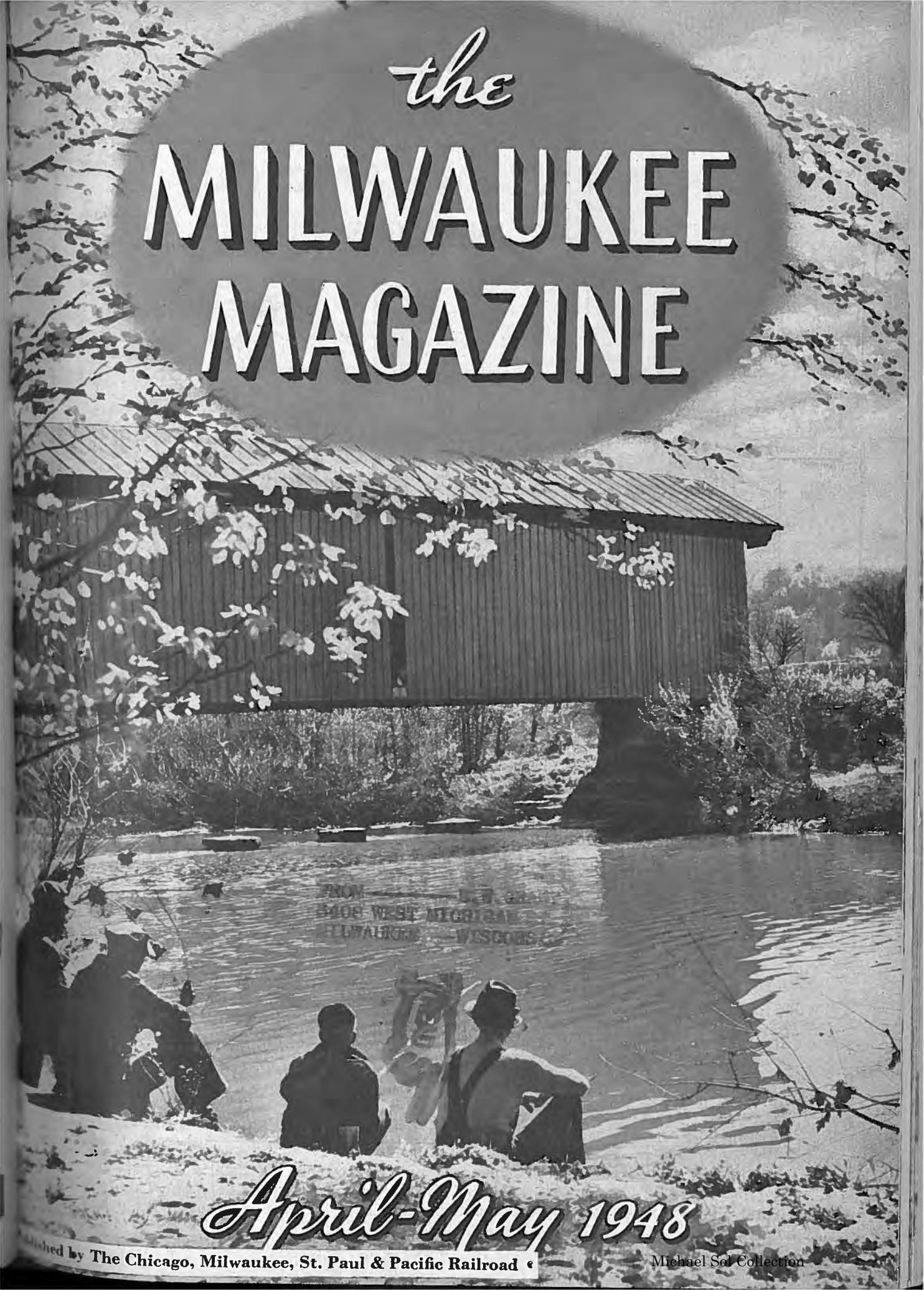


the
**MILWAUKEE
MAGAZINE**



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MILWAUKEE — WISCONSIN

April-May 1948

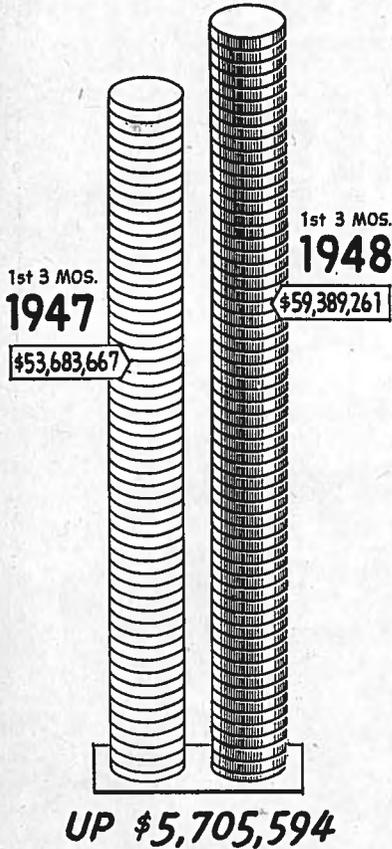
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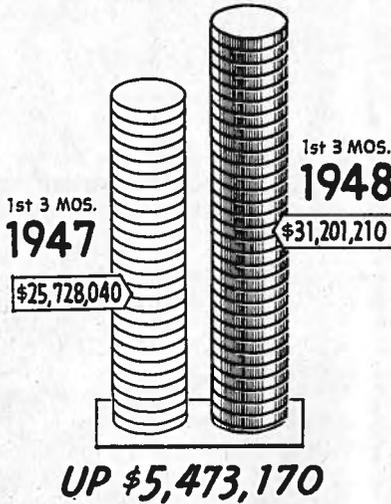
HOW WE DID

in JANUARY, FEBRUARY and MARCH

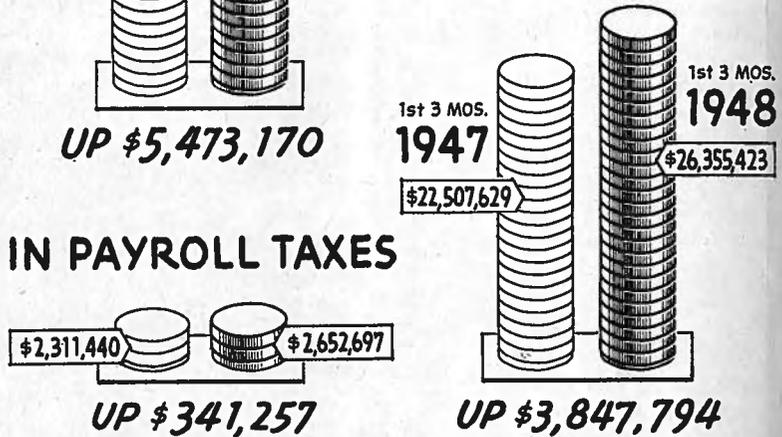
WE TOOK IN



WE PAID OUT IN WAGES



IN ALL OTHER OPERATING EXPENSES, TAXES, RENTS and INTEREST

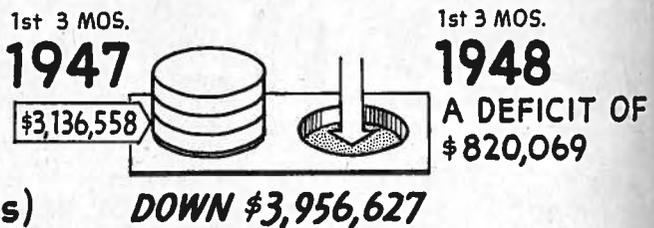


IN PAYROLL TAXES



LEAVING AVAILABLE

(for Improvements and
other corporate purposes)



Here is a comparison of the financial results of our operations in the first three months of the years 1947 and 1948. Last year we took in \$53,683,667 and after paying and providing for our expenses, found we had a remainder of \$3,136,558. In other words nearly 6% of what we took in was left for improvements and other corporate purposes.

This year we took in almost \$6 million more than last year, and instead of having more left over, we found ourselves in the hole some \$820,069.

Now what made this year's showing \$3,956,627 lower than last year?

Look at the three factors of what we paid out as shown in the chart. Wages were up \$5,473,170—Payroll Taxes up \$341,257—and all Other Expenses up \$3,847,794. This total of \$9,662,221 more paid out not only wiped out the \$6 million increase in receipts but put us in the hole.

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April-Ma

TWO IN ONE . . . The strike which closed Chicago job printing plants on Mar. 1 made a casualty of the April issue of the Milwaukee Magazine. It also explains this combined April-May number, the first of its kind since the Magazine went into publication in April, 1913. Similar disruptions in service, recurring year after year, have made it almost impossible for the Magazine to stay on schedule, but the current difficulty enjoys at least these two distinctions: It has lasted longer than the others, and it has kept the Magazine staff in very hot water.

There has been no way of knowing what would be published—or when. Plans were made and abandoned; copy was written, grew stale and went to the wastebasket. This skeleton issue, stripped of many regular features, news items and pictures, represents the closest thing to order that could be brought out of the chaos.

It is not possible to say, as this is written, when the June issue will be published. The Magazine hopes, however, that its readers will bear with it during the emergency and that regular publication will not be too long delayed.

THE BUDGET . . . Improvements will cost our railroad \$54,498,614 this year, according to the annual improvement budget. Of that amount, \$41,766,265 has been set aside for new equipment, with freight cars taking the largest bite out of the fund—\$28,774,665. One hundred and three newly built passenger cars and 38 new Diesel electric locomotives are also scheduled to go into service. The rail and ballast program accounts for \$2,950,368, which includes the purchase and laying of 57,083 net tons of new rails. Among the proposed improvements are a new freight house in Chicago and a Diesel service shop at Milwaukee, additional yard trackage in Milwaukee, grade separation in Minneapolis, and remodeling of the Sioux City passenger station.

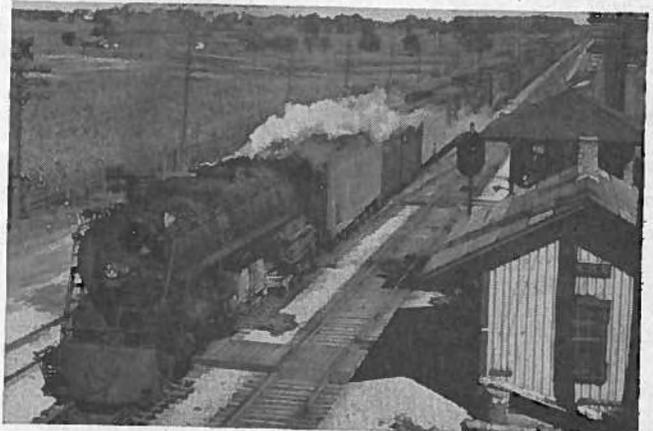
SAFETY COMMENTATOR . . . The Safety Trophy comes to life for this issue of the Milwaukee Magazine, to tell how the Idaho Division bested all rivals on the railroad in the 1947 accident prevention contest. It was the seventh annual competition and the second consecutive year in which Superintendent George H. Hill and his force walked off with the coveted Oscar. As a reward, they will retain the cup permanently. The Safety Trophy's story of the campaign will be found on pages 4-5.

TIME TO PLANT . . . On the farm and in the city, the home vegetable garden is bound to pay off. A garden of 40 by 100 feet, or about half of a city lot, can yield about 1,000 pounds of vegetables a year. The big 10 that rank high in food value for family consumption are beans, beets, cabbage, carrots, chard, onions, peas, potatoes, sweet corn and tomatoes. Even a beginner can get good results. The neighbors are always willing to help and county agents and extension services will gladly furnish suggestions. Extension Bulletin 280 issued by the State College of Washington Extension Service, Pullman, Wash., gives some valuable data for that locality.

DOWN THE DRAIN . . . \$2,749,000 of Milwaukee Road revenue was wasted in payments resulting from loss or damage to freight entrusted to its care during 1947, according to a statement recently issued by the claim prevention department. This is the largest sum expended for freight claims since 1921. These figures reflect certain factors beyond the railroad's control, such as inflated merchandise values, heavier loading due to O.D.T. orders, shortage of equipment and manpower. Allowing for those factors, the record still indicates a startling number of instances of rough handling, improper checking, use of improper equipment, delays due to locomotive and car failures, slow orders and many other avoidable causes, according to the statement.

NEW HIGH . . . The gross earnings taxes collected from utilities in the State of Minnesota totaled \$13,896,381 during 1947; \$1,506,385.38 of that sum came from the Milwaukee Road, which was the state's fourth largest taxpayer in this classification. The total represents an all-time high. Gross earnings taxes come out of every dollar the railroad takes in—whether the dollar is from a profitable operation or an unprofitable one. The money goes into the state's general revenue fund.

NAME, PLEASE . . . An article about train nicknames appearing recently in the Illinois Central Magazine has resulted in the Milwaukee Magazine being asked to unearth similar information about the freight and passenger trains that pound the Milwaukee Road rails. The I.C., for example, has a freight called "Mae West", so called because of the curvy route it follows between Waterloo, Ia., and Chicago. The Norfolk and Western has a night freight called the "Tom Cat" because of the hours it keeps, and several roads have trains named "The Witch" for the same reason. So the question is asked—what are the nicknames given some of the Milwaukee Road trains by the men who work with them, or on them, and know them best? The Milwaukee Magazine would like to know.



. . . but what's its name? (See "Name, Please", on this page.)

I went West to stay



The Safety Trophy Speaks

IF A SAFETY TROPHY could talk, it might say, "Go west, young man, go west. Stay one year and you will never want to leave." I know what I'm talking about, because I went west a year ago and I'm here to stay.

From the moment I was introduced to the employes on the Idaho Division I knew this was the place where I wanted to remain permanently, and afterwards, when Superintendent G. H. Hill and I were alone I told him so. His reply was, "Young man, if you want to stay out here you will have to work." Then, taking me at my word, he ordered a glass traveling case for me and while it was being made he mapped out an itinerary for sending me over the division. I could see a busy year ahead.

During 1947 I visited every town where there were groups of employes. I stood at attention where the train and enginemen register and I made a point of greeting them as they signed in and out. I visited with maintenance crews, in shops, round-houses and stations, and everywhere I went it was apparent that Mr. Hill

and the employes under his supervision were working day and night so I could stay on.

I closed my tour and returned to Mr. Hill's office on Dec. 31, anxious to hear the results of the campaign. Word came at five minutes before midnight when someone called Mr. Hill to congratulate him on making it possible for me to become a permanent resident. I'll never forget his reply: "There will be no rejoicing until the clock strikes 12."

That's enough about my part in the campaign. The business end of it started with L. J. Benson, our assistant to president in charge of safety, who was concerned about the safety showing on the division. He felt that it could be improved and started doing something about it early in January, 1946.

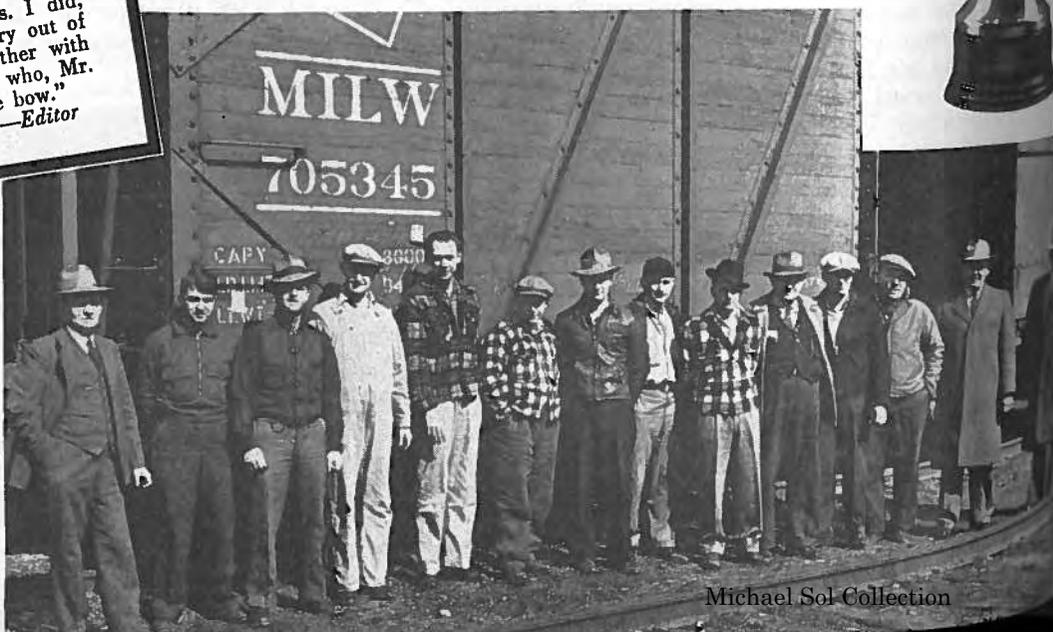
The situation wasn't entirely our fault. During the war years and while we were experiencing a serious manpower shortage, a large number of im-

Some time ago Superintendent George Hill of the Idaho Division was approached by the Milwaukee Magazine with the suggestion that he tell the rest of the railroad just how his division went about winning the Safety Trophy in both 1946 and 1947. There seemed to be a story there, and J. B. Dede, regional assistant public relations department, was asked to talk with Mr. Hill and come up with the magic formula in the form of a how-he-did-it article.

The story later came into the Magazine office with this note from Dede: "Superintendent Hill says that he can't tell the railroad how he did it because he didn't do it. He insists that all of the credit go to the employes. I did, however, manage to get a story out of the cup, and here it is, together with pictures of some of the men who, Mr. Hill says, deserve to take the bow."
—Editor



Superintendent Hill is shown at Malden, Wash., with a group of the Safety Trophy winners. Left to right: A. R. Mitchell, E. A. Ross, H. R. Freeman, Jr., O. A. Burns, H. N. Barrill, W. Carroll, G. A. Battleson, J. S. Ferrell, A. T. Titus (division chairman), J. H. Church, P. E. Sumner, L. Plyborn, Division Master Mechanic G. J. Johnston, and Mr. Hill.



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provements were made on the division. To keep the projects going Captain of Police F. W. Brotchie and his men found it necessary to patrol Trent Avenue Alley and pick up transients and other men who knew very little about railroading. The Spokane police department also turned over to us a large number of its regular boarders. As a result, the division safety record was far from satisfactory, particularly in 1945, although there were no fatalities.

The safety campaign started off with everyone working together as one big family and its success was just a matter of complete understanding. Mr. Hill's office door was always open for anyone who wanted to stop and ask a question. Some would call him at home to inquire, "How do we stand?" Safety Engineer Harry McMahon was constantly on hand, helping and suggesting safe working methods. The various organizations also did their part. A. T. Titus, chairman of the trainmen, was particularly helpful. It is significant that there were five reportable injuries to trainmen in 1946 but only one in 1947, and that was not the fault of the employe.

While the campaign was in progress many safety suggestions were received and these were acted upon promptly. Perhaps that was the strategy of the campaign, if that's the word for it; that the men on the

jobs and their supervisors talked them over open-mindedly. Mr. Hill emphasized the family relationship with personal notes of congratulations which often carried humorous remarks and sometimes called attention to accidents that occurred on other divisions or other railroads.

The safety discussions were also brought up at home. Last December, when a baggage car at one of the stations was destroyed in a fire caused by internal combustion, the section foreman's small son was very excited about it until reassured by his mother, "No, Sonny, it won't hurt our safety record." That boy must have heard safety talked at home—plenty.

Right: The victory handshake. Earl Medley, car foreman at Spokane (left) and Nels Nelson, division chairman of the Railway Carmen, congratulate each other.

I have mentioned only a few of the things the Idaho Division employes have done to keep me here. They are hard at work right now, determined to provide me with a companion in 1949. I'll appreciate that, but there will have to be a clear understanding about who has the seniority around here.



Superintendent Hill gives Tony Bueti (left), section laborer, and Joe Perrone, section foreman, one of his little pep talks which are at least partly responsible for the Idaho Division safety victory. Mr. Perrone has a record of 18 years without an injury.

This group of round-house employes at Spokane carried the Safety banner high throughout 1947 and can take credit for an outstanding record. Left to right: Fred Turner, Tom Barnes, Roy Jacvar, Frank Berger, Ross Lee, Del Driscoll, Jack Arnold, and E. H. Walters, round-house foreman.



Those First 100 Years

A Brief Review of "The Milwaukee Road --- It's First 100 Years"

HOW MANY times have we heard the wish voiced that the history of the Milwaukee Road might be written in all of its colorful and human detail!

That wish was fulfilled in February this year when Creative Age Press of New York published August Derleth's "The Milwaukee Road—It's First 100 Years" as the third volume in that publishing firm's "Railroads of America" series.

The writing of August Derleth, the literary phenomenon of Sauk City, Wis., embraces an incredibly broad field, but it is safe to say that he has faced few of his writing tasks with greater honest interest than he did the work involved in assembling this history.

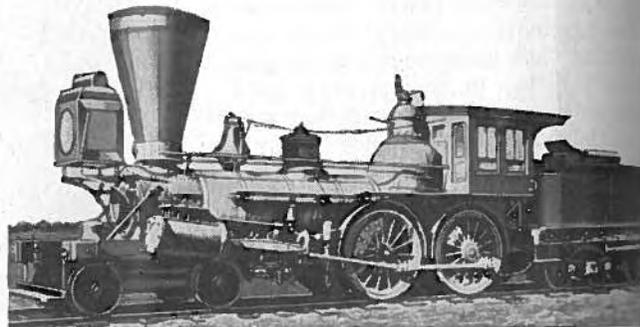
Not only has he a natural interest in the first railroad in his native state and the railroad of his home town, but Mr. Derleth belongs to that numerous fraternity of writers, artists and just plain people who find in trains and in railroads generally an answer to their longing for excitement and a romantic way of life.

This fact is made apparent in the introduction to "The Milwaukee Road", in which he tells of his childhood in Sauk City and the colorful people of the railroad with whom he became familiar.

"There is something fascinating almost beyond words in watching a train come in", he writes. "I was aware of it without question when I was a child, and I was sharply con-

scious of it in later youth when I stood with other young fellows on the station platform to watch the through train go surging past, sometimes stopping briefly to discharge or take on a passenger or to drop mail; it was then a feeling of something immense, something from 'outside' momentarily touching my own orbit, and I used to think of its passengers—most of them asleep at that late hour, some still clustered about tables in the smoker—as people passing in the night, so that somehow the night train came to symbolize for me the very mystery which is fundamental of life."

Old Number 1, built in 1848, was the first locomotive of the Milwaukee Road and the first ever to turn a wheel in the state of Wisconsin. At various times it carried the name "Bob Ellis" and "Iowa"; also the number 1 and 71. Its overall length was 43 feet.



This book, however, is much more than a reflection of the author's liking for his subject. He has succeeded in putting into its 264 pages an expert condensation of this railroad's history, which reached the 100 year mark on Feb. 11, 1947, one century after the incorporation of the Milwaukee and Waukesha Rail Road Company, the original predecessor company of the present Milwaukee Road. On Feb. 1, 1850, before the

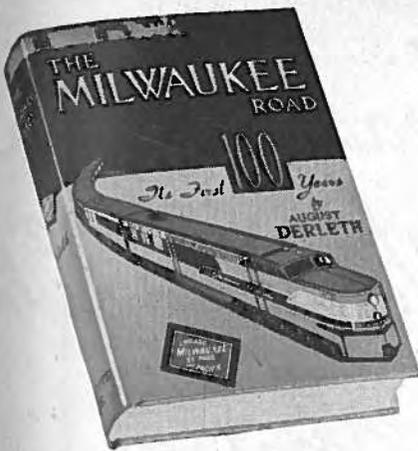
lies the most difficult task confronting the popular historian, as it is this quality which accounts largely for a book's acceptance by the general public.

The broad appeal of Mr. Derleth's book is further indicated by the fact that the appendices contain a gold mine of information of particular interest to employees of the railroad. Included are the names of all the railroad lines incorporated into the present Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and a chronological record of railroad construction and acquisition. In addition, there are accounts of lines abandoned and dates of abandonment, as well as highly simplified financial statements showing various aspects of the Road's financial condition from the early years through 1945.

The reader will be interested to find at what an early date the now familiar pattern of government restriction and public criticism of the railroads became apparent. Hardly had old Number 1 and the other 21



Another bookseller who accorded the new Milwaukee Road book front window treatment was Harry Hill, Jr., manager of Books in Review, a book store in Los Angeles. Shown here, alongside the display are H. W. Porter (left) general agent at Los Angeles, and W. C. Boynton, city passenger agent. Mr. Hill's father was a veteran Milwaukee Road conductor who was later appointed yardmaster at Rockford.



locomotives which in 1855 constituted the Road's entire line-up of motive power been well limbered up when newspapers discovered that an editorial about the railroads was a dependable interest catcher, especially if derogatory. Likewise, the state of Wisconsin found soon after the little Milwaukee & Mississippi made its first steps that it was a good source of tax revenue.

Mr. Derleth's research into the circumstances surrounding the building and extension of the lines now constituting the Milwaukee Road offers an enlightening, though complex, picture of railroad finance. It leaves the reader with a new appreciation of the problems which bedevil all railroads during their leaner years.

Many incidents are also woven into the book to convey an understanding of the purely mechanical problems which confronted a pioneer railroad, and the attitudes of the men who were doing the building and operating of it.

One such incident, later to become legend on the entire railroad, involved the green hands employed by the Milwaukee and Watertown Railroad Company, a predecessor line. On one occasion, as the story goes, Michael O'Hara, a machinist and engineer, not quite convinced that the two-mile railroad bridge just east of Richards' Cut approaching Watertown would support the weight of a locomotive, started his locomotive, then jumped off at the head of the bridge, letting the locomotive

go over alone to where the fireman waited to catch it on the far side.

Difficulty was also encountered in the 1850's in keeping the trains on the track. Consequently, Chief Engineer and Superintendent Brodhead reduced their speed, explaining, "I have chosen to run the trains at a moderate speed, and at times to subject the passengers to delays rather than to hazard the risk of a collision between the regular trains and those running at all times on construction account". And there were always "persons who from some unaccountable cause, on every Railroad, attempt to throw the passenger trains off the track by placing obstructions upon it". By 1855, however, the company's special police detected two of the ringleaders and they, according to the report for that year, "are now in the Madison jail".

Another, and far more familiar, incident reflecting credit on the Milwaukee Road's police organization, was the mail robbery at Rondout, Ill., on June 12, 1924. The story of this crime, involving the greatest loss by robbery (most of which was later recovered) in the history of rail travel in the United States, is related in some detail and for sheer color and drama ranks with anything to be found in the pulp magazine thriller.

The proud accomplishments of the Milwaukee Road and its parent companies are told, along with the less happy accounts of forest fires, wrecks, financial reverses and other misfortunes.

August Derleth enjoys the reputation of being Wisconsin's most ener-

getic and prolific writer. He has the physical build and the boundless energy which, together with his acknowledged ability as a writer, probably accounts for the fact that he occasionally writes a book in a couple of weeks. He has even been known to do one in nine days, although "The Milwaukee Road" is hardly in that class. Involving as it did a great deal of painstaking search through hundreds of books, periodicals and assorted documents, the preparation of this book called for his attention, off and on, over a period of more than two years.

Among the books by Mr. Derleth which may be familiar to many Milwaukee Road employes are "The Wisconsin: River of a Thousand Isles", "Bright Journey", and "Restless Is the River", all dealing with the history of his native state. He also operates a publishing business, Arkham House, which specializes in weird and terrifying tales, of which he himself has written many.

Mr. Derleth lives in a very unusual house on the outskirts of Sauk City, Wis. It is made of native Wisconsin stone, used in such a manner that the outside of the house forms a series of ledges which are the happy nesting places of the song birds in that beautiful countryside. Its roof is thatched, the reeds having been brought from India.

There, in a Milwaukee Road town, "The Milwaukee Road" was written by a man whose talents and whose lifelong interest in his subject qualified him particularly well for the telling of a fascinating story.



When "The Milwaukee Road" went on sale at Moseley's Book Store in Madison, Wis., on Feb. 28, Author August Derleth was present to autograph all books sold, as he is doing here for Division Superintendent R. A. Woodworth. Shown here, left to right are: District Passenger Agent R. K. Hurlbut, Derleth, Woodworth, and R. L. Cross, chairman of the Madison Service Club. The store also featured a large window display.



Irma R. Knoll (seated), who is heading the current membership drive for Milwaukee Chapter, talks over the club's objectives with Beverly J. Klatte (left) and Mary Ellyn Dooley. The pictures they hold were taken at some of the club's past activities.

The Milwaukee Road Woman's Club passes in Review

BREAKING its own membership record has been an annual practice for the Milwaukee Road Women's Club ever since it was founded 24 years ago. Last year the club enrolled 19,482 members, which is equal to more than half of the railroad's personnel, and a concerted drive is now under way to top that figure in 1948. The campaign provides a timely opportunity to take a better look at this organization whose activities are, perhaps, less well known than they should be.

The club's welfare work among employes makes it the ace in the hole for hundreds who are temporarily in need of assistance of one kind or other. Also, to a degree, it serves as a bulwark against future uncertainties. Let's peer behind the facts and figures of its operation.

For instance, the 1947 financial statement shows an expenditure of \$7,500 for welfare work. The other side of the story—the humanitarian side—would show paid hospital and doctor bills, burial expenses, bills for coal, milk, rent, food, clothing, medicine, and dozens of other items in the nature of emergency relief. It is not difficult to find in the statement a sound reason for supporting the present membership drive.

There are many charter members still on the club's rolls who recall the details of its organization. However, those who joined after it was firmly established as part of the Milwaukee

Road scene may be interested in the following account of how it was started on its way.

It all began on July 27, 1924, when the late Mrs. Carpenter Kendall, then editor of the Milwaukee Magazine, called the first meeting to order in Chicago. Twenty-seven women were present, and Mrs. H. E. Byram, wife of the president of the Road, was elected president general. The names of the other officers are familiar to those who have followed the club activities through the years: Mrs. Grant Williams, first vice president general; Mrs. Robert N. Scott, second vice president general; Mrs. Kendall, treasurer general; Mrs. Elizabeth M. Peterson, recording secretary general; Miss Etta N. Lindskog, corresponding secretary general; Mrs. Heman H. Field, general chairman of constitution and by-laws; and Mrs. B. B. Greer, general chairman of mutual benefit. Of the original board, Miss Lindskog is still in office, as secretary general.

Enthusiasm Spread

Under the leadership of Lydia Byram, a woman of great charm and pronounced executive ability, enthusiasm spread like wildfire. Permanent headquarters were opened in the Fullerton Avenue Office building in Chicago and the sectional work of expansion went forward swiftly. Membership was open to women employes, working and retired, and to

wives and other women members of Milwaukee Road families. Men employes were eligible as contributing members.

Chicago was the first to line up organizing on Oct. 18. Milwaukee followed suit, organizing with 166 members on Oct. 25, and before Christmas of that year chapters were established in Bensenville, Minneapolis, Mason City, Sioux City, Des Moines, Marion and Ottumwa. Seattle and Tacoma were next to join and smaller groups sprang up rapidly all along the system. Twenty-eight chapters were activated in the first year. By 1929 some 14,000 employes had been enrolled and the club was still expanding.

During that time not much was said publicly about what was being accomplished in welfare work, but far from being a dream project, the achievements were real and numerous. A statement issued on the club's seventh anniversary showed that it had earned and dispensed almost \$90,000.

Funds were raised through various ingenious enterprises. The membership fee, which was one dollar annually, made up only a portion of the revenue. For the most part, it was accumulated in nickels and dimes—no project was too trivial if something could be realized on it. To mention a few, the women sold household appliances and magazine subscriptions, held bake sales, auctions and

rummage sales, conducted card parties and dances. Groups banded together to cook meals for civic affairs. There were instances of women serving on local election boards and donating their pay checks. As time went on new ways and means were tried. A cafeteria opened by the Chicago-Fullerton Avenue Chapter in the Fullerton Avenue building became a dependable source of income. Donations came, too, from outside sources. The railroad showed its appreciation with contributions, and occasional gifts from individuals swelled the funds.

Club Answered a Need

The uses to which they were put were manifold. The club was called on to defray medical and surgical expenses. It paid for hospitalization and nursing, sometimes for burials. It educated children, bought food, fuel and other necessities. Families left destitute by disasters, such as fires or floods, were located in new homes and outfitted with household goods. Ambassadors of good cheer visited shut-ins to ascertain their needs and see that they received comforts and proper care. They went into homes and cared for the sick, cooking meals and tending children.

It would be impossible to enumerate the ways in which aid was extended. A typical illustration can be cited at Marion, Ia., where a dispatcher died and left several children. One son had been crippled as the result of a youthful football accident. Marion Chapter sent him to Chicago where an operation was per-

formed by a company surgeon. The club paid the hospital bill, the surgeon donated his services, and the young man was rehabilitated to lead a useful life. Another instance, at Perry, Ia., involved a child who was blind who, through the good offices of the local chapter, underwent an operation that restored both his sight and health. These are only two out of the hundreds of cases in which the club has been the good samaritan.

A real test came during the '30s when the railroad suffered with others in the general business depression. It was hard to raise money at that time, but the club mobilized its forces and went the limit for relief. Realizing that it wasn't easy for families who had always been self-supporting to ask for help, the club was able to care for them properly—in the family circle.

The club has continued to carry out that mission. During the late war it was especially active. Its Red Cross units made a fine showing. Chapters sent gifts to service men and members visited the injured in the hospitals. Canteens were opened at Aberdeen, Mobridge, Mitchell and Deer Lodge for the convenience of

traveling GIs. Many chapters, unable to give canteen service, met the trains and distributed refreshments and reading matter.

So the story goes, from Chicago to the Pacific Coast. Because there was scarcely any condition resulting from an accident which the club did not encounter at some time, it became interested in the railroad's safety program and gave it full support. Almost every situation involving a disaster among employes has called for the enactment of the good neighbor policy. Just recently the club was commended by the Red Cross for its work among victims of the devastating flood at Ottumwa, Ia., last June.

Social Life Attracts Members

The social life which has grown out of the club's social service activities is one of the brightest considerations offered to prospective members. It includes luncheons, teas and dinners, picnics for members and their children, Christmas parties, card parties, style shows, and so on. The program is often extended to include whole communities. The "goofy hat" contest sponsored by the chapter at Montevideo, Minn., last May



The meeting on July 27, 1924, which started the Milwaukee Road Women's Club on its way. Left to right: Mrs. Carpenter Kendall, treasurer general; Mrs. Elizabeth M. Peterson, recording secretary general; Mrs. Robert N. Scott, second vice president general; Mrs. H. E. Bryam, president general; and Mrs. Grant Williams, first vice president general.

The club is busiest at Christmas time when a basket of food goes out to every family listed as being in temporary need. This picture, taken in 1941, shows members of the Fullerton Avenue and Chicago Union Station Chapters doing their bit.

A typical illustration of the club's philanthropic work. Mrs. I. H. Rasmus (left), chairman of the welfare committee of Ottumwa Chapter, and Mrs. Lloyd Fros, chapter president, helping other members of the Employees Flood Relief Committee pack food and supplies for distribution to flood victims last June.

A scene at one of the early annual get-together luncheons in Chicago, with Mrs. Harry E. Bryam, president general, presiding. At the table with her are Mrs. Grant Williams, first vice president general, and James T. Gillick, who was chief operating officer at that time.



filled the high school auditorium there to capacity. At Sparta, Wis., the beautiful depot grounds maintained by the local chapter are a civic asset.

It is doubtful whether any other industry which handles welfare work in a similar way can boast of an organization which matches the Women's Club. A great deal of its success is due to fortunate leadership. The office of president general seems to be a life-time job. Mrs. Byram passed away in 1934, to be succeeded by Mrs. Kendall. Upon the latter's

death in 1944, Mrs. G. W. Loderhose, long active in Fullerton Avenue Chapter, was elected to the office. It is her ambition to bring the membership up to an all-time high of 20,000 in 1948.

The club now has 61 chapters. The largest is Milwaukee, Wis., which counted 1,515 members in 1947. Aberdeen, Minneapolis and Chicago Union Station (an area unit) also topped the 1,000 mark last year. Judging by present returns, it appears that Mrs. Loderhose and her committees will realize their goal.

Government Reparation Claims

A Statement for the Information of Milwaukee Road Employees

THE United States Department of Justice has filed with the Interstate Commerce Commission 16 complaints seeking recovery of alleged excessive freight charges paid by the Government for transportation of war materials during the war period. Apparently, it is the purpose of the Department of Justice to institute additional proceedings seeking recovery of a large part of all freight charges paid by the Government for the movement of substantially all of its freight transported during the war.

The Department of Justice has employed a large staff and is expending thousands of dollars in the preparation of pleadings and

the evidence for the hearings, it having been asserted by representatives of the Department that the total amount sought, as reparations, from all of the railroads will exceed \$2,000,000,000.

Our employees and the public generally have had little opportunity to learn the merits of the Government's contentions, information concerning which has come principally from news releases and statements issued by the Department of Justice, none of which gives details but makes extravagant claims that the Government was overcharged huge amounts in the assessment of freight charges.

It is believed that the following will be helpful in arriving at a better understanding of these claims:

1. The Interstate Commerce Act requires that every railroad shall publish tariff schedules showing all the rates, fares and charges for transportation. The Interstate Commerce Commission has prescribed or approved the maximum rates which may be assessed for the transportation of a large part of all the freight which is shipped. Many published rates are lower than the maxima authorized by the Commission and are so published to meet some competitive commercial or transportation condition. The published commercial rates available to the shipping public were and are always available to the Government. The Government, therefore, paid no more, and usually less, than the shipping public for the transportation of its freight. This came about because, first, much of the Government's traffic was accorded Land Grant Rates which, throughout the West, were in many instances as low as 50 per cent of the commercial rates, and, second, great quantities of Government traffic moved on rates even lower than the published rates reduced by applicable Land Grant deductions, such rates having been agreed to by the railroads and representatives of the Government, as authorized by Section 22 of the Interstate Commerce Act.

A large part of the recovery sought by the Department of Justice is in connection with freight charges assessed on these agreed rates, and even though lower than the commercial published rates and specifically agreed to by a representative of the Government, the Department alleges they were excessive.

2. Railroad gross revenues were large during the war period because they handled the greatest volume of freight and passenger traffic ever transported in this country during a like period. In other words, the railroad-performed greatly increased service for which they received greater gross compensation. Their operating and other costs, including taxes, increased in proportion, as did those of all other industries, and during the five years, 1941-1945, the railroads earned a return of only 4.97 per cent on their net investment, and in 1946, only 2.75 per cent, although the volume of traffic continued at approximately the war-time level.
3. The railroads, like all other industries

The Milwaukee Magazine



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UNION STATION — CHICAGO

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were required to pay large sums in Federal income and profits taxes during the war period. This meant that a large part of the railroads' earnings, in excess of amounts necessary for operating costs, were turned over to the Government. During much of the period, many of the railroads were in the excess profits bracket and paid 85½ per cent of a substantial portion of their net earnings in taxes. It is obvious that in many cases the Government shared more generously in the profits than did the railroads. A large portion of war-time traffic was Government traffic—Class I railroads paid income and excess profits taxes for the war years in a total amount of approximately \$3,668,805,306. Should the Federal Government collect the \$2,000,000,000 sought, that sum, together with these taxes for the war period, would exceed by more than \$62,000,000 the total amount of revenue estimated to have been paid by the Government for all traffic moving over Class I railroads on Government bills of lading during the war years. 1942 to 1945, both inclusive.

4. The railroads came out of the war with deferred maintenance and with much of their power and rolling stock worn out and badly in need of replacement. The railroads' plant and equipment had been placed at the disposal of the Government in the gigantic task of moving the great quantities of men and materials in the furtherance of the war effort. The Federal Government furnished a great part of all of the rail traffic during the war, and commercial shipping was subordinated and incidental to that of the Government. The movement of the great volume of war traffic, coupled with the shortage of man power and materials, left the railroads physically in a run-down condition. From a financial point of view, the Interstate Commerce Commission, since the conclusion of the war, has twice found it necessary to grant freight rate increases to insure the financial stability of the railroads. These facts, together with the low rate of return on their net investment during the war period, seem to establish conclusively

that the railroads did not receive excessive charges for the transportation of Government freight.

5. The net working capital, excluding material and supplies, of all Class I railroads is less than \$1,000,000,000, and, therefore, less than half the estimated amount of the Government claims. It is clear that if any substantial part of the huge sums claimed by the Government were awarded, the railroad industry could not pay it and would again face a period of bankruptcy such as

that experienced by the railroads just prior to the war. They would not be in position to carry out the rehabilitation and improvement programs which are needed for better service to the public, nor could they maintain the high standard of efficiency so greatly needed by the Nation in these critical times. To enable them to carry on at all would require large increases in freight rates, the burden of which would fall upon the shipping public which must pay the transportation bill.

IT'S GOOD FOR WHAT AILS YOU

The Cover

THE cover of this issue might be regarded as a prescription, reading simply, "Take often as a tonic". Many things can be said in favor of fishing, but above everything else, it's the pleasant remedy for what ails you.

The picture reminds me of a conversation I overheard not long ago. Both men were feeling pretty low, but one was farther down in a hole than the other.

"Just look at the world today", he was saying.

"Yes", his friend agreed, "it's pretty much of a mess."

"Mess is right! Now there's Russia doing her best to start another war. And look at things here at home.

The world has gone plumb crazy. Nothing seems to count for anything any more. Everybody grubbing away and not getting anywhere, and then doing it all over again the next day. It doesn't seem to make any difference what you make nowadays. If there's anything left after the grocer and the tax collector get through with you, somebody else gets it. Figure any way you want to, it goes . . . just like that!"

He snapped his fingers with a wave of despair and looked more miserable than ever.

His friend sat for a moment, thinking. "You know what we need to do?" he said. His voice was low and earnest.

"No, what? I'd sure like to know what anybody can do."

"You and I", he said, "we need to go fishing."

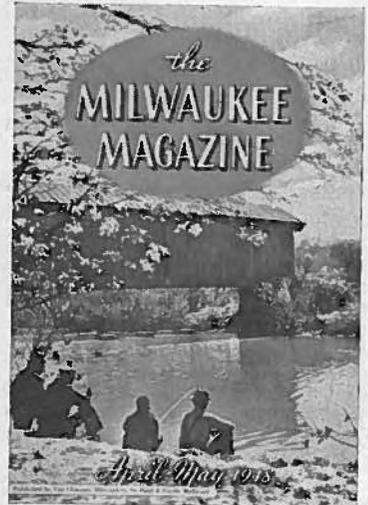
Well, the pessimist had it about right. It is hard to see the rhyme and reason of things. As a matter of fact, a person has to think pretty straight if he is to keep his bearings, and one of the first things he should understand is that the pace of living these days, and the grubbing and worrying which seem to be in vogue are bad medicine.

It is right that everyone should concern himself with national and international affairs and that he should do what he can as a citizen to make the world a decent place to live in. The high cost of living, too, is a matter of concern to every thinking man with less than a million dollars.

But a fellow has to call a halt once in a while. He must pull himself free of the vortex of work and worry, and look about for what someone has called "the world's lost leisure". It is important to all of us that it be found.

One of the best places to look for it is on the bank of a quiet stream, at the end of a bamboo pole.

M. G.



YOU'LL WANT "Facts"



"1947 Facts About Your Railroad" Will Be Sent
to All Employees in May

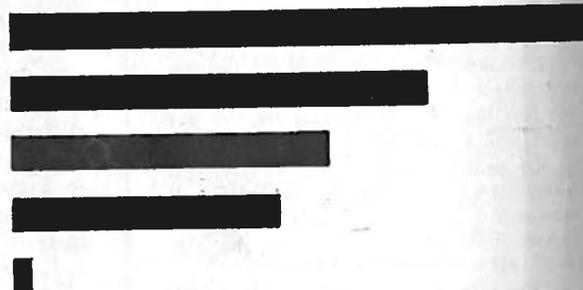
FIVE years ago, when the Milwaukee Road published its first "Facts" booklet for the employes of the railroad, it took a progressive step which has since been followed by hundreds of forward-looking business organizations. Today, as the fifth issue of this annual report for employes is being made ready for distribution, the Milwaukee Road is more firmly convinced than ever that an efficient, loyal railroader is one who knows the facts about his railroad . . . and that the only way for him to get the whole story is for his company to tell him. By publishing this booklet the railroad company fulfills an obligation which it feels it owes the people who comprise its personnel.

"1947 Facts About Your Railroad", as the latest issue is called, tells an interesting story in a graphic way, with many pictures and colorful illustrations in addition to the text. As President C. H. Buford points out in an introductory statement, ". . . here is a chance to take a good look at the Milwaukee Road—at its 19 divisions, its 10,700 miles of line, its 38,000 employes and immensely varied activities."

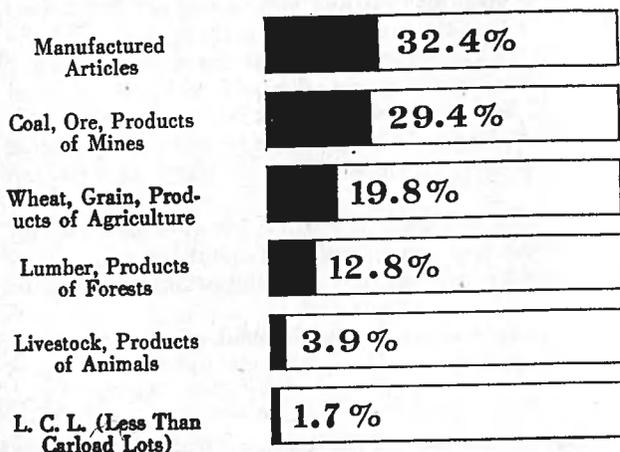
The figures and charts reproduced below are representative of the varied approaches to an understanding of this railroad's operation which the reader will find in the pages of "Facts".

Milwaukee Road Employes by Classes—Averages of 1947

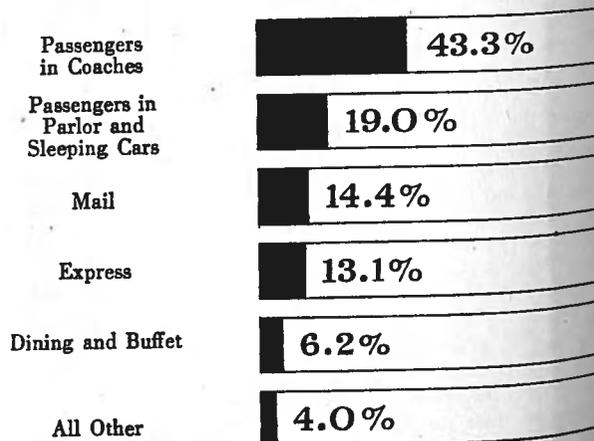
Transportation Forces: Train and Engine men, Yard and Station.....	13,922
Maintenance of Equipment and Stores.....	9,878
Maintenance of Way and Structures.....	7,433
Professional, Clerical and General.....	6,335
Executives, Officials and Staff Assistants.....	387
Total.....	37,955



Make-up of Revenue Tonnage



Make-up of Passenger Train Revenue



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

H & D DIVISION

West H & D

Lloyd C. Gilbert, Division Editor

One of the newest rails on the division is Pamela Jean Gilbert, at Aberdeen. She arrived via St Luke's Hospital on Apr. 1. Instrumentman L. C. Gilbert passed out the cigars and is looking to Mrs. G. to help keep Pam satisfied with this location. (Note: What editor could resist starting his column with an item like this?)

"Dolly" Simpson is relieving Jack Hubin as first trick operator at Milbank. Jack is on the sick list at this time.

Lewis Lotzer and wife are moving to Fargo, where he has bid in as cashier. Lewis was a freight checker at Aberdeen.

Back from the Navy is Lloyd Bagaus, son of Section Foreman Ted Bagaus, Summit. He joins his father in keeping track on section 41 "Hiawatha style."

Passenger Conductor O. E. Bolan is back on the job again after a serious illness. Another proof of the old saying, "You can't keep a good man down"

Rose Cummings, police department clerk, is making a trip to Omaha for her health.

Joe Spatafore is riding herd on some of our best track these days. He is handling the main line territory between Aberdeen and Mobridge and spending his spare moments on the Linton and Orient lines.

Mrs. C. R. Mitchell, wife of H&D conductor, is making a strong comeback after a severe illness.

Mrs. Jacob Faeth, mother of J. L. Faeth, is seriously ill at the Aberdeen Hospital.

W. H. Berg, chief clerk at the Aberdeen freight office, recently visited his father in Springfield, Minn., the latter being hospitalized there.

Passenger Brakeman Harvey D. Ryan passed away at Rochester, Minn., recently. He had been with the Road since 1920 and will be missed by those who knew him well. Deepest sympathy is extended to his widow.

Mrs. Ira Bush, wife of Conductor Bush, passed away recently following a lengthy illness. We extend sympathy to Conductor Bush.

East H & D

Martha Moehring, Correspondent

Engineer Jack Mace and his wife are pretty happy these days. Their son Myles, associate professor in the College of Business Administration at Harvard, has just received his doctor's degree in science. That takes gray matter!

We are sorry to report the untimely death of Cecelia Eischens who worked as an operator at Montevideo during 1945. She had been in nurse's training.

Conductor Tom Monroe and his wife have just returned from a very pleasant vacation trip. At Phoenix they visited with Otto Heckert, retired engineer, (who, by the way, sent back a beautiful paperweight which he made

out of Arizona iron wood and which now reposes on your columnist's deck. Thanks, Otto!). The Monroes then went on to Los Angeles for a family gathering and a reunion with relatives whom Tom hadn't seen in over 50 years. On their return they took in the beautiful Carlsbad Caverns and enjoyed their lunch 754 feet underground.

Brakeman Arthur B. Lund, who has had a long siege in the Army hospital in Tacoma, comes through with the news that he will soon be wearing a brace on his leg and shortly after that he'll be back in this part of the country. He hopes to return to work sometime this year.

Don Saterbak is now the night clerk in the yard office, replacing D. R. McReynolds who has gone back to his switching job.

The Gobershocks, John and Frank, have returned from Florida where they vacationed and visited with Happy Johnson, Gus Adamson and Clarence Spaulding who have retired there. They had a royal welcome and there was much visiting and exchanging of H&D news. Happy, they learned, is the mayor, chief of police, postmaster and dog catcher at the trailer camp so he is too busy to get into mischief.

It is with deep regret that we learned today of the death of Engineer Ben Nordquist, after an illness of several months. During the greater part of his H&D service, Ben had been on the Milbank helper. We extend sympathy to Mrs. Nordquist and Ben's two daughters.

Some changes have been made in the personnel of the Montevideo yard office. Clifford Bofferding has left us, having been promoted to traveling car agent, and we see him only week ends now. Sonny Hocum replaces Cliff, and then there is Byron McKeown who replaces Don Saterbak on the midnight shift.

Don was obliged to give up his position in order to take over the reins on the home farm, due to the illness of his dad.

Conductor Frank Burns has retired and writes us that as soon as the weather gets nice he's coming out to Montevideo to visit with the gang.

J. F. McAvoy, retired brakeman, passed away recently at his home in Minneapolis.

It is with deep regret that we report the sudden death of Percy Bradley, retired engineer. Percy was a regular caller at the Montevideo yard office, in fact, he was with us the afternoon before his death. The funeral services were attended by a large group of railroad people and Percy was laid to rest in the Montevideo cemetery. Collections for flowers were so large that, at the request of Mrs. Bradley, the funds were used for a memorial. Accordingly, a radio with intercommunication attachments has been purchased for the Chippewa Rest Home at Montevideo. Percy was one of the founders of the Birthday Club which helps the old folks at the Rest Home celebrate their birthdays.

Assistant Superintendent P. J. Weiland, Dubuque, spent a day recently with his brother, our Roadmaster W. F. Weiland. He came especially to attend the wedding of a brother, John Weiland, at Milbank, S. D. Bill and Pete saw to it that the knot was tied properly.

Maxine Lovhaug, Roadmaster Weiland's clerk for the past two years, resigned and became Mrs. Frederick Elling on Apr. 3. Max and Fred will live in Rochester where Fred is in charge of the Veterans Administration office.

Engineer C. E. Standal sold his home in Montevideo and has moved his family to Minneapolis where he has purchased a home.



This picture, taken when H&D Conductor Ben Bishop (center) was down in St. Petersburg, Fla., visiting the boys in February, shows him soaking up the sunshine with Gust Adamson, retired engineer (left), and F. W. "Happy" Johnson, retired conductor.



Section Foreman Aubrey Lester, Reliance, S. D., and his son Duane bagged these buck deer near Pactola, S. D., last fall. One is a white tail, the other a black tail. They are rather proud of the fact that they made the trip alone. It was rough going at times but they are planning another hunting expedition for next fall.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Otto Kannberg, of William Bishop's office, passed away the morning of Mar. 8 after entering the building to begin the day's work. Otto was an active member of the clerks' union and took an active part in many of the doings around the railroad. He started on the Road on Oct. 20, 1919, and leaves many friends. We extend our sympathy to his wife, Elsie.

Sympathy is extended to the wife and two children of Fireman Robert Brechlin, who was killed on Mar. 10 while returning home from work on his bicycle. He attended school in Bensenville and had served in the armed forces. He was the son of William Brechlin, also of the Milwaukee Road.

I've cried until my crying apparatus has almost broken down and screamed until I'm almost ashamed of myself—please, won't someone tell the world that I'm here? You see, my daddy works for the railroad and so does my grandfather, but daddy's at Galewood where the Magazine correspondent, Howard Lawrence, is off sick. So please, before I'm out of breath, just let me announce myself. I'm Cynthia Jane Stark and I was born on Jan. 27—so there!

Jim Hester, special officer at Galewood, called with some good news. You see, that little girl at his house was getting lonesome for someone to play with so little Jim Hester, Jr., arrived on Mar. 2.

Sorry to report that Herb Duga of Mr. Bishop's office has been laid up for some time.

Edith and Deane Dillow's daddy, Archie Dillow of Mr. Deviney's office, proudly told them on Mar. 15 that a baby brother had just weighed in at eight pounds, 10 ounces. Edith and Deane have promised to take turns in caring for Arch Wayne.

Charlie Slocum received a letter recently from Ed Blanchard, former switchman, saying that he's enjoying life on a small ranch near Percy, Ark. He is raising cows, chickens and pigs, and says that there is also very good fishing near by. He mentioned meeting Frank Bailey, former engineer of the Chicago terminals, who is located near Hot Springs.

Boom! Boom! Paging Edmund Nelson

when there's a ganster near. Mac recently captured a would-be robber with his trusty 4-10, in the Franklin Park depot.

March 31 was Jess Kapoot's last day as a yardmaster for the Road. Coffee and cake were served by Lorayne Schockmel of the assistant superintendent's office. Mrs. Kapoot made the cake and Eric Erickson furnished music for the eventful day. Superintendent Kiesele called to wish Jess good luck, as did many of his friends. Eric dedicated some of his music to Jess and the railroad yard was a cheerful place.

Sleeping and Dining Car Department

Marie Keys, Correspondent

Kay Masterson, one of our former clerk-stenographers, is the proud mother of a baby girl, born on Jan. 4.

Our sympathy is extended to the families of R. C. Taylor, cook, and G. G. Brooks and James Tate, porters, whose deaths occurred within the last few months.

In September, 1922, a young girl who had just completed her stenographic training approached W. Snell, in charge of the car department at Western Avenue, for a position as a stenographer. She was given the job. On May 26, 1926, she transferred to the sleeping and dining car department, located at that time in the Union Station, and was employed in that department continuously until she retired, on Mar. 1, 1948. Shortly after the first of the year, Dorothy Miner had decided that she was missing too much fun; that there were many things she would rather be doing. It was a surprise to everyone when she handed in her resignation. A dinner party was arranged in her honor, to which the former superintendents were also invited. As a token of esteem, a wardrobe traveling bag and robe and gown set were presented to her at the conclusion of the evening's fun.

Seattle General Office

Margaret Hickey, Correspondent

New additions to the superintendent of transportation office are Gray Thompson and Roy C. Spogen, traveling car agents. Mr. Thompson was formerly head of the Spokane regulating station. His territory will be from Othello to Three Forks, and Mr. Spogen, formerly in the agent's office at Harlowton, will have the territory from Three Forks to Moberge.

Mrs. Charlotte James has been helping out on the car record desk during the illness of David Paul.

L. W. Smith, former assistant superintendent of telegraph and signals, knows how to enjoy his retirement. With Mrs. Smith, he spent the first three months of 1948 in the Hawaiian Islands. Sylvia Ferrow, Gladys Kelly, Lorraine Hardman, Susan Mumford

Girls in the commissary building at Western Avenue, Chicago, celebrate with Dorothy Miner, stenographer, as she retires on Mar. 1. Left to right: Marie Keys, Margaret Schorer, Mrs. Miner, Norma Schacht, Eddie Ciesielski and Ruth Juhnke. Kurt C. Donish, of the accounting department force, was the photographer. Read more about it in Miss Keys' sleeping and dining car department news.



and Ruth Walla were the recipients of some very lovely leis, via air mail from the Islands.

John Agner has been appointed traveling freight and passenger agent, succeeding M. E. Randall, who retired on Apr. 1.

A. G. Brett, formerly city freight and passenger agent at Portland, is now the new chief clerk to Western Traffic Manager M. H. McEwen.

G. L. Porter is the new chief clerk to Division Freight and Passenger Agent H. D. Colingwood at Aberdeen, Wash. Gene, who has been secretary to Export and Import Agent F. W. Watkins, will be succeeded by Norman Macdonald. Norman moves up from the local freight agent's office.

Mrs. Lois Herren, secretary to general freight agent, is the maternal grandmother of twin girls born recently to Mr. and Mrs. Jack R. Fuller.

Maurice McCarrell is new city freight agent in General Agent Holmes' office. Maurice hails from the Deep South—Atlanta, Ga.

Walter Hay is now chief clerk to General Agent Holmes. Calvin Shults has succeeded Walter Hay as chief clerk to assistant western traffic manager.

Walter Rappuhn is new secretary to Assistant General Freight Agent Wilson.

W. G. Byrne, formerly assistant engineer on the Rocky Mountain Division with headquarters at Lewistown, Mont., has been transferred to Mr. Crane's office.

Mrs. Lillian Moody, of the auditor's office, is on a three-month leave of absence. Have had reports from her from Montana, Utah, Texas and California.

Phil Malo is new secretary to J. K. Pain, division freight and passenger agent.

Jo Ann Ray, messenger in the telegraph office, had an emergency appendectomy performed on Apr. 12.

Our sincere sympathy is extended to Mr. and Mrs. Niclos, parents of our former messenger, Tommy Niclos, who was killed in an automobile accident at Snoqualmie Pass on Mar. 23. Tommy had just returned home after 18 months in Japan.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Leonard Wilson, St. Paul machinist, passed away on Feb. 28.

Switchman Kenneth Ketchum was killed accidentally on Feb. 17.

A new face in the freight office—Kenneth Erickson of Hastings. We now have three clerks with homes in Hastings, Hudson, Wis., boasts one and Minneapolis two.

Art Peterson, coal agent, has again cut down his income tax. This time it's a boy.

Tom Naughton, car repairer, retired on Mar. 1.

Zebe Voje, expense clerk, reduced his income tax on Apr. 5. The stork brought a boy.

Harry Carr left the yard office on Mar. 21 to accept a position at the freight office.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

February was a big month for A. S. (Pete) Peterson. First he received a summons from the sheriff for jury duty and before he could do anything about that, he received a summons from the stork for baby-sitting. Congratulations, Pete, on the new son.

Weddings—two of them—coming up in the traffic department; Dick Carlson and Dorothy Pohl this Spring at White Bear, Minn., and later in the year, Lauren Lewis and Janet Holmgren at Minneapolis.

Shirley Luce, of the depot ticket office, married Stanley Schwartz at St. Austin's Church on Apr. 8. A reception was held at her home.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Carman James Dahl, Minneapolis light repair track, is temporarily relieving Equipment Maintainer G. Wolf at Wabasha. Mr. and Mrs. Wolf are vacationing at present and will attend the ordination ceremony of their son while visiting in Indiana.

Congratulations to Mr. and Mrs. Ralph Hammerot who announced the arrival of a baby boy on Mar. 2. Hope the youngster will be a welder (like dad) on the Milwaukee Road.

Sympathy is extended to Carman James Culley and Foreman Roy Melquist in the loss of mother and sister (Mrs. Gene Culley) who passed away on Feb. 27. She had been in ill health for the past five years.

Sympathy is extended also to the family of Allan C. Templeton who passed away suddenly on Feb. 24 at the age of 51. Allan was born in Brentwood, Essex, England, and started to work in the Minneapolis store department in February, 1919. He retired on Jan. 1, 1947, on account of disability. He was a veteran of World War I.

Carman and Checker Thomas Rouse who has been off duty because of illness, retired on Feb. 26 following 37 years of service.

Acetylene Cutter Andrew Anderson suffered a stroke on Mar. 8 and is in a serious condition at Swedish Hospital.

Welcome is extended to Store Department Clerk Kenneth Hyllestad, who entered employment on Mar. 16. He is a son of Welder Chris Hyllestad of the light repair yard and had worked as helper in the car department in 1937.

Carman John Lovberg is enjoying a four-month visit with his relatives in Sweden.

Carman Bornquist reports that his mother, who lives in Sweden, recently celebrated her 100th birthday.

Sympathy is offered to relatives of Andrew Anderson, cutter at Minneapolis schedule shop, who passed away on Mar. 12 after four days' illness; also, to family of Lars Anderson, coach cleaner at Minneapolis coach yard, who passed away suddenly on Apr. 7 after a heart seizure.

St. Paul Traffic Department

Brooksie Burk, Correspondent

One of our recent—and welcome—visitors was Jimmy Rezab, our traveling claim setter-upper from Minneapolis who has been ill since before Christmas. The day he came here was his second day of being out and about and he was still taking it easy.

Jimmy received recognition not long ago for 50 years of service, as you all read in the Magazine recently.

General Agent R. A. Burns received the pleasant news that his son, Robert, Wash-



The heavy machinery industries at Milwaukee, Wis., ship to all parts of the world and the Milwaukee Road employes there are experts at handling this type of commodity. Pictured is the "heavy machine gang" on the platform of House 7 at Fowler Street. Left to right: F. Martinez, C. Zepnick, W. Hoerl, C. Spencer, E. Johnson and J. Sagadin. The picture was snapped by Harold M. Warner, FSI, Milwaukee.

ington, D.C., has been given a permanent commission as lieutenant colonel in the Marine Corps.

Not long ago a notice arrived in our office, inviting all bowlers to strut their stuff in the Road's fifth annual bowling tournament, at St. Paul. Soon afterward busy planners were discussing the making-up of a team, averages, and all such things. When the fateful night arrived—Saturday, Apr. 3—the boys gathered at the Terminal Alleys in the Union Depot. Participants from this office were Bert Hoen and Jack Maher, city freight agents, and Chief Clerk Darrell Newcomb. Carl Matzoll, special flour and grain agent, and Ray Pfeiffer, traveling freight agent, both of the Minneapolis office, completed the team. As sometimes happens, bad luck tapped a few individuals, but perhaps as the tournament progresses our team may find that it isn't alone in its sorrow and that its 2,699 will be among the top scores—we hope. We wish all the bowlers good luck, but it would be appreciated if our team could arrange to enjoy some of that prize "lettuce."

The latter part of March we received a letter requesting a calendar and extending Easter greetings to the employes of the railroad. I know nothing of the writer—perhaps he is a former employe of the Road somewhere along the system—but his name is Charles Gecessek and his address is Building Three, Veterans Hospital, Danville, Ill. A calendar was sent to him and if any employe happens to be in Danville, a visit to Mr. Gecessek might be appreciated.

MILWAUKEE TERMINALS

Fowler Street Station

Contributed by Pearl Freund

Newcomers to the scene are Helen Winkelman, Marie Castonia, Grace Tilledetzke, Shirley Morris, William Christianson, Harold Gromacki and Kenneth Schaeffer.

John Geisler passed away on Jan. 30 after a long illness. His cheerful personality will long be remembered by our force.

The welcome mat is out for Earl Arndt, formerly yard clerk at Elevator E, and William Carey, clerk at Muskego yard, now demurrage clerk and chief yard clerk, respectively. George Roessger has assumed the responsibilities of acting chief clerk.

Now that John Manders has transferred to North Milwaukee station, all samples of fine baking are going to waste. Farewells are in order for George Lawrence, our timekeeper, who is beating his time out at Muskego yard. Russell Kickbush has left the service to accept another position, as did Ed Schloeman.

Charles Barth, who came to us from North Milwaukee for a brief period, has deserted us for the general superintendent's office as a timekeeper, leaving behind a trail of smiles. Besides being a natural trait this also comes from being a recent father.

A new arrival also graces the home of the Robert Franks, and it's a girl. Mrs. Frank was Dorothy Bertha, a former Magazine correspondent.

Helen Winkelman and Robert Hernigle are scheduled to be married in the Lutheran Church of the Epiphany on Apr. 24.

Edward Scholz, check clerk at House 11, will take as his bride Betty McGill of Ironwood, Mich., in St. Joseph's Church, this city, on May 15.

I am happy to report that Mr. and Mrs. Jack Klima celebrated their 25th wedding anniversary on Apr. 4, being host to about 50 friends. Incidentally, their bridesmaid and best man were present.

As for our own Wanda, she and Mr. Beard take pride in their new son, Mark William, born in March.

I regret to report the death of Carl Witt, general foreman of House 7 and a veteran of 30 years' service.

Current assignments include those of Olga Yerman to the pick-up and delivery, and a newcomer, Roger Selk, to the expensing department. Henry Strukel has been appointed foreman of House 7 and Mike Kurth is acting foreman of House 11, in the absence of Ed Franzen who has been home on account of illness. We hope to see him back soon, as well as Harry Lindsley, inspector, who recently underwent an operation.

Coach Yard

Richard Flechsig, Jr., Correspondent

We regret that Steve Prodanovic is again on the sick list. We all wish him a speedy recovery.

Illness has again caught up with Abe



Wearing his traditional derby and green sweater and with a duddene (ask an Irishman) endangering his red eyebrows and sideburns, sure 'tis himself, Art Wussow, switch foreman at Chestnut Street yards, Milwaukee, dressed for his annual St. Patrick celebration. (Milwaukee Journal photo.)

Carroll and is keeping him home. However he expects to be back to work in the near future. Our deepest sympathy is extended to Adam Keidl and family, whose daughter passed away recently.

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

Dick Steuer, Correspondent

William Wege, a newcomer to railroading, has taken the third trick at the new Glendale yard. Donald Mohr, also a newcomer, has taken the second trick.

Sympathy is extended to the following employees who lost dear ones recently: Bruno Kowalski, on the death of his stepfather; Rudy Placek, on the death of his mother; and Robert Owsley, on the death of his father-in-law.

Successful bidders on bulletined positions included G. L. Kapustanczek, who was assigned to the demurrage clerk position at the A. O. Smith plant, and Geraldine Hartner, assigned as bill and expense clerk at Chestnut Street.

That extra special sparkle in Estele Rege's eyes matches the extra special sparkler on the third finger of her left hand.

Albert Honzelka, section foreman on the Beer line, died recently after a short illness. Mr. Honzelka was employed in the maintenance of way department for 43 years. He is survived by his wife, two sons and three daughters.

Muskego Yard

Grace Johnson, Correspondent

Another sign of spring—Dick Fisher going on the Menominee Belt job, working the last trick.

Train Clerk John Wokszynski has taken over a new job under the supervision of J. L. Brown's office. He is now car agent for the Milwaukee Terminals job.

Bill Carey, train clerk at Muskego yard, has been appointed chief yard clerk at Fowler Street.

Pete Wannebo has left railroad service temporarily because of the serious illness of

The Milwaukee Terminal extends sincere sympathy to the family of Switchman Harold Leslie, who passed away on Apr. 2. Mr. Leslie had been with the Road since Feb. 17. Switchman William Dirks, 48, passed away suddenly, being stricken while at work. We extend our sympathy to his family, also. Mr. Dirks was switchman since 1929. Previous to that time he had been employed, from 1922 to August, 1929, as a car inspector in the car department.

Ernest E. Smoot, conductor on the Madison Division, died at his home recently, following a heart seizure. He had been with the Road since 1903. He is survived by his widow, Emma, a sister, Mrs. May McFall of Polo, Mo., and a brother, Floyd E. Smoot, chief carpenter at Milwaukee Terminals.

The eight teams of the Milwaukee Road bowlers at Milwaukee held a tournament match at the Paladium on Sunday, Apr. 11, having the eight teams of Chicago bowlers as their guests. The outcome was that Chicago beat by 327 pins, but then we had to remember our manners and allow the guests to have fun or they might not come again.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

W. E. Bock, passenger agent at Omaha, retired on Jan. 31. A party was held for him at The Rome Hotel on Jan. 27. Mr. Bock was presented with a gift by Omaha friends, at a dinner in his honor. After his retirement he will handle a travel agency he established several years ago.

Miss Fannie Schmidt became the bride of Frank Leuch in a candlelight ceremony at St. John's English Lutheran Church on Feb. 1. The bride is the daughter of Car Foreman and Mrs. T. P. Schmidt, who also observe their wedding anniversary on that date. Miss Betty Schmidt was her sister's maid of honor and brother Teddy was one of the ushers. Teddy is a carman helper at this point. A reception followed in the church parlors. Teddy, who is quite a photographer, took moving and still pictures of the affair. After a short wedding trip west, Mr. and Mrs. Leuch will make their home on Star route.

F. O. Bruce, rate clerk and operator, is being transferred to Defiance.

On Friday, the 13th of February, a boy was born to Mr. and Mrs. Floyd Hudson. Floyd is a switchman at this point. Terry Lynn tipped the scales at eight pounds.

From Manilla we have the news that Carman Helper and Mrs. T. J. Rowan are the proud parents of a daughter who was born on Jan. 29.

Born, to Carman Helper and Mrs. Fred Saunders of Manilla, a seven-pound girl who made her debut on Feb. 8.

The coming city election has brought out several Milwaukee employees. Yardmaster Earl Hannum and Switchman L. E. Underwood are running for aldermen. Carl Schonberg, lead carman, has been appointed alderman to fill out an unexpired term.

The new laborers among us are H. O. Garber and Leo Lara.

Born, to Mr. and Mrs. Howard L. Guzzle (equipment maintainer at Manilla), a son, Daniel Lee, on Apr. 10. Congratulations!

Andrew Thompson, retired carman, and wife are the fond grandparents of William Andrew, son of Mr. and Mrs. Harry Steele of Los Angeles. A new granddaughter, Tana Marie, also arrived recently. The proud parents are Mr. and Mrs. Ed Nelson of this city. Car Foreman and Mrs. T. P. Schmidt also

his wife. Our best wishes for her recovery, make the news this month. Their grandchild, Marlene Marie, was born on Mar. 30. Her parents are Mr. and Mrs. Truman Felton, Jr., of this city.

Welcome to new carmen helpers, Fred Ferris and Emil Christians.

Quad Cities Area

John H. Tamme, Correspondent

Al Ledger, second trick P.F.I. at Nahant, left these parts for the relief job at Aberdeen. We all wish him the best of luck on his new position. Taking his place is Don Paulsen who has been working as laborer at the ice house on the third trick.

A hearty welcome to three new employees at the Davenport freight house; Bob Callahan, stower, J. W. Sponberg, stower, and Bob Leander, driver of the new Clinton truck.

Mike Flanigan, switchman at Nahant, expects to return to work soon after a bout with pneumonia in the hospital. The same goes for Jack Raisch, engineer at the Gaines Street yard, who has been ill.

We said farewell, Apr. 1, to Bill Givens, who for the past year has been assistant industrial engineer with headquarters in Davenport. Bill was presented with a model railroad locomotive kit and gondola car kit, a gift from employees in this area. George H. Hull, retired agent, made the presentation.

This is a "now it can be told" story. One night recently the local newspaper announced the engagement of Miss Marion L. Johnson, secretary to Trainmaster Ryan, Davenport, to Duayne Arnold, also of Davenport. Mr. Arnold, a Navy veteran, is employed by the Walsh Construction Company, which has the general contract for the erection of the new Alcoa plant at East Davenport. Your correspondent has suspected the engagement for some time but had been prevailed upon to hold back the information. However, in spite of being leap year, it's a fact that the young man did the proposing.

East End

Benjamin P. Dvorak, Correspondent

"Welcome" to W. A. Kinder, who succeeded Max Schorr as assistant to General Agent F. W. Houston at the Cedar Rapids freight house. Mr. Kinder comes from Kansas City where he served as chief clerk to the Milwaukee-KCS joint agency. Some years ago he was chief clerk to Mr. Hous-



A bride and groom—Mr. and Mrs. Frank Leuch of Council Bluffs, Ia. The bride is a daughter of Car Foreman T. P. Schmidt, Council Bluffs. An account of the wedding appears in Agnes Christiansen's Iowa Division news.



Springtime

When April pushes tulips through the soil
and freshens the air and makes you
feel it's good just to be alive—
that's the time to light a fine
Dutch Masters Cigar and add one more
pleasure to the good things of life.

DUTCH MASTERS CIGARS

ton when the latter was freight agent at Clinton and Yours Truly was operator at the Clinton freight house.

L. R. Riffle has been assigned as foreman of B&W crew A-2 for the coming season.

A number of Iowa Division employes retired recently, including Z. T. Signs, section laborer, Van Horne, who retired on Feb. 1.

C. O. Griffin, section laborer and station attendant, also retired recently. He started with the Road in February, 1909. At the time of his retirement was employed as station attendant at Green Island.

Locomotive Engineer Leo Goss, Savanna, who started with the Road as a fireman on Aug. 27, 1900, retired on Feb. 12. He was promoted to engineer on Sept. 17, 1906 and was in passenger service at the time of his retirement.

Passenger Conductor Adolph J. Schloe has retired because of ill health. He began his railroad career with the Road on July 24, 1906, as a brakeman on the West Iowa Division. He was promoted to conductor on Aug. 7, 1910.

Fred M. Blakeslee, depot agent at Defiance for more than 40 years, has retired. He started working for our railroad in March, 1889. He and Mrs. Blakeslee were honored at a farewell dinner given by the Masonic Lodge and Eastern Star chapter at Defiance and presented with a gift. They will continue to occupy their home in Mar-son but are planning to leave soon for New York to see their son Merle, who is ill in a veterans hospital.

A. J. Haase, 60, station agent at Elberon for many years and a resident of that town for more than 55 years, died suddenly at his home on Feb. 28, following a heart seizure. Funeral services were held at the Methodist Church in Elberon. He was very active in community affairs, having served as mayor of Elberon for many years.

J. R. Allen, second trick operator at Cedar Rapids, has bid in the agency at Edgewood. G. L. Straubinger bid in the second trick at Cedar Rapids and Dick DeVoe bid in the swing operator's position at Atkins, Marion and Cedar Rapids.

Cliff Moore is back to work in the car department after serving a hitch in the Navy. Gene Houston bid in the rate job at Clinton.

John Feiereisen has taken the 6 A. M. to 2 P. M. clerk position at the yard and Dick Springer bid in the switching clerk job at the freight house.

Effective Apr. 1, Instrumentman Archie Conklin left the Milwaukee Road engineering department to assume the duties of superintendent of public works at Marion, to which position he was appointed by the city council. His co-workers presented him with an electric clock, with their good wishes for success on the new job.

New residents of Marion are Robert L. Emerson and family, who moved from Manilla. Mr. Emerson succeeds to the position of traveling auditor left vacant when George Halsey was transferred to the West Coast.

Ernest Wooley has resumed work as inspector in the car department at Cedar Rapids following a leave of absence of one year,

because of ill health.

Ethner Freeman, Jr., better known as "Pug," returned to work in the car department after an absence of a year, during which he studied refrigeration in Chicago.

Robert E. Trask has transferred from the Cedar Rapids car department to Nahant, where he is working for Car Foreman E. Ditmer. While employed in Cedar Rapids he made his home with his uncle, Car Foreman C. A. Trask. John J. Knapp of Marion is now car repair helper.

A joint anniversary dinner was held on Mar. 20, with Assistant Engineer S. C. Thomas and wife and Mr. and Mrs. R. C. Baughman celebrating their silver wedding anniversaries. The Thomas' anniversary date was Mar. 21.

Mrs. O. W. McBride and Mrs. F. G. Hol-singer returned the latter part of March from Denver, where they had visited their daughters, Mrs. C. F. Dandareau and Mrs. Robert Gunn. Mrs. McBride went primarily to see her grandson, Cornelius Dandareau III.

Lineman G. R. Holmes took a week's leave to be with his family in Muscatine for Easter; also, to visit his parents in Fairfield because of his mother's illness. Lineman Rasmussen, Cedar Rapids, held his position during his absence.

Miss Joyce Ethelyn Biatz was married to Robert Postel, son of Mrs. James A. Postel of Olin, in the Marion Methodist Church on Apr. 4. Joyce is the daughter of Mr. and Mrs. Hugo E. Jones who are both employed in the office of superintendent in Marion. The bride was given in marriage by her father and her parents entertained at a re-

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ception in the church parlors. The groom served with the army of occupation in Korea during the late war. The young couple will live in Cedar Rapids. Mr. and Mrs. Jones also announce the marriage of their other daughter, Thelma Lurene Jones, to F. L. Andrews, which took place in Tacoma, Wash., on Apr. 3.

W. L. Ireland, retired agent, won the fiddlers' contest at the Coliseum in Cedar Rapids on Feb. 21. The contest is held in connection with the Winter Fair, which is sponsored by the manufacturers, industrialists and merchants of the city. Mr. Ireland was agent at Rubio for 34 years; also, agent for several years at Hayesville and Farson previous to his retirement in June, 1944. He and his wife and son are residents of Marion, where he has an acreage on the outskirts of town.

George W. Miller, retired B&B carpenter, died at the home of his sister, Mrs. George E. Starks, Marion, on Mar. 8. His wife preceded him in death in July, 1940. Burial was in Oak Shade cemetery.

The death of William C. Dubbs, retired brakeman, occurred at his home in Marion on Mar. 31. He had 31 years' service at the time of his retirement in March, 1944. His wife died in 1936 and his only son was killed at Bari, Italy, in April, 1945, while serving with the armed forces.

Roundhouse Foreman D. R. Davis and wife were called to Otumwa on Mar. 27 because of the death of Mr. Davis' mother, 94. Her nephew, Ray Burke, yard clerk at Cedar Rapids, and his sister Genevieve were in Otumwa for the funeral service. Foreman Davis and wife recently moved their residence from Savanna to Marion.

Middle, West and Des Moines

Viola Ranes, Correspondent

J. I. McGuire and family have moved their personal belongings to Council Bluffs where they have purchased a home. Jim was formerly agent at Perry.

Brakeman D. R. King and family were called to Leon, Ia., recently, to attend the funeral of Mrs. King's mother.

Death recently claimed the father of Bert Capron, night train director at Manilla. He was 92 years old.

Mrs. Fred Apple left recently for Wausau, Wis., to spend more time with her son Fred and wife before going to California to make her home. Several farewell parties were held in her honor before her departure.

Mr. and Mrs. James Phleger and daughter Connie recently moved their personal effects to Des Moines, where they have purchased a new home. Jim, who was formerly cashier in the Perry freight and ticket office, is now ticket agent at Des Moines.

Brakeman Oscar Woolson is in California where he was called by the critical illness of his son Fred.

Operator B. M. Robinson and wife of Collins are the parents of a son born at the Iowa Lutheran Hospital in Des Moines. It's

another grandchild for Agent W. Robinson, also of Collins.

"Stephen Allen" is the name which Agent O. J. Atkins, Jr., and his wife gave to their son born on Mar. 22. Mr. Atkins is the agent at Van Horne. Agent O. T. Atkins, Sr., at Ferguson, is the baby's grandfather.

Conductor and Mrs. W. S. Delaney spent a few days in Chicago recently visiting at the Lynn Doud home and making the acquaintance of their new grandson, Gary Ray.

Engineer and Mrs. D. F. Sullivan announce the arrival of their first granddaughter. Parents are Mr. and Mrs. Frank Upton of Milwaukee.

COAST DIVISION

Harry W. Anderson, Division Editor

Mrs. John F. Beal, mother of Riley Beal, dispatcher at Tacoma, passed away in Spokane recently at the age of 87. By the way, Riley Beal has not as yet returned to work from his illness but we hear that he is getting along nicely. Glad to hear it.

F. E. Devlin, retired superintendent at Tacoma, passed away recently.

On Mar. 21, the day following T. E. MacFadden's retirement, the stork left a boy at the home of his son John. This is Mac's first grandson. He already has several granddaughters. Congratulations.

A. W. Rickett, boilermaker at the Tacoma Shops, retired on Feb. 29 after 36 years of service.

Joe Maks, former assistant chief carpenter, has been promoted to the position of chief carpenter, Coast Division. E. E. Thomas, bridge and building foreman, was promoted to assistant chief carpenter.

We have heard that Charles (Slippery) Slightam, retired locomotive engineer, was taken ill suddenly and is in the hospital.

Raymond Hervin has returned from the armed services in Korea and is now working in the engineer's office at Tacoma.

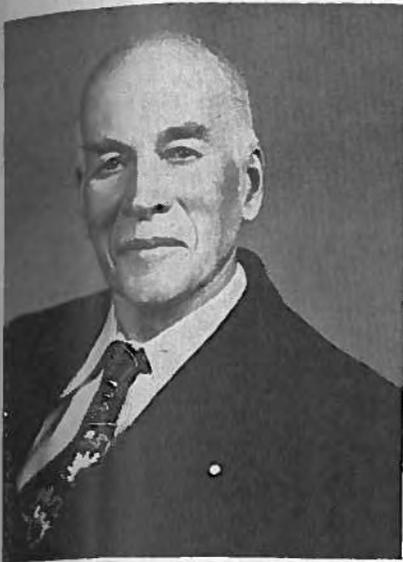
Thomas E. McFadden, chief carpenter of the Coast Division, wound up his railroad career of 50 years on Feb. 29. Mac started on the C&NW in 1898 as carpenter and bridge foreman. During the years of 1906 and 1907 he was with the Chicago Milwaukee Electric and Macoupin County Railway at Chicago. From June, 1907, to August, 1908, he worked on the construction of the Milwaukee railroad to the Coast with headquarters at Ellensburg, Wash. After that he was bridge and building foreman and in 1912 was promoted to chief carpenter, the position he held until his retirement. Over 100 railroad friends from Tacoma, Seattle, and the surrounding territory gathered in the engineering office at Tacoma for a farewell party. E. B. Crane made a very nice speech in the presenting of a remembrance gift. Our best wishes to Mac for a happy retirement.

Locomotive Engineer Washington H. Norris, familiarly known as "Doc", retired on Mar. 1 at the age of 75, after 53 years of

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Washington H. Norris

railroad service. He started on the New York Central in 1895 and came to the Milwaukee Road at Tacoma, Wash. in 1912. The outstanding part of his record is the fact that during his entire service he never had a serious injury occur while he was on the engine. This is an excellent record and we wish to congratulate him; also to extend our best wishes for a long and happy retirement.

The stork arrived at the home of Jack Moriarity, of the engineering office, on Apr. 2 with an eight and a half pound girl who has been named Bonnie Jean. Congratulations.

Machinist O. E. Howell, who retired in 1937 and lived in California, returned to Tacoma on Mar. 20 and is now confined to the Tacoma General Hospital, seriously ill. We sincerely hope for his recovery.

E. H. Tyler, B&B foreman on the Idaho Division, is on the Coast to take charge of bridge crews; now working on branch lines south of Tacoma.

April 4 will be a well-remembered day for Clinton (Pinky) Miles, dispatcher at Tacoma, for on that day about 500 people gathered at the Mason Methodist Church to witness the marriage of his daughter Jeanne to Frederick H. Race of Tacoma. The couple left for a honeymoon in British Columbia, after which they will be located in their new home at Lakota Beach.

The Milwaukee bowling league at Tacoma wound up its season with a playoff, Apr. 13, between the general offices, first half winners, captained by Louie Seaman, and the store department, second half winners, captained by Walter Jennings. The General Office won, making them the champions. This team also won the championship last year.

Seattle Yard

F. J. Kratschmer, Correspondent

Congratulations to Yardmaster Verne Johnson on the arrival of a seven-pound eight-ounce boy on Feb. 17.

Carman Emery Duto and wife left on Mar. 2 for Aberdeen, S. D., on account of the death of a relative. Emery is an old timer in Aberdeen, having worked there for about 25 years.

Old timers on the railroad will regret to hear of the misfortune which befell their old friend and fellow employe, W. T. Emerson, retired traveling engineer. Bill entered a local hospital in February where he underwent a major operation. On Mar. 1 his

wife visited him at the hospital and then returned to their home where she succumbed to a heart seizure.

Carman Hayden C. Weber has bought a home in Sunnysdale, on the Des Moines highway, and expect to move into it soon.

Switchman Joe Byrne's family was increased by a baby boy on Feb. 27.

Bruce Daniel, weight seven pounds, arrived on Mar. 3 at the home of Switchman Ted D. Robertson and wife.

In the February issue of the Magazine we mentioned that Martin Buske, retired carman, had gone to Cedar Rapids, Ia., to make his future home. Martin was there only about three weeks when the snow and cold drove him back to the Coast. "Not for me," was the way he put it.

Yard Track Foreman S. O. Wilson took an indefinite leave of absence, starting Apr. 3, on orders from the doctor. He will go to California to rest up for a while.

H. E. Simpson, retired locomotive fireman, left on Mar. 16 for St. Louis, where he will make his home with a sister.

Arny Westerfield, former track foreman at Port Angeles, has taken over the duties of foreman in Seattle Yard, relieving S. O. Wilson who is on leave of absence.

Tacoma

R. A. Grummel, Correspondent

We are glad to report that Mrs. Velma Wheeler, assistant cashier, is back at her desk after a long illness.

James B. McMahon is back to his assigned position as checker in the Tacoma warehouse.

Mrs. Manda Schrock is back on the assist-and demurrage desk after relieving Mrs. Hazel Gottlieb, who relieved Mrs. Wheeler.

Jesse Humphrey, retired conductor, has returned to Tacoma after spending the winter in the balmy climate of southern California.

Edwin Allen Gerow, retired clerk, died in a local hospital on Feb. 21. He had been with the Road for 60 years, retiring in 1942.

Yard Office

George E. Schwartz, ACYC, is on a 90-day leave to attend Army school at Ft. Bliss, Tex.; also, Willard Miller, ACYC, who is being relieved by Clerk Jack Beavers. E. Gordon Cates is relieving Mr. Schwartz, Harold I. Watson is relieving Mr. Cates and John W. Murphy is relieving Mr. Beavers. Yard Clerk D. R. McWhirter is also absent on a leave to attend GI school



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and is being relieved by Walter P. Hansen. Edward L. Moore is now on the messenger job.

B. A. Dykes is back on the job after an extended absence due to illness.

Congratulations to "Cap" Brenner, retired conductor, who celebrated his 85th birthday on Feb. 28.

Trainman Ray Lingbloom and wife had a visit from that long-legged bird recently—it's a five-pound glamour girl.

Board Clerk Mrs. Helen Alleman enjoyed the company of her son Eddie's two little girls for several weeks but returned them to Spokane recently to introduce them to the new baby sister.

Marc Green, Milwaukee Magazine editor, was in Tacoma Apr. 3, arriving just in time to witness the Daffodil Festival parade with your reporter. While in town he obtained material for two or three articles which will probably appear in the Magazine soon.

Superintendent A. O. Thor is retiring most of the old Philippine vegetable oil plant buildings which cover the three 100,000-gallon tanks located between Milwaukee docks one and two. The buildings were old and created a moisture which eventually would have rusted the tanks.

B. A. Dykes, formerly on swing position two at the Tacoma yard to relieve boardmen and yard clerks, bid in the OS&D job at North Richland and is now working on that position. He has been relieved by Jim McMahon of the warehouse, who was assigned to the job by bulletin.

**Seattle Local Freight Office and
Marine Dept.**

F. W. Rasmussen, Correspondent

Ida Disperati, reclaim clerk, came to work recently supporting a big diamond on her left hand, which indicates that something is going to happen in the near future.

Twin girls, Connie Marie and Sally Irene, were born to the wife of Johnny Holtum on Feb. 12. Johnny was formerly employed in the local freight warehouse and is the son of Chief Claim Clerk Stanley Holtum of Seattle.

Mrs. Charity Hyett, wife of the late Charles Hyett, former water front checker, died at her Seattle home late in January. She was the mother of General Freight Agent E. J. Hyett of Chicago.

Switching Clerk Charles G. Ganty retired on Feb. 28 after about 30 years of continuous service with the Road. He entered the service as a clerk to the master mechanic at Tacoma on Apr. 18, 1918, and was ticket clerk at Ellensburg for several years; timekeeper for electrification crew, and was employed in the local freight at Seattle since 1934. Before entering the service of the Road he practiced law in Alaska and also sat on the bench. He will move to San Bernardino, Calif., with his wife, and will go into business with his son.

Frank C. Bell, record clerk, with his son Milo, left for Portland recently. Milo is a member of the American-Canadian Fish Committee, which is rebuilding the Frazer River to protect the fish runs. He was formerly connected with the State of Washington Fish Commission. Frank has been in the service of the Road for over 57 years as trainman, conductor and clerk.

Walter Rappuhn, stenographer to Agent J. R. Ludwick, has been promoted to the position of secretary to Assistant General Freight Agent Paul Wilson with offices in the White Building.

Frank B. Hoffeditz, retired Union Pacific freight agent, died on Feb. 16. He was well respected by his many railroad friends and will be missed greatly. He was 67 years old.

Clayton Evans of North Bend is the new yard clerk recently put on.

Alice Gould, who has been secretary to Assistant Agent Anderson and Chief Clerk Rasmussen for the past five years, has been assigned as secretary to Agent J. R. Ludwick. Her place has been taken by Norma Macdonald, formerly of the Luckenback Line and recently from California. Mr. Macdonald is no stranger to the Milwaukee. He at one time worked in the claim department and in the traffic department in Seattle.

Word has been received that Roy F. Rader, former agent at Bellingham, now retired, fell and broke a hip and is confined to the Tacoma General Hospital. He will be glad to receive calls from his Milwaukee friends.

M. E. Randall, traveling freight and passenger agent, Seattle, retired on Mar. 31 after 38 years of faithful and efficient service. In his retirement Mr. Randall carries with him the good wishes and affectionate regard of his associates.

Edward Cartwright, of the car service department, was married on Apr. 10 to Miss Ruby Caniparoli of Renton, Wash. Mrs. Cartwright is the daughter of Mr. and Mrs. Dominic Caniparoli of Renton. Ed is the son of the late W. H. Cartwright, trainman of Malden, Wash. They will spend their honeymoon in Los Angeles and other California points after which they will make their home in Renton.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Dispatcher "Gene" German, who has been located in Terre Haute for the past year or so, was the successful bidder on a job at Savanna, Ill. We are sorry to lose "Gene" from this division but he has our best wishes for success in his new location.

Extra Dispatcher Don Hehman was the successful bidder on a job at Aberdeen, S. D. The folks out there in Aberdeen are going to find Don a very nice fellow and not at all hard to get along with.

We welcome F. W. Baker who is replac-

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WALTER BLEDSOE & COMPANY

ing Bob Harding as division freight and passenger agent. Mr. Baker comes to us from Aberdeen. The Bakers have rented a house in East Glenn, which is a nice suburban residential district east of Terre Haute on state highway 40.

Marie Rusbason was the successful bidder on the stenographer position in the chief car-penter's office which was made vacant when Roberta Bair took her pension. Marie has worked in various Rea Building offices and we are glad to have her back with us.

We are very sorry to report the death of Section Foreman Jacob Dietz which occurred on Mar. 10. Our sincere sympathy is extended to the family and relatives.

Mr. and Mrs. A. L. Burt (retired assistant engineer) advise that they will be returning to Terre Haute soon for the summer. They spent the entire winter in Miami, Fla.

Cashier John Mahalek, Terre Haute, recently became interested in Boy Scout work. For the past six months or more he has been acting in the capacity of neighborhood commissioner for several scout troops. John says he finds the work much more interesting than he even anticipated and is now taking a training course so he may become more proficient in it.

The traffic club at Terre Haute held a farewell dinner and party for Robert H. Harding at the Terre Haute House on Apr. 12. There were about 60 friends and associates present, mostly shippers and traffic representatives of various railroads and truck lines of Terre Haute. The following Milwaukee Road officers from Chicago were in attendance: P. H. Draver, general traffic manager; H. S. Zane, freight traffic manager; S. G. Grace, freight traffic manager; W. H. Kuhls, coal traffic manager; and J. M. Ryan, assistant general freight agent. Bob was presented with a Shaeffer desk pen set with which to remember his pleasant relations with his many friends on the Terre Haute Division.

West Clinton Area

Earl H. Lehmann, Correspondent

Congratulations to Verlin Wagner, car department employe, on his recent marriage. His wife was formerly Miss Mary LeBelt, a St. Bernice telephone operator. Verlin is the son of Fireman Clyde Wagner.

A death at Clinton early in March was that of Carman Paul Sandusky, who had worked here a good many years. Sincere sympathy is extended to the family.

Our sympathy also to Brakeman Billie Cooper in the loss of his mother who died here the early part of March.

Here's good news for hunters. Jerry Board, of the car department, has volunteered to take care of more than 100 pheasant chicks, which will be turned out when they are grown.

Jesse Dunn, retired engineer, has been seriously ill for some time.

We have a report that James Elkins, car oiler, is recovering from a serious illness.

Storehelper Orville Hugg and wife have purchased property in the northern part of St. Bernice.

Our congratulations to William Seaton, car department employe, on his recent marriage. Mr. and Mrs. Seaton have chosen St. Bernice for their home.

Brakeman Fred Jackson has announced his candidacy for county sheriff. He is an ex-service man and a good boy.

Conductor C. L. Jones and Mrs. Jones have some "giant" hens. Some of the eggs are eight and one half inches around and seven and one half inches in lengthwise circumference. They are double yolk. The chickens are even larger than the kind G. M. Bain formerly raised down in southern Illinois. "Doc" is really proud of these chickens.

April 1 was a busy day for the youngsters—especially for this reporter's grandson Michael. About the first thing he found delight in was to put salt in his grandpa's sugar bowl. Edgar Guest wrote:

*"Every grandpa ought to kick
At the hat that hides a brick;
Stoop for purses, knowing they
Will be quickly snatched away,
And inquire: "Now who's the fault
That the sugar tastes like salt?"*

Sympathy is extended to Brakeman Clint Nash in the death of his mother in St. Louis on Apr. 3.

A death at St. Bernice the latter part of March was that of Jesse Dunn, retired locomotive engineer. Jesse was one of the pioneers of this division. Deepest sympathy is extended to his family and relatives.

Engineer Homer Travis has purchased the Ayres property on state highway 71, just across from the roundhouse.

"Doc" Craig, retired conductor, who returned in April from an all-winter tour through Mexico, called on friends at West Clinton upon his return.

Congratulations to Carman and Mrs. Clarence Kyle on the arrival of a baby girl in March. Her name is Ethel Louise.

Conductor C. N. Blake thinks he will retire in May. We will all miss "Pete" as he has been around here for a number of years and—well, it just won't be the same without him. How about a picture of yourself for the magazine, Clyde?

Chief Clerk Homer McCown transferred to the Terre Haute offices early in April. Homer worked at West Clinton for more than 30 years and will be greatly missed here. This reporter worked with him most of that time and found him to be one of the best clerks he was ever associated with. C. H. Dietz bid in his vacancy.

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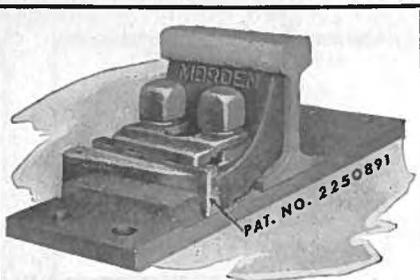
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KANSAS CITY DIVISION

Chester Miller, Division Editor

W. H. Spinks, superintendent's office, has purchased a home in Ottumwa. Bill is from Albia but seems like Ottumwa about as well. We sure have a nice group to work with around here.

C. J. Capp has returned to the agency at Farson after a long illness.

W. M. Stockman has been assigned as third trick operator at Cone, Iowa.

A. Summy, section foreman at Hedrick, Ia., lost his wife recently. Our sincere sympathy is extended to Mr. Summy and his family.

C. C. Clinker, water inspector, is celebrating the arrival of another daughter. Both mother and baby are doing well. Congratulations!

Big news, readers! This is one time that no one is going to beat me to a piece of information. Your reporter is the father of a son, Steven Cameron Miller, born on Apr. 8. Mother and father are doing fine.

J. W. Sowder, chief clerk, took a trip to New York recently to be on hand for the birth of a grandchild. He stayed two weeks but, as usual, everyone was fooled and he was at home working when the great event occurred. It was a girl.

Mrs. Bridget Davis, mother of Norbert Davis, machinist at Ottumwa, passed away on Mar. 26 while hospitalized with a broken hip. She was 94 years old. Our sincere sympathy is extended to the family.

J. D. Duncan has been assigned the permanent position of second trick operator in the dispatcher's office at Ottumwa.

J. W. Jones has been assigned the second trick at Cone, Ia.

I & S M DIVISION

H. J. Swank, Division Editor

Brakeman Harold D. Hartshorn and Helen Schultz of Fairmont, Minn., were married on Mar. 6. After a short wedding trip they will make their home in Fairmont. Congratulations, folks, and thanks for the seegar, Harold.

Sympathy is extended to the bereaved relatives of Odin Quarstad, former section foreman at Lanesboro, Minn., who passed away on Feb. 14.

The many friends of Engineer Arnold C. Mohs, Austin, will be grieved to learn of his death which occurred at Farmington Hospital on Mar. 8, following a short illness. Our sincere sympathy is extended to his widow and two daughters. Arnold was stricken while on his run from Minneapolis to Austin and was taken to the hospital at Farmington.

Conductor H. H. "Dutch" Behrens, who has been on the Austin-LaCrosse way freight

for a number of years, has sold his home in La Crosse and is moving to Mankato to take the way freight run out of there.

Deepest sympathy is extended to Switchman I. J. "Ink" Beckel and wife due to the death of their daughter Patricia who passed away on Mar. 2. She had been ill with heart trouble for some time.

Our sympathy is extended to the bereaved relatives of S. M. Peterson, former section foreman at Fulda, Minn., who passed away at his home in Tacoma, Wash. on Feb. 17, at the age of 87. He was an uncle of M. C. Bloom, agent at Okabena.

Chris Hagelund and wife set sail for Norway on Mar. 19 for an extended visit with relatives. They plan to return about Aug. 1. Chris' job as janitor at division headquarters building is now on bulletin. This will be his first visit to the home land in 36 years, and we should hear some interesting tales when he returns.

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

On Dec. 1 Engineer Ernest Murrils decided to hang up his overalls and throw away the alarm clock, in order words, take his pension. Engineer Ernest Smith followed suit on Apr. 1. These two men have enviable records. Engineer Murrils starting firing in 1891 and set up as engineer in 1899. Smith started firing in 1902 and set up as engineer in 1906. Murrils is going to spend a great deal of his time at Swan Lake, fishing near his cottage, and Smith has a place on the Fox river which he is reconditioning and landscaping.

Mrs. Evelyn Reinold, 73, passed away recently at her home in Portage, due to a heart seizure. She conducted a rooming house near the depot for many years and a large number of "rails" will miss her cheery presence and many kindnesses. Her husband, a switchman, passed away in 1921. Surviving are her sons, Gaylord, retired roundhouse foreman, George of Portage, and Harry of Houston, Tex., and her daughter Cleo, wife of Engineer Rudolph Rost of Portage.

Fireman R. Hovey, 38, of Portage was killed in a train accident near Arlington, Wis., on Jan. 11. Surviving are his wife and two boys. Engineer Hovey was one of our young employes who was known for his willingness to work at any job and at any time and who took great pride in his family and his work. We will miss him on the railroad. Burial was at Tomah, his former home.

Signal Maintainer Ben Bulgrien, 50, of Portage, passed away suddenly in our hospital here due to a heart seizure. He had been hospitalized due to suffering a broken leg when his motor car was derailed in a bad snowstorm. Ben was a willing worker who kept our remote control plant in first class shape. He will be missed around the

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yard where he was a familiar figure, patrolling the signal circuits. Surviving are a brother, a sister and his mother.

Fireman A. W. Grunke, 57, passed away on Mar. 28. Survivors are his wife and three children, his mother, five brothers and three sisters. His father was a section foreman in Portage yard for many years. Fireman Grunke had been in failing health for some time. He was one of our veteran employes, started firing on Dec. 31, 1909, and was on our division during all of his service. His many friends in the yards will miss him. Burial was at Portage. The sincere sympathy of the division is extended to bereaved families.

Wisconsin Valley

Pearl G. Nee, Correspondent

Employes on the Valley are sorry to hear that Leo Paradise, retired engineer of Wisconsin Rapids, passed away on Mar. 4 at St. Joseph's Hospital, Marshfield, Wis. He is survived by his widow, two sisters and two brothers. Leo had been in ill health for a number of years. Many of the firemen and engineers attended the funeral at Wisconsin Rapids on Mar. 7. Mrs. Paradise and sisters and brothers have our sympathy.

A number of new firemen and brakemen have been hired on the third district. D. L. Schubring, Norman Krueger and W. Beasa are the new firemen; J. Lyons and J. W. Birkholz the new brakemen.

We are sorry to report the death of Mrs. Emory Gongeware, mother of Conductor Eddie Gongeware, who passed away at her home in Woodruff on Apr. 3 after an illness. Our sympathy is extended to the family.

Sympathy is also extended to Engineer Fred Janz, whose mother passed away at West Allis recently. Her remains were taken to Mosinee for burial.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

Mr. and Mrs. F. J. Mason are the proud parents of a son. This is their second child.

Dr. F. F. Attix of Lewistown, who died at his home there on Feb. 9, was one of the early old-time physicians of this district. He was a member of the Milwaukee Hospital Association and past president of the Montana and Pacific Northwest Medical Association. He was governor of the American College of Surgeons and at the time of his death was the only living member of the Fergus County Medical Society. He covered more than 70,000 miles with horse and buggy between the old mining camps near Lewistown, building the Attix Clinic in 1917, and performed the first major operation at St. Joseph's Hospital in Lewistown in November, 1909.

A death which saddened the entire division was that of Mrs. Fanny Miles, which occurred on Feb. 9 at Harltown. Mrs. Miles

had been ill for a few days and had planned on leaving for a hospital the morning she passed away. She is survived by a daughter, Mrs. Ruth Elbrader, grand-daughter Theda Lee of Seattle, a brother in California and two sisters in Portland. She was laid to rest in Whitehall beside her husband, I. B. Miles, who died about six years ago. Fanny "FN" Miles was first trick telegraph operator at Harltown when she died. She had been there the past six or seven years, coming to this division in January, 1910, with her husband. They located first at Janney, which was at that time a telegraph office. Later both went to Piedmont where they remained for most of their railroad days, except when Piedmont was made a one man office and after about three years Mrs. Miles went to Harlowton. She was one of the best telegraph operators on the Rocky Mountain Division and efficient in every kind of work she handled. She will be missed greatly by all of us. Our sincere sympathy is extended to those who mourn her loss.

Nice country around Three Forks, now that we have dug ourselves out of winter and are digging the tulips up out of last year's birch tree leaves next to the lilac hedge. Believe it or not, two trumpeter swans have selected our river area to make their home and have arrived, both Mr. and Mrs., and set up housekeeping right smack on the three rivers. Could be that some of our readers don't know exactly what a trumpeter is. Used to be that way myself. Well, it is the largest bird in the United States and the number has been reduced, one way and another, until there are only about 75 of them left. Most of this number are now in Yellowstone Park, a few at Henry's Lake and a few at Red Rock Lake. They were so well thought of in 1937 that Cornell University sent out a group of men who traveled 15,000 miles to see them and to record their call for posterity; which was done after many days of trial, the only recording of a trumpeter swan call in the world. They are snow white birds with huge black beaks and of such great size that they are easily recognized. They are protected by law and are increasing in number now. A few have been located lately in Minnesota and Louisiana, and some have been seen in British Columbia, but apparently they do not migrate from the area where they are located. How these two swans came to our territory is not known but —well, just something else to brag about to the tourists.

Mr. and Mrs. Stuart Addis, long of Francis sub-station, stopped over in our city in March en route to their new home at Ravenna after a visit with their daughter in Bozeman. Mr. Addis bid in the vacancy at Ravenna and Mrs. Addis says they can get out of town on the highway any day in the year, which is one of the things they couldn't do at Francis.

It's Agent Shannon now, operator heretofore, as he has been assigned to the agency at Coffee Creek. He left with his wife, who



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is the daughter of Engineer and Mrs. Brasch. A sudden death in Butte, Mar. 16, was that of Wilbert F. Stoltz, fireman on this division the past three years. He is survived by his widow, a brother, his father and mother. Our sympathy is extended to them.

The death of Mrs. Paul Kenthack occurred at Redding, Calif., on Mar. 25. Mrs. Kenthack was a sister of Rules Examiner J. R. Weatherly and as Eva Shafer was well known here. She was employed for several years in the late '20s as telegraph operator, working, among other stations, at Piedmont and Three Forks. She is survived by her husband, a son and several brothers besides Mr. Weatherly. Our sincere sympathy is offered to this family.

A wedding of interest to the division was that of Miss Emma Stockberger, eldest daughter of Mr. and Mrs. John Stockberger of Old Town near Three Forks, and Robert Allen, eldest son of Fireman and Mrs. Rollyn Allen of Three Forks, on Apr. 10. Mrs. Allen is a lovely and popular girl, living all her life on her parents' ranch near here and graduating from Three Forks High School in 1946. Mr. Allen was recently discharged from the Navy, in which he served more than three years. They will make their home here. We extend our best wishes to this young couple.

A daughter was born to Mr. and Mrs. Howard McGwinn at Deer Lodge on Mar. 4. Mrs. McGwinn says that the baby takes after her dad but looks like her. Mr. McGwinn is traveling engineer of this division.

Northern Montana

Pat Yates, Correspondent

We extend congratulations to W. G. "Gill" Byrne on his recent promotion as assistant to the assistant chief engineer, with offices in Seattle. Mr. Byrne held the position of civil engineer in Lewistown the past two and a half years; started originally in Seattle in 1926. He is a Navy veteran, with 22 months overseas as lieutenant commander with a naval construction unit. He holds the Legion of Merit award. A going away party was held for Mr. Byrne at the Burke Hotel and he was presented with a Parker Pen set.

Operator Roy Baumgartner has taken over the agency at Winnett, displacing Mary Messier. Miss Messier will be transferred to Geraldine as relief operator.

Congratulations to Carman and Mrs. William Tuss on the arrival of a baby boy. Thanks for the stogies, Bill.

Railroad people will be interested in hearing about the marriage of Conductor Charles E. Tadewaldt, son of Engineer Fred Tadewaldt, and Helen Kickbuch of Great Falls. The young couple took a honeymoon trip to the west coast and are now making their home in Great Falls.

Car Foreman J. F. Steiner returned recently from Wisconsin where he was called on account of the death of his father. Our

sincere sympathy to the family and relatives.

Our sympathy to the family of the late Dr. F. F. Attix who passed away recently. Doctor Attix was district surgeon for The Milwaukee Hospital Association ever since the railroad was built on this division. He started his practice in Lewistown in 1900.

TRANS-MISSOURI DIVISION East End

Dora H. Anderson, Correspondent

Our sincere sympathy is extended to Mrs. George B. Gallagher, wife of conductor, on the death of her mother on Christmas Day at Waterville, Ia. Mrs. Gallagher had been there, helping to care for her mother since before Thanksgiving.

Electrician's Helper Mike Schaeffbauer, has been transferred to Savanna, Ill., where he will be employed in the Diesel shops.

Daniel McCarthy, retired section foreman, is seriously ill at the Mobridge Hospital. His son Justin of Lake Mills, Wis., and daughter Ann of Helena, Mont., have come to be with him.

Mrs. E. H. Sparks, wife of Fireman Sparks, was the lucky lady to win one of the \$250 diamond rings in a nation-wide contest about La France bluing conducted by General Foods. The merchant from whom she purchased the bluing and friend to whom she recommended it were also awarded prizes.

Congratulations to our popular express agent, Carl Nessel, on his marriage to Lucille Olson on Feb. 21. The newlyweds spent their honeymoon in the Twin Cities.

Sympathy to the Manharth brothers, Paul, Sam and Fred, who are employed in the B&B department, on the sudden death of their mother on Mar. 1.

Congratulations to Mr. and Mrs. John Goltz on the arrival of a daughter on Feb. 17.

MILWAUKEE SHOPS

Davies Yard

J. J. Steele, Correspondent

James Boeshaar is looking at the world through rose colored glasses, a certain Miss Edith having promised to say "I do" as soon as Jim finds a house. Anyone knowing of a house, flat or apartment for rent, please contact him.

Congratulations to Mr. and Mrs. Alex Maczka on the arrival of Veronica, born in on Feb. 23 at seven pounds, eleven ounces.

Congratulations to Richard McMartin on his promotion to equipment maintainer at Horicon, Wis., replacing Henry Benzina who is retiring.

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Locomotive Department

Leone Schneider, Correspondent

Wedding bells rang recently for Arthur Zabel, molder helper apprentice in the foundry. He and his sweet bride decided to spend their honeymoon in Chicago. Incidentally, the best man, other than Arthur, was Gilbert Wiegert, laborer in the foundry.

Brakeshoe Molder Leo Barajas and his wife welcomed little Ralph into their home recently; expect to hear a few lullabies sung now.

We all miss Mike Konick, laborer in the foundry, who passed away unexpectedly.

Art Huck, retired machinist, is at Woods Hospital for a check up. Get it over, Art, fishing is calling you.

Welcomed into our midst is Beverly Trewillian, steno-clerk in the superintendent motive power office.

Sympathy is extended to the family of Henry J. Porsow, 86, who retired from the foundry about 20 years ago. He passed away after a short illness. He was a member of the International Molders and Foundrymen's Union of North America. The Porsow name is carried on in the foundry by his three nephews, Foreman William Porsow, and Coremakers Walter and Alfred Porsow.

Herman Radmer, drill press operator in the locomotive machine shop, has completed 50 years of continuous service with the Road.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Cars are not the only new things at Othello, Fireman J. Adams and wife have a new daughter. Pipefitter Helper Robert Shafer and wife also have a baby daughter whom they named Sharon Lee.

Dave Roberts, retired machinist, of St. Maries, passed away in February after a long stay in a Spokane hospital. He was 80 years of age. He was buried at Roseburg, Ore., beside his wife, who passed away in 1912.

Mrs. Lillian Beal, mother of Chief Dispatcher F. B. Beal, passed away at her home in Spokane on Feb. 18.

Warehouse Foreman W. J. Keenan was called to Seattle in February by the death of his mother, Mrs. Mary Keenan, 89, who made her home there. Sincere sympathy is extended to the family.

The city office has made several changes, due to the transfer of George Neu to Aberdeen. George Larson is now city freight and passenger agent and Leo Walsh and E. W. Jacobson are traveling freight and passenger agents. Stanley J. Cloke, formerly of Butte, has been transferred to fill the position of chief clerk which was held by George Larson.

In the operating department we have Mrs. E. Humphrey as agent at Warden—the only assigned woman agent on this division. E. M. Hartman is now working second trick at the same station, having been bumped from the Spokane office. George Durkee is working second trick at Spokane. J. C. Maddox is the agent at Othello, but due to an eye infection F. E. Lockie is relieving him for a while.

Blanche and Clark Allen were married in a log cabin at Turah, Mont., in the Hellgate Canyon country on Apr. 8, 1908. Mr. Allen was resident engineer on construction of the main line to the Coast at that time, having started with the Road in 1907. Going to Spokane for their honeymoon, Mr. and Mrs. Allen invited 21 guests to dinner in the Silver Grill of the Spokane Hotel. The party was duplicated as nearly as possible on Apr. 8 of this year, with many of the same friends

in attendance. However, something new was added—four grand-daughters, three of whom sat right by their grandpop, with the baby next to grandmom. Flowers and many lovely presents were presented to the couple by their friends. May we add our congratulations and wish this true railroad couple many more years of happiness together? Mr. Allen is now roadmaster with headquarters in Spokane. His territory includes the lines out of Spokane and the yard. Mrs. Allen has been very active in club activities and has never missed a meeting of the Service Club in the 10 years of its existence.

Foreman Peter Gianetsos of Cle Elum has bid in the Dishman section vacancy, with Foreman Sam Suko of Pedee assigned to the section at Cle Elum.

The many friends of Section Foreman James H. Wilson of Dishman were saddened by his sudden death on Mar. 9. Mr. Wilson had worked in the track department of the Idaho and Coast Division since construction days. He was the second oldest foreman on the section foreman seniority list on both divisions. Mr. Wilson was unmarried and made his home with his brother Charles, who passed away last July.

Mr. and Mrs. Ray N. Jacobs recently departed for Milwaukee, Wis., where they intend to make their home. Mr. Jacobs was the electrician at that point before coming to Spokane, where he acted in the same capacity.

After 35 years of service with the Road, Carl (Chas.) Lillwitz retired as of Apr. 1. He was presented with a leather chair by his many friends around the railroad. Mr. Lillwitz began his railroad career in 1905 as stenographer to W. M. Harvey in the fuel record department and has held various positions since that time. He acted as yardmaster in Spokane for the past several years and we will miss him a lot. Carl was always willing to help or give advice. Anyone wishing to see him will have to drive out of Spokane about 25 miles, as he plans to make his home near Worley, Idaho, where he operates a farm with his son. Good luck to both Mr. and Mrs. Lillwitz. They have worked long and hard for this retirement.

D & I DIVISION

First District

E. Stevens, Division Editor

Congratulations are extended to Switchtender and Mrs. Wayne L. Hartney of Savanna, on the arrival of a son, Jimmie Morgan, on Mar. 7.

Mr. and Mrs. Joseph J. Eberhardt celebrated their 50th wedding anniversary on Feb. 22. Mr. Eberhardt retired from service a few years ago after serving 38 years as painter at Savanna roundhouse.

Sympathy is extended to the following families who suffered bereavement during the past month: Georgia Deisis, only daughter of Steve Deisis, track department employe, and Mrs. Deisis of Savanna, was fatally injured when struck by an automobile while en route to her home after school on Feb. 16. She passed away in the city hospital.

Chester R. Adams, 54, machinist helper at Savanna roundhouse for many years, passed away in the Savanna city hospital on Mar. 9 as the result of a heart seizure following an operation. Surviving are two sisters and three brothers, Conductor Richard Adams, PFI Ben Adams, and Wallace Adams of Savanna.

Miss Wilma Jean Ferris, daughter of Mr. and Mrs. Dewey Ferris (car department, Savanna), became the bride of Glen Edward Brunner of Savanna on Mar. 20, in the parsonage of the Community Church.



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Engineer and Mrs. Harry Casselberry of
Savanna attended the wedding of their son
Robert and Miss Betty Outland at Fort Col-
lins, Colo., on Mar. 28.

Miss Marie Clifford, of the superintend-
ent's office, Savanna, and only daughter of
Mrs. J. C. Clifford, became the bride of Ar-
thur Fitz on Mar. 31.

Our office force has shifted around again,
with Isabelle Irons temporarily on Marie's
job and Viola Donahue Lahey "subbing" in
Isabelle's place.

Congratulations on the new arrivals: Julia
Claire, tiny daughter of Trainmaster and
Mrs. A. C. Novak of Ottumwa on Mar. 22;
a son, Ronnie Lee, to Fireman and Mrs. Ber-
nard Rogers, Savanna; a son, Alvin Steve, in
the home of Mr. and Mrs. A. J. Davis (freight
house employe); and a wee daughter, Sally
Ann, in the home of Mr. and Mrs. Ed Volk-
man (store department employe), Savanna.

Sympathy is extended to families who have
suffered the loss of the following loved ones:

Mrs. Anna Russel, sister of Machinists
Henry and Adolph Winkler, of Savanna,
passed away in Champaign on Apr. 10; Mrs.
John T. Murray, sister of Engineer Walter
Aves, passed away in Roy, Utah in March;
Mrs. E. R. Davis, mother of Roundhouse
Foreman D. R. Davis, passed away Mar. 26
at her home in Ottumwa at the age of 90.

William Fritz, a freight conductor who was
with the Milwaukee Road 50 years before
retiring in 1937, died at his home in Chi-
cago on Apr. 16 at the age of 97. Bill Fritz,
as he was known by the many men with
whom he worked during his long years of
service, spent most of his career running
freight between Chicago and Savanna, Ill.,
and later between Chicago and Nahant, Ia.
He is survived by four children. Until the
time of his death Mr. Fritz maintained his
own apartment, near his daughter, Mrs. C. F.
Hess, in Chicago.

I & D DIVISION

Karen B. Rugee, Division Editor

Sam T. Jones, B&B carpenter, retired on
Dec. 31, at the age of 72 years. Sam fig-
ures that now he may have time to get in a
little traveling and make use of the new
bag that was presented to him by his co-
workers.

Our sympathy to the family of Conductor
Gust Radloff, who passed away at his home
in Sanborn, Ia., on Feb. 24.

A son, Clifford Carl, was born to Mr. and
Mrs. Dean Davis on Mar. 5. Mr. Davis is
one of our younger brakemen and this is
the first time he has passed out the cigars
in honor of such an event in his family.

M. M. Burns, retired passenger conductor,
passed away at his home in Sanborn, Ia.,
on Feb. 14. Mr. Burns was one of the Mil-
waukee Road's best loved and respected

employees. He entered the employ of the com-
pany as a freight brakeman in 1877, was
promoted to freight conductor in 1878 and
entered the passenger service as a conductor
in 1883. He retired on June 1, 1937, with a
fine personal and service record. Mr. Burns
was 88 years old at the time of his death,
which followed an illness of five months. He
is survived by his wife, a son and two daugh-
ters, nine grandchildren and fourteen great
grandchildren. In addition to his keen in-
terest in railroading, Mr. Burns was also
active in civic affairs, both at Sanborn and
Mason City. The following poem was written
by Mr. Burns' grandson, Burns Baker, some
time previous to his grandfather's death.

*I am not dead, although I sleep
Upon a hill where shadows creep
And tall grass grows and flowers wave
Across the mound that marks my grave.
I do not end with these remains.
My blood still flows in younger veins.
My children live and thus do I
Go on living, I did not die.
My loved ones come and kneel to pray
And dream their dreams of yesterday;
Of childhood hours with their Dad
And now, as then, we are not sad.
But not in thoughts, nor yet in blood
Care I to live, unless some bud
I've planted brings a ray of light
To one who stumbles through the night.
I feel I've left a mark behind
Another man may some day find
And pause to look and softly say,
"I'm not the first to pass this way."
No building stands because of me,
No mighty craft rides out to sea.
I did not write, I knew not art,
I had not fame, but played my part.
A little man who lived in grace
And made the world a better place
For men to live and seek their dreams
And build their hopes and scheme their
schemes.*

*I always strove to do the right,
To bear my load and think it light,
To meet the trials that lifetime brings
And still have time for little things.
Men carve their marks and I carved
mine,
A little mark and yet a shrine,
A life well spent, a race well run
From early dawn till day was done.
I leave the world this shrine I made.
Perhaps some time within its shade
Tired travelers who blindly grope
May stop to rest and find new hope.
I am not dead, nor will I die
Until those deeds that glorify
What little time I spent on earth
Exist no more or have no worth.
Along the rough and beaten road
I left some shade to ease the load
And glad the heart of those who trod
The weary road that leads to God.
And thus my life was not misspent.
I did my bit, now lie content
And, says the stone about my head,
I rest in peace, I am not dead.*

Mr. and Mrs. Henry Smith observed their
50th wedding anniversary at their home in
Mason City on Sunday, Apr. 4, with an open
house. Mr. Smith is a retired conductor. A
luncheon was served to the immediate family
at the home of their daughter and son-in-law,
Mr. and Mrs. John A. Nelson.

E. M. Isaacson, train dispatcher at Mason
City, has been appointed general chairman of
the Train Dispatchers Association. He spent
a few days in Chicago recently, preparatory
to taking over his duties.

Charles Colloton, Sr., 88, passed away at
Mason City on Apr. 5. Mr. Colloton was a
former car department employe and had re-
tired in 1938 after 40 years' service.



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Be Safety Conscious

The following message from L. J. Benson, assistant to president, was sent to all employes with their paychecks in March. It is reprinted here as a reminder on a very important subject:

CONGRATULATIONS are extended to the 98 per cent of the Milwaukee Road employes who last year performed their duties without suffering a reportable personal injury. The remaining two per cent of the total employes incurred disabling reportable injuries which placed the Milwaukee Road in a rank of twelfth when compared with the other major railroads of the nation.

Certainly the employes of the 11 railroads which had lower casualty rates are not more capable nor more safety conscious, but still, by having fewer injuries, that impression prevails. The workmen of the Milwaukee Road family do not deserve such a reflection on their ability to do their individual jobs safely, and with a little extra effort toward accident prevention this embarrassing situation can be greatly improved.

The safety program is for the benefit of Milwaukee Road employes but it requires their whole-hearted cooperation and enthusiastic support in order to be successful. Be careful, be alert, be safety conscious to keep from being hurt.

Sioux Falls Line

F. B. Griller, Correspondent

Sympathy is extended to Interchange Clerk Ernest Robb of Sioux Falls on the loss of his son Eugene, 16, who died on Mar. 7 after an illness of about a year.

Mrs. Alice Dinneen of the Sioux Falls car department left on April 19 for Dos Palos, Calif., to see the new grandchild.

Switchman C. K. McClaren of Sioux Falls, who lives at Trent reports the arrival of a brand new baby girl at his home.

Lloyd Scott, LCL rate clerk, Sioux Falls, announced the arrival of a brand new son on Apr. 2.

Mrs. Alice Lovejoy, 66 widow of Operator Gene Lovejoy, died at her home in Sioux Falls on Mar. 12 after an illness of more than a year. Services were held in Sioux Falls with burial at Mitchell.

Regret to report the death of Henry M. Seneben, 73, retired TF&PA, who died at Pueblo, Colo., on Apr. 3. Burial was at Omaha.

Madison Division

W. W. Blethen, Correspondent

One of the loveliest weddings of the season took place on Feb. 9 at St. Patrick's Church, Janesville, when Miss Jeanette Marie McKeown exchanged vows with Robert D. Richter, telegraph operator. The bride, daughter of L. P. McKeown of Janesville, was gowned in traditional white satin with a fingertip veil of chiffon and lace. That long-legged bird is on the wing again, leaving bundles from heaven with the following:

Chief Carpenter W. M. Cameron and Mrs. Cameron, a son, on Feb. 12, whom they have named David Wesley.

Switchman R. M. Pertzborn, and Mrs. Pertzborn, a son, on Jan. 3; Geoffrey Henry.

Mr. and Mrs. Ralph Meyer of Chicago, a daughter, Sally Ann, born on Dec. 25; Mrs. Meyer will be remembered as Joyce Coyle, who was employed in the freight department at Madison.

A son, Richard William, born on Jan. 20 in Dayton, Ohio, to Mr. and Mrs. David Gibson, Jr.; Mrs. Gibson is the former Doris Neff who was employed in the ticket office at Madison.

A daughter, Kathleen, born to Interchange Clerk George Dahnke and Mrs. Dahnke on Mar. 7.

Ticket Clerk E. J. McNulty and Mrs. McNulty, a son, Ronald Lindsay, on Feb. 14.

H. L. Schermerhorn, retired switchman, of Madison, passed away at his home on Feb. 16. Sincere sympathy is extended to Mrs. Schermerhorn and two sons, Paul and John, of Madison.

Train Dispatcher Charles H. Agner retired on Jan. 1, with 65 years of service with the Road. Charlie started out as night operator at Centralia on the Valley Division. In 1884 he transferred to the L&R and was appointed night operator at Portage. He was promoted to train dispatcher in May, 1888, and became chief train dispatcher of the Old Prairie du Chien and Mineral Point Divisions in June, 1906. When the division offices were moved to Madison in 1918 he took the first trick dispatching job which he held up to the time of his retirement.

Chief Carpenter Harry Cameron retired on Jan. 1, closing his railroad career with 53 years of service. He started out as a B&B carpenter and worked in various capacities in the B&B department. He was chief carpenter on the Dubuque Division and the Terre Haute Division and came to the Madison Division as chief carpenter in June, 1929.

Train Dispatcher C. A. Parkin retired on Feb. 29 after completing almost 50 years of service with the Road. He was appointed train dispatcher in August, 1908, and held the second trick at the time of his retirement. "Parkie" has purchased the old Parkin homestead at Mazomanie and expects to make it his home.

Charles F. Kirwin, retired machinist of Madison, celebrated his 83rd birthday on Apr. 1. Charlie spent 56 years with the Road, retiring about 10 years ago. He and Mrs. Kirwin will celebrate their 53rd wedding anniversary on Aug. 25.

Conductor James F. Connelly, 57, died on Mar. 16 at a Madison hospital, following a stroke. Mr. Connelly had worked for the Road for 40 years as switchman, brakeman and conductor. He is survived by his wife, and his sons Robert J., who is a switchman at



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Madison yard, and James; and three daughters, Mrs. Claude Thomas, Mrs. Clayton Milestone and Mrs. Donald Olday. We extend sympathy to the family.

Conductor E. E. Smoot, 59, died suddenly at his home in Milwaukee on Mar. 28. He started as brakeman on Apr. 18, 1910, and was promoted to conductor on Dec. 1, 1918; completing nearly 38 years of service. He is survived by his widow.

Agent D. C. Collins, 74, Brodhead, passed away at his home on Mar. 28 following a long illness. Mr. Collins was employed as a telegraph operator on Nov. 1, 1900, and had served as agent at Brodhead since Dec. 2, 1935. He is survived by his widow.

Mrs. Albert Hessman, wife of retired engineer, died at a Madison hospital on Mar. 21, following a short illness. Sympathy is extended to Mr. Hessman and his son Hugo.

John J. Kelly, 86, retired yard clerk of Janesville, passed away on Mar. 21 at a nursing home in Madison, following a long illness. Mr. Kelly was employed for several years as yardmaster at Janesville, and as yard clerk at the time of retirement.

Sympathy is extended to Section Foreman Hugo Hoessel and Mrs. Hoessel, Cross Plains, on the sudden death of their son, George E., of Boston, Mass.

CHICAGO GENERAL OFFICES

Passenger Traffic Department

Roy H. Huntsman, Correspondent

We welcome back to work in the general passenger department John Dunne, who has been in the Army. John was at Fort Belvoir, Va., from Sept. 11 to Dec. 10, 1946, and was in Tokio from Jan. 17, 1947, to Feb. 21, 1948.

Mary Bilgart has been made secretary to Walter E. Cooper, assistant to the passenger traffic manager.

Madge Hutchinson and Grace Jyrch are two new secretaries in the general passenger department.

Donald Luby (the Round Lake rabbit hunter) was promoted to clerk in the general office. R. A. Olson, who was a messenger, was promoted to assistant shipping clerk in the advertising department.

R. J. Somers was promoted to messenger, to fill the vacancy left by D. P. Odierno who went into the reservation bureau.

W. F. Clemens is now accountant in the advertising department.

Walter McGarvey has been made traveling passenger agent. Clyde Marsh succeeds him in the reservation bureau and Roy Huntsman succeeds Mr. Marsh in the city ticket office.

John Markee is back to work again in the reservation bureau and Jeannette Pierowicz is on the reservation wire desk.

Joseph Hastings has succeeded Robert "Bob" Olsen in the general passenger office. Bob is now in the shipping room of the advertising department.

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Lorna LaVernway became Mrs. Schubert on St. Valentine's Day and Eileen Hampton joined hands with John Castoria, as Mr. and Mrs., during March.

Jane Bohrn returned from a Florida vacation recently, announcing that she can now be addressed as Mrs. Mulholland. Her hubby is an efficient member of Mr. Benson's police department.

We regret to report the death of Edwin E. Moore, assistant bureau head of the payroll bureau, on Feb. 1. Ed had been with the Milwaukee since 1912 and will be deeply missed.

Robert Wall is the proud papa of a baby girl. Kathryn Anne and her mother are both doing fine.

"Little Joe" Kirchen has departed for the engineering department at the Union Station.

"In the spring a young man's fancy, etc." and this spring is no exception. In the payroll bureau we have Betty Peskin now Mrs. Melnikoff and Doris Klemm, computing bureau, who recently became Mrs. Robert Early. Both were the recipients of lovely gifts and best wishes from their co-workers and friends.

Soon-to-be brides are Nedra Hunt and Evelyn Strong who are displaying engagement rings, tokens of coming events.

Our condolences to Rose Chambliss of the bookkeeping bureau who lost her father recently as the result of an automobile accident.

Congratulations to Mr. and Mrs. Fritz Miller on the birth of Linda Lou, a baby sister for the two boys. We understand that she received a very warm welcome from her brothers.

Jessie McCabe, who completed 30 years of services on Apr. 18, was surprised to walk in the following day and find her desk a veritable garden (a miniature one, of course). Her many friends presented her with a monetary evidence of their good wishes, with the stipulation that it was to be used for a screen projector.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Chu Chu (Roy) Schiffer was awarded the position of train auditor. We sure miss his daily weather report from Park Ridge. Fae Ann Vogl became engaged to Bob Kirkwood on Feb. 14.

The J. Rodney Groves are the proud parents of a baby girl, Judith Ann, born Apr. at West Suburban Hospital. Rod survived the ordeal in good form.

Marie Cavitt of the central typing bureau is on a furlough, as she is expecting the start. The girls in that bureau presented her with a beautiful baby stroller.

The nurses at Columbus Memorial Hospital certainly did a good job in nursing

Michael Solt Milwaukee Magazine



The car inspectors' shanty at Bensenville, Ill., accommodated a crowd recently when inspector Hayes' daughter Eileen visited her dad on the job and trained her camera on the second and third shift men. The profile in the foreground belongs to Frank Klaki. Seated, left to right, are John Graf, Ferdie Bruhm, A. Riemer, Gus Krappman, B. McPherson (rear), "Shorty" Lee and, in his arms, Tizzie Lish, the shanty mascot. Standing, left to right, G. Phillips, Ray Rediger, John Hayes, Lloyd Mizura, E. Thurnou and Steve Swierkowski.

...back to health, as he certainly looks well and it is swell to have him back. Dorothy Pedajas of the central typing bureau, and Frank May were married Apr. 10, at St. Peter's Evangelical Lutheran Church, followed by a reception at Club Waveland. Georgianna Kuchvalek was Dorothy's maid of honor. Gladys Sychowski and Gustave Konopke were married Apr. 3, at St. Josephat's Church followed by a reception at Imperial Hall.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Proud of being a grand-dad is James Elleher, rate revising bureau; also, Al Dinoffria, government rate clerk, whose grand-daughter is Judy Ann Dinoffria, born Mar. 11. Joseph L. Riplinger, employed here as clerk, rate clerk and government rate clerk, was appointed transit accountant, effective Mar. 10, succeeding Thomas Fitzgerald, retired. Joe's first assignment was at Seattle, Wash. Milwaukee Road bowlers of Chicago beat the Milwaukee, Wis., bowlers by 72 pins in an inter-city match held on Sunday, Mar. 7, at Lake View Alleys. All had a good time at the party that followed. The boys from Milwaukee are good sports and grand fellows. Bug and Rumps were the winners of mixed

doubles at Fireside Alleys on Mar. 6. Highlighting the series was Wilfred Hettinger with a score of 662, all games over 200.

Many old timers and friends in the Fullerton Avenue building were saddened by the tragic death of Frank Weichbrod, review bureau, on Feb. 29. Frank, who was employed in the freight auditor's office since Oct. 8, 1917, was struck by a bus on the evening of Feb. 24 and after emergency treatment was taken home. The next morning he was taken to St. Anthony's Hospital, where it was found he had a skull fracture. Shortly after he went into a coma and never regained consciousness. Among the survivors are his daughter Gertrude, employed at Union Station; also, a brother Bernard, employed in the freight overcharge claims office. Many were in attendance at the funeral services held at Queen of Heaven Catholic Church. Frank's friends and fellow employees extend sincere sympathy to the survivors.

Thomas D. Fitzgerald, transit inspector, retired on Feb. 29, terminating a long and successful railroad career most of which was with this company. Tom has many friends on and off the line. Those with whom he was closely associated tendered him a farewell dinner on Feb. 12, at which he was presented with a gift as an expression of enduring friendship. Tom was considered an outstanding freight rate clerk

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and in later years specialized in the interpretation and application of tariffs covering milling in transit regulations. He was always ready to assist those who wanted to improve their knowledge of freight rates and there are many who benefited from his teachings.

We lost a fine friend in the passing of John A. Tucholski, government rate clerk, whose death occurred on Mar. 22. He began work here on Feb. 20, 1927, and was a rate clerk for many years. Among the survivors is his son Eugene, employed in the auditor of passenger accounts office. All join in sending sincere sympathy to his family.

George F. DeFrates, switching inspector for a number of years and an old time employe, died suddenly at Milwaukee on Apr. 9. We extend sincere sympathy to his family at Springfield, Ill.

Bill Stegman, who did such a fine job of managing the Milwaukee Road basketball team, is now organizing a softball team. Those interested in playing should contact him, auditor of disbursements, fifth floor, north end of building.

The girls hope to organize a softball team, too. Mary Gluchman, freight auditor's office, and Emily Dodovich, car accountant's office, will accept applications of those who'd like to play.

Murray C. Whyte, freight auditor's office employee since Mar. 4, 1926, and for some time government rate clerk, has been transferred to the office of auditor of freight overcharge claims, to be traveling claim adjuster. He succeeds J. J. Rezab, who retired on Apr. 1.

**Auditor of Station Accounts and
Overcharge Claims Office**

Lois Pearson, Correspondent

Sincere sympathy is extended to Patricia Dunn in the loss of her father on Mar. 11.

We also extend sympathy to Barney Weichbrod on the death of his brother Frank, who was known to everyone in the overcharge claim office.

We're glad to hear that Al Wackrow is steadily regaining his health in the West Suburban Hospital. We hope to see him back to work soon.

Mary McDonnell, Pat Dunn, Nora Sigle and Bob Wagner are among the recent newcomers to our office.

A warm welcome is extended to Murray White, formerly of the freight auditor's office,



"We figure it'll keep motorists amused when held up by a freight."

who has taken over the duties of Jimmy Rezab. Jimmy retired on Mar. 31. We wish him all good health and happiness.

Abe Weitzenfeld is home from the hospital, recovering from his recent operation. We are hoping that by the time this goes to press he will be back to take up his duties in the "window kibitzers' club."

A recent visitor was A. H. Payne, retired. Looks great after a sojourn in Florida.

**Auditor of Capital Expenditures
Office**

William J. Soske, Correspondent

Congratulations to Miss Martha Prestin, head typist, who completed 31 years of service with the Road on March 15.

Julia Lucas is sporting a thingamajig she calls a spec-band. It gives her that snazzy look.

I have been informed that the Florsheim building operations across the street have suffered the loss of a large number of sidewalk superintendents. Understand concrete piles are not properly located.

Car Accountant's Office

Harry M. Trickett, Correspondent

Calmar Gasmann was honored and presented with a cash purse by his co-workers on Feb. 18, in recognition of his 30 years of service.

Walter Barthel was likewise honored, on Mar. 6, for his 30 years of service with the presentation of a Bulova wrist watch, miniature garden tools, seed, work gloves and a toy train, which were accompanied by the congratulations of his co-workers.

Charlotte Deiderich was the recipient of a diamond ring on Feb. 22.

Teresa Quin is convalescing at home after surgery and Louise Sherden is confined at home on account of illness.

Marian (Altman) Bator, formerly employed in this office, announced the arrival of Jo Ann, six pounds, on Feb. 25. Mildred (Porth) Cali, another former employe, is the mother of a nine-pound boy, born on Mar. 3.

Charlotte Siedel was honored with a bridal shower on Apr. 8 and married on Apr. 10.

Sympathy was extended to Leslie Kincaid in the passing of his mother on Apr. 8.

Rose (Milnik) Ochonicki announces the arrival of a baby girl on Mar. 27.

Easter brought much happiness to Alice Giallonardo of the sorting bureau, as she now displays an engagement ring.

Michael S... The Milwaukee Magazine

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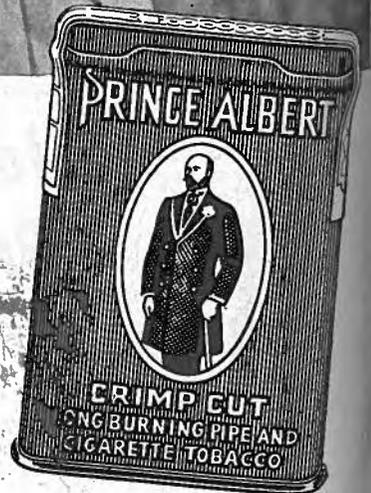
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