodair Hospital as a March of Dimes project was made possible by using a percentage of door-prize collections. Bridge Keeno was the entertainment for the afternoon. The trains being late, a few of our members remained to serve the service men and women aboard them.

★ Davenport Chapter

Mrs. George Zell, Historian

Davenport Chapter closed a very successful year under the leadership of Mrs. Guy Manson, who will preside again this year. We met at the home of our president in February. We have the sad duty to report the death of Mrs. Frank Brenton after a short illness. She was one of our active members and will be greatly missed by all of us. We sincerely hope her family will continue to come and be with us as in the past. Now that spring is just around the corner, we hope that we will have a larger attendance at our meetings, which are held the second Monday of the month in the Iowa Gas & Electric Co. auditorium. A cordial invitation is extended to members of other chapters visiting this area to attend our meetings. A social time always follows the business session.

★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

Our February meeting was held on the 18th and was preceded by a delicious dessert luncheon. There were 25 members present. Mrs. P. H. McGough, president, presided, opening the meeting with our club motto and salute to the flag. Minutes of previous meeting were read and approved. Reports of committees were very encouraging. At the close of meeting members enjoyed several games of bingo.

★ Milbank Chapter

Mrs. J. W. Cawthorne, President

The club met Feb. 28, opening the meeting with the pledge to the flag. Membership chairman, Mrs. E. S. Hanson, reported 24 voting and 31 contributing members. Mrs. J. S. Peavey, good cheer chairman, reported she had sent three cards and a gift. There were six telephone and personal calls and 41 hours Red Cross work reported. Whist was played after the meeting. Mrs. M. J. Riley won the door prize. Lunch was served by the committee.

★ Minneapolis Chapter

Mrs. H. R. Campbell, Historian

We had a fine turnout for our Washington's Birthday party. A delicious dinner was served to more than ninety people. The tables were attractively decorated in red, white and blue. Business meeting was opened by our president, Mrs. Webster. She also welcomed a number of new members. We are happy to have them join us and hope they will continue to attend our meetings.

Mrs. Rogers, good cheer chairman, reported ten good cheer and eight sympathy cards sent. Mrs. Conway, ways and means chairman, suggested our card party for Elizabeth Kenny Institute be postponed until April. Following the meeting Roger Carlson and Curtis Ostrum entertained us with several accordion numbers, and Mrs. Roy Arntson showed an interesting film on the Sister Kenny treatment for polio. The remainder of the evening was spent in dancing.

★ New Lisbon Chapter

Mrs. George Oakes, Historian

At the Feb. 12 meeting, which was held at the Park Hotel, good cheer report was \$3.72 spent, 25 personal and phone calls, 15 cards sent, and seven families reached. Ways and means profit was \$6.22, \$1.80 was spent on gifts for boys entering the service. Correspondence was read relative to the good-will activity. We voted to have a "white elephant sale" at our next meeting and to have one at each future meeting until all members have furnished articles. Voting members having birthdays in January and February were guests of honor. After adjournment bingo was played for five-cent prizes brought by members, and luncheon was served by Mmes. W. Scott, J. Grahn, W. Carter, H. Foster, Wm. Wilcox, H. Moran and T. Shrake.

★ Terre Haute Chapter

Mrs. Albert Duensing, Historian

February meeting was well attended, with honors being carried out for Washington's birthday in table decorations and cherry pie for dessert. Singing was furnished by Mary Ellen, June Rose and Lindy Lou Cravens, daughters of Mr. and Mrs. Wm. Cravens, and a reading in keeping with Washington's birthday was also given by little Lindy Lou Cravens. The door prizes went to Mrs. Oscar Bond and Henry McNary. Hostesses for the evening were Mrs. Oscar Bond, chairman; Mrs. Willis, Mrs. Chapman, Mrs. Franzwa and Mrs. Indman.

★ Othello Chapter

Mrs. E. R. Berkey, Historian

Ways and means chairman, Mrs. Schumacher, and her committee, Mrs. Para, Mrs. Tilger and Mrs. Hays, entertained at a public card party Feb. 22.

At our business meeting March 5 we voted a \$5.00 contribution to the Red Cross drive, also voted to purchase six new card tables. Membership Chairman Mrs. M. C. Wilson took over her new office with great vim and vigor and the membership drive is off to a flying start. Our new social chairman, Mrs. Mathews, served cookies and coffee after the meeting and outlined various plans for her committee. Several helpful suggestions were made by Past President Mrs. Woods of the Malden Chapter, who was a visitor. In the immediate future we plan a dance and another good will party for our people who have returned to us from the armed services.

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Butte Chapter

Mrs. David Ehrlich, Historian

One of the most outstanding social successes Butte Chapter ever enjoyed was a pot-luck dinner given Feb. 16 in the club rooms. Mrs. N. B. Lupton, Mrs. Bert Bywater, Mrs. Ted McPherson and Mrs. Art Jersey were the very efficient hostesses, and cards were enjoyed by the large crowd attending after a very sumptuous meal.

No Milwaukee veterans have as yet returned to Butte, but our members are still working hard for all returning veterans. Many members of our chapter work on the A.W.V.S. train service, which still meets all trains passing through Butte and presents service men with candy, cigarettes, fruit, etc. In addition, several of our members act as hostesses at the local USO club rooms, helping in whatever capacity is needed of them.



Iron Mountain Chapter

Mrs. Robt. Baldrice, Historian

At our February meeting members and guests were served lunch from a table, the centerpiece of which was a figurine of George Washington holding an American flag. The ornament is the property of Mrs. Henry Larsen, our chapter's first president, who said it has been in the family for some 75 years. Miniature hatchets decorated the table, on which was displayed a cake inscribed "Hello Everybody." Prizes for cards went to Mrs. Joseph Aschenbrenner and Mrs. Mabel England.



Milwaukee Chapter

Mrs. John Morrissey, Historian

Monthly meeting was held Feb. 18. A delicious supper was served in honor of our past president, Mrs. McConahay, followed by a valentine party, including piano-accordion selections. Each member present received a valentine and a gift was presented to Mrs. McConahay by club members. Several thank-you notes and greeting cards were read. The Red Cross expressed its thanks for the donation of \$6.51. The 1946 membership drive is now on—let's all help to get new members.

The luncheon served Jan. 21 netted \$51.33. A dessert luncheon, demonstration and cards was held at the Milwaukee Gas Co. Feb. 8. It was well attended and the receipts were \$64.05. Red Cross report for February was 293 hours worked; socks, pilot sweaters and apron and sewing kits made. Donated to veterans' hospital, six suits used underwear and decks of cards. Welfare chairman reported one ton of fuel sent to a needy family. Sunshine chairman sent five cards, one floral and one plant. Five new members were present. Attendance prize was won by Mrs. John Morrissey.



Mitchell Chapter

Mrs. John Entwistle, Historian

March meeting was not as well attended as previous meetings, which was regrettable, as our program chairman, Mrs. George Foote, had an exceptionally worthwhile evening planned—a cornet selection by Robert Paulin, a vocal solo by Margie Olson, humorous readings by Nancy Peterson, a violin selection by Velma Johnson, and a piano solo by Sonora Montgomery. Most of our talent was from our "Milwaukee" families, which made it doubly interesting, and it was a pleasure to see how our young folks are developing along artistic lines.

Our president urged us to bring to the club any wool and cotton pieces, also surplus yarns which we might have, so that they could be used for the ex-service men in the veterans' hospitals in their manual therapy work. Good cheer chairman, Mrs. H. B. Peterson, is continually on the job, sending cards, flowers, etc., to our members who are hospitalized or ill at home.



Group at the pot-luck dinner given in Butte on Feb. 16.



Janesville Chapter

Mrs. J. W. Higgins, Historian

March meeting was held on the 5th with our president, Mrs. Stanley Riley, presiding. Mrs. Geo. McCue reported \$21.00 was made on her lovely card party given in February. A basket of groceries which was sold brought in \$13.55. We are indeed very proud of our clubhouse with its new drapes and shades. During February three funeral dinners were served by Mrs. Bennett and her committee. Ten dollars was donated to the Red Cross.

We are planning on entertaining our teenagers occasionally, as many of them want to learn to dance and there seems to be a clamor here in Janesville to get these boys and girls started on the right way of life. Sixty personal calls were reported by our sunshine chairman, Mrs. Pat Wallace. Many thank-you letters were read from the boys and girls recently discharged from service for the small remembrance received from the club. All in all, we had a very peppy meeting, which was topped off by gingerbread, salad and coffee made by Mrs. Ed Lueck. Yum, yum, it was good!



St. Maries Chapter

Mrs. Charles Conley, Historian

On the evening of March 4 we held our regular meeting, 11 members and one guest. Mrs. P. Selbert, being present. Mrs. Walter Darry, president, presided. Mrs. Helga Strand, secretary, gave her report as did Mrs. Wm. Selfert, treasurer. Mrs. J. Fuller, welfare chairman, reported one family contacted; cards sent, five; visits, two.

Feb. 18 we had a pot-luck dinner, about 35 persons attending. After the dinner several tables of cards were in play. A pleasant evening was spent, everyone agreeing our first get-together was a success.



Tomah Chapter

Mrs. Francis Brown, Historian

Our March meeting was held on the 7th. It was well attended. Good cheer reported four baskets of fruit for the sick, two funerals taken care of and two baby blankets given, also 29 calls and 15 cards sent. Mrs. Carl Reisinger is our new membership chairman and she is out after the prize money. Mrs. August Gabower is the new secretary.

Our annual spring luncheon will be held in April, also some kind of entertainment for ex-service men who have been discharged. Cards were enjoyed after adjournment by members and their husbands.



Marquette Chapter

Mrs. Stanley Hunter, Historian

Regular meeting was held March 13 with a large attendance. A delicious 1 o'clock luncheon was served in honor of the new members, with tables cleverly decorated for St. Patrick's Day. After the luncheon business was conducted and all reports on membership drive were brought in, the result being that we have gone over the top with 321 members. Cards were played, Mrs. Ken Whalen winning high, Mrs. Tim OLeary traveling, and Mrs. Geske, a new member, won the door prize.



Montevideo Chapter

Mrs. Pat Maloney, Historian

Regular meeting was held on March 1. President Mrs. Acers opened the meeting. Good cheer chairman, Mrs. Helgerson, reported one call and one book of milk tickets given. Cards of thanks were read. Ways and means chairman, Mrs. Moe, reported \$15 made on our last dance and \$4.50 on the bingo game. Thirty members were present. Following adjournment a delicious lunch was served by Mrs. Lighter and Mrs. Nelson, after which bingo was played. An enjoyable time was had.



Miles City Chapter

Mrs. N. A. Helm, Historian

Miles City club met for its March meeting with Mrs. Ed Rehn, president, presiding, and with a large attendance. Welfare chairman, Mrs. Fuller, reported four families given aid during the month; Mrs. Phillips, Red Cross chairman, 24 hours spent in sewing room; Mrs. Wm. Cain and Mrs. Custer Greer, membership co-chairmen, on membership. Mrs. Earl Farr gave a very interesting talk on "Things to Think About." Mrs. Floyd Preston, sunshine chairman, reported cards sent and sick calls at hospital and homes. Mrs. Frank Spear acted as secretary for Mrs. Chas. Shine, who was very ill.

After the meeting a "white elephant sale" was held and \$24.00 was netted. Miles City Women's Club chorus, composed of nine ladies directed by Mrs. Jurgens, favored us with some songs which were very much enjoyed. Refreshment committee was Mmes. Floyd Preston, H. Zuelke, J. Walters, Chas. Brown and Tom Morgan. The \$1 prize was awarded to Mrs. Ed Rehn.

Women's Club Entertains Returned Veterans

Austin Chapter Sponsors Potluck Supper

Mrs. Fred Valentine, Historian

World War II veterans who have returned from service were honored at a potluck supper and social evening held at the K. of C. Hall, Saturday evening, Feb. 16, under the joint sponsorship of the Women's Club and Service Club. The supper was attended by 125 persons. Honored guests consisted of 12 employes of the railroad and sons of employes who had returned from service.

Following the potluck supper at 6:30, a program was presented with C. A. Capon, Service Club chairman, acting as toastmaster. The veterans were welcomed home by Division Superintendent R. C. Dodds and Mrs. R. W. Graves, president of the Women's Club. Vocal selections were rendered by a quartette from Austin Central High School and by Mary and Kathleen Stark. Cards and dancing followed and a very enjoyable evening was spent.

Valentine Party Given Marmarth Veterans

Mrs. Forest Williams, Historian

A valentine party for our returned servicemen was held at our club house the evening of Feb. 14, with Mrs. W. L. Striebel in charge. We were happy to have a large crowd in attendance and to have this opportunity of welcoming home the boys who had returned from service.

Whist was played, with prizes going to Mrs. Galen Inman, Mrs. Fred Armstrong,



Scene at a dinner given in Iron Mountain, Mich., in honor of returned servicemen on March 5.

Peach Stuart and Galen Inman. Pictures were then taken of our group, by Mrs. Earl Ekholm. A delicious lunch was served by Mmes. W. L. Striebel, Hal May, Lawrence Duckhorn, Leo Rushford, R. C. Rushford and Forest Williams. All left thanking our club for a lovely evening.

Madison, S. D., Chapter Holds Dance and Card Party

Mrs. Earl Allen, Historian

On Feb. 26 a dance and card party was held at the Elks Hall in honor of and to welcome home our returned servicemen and women. There were more than 100

guests present. A three-piece orchestra had been engaged for dancing, which, together with cards for those who did not wish to dance, formed the evening's entertainment. Prizes at cards were awarded to Mrs. Larry Campbell and Harvey Bennett and door prize to Hans Westby. All veterans and all members were invited. A committee headed by Mrs. A. D. Smith and Mrs. A. D. Walker had charge of arrangements. A delicious lunch was served by Mrs. George McKinney and her committee. We were happy to have the boys with us and will continue to entertain them at our regular social meetings as more of them return. Those present were Robert Carr, Herbert Halter, Ralph Moose, Elmer Lincoln and Darrold Froehl.



Shamrock Decorations for Iron Mountain Party

Mrs. Mary Baldrice, Historian

Former servicemen, employes of the railroad and the husbands and sons of members of the Women's Club were honored at a dinner the evening of March 19 in the Iron Mountain Legion rooms. Places for 79, including the honored guests and their wives and the club members, were set at tables decorated with shamrocks and other appointments appropriate to St. Patrick's Day. Superintendent F. T. Buechler of Green Bay was guest speaker. He congratulated the honored guests on their service record and commended Iron Mountain for the manner in which returning servicemen are being assigned jobs in industry.

Mrs. Anton Noskey, president, introduced Mrs. Anthony Ambrosia, toastmistress, who announced the program. It was piano solos by Donnell Anderson, vocal solo by Lawrence Jolicour and greetings by W. H. Marquardt and H. M. Warner, Milwaukee; C. Schoam, Chicago; H. O. Czamanske, Green Bay; Agent Otto Grade and Roadmaster Niel G. Schumaker. Souvenir calendars were given to the guests. Dancing concluded the evening's entertainment.

Top picture: Group of veterans who attended a dinner in their honor at Austin, Minn., on Feb. 16. Seated, left to right: K. Hemann, R. A. Carroll, M. Seigfreid, D. Anderson and R. M. Brown. Standing: R. J. King, Bud Trichler, C. O. Post, A. Sucha, H. E. Erickson, John Weiland and O. Pralle.

Lower picture: Scene in the banquet hall at Austin on the occasion of the joint Women's Club dinner and party for the World War II veterans.

Top picture: Veterans who attended a party given by the Madison, Wis., Chapter on Feb. 15. Left to right: Robert Welty, Jack Donis, C. Smithson, M. McGuire, Walter White, James Coughlin, Harold McMahon, Robert Graves, Mrs. J. A. Tomlinson, chapter president, Daniel DeLoretta, (man behind not identified), Robert Ferris, Donald Fuller, John Aasen, Robert Everhart, John B. Hodgson, Louis Gruesin and Frank Audini.

Center picture: Speakers' table group at the Madison party. Left to right: Mrs. Margaret McCrum, Mrs. R. A. Woodworth, Mrs. O. S. Kline, Mrs. Sam Smith, Daniel DeLoretta, Mrs. J. A. Tomlinson, R. A. Woodworth, superintendent, Mrs. A. P. McMahon, Mrs. Earl Hohenadel, Mrs. J. A. McNulty, Mrs. William Murphy, Mrs. E. P. Kingston, Mrs. George Tormey and Mrs. G. Gleason.

Lower picture: Kitchen crew which prepared and served the Madison Chapter's dinner for the veterans.

Madison, Wis., Chapter Pays Tribute at Party

Marcella Tomlinson, President

Color and gaiety reigned supreme the evening of Feb. 16 as 200 guests of the Madison Chapter gathered to pay tribute to returned veterans of the Madison Division and sons and daughters of employees of the railroad. Thirty-five veterans were present.

A delectable baked ham dinner was served in the E.R.A. Hall under the capable supervision of Mrs. Sam Smith, assisted by Mrs. J. Lietz and a corps of willing helpers. Huge valentine hearts decorated the walls, red candles and gay hearts on the tables further carrying out the valentine theme. The attractive table settings were arranged by Mrs. C. E. Mahaffey, assisted by Mrs. Wesley Cameron. The program, announced by Mrs. E. Hohenadel, Good Will chairman, opened with community singing of the national anthem, followed by the railroad song, "I've Been Working on the Railroad," accompanied by Mrs. Wallen Klein. A group of well-chosen songs was then presented most charmingly by Miss Sally Dwyer.

The club president, Mrs. J. A. Tomlinson, was next introduced as toastmistress, and with a few well-chosen words welcomed the guests of honor. She said in part, "I am sure I echo the thoughts of the Milwaukee Railroad Women's Club when I say I am glad to have you back. We all appreciate what you have done; it has been a magnificent job." Dan Di Lorito, recently returned from the Pacific, responded to the welcome. Expressing happiness in returning to the railroad, he said, "once a railroader, always a railroader—it gets in the blood." Referring to his past experiences he said, "they are like a bad dream one tries to forget." A few words were also addressed to the guests by Superintendent R. A. Woodworth, who emphasized again how glad we are to have the veterans back in the fold and concluded his talk with a few appropriate humorous remarks. Following the dinner the guests spent the eve-

ning dancing to the tuneful melodies of "Van's Rhythm Rascals."

Cafeteria Service for Large Sioux City Turnout

Mrs. Ben Rose, Historian

Subscribing to the popular manifestations of appreciation extended by other chapters of our club, the Sioux City Chapter issued 150 invitations to our returned servicemen and women, requesting their attendance at a "welcome home" dinner in their honor, the evening of Feb. 28 at Scandinavian Hall. The response more than justified the affair.

Mrs. George Gaskill, dining room chairman, and her co-chairman, Mrs. J. O'Connor, used the colors of our flag in attractive table arrangements. Following registration, which was in charge of Mrs. J. T. Hansen, the veterans led the line of march into the dining room, accompanied by Mrs. R. F. Leahy's pianistic encouragement. The popular cafeteria style afforded opportunity for pleasant rallery, which started the conversational ball rolling. Gustatory delights having been gratified, Mrs. J. Bailey, president, accurately bespoke our happiness in their return to us. Paying solemn tribute to those who did not return and profoundly conscious of the adjustments from war to civilian life, Assistant Superintendent J. T. Hansen gave us the assurance of his deep and considerate understanding of the transition. Community singing was led by Jess Jamison. In gratitude we sang "God Bless America"; "We Worked (loudly) on the Railroad All the Live-Long Day." The program of recreational events, bingo and cards, was under the direction of Mrs. E. Weiland and M. Noonan. Door prize, a picturesque cake, was won by Frank Pearson.

At the brief business meeting the chapter voted \$15 to the Red Cross Drive.

Ottumwa Chapter Entertains 200 Guests

K. M. Gohmann, Historian

In conjunction with the Ottumwa Service Club, our chapter sponsored a "welcome home" party on March 1 for returned veterans in the K. of C. Hall. It was attended by approximately 200 members of the Milwaukee family. The return of veterans to the service of our company on the Kansas City Division is nearing the



100 mark, but many were unable to be with us because of having to be "on the job," while the rain and snow during the day and the uncertain weather disrupted the plans of many from more distant points on the division who had anticipated attending the party.

Toastmaster Cliff Riley introduced Mrs. M. L. Taylor, who led the assembly in singing, and Mrs. Iver Carlson, who accompanied on the piano. Our president, Mrs. Wilford, was then introduced by Toastmaster Riley and spoke concisely on the purpose of our organization and the activities of our chapter. H. C. Loveless, chairman of the Service Club, expressed his sincere thanks to all who had so willingly given of their efforts, time and labor to make a success of the party, especially to Mrs. M. L. McNerney, our past president, who served as general chairman of the party committee representing our chapter, and Dispatcher M. L. From, who served as general chairman for the Service Club. Retired Conductor William Kelly made the trip from Davenport to be with us for the occasion.

Veterans Take "Potluck" With Mason City Chapter

Mrs. C. S. Pack, Historian

Our February meeting was held the evening of the fifth instead of the afternoon, in order to honor and pay tribute to returned servicemen of the Milwaukee family at a 6:30 potluck supper. Following the supper, a short business meeting was conducted by Mrs. C. A. Anderson, president, who welcomed our guests. The remainder of the evening was devoted to entertainment. Mrs. R. H. Tierney favored us with several violin solos, accompanied by Mrs. Harry Farrer. Mrs. Marlowe Evans directed community singing until 8:30, when Mrs. Farrer's orchestra supplied music for dancing. Serving on the supper committee were Meses. Shipman, Otterback, Dean, Van Maren, Toinby and Isaacson. Good Will committee consisted of Mrs. McDonald and Mrs. Colwell; program chairman, Mrs. Smola. An enjoyable evening was spent and we were happy to have the boys with us again.

Anatomically considered, laughing is the sensation of feeling good all over and showing it principally in one spot. . . . If a man can't laugh there is some mistake made in putting him together, and if he won't laugh, he wants as much keeping away from as a beartrap when it is set. Genuine laughing is the vent of the soul, the nostrils of the heart, and it is just as necessary for health and happiness as spring water is for a trout.—Josh Billings.

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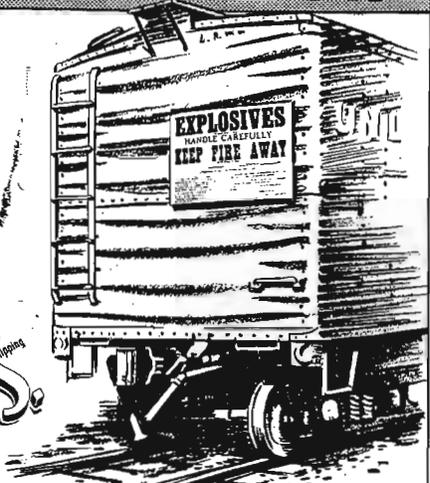
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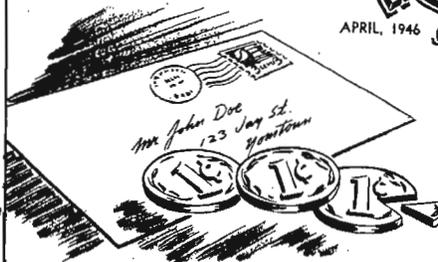
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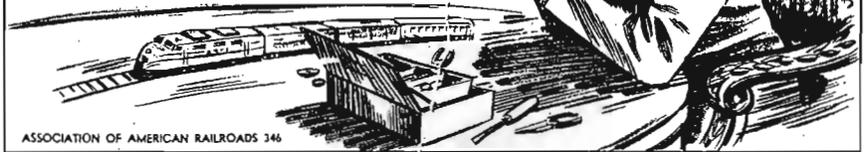


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GEORGE VI OF ENGLAND IS SAID TO
BE A MODEL BUILDER.



ASSOCIATION OF AMERICAN RAILROADS 346

Hiawatha Crews Please Patron With Seeing Eye Dog

This is to express my appreciation for the courtesy shown by members of the Milwaukee Road during my several trips aboard the Omaha and Minneapolis Hiawathas. I travel extensively with my Seeing Eye dog, Karla, presenting lecture programs, and during all of my trips the members of the crews have been so very pleasant and accommodating. I regret that I do not know the names of all who have served me but it was nice on my most recent trip to Omaha to again meet Conductor Winston, Mr. Hick, steward, and my good old friend, Porter Olivier. Porter Harrison Booker has also served me well, as has another named, I believe, Kendrick.

I am most grateful, too, to Mr. Schirp who has arranged many trips for me and always makes things seem easy, even though the trip is complicated. Lawrence Janes sees to it that I am well fed.

All of these men and many others have served me well and I want you to know how much I appreciate the service.

MISS BERNICE CLIFTON,
132 North Humphrey Ave.,
Oak Park, Ill.

Nothing annoys a woman more than having friends drop in and find the house looking as it usually does.

At the birth of President Cleveland's second child no scales could be found to weigh the baby. Finally the scales that the President always used to weigh the fish he caught on his trips were brought up from the cellar, and the child was found to weigh 25 pounds.



"THAT EASTER BUNNY FOR YOUR SON CAME SEVERAL DAYS AGO, J.B. YOU GOTTA GET THEM OUT O'HERE!"

I & S M DIVISION

East End

H. J. Swank, Division Editor
 Office of Superintendent
 Austin, Minn.

It was a shock to learn of the sudden death of Roadmaster Frank Luskow, which occurred at his home on Feb. 28. Frank was born in Germany in 1883. When he was nine years of age the family emigrated to the United States and settled in Mapleton, where he attended school. He began his work with the Milwaukee Road at the age of 18 and advanced rapidly, to become the youngest roadmaster in the company at the age of 24, with headquarters at Madison, S. D. In 1910 he was transferred to Lanesboro as roadmaster of the SM Division. He resided there for over 20 years, during which time he was mayor for 18 years, also serving on the city council. For the last 11 years the Luskows have made their home in Austin. A keen mind and friendly disposition made a host of friends for Frank Luskow all through his territory. Our deepest sympathy is extended to Mrs. Luskow and twin daughters, Alice and Ruth.

District Safety Engineer Frank Washburn covered the division early in March, holding safety meetings and doing a little public relations work at the same time.

Recent appointments on the division are: Dwight Kneeskern, assistant cashier; LeRoy F. Williams, ticket clerk, replacing Mr. Kneeskern. L. Sage was the senior bidder for the position of station helper at Howard, S. D.

Earl E. Long, who for the past two years was in charge of an extra gang on the west coast and had recently been appointed section foreman at Alexandria, S. D., has been appointed roadmaster at Austin and arrived on March 9 to take up his new duties. Welcome to our city, Earl!

Twice during a two-month period the I&SM Division was the victim of a wash-out on the east end (La Crosse line) and a blizzard on the Madison-Bristol line on the west end, both of which occurred on the same day. It was necessary to dynamite the ice near the bridge at LaCrescent, as it had forced the bridge three inches out of line.

Word has come to me that the "Gold Dust twins" of the car department formally announced the arrival of spring on March 13, when they shed their ear lapa and winter caps for lighter headgear.

Arthur O. Nelson, former station helper at Lanesboro, was discharged from military service and replaced Joe Houff as station baggageman at Austin.

Congratulations to O. C. "Clyde" Peed, who has been appointed chief dispatcher at Austin.

Francis Bradash, who recently returned from service with the 744th Railway Operating Battalion, has returned to railroad service and is working as student dispatcher.

Operator H. S. Lewis, Jr., west end, has been discharged from military service and plans on resuming service soon.

Robert Dunlap is breaking in as relief yard clerk at Austin.

1st Lt. Ralph McCoy, former SM conductor, who is stationed at Ft. Eustis, Va., visited the office on March 13.

Glad to see Howard Olson back to work as agent at Brownsdale, following an eye operation at the Mayo Clinic.

West End

E. L. Wopst, Correspondent
 Chandler, Minn.

The employees of the I&SM Division were shocked to hear of the sudden death of Jim Shay, who passed away at his home in Jackson, Minn. Jim was a former B&B foreman on the division, who had been enjoying his pension for the last seven years. Our sincere sympathy is extended to his bereaved family.

B&B Foreman A. E. Allen is taking a 90-day leave from his duties and is staying at his home in Madison, S. D.

Mrs. Mike Raatz, wife of the section foreman at Iona Lake, underwent an operation at the hospital at Tyler, Minn. At last report she was on the road to recovery.

Leo Flynn is back on his run as brakeman on 222 and 203, after a months' leave, resting his back which laid him up for some time. Brother Frank took over Leo's position.

Our good friend, Al Standish, had a close call one night when the office in the depot at Pipestone caught fire. Al lives upstairs and the dense smoke awakened the Standish family just in time for Al to get to the 'phone to call the fire department. We have since remodeled the depot, which looks pretty nice with the enlarged office and a coat of fresh paint.

The other day, while passing through on 203, we met our good friend, F. Bender, who was formerly agent at Bryant, S. D., and who now holds a position as freight inspector at Aberdeen, S. D. Floyd likes his new position very much.

R. Jones is acting as agent at Bryant for a period of nine months.

Wonder how things are lining up with our relief men, so the agents will be able to get their vacations this year. We have some who have returned from the army

and navy and have been taking steady positions at stations. Looks as though we are still short of relief agents and operators. To students who plan to get started, now is your opportunity.

Am still waiting for those news items from the boys on the west end. Must have them, boys, if we want to keep this column going in our Magazine.

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

Cupid's arrow picked off another of our eligible young bachelors, Joseph Kowal, who was united in marriage to Alvira (Masters) Tallackson on Feb. 23. They are living in Elmwood Park.

On Feb. 6 Margaret Gallagher sustained injuries in an auto accident which have confined her at home and she has been granted a furlough until April 1.

Lorraine Davini appeared very elated at the office on March 2, proudly displaying a diamond engagement ring.

Joseph Crowley sure had a trick pulled on him. His Ford car was either lost, strayed or stolen from the building parking lot on March 9.

Julia Feindt is still convalescing at home after a long illness and Arline Roggow, who also has been confined for many weeks, is expected to return soon.

It has been a long while since any report has been forthcoming about our boys still in service. S/Sgt. William C. Olsen last reported from the South Pacific, S/Sgt. James Giblin is with the Marine Corps in Florida, Andrew Pokrzewinski, S 2/c, is at Baltimore, Md., and William Dinoffria, HA 2/c, is stationed at a South Pacific naval base hospital.



A rickshaw ride, the ambition of every Pacific theater soldier, sailor and marine, is pictured here in process of realization by William W. Wentela, Jr., radio operator with the 25th Division in Osaka, Japan. He writes: "My Pop is a railroad man and so am I. Dad is a conductor on the Superior Division and I'm a telegrapher there." The picture, taken in Nara, Japan, shows a temple in the background.

BACK ON THE JOB.

John J. Werden estimates that he traveled 191,000 miles in his 44 months in the navy, as a store-keeper first class. This was on the aircraft carrier U. S. S. Bataan,



which was involved in most of the major engagements in the Pacific, from New Guinea to Japan, and accounted for 137 Nipponese planes. John was awarded five ribbons and three battle stars. On his return to the office of assistant to vice-president—claim prevention, he was promoted to loss and damage investigator.

Operating Department

Paul R. Ashland, Correspondent
Office of F. H. Allard
Assistant to Vice-President

What's new in the operating department? Congratulations are in order to Jim Taylor, the proud father of a baby boy. Jim is secretary to the general assistant to vice-president, operations, and as he now has three boys he is up and coming competition to Bing Crosby. Also, congratulations to William I. Edwards, former flight officer and "ace" of the mail room, on his engagement to Doris Jean Peterson of Deerfield, Ill.

Returnees from the military: Johnny Werden is back in claim prevention with a promotion to loss and damage investigator. Also back with a promotion in the office of the superintendent of transportation is Edward Mongeluzzo. Both saw many months' service in the Pacific, John aboard the aircraft carrier USS Bataan and Ed with the Air Transport Command in Japan. Also, note that Walter J. Kall is back with the mail room gang.

Transfers, promotions and new faces: Edwin S. Hacking is welcomed to the Milwaukee ranks as stenographer in claim prevention after service in the navy as secretary to an admiral. Welcomed back to the general manager's office is Florence O'Boyle, file records chief. Gerald M. Griswold has transferred from the office of superintendent of Chicago terminals to the office of assistant to vice-president, personnel. Norma Heidtke has been promoted to secretary to staff assistant to vice-president. Michael Sylvestro has taken up his new duties in the office of the manager, mail, baggage and express.

Mrs. Jim Brower, known as Edith to her co-workers in claim prevention, now intends to devote her full time to married life.

Luella Rayman was presented with a gift on her departure from personnel.

As summer draws near so does the

thought of vacation. Jumping the gun somewhat and taking his first real vacation since 1937, C. "Roy" Dougherty, Mr. Ennis' assistant in the office of assistant to vice-president, claim prevention, recently drove to Florida to enjoy the South's balmy weather.

Looking to the future, Vincent Schraub of the general manager's office, discloses that a part of his spare time is spent attending night law school. Both Vincent and his brother Don, of the mail room, have been members of the Milwaukee family for some time.

Passenger Traffic Department

Doris Jones, Correspondent

There are several changes in the personnel of the passenger department to report this month. Clyde E. Deacon, radio man first class before his discharge from the navy, was welcomed back to the rate department as cashier on March 16 and Johnny Black, after his discharge from the army, returned to the Milwaukee Road as messenger in F. N. Hicks' office. After three and a half years of infantry service in the European and Pacific Theaters Emery Virgin returned to the office of the general agent, passenger department. Yes, it certainly is nice having all the boys back—quite an improvement.

Elmer H. Moll is serving as assistant city ticket agent while John Semmlow is on a leave of absence.

Earl C. Kubicek left the Milwaukee Road on March 15 to become executive secretary of the Illinois Institute of Technology. He started in June, 1928, as a messenger, worked later as a clerk in the passenger department and was chief clerk to the general agent from July, 1939, until February, 1943, when he was appointed city passenger agent.

During the past few months there have been so many changes in messengers in this department that it has been difficult to keep up with them in this column, but to keep the record straight, Robert Zorno and Edward Doyle are the new office boys in room 700.

For a very special news item this month it is a pleasure to report the recent engagement of Heinz Reupert to Dolores Muenchen, but he's not saying when the important day will be.

When Marie Olson bakes a cake it's a treat the reservation bureau looks forward to with real anticipation. I understand those banana cakes are especially "super."

The rate department came up with a couple of winners recently. Ray Freitag won a \$25 bond in a Booster Club contest and George Gloss, who must have been born with a four-leaf clover in his hand, won a Parker "51" fountain pen. It's a beauty and if I seem a little green around the edges it's strictly from envy.

Bernice Luckmann Mehl, who was formerly employed in the rate department, wrote to Mary Gunderson and enclosed a picture of little Michael Allan.

The advertising department doesn't have to wonder if people ever read about our Milwaukee Road. I think it is interesting to know that people from all over the

world have written in for information regarding our "Veterans' Victory Vacations" booklet. It is just a routine matter for Fred Carney to open mail from India, South Africa, Cuba, Australia, South American countries, the Fiji Islands or China, but even he agrees that there is something fascinating in the unusual stamps from these faraway lands.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Rod Grove and Marion Duvold were married on March 16 at the Midwest Bible Church. Rod's friends at the office gave the newlyweds a gift certificate with many wishes for happiness.

Ruth Conway became engaged to Bob Fortman on March 9. See what that "cosmetic party" did for Ruth, girls?

Rudy Rinka left the service on March 16 to enroll at Northern Illinois Teachers College. We expect to see Rudy's name listed among the Big Ten coaches some day.

Doug Elder, former second lieutenant, returned to work on March 25, looking very fit and happy to be back.

Ernie Rizzo became the proud father of a son, Roy Ernie, on March 7. Ernie now boasts of a typical American family—a boy and a girl. Congratulations!

BACK ON THE JOB.

Henry J. Berry was promoted to secretary to the assistant to vice-president — personnel — in the operating department, on his return from military service. For the last three years he was attached to the 194th Field Artillery and campaigned through Africa, Italy, France and Germany, earning the ETO Ribbon with cluster and five battle stars. Henry is a brother of City Freight Agent Arthur J. Berry, Chicago.



Gumz, Stowell and Krumrei are going to Buffalo for the A.B.C. on April 5 and 6, to try to knock down a few high scores. Good luck, guys!

Emil Leska bade his friends farewell on March 30. He is going to try his luck on the west coast. Let us know if you find that pot of gold! Guess we'll have to do our part to keep Dottie from being lonesome.

"Welcome back" to Joanne Parker, who left us some months back to be married.

Josephine Lazare has been forced, because of ill health, to take an extended furlough. Hope you're soon back and smiling, Josie!

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MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON



These men are all veterans of World War II who are back on the job in the auditor of passenger accounts' office, Chicago. Front row, left to right: Arthur P. Sommers, Hans A. Klemmer, Eugene C. Tucholski, Harold J. McCauley, Jack W. Brandenburger, Theodore C. Padgett and Gunnar S. Drangsholt. Second row: Charles E. Baker, Peter Teune, Helger Drangsholt, John B. Waterstrat, Robert W. Nielsen, William F. Butler and Louis R. Corsiglia. Third row: Robert J. Klein, Robert M. Kinateder, John J. Groppi, Carl G. Larson, George I. Wiegref, Howard C. Smith and Raymond C. Wagenknecht.

Purchasing Department

Josephine O'Hara, Correspondent

The chairman of the victory committee, Carl Skjoldager, performed his last official act when he arranged the "welcome home" party for our ex-service girl and boys. It was held on March 5 and the guests of honor, Dorothy Croffoot, John Beton, Charles Gooding, Don Russo, Bob Reiter and Bob Nordin, were each presented with a Shaefer pencil.

The birthdays of Marion Gaddini and Billie Galbreath were also celebrated at the party and this coincidence provided a festive tone to our "happy returns of the day" for the girls who never forget to remember their fellow workers on special occasions.

Since the boys came back the girls in the office have become very willing listeners. We all agree that war gives people many interesting ideas, and Bob Reiter may be said to possess many a bright one. His financial situation is now so favorable that he is having difficulty in deciding whether to buy a new car or invest in a girl friend. It has to be one or the other—he isn't interested in both.

Don Russo and John Beton are anticipating great bowling careers for next season. It has been rumored, by them, that they now "bust" 190 regularly, so their futures look bright.

Illness has taken three familiar faces from our midst—Ben Perlick, Elmer Eldridge and Charlie Jensen—but we hope their absence will not be long.

Dorothy Hess introduced the vacation season this year and many of us would like to join her on that week's enjoyment of New Orleans.

Harriet Bible came into the office one Monday morning wearing a beautiful engagement ring. She has become engaged to Matthew DiGirolomo of Chicago and the great day is set for the Easter season.

Lorraine Byers Nihill is leaving us to take over a full-time job as homemaker. We will miss you, Lorraine.

Gussie Weinrich, Loretta Kuhn and Penelope Gooch are busy these days practicing with the Milwaukee Road Choral Club for a concert to be presented early

in May.

We who are observing the season of Lent are much impressed by one of our co-workers, Joe Pace, who for 40 days and 40 nights is abstaining from his favorite "Dago Red," as well as all liquids related to it in any way.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

CMSTP&P G. O. Lodge 991, E. of R. C., is sponsoring the "biggest ever" social event and "welcome home" for service men and women, to be held at Chicago's most beautiful ballroom, the new Marine Ballroom, 4711 West Madison Street, on Saturday evening, May 18, to which all railway employes are cordially invited. Chairman Al Dinoffria and his committee will be waiting to greet you.

Back on the job and smiling after illness: Mary Whitman, rate revising bureau, March 18, after several months' illness with pneumonia; Dick Kane, rate bureau, after several weeks laid up with injured elbow, due to a fall. Jane Walker of William Nickels' statistical bureau, after some months is again tormenting a typewriter.

John Mischke celebrated his 25th anniversary of continuous service on March 8 by receiving congratulations from his "gang." He previously worked here from 1913 to 1919.

A number of fellow employes assure us that William M. Beck, rate bureau, who recently returned from three years' service in the army, mostly in Alaska, had a very beautiful wedding. He was married to Dorothy Schroeder on March 17 at Bethany Evangelical Church. The church was decorated with palms and flowers and exceptionally fine music accompanied the ceremony. Reception was held later at Ravenswood Masonic Temple. They will reside in Chicago after the honeymoon in Florida.

Elizabeth Davis, Fullerton Avenue building "hello girl" for some time, left the service in February to marry Marine B. Donald Brown. She is now living in Waukegan and is employed in the Red Cross office there.

Dolores Votava of the accounting machine bureau was married on Feb. 24 to Gustav A. Wuersig of the army. Her office friends presented her with a comforter, a chenille spread and a white carnation. We are told that she was a lovely bride. Marion Buerger of the same bureau received an engagement ring on Feb. 11 from Randall Anderson. Catherine Atchinson, also of that bureau, became engaged on Feb. 25.

Service men back on the job: Fred Meyne from India; Roy "Frosty" Peters from Korea; Vernon Lindahl from France; Ed Mueller from Leyte, Okinawa and Korea; Ed Marks from Saipan and Korea; Carl Berner from McDill Field, Fla., where he was an instructor in radio and precision bombing; and Edmond Bradtke from Burma and India.

Milwaukee Road Bowling League

The perennially league-leading Sioux hold on tenaciously to first place by two games over the tied runners-up, Hiawatha and Chippewa. They, in turn, have only a one-game margin over Olympian and Marquette. These two are but a game ahead of the Arrows and the Pioneer Limited. Considering the maintained interest, with three-fourths of the schedule completed,

BACK ON THE JOB. Vernon Lindahl, an employe of the L&I bureau, office of the freight auditor, Chicago, was in military service for almost three and a half years and spent most of that time in the European area. He was released with the rank of corporal and returned to work on March 1.



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too long. Alex Kissel has returned, taking a timekeeping job in the chief disbursement accountant's office. Larry Botzon returned to the payroll bureau after his army session and Johnny Dennison is back in timekeeping after a three-year absence. Pete Livas is also among those coming back, with over three years' military service. Julian Merchut has returned, heading for the machine room, and Robert Wall is still another who has rejoined the railroad family.

Leaving us this month were Helen Kubitzki and Ruby Alexander. The "builders" girls, plus "Butch," threw a nice party for Helen, who returned to help out at home. Ruby left the computing bureau to take over the management of her home on a full-time basis once again.

"Tony" Ficht has taken over supervision of the key punch chorus since Marie Kul-ton's departure and looks pretty good sitting right out there in the open, midst all that pulchritude.

Dorothy Wienecke and Mabel Knudson are vacationing in style this year; Mardi Gras, New Orleans, and my, I'll bet it's nice.

The navy still needs men and li'l Freddy Morrison of the CDA office was "noticed" on March 16 for naval duty. Good luck, Fred, and take it easy on the Admiral!

CHICAGO TERMINALS

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

C. M. "Chris" Lukan is back around his old haunts again, after serving for almost four years in the armed forces. Our old bowling pal entered the service on June 24, 1942, went overseas in December, 1944, and was released from service on Jan. 27, 1946, as a corporal in the 380th Service Group, Air Corps, having served in India for 13 months. From his induction at Chicago he went to the Pacific coast, thence to India, then back to the States at New York City and to Chicago via Canada, having completed a trip around the world without one day of seasickness, so he tells us. We are glad to see "Chris" back and hope that next year he will be burning that old 16-pounder down the alleys with us.

To the strains of "happy birthday" we entrained for our home in the west on the afternoon of Feb. 25, only to learn that the music was really intended for Dorothy Camp, manifest clerk in Bill Bishop's office; if you could call it music, with Tony Martinke trying to carry all the tunes as well as some of the birthday cake. We didn't get any, but Dorothy is a swell guy, anyway. (P.S.: Our birthday is in June.)

George Benton is back at the call desk as chief caller, Bensenville roundhouse, after a very exciting two and a half years in the armed service. He entered the service in July, 1943, taking basic training at Ft. McClellan, Ala. He went overseas in January, 1944, and joined the 36th Infantry Division on the front at Cassino, Italy, in February. From Cassino his outfit went to Anzio and on to Rome. After being relieved above Rome his outfit was off on the invasion of Southern France on Aug. 15, 1944. A month after landing, George was wounded and evacuated by air to Naples. After two months in the hospital he was reclassified and put in the Transportation Corps, serving a year with it in Naples and returning to the States on Christmas Day, 1945, being discharged at Camp Grant on New Year's Day. During his service he was awarded the Purple Heart, two Battle Stars, Bronze Invasion Arrow Head, Expert Infantryman's Badge, Good Conduct Medal, Victory Ribbon and the M.T.O. Ribbon. A mighty fine record and we are all more than proud of him.

anything can happen and seven of this 12-team circuit expect to be fighting for the trophy right down to the final night of the season. Individually, several classic scores were recently recorded, most notably A. E. Peterson's 258 high game and 624 for third high series. Eddie Kusch turned second high game of 253 into first high series of 639. Hank Tobin has second high series, 625. Bill Sevedge has 243 for third high game and he is only averaging 134 for the current season.

Teams	Won	Lost
Sioux	44	34
Hiawatha	42	36
Chippewa	42	36
Olympian	41	37
Marquette	41	37
Arrow	40	38
Pioneer Ltd.	40	38
Copper Country	39	39
On Wisconsin	37	41
Southwest Ltd.	36	42
Traveler	33	45
Tomahawk	33	45

At the 22nd annual American Railway Bowling Association tournament to be held at Columbus, O., scheduled April 6, the Milwaukee Road will be represented by the following teams:

Teams	Captains
Hiawatha	W. K. Hettinger
Pioneer Ltd.	F. W. Mueller
Tomahawk	Elmer Martwick
Sioux	John Gross
Olympian	T. Rycroft

—By F. W. M.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

The GI Bill of Rights comes in for a little applause as three of our boys have decided to finish up their education under the bill, with a leave of absence from railroad chores. George Knowles is going ahead with his engineering course, Ed

Leibrock will be starting at old N.U. (Northwestern) before long, and Bill Wolters has picked Illinois as his alma mater.

Congratulations go to Joseph T. Martin, formerly bureau head in the bookkeeping bureau, who was appointed traveling accountant and to Herbert A. Franzen, promoted to bureau head of the bookkeeping bureau. Joe easily qualified for the traveling position with his diversified commuting schedule each day, which involves too much to put down in writing.

Clara Samdahl of the bookkeeping bureau has taken on extended leave of absence on account of illness, going home to Minneapolis to recover. We hope your recovery is complete, Clara, and that the result of your convalescence will be what the doctor ordered.

Matt Oliver and Herb Johnson of the accounts receivable and audit sections are back to work after sieges of illness.

Bill Rick has moved again! From the army to AFE's, he's off again, via the GI Bill of Rights, for schooling in another field where his army training will stand him well. Good luck, Willie.

Elmer Schultz has been demilitarized and plans to return to work soon. Elmer was in to see all of his prewar playmates early in March. Welcome back, Joe.

Traveling Accountant Carl Hammer, stationed in Milwaukee, is now just plain granddad to a certain little girl who made her debut recently. Carl thus joins the "Traveling Grandpop Club," which has several distinguished members on this payroll.

Congratulations also go to "Daddy" Lester Kleiber, recently returned from the army as Lieutenant Kleiber, who became a father for the second time on March 13. The argument is all one-sided, however, as both junior representatives are young ladies.

Recent replacements in the office, fresh from military duty, include many familiar faces missing from their desks



This picture, taken at the wedding of Dorothy Larson and George Wanland, both employes of the freight auditor's office in Chicago, shows, left to right: Tony Dandre, Shirley Meske, Mr. and Mrs. Wanland, Mardel Wellema, maid of honor, and John Wanland, brother and best man. Mr. Dandre and Miss Meske are also employes of the freight auditor's office.

Harry Aultz, former leverman in Chicago terminals, has returned to his duties after serving three and a half years in the navy. Harry went on March 31, 1942, and came out Dec. 6, 1945, as an aviation radio technician first class, having served in Brazil and the United States.

Sleeping and Dining Car Department

William R. Jones, Correspondent

Now that the S&D car department news is appearing in the Magazine we would like to know how it looks to see some of our names in print.

First of all, we were glad to see Rene Chauveau back on the job after a bad siege of laryngitis. Ruth Juhnke returned from her vacation in Florida looking rested and sporting a beautiful tan, and the reason for those happy smiles on Catherine Masterson, Margery Lambin and Eddavine Ciesielski? Their "hubbies" are home for good. Don't drool, but wasn't Helen Haut's daughter lucky to find an apartment and with telephone service, too?

Mike Bovee was called into service and another GI returned to take his place—welcome back, Gene Landry! The welcome sign was also out for Stanley Germer of the commissary, who has just returned from the army.

What this department needs is more employes with cars. Happy days since Marie Keys is in the taxi service, especially at noon when we tour about in style, for a snappy lunch period. Wouldn't it be wonderful if she would stay with us as long as Timekeeper Margaret Sohmer, who is always on the job.

Now that "hubby" Mark is fully recovered from his injury, Dorothy Miner is

concentrating on her work in her usual businesslike manner.

Congratulations should have been in order before this time for Charlie Rozak. Is Kenneth Michael going to be our "sign-out man" in 1975?

The department extends sympathy to the families of Harry W. Carter, veteran porter, who passed away on Feb. 26, and Waiter Austin Owens, ill since 1940, who passed away on Feb. 24.

Scoop of the month! The other day Assistant Superintendent L. C. Kusch strolled through the office with a cane, a la Michigan Avenue. He explained that it was for the son of Agent Larry Janes of the commissary, who had injured his ankle.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Trainmaster George H. Lane was transferred to La Crosse in February. Mr. Lane made a lot of friends while he was on the Terre Haute Division, and we are going to miss him down here in the sunny Southland.

Coal Chute Laborer Edward Darr, while servicing engine 377 on train 80 at Coalton on Jan. 17, discovered a broken wheel on water car 3564. The car was set out at Coalton and Mr. Darr is to be commended for his alertness.

Jack Whitaker, son of Chief Clerk Sam Whitaker, Terre Haute freight house, has been released from his duties as pharmacist mate first class in the navy. He will enroll in Indiana State Teachers College.

Virginia Lundwall, daughter of Revising Clerk George Lundwall, Terre Haute freight house, and Leroy Banfield, formerly of the navy, were married on Feb. 23 in St. Stephen's Church.

People who know General Yardmaster Bob Schuh can hardly realize that he has passed his 36th birthday, but, according to his statistics, he did just that on Feb. 23.

Wendel Clark, who returned from Germany in March, has informed us of his intention to return to work at Terre Haute freight house. We will be glad to have you back with us, Wendel.

Robert Harding, son of our division freight and passenger agent, is about to embark from some distant Pacific port on a hospital ship. At the present time he is on the west coast.

James H. Anderson, who has returned from the navy, has taken third trick at Dewey, displacing Art Mathews. Art is going to take the agency at Cheneyville.

The Terre Haute Division has added more operators' positions to its list. Three

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THE newly organized Hiawatha Post No. 934 of the American Legion, which is composed almost entirely of Milwaukee Road employes in the Western Avenue coach yard, received its charter in December, 1945, and now has a membership of approximately 85.

Veterans of the World Wars who wish to join the post should communicate with Commander Heckl at the commissary, dining car department, in the coach yard. Candidates from Bensenville, Galewood, Mannheim, Union Street and all other yards are welcome. Hiawatha, a famous name among trains, will be a famous post in the Legion.



Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

We are very glad to welcome back three members of the force who have recently been discharged from military service: Firemen Daniel J. Sweeney and Robert M. Allen and Clerk John I. Hootman.

North Harvey is finally getting its name on the map. We now have a 24-hour operator service at that station.

Had a letter from F. R. Lewis, former agent at Chicago Heights, and he seems to be doing very well at Mason City.

Our sympathy is extended to Engineer Carl Lewis on the recent loss of his brother.

Engineer Walter Blaker has been in a happy state of mind. The reason? His son, Raymond, is home after his discharge from the navy.

Agent E. A. Rollert, who has been agent at Faithorn since 1921, retired on March 1. Agent Rollert started working here in 1907 for the Chicago Southern Railroad and became the agent on July 1, 1921, after the Milwaukee took over the territory. He has seen Faithorn in the various stages of its progress until its development into the busy terminal of today.

West Clinton

(The following news was submitted by Earl H. Lehman)

Brakemen M. W. Brown and Dean Allen have recently returned to service with the Road. Mr. Brown was in the navy and Mr. Allen was also overseas. We are very glad to have them back with us.

Understand Brakeman Donald Wile has returned from overseas and we are looking forward to seeing his smiling face.

We hear that Yard Clerk Robert Wright is also on his way home from overseas and expects to soon rejoin the Milwaukee family.

Brakeman Lee Brown, back from the battlefields of Germany, recently acquired a Secretary of War (a wife). We offer these folks our sincere congratulations.

Conductor C. L. Jones has been off for some time on account of serious illness. We hope for an early recovery, "Doc."

Our sympathy is extended to William and Courtney Cartwright in the death of their sister in February.

Walter Chambers, Jr., is learning to be telegrapher under the watchful eye of Operator Alfred Gee.

Conductor William Pfirman can use a few more white pennies.

Storehelper John Steffy celebrated his 34th wedding anniversary in February. Congratulations, John!

Carman Paul Hancock and Brakeman Lee Brown have purchased nice homes in St. Bernice.

We wondered why Conductor C. N. Blake was always singing "California, Here I Come." Now we understand. "Pete" and Mrs. Blake are visiting their son, Max, in the western state.

Harry "Bo" Earle is back from Bedford.

Conductor Claude Armstrong dropped in for a visit late in February. "Ted" is looking better after an extended illness.

Harry Rood is back on the clamshell after several weeks of illness.

The small son of Engineer Charles Brown has been seriously ill for some time.

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Iowa

We had three beautiful church weddings during February. Norma Ann Sowder, youngest daughter of Chief Clerk and Mrs. J. W. Sowder, was married to LeRoy L. VanAuken on Feb. 17 in the First Christian Church. A reception was held in the church parlors and the young couple left later for St. Louis. Mrs. VanAuken is the day ticket clerk at Sherman Street station in Ottumwa and Mr. VanAuken is employed by the Hardscog Manufacturing Company. They are making their home in Ottumwa.

BACK ON THE JOB. Robert H. Nevins can wear his hat any way he chooses now that he is returning to his old job as fireman on the Kansas City Division. Ex-Colonel



Nevins, a reserve officer, was called to active duty in the early days of the war and commanded a spearheading armored unit in the late General Patton's 3rd Army, for which he received the Bronze Star Medal. Since then he has served as executive officer of the Lordstown Ordnance Depot at Warren, O. Mr. Nevins, who is the father of seven children, declined a post in the regular army, which was good news to his family in Ottumwa, Ia.

The marriage of Marian Kervin, daughter of Traveling Engineer and Mrs. E. J. Kervin, to Lt. (j.g.) Thomas W. Saltmarsh took place on the morning of Feb. 18 at St. Mary's Church. A wedding breakfast at the Hotel Ottumwa followed the ceremony. They will reside at Hutchinson, Kan., while Lieutenant Saltmarsh is on duty at the naval base.

Engineer and Mrs. E. E. Whited announced the marriage of their daughter, Meryle Elizabeth, to Maj. Dorrance L. Van Fleet, son of Mr. and Mrs. P. I. Van Fleet of Ottumwa, on Feb. 20 in the chapel of the First Methodist Church. The bridal couple received congratulations at a reception in the home of the bride's parents. They will make their home in Dayton, O., while Major Van Fleet is on duty at Wright Field with the Air Corps.

Superintendent W. J. Hotchkiss was appointed to the industrial committee of the Chamber of Commerce, to serve during 1946.

Locomotive Engineer Joseph Palmer was appointed to serve on the Ottumwa Com-

BACK ON THE JOB. D. D. Gustavson, who was called to service on May 15, 1943, spent 22 months in the China-Burma-India Theater with the 726th Railway Operating Battalion. As a yardmaster on the Bengal and Assam Railroad he was in charge of crews composed entirely of Indians and says that he is glad to be back with "a good American railroad". Ex-Sergeant Gustavson, shown here with his wife, resumed work on Feb. 1 as a switchman at west yard, Ottumwa.

tricks have been opened at North Harvey to handle Milwaukee trains over the B&OCT.

A new operator, Loris Hegwood, is relieving Bill Hyslop at Bedford while Bill is enjoying the balmy climate of Miami, Fla.

Second Trick Operator Ray Blythe of West Dana is taking time off to have a minor operation on one of his fingers. John Gee is taking over while he is away.

Curt Sims, Jr., was the successful applicant for third trick at Spring Hill. Don Fish was appointed to the Dewey-Spring Hill swing job.

Dispatcher Jack Wright takes a hammer and a few nails along now when he goes bowling so he can nail his overcoat to the wall. Some cold-blooded person is enjoying the warmth of Jack's overcoat.

Farmer: "You can't go wrong on this mare, sir. She's sound, gentle, a good worker and a fine saddle horse."

Man from the City: "What I want to know is, is she tender?"

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Betty Rae Cline, 18-year-old granddaughter of Locomotive Engineer Henry H. McCoy of Kansas City, Mo., has made a promising start on a theatrical career. She traveled last year in the northwest territory on the Leavey Circuit and has signed a contract for a 48-week dancing tour with name bands on the eastern circuit. She has appeared with Bob Crosby, Clyde McCoy and Frankie Masters in Louisville, Ky., and Cincinnati, Ohio, and performed in Milwaukee during the latter part of February and early March of this year.

munity Chest Board, as a representative of all railroad employes in the county, in the office of vice-president for 1946-47.

Congratulations to E. Ferguson, retired agent, who was elected mayor of Muscatine, Ia., on March 4. Our best wishes to him for a successful term of office.

The death of Yard Engineer Francis Buxton, Kansas City, occurred on Feb. 8 at Wadsworth, Kan. He had been ill for some time, having retired from service in June, 1944.

Engineer Wooley is anticipating the return of his son, James, Jr., who is scheduled to return soon from Los Angeles, where he and his wife have been visiting since his discharge from the army in January. He was a sergeant with the 20th Air Force.

A daughter, Janet Kay, was born on Feb. 21 to Mr. and Mrs. Robert Hopkins. Mrs. Hopkins is the daughter of Yard Conductor D. E. Chambers. Little Janet Kay's father is employed at west yard, Ottumwa, as a yard clerk.

Equipment Maintainer William Arbuckle and Mrs. Arbuckle have a new son, Ronnie Ray, born on March 8 in St. Joseph's Hospital, Ottumwa.

Another season of bowling is almost completed by our team of J. S. Seals, I. McNamer, D. Luman, William R. Wilson and M. L. Fromm. While no outstanding scores have been produced, they are in fourth place and have consistently held their average of former years. Their team average for the season is 855; however, McNamer has tacked up a single game of 266 and in the city tournament just completed they did quite well, finishing in fifth place. Wilson-Fromm placed fourth in the doubles and Seals-McNamer were in sixth place. Captain Fromm totaled 1745 for all events but it wasn't good enough to carry off the trophy. Their outfit is still the best uniformed in the city, with the Milwaukee monogram very much in evidence.

Everett Brown of the maintenance of way department at west yard has two sons in the army and two recently discharged. Tommie, who when last heard from was in Germany, has been overseas since March, 1945. Ira E. served in the South Pacific Theater for one year, hauling explosives, etc., and was injured near Manila. At present he is hospitalized. John C., who served in the Infantry for five years, two years overseas in Belgium, France and England, spent several months in a German hospital and before being discharged was hospitalized in the States. Robert F. Brown, in the army for five years with 31 months overseas in the India-Burma-China Theater, has been discharged and recently entered the service of the Road as a section laborer at west yard, working with his father.

T/5 Michael Carroll, in the army since Oct. 9, 1942, and overseas for more than a year with the 96th Artillery Division, was discharged from the station hospital at Ft. Leavenworth, Kan., on March 5. Mike will

not resume work as a brakeman until after May 1.

Recently discharged from military service are Firemen William O. Jensen and Richard W. Graham; Brakemen Frank S. Ball, Stanley C. Nelson, Carl M. Nevins and Howard E. Hall; Section Laborers T. A. Jones, Washington; Melvin Forbes, Ottumwa; John A. Swab, Rathbun; C. A. Michael, Galt; Trino Lopez, Kansas City; and Raymond O. Smith, Braymer; Operator Ira P. Mullins and Yard Clerk James L. Spellman. Freight house employes at Kansas City: General Clerk Kenneth Lisk, Car Accountant Robert Kramer and Expense Clerk Charles Gamble.

ROCKY MOUNTAIN DIVISION

*Nora B. Decco, Correspondent
Operator, Three Forks, Mont.*

Well, after thinking it over for some time and deciding to get away from it all, the first evening I dropped into the corner drug store the drug store man handed me a new copy of the Railroad Magazine; I stopped at the post office and there was a new book, "Railroad Avenue"; then, into the show I went, so I wouldn't hear a train whistle, and what would you know—the show was all about a telegraph operator! Sticking pretty close to my work after all.

Sgt. Harry Simms, who was a prisoner of the Japs since the fall of Bataan in 1942, has re-enlisted in the army. He is the son of the late Harry T. Simms, fireman of this division, and is now home on convalescent furlough with his mother and sister. He will spend two weeks at Miami Beach, Fla., a guest of the Air Force.

Engineer H. O'Donnell, who has been off for several months on account of illness, has returned to work on 15 and 16. Engineer Lieb, who has been in Seattle for several months with Mrs. Lieb, has returned to 15 and 16 also.

Conductor Wandell, who has been on extra passenger for some time, has returned to the Northern Montana as the mains have slowed up a bit.

Conductor and Mrs. Burns had letters from both of their sons. Eugene expects to be home shortly from the Pacific and Rex is at present stationed on the coast, part of the time in the hospital.

Clarence Martin, Jr., has returned
(Continued on page 31)

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices					Iowa Division				
Belter, C.G.	Trav. Aud. Clerk	Chicago, Ill.	1		Fox, L.V.	Conductor	Perry, Iowa	1	
Bloom, Edward G.	Aud. Capt. Expnd. Off.	Chicago, Ill.	1		McCalley, Hazel T.	Stenographer	Cedar Rapids, Ia.	2	5
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	1	4	Reel, J.M.	Conductor	Perry, Ia.	1	
Burtness, T.W.	Secretary	Chicago, Ill.	1		Waln, R.A.	Sig. Maintainer	Paralta, Ia.		
Edman, R.N.	Chief Clerk	Chicago, Ill.	1					4	5
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		4					
Joynt, F.H.	Trav. Auditor	Austin, Minn.		1					
Kirwan, P.J.	Trav. Auditor	Chicago, Ill.	1						
Leen, M.J.	Chief Clerk	Chicago, Ill.	1						
Nehf, W.W.	Clerk	Chicago, Ill.	4						
Nelson, W.E.	Secy. to PTM	Chicago, Ill.	1						
Petri, A.F.	Clerk	Chicago, Ill.	1						
Stephenson, R.S.	Asst. Comptroller	Chicago, Ill.	2						
Vraney, J.E.	Chf. Trav. Auditor	Chicago, Ill.	1						
Woodward, Arch	Demurrage Insp.	Seattle, Wash.	1						
			16	9					
Chicago Terminals Division					Iowa and Dakota Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Broome, A.G.	Clerk	Sioux City, La.	1	2
Bitz, H.F.	Agent	Evanston, Ill.		2	Burnett, M.L.	T.M. Clerk	Mason City, Ia.	1	1
Boeck, H.F.	Check Clerk	Galewood, Ill.		6	Collings, L.H.	Asst. Car Foreman	Sioux City, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		4	Flynn, Helen	General Clerk	Sioux City, Ia.	2	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Kelly, Margaret	Roadmaster's Clk	Mitchell, S.D.	1	
Caruso, G.M.	Clerk	Galewood, Ill.		1	Lonseth, Leonard	Tariff Clerk	Sioux City, Ia.		5
Dyba, T.	Route Clerk	Galewood, Ill.		4	Oeschger, C.E.	Store Dept.	Mason City, Ia.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Pappas, Tony	Mach. Helper	Mason City, Ia.	4	
Ewing, J.J.	Clerk	Galewood, Ill.		4	Schiltz, Ray	Machinist	Mitchell, S.D.	2	
Hanson, H.	Clerk	Galewood, Ill.		4	Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4				13	8
LeMire, G.E.	Rate Clerk	Galewood, Ill.		114					
Lemke, E.	Clerk	Galewood, Ill.		1					
Oefftering, J.J.	Rate Clerk	Galewood, Ill.		12					
Sewek, E.V.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		4					
			0	170					
Coast Division					Iowa and Southern Minnesota Division				
Carrotte, Clara C.	Gen. Clk., Supt. Off.	Tacoma, Wash.		2	Capon, C.A.	Div. Stkpr.	Austin, Minn.	1	
Cobley, W.H.	Frt. Agent	Lynden, Wash.		1	Dosey, E.H.	Cashier	Blooming Prairie, Minn.		52
DeCarmo, A.	Frt. Serv. Insp.	Seattle, Wash.		1	Hayes, Albert	Operator	Albert Lea, Minn.	6	
Ganz, B.W.	Chf. Clk., S&DC	Tacoma, Wash.		1	Johnson, Charles	Agent-Operator	Sherburn, Minn.	1	
Gleb, Arthur	Station Force	Tacoma, Wash.		1	Kauder, Geo. E.	Pumper	Madison, S.D.	1	
Goldsbrough, A.	Clk., Loc. Frt.	Tacoma, Wash.		1	McShane, Mrs. M.	Widow of Rdmstr.	Austin, Minn.	1	
Mosher, H.A.	Train Disp.	Tacoma, Wash.		1	Simon, John E.	Section Foreman	Blooming Prairie, Minn.		1
Nielsen, Emil	Revising Clerk	Seattle, Wash.		1	Swank, H.J.	File Clerk	Austin, Minn.	1	
Oldenburg, Lucile	Clerk	Seattle, Wash.		4				11	53
Pajari, T.M.	Div. Engr.	Tacoma, Wash.		1					
Tyner, C.L.	Ret. Condr.	Puyallup, Wash.		12					
				3					
Dubuque and Illinois Division					Kansas City Division				
Council, Clarence T.	Rate Clerk	Clinton, Ia.	1		Atkin, F.W.	Rate Clerk	Kansas City, Mo.	3	
Dubmeyer, A.	Cutter	Dubuque, Ia.		8	Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1	
Horsfall, C.	Carman	Dubuque, Ia.		1	Dunham, Berle	Conductor	Ottumwa, Iowa	1	
Ickes, J.F.	Chf. Clk., DF&PA	Dubuque, Ia.	2					5	0
Knoll, A.	Laborer	Dubuque, Ia.	1						
Kurt, Francis	Clerk	Waukon, Ia.	1	1					
Lynn, M.K.	Conductor	Savanna, Ill.	6						
Maus, T.	Helper	Dubuque, Ia.	1						
Millar, Lucille	Clerk	Dubuque, Ia.	1						
Olson, E.W.	Chf. Dispatcher	Dubuque, Ia.	1						
Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	2						
Withhart, F.M.	Check Clerk	Savanna, Ill.	10	1					
			26	11					
Hastings and Dakota Division					La Crosse and River Division				
Daugherty, H.A.	Boilermaker Hlpr	Aberdeen, S.D.	2		Blanchfield, E.	Cashier	Merrill, Wis.	1	
Fuhr, W.E.	Instrumentman	Aberdeen, S.D.	3		Buffmire, E.O.	Roadmaster	Watertown, Wis.	4	
Lilly, Elaine C.	Rndhse. Clerk	Aberdeen, S.D.	1	1	Bugbee, H.G.	Sec. Laborer	La Crosse, Wis.	1	
Lundberg, A.T.	T.B.M.	Minneapolis, Minn.			Erickson, E.	Chief Clerk	La Crosse, Wis.	1	
Moriarty, W.J.	C. Clerk, Store	Aberdeen, S.D.	3		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Seller, J.J.	Chf. Clk., Div. Engr.	Aberdeen, S.D.		1	Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Spatafore, Joseph	Yard Foreman	Aberdeen, S.D.	1		Karow, Mrs. Daisy	Exp. Clk. & Steno.	Winona, Minn.	2	
			11	1	Newman, A.L.	Sec. Foreman	Winona, Minn.	1	
					Ruder, George	Whse. Foreman	Merrill, Wis.		1
					Ruder, William	Yard Clerk	Merrill, Wis.		1
					Schaad, Gregory	Trucker	Merrill, Wis.		1
					Stephans, N.W.	Sec. Foreman	Minneiska, Minn.	1	
					Uehling, J.	Inst.	La Crosse, Wis.	2	
					Whalen, W.J.	Superintendent	La Crosse, Wis.	2	
					Wohlert, L.H.	Roadmaster	La Crosse, Wis.	1	
								18	3
Idaho Division					Milwaukee Division				
Tozeland, James	Rodman	Spokane, Wash.	3		Bramer, John	Conductor	Horicon, Wis.	1	
			3	0	Brown, C.A.	Cashier	Beaver Dam, Wis.	1	
					Fiebelkorn, W.C.	C. Clerk	Beaver Dam, Wis.	1	
					Freinwald, Franklin	Fireman	Horicon, Wis.	1	
					Freinwald, John	Loco. Engineer	Horicon, Wis.	1	
					Harper, R.	Sec. Lab.	Horicon, Wis.	2	
					Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	5	
					Johnson, Wilbert	Track Laborer	Horicon, Wis.	1	
					Kelley, E.G.	Switchman	Rockford, Ill.	2	
					Kuhaupt, Herbert	Track Lab.	Horicon, Wis.	1	
					Kuhn, H.G.	Clerk	Beaver Dam, Wis.	1	
					Lathrop, M.	Warehouseman	Beaver Dam, Wis.	1	
					Lentz, A.F.	Track Laborer	Horicon, Wis.	2	
					Mahoney, Clara	Clerk	Rockford, Ill.		3
					Meyer, I.C.	Agent	Beaver Dam, Wis.	1	
					Mueller, A.A.	Operator	Beaver Dam, Wis.	1	
					Noel, M.E.	Roadmaster	Horicon, Wis.	4	
					Olson, A.H.	Roadmaster	Horicon, Wis.	2	
					Park, John	Roadmaster	Horicon, Wis.	2	2
					Passage, G.E.	Trainmaster	Horicon, Wis.	2	
					Willers, John	Sect. Foreman	Horicon, Wis.	2	
								32	5

Watch for opportunities to turn in traffic tips.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Madison Division					Terre Haute Division				
Agner, C.H.	Train Dsptchr.	Madison, Wis.	1		Daniels, B.E.	Asst. Engr.	Terre Haute, Ind.		24
Bergman, August	Car Repairer	Janesville, Wis.	1		Heck, H.C.	Agent	Andres, Ill.		4
Blethen, W.W.	Stenographer	Madison, Wis.	3		Lane, G.H.	Trainmaster	Terre Haute, Ind.		1
Higgins, Betty Lou	Steno-Clerk	Madison, Wis.	2		Mulhern, Roy	Capt. of Police	Terre Haute, Ind.		2
Killian, A.M.	Chf. Dispatcher	Madison, Wis.	2		Pearce, C.W.	Div. Stkpr.	Terre Haute, Ind.		1
Kline, O.S.	Train Dsptchr.	Madison, Wis.	1		Stangle, Jessie	Carman	Terre Haute, Ind.	1	
Meuer, Wm. D.	Baggage Agent	Madison, Wis.	1		Wilson, Virgil P.	Police	Terre Haute, Ind.		2
Pyre, Joan	Steno-Clerk	Madison, Wis.	1					1	
Robe, Henry G.	Car Inspector	Janesville, Wis.	1						34
			13	0					
Milwaukee Terminals and Shops					Trans-Missouri Division				
Chelhar, Anton	Frnt. Office	Milwaukee, Wis.		4	Burrows, J.E.	Engineer	Miles City, Mont.	1	
Corbett, H.W.	Cashier	Milwaukee, Wis.		1	Denson, F.L.	Boiler Foreman	Miles City, Mont.	1	1
Douglas, Edgar R.	Machinist	Milwaukee, Wis.	1		Donnenwirth, Kenneth	Clerk, Station	Faith, S.D.	1	
Freund, Pearl J.	Freight Office	Milwaukee, Wis.		1	Ingalls, Perry	Police Dept.	Miles City, Mont.	1	
Haslam, Ralph R.	AAR Clerk	Milwaukee, Wis.	1					4	1
Hoerl, Joseph M.	Supvr. of Rates	Milwaukee, Wis.		2					
Joers, P.M.	Engineer	Milwaukee, Wis.	1						
Kowalski, Bruno	Rate Clerk	Milwaukee, Wis.		2					
Kutter, W.J.	Sec. Stockman	Milwaukee, Wis.	1						
McDonald, J.A.	Mail Clerk	Milwaukee, Wis.	2						
Mulholland, L.	Carman	Milwaukee, Wis.	1						
Richter, G.H.	Clerk	Milwaukee, Wis.	1						
Skola, F.J.	File Clerk	Milwaukee, Wis.	2						
Stark, Willard H.	AAR Rate Clerk	Milwaukee, Wis.		1					
			10	11					
Rocky Mountain Division					Twin City Terminals Division				
Friend, George K.	Sub-Sta. Opr.	Morel, Mont.	1		Fernstad, E.Z.	Clerk	Minneapolis, Minn.		1
Keeler, Arthur	Rndhse. Foreman	Lewistown, Mont.	1		Neumann, Wm.	Electrician	St. Paul, Minn.	1	
Rolsfness, Nels	Fireman	Lewistown, Mont.	1		Rothmund, A.C.	Cashier	St. Paul, Minn.	1	
			3	0	Williams, V.J.	P.F.I.	Minneapolis, Minn.		
								3	1
Seattle General Offices					Number of Traffic Tips Reported During the Month of February, 1946				
Bouldin, Charlotte	C. Clerk	Seattle, Wash.	1						
Davis, J.N.	Asst. to Pres.	Seattle, Wash.	1						
Duncan, Eva M.	Steno., Gen. Agt. Off.	Seattle, Wash.	1						
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1						
Harvey, S.W.	Asst. Treas. Off.	Seattle, Wash.	1						
Naramore, Dr. H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1						
O'Meara, J.J.	Chief Clerk	Seattle, Wash.		1					
Sanders, R.C.	GFA	Seattle, Wash.	2						
Spisak, John B.	Supvr., Milw. Land Co.	Centralia, Wash.	2						
Swanson, W.D.	Industrial Dept.	Seattle, Wash.		1					
			10	2					
Superior Division					Division				
Bauer, J.W.	Rate Clerk	Appleton, Wis.		1	Iowa & S. Minn.	11	53	7.1	
Johnson, Julia	Clerk-Steno	Green Bay, Wis.	1		Seattle General	10	2	6.4	
Kwasny, C.	Carman	Green Bay, Wis.	1		Chicago Terminals	—	170	5.5	
LaHaye, E.	Car Inspector	Green Bay, Wis.	1		Milwaukee Division	32	5	2.7	
LaVeau, P.J.	Agent	Green Bay, Wis.	1		Dubuque & Illinois	26	11	2.4	
Pilissen, Clyde	Carpenter	Green Bay, Wis.	1		Terre Haute Div.	1	34	2.0	
Procter, W.E.	Switchman	Green Bay, Wis.	5		Madison Division	13	—	1.9	
Sohur, Henry	Crossing Flagman	Green Bay, Wis.	1		Superior Division	12	1	1.8	
Van Boven, C.E.	Agent	Stiles Jct., Wis.	1		Iowa and Dakota	13	8	1.2	
			12	1	Chicago General	16	9	1.0	
					Coast Division	12	3	1.0	
					La Crosse and River	18	3	0.9	
					Iowa Division	4	5	0.7	
					Kansas City Div.	5	—	0.7	
					Hastings & Dakota	11	1	0.6	
					Idaho Division	3	—	0.4	
					Milwaukee Terminals	10	11	0.4	
					Trans-Missouri Div.	4	1	0.4	
					Rocky Mountain Div.	3	—	0.2	
					Twin City Terminals	3	1	0.1	
					Miscellaneous	—	—	—	
					TOTALS	207	318	1.6	

(Continued from page 29)

from the service of Uncle Sam and is now stationed in the camp at Moberidge, S. D. His cousin, Melvin, son of Harry McPherson, has returned from the South Pacific and is back on the division, as is young Russell Austin, son of Section Foreman Austin of this place.

Notice in the state papers that N. A. Jacobson of Miles City has been appointed agricultural agent for the Milwaukee Road with headquarters at Lewistown, in place of Evan Hall, who has been appointed to the vacancy left when Dan Nobel resigned.

We regret to write of the sudden death of a brother of Engineer H. Wilcox, which occurred in Wisconsin the middle of February. Mr. and Mrs. Wilcox attended the funeral services there.

A death on the Northern Montana Division on Feb. 28 was that of Engineer B. J. Foshag of Lewistown. Mr. Foshag was well known here, having worked on the main line for many years. His wife and son survive, to whom our sympathy is extended.

BACK ON THE JOB. Billy F. Bates, ex-lieutenant in the Army Air Corps, has been released from service and has returned to the Kansas City Division as a brakeman. He enlisted in 1943

and after completing his training at various schools in the Midwest and on the Pacific coast, was appointed a physical education instructor and later an instructor in the ground school at Lincoln Air Field. The war ended before he was able to take off with the troop carrier command and he was separated from service on Nov. 6, 1945.



TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent
Care of Agent, Moberidge, S. D.

An epidemic of weddings struck the home of Edwin Hardcastle, our former switchman, when his three daughters, who are sisters of Conductor John Hardcastle, took unto themselves husbands. Miss Jane was married on Jan. 23 to Ted W. Eichelberg, a former staff sergeant, on his return from overseas, and they will make their home here at Moberidge, where he is now employed at the roundhouse. Miss Mary Elizabeth was married on Feb. 3 at Corona, Calif., to Seaman Ervin Haefner. He is still in the navy and they will make their home there for the present. Miss Agnes, former owner of the Domino Beauty Shop in Moberidge, was married on Feb. 24 to Clifford Schanzenbach of Selby. They left Moberidge for a wedding trip to eastern cities. We extend hearty congratulations to the happy couples.

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Nancy Gay Clark, daughter of Assistant Trainmaster L. W. Clark, was presented in a voice and piano recital at Dakota Wesleyan University in Mitchell, S. D., on March 4. Miss Clark is majoring in voice at Dakota Wesleyan, where she is a sophomore. She has appeared as soloist on many programs throughout the state, and recently went on tour with the Dakota Wesleyan a cappella choir.

Engineer Herb Halvorson and wife returned from a four-week stay at Rochester, Minn., where he underwent an operation. He is now recuperating at his home here. Mr. and Mrs. Halvorson are the happy grandparents of Richard Alan Skaaden, born to their daughter, Mrs. B. Skaaden, on March 2.

Engineer R. C. Herr and wife have returned from a six-week vacation trip, spent in California and on the west coast. Martin Hettle, water service foreman at Moberge for several years, left for Miles City, where he will hold the position of pile driver engineer.

One by one, our boys are coming back. The latest are James William Byington, son of Engineer Paul Byington, who received his discharge from the navy at Jacksonville, Fla., on Feb. 17. He served 39 months, spending several months overseas in the North African Theater. Robert Voorhees, GM2/c, son of brakeman John Voorhees, received his discharge on Feb. 20 at Minneapolis after three years of service. He served most of this time on the destroyer *USS Johnston* and was aboard that ship when it was sunk by the Japanese in the battle off the Philippines on Oct. 24, 1944. After his return to the States late in 1944 he was sent, in May, 1945, to the Panama Canal Zone, where he had since been stationed.

Sgt. Walter J. Thares, son of Section Foreman Thares, was discharged from the service on Feb. 22 at Camp McCoy, Wis. Sergeant Thares served most of his time with the 2nd Air Force in southwestern states. He will return to his prewar job with the Milwaukee Road.

We extend our sincere sympathy to our former agent, R. S. Lewis, now retired, on the sudden death of his wife on March 7 at Bozeman, Mont.

John W. Lohr, ETM2/c, son-in-law of Conductor Louis Scheifelbein, was discharged from the service on March 4. He and Joan will visit her parents here and his family at Arlington, Va.

Mrs. H. A. Mosher, wife of Dispatcher H. A. Mosher of Tacoma, and their daughter Mary (Mrs. V. Geise) came to visit another daughter, Mrs. Al Weishaar, and Moberge friends. Captain Geise, who has served overseas for the last two years, expects to be released soon. During his absence Mary has been employed as a public health nurse in Tacoma.

Machinist Frank Schneider and wife entertained Mr. and Mrs. Marvin Dumas of Detroit, Mich., who stopped here, en route from a vacation trip to California.

Another of our "rails," Machinist W. B. Donohue, has thrown his hat in the ring and will seek the nomination for state representative from Walworth County on the Republican ticket in the June primaries.

Trainman William F. Moran, formerly of Moberge, passed away at Seattle, Wash. He was the son of W. P. Moran, our former chief dispatcher, and his sister, Mrs. Leo Swanton, is the wife of our baggageman here. He was brought to Moberge for burial.

MILWAUKEE DIVISION

Second District

Walter A. Johnson, who retired in 1939 as general freight and passenger agent at Rockford, Ill., died at his home in Rockford late in March. Although he had been in poor health for the past year and a half, Mr. Johnson was active in civic affairs and was vice-chairman of the Rockford Area Service Club. At the time of his retirement he had completed 56 years of service with the Milwaukee Road, a record which topped that of his own father, who was a 50-year veteran. Mr. Johnson was born on Feb. 19, 1870, in the family home above the railroad depot at Spring Green, Wis., where his father was then stationed as Milwaukee Road agent. At the age of 13 he also started to work for the Road as a messenger and water boy. Subsequently he was transferred to Janesville and later to Madison, as agent. His next post was at Milwaukee as chief clerk and freight agent and in 1919 he took over the general agent's position at Rockford. He is survived by his wife, née Dorothy McLean; a

**BACK ON THE
JOB. Robert
Shafer of Milton
Junction, Wis.,
who is a veteran
of the 5th Com-
bat Engineers,
returned to his
old job as track
worker on Jan. 1.
From the time he
was inducted,**



early in 1942, Bob was constantly on the move and went overseas to engage in the campaigns in France and the Rhineland. He was awarded the Victory Medal, the European-African Medal for the Eastern Theater, one Silver Star, four Bronze Arrowheads, the Good Conduct Medal and the Purple Heart.



Hiawatha Engineer William W. Robbins is shown in Chicago with Vice President James T. Gillick (right) and Dr. K. P. Robbins, his son, as he completed his "retirement run" from Milwaukee on March 21 after 47 years in locomotive service with the Milwaukee Road. Dr. Robbins was granted permission to ride with his father in the cab of the diesel locomotive on the last trip. Although he lives in Milwaukee at present, Mr. Robbins plans to spend most of his time from now on in Taycheedah, Wis., where he has a home; his summers will be spent looking after cottages he owns on Lake Winnebago.

son, Lawrence R. Johnson of Rockford, and two daughters, Mrs. Genevieve Cunningham of Rockford and Mrs. Thelma McInnis of Chicago.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.

A few changes have been made at the coach yards. William Derhimmer was put up to carman on the third shift and Carman Helper Ralph O'Halloran of the second came on the first shift. Car Cleaner Eugene Waszak was put up to carman helper on the second shift, replacing Ralph.

The "sick bay" caught up again with the men in the yards. This time it was Carman Leo Fredericks and Car Cleaner Steve Prodanovic. Both of these fellows were in the hospital. Leo is already back to work but Steven is still at home, recuperating. We all wish him a speedy recovery.

Now that the Pullman sleeping cars are back in service Adolph Horning and Helen Waring went back to their old jobs with the Pullman Company.

Eugene Waszak is walking around in the clouds and has a far-away look in his eyes. Could this be caused by a member of the fair sex whom he has been meeting each night after work?

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

Operator J. M. Trayer of Mason City ended 50 years of railroading on April 1. Joe began work as operator on the Dubuque Division and later came to the I&D at Mason City. Mr. and Mrs. Trayer have moved to the old homestead, "Worth's Landing", on the banks of the Mississippi. We all wish Joe all kinds of happiness and good health on his retirement.

In the last issue of the Magazine we reported the serious illness of Frank McConnell, retired conductor. We are now sorry to report that Mr. McConnell passed away on Feb. 28 at a hospital in Spencer, Ia. Mr. McConnell started his railroad career 48 years ago at Spencer. He became a conductor in 1904 and retired on Nov. 15, 1943. To his four sons we extend our sincere sympathy.

John Siesseseger, for 45 years superintendent of the Mason City and Clear Lake Railroad, died at his desk, Monday, March 4. Mr. Siesseseger was well known to the Milwaukee family and we extend our sincere sympathy to his bereaved wife and children.

We have just learned of the death of Mrs. Ben Olson, wife of a deceased I&D passenger conductor, at her home in Seattle. Mrs. Olson was a former resident of

McGregor, Ia., where burial was held. Mr. Olson's death occurred in 1935, after 61 years of service with the Road.

Congratulations are extended to Mr. and Mrs. James M. Barr on the observance of their 57th wedding anniversary at their home in Mason City. Mr. Barr entered the service of the Milwaukee Road in 1906 in the locomotive department. He retired in 1935 on account of ill health.

Mr. and Mrs. E. D. Barton and family have returned from a visit with their daughter at Kenner, La. While there they attended the Mardi Gras at New Orleans.

Helena Trayer, daughter of J. M. Trayer, retired operator, was married at Mason City to Edward Weisner.

The annual Red Cross drive started off with a bang on March 1. Heading the drive for the railroads of Mason City was Fred Hornig of the Milwaukee engineering department. Other Milwaukee employees assisting in the drive were H. A. Walter, Jr., Ken Johnson, Richard Gish and Clif Gourley, all of the engineering department. As in the past, the Milwaukee Road went over the top.

John B. Snere, recently released from the navy, has returned to his duties as operator at Spencer.

Dale Simon has returned to Sexton as general agent after being relieved in the Mason City dispatcher's office by N. P. O'Loughlin. Mr. O'Loughlin is a veteran of two and a half years in the 744th Railroad Operating Battalion.

With the return of so many servicemen, a great many changes are taking place among the agents and operators on the division. L. J. Barnes has been appointed agent at Sheldon Junction. B. H. Bothmer drew the second trick operator's job at Spencer and C. H. Bothmer has been appointed agent at Rudd.

Many of our agents are training student operators and within a short time we hope to have some high-class operators on the division.

Warehouse Foreman Callie D. Hixon had a visit from his son, Dean, recently. Dean just finished his boot training and reported to San Diego for further orders.

Congratulations to Phyllis Woodhouse on her recent marriage to Don Lien of Mason City. Phyllis is the daughter of Time Revisor D. W. Woodhouse of Mason City.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

We were all shocked at news of the sudden death of Coal Shed Operator Leonard B. Williams, Sr., who was killed on Feb. 17. Leonard was a hard worker and had been a faithful employe here for 33 years. More recently he had been active in Boy Scout work, having taken over the job of troop leader for his son, during the time he was in the army. Leonard always had a smile for everyone and will be long remembered at Mitchell. To his widow, his



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son and his daughter, we express our sincere sympathy.

Bob Coleman, Jr., is back with us as operator at Canton. He received his discharge from the army after three years of service. He was attached to the 737th Railway Operating Battalion, while overseas. Two of the jobs he held down while in the South Pacific were dispatcher and sidewire man on the Manila Railroad in the Philippines and military station master on the Japanese Imperial Railroad at Nogoya, Japan. Before going overseas Bob was army dispatcher for the Rock Island in the dispatcher's office at Little Rock, Ark. He is the son of Agent R. J. Coleman of Letcher, S. D. We are all glad to see Bob back.

Perry Paullin is back with us as machinist helper in the Mitchell roundhouse. Perry recently received his discharge as a captain in the army.

LeRoy Rogers is the new night roundhouse foreman at Mitchell, replacing Tom France, who retired. LeRoy comes from Elgin, Ill., and we hear that his wife and daughter have joined him here to make their home.

Engineer Clarence Williams retired in March to take the pension and left for California, with Mrs. Williams, to enjoy some balmy sunshine. Clarence completed 46 years of service.

Warehouseman Paul Nehrenberg, Rapid City, is recuperating from an operation and is doing fine, as is Miss Emma Reyner.

Freight House Foreman W. P. Rogan is also on the convalescent list at Mitchell but will be back with us before long.

**Sioux City and Western
Branch Lines**

*Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.*

Engineer U. S. LaBreck is spending his vacation in California.

Fireman Emil Frank was off the job for several weeks during March, while serving on a federal grand jury in Chicago.

Brakeman Gerald L. Doran, who has been ill for several months, is now undergoing treatment at a veteran's hospital.

Machinist Helper Vernon A. Court-right and Machinist Apprentice Lloyd Donovan have both been discharged from service in the army and are back on the job in the Sioux City roundhouse.

Agent Edwin R. Doering, veteran of this division whose last assignment was at Avon, S. D., died at his home in Avon on Feb. 25. Mr. Doering was born on July 13, 1894, at Eureka, S. D., and entered the service of this company at Tripp, S. D., on June 1, 1912, as station helper and clerk.

He was assigned to duty as agent-operator at Tripp on June 1, 1913, and had been agent at Avon since October, 1944.

Conductor Charles J. Keane retired from the service on Feb. 25, after completing nearly 46 years of service. Following his retirement he entered a Sioux City hospital and is understood to be convalescing nicely.

Walter H. Houser, retired engineer, spent a few weeks in Sioux City and Sioux Falls during March.

Brakeman LaMoine W. Magee was married in Indianapolis, Ind., on March 16.

Upon his return to service following a long illness, Conductor Charles A. Milligan entered passenger service and made his first run on March 6, looking very snappy in his brand-new uniform.

Conductor Earle Murphy suffered an injury on March 6 when a trap door in the vestibule of a passenger coach sprang open suddenly, due to an exceptionally strong spring, and caused a severe bruise.

MILWAUKEE SHOPS

Office of Mechanical Engineer
and Supt. of Car Dept.

Harold Montgomery, Correspondent

Farewell, Thomas Scott! After 51 years of continuous service to the Milwaukee Road "Tommy" figured it was time to call a halt and did so. A large gathering of friends and co-workers were on hand to give this reliable "old timer" his just dues at the farewell banquet held at the Ambassador Hotel. Gordon Parks again did a good job as m. of c. C. H. "Charlie" Bilty was guest speaker of the evening and had only kind words for Tom. Others who spoke included Messrs. John Bjorkholm, Al Hoppe, Leland Grant, Harry G. Miller, Jim McCormick, "Doc" Pinley and Ernie Palmer. John Wandell again "tickled the ivories" in typical Wandell fashion. A four-piece orchestra was on hand to liven things up, with "Butch" Weber, Art Schultz, "Obie" Hermanson and Robert Burr doing their stuff. An Irish tenor was there, too; no, not John McCormack, but John Jennings, to bring out all those songs we love to sing so well. Our master magician, "Moco the Mag" Wellnitz, mesmerized the boys with some of his black magic. A plaque, signed by some 100 of Tom Scott's friends, wishing him well, was presented by L. D. Horton, spokesman for the boys. A gift, a drawing purse containing \$50, was given to Tom as a parting gesture, to show their appreciation for the good fortune to know



This beautiful picture of Osaka Castle at Osaka (Honshu), Japan, was taken in February of this year by Lt. Willard K. Peterson, port signal officer at Kobe, Japan. Lieutenant Peterson was agent at Sambora, Ia., before entering the army.

him through these years and with best wishes for a restful and happy future.

*When for refreshments you have a "yen",
Well, what's the matter with "Ken's Den"?
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That reddish brown fuzz under "Butch" Weber's nose is the start of a mustache. With proper care it should materialize.

On March 1, Sylven L. Lester took himself a bride, Olga Weitekunat of West Allis. A honeymoon trip to Les' home town, Winona, Minn., followed. As is customary in cases like this, "Syl" returned to work to find his desk all "decorated up" and his only recourse was to "give out" with cigars and accept the good wishes of all for future luck and happiness.

J. W. Mulhollon announces that he, "the Missus" and Joan Celeste are at home now at 6525 West Moltke Avenue, Milwaukee. Due to wartime restrictions it was a long hard grind getting material to put the house together but all is ready now, except for a few minor details. Have you a round table that will seat seven men comfortably? We'll be over.

The big news in the bowling league is, of course, H. C. Munson's big 709 series in which games of 244, 255 and 210 were shot. This big series also helped the Milwaukee Express to gather in 2925. F. Kuklinski, a team mate of H.C.M.'s, also bashed the wood for 625 that evening and came back the next week with another 614 series. The latest standings find:

Harvey Zunker.....189.40	F. Kuklinski.....182
H. C. Munson.....188.54	Walt Koester.....182
F. Glaser.....185	J. Morrissey.....182
Ed Watts.....184	R. Jacobs.....181
R. Weatherall.....184	Elroy Koester.....181

The Chippewa, Southwest Ltd. and Arrow are tied to date for the lead to cop the second half laurels, to roll off against On Wisconsin, the first half winners.

Jack Armstrong "dood it" again! Yes sir, at least once every year young Jackie comes up with a good series of bowl. This year it came a little late, but nevertheless, it came—609.

Henry Imhouser is back to work again. Henry seems to have gone in for farming. He was seen lately trying to plow up the parking field during the recent thaw, only instead of using the customary tractor he was using his own car. (He got out, but I note that a contractor is going to build a home where Heinie was stuck, seeing as how the basement has already been dug.)

Ed Wroblewski is back at work in the carpenter department of the upholstering shop. Ed is a very good bowler and will be an addition to some team next year. Fall in line, fellers, I saw him first.

Two employees who just returned from overseas are making a comeback in Mr. Nystrom's office. Ken Pezoldt takes over the duties of Eloise Lindsay, while Richard "Dick" Severson is the new secretary to chief mechanical officer. Kenneth Armstrong, former secretary, has since taken another job outside the railroad. Welcome back, boys, it's good to see you again! Sorry to see you go, Ken Armstrong. Stop and see us sometime.

Every man is a hero in his own home—until the company leaves.

World War II vets who are back on the job in the foundry at Milwaukee shops get together for a picture with the boss. Shown standing are, left to right: General Foreman "Doc" Finley, Chester Brzeczowski, Edmund Halupniczak, Sigmund Miszczak, Ray Stuart, Roland Carriveau, Ray Majewski and Roman Zolinski. Kneeling: Leo Basley, Albin Szymczak, Roman Craczyk, Earl Stuart, Ray Sear, Robert Wohlfard and Vinton Wilson.



Davies Yard

J. J. Steele, Correspondent

The Davies yard gang is happy to welcome back Charles Zimmerman after almost two years' absence, due to illness.

Vernon Allie is back at the Muskego yard after a short stay at the Davies yard.

March 9 is a date which will never be forgotten by Kenny Feustel and Doris Klein for on that date they became Mr. and Mrs. Congratulations to both of them!

Locomotive Department

Ray Stuart, Correspondent

Office of Superintendent of Motive Power

We bade farewell to Assistant Shop Superintendent F. W. Bunce, who went to Minneapolis to assume new duties and welcomed E. L. Grote, who will take over. Mr. Grote comes to us from Bensenville.

Our assistant chief clerk, Joe Koch, retired after 50 years of faithful service. That is a long time and Joe certainly deserves a hearty word of praise. Needless to say, he made many friends during that time, who will miss him very much. Good luck, Joe!

Another "good luck" to Alex Bross, who will take over Joe Koch's position.

We want to issue a welcome to H. C. Hanscom, who has come to us from Western Avenue to fill Alex Bross' job as chief clerk to the assistant superintendent of motive power.

Little Audrey Smith doesn't believe in waiting until June to tie the knot; she became Mrs. Robert McNeil on March 2. The newlyweds visited Ontario and saw Niagara Falls. "Little Audrey" is the stenographer to the shop superintendent.

Clerk Doris Hansche, assistant shop superintendent's office, now sports a very beautiful engagement ring, presented by Bill Hendrickson of Long Island, N. Y.

Foundry

No news column would be complete without mention of the returning war veterans. We boast of two more returnees—Roman Graczyk and Elmer Seibert.

Machinist Bert Thelan informs us that his son enlisted in the Army Air Corps and is now stationed in Texas. Guess you will have to get busy, Bert, and do a little letter writing.

H & D DIVISION

East H&D

*W. H. Applegate, Correspondent
District Adjuster, Aberdeen, S. D.*

*If anything happens
That would interest a "rail,"
Address to this column
And stick in the mail.*

At this writing we are hoping for the speedy recovery of Chief Carpenter O. E. Blake, who is confined in the hospital.

We are sorry to report that P&D Clerk Louis Lotzer, Aberdeen freight house, is again hospitalized.

They couldn't keep a good man down for very long. Captain of Police Emmett Burke is back on the job after four days of hospital confinement for the "flu".

Pat Mundy, son of Special Officer Mundy, Aberdeen, was recently released from the navy and his son, James, is home on furlough.

Two more sons of Chief Clerk William Kane of the superintendent's office are home from service with Uncle Sam. S/Sgt. John Kane received his discharge on Feb. 5 and Steven, signalman 2/c, is home after service on the *USS Dade*, awaiting discharge. Bill's daughter is still in the service, as a cadet nurse.

March 15 meant "goodbye" to L. W. Palmquist and "hello again" to F. R. Doud. Release from military duties as a lieutenant colonel returns Mr. Doud to the superintendency at Aberdeen.

Robert J. Faeth, son of J. L. Faeth of the superintendent's office and west H&D brakeman since June 15, 1945, enlisted in the navy on Feb. 27 and is now at San Diego.

Allen Dunlap, son of Agent Dunlap, Waubay, who was in the Signal Corps until the end of the war, is now with the MPs in Manila. Allen has five years of service with the Milwaukee, his last

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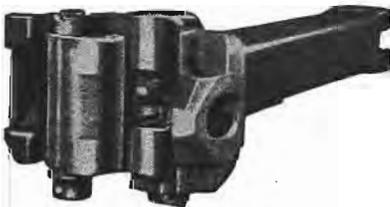
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Foreman Andrew Dragseth (left) and Sectionman Joe Virvay, take a minute from their crossing repair work at Wolsey, S. D., to let Correspondent W. H. Applegate snap their picture. Mr. Dragseth has been with the Milwaukee Road since May 27, 1907, and has been at Wolsey, S. D., the past 27 years. He is married and has four grown daughters. Mr. Virvay is single and has been on right-of-way work the past eight years.

position as clerk for the agent at Wheaton.

At a meeting of the Aberdeen Milwaukee Road Service Club, held Feb. 28, John Faeth of the superintendent's office was elected chairman; Fred Lonn of the store department, vice-chairman; Chester Miller, division engineer's office, secretary; and W. H. Berg, freight office, treasurer.

Congratulations to Judge Dwight Campbell, solicitor at Aberdeen, on becoming a grandfather recently.

Wedding bells rang for Lt. Com. James F. Phelan, son of Assistant General Adjuster L. D. Phelan, formerly district adjuster at Aberdeen.

Rosemary Henderson, daughter of Master Mechanic W. W. Henderson, Aberdeen, returned home on Feb. 11, after two years and seven months service with the Waves. She was stationed at Hawaii.

Machinist Apprentice Thomas M. Radabaugh, son of Roundhouse Foreman W. A. Radabaugh of Aberdeen, returned to his job at the Aberdeen roundhouse on Nov. 26, 1945, following service in the navy. He enlisted on Jan. 12, 1943, received training at Faragut, Idaho, and San Francisco, Calif., was rated as seaman first class and served on four different ships, which took him around the world and through the waters of the southwest Pacific islands, the Philippines, Borneo, Egypt, Arabia and Australia. He received his discharge on Nov. 6, 1945. His service date with the Milwaukee is Oct. 24, 1941.

James V. Murphy, son of Chief Clerk W. H. Murphy of the division master mechanic's office, Aberdeen, returned recently to his job as electrician helper apprentice. He enlisted in the Navy Air Corps on Aug. 3, 1942, received training at Iowa City, Ia., Minneapolis, Minn., and Pensacola, Fla., where he was transferred to the Army Air Corps. He received further training at Kingman, Ariz., Taft, Calif., and Rapid City, S. D., and was then sent to Ipswich, England, with a rating of second lieutenant. He completed 13 missions over the Ruhr Valley and Munich and after V Day flew food to Holland and transferred French prisoners of war from Germany to the vicinity of Paris, France. He recently received his discharge. Jim's service date with the Milwaukee is Sept. 2, 1941.

Another serviceman welcomed back to the Aberdeen roundhouse recently was Machinist Apprentice Alvin A. Springer, son of Machinist Frank X. Springer. He enlisted in the army on Dec. 8, 1941, and trained at various camps in the United States and at Korranshire, Persian Gulf base. He spent his first Christmas overseas in New Zealand and received his Christmas packages the following June. Most of his time overseas was spent in Iran. He received his discharge on Oct. 16, 1945, with the rating of technician fifth grade, and resumed Milwaukee service on Dec. 3, 1945. Alvin's service date is June 9, 1941.

Russell Dixon, son of Assistant Roundhouse Foreman Elmer M. Dixon, resumed work as boilermaker apprentice on Feb. 26, after his release from service as a sergeant in the 735th Railway Operating Battalion. He enlisted on Dec. 31, 1942, received training at Ft. Snelling, Ft. Leavenworth, New Orleans and Camp Shanks, N. Y., and saw foreign service in England, France, Germany, Belgium, Holland and Austria, receiving his discharge on Feb. 14. His service date with the Milwaukee is Aug. 25, 1942.

Colonel Weatherly, agent at Mina, is off duty for a short time and is being relieved by Relief Agent Spatafore.

Lisle Young is threatening to install a snowplow on the front of his car, after being stuck in the snow several times recently. 'Snow fun, eh Lisle?

It is with regret that we announce the passing of Pumper Albert S. Roso, Craven, S. D., who died on Feb. 21. Mr. Roso was 70 years of age. He had been alling for several months and had been off from work since Dec. 17, 1945. His service date with the company was June 1, 1927, and he had been associated with the Milwaukee previously on a contract basis. H. J. Heitz replaced Mr. Roso as pumper.

COAST DIVISION

Tacoma

Our affable Englishman, Harry Clapham, recently informed us that he was married last September to Mrs. Hazel Dilts, who formerly cooked for one of our B&B crews. Harry has been living in the camp for several years and had tasted the bride's accomplishments.

Word recently received indicates that Miss Virginia Malloy, a former Coast Division employe, later of the freight claim department, is doing all right in her chosen profession—law. In addition to practicing law in Shelton, Wash., she has been appointed police judge. Watch your step, boys, when you go down to that territory—watch the speed limit and other city laws! "Virgie" might throw you in jail or soak you for a stiff fine.

Car Distributor C. A. Norwood of Tacoma retired from the Road in late February. His last day in the office was celebrated by a party in the dispatcher's office, where his friends in the building all gathered to wish Andy "good luck." Andy has the enviable record of having worked for 28 years without being away for any reason except vacations and 28 years is a long time to show up without losing a day. At noon on Feb. 13 a huge cake, decorated with "good luck" inscriptions, was served with coffee and a sum of money to purchase a traveling bag, was presented to Mr. Norwood by his friends; he expects to do some traveling and visit his old home town in Iowa.

The new car distributor is Fay F. Clover, recently chief clerk at Auburn,



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R. R. Thiele

Reinhold R. Thiele, 75, retired clerk on the Coast Division, passed away on March 6 at his home in Tacoma. Although Mr. Thiele had retired in 1937 after 40 years of service, he continued to be actively interested in railroad affairs and, as a Milwaukee Magazine correspondent, reported the Tacoma news. He was also well known in philatelic circles for his large and valuable collection of stamps and was past president and an honorary member of the Tacoma Stamp Club. Surviving him are his widow; two daughters, Mrs. Irene Pimley of Havana, Cuba, and Mrs. Esther K. Thomas of Honolulu; and a son, Gene Thiele of Los Angeles, who recently returned from the Philippines where he had been confined for three years in a Japanese prison camp.

Wash., and chief clerk in the Tacoma freight office for many years. Fay's friends in Tacoma welcome him back again.

Henry L. Wiltrout, known to his friends as "Lou," retired on Feb. 28, after a long and interesting career of railroading. He started to work for the Milwaukee on March 13, 1907, as agent and telegraph operator at Miles City, Mont., and was made train dispatcher in that year. In 1914 he was appointed chief dispatcher and in 1917 became trainmaster and assistant superintendent. Since that time he has held various offices and has lived in Tacoma since 1931, serving as train dispatcher and chief dispatcher of the Coast Division. At noon Mr. Wiltrout's office as-

sociates had a surprise "open house" for him. A great many friends dropped in to extend their good wishes and greetings from old friends along the line were read. James W. Corbett, who succeeds him as chief dispatcher, made a very nice speech while presenting a gift certificate for the purchase of something for the work bench in the new home at 719 Regent Boulevard, Fircrest, to which Mr. and Mrs. Wiltrout recently moved. Cake and coffee were served to the callers and everyone wished him long and happy years of leisure.

Car Department

James Stewart has been discharged from military service and returned to work at Othello as car inspector. James was employed at Tacoma shops prior to the war.

Toolman Paul Landgraf of Tacoma shops was called to San Diego on account of the serious illness of his brother. He was accompanied by his daughter, Margaret.

Carman Gilbert Garrison has been promoted to assistant coach yard foreman at Tacoma coach yard.

Paul James, formerly of the car department office, has been transferred from Ft. Sill, Okla., to Ft. Lewis.

Chief Clerk L. O. Sargent, district general car foreman's office, is all smiles these days. Reason? His family is together again. His two daughters, whose husbands have returned from duty overseas, have accepted positions in Tacoma.

Coach Cleaner Ethel Peck, Tacoma coach yard, is spending her vacation in New York City.

Freight Office

Mrs. V. E. Wheeler, assistant cashier, has been off on account of illness.

Eugene O. Hallan, back from service after almost four years in the army, has taken over the switching and interchange desk, displacing Mrs. Ada Schwanke. Everyone is glad to see Eugene back and we all appreciate the work he has done for us.



Agent L. A. Dunlap is shown putting up the train order staff for an extra at Wauabay, S. D., where he has been located for the last five and a half years. Mr. Dunlap is married and has one son. He has been with the Milwaukee since 1918.

Mrs. Schwanke has temporarily taken over the comptometer and manifest desk left vacant by Mrs. Hazel Gottlieb, who was again called to Grand Rapids, Mich., by the serious illness of her aged parents.

Warehouseman Gordon Henderson was bumped by Roy D. Matthews of Othello.

The freight house gang relished a beautiful box of chocolates received from Mrs. Frank Kobe, the former Phyllis LeBlanc, well remembered as our messenger, yard and general clerk. Frank was formerly a switchman-fireman here.

Yard Office

Dick McVey, former yard clerk, passed away suddenly during March.

Yard Clerk Carter W. Glass resigned to take another position.

"Cap" Brenner, former conductor, celebrated his 83rd birthday on Feb. 28. A large gathering was present, including many railroad boys.

At the last "safety first" claim prevention meeting at the warehouse Agent Ray Grummel called to the attention of those present the wonderful "safety first" record of Foreman E. B. Mider of the yard force, who had not so much as received a scratch in 27 years of service. It was pointed out that this was a fine record in view of the fact that his position required hazardous work at all times.



Cleaning switches was an almost endless job this past winter for Section Foreman George E. Clemen and his two men. Foreman Clemen, pictured here, is married and has two small daughters. He has been with the Road since 1918, all of which time has been spent in the track department. For the last seven years he has been working out of Wauabay, S. D.

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Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

We are all glad to see the smiling face of Dave Elder again. Dave is back at his job as cook in the commissary cars in Seattle.

John Anderson, son of Assistant General Storekeeper J. V. Anderson of Minneapolis, has taken a position as helper in the Seattle roundhouse. John, who was with the Signal Corps during the war, spent 14 months in the Aleutians, after which he returned to Seattle long enough to take unto himself a wife. He was then transferred to the European Theater where he spent another 14 months in England and France.

Welder Foreman H. W. Martin has completed the work of building up frogs and switches around the Seattle area and transferred his outfit to Tacoma. He will work out of Tacoma as far as Chehalis and Centralia, Wash.

Bob Davidson, former timekeeper for extra gang 981, which was recently abolished, has taken the position of clerk in the track department, S. O. Wilson's office. He relieved H. J. McClellan, who transferred to Maytown as extra gang timekeeper.

Our sympathy is extended to Coleman "Red" Woodin, retired yardmaster, for the recent death of his wife.

Foreman Fred Badham, yard track gang, Seattle, journeyed to Miles City, Mont., on business during February.

The track forces, under S. O. Wilson, are doing a big job at the new Sears Roebuck warehouse site near Kellogg's, in Seattle. The new warehouse will be 550 feet long and 368 feet wide. They have torn up several old tracks which formerly served the government warehouses in that vicinity and are now in the process of laying new tracks for the new warehouse. There will be one main unloading track which will hold about 12 cars and several switch leads. After the tracks are completed they will be raised with a fill from two to three feet, including one foot of crushed rock on top.

Ellen Smith, well known around Seattle yard, was on the track department roll during March, doing some special inventory work.

There once was a lovely young Sioux
As tempting as fresh honey-dioux.
She showed her cute knees
As she strolled past tepees,
And made the braves holler, "Wioux,
wioux!"

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Gordon Davis, former transit clerk, recently discharged from the army after serving in England as confidential clerk in the office of the Adjutant General, has been appointed chief clerk to Import and Export Agent L. J. Kidd, with offices in the White Building. His position as transit clerk was taken over by W. H. Rode of the car desk.

Chief Outbound Bill Clerk Gerald Brundage bid in the position as chief clerk to the agent at Auburn, Wash. His position was taken over by Margaret Randall, who for the last year and a half was electromatic expense bill clerk.

We are glad to see Ellen Pike Smith around the yard again. She is assigned to some inventory extra work under Yard Track Foreman Sam Wilson.

Roger Wilhelm, CY, USNR, was discharged on March 2. Before entering the service on March 13, 1942, Roger was employed in the cashier's office. While in service he spent a year and a half in Washington, D. C., one year in New York City (Wall Street district) and 16 months at Guam. He is now visiting at his home in Hettinger, N. D., and will return to work soon.

Robert Davidson is now chief clerk to Yard Track Foreman Sam O. Wilson, displacing H. J. McClellan, who will be assigned to other duties.

The latest addition to the local freight force is Janitress Betty M. Hertz, the wife of Watchman Frank Hertz. The Hertz worked for the Pennsylvania Railroad in Chicago before coming to the Coast. Their son, Frank Jr., was recently called to service in the army.

W. H. Rode of the transit desk recently returned from Fargo, N. D., where he and Mrs. Rode were called on account of a death in their family.

Pfc. D. P. Cartwright of the yard office was a recent visitor in Seattle. Dan is now located at Ft. Belvoir, Va.

Theodore Dahl, retired warehouseman, died on March 10 in Seattle. He spent many years in the Seattle freight house, serving the public and the Road. During the war he worked for the army for several years, until forced to retire by failing health. He will be missed by his many Milwaukee friends; their sympathy is extended to his bereaved widow.

William K. Snyder, employed in the



Frank C. Bell, record and file clerk in the Seattle local freight office, who celebrated his 75th birthday and 55th year with the Milwaukee Road on Jan. 27. The employees in the office gave a party in his honor on that day. Mr. Bell was formerly a conductor on the Port Angeles line, but moved to Seattle several years ago.



BACK ON THE JOB. H. C. Minter, instrumentman in the engineering department at Savanna, Ill., was called out on April 21, 1941, with the Officer's Reserve Corps, to train men for field artillery observation. In January, 1944, he was promoted to major in the 291st Field Artillery Observation Battalion, which went overseas in October and reached the fighting line on Christmas Eve, 1944, to take part in the Battle of the Bulge. A German fighter plane initiated them immediately with a thorough strafing. They advanced steadily across the Rhineland until they joined the Russians at the Elbe River. He returned to the States in October, 1944, and to his old position on the D&I on Nov. 13, 1945. Mr. Minter was decorated with the EAME Ribbon with three Bronze Stars.

Seattle freight house since July 5, 1913, retired on March 1, after almost 33 years of service. During that time he worked at various positions, including warehouseman, collector in the cashier's office, checker and watchman. He expects to devote his leisure to improving his home and acreage south of Seattle, and to travel. Our marine department is pushing ahead steadily, with heavy business between Seattle, Port Townsend and Bellingham. Chief Engineer Cliff Rowe of the tug *Milwaukee* is still on the sick list but is expected back on the job shortly.

D & I DIVISION

First District

*E. Stevens, Correspondent
Office of Superintendent
Savanna, Ill.*

Pfc. Richard H. Georges, son of Herman F. Georges of the Savanna engineering department, arrived at Ft. Richardson, near Anchorage, Alaska, on March 2. He has been assigned to the 99th Machine Record Unit.

Lieutenant of Police Jule J. Oswald, Savanna, was promoted to captain, effective March 1, succeeding the late W. B. Myers.

Harold T. Foley, who was discharged from the armed service on Feb. 18 after 32 months in the service, took unto himself a bride, Miss Maxine Avery, on Feb. 23. The ceremony was performed in the Methodist Church in Springfield, Mo. Foley is now employed at the Savanna rail mill.

Mrs. J. D. Motlow, Jr., daughter of Chief Dispatcher and Mrs. H. J. Thayer, Savanna, departed on Feb. 23 for her new home in Danville, Va.

Route 80 viaduct over Savanna yard tracks, which was taken out of service the latter part of August to straighten out the curvature and make other changes, will, we hope, be completed and ready for traffic by April 18. The route to Thomson, Clinton and Davenport has been

via the five-mile drive, which is quite a trek, especially during the winter months.

Mrs. Hanna Elander passed away in the home of her son-in-law and daughter, Traveling Engineer and Mrs. Carl Sodergren, of Savanna, on Feb. 25, at the age of 87. Short funeral services were held in Savanna with burial in Minneapolis, Minn.

James L. Sites, retired car department employe of Savanna, passed away on March 1 at the age of 89, at the home of his son-in-law and daughter, Mr. and Mrs. Charles Swingley.

William Hubbell passed away on March 9 in the Savanna City Hospital, where he had been a patient since Feb. 3, 1945. Mr. Hubbell had been employed by the Milwaukee as a machinist from October, 1918, until his retirement in 1937.

Engineer Fred Marzell passed away at his home in Davenport on Feb. 21 and burial services were held in Geneseo, Ill. Mr. Marzell entered the service as a fireman in 1912 and was promoted to engineer in 1922. He was working in the Tri-City territory at the time of his death.

Iowa Division Brakeman Lyness C. Morse died March 6 in the city hospital in Savanna, following an attack of pneumonia. He is survived by a brother, Lawrence, of Savanna.

Military rites were held in Savanna on March 12 for Iowa Division Brakeman D. W. Aitkens who passed away at Oxford Junction on March 10. Mr. Aitkens entered the service on the D&I in March, 1940, transferring to the Iowa Division about a year ago. Surviving are his widow and eight children.

News has reached us that O. T. Welch, retired conductor, who is sojourning in the warm climate of Tucson, Ariz., has lost the sight of an eye. We hope that the disability is only temporary and that he will regain his sight.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Most promotions are the reward for meritorious service but I believe that my first promotion is the only one which resulted from bumping (pardon me) into the president of the company. It happened this way: I was a messenger boy for the Great Northern Railway back in 1902 and while



BACK ON THE JOB. W. C. Whitham, prior to entering military service on Feb. 22, 1943, was an instrumentman in the engineering department of the H&D at Aberdeen, S. D. While serving as a track engineer with the 798th Railway Grand Division he aided in the construction of tracks and depots in England and the rehabilitation of the destroyed railroads of France, Belgium, Holland and Germany. He was separated from service on Dec. 15, 1945, with the rank of captain and returned to work on Feb. 1 as assistant division engineer on the D&I, at Savanna, Ill.

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BACK ON THE JOB. Irving S. Tabor, who was released from the army as a corporal on Dec. 8, 1945, was a former radio operator with the 94th Signal Battalion and also a German radio intercepter for the Intelligence Department. During his 42 months in service he was stationed overseas for 15 months and took part in two major battles which earned for him a Presidential Unit Citation and two Bronze Stars. After the declaration of peace in Europe he was assigned to a military band, pending his return to the States, and is now back on the job as a brakeman on the Duluth line.



South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent
Car Department*

A welcome is extended to former employees on their return to the Milwaukee Road after their honorable discharges from our nation's service. Orville Nelson returned to work in March, following service in the Philippine Islands. Arnold B. Olson returned on March 4, released from the Army Aviation Corps. Edward G. Ryberg returned to work on March 12, from railway battalion service.

Earling D. Peterson, who returned to work on Feb. 2, has been granted a leave of absence and will take an engineering course at Dunwoody Institute, Minneapolis.

Welcome is extended to our new stenographer, Mary Alice Finsen, who started to work on Feb. 18 in the Minneapolis shops car department office.

Sympathy is extended to the family of John Ellis Gustavson who passed away on March 2, following a heart attack on Feb. 25. Mr. Gustavson had worked as a car repairer since 1917 and was also a member of our wrecking crew.

Congratulations to Mr. and Mrs. Lloyd V. McGuire on their adoption of a four-month-old baby boy on March 1. Brother Gary, adopted two years ago, is real proud of his new brother.

Conductor Richard Stackpole, 57, died on March 8 at his home in Minneapolis, of which he was a lifelong resident. His father, the late William C. Stackpole, a pioneer rail who retired at the age of 80 after 64 years of continuous service, was regarded as a legendary figure on the Milwaukee Road; at the time of his retirement, April 1, 1943, he was general car supervisor at Twin City Terminals and also held the record as senior dispatcher. Conductor Stackpole is survived by his wife, Margaret; his mother, Mrs. William Chauncey Stackpole; and his brother, John Stackpole.

South Minneapolis Locomotive and Store Depts.

*Theima Huff, Correspondent
Office of Shop Superintendent*

After much bargaining we consented to give Shop Superintendent G. Blyberg time out for a trip to California for a few weeks, having it strictly understood that he will return to his job at Minneapolis. Frank Bunce is here from Milwaukee to take over and we have Mr. Blyberg's assurance that he will be able to "keep 'em rolling" in the usual manner.

Victory Lutheran Church was the scene of the beautiful ceremony at which Elaine Leakas, store department stenographer, was married to Manuel C. Manoleff on March 2. Their honeymoon trip over five states included a brief visit with Doris Johnson, a former "steno" in the Minneapolis store department, now Mrs. Ralph Decker, who lives at Moline, Ill. We understand that Manuel introduced his bride down there in Illinois as "my wife, Elaine Leakas."

Genial Machinist Helper Eddie Kerrott, Minneapolis roundhouse, who by reputation "gets along with everybody," is ill. Here's hoping he stages a quick comeback.

Having spent the winter in California, Machinist Chris Frandsen and his wife are back in Minneapolis and Chris started plying his trade in the machine shop on March 13.

Did you see the following comment in *Railway Purchases and Stores* by Maj. Gen. Carl R. Gray, Jr.? "The Milwaukee Railroad has a bunch of mechanics and a fine lieutenant colonel by the name of John Moe, who knows more about this Camel engine than any others in America. It's an unusual engine."

Mrs. Alfred Atkinson, wife of a machinist helper, Minneapolis locomotive shops, passed away on Feb. 26. Mrs. Atkinson was a Minneapolis resident since 1917 and a Swedish author-journalist who wrote under the name of Lenora Erickson. One of her better known works was "Vilde-

rounding the corner of the old Great Northern general office building I bumped smack into James J. Hill. Well, he went right up to my boss and ordered me discharged. The boss called me in and told me he would have to get me out of the way for awhile. He asked me if I would like to work in a branch office out in Spokane. "I would like to," was the answer. He said, "I don't believe you will run into Mr. Hill out there." Well, it was a case of "go west, young man" on the next train and when I arrived there I learned that I was promoted to a clerkship and that is how I received my first promotion. I always had a kind feeling for my first boss.

Fireman Frank Ellison passed away suddenly last month.

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blommer Fran Den Stora Angen," which sold 50,000 copies and is included in the royal Swedish library. She was also former editor of *Qvinnen Och Hemmet*, Swedish language women's magazine published at Rock Island, Ill., where she was a student at Augustana College. Mrs. Atkinson was well known in Chicago as a stage designer.

Carol Jean Reksos, daughter of Store Helper Sivert Reksos, who has been chauffeuring for some of the officers at Camp Miramar, San Diego, was recently made a sergeant.

We would say that Ensign Merrill Riccius is living the life of the proverbial "Riley" down there in the Canal Zone. He writes that the weather is excellent—swimming superb. He really has it tough though, having to fly to such places as Bermuda, Honduras, Colombia, Nicaragua, Puerto Rico, Key West, etc.; works the terrific hours of 7:00 a. m. to 1:00 p. m. five days a week and then has to live in officer's quarters—living room, bedroom, private bath, telephone and refrigerator for each officer. Some people really have it hard.

Our boys are slowly drifting back from military service. During March Machinist Helper John Christen, Electrician Apprentice Charles L. Hawkins and Machinist Helper Paul G. Anderson returned. Understand that Hawkins visited his folks in Miles City after his military discharge. On the other hand, two of our boys, Machinist Helper Vernon D. Hanson and Machinist Apprentice Edward W. Grabowski, took leaves simultaneously to don the navy "blue".

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

Mike Martin is back on the job after serving 18 months in France, Belgium, Germany and Holland with the 744th Railway Operating Battalion, which was sponsored by the Milwaukee Road.

Tom Moffat took a trip to Canada recently to attend the funeral of his sister.

If it weren't for the constant turnover of employees, I would be at a loss for news. Dale Swain, Robert Kimball, Robert Carr, James Lamm, Paul Angelo and Arvin Langum are all new employees. Arvin is just back from the army after spending a year and a half in Okinawa and the Philippines. Before entering the service he was employed by the Milwaukee Road at Spencer, Ia.

St. Paul Traffic Department

Brooksie Luth, Correspondent

St. Paul had some excitement recently—the St. Paul Winter Carnival—with the Milwaukee Road personnel in there pitching to make it a success. Our talented Hiawatha Band came from Milwaukee to add their colorful bit to the parade. Our little drum majorette, Lois Kleist, strutted smartly at the head of the 55-piece band and there were many complimentary remarks on the band's performance and appearance. 'Twas a cold and windy day and Milwaukee Road courtesy was typified by the action of E. J. Hoerl, regional public relations representative from Milwaukee, who followed the line of march and at each stop along the route dashed up and handed Lois her cape, to protect her from that icy wind.

For goodness sakes! I no more than get one set of changes announced when someone comes along and upsets my appercart; for instance, the city ticket office, where we have an addition and a couple of sub-striptions. Ray Gilbert has come over from the Minneapolis ticket office to take the position formerly occupied by Billy Wais. Bill's new position sends Johnny Petschauer back to cashier and our former cashier, Roger Johnson, has gone to the Minneapolis depot as auditor. Now will you boys please settle down?

Isn't it about time for the poetry corner again? Here's one I like that Ray Tschumperlin gave me months ago:

With Reservations

*Life is a Pullman train, you know:
Compartments to fit the purse.
Some get upper and some get low
And all of us could fare worse.*

*Some take stations as tastes decree,
In diner or smoky bar.
Others languish in lethargy
In the observation car.*

*Then there are riders of coaches, too,
Who travel to journey's end.
They are the fellows we know of who
Have the time but no coin to spend.*

*I'd rather be the coach type soul,
The model I mentioned last.
Better to seek a given goal
Than just to observe the past.*

Cheerfulness has a dual value in life. First, it helps you—then it helps to help others—and it keeps on spreading out into the great throng of humanity, stirring the hearts of men as the gentle breeze stirs the leaves of the forest, returning to you in its endless course and all the while making the heavy load lighter and the dark road brighter for all.

BACK ON THE JOB.

Glenn Jacobsen, ex-corporal, chose the marine corps when he was inducted, as he had a brother in that branch of service. His outfit, the 3rd Marine Division, went to Hawaii in June, 1944; from there it was sent to the invasion of the Marshall Islands and Guam. Glenn was in communications work ahead of the artillery and, following the surrender of the Japanese, spent some time with the occupation forces before his return to the States. He is now back on the Iowa Division as brakeman.



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CITY OF MILWAUKEE

1946

This bank takes pride in having served our city through more than 92 years of Milwaukee's 100 years. From its earliest days, before the Civil War, the First Wisconsin has kept pace with the financial needs of the community. And today, as ever, the First Wisconsin serves not only as trustworthy guardian of your funds, but as an active partner in every phase of Milwaukee's continuing progress.

FIRST WISCONSIN NATIONAL BANK

OF MILWAUKEE

Member of the Federal Deposit Insurance Corporation

The difference between death and taxes is that the former doesn't get worse each year.

OFFICIAL COMMENDATION

Chicago, Milwaukee, St. Paul & Pacific Railroad

and its employees are hereby officially commended by the United States Treasury for the operation and support of the Payroll Savings Plan. We, the undersigned, recognize that the Government was provided with a substantial part of the money to finance the war through this method of Bond purchasing. The continuance of this savings plan enables workers to gain a large measure of security by their regular purchase of United States Savings Bonds.

Fred W. Vinson
SECRETARY OF THE TREASURY

Leslie C. Brown
NATIONAL DIRECTOR OF WAR FINANCE DIVISION



ARNOLD W. RAMEN
State Director for Illinois

A commendation recently presented to the Milwaukee Road by the United States Treasury.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent
Car Foreman's Office

T/Sgt. Marion W. McGee of the Engineer Corps returned to work from military service on Feb. 1 and has resumed his old position as cashier and clerk at the freight house. He has in his possession the Bronze Star Medal, a citation he received on Leyte where he kept communications open under exceedingly adverse conditions. He also served on Okinawa.

We also have a new checker at the freight house, Lowell Bryant, an ex-sergeant who served in France.

Clyde Williams, formerly a yard clerk at Cedar Rapids, is the new clerk at the Council Bluffs freight house.

S/Sgt. U. J. Thomas, who was a trucker in the warehouse, is now serving in Japan.

Flight Officer Charles Butts, formerly a trucker at the warehouse, is now with the Air Corps in India. While home on furlough recently he was married to a girl "from the Ozarks." Congratulations to the newlyweds! Charles plans to study medicine under the GI Bill of Rights as soon as he receives his discharge.

Inspector Russell Bolton and Miss Lil-

lian Kinder walked down the aisle together on Feb. 23. We all extend wishes for happiness to the bride and groom.

We now switch to news from the other side of the river. Capt. Bernard Desens has returned to his former position of ticket clerk in the Omaha passenger office. Bernie served in the army for more than four years, the greater part of the time in France and Germany. We are happy to have him back with us.

"What price glory" is an expression that might well be applied to the railroader who has been promoted and transferred during the past year. Telegrapher Bill Currier, transferred to the Omaha office last September, learned more about the city of Omaha than is known to the city council. He was rewarded by finding a house which he purchased. Not quite so fortunate are General Agent Van Maren and City Freight Agent Ferguson, who were promoted last November. Although just as energetic in canvassing the city they are still maintaining their homes at their former locations and living in hotel rooms here.

Iowa Division—Middle, West and Des Moines

Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.

Engineer Halsey Wasson, Agent H. W. Marshall of Slater and Conductor John Narver have retired under the provisions of the Railroad Retirement Act. Conductor Narver and his wife took a trip through the South and West before going to Council Bluffs to make their home.

Deaths in the Milwaukee family since last report included Mrs. George Miller, wife of a clamshell operator who has worked at various places in the southern district; Clint Knee, for many years an employe in the Perry shops; and Frank Cleveland, for many years time revisor at Marion.

Dorothy Byrd, daughter of Operator O. P. Byrd, has been promoted to chief storekeeper in the Waves and Mary Marshall, daughter of C. E. Marshall of the Perry shops force, has been promoted to sergeant in the Women's Marine Corps.

Sgt. Paul Lee, son of Car Inspector Ray Lee, received his honorable discharge on Feb. 28, after six years in the Marines. Sgt. Frank Hoes, son of F. R. Hoes of the Perry shops force, received his discharge in February after more than two years' service in North Africa. Capt. Arthur Merkle, son of Operator H. E. Merkle, came home for a visit, after two years' service in England. Sgt. John Cline, son of Engineer Bert Cline, was discharged in

February. Sgt. Dean Woodford, son-in-law of Engineer Callahan and a clerk at Clinton before he went into service, was discharged in February. Sgt. Floyd Lutze, son of Engineer Floyd Lutze, is home after a long period of service.

Hospital patients among the railroad folks during the last few weeks included Chance Galvin and Harlie Wicheal at Wesley Memorial; Billie West, son of Conductor Clayton West, in the Perry Hospital for an appendectomy; Jack and Bill Ranes, twin sons of Mrs. Viola Ranes, in an Aurora hospital following injuries sustained in an auto accident while en route to Chicago to meet Jack's British war bride; Agent O. J. Atkins, Sr., in a hospital for an operation on his foot; and Engineer Thomas Rellihan in a Missouri hospital for surgery.

Sonya Sue Smith is a new granddaughter for William Jones of the Perry shops force.

Engineer Charles Stout and wife have a son, born on March 16.

Ray Lee has a new granddaughter, the little miss having been born to his son Bill, and wife.

Weddings in the Milwaukee families on the Iowa Division recently included the marriage of Virginia Crew, daughter of Machinist Richard Crew and great-granddaughter of Walter Applegate, to William Auston Burton of Colorado; Louise Phleger, daughter of Traveling Engineer J. T. Phleger, to Clarence Nath; Dale Neack to Frances Arline Lindsay; Evelyn Wagner, daughter of Engineer Fred Wagner, to Lt. Harold Dorland of Evanston, Ill.; Beverly Jean Wicheal, daughter of Conductor Harlie Wicheal, to Earl Fessler of Perry; Vivian Springer, daughter of Charles Springer of the track department, to George Ranes; and Brakeman G. E. Gearhart to Jean Gasser, daughter of Mrs. Frank Johnson.

Friends on the Iowa Division were sorry to learn of the death of Trainmaster C. C. Marchant, which occurred recently at La Crosse. Mr. Marchant started his railroad career on the Iowa Division.

BACK ON THE JOB. Vernon Vodenik recently returned to his job as brakeman on the Des Moines Division, following his release from the anti-aircraft service with the rank of corporal.



He enlisted in 1942, was sent overseas and was stationed in South Wales, France, England and Germany. At one time he was within 30 miles of Loeben, Austria, where several of his cousins live, but was unable to visit them. Vernon has four brothers who were also in service, two in the army and two in the navy.

Mark Twain was the guest of honor at an opera box-party given by a prominent member of New York society. The hostess had been particularly talkative all during the performance, to Mr. Clemens' increasing irritation.

Toward the end of the opera she turned to him and said gushingly:

"Oh, my dear Mr. Clemens, I do so want you to be with us next Friday evening. I'm certain you will like it—the opera will be 'Tosca'."

"Charmed, I'm sure," replied Clemens. "I've never heard you in that".

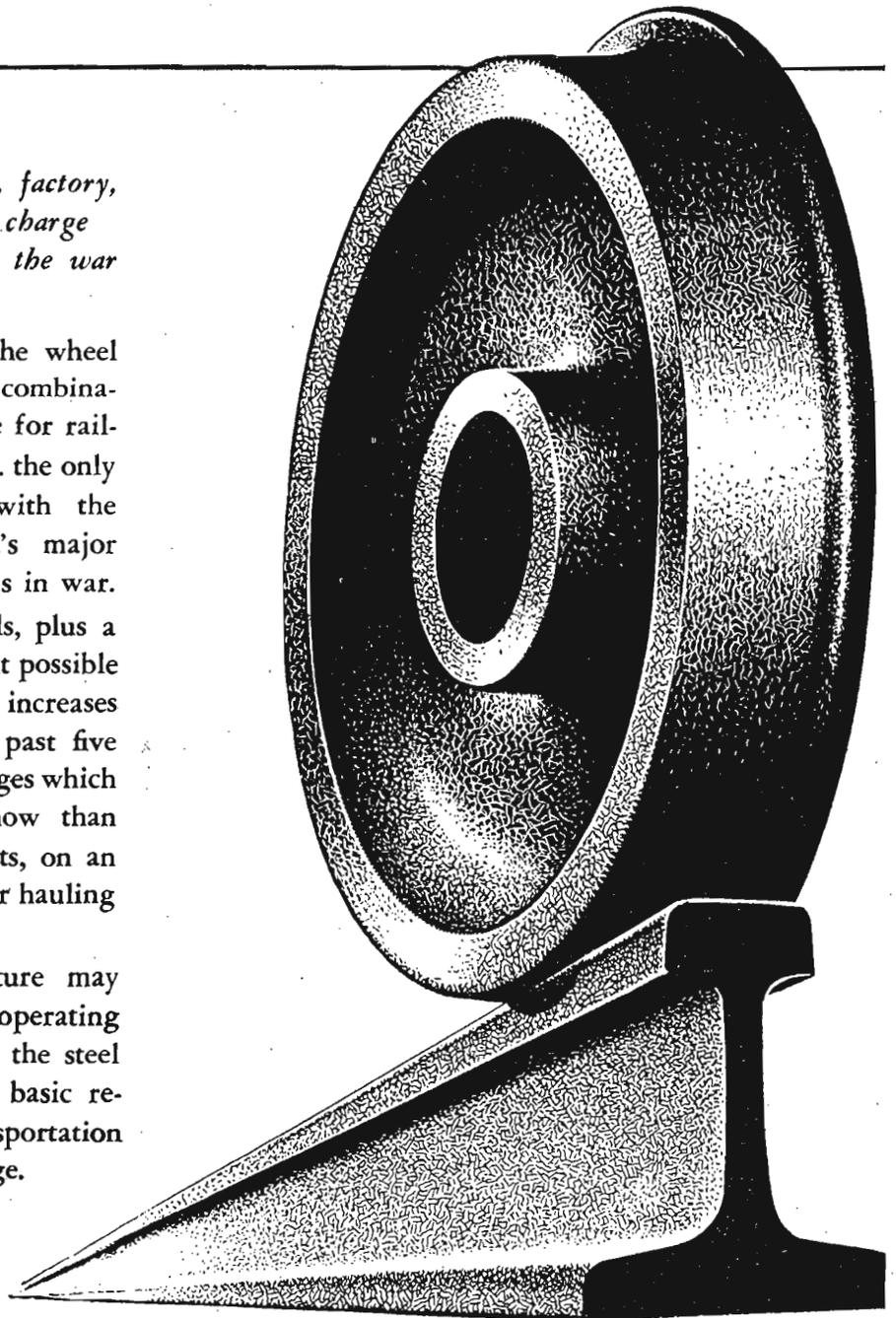
FLANGED WHEEL

ON THE STEEL RAIL . . .

*Carries the output of farm, factory,
and mine—at an average charge
no higher now than before the war*

Remember this picture of the wheel and the rail . . . the unique combination which makes it possible for railroads to run trains of cars . . . the only means of transportation with the capacity to meet America's major needs . . . in peace as well as in war. Flanged wheels on steel rails, plus a vast volume of traffic, made it possible for railroads—despite steep increases in wages and costs in the past five years—to haul freight at charges which generally are no higher now than before the war. It still costs, on an average, less than one cent for hauling a ton of freight a mile.

Whatever changes the future may bring in traffic volume or operating costs, the flanged wheel on the steel rail will still be America's basic reliance for dependable transportation at the lowest possible charge.



AMERICAN RAILROADS