

**THE  
MILWAUKEE  
MAGAZINE**

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

*"The Hiawatha Says 'Merry Christmas'"*  
See Page 4

*"Why I Like to Work for the Milwaukee Road"*  
Essay Contest Winners . . . Pages 8-15



**DECEMBER 1948**





**THIS IS HARD**



**BUT THIS IS EASY**



**AND THIS IS  
MIGHTY WONDERFUL**

**S**URE, you believe in saving.

But it's mighty hard to make yourself take cash out of your pocket, and time out of your day, to do it regularly.

The sure way, the *easy* way to do your saving is to get started on an *automatic* savings plan with U. S. Savings Bonds. Like this . . .

**1. If you're on a payroll**, sign up in the Payroll Savings Plan, then forget it. From then on the money saves itself—so much per week, or so much per month.

**2. If you're not on a payroll**, sign up at your bank for the Bond-A-Month Plan. Equally easy. You decide how much you want to put into bonds every month, your bank does the rest.

In just ten years after you start buying bonds, your money starts coming back to you—well-fattened! Every \$3 you invest today brings you back \$4 to make possible all the wonderful things you dream of doing.

**And remember**—any time you need your money for emergencies, you can get it back in minutes, without losing interest.

**Automatic saving is sure saving—U.S. Savings Bonds**

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# Greetings at Christmas

**R**UNNING a railroad is a business which cannot be stopped, even for Christmas. It is a business which occupies the greater part of your time and mine, dominating our thinking and shaping the very course of our lives.

And yet, when the Christmas season approaches, I find myself thinking of the men and women of this great Milwaukee Family as something other than individuals who happen to take their livelihood from this railroad.

I see you as fathers and mothers, as sons and daughters; as responsible, Christian citizens of your communities, in whose homes the holy spirit of Christmas will abide and where there will be a visit from Santa, and happiness and cheer at this most glorious season of the year.

Having worked in many places on the railroad, in many different jobs and with many men and women still in service, I think I can visualize the Christmas scene in

the homes of the Milwaukee Road Family. I want to say that the mere thought of it makes me feel good.

All of us, I think, remembering the war and the troubled times following it, are looking toward this Christmas with greater expectations than we have for many years. The times are good and the spirit of Christmas has returned.

That being true, I find myself the more eager to "think" my way into your homes, to see in my mind's eye your happy families, all a part of the Milwaukee Road Family, and to know that this year the true spirit of the season is with you. And I hope you will think of me.

May it be a merry, merry Christmas for us all!

*President*

## The Hiawatha Says . . .

# Merry Christmas

### Tours of a Miniature Milwaukee Road Make Gimbels' Toyland a Bright Spot in Yuletide Milwaukee

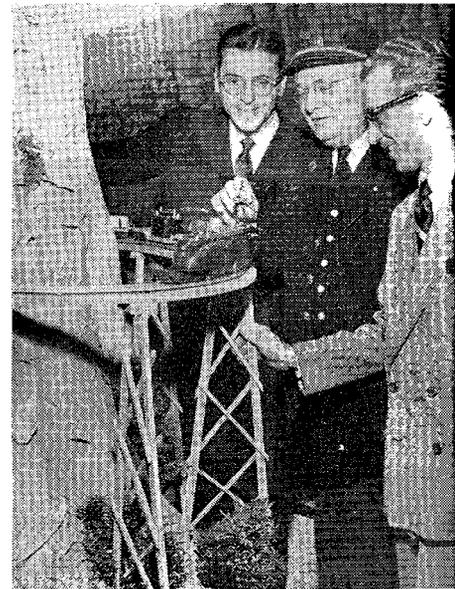
**L**ISTEN! There goes the whistle, a long-drawn blast that warns of the streamliner's plunge into the dark interior of Morrison Cave. In less time than it takes to tell, it's out again and streaking past Mount Rainier, bound for Yellowstone Park. That steam up ahead must be Old Faithful in action. Sure enough, for there's the inn and just a split second away, the shimmer of Lone Falls.

At this point the engineer looks back to sing out a warning—a few bears have taken up a vigil near the track here and more than one passenger has felt the urge to lean out and give them a friendly pat.

As the locomotive rounds the curve

there is a disturbance in the beaver-tail car—a very young passenger, startled by the erupting Old Faithful, has decided that she wants her mother. The engineer ignores it; by that time the locomotive is in the wilds of Montana Canyon with the Cascades towering above, and besides, the trip is almost over. A second later the train has hit the home stretch and before the plaintive one can draw breath for a second squall, it has pulled up at the Milwaukee depot.

A fantastic ride? Yes, of course, but don't forget that once again it's Christmas around the world and that anything is possible in Toyland. The



Gimbel executives get a lesson in electrified railroading. Left to right: David A. Herman, publicity director, Conductor A. F. Lewark, and Einar Larson, display director.



That Hiawatha billboard really does it! The three giving it the once-over are Miss Jeanne McConnell, secretary to C. F. Dahnke; Mr. Dahnke, assistant general passenger agent, Milwaukee (center); and Robert Boak, manager of Gimbels' toy department.

locale of this wonder train ride is the toy department of Gimbels, the large department store in Milwaukee, Wis., where a miniature Milwaukee Road has been created for the holiday season. The Toyland Special is a replica of the Hiawatha—a miniature locomotive and four cars—and the route it traverses is a whizzing trip through "2,500 picturesque miles" of the Milwaukee Road's best scenery.

Gimbels has featured toyland railroad layouts in previous years but this is the first time it has undertaken to present a complete railroad in miniature. The idea was dreamed up by two of the store's officials, Einar Larson, display director, and David A. Herman, publicity director, and carried out with the collaboration of C. F. Dahnke, the Road's as-

sistant general passenger agent, Milwaukee. As the man who contributed the most encouragement and advice to the project, Mr. Dahnke was present at the opening ceremonies on Nov. 6 and Miss Jeanne McConnell, a member of his office force, had the honor of christening the Hiawatha before its initial run.

On the pretext of humoring the kids, let's visit Toyland and take a look at this land of make believe—it's easy to find, for a large "Hiawatha" billboard points the way. The entrance is a replica of the Milwaukee station and the waiting room is crowded with toddlers and chaperoning mothers. Others are clustered around the ticket booth. It's a busy scene, not unlike that in a railroad station at holiday time, and it looks as though we are in for fun.

Seeing that we're Milwaukee Road folks, we feel a proprietary interest and speak to the guard. In his uniform and insignia he looks like a genuine Milwaukee Road conductor, and question brings out the fact that he is—a retired veteran of the L&R Division, A. F. Lewark of Waterdown. A few youngsters who have been giving him the onceover eye him with respect: "Gee, a real Hiawatha conductor."

Stepping out on the platform, we crane our necks for a glimpse into this fairyland and it's a sight that must thrill every child who sees it. At the left, dominating the display,



### THE COVER

Standing on the bank of the Wisconsin River where it flows past the Wisconsin Dells in Gimbels' Toyland in Milwaukee, the good Saint Nick waves to a Hiawatha load of little believers.

Tagged out in a beautiful suit of velvet, with careful makeup and quality whiskers, wig and a dropped stem pipe, James A. Christopher looks much less like the C&M Division brakeman that he is than he does like the Santa Claus he is supposed to be. Jim has been with the Road about six years, and will be back on the job again when no longer needed as Gimbels' window Santa. He does theatrical work on the side with the Norman Players in Milwaukee and also attends Wisconsin Extension University.

is a replica of the Wisconsin Dells. Easy to recognize are the reproduction of Standing Rock and the Indian figurines, Midwest and North West Hiawatha, dancing in the foreground. Farther on is the yawning entrance to Morrison Cave, through which we can catch a glimpse of icicle-like stalactites pendant overhead. Around the bend, under a wall painting of Mount Rainier (the route is rather devious) we come upon a rock formation supporting a model of Old Faithful Inn and the famous geyser. The scenery here is rugged. We are in a gorge, at the right the steep walls of the Cascades circled by a trestle and a miniature electric locomotive with cars, at the left the Falls of the Yellowstone, an ingenious fabrication of painted glass and moving lights. Three small bears beside the track nod and wave an animated greeting.

Our attention is distracted at this point by a warning toot, for the Hiawatha, which has been taking on passengers, is about to leave on the "transcontinental" run. The engineer, a slim young brunette in blue jeans, bandanna and engineer's cap, is cautioning the riders to "Keep your hands inside, please." A shout—"All aboard!"—and Conductor Lewark has given the highball. They're off in a whirl of waving hands and exultant shouts, and we look at the sign overhead, which reads, "No Adults May Ride," and wish we were five years old.

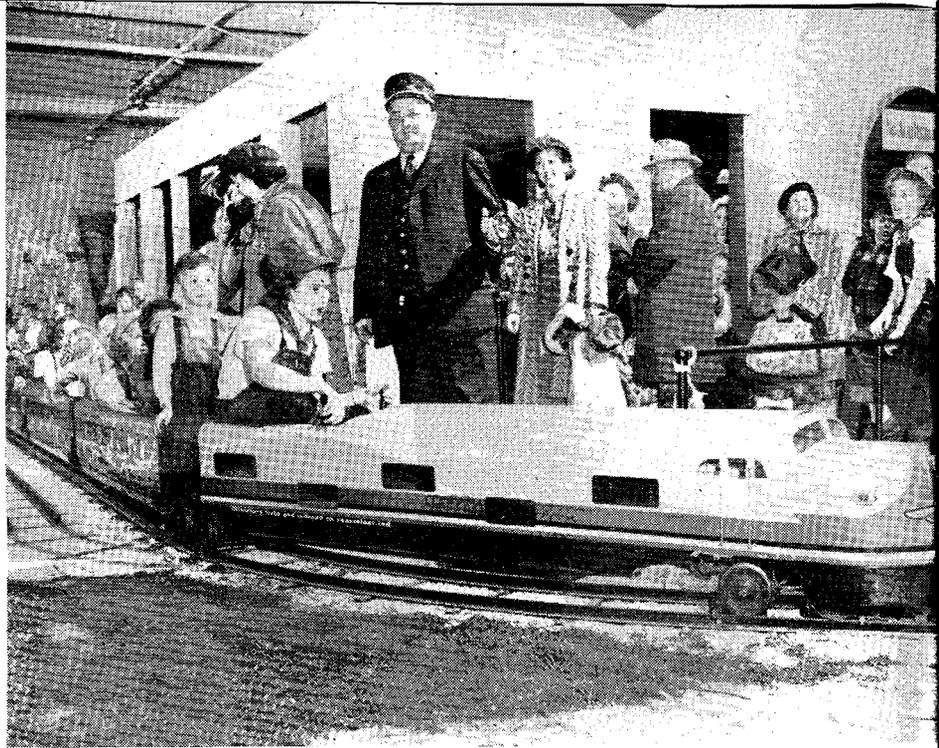


A tower similar to the one on the Milwaukee depot tops the entrance. Inside, the waiting room is as crowded as a railroad station in holiday time.

Milk substitutes for the traditional champagne as Miss Jeanne McConnell christens the Hiawatha. The spectators are Conductor A. F. Lewark and C. F. Dahnke, AGPA, Milwaukee.

Leaving the buzz of excitement behind, we make some practical inquiries, but the facts and figures furnished by Mr. Larson and Mr. Herman discourage any idea of building a miniature railroad in the basement. We learn, for instance, that the display is 90 feet long and 24 feet wide and has 327 feet of 10-inch track. About 2,500 pounds of gravel went into the roadbed. The rock formations are papier-mache built over wooden framing and chicken wire, then painted with dry brush. The realistic trees? Papier-mache again, plus wallboard and peat moss. The shrubbery is mainly natural hedge—ruskus hedge, they call it. Working models were made first and the actual work took one week and the combined efforts of 11 craftsmen.

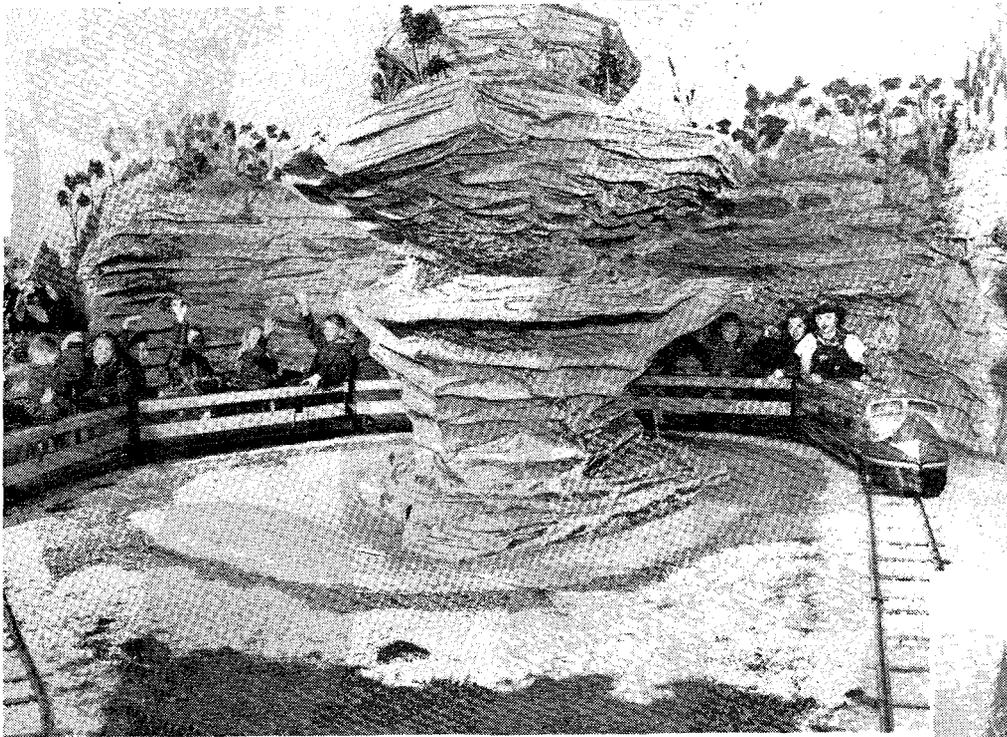
"We're rather pleased with what we have here this year," said Mr.



Only youngsters may ride, but young people of all ages like to watch the fun. Here Conductor Aubrey F. Lewark prepares to give the highball.

## Success

Success is speaking words of praise,  
 In cheering other people's ways,  
 In doing just the best you can  
 With every task and every plan.  
 It's silence when your speech would hurt,  
 Politeness when your neighbor's curt,  
 It's deafness when the scandal flows,  
 And sympathy with others' woes,  
 It's loyalty when duty calls,  
 It's courage when disaster falls,  
 It's patience when the hours are long,  
 It's found in laughter and in song,  
 It's in the silent time of prayer,  
 In happiness and in despair,  
 In all of life and nothing less,  
 We find the thing we call success.



It's Standing Rock, sure enough, an easy-to-recognize landmark in the Wisconsin Dells.

Larson. "About 1,800 youngsters rode the train on opening day and as Christmas approaches the crowds are increasing." Here a speculative gleam came into his eye. "Now next year I'd like to double the size of this layout; put in two tracks, one overhead. The trains will be going in opposite directions. Can't you see them passing each other on the straightaway?"

It could be that Mr. Larson is a genius, for the way he tells it, we can.

— IT'S A HIAWATHA YEAR —

What is it, a geyser? Little Eugene Fleisch of Shorewood insists on a close-up view of Old Faithful in action.



# The Milwaukee Magazine



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A. G. Dupuis  
Manager

Marc Green  
Editor

Marie Hotton  
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT  
UNION STATION — CHICAGO

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The Milwaukee Magazine, now in its 36th year of continuous monthly publication, is distributed free of charge to active and retired employees of the Milwaukee Road. The general subscription rate is \$1.00 a year. Single copies are 10c.

## Appointments

### Transportation Department

Effective Dec. 1, 1948:

W. R. McPherson is appointed assistant to general superintendent of transportation, with headquarters at Chicago.

Granger Smith is appointed assistant superintendent of transportation, Lines East, with headquarters at Chicago, vice W. R. McPherson, promoted.

### E. B. Finegan Terminates Long Service

EUGENE B. Finegan, vice president of the Road, retired on Dec. 1 after more than 51 years in railroad service, 45 of which were with the Milwaukee Road.

Mr. Finegan's career in railroad-ing had its start on July 1, 1897, when he took a position in the machine shop of the CStPM&O at Hudson, Wis. He served that road in various capacities until 1903, when he was employed for a short time by the Great Northern at St. Paul. His long and meritorious service with the Milwaukee Road started the following year—in April, 1904—as a stenographer and clerk in the commercial agent's office at St. Paul. His transfer to Chicago in 1906 marked the beginning of a series of promotions. Between 1906 and 1916 he

December, 1948

## Poster Contest Prefaces Ski Bowl Season

SERVING as a forerunner of the skiing season at Hyak, Wash., a colorful poster went on display in the Milwaukee Road ticket offices and stations and in all sporting goods stores in the Puget Sound area early in December. The placard, which calls attention to the Milwaukee Road ski bowl and snow trains, was the prize winning entry in a contest conducted this fall at the Burnley School of Art and Design, Seattle, and is the work of George E. Beier, a student in the advanced design class. Two other students, Theodore Sherard and Lloyd Ludvigsen, also received awards.

The prize check was presented to Beier by O. R. Anderson, general passenger agent, Seattle, at a meeting of the Seattle Advertising and Sales

Club on Nov. 16. "In our opinion," said Anderson, "this competition provided an opportunity for recognition of a fine Seattle institution, the Burnley School, as well as a poster worthy of the Milwaukee Road Ski Bowl." Harry Sengstacken, passenger traffic manager, Chicago, also commended the artistry of the designs which were submitted. J. O. McIlyar, western traffic manager, and William J. Kohl, special passenger representative in charge of the snow trains, were also on hand for the presentation of the awards.

While the prize winning poster was in the process of being reproduced for circulation a select group of the contest posters were displayed in the Seattle ticket office and at the Seattle Chamber of Commerce.



Scrutinizing the winning poster are, left to right: George Beier, the artist who created it; James McIlyar, western traffic manager; William Kohl, special passenger representative; O. R. Anderson, general passenger agent, Seattle; and Harry Sengstacken, passenger traffic manager.

filled the positions of chief clerk to assistant general freight agent, to general freight agent, traffic manager, and to vice president.

In April, 1916, he became chief of the tariff bureau, following which he was appointed assistant general freight agent (1917-22), general freight agent (1922-25), assistant freight traffic manager (1925-27), and freight traffic manager (1927-38). He became assistant chief traffic officer in May, 1938, and on Nov. 1 of that year was appointed chief

traffic officer, Chicago. He filled that post until December, 1945, when he became vice president, traffic.

A testimonial statement issued by President C. H. Buford on the occasion of Mr. Finegan's retirement was a tribute to his long and faithful service. It concluded with these words: "He enjoys the esteem, confidence and close friendship of his associates and in moving into the period of well earned leisure he will carry with him their best wishes for good health and much happiness."

..... "I thought I had copied the message wrong"

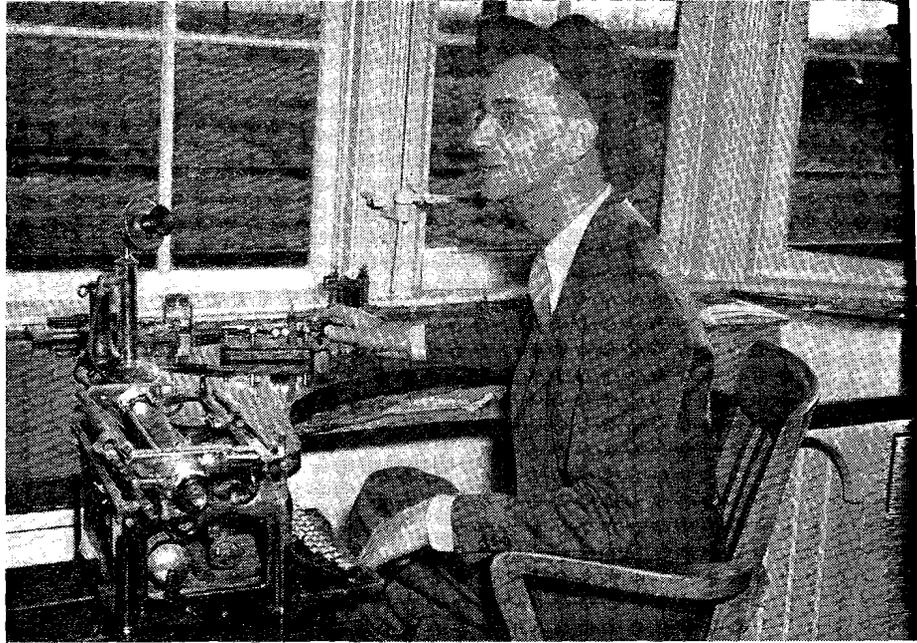
Presenting  
**RAY DAWSON**  
Agent

Winner of First Prize  
in Essay Contest

DAILY except Sundays the north-bound local from Des Moines to Spirit Lake, Ia., pulls into Yale, the first station south of the main line, at 9:16 A. M. and the slender man waiting on the station platform says good morning to the conductor; then he walks on up to the front end of the train to lend a hand with the baggage and mail. If it is a nice day, six-year-old Jimmy Francis, Agent Ray Dawson's friend from across the road, shadows his heels.

Yale is an unmistakable piece of Iowa—a town of 300 people, with a grain elevator, a railroad, and an air of peace which is altogether to the liking of Agent Dawson, who is a quiet man himself.

He also likes working for the Milwaukee Road, and one day last September he sat down at the typewriter in his immaculate office and put his reasons on paper. A few weeks later, when his telegraph sounder started



R. V. Dawson: "I've done more talking about myself today than in the last 20 years put together."

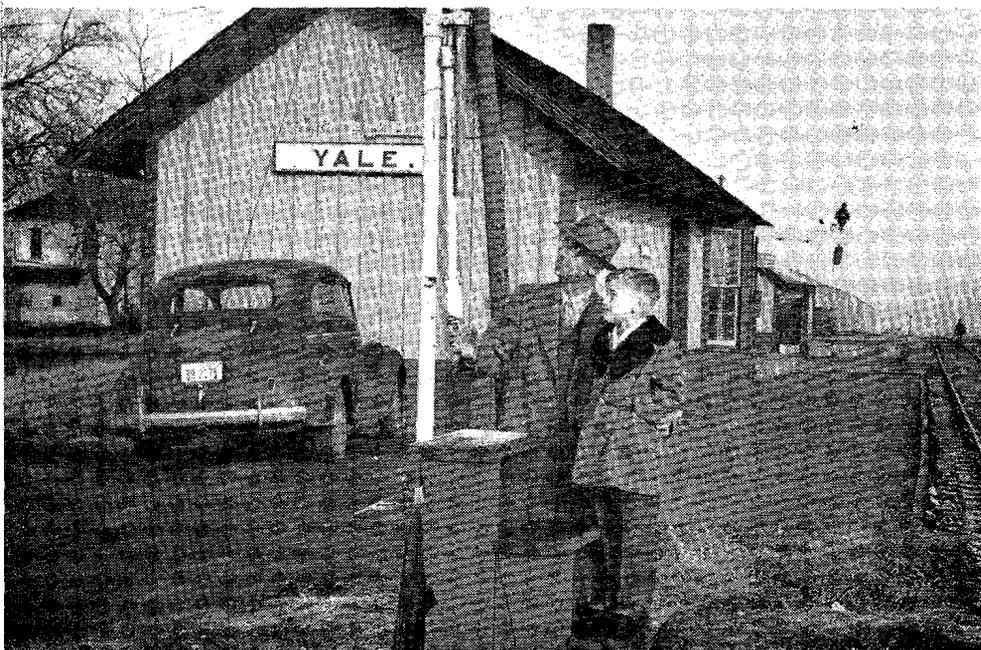
chattering congratulations and telling him that he had won first prize of \$100 in the essay contest on the subject, "Why I Like to Work for the Milwaukee Road," he didn't believe it.

As he told a friend later, he looked at what he had taken down and decided that he had copied the message wrong. Now that he is convinced

that he really did win, he says he is getting a lot of pleasure from the notes of congratulation he is receiving from his friends on the railroad.

Mr. Dawson is a 42-year-old bachelor who lives alone in a rented house and not only knows how to cook but prides himself on being an expert. The greater part of his time is devoted to the railroad and to a group of friends whom he joins occasionally for a game of cribbage at the Masonic Lodge, but until recent years he was very active in community affairs, serving on the city council about five years and as mayor in 1945. Today he wonders how he ever managed to take care of his duties as mayor and get everything else done too. "You'd be surprised how much work is involved in being mayor of a little place like this," he says with what sounds like relief at having his activities again limited pretty much to the railroad.

Looking back on his years of public service, Mr. Dawson is inclined to think that he got the most satisfaction out of the part he played, as a member of the board of education, in enlarging the Yale school district from four to thirty square miles. That meant keeping the high school in Yale, but it was an up-hill piece of business, accomplished against terrific odds, he says. He was also instrumental in securing a modern fire truck for his community and in



Agent Dawson explains the operation of a mail crane to his friend, Jimmy Francis.

## *Why I Like to Work for the Milwaukee Road*

Why do I like to work for the Milwaukee Road? Partly, of course, because it's a "good" railroad and a progressive one, with a fleet of passenger trains of which one can feel proud in any company, creditable freight service, and excellence in the various other physical facilities which one can see. More important still is the spirit of progress and faith in the future which made these physical things possible and which, continuing, will lead to ever greater achievements in the challenging years ahead.

I like to work for the Milwaukee Road, too, because of its splendid safety record. I like its policy of always "playing it safe" with train operation—of never sacrificing to any other consideration the safety of its passengers, or, for that matter, the safety of its employes.

But lots of railroads are doubtless "good" railroads, and progressive ones, and safe railroads, too, and there are other reasons why I prefer the Milwaukee Road. Perhaps the most important reason of all is its attitude toward me and the 35,000 other men and women engaged in its operation. It has that human touch, that educated heart which recognizes me as a human being and which makes my work, insofar as I myself may do it properly, a source of satisfaction

and contentment. Half my waking hours are devoted to my work. I want those hours to be pleasant ones. It could be different. In some industries it is different—much different. We who work for the Milwaukee should and do appreciate our relationship.

Memories play their part also in the reason why I like to work for the Milwaukee Road. Memories of old friends and fellow workers, of experiences shared through the changing years, all woven together into that fabric of memory of which I, too, am a part. And woven inextricably into the same fabric is that thing of iron and steel and flesh and spirit which people call the Milwaukee Road.

Maybe, too, I like to work for the Milwaukee Road because it's a young railroad. A hundred years old? Perhaps. But a railroad with its face to the future can never truly be called old. It's young in spirit. It has a part to play in the unfolding pageant of history in this most wonderful of free lands. It has a glorious future before it. It's going places and I am going with it part of the way. And I am glad.

R. V. Dawson,  
Agent,  
Yale, Iowa.

surfacing the city streets.

He has devoted a lot of time and thought to the schools in his community during his 11 years at Yale. It is an interest which he probably inherited from his father, a teacher, who located in Yale when Ray was only 18.

Dave Runberg was agent there at that time, and when he found that young Dawson, who had been spend-

ing a lot of time around the station, was not only interested in railroad-ing but had a high school education and showed promise, he taught him telegraphy. One day after winning first place in the essay contest, Mr. Dawson remarked to a friend, "From the day I took my first job on the railroad, as second trick operator at Adel, Ia., back in 1925, I have never considered doing anything else. I

guess I would say that the railroad is the biggest thing in my life."

After three years of relief work, Mr. Dawson went to Des Moines for a year as clerk in the office of division freight and passenger agent, then spent a short while in the dispatcher's office there. After that he went back to relief work again, serving, as he says, at practically every station on the division before lo-



cating in Yale.

He's glad to be back in Yale, even apart from the fact that it is the place where he first became interested in railroading. He likes it because it is a small town, with clean air and honest people, which means that he can keep his windows open and his doors unlocked at night. Besides that, he points out, he lives just a block from work and an hour's drive from Des Moines with its stores and theaters and the best in stage entertainment.

Judging by the opinions of townspeople and the reputation he enjoys on the railroad, Mr. Dawson is correct in saying that the Milwaukee Road is his hobby as well as his vocation. He "takes it home with him," and anyone who has business at the Yale station knows that the agent will serve him just as willingly at

night or on Sunday as during regular hours.

It might be more nearly correct to say that the claim prevention side of railroading is his real hobby, and probably explains why he has felt it necessary to relieve himself of the civic responsibilities which he willingly shouldered at one time.

He heads a six-man claim prevention committee on that section of the railroad which is usually spoken of as the "old Des Moines Division," but which is properly designated as the Second District of the Iowa Division. In this capacity he makes periodic trips over the district to discuss claim prevention matters with agents and others. It is his favorite subject and one which he holds forth on with great conviction and logic.

The Milwaukee Road agent at Yale is a man with an appreciation of good music and good books, but he confesses that both of these interests have lapsed a little within recent years. His reading now consists mostly of keeping up on current news, but he thinks that he will indulge his liking for music (semi-classical mostly) by spending the \$100 he won in the essay contest on something he has wanted for a long time—a good phonograph and some new record albums.

As to just how one goes about writing prize winning essays, Mr. Dawson says he couldn't say, since he doesn't regard himself as an authority. His winning manuscript was several days in production, part of it being written at the station, part at the local restaurant over a



Among Mr. Dawson's varied duties as agent at Yale is the selling of tickets, a service which he willingly performs at any time of the day or night.



Ray Dawson (left) pauses in the business of putting a "B" commodity classification card on a car being loaded with corn to have a word with Assistant Superintendent W. T. Stewart on his favorite subject—claim prevention. "Dollars saved in claim prevention," Dawson points out, "are important dollars, since claims are paid out of net income."

Mr. Dawson attended the annual meeting of the freight station section of the A.A.R. in Buffalo, N. Y., last May, and was not only unique in being the sole representative from a town of less than 30,000 population, but was one of the few among the 400 in attendance whose papers were selected for presentation before the group. The paper, he says, dealt largely with claim prevention considerations,

cup of coffee, and the balance at home in the bath tub. The first draft contained 700 words, but after he had whittled it down, there were only 400.

The essay he wrote is a fine expression of loyalty and faith in an institution whose identity has become his own. It marks Ray Dawson, agent at Yale, Ia., as a large depositor in this railroad's bank of good will.

# FINANCIAL RESULTS—10 MONTHS OF 1948

*Compared with the Same Period of 1947*

## *We Took In—*

	<u>To Oct. 31, 1948</u>	<u>+ Increase — Decrease</u>
<i>For hauling freight, carrying passengers and mail and other services . . .</i>	\$212,289,356	+\$22,883,437
<i>Other income—net . . . . .</i>	<u>1,173,364</u>	<u>— 143,059</u>
<i>Total . . . . .</i>	\$213,462,720	+\$22,740,378

## *How the Money Was Used—*

<i>48.9%—Wages . . . . .</i>	\$104,439,582	+\$11,553,250
<i>3.0%—Payroll taxes . . . . .</i>	6,348,828	— 1,921,419
<i>44.6%—All other operating expenses, taxes, rents, and interest . . . . .</i>	95,103,992	+ 12,886,966
<i>3.5%—Retained for needed improvements, emergencies, and other corporate purposes . . . . .</i>	<u>7,570,318</u>	<u>+ 221,581</u>
<i>100%—Total . . . . .</i>	\$213,462,720	+\$22,740,378

Out of the total amount of money we took in, more than 50% was paid out in wages and payroll taxes on wages. Although our total revenues were substantially higher in 1948, we had to pay out almost all of the increase in greater operating costs, and were able to retain only 3.5% of our gross revenues for additions and betterments to meet the demands of the public for improved service and for other corporate purposes.

... "It's not just engines, cars and cabooses"

Presenting  
**JACK BOHAN**

*Trainman*

Winner of Second Prize  
in Essay Contest

**J.** L. BOHAN, trainman, father of two, amateur carpenter and chief source of hilarity in the trainmen's bull pen at Sanborn, Ia., hung up another distinction and pocketed an extra \$75 early in November when he won second prize in the essay contest on "Why I Like to Work for the Milwaukee Road."

With him, as with many other employes who entered the contest, the essay represented his first serious effort at writing, and was certainly his first experience with the written word for profit.

"I entered that contest," he later commented to W. K. Peterson, agent at Sanborn, "not only to win a prize but to express my appreciation to an industry that I believe is second to

none. I sincerely feel that the railroads made this nation great."

Although Jack Bohan works out of Sanborn, Ia., he lives seven miles to the south, in Primghar, with his wife Caroline, his son John, 13, and daughter Mary, 4. Mrs. Bohan's

mother, Mrs. Ortman, also makes her home with them. Mr. Bohan has a reputation as a thrifty man whose chief aim in life is to provide for the welfare and happiness of his family.

Although a very religious person, he likes his little joke, and is a good conversationalist. That may account for the fact that, although at the age of 49 he has only four years of service with the railroad, he stands in well with the men.

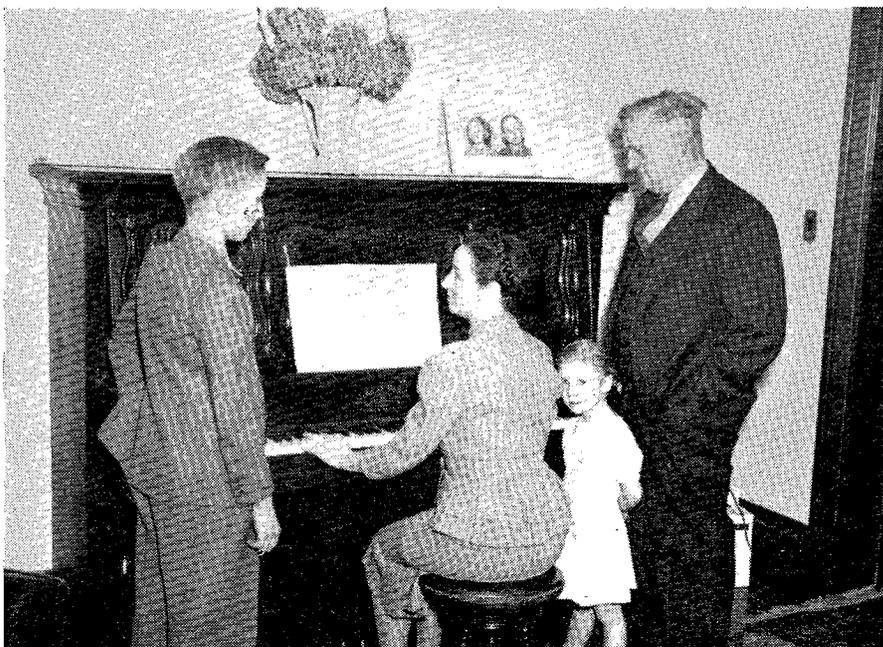
At present Mr. Bohan is working both east and west out of Sanborn. He goes east to Marquette on No. 22, lays over there 22 hours and returns on No. 11 to Sanborn, where he has a 24 hour layover; then he works No. 11 from Sanborn to Canton, S. D., and No. 22 from Canton back to Sanborn. He passes the time at Marquette reading and writing letters, but during the last two years the time at home has been spent remodeling his house, which is a large place consisting of two six-room apartments, one of which he occupies with his family; the other he rents out.

He was handy with tools when he started the remodeling work, but now regards himself as a pretty fair carpenter, electrician, brick mason and plumber.

When he was in high school in Sanborn, Mr. Bohan used to take time



Jack Bohan on the job at Sanborn.



Among her other accomplishments, Mrs. Bohan plays the piano, and one of the family's favorite pastimes when father is home is to gather around the piano for a few songs.

## *Why I Like to Work for the Milwaukee Road*

I like working for the Milwaukee Road for reasons as varied as the color of the leaves that momentarily enhance an autumn forest, but as real as the locomotive whistle that pierces a cold winter night, or the wave of a red flag on a summer day.

To me the Milwaukee Road is not just ribbons of steel; it's not just house tracks, sidings, storage tracks and yards; it's not just towers, switches and derails; it's not just coal chutes, water spouts and roundhouses, and it's not just engines, cars and cabooses. No, to me the Milwaukee Road is more than that.

It's a system of transportation; an industry; it's commerce. Upon its rails depends our nation's survival. Through its channels flow grain, livestock and machinery. Upon its steel lumber, coal and automobiles move across our country; furniture and clothing find their way to the consumer. From Chicago to Seattle, passengers, mail and express move with regularity.

But that is not all. The Milwaukee Road means far more than that to me; it means men, many men. It means trainmen, switchmen and enginemen; it means officials, clerks and operators; and it means carmen, roundhousemen and maintenance men. Some have unimportant jobs; upon others depends the future of the Milwaukee. Each has his work to do; each has his destination to make. Individually each man is insignificant; together a vast industry work-

ing for a common end, a common employer—the American Public.

You find these Milwaukee men ever willing and ready to do their work; you find them working in the cold of the winter, the heat of the summer, by night and by day. You will find Milwaukee men at work when a son is born, when a tiny daughter is stricken with polio and, perhaps, you'll even find them at work when a mother or a wife is called by the grim reaper. Yes, these men work that their families might not want, that others might live. Men whose sole desire to be favored by working for the Milwaukee is not stronger than their determination to deserve it.

And that is why I like working for the Milwaukee Road, around which the Northwest was built; for I know I am doing my part so that the American Way of Life might live. I am doing my part so that the rich heritage, the Milwaukee Road, so proudly handed down to us by men before us might live to be handed down, in turn, to others. I am glad that I can be a part of an organization that does so much and asks so little. I am glad that I can work with men who give their all each day that their work might be better than it was the day before; men upon whom this nation depends, the Milwaukee men. That alone is some compensation for the hardships one encounters that would not need be faced in other industries.

J. L. Bohan,  
Trainman,  
Sanborn, Iowa.

off in the fall to pick corn on his father's farm, and could rip off an average of 140 bushels a day. To see him today, a 200-pounder standing just under six feet in height, one can imagine him as still being capable of doing it.

High school was followed by several years on his father's farm, and then a number of selling positions and a few years in the post office

at Primghar. Like so many others, however, he turned eventually to the Milwaukee Road. Since the war was on at that time (1944), he was able to find a job, and he says today that he likes railroading better than anything he ever did.

He sums up his interest in railroading this way: "When you have been born and brought up around a railroad town, railroading becomes

more or less second nature with you, whether your family were railroaders or not."

Coming from a man who so recently joined the ranks, Jack Bohan's thoughts as expressed in his excellent essay are refreshing and significant.

He knows what he is talking about when he says that this railroad "is not just engines, cars and cabooses." He has seen for himself.

..... "What more could one ask?"

*Presenting*  
**Mrs. VIVIEN LARRICK**  
*Telegraph Operator*

Winner of Third Prize  
in Essay Contest

**T**HERE is reason to believe that Mrs. Vivien Larrick, second trick operator at Missoula, Mont., and winner of third prize in the essay contest, may have been the last person the fellow talked with before making the now familiar remark about railroad people being the salt of the earth.

More explicitly, she is a woman of ability and charm, of perhaps greater cultural attainment than she will confess to, and in any group an interested and interesting conversationalist. Hers is, furthermore, the rare quality of having made her work and her whole-hearted interest in this railroad an element of her pleasant personality.

Sitting in her comfortable apart-



Mrs. Vivien Larrick: "To me, working for the Milwaukee Road has meant supply and comfort, security and fascination."

ment with her son Sigmund (familiarly known as "Sy") and his bride, Mrs. Larrick modestly summed up her life story in these words:

"I have been so busy working for the railroad and making a home for Sy that I really don't know what I could say about myself that would be interesting. Couldn't you just write about the children and let me be in the background somewhere?"

There was a story in that remark, and an interesting one, but it lacked some important details.

Mrs. Larrick came naturally by her liking for railroading, as her father, A. G. Smith, was a railroader before her, first on various eastern railroads, and later as agent at many points on the Milwaukee's Rocky Mountain Division. He was located at Waynesville, Ohio, when his daughter Vivien was born, and in 1899 they moved to Bonner, Mont. Vivien learned telegraphy from her father, and in 1912, at the age of 19, was employed as telegraph operator at Clinton, Mont.

Mrs. Larrick at home with her son and his bride, Clarice.

In 1925 she married, but her husband died four years later when their son was only two years old.

Mrs. Larrick continued working for the Milwaukee and, like her father, who retired in 1937 and passed on in 1945, served at practically every station on the "Old Missoula Division"; upon arriving in Missoula in June, 1939, however, she decided to remain.

The educational advantages of the larger community were very important in her estimation. Her son, whose schooling has practically all been in Missoula, is now in his first year of law at the University of Montana in that city.

Mrs. Larrick's recollections of earlier years on the railroad make fascinating listening. There was, for example, that winter at Haugan, when the snow and rain pushed the North Fork of the Clark's Fork River out of banks, washed out the railroad line and left her and the rest of the little community isolated. Christmas that year was quiet, she recalls. The people, as well as the hogs on a stranded train, had only such food as could be forded in, or, later, brought in by pack horse, and it was spring before traffic was back to normal.

"That winter," she added with a



## *Why I Like to Work for the Milwaukee Road*

As a pebble thrown into a pool starts an undulation of tiny ripples, even so, this question starts a flow of reminiscence as I pause to consider just what it is that makes me like it so.

It is like reviewing an old, enduring friendship, and ruminating on the qualities of the friend that have given this friendship life and endurance, and make it such a vitalizing part of one's experience. And so, as an old and tried friend, I shall try to formulate into words that somethingness that underlies and characterizes the Milwaukee Road.

It is essentially a friendly road. Its record of warm friendliness among the men and women employed, along with the management, long ago gave it the name of the Milwaukee Family. I do not care for abstract things, for regimentation, or cold formality. On the Milwaukee Road where each employe is an individual, a real person, and warmth and friendliness is the normal atmosphere, I find happiness.

It has meant to me supply and comfort, security and fascination. It is made up of my friends and their friends, a family of real folks, all working and striving and giving their best daily to the great cause of transportation. How well I remember the untiring efforts and sac-

rifices during this last World War of both management and men. Physical weariness, sickness and age were put aside. Cold will took the lead and accomplished the almost impossible. Transportation went steadily on, its banner high, even though the hearts of many who carried the banner were sad with grief and loss.

Yes, all this must be considered, for the whole is made up of the many, and their courage and strength are a part of this Milwaukee Road.

We are all proud, too, of the many improvements and progress of the service, of our bright orange cars that seem to have borrowed their light and color from the sun and patterned their speed after sound, of the long, long freights with their tonnage of essentials, clipping off the miles in their steady movements across more than half the continent.

There is, too, the satisfaction of being even a small part of this great Milwaukee Road, with its ever changing challenge of competition, its battle against the elements, against accident and delay, its overcoming of obstacles—all of which has made it for me a fascinating life's work.

Vivien Larrick,  
Telegraph Operator,  
Missoula, Mont.

twinkle in her eye, "the railroad lost a lot of pigs."

Mrs. Larrick has taken time from a busy life to acquaint herself with history and good books generally, and to pursue her interest in religion and astronomy. Her curiosity regarding matters astronomical was acquired several years ago from William Cullen, telegraph operator at

Roland, Idaho, who owned a telescope and willingly availed Mrs. Larrick and other interested students of both the use of the glass and what knowledge of the stars he possessed.

As for the essay, Mrs. Larrick says that she not only wanted to write one, but felt that she owed such an expression of gratitude to

the company which had given her so much. Railroading, in her opinion, offers more than any other industry to the person of limited formal education. She is particularly appreciative of the fact that being in the employ of the Milwaukee has enabled her to raise her son and educate him.

"Really, now," she added with sincerity, "what more could one ask?"

# VACATIONING IN SWEDEN

**J**ULY 16 was a beautiful day, even though the sun had brought about that humid temperature so common to the Atlantic Coast in the middle of summer. Together with Mrs. Bjorkholm I had arrived in the world's greatest metropolis the previous night, on the first leg of an Odyssey that was to take us to Sweden, the land of our birth, and which we had not seen for 40 years and 26 years respectively.

We had planned this journey for many years but war conditions, and later the difficulties in getting boat reservations, had delayed it until now. We had longed to pay once more a visit to the final resting place of her parents and mine, and to meet once more the relatives and friends we had not seen for these many years.

by John E. Bjorkholm

Superintendent Motive Power, Retired

Personally, I have seen a good deal of this earth of ours, but ever since I was a boy I had been wanting to pay a visit to that part of Sweden located north of the Arctic Circle. I have always been intrigued by the tales of the Midnight Sun, the Northern Lights, the Lapps and the reindeer, the huge ore fields, and, in later years, the modern power plants generating energy for Sweden's railroads and industries. Now this dream was going to be realized, as my "kid brother," an official with the Swedish Forest Industries, was spending most of his time beyond the

***THIS highly readable account of what Mr. Bjorkholm refers to as an "Odyssey to the land of my birth," concerns a two-month visit which he and Mrs. Bjorkholm made to Sweden during the past summer. It was written at the insistence of many of his friends, who urged him to record his impressions for publication in the Milwaukee Magazine.***

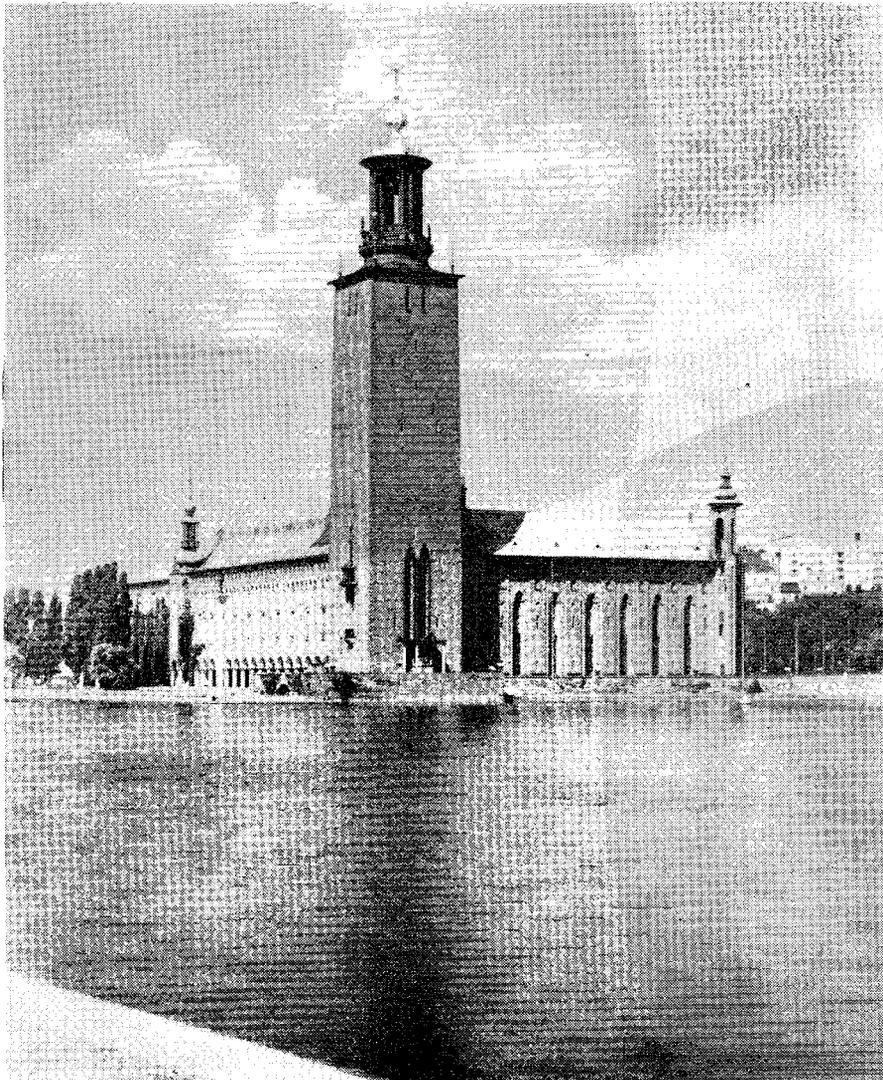
—Editor

Circle and had promised to introduce me to this very interesting part of our globe.

We had obtained passage on the very fine motor liner *Gripsholm*, scheduled to sail from its pier at the foot of West 57th Street at 11:00 A. M. Passengers from all parts of the United States and Canada, many of them altogether unaccustomed to big city life and travel, were arriving at the pier by the hundreds every hour with baggage to check, all the way from automobiles to goldfish bowls; mail was arriving by the truck load; hundreds of well-wishing friends were there to say *bon voyage*. All this tended to make a picture of interesting activity. The late arrival of Andrei Gromyko, the Russian delegate to the United Nations, added to the interest, particularly as scores of newspaper men and photographers followed close on his heels. With him were Madame Gromyko and their two children, who became our close neighbors aboard, as well as later at the Grand Hotel in Stockholm, together with their military aide and secretary and their families, all of whom were returning to Russia.

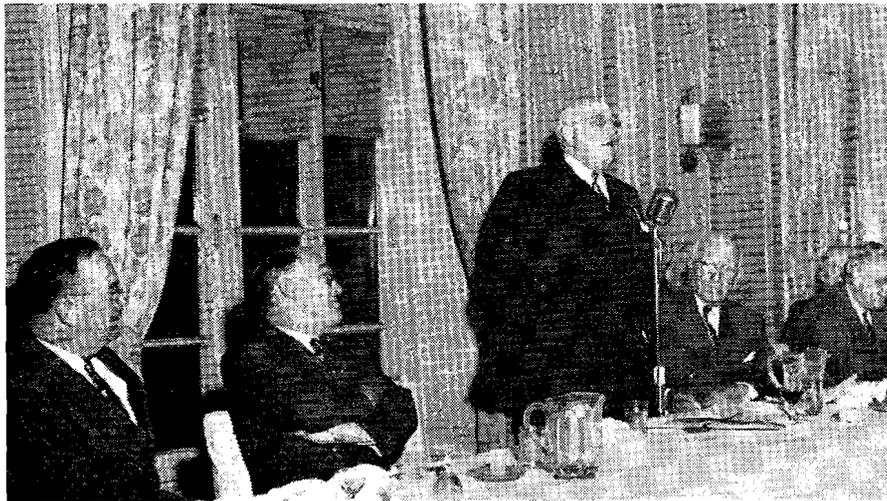
Life aboard a large liner soon settles down to a somewhat monotonous routine which is broken at times, of course, by new acquaintances made and the efforts of the ship's hostess to provide entertainment. It was my good fortune to make the acquaintance of the chief engineer very soon, as we could converse in a common language. Through him I met the captain, a very gallant sailor and officer of the highest type. We spent a lot of our spare time together, and this tended to make the voyage pleasant in the extreme, par-

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The famous Town Hall is Stockholm's chief landmark. The spire atop the tower rises to a height of 347 feet.

# Friends Honor John Bjorkholm At Retirement Dinner



Mr. Bjorkholm addresses his audience of well-wishers at the dinner given in his honor on Nov. 30. Left to right: J. P. Kiley, operating vice president; C. H. Buford, president; J. E. Bjorkholm; J. T. Gillick, retired operating vice president, and toastmaster at the dinner; F. W. Bunce (behind Gillick), mechanical superintendent steam power; Fay L. King, mechanical superintendent Diesel and electric power; and Charles H. Bilty, retired mechanical engineer (behind King).

**J**OHN E. BJORKHOLM, retired superintendent of motive power, received a tribute from 136 of his closest friends among the Road's officers and employees at a dinner in the Elk's Club in Milwaukee on the night of Nov. 30.

J. T. Gillick, retired operating vice president, who served as toastmaster at the dinner, summed up Mr. Bjorkholm's career in these words:

"We are here tonight to pay tribute to John Bjorkholm, whose record of 42 years of service on the Milwaukee Road will live long after him.

"Born in Sweden in 1883, his first job at the age of 13 was on a sailing vessel. At 17 he joined the Swedish Navy, serving in various capacities, and at 21 was appointed junior engineer when he joined the Merchant Marine.

"Apparently he had all he wanted of Swedish boats and shortly before his twenty-third birthday decided to come to the United States and try his luck as a sailor on the Great Lakes. Someone told him Milwaukee was a short way from New York and was where the Great Lakes started. The distance turned out to be greater than he thought and by the time he got there he was broke.

"There was no job on the lakes and that was how John became a fireman on the R.&S.W. Division of the Milwaukee Road on Oct. 1, 1906.

"My first recollection of him was in the spring of 1913. He was the local chairman of the Firemen's organization on his division and the General Committee met with me to discuss rules

and wages. It was my first experience in dealing with a general committee, and I was impressed with John's sincerity.

"Mr. Manchester, superintendent of motive power, who gave John his first job, was impressed with him because he could fire an engine and keep it steaming on a long freight run from Milwaukee to Nahant, some 200 miles.

"We decided to make use of his energy and appointed him traveling fireman. He demonstrated that he had the ability and personality to make a leader and was soon appointed a traveling engineer, then a master mechanic and in April, 1919, assistant superintendent motive power. In August, 1941, he became superintendent motive power, and has met every requirement of the position."

John Bjorkholm's early years and his career with this railroad were colorful in the extreme, as Mr. Gillick's remarks and Mr. Bjorkholm's accompanying account of his recent visit to Sweden suggest.

One fact not generally known is that while serving in the Swedish Navy, he found himself, at the age of 18, pressed into service as a deep sea diver, going down to do repair work and to recover unexploded torpedoes.

"There were no decompression chambers in those days", he recalls. "Modern divers take half an hour to rise from a distance which I covered in five minutes. Once at 120 feet my air valves jammed. When the jam broke, so much air rushed into my suit that

I shot up like a balloon. Sure, I got the bends, but I was back at work the next day."

Mr. Bjorkholm was always fascinated by the study of engines and mechanics generally. In later years, while serving as fireman and locomotive engineer on the Milwaukee Road, he continued his technical education at home, spending long hours between runs on steam engineering and fuel economy.

Mr. Bjorkholm was an advocate of long engine runs, and even after promotion to a supervisory position, went into the cab several times and fired engines all the way from Chicago to Minneapolis and on other long runs, to prove that if engines were properly fired they could operate efficiently for much longer distances than they were operating at that time. That achievement and his efforts to stop engine explosions were two of his principal contributions to this railroad.

At Mr. Bjorkholm's retirement dinner, A. G. Hoppe, general superintendent locomotive and car department, presented him with a beautiful console radio-phonograph on behalf of his friends in attendance.

Mr. Bjorkholm responded with an address which was typical of the forceful, sincere expressions of his thoughts for which he has established an enviable reputation on the railroad.

"I owe a lot to America", he said, "and I owe a lot to the Milwaukee Road, and particularly to those splendid men under whom and with whom I have worked."

# VACATIONING IN SWEDEN

(Continued from page 16)

ticularly as we were favored with excellent weather.

After leaving Sable Island Light we had the ocean apparently to ourselves. Not a ship was in sight anywhere until on the eighth day, outside of the Hebrides, we sighted some fishing boats. After getting into the North Sea, of course, we saw an occasional vessel. Even there, however, the ships sighted were very few and far between, indicating clearly that the commerce between Scandinavia, Finland and the outside world is still very much behind its pre-war status.

The last day on board, Sunday the 25th of July, was a marvelous day. The North Sea, usually so forbidding and unruly, was clear and quiet. In the afternoon, to the north and not far away, we sighted the southern coast of Norway and the city of Lindesnes. Here and there a Swedish or Norwegian fishing boat homeward bound, could also be seen, or some pleasure boats out in the nice weather for a jaunt. Radio-telephone now makes good connections, and many of the passengers availed themselves of the opportunity to call friends and hear voices they had not heard for years. The crew was busy uncovering the hatches and getting mail and baggage in order for an early unloading in Gothenburg the following morning. Many of the passengers failed to go to bed when night came. They wanted to be on deck to see Vinga Light, the first navigational outpost of Sweden, which many of them had not seen for half a century or more.

## Familiar Sights

While the watch on the bridge was striking seven bells (3:30 A. M.) the last morning on board, I got up on deck to see once more the familiar sights of the entrance to the Gothenburg Harbor. It is a magnificent harbor, one of the most modern in the world, and in the huge ship building yards on the western shore thousands of workmen on the night shift were busy building many ships, mostly tankers it seemed, some of very large tonnage. The *Gripsholm* was slowly gliding in towards the harbor proper where several tug boats, immaculately clean, were waiting to lend assistance. It was just getting daybreak and except for the ship yards and the tugs in the harbor, the city was still asleep. As we were being warped into the pier, however, the harbor gradually began coming

to life, and functionaries from the Customs and the Immigration Department began arriving to clear the 1,305 passengers, destined for various ports in Europe. An early breakfast, checking of passports and baggage, and we were soon comfortably located in the Grand Hotel Haglund.

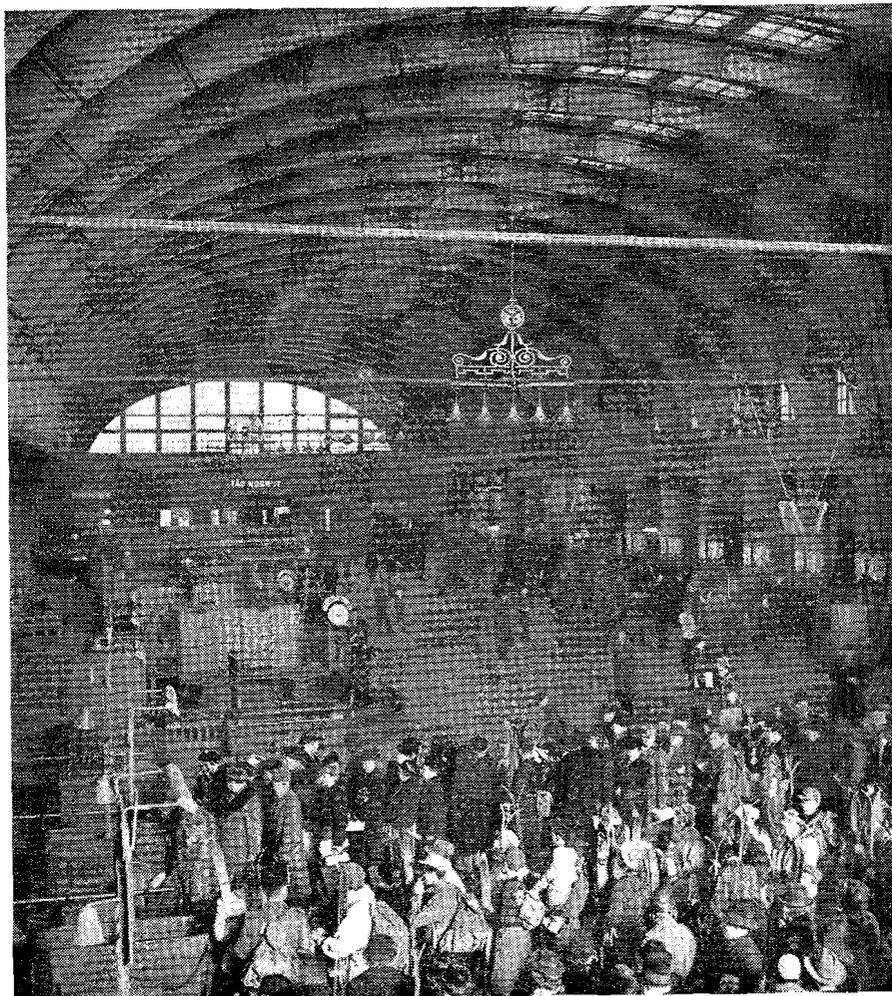
Gothenburg, Sweden's second largest city, with a population of 326,000 was built by the Dutch, and as waterborne traffic predominated and also served as a means of defense, a large number of canals were provided throughout the city. These canals have long since ceased to be of any commercial value but add largely to the pleasure of the inhabitants and the picturesqueness of this busy and beautiful city.

The first impression I gained, after noting the exceptional cleanliness everywhere, was that apparently every man, woman and child in the

ages from 10 years to 75 years were riding bicycles, an impression that, if anything, was further strengthened when I came to Stockholm. Because of the very severe gasoline rationing and the high cost of gasoline, when and if it can be obtained, the bicycle has been resorted to for transportation.

## Flowers Everywhere

Another of my first impressions was the abundance of flowers. This I later found to be true everywhere in Sweden. Not only do they have a large number of beautiful parks with flowers in profusion, but flowers are found everywhere. At numerous street intersections, where space permits, flowers are grown in huge concrete pots. Again, the poles supporting the street lighting have flower pots attached to the posts, and from every umbrella shed at the railroad stations throughout the country flower pots are suspended in abundance. This was true not only in the southern and central parts of the country, but equally true far north



A view of the main entrance hall at Central Station, Stockholm, showing long queues awaiting outgoing express trains. In addition to these, local trains transport tens of thousands of suburban dwellers daily to and from their work in the city, roughly 600 trains entering and leaving the station every 24 hours.

of the Arctic Circle. Every railroad station sported several flower beds, and in all other respects were kept clean and attractive.

After spending the day getting the feel of things and getting the Swedish language out of cold-storage (and it was surprising how easy it was) we departed for Stockholm the next morning on the 8 o'clock express. The train was fully modern and the crew courteous. Since practically all the railroads are electrified, with electric locomotives of domestic manufacture, the speed of the train was not high. It traveled at about 60 or 65 miles per hour, but the speed was very uniform.

The road bed was excellent, but I found they still place the rail joints directly opposite each other, thus causing the nuisance of the wheels clicking as every joint was passed. The train was well loaded, something I later found to be true for all trains. Because of restricted automobile traffic, railroad travel is much the same as it was in this country during the war. A real effort was being made by the railroads to serve the public, and the passenger trains were frequent.

### *Rail Buses on Branch Lines*

On secondary divisions and branch lines where only a few conventional trains were justified, passenger traffic was maintained by rail buses, on fairly frequent schedules. These buses, propelled by a Diesel engine and equipped with a mechanical transmission, seat about 40 people and have a baggage and express space of something like six or eight feet by whatever the width of the car. They attain a speed of approximately 45 miles per hour and are operated on the same principle as a bus or a one-man street car. The crew consists of one man only, the engineer. This, of course, provides economical transportation and hence can be operated at reasonable frequency. In this connection it might be mentioned that, as far as I was able to ascertain, all passing track switches everywhere were being controlled either electrically or by levers from respective stations.

Before we had been in Stockholm an hour I had engaged a taxi to take me out to the naval station so that I might once more see the familiar places, and in my mind I lived over again the many pleasant and adventurous years I spent in the Swedish Navy. Our windows in the hotel faced the harbor and the street leading to the Naval Station, and whenever I looked out there were always



Ruins of the Church of St. Karin in Wisby.

navy personnel of all ranks in sight heading either to or from the station, and I watched them not without a certain nostalgia.

Stockholm is unquestionably one of the most beautiful cities in the world, where the ancient and the super-modern meet. It is a metropolitan city in every respect and immaculately clean. It has excellent restaurants in abundance, museums, libraries, fine theaters and stores, an excellent opera and some very outstanding institutions of learning. Stockholm in itself is a city of 688,000 inhabitants, but the greater Stockholm embraces a population close to a million. It is located on a number of islands, where Lake Mälaren empties into the Baltic, and, because of the large number of ferries which, together with the street cars and buses, serve as the city's means of transportation, it is frequently referred to as the Venice of the North. It is a city entirely devoid of slums.

### *Stockholm City Hall*

One of the most outstanding buildings in the world is without question the Stockholm City Hall. It is of such magnificent beauty that it leaves one speechless, groping for words to describe it adequately. It has become a mecca for tourists, sought by visitors from every civilized nation on earth, each one leaving satisfied in his mind that he has visited one of the architectural masterpieces of the world.

The Swedes are great for entertaining visiting official delegations,

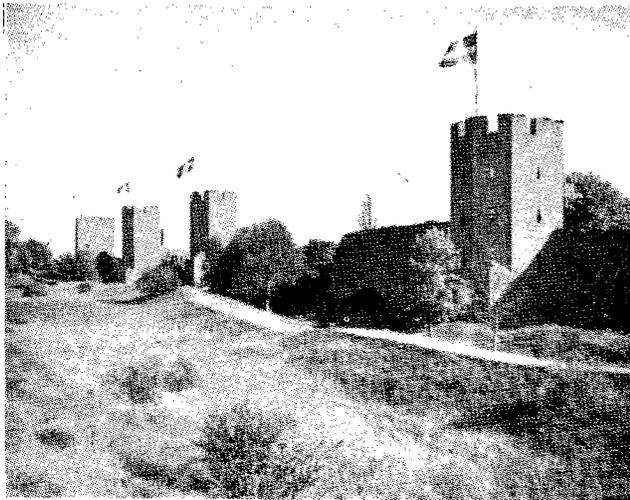
and to give these entertainments an official character they like to entertain them in some government building. Therefore, when the new city hall was undertaken, an official banquet hall with a seating capacity of 750 was provided. This hall, known as the Golden Hall, is beautiful in the extreme. On the walls and the ceiling numerous pictures portraying the historical and industrial development of Stockholm are done in golden mosaic. In our English language we frequently use the term "breath taking." This term can very properly be used in describing the Golden Hall. When first beholding it, one actually is temporarily stunned by its rare beauty. Other halls and chambers are also of exceptional charm, and as a tourist from San Francisco said after seeing this building, "If I don't see another thing worth while during my European trip, my visit to the Stockholm City Hall has more than paid for my entire trip."

An interesting incident occurred while in Stockholm, and it proves better than anything how small our world really is. Together with Mrs. Bjorkholm I was visiting the leading department store, and while engaged in conversation with one of the clerks a gentleman approached me and said, "Pardon me, but are you not from Milwaukee, Wisconsin?" I, of course, pleaded guilty, and he replied, "You're Mr. Bjorkholm—I worked for you in the roundhouse in 1920, and as I was walking by I recognized your voice." It turned out that the party was an American newspaper man, son of one of our veteran machinists, and now in Europe on a mission for the government.

### *A Visit Home*

After spending a week in Stockholm we visited my old home and my step-mother and sister with her family, out in the country for a couple of weeks. Then we went by air to the city of Lulea some 500 miles north of Stockholm. Lulea is located on the Northern Coast on the Gulf of Bothnia, approximately 100 miles south of the Arctic Circle. Together with Narvik, Norway, it is the principal shipping port for Swedish ore. American Liberty ships, together with ships from other nations, were at the docks loading ore, and at various other piers loading forestry products. It is an up-and-coming city with a population of 18,000 and growing rapidly. It boasts of the northernmost Lutheran cathedral in the world—a beautiful church, and

as churches go in a country where some of them are many centuries old, comparatively new. Not far from Lulea is a church erected in 1492 and still open for worship every Sunday. One of the remarkable things about this edifice is that in one section of the church the original benches, built of oak, are still in use. Surrounding the church are scores of small one-room log cabins still in a very good state of repair. It seems that in the early days transportation was crude and slow, consisting undoubtedly of



The ancient north wall of Wisby.

reindeer, skis and snowshoes in winter and the reindeer and the horse in summer, and going to church was quite an undertaking. Thus, the parishioners had to provide themselves with living quarters at the church, particularly as some of them lived scores of miles from their place of worship.

From Lulea we journeyed north in my brother's Chevrolet to various points in Lapland and then turned south again approximately at the 68° latitude. On the first day we visited the railroad station *Poloirkeln* located directly on the Arctic Circle, and later went to Jokkmokk, a Lapp village a few miles north of the Circle. Here we found an excellent hotel with all modern conveniences and were served one of the best dinners we had in Sweden. The following day we continued north, visiting some of the huge and ultra-modern ore fields where some of the best and richest iron ore in the world is mined. We also visited Harspranget Falls where the latest hydro-electric power plant is under construction, the energy from which will be carried down to Central Sweden in a 600-mile-long power line carrying 380,000 volts. I was much surprised to find Lapland to be a modern country with gravel roads, the finest kind

of school buildings and the dwellings modern and well painted. The tar paper shacks that we like to connect with the northern latitudes were not to be found anywhere; and even here, an abundance of flowers.

After spending six days in the northern regions, we returned by plane to Stockholm and the following day flew to Wisby on the Island of Gothland in the Baltic, one of the most historic and interesting places to be found anywhere. Wisby, a city with a population of 14,000 was once upon a time, when London was still a struggling village and long before the discovery of the American Continent, the most important commercial center in the world. Long before governments carried on an organized and legitimate commerce between nations, a number of hard-headed and adventurous merchants formed what was known as the Hansa League, the principal headquarters being Wisby, Hamburg and Lubeck.

Aided by the sea-faring Vikings, they carried on expeditions of commerce far and wide, some of these expeditions being nothing more or less than forays of plunder. The expedition with the most men, armed with pick axes and spears, usually got the best bargain. To guard and defend Wisby (naturally under such conditions an attractive prey for pirates), the inhabitants erected a huge stone wall, something like 30 feet high and 10 feet thick, all around the city, except that part open toward the sea — with high watch towers at certain intervals. This wall surrounds the city even to this day and within the wall dwell some 7,500 people in dwellings many centuries old. In later years these homes, of course, have been adapted to modern living conveniences.

It would take too much space to dwell in detail on Wisby and the ancient civilization of Gothland. The relics to be viewed are almost endless. One of the principal ones is a monument erected in the 14th Century over a mass grave of the defenders of Wisby who fell July 27, 1361, when King Waldemar of Denmark attacked. In this grave alone archaeologists have counted 1,800

(Continued on page 42)

## School Children Tour Western Avenue Yards

TO GET some idea of how a railroad operates, 19 children, all fifth grade pupils of the Northbrook Elementary School at Northbrook, Ill., rode the suburban train to Western Avenue in Chicago the morning of Nov. 18 and invaded the Road's yards and shops. The inspection tour was made in connection with a study of the various modes of transportation and was carried out under the supervision of their teacher, Miss Janet Harvey, and a number of interested parents. The latter included Richard P. Hipsley, Milwaukee Road agent at Forest Glen whose daughter Diane goes to the Northbrook school.

With Assistant Foreman Earl R. Ewin and Special Officer Floyd F. Parker to lead the way and Special Officer Charlie Atwood keeping an eye on the stragglers, the tour started out at the roundhouse. The large-scale operations being carried on there appeared to fascinate both parents and youngsters and some time was consumed in explaining the how and why of what was being done. With the promise of more interesting things to be seen ahead, the party moved on to the power house and inspected the huge boilers which supply power for the area. A stop was made next at the Diesel house and there the children watched a repair crew at work and also went through one of the Olympian Hiawatha motors. All of these activities called for countless questions and painstaking notes.

### See Car Washer

Leaving the Diesels behind, the tour proceeded through the store department and past the commissary buildings—the sleeping and dining car department and laundry—to the coach yard. There the party was escorted through one of the new deluxe sleeping cars and saw a demonstration of car washing as it is done by the automatic washer.

At that point, when the youngsters were beginning to mention lunch, an unforeseen treat developed — the afternoon Hiawatha was about to back into the Union Station for its scheduled run and the party was invited to go along "just for the ride." This was an experience which topped even the thrilling sights in the roundhouse, which up to that time were considered the high spot of the tour.

A stop for lunch in the Harvey cafeteria, followed by a conducted tour of the Union Station and a train ride back to Northbrook rounded out the day's program.

# Chicago Stock Show Visitors Ride the Milwaukee

WHEN the International Livestock Exposition opened in Chicago on Nov. 27 the 4-H members were, as always, the most enthusiastic exhibitors. For many of these boys and girls the trip to Chicago is just as exciting as the eight-day show.

Seventy-one 4-H club delegates from Alaska, Washington, Idaho and Montana made the trip on the Milwaukee Road's Columbian. (The 4-H Congress is held in Chicago at exposition time so the young people can take in both events.) The trip originated at Tacoma on Nov. 24. Calvert Anderson, of the extension service of Washington State College, rode herd on the Washington delegates and ascertained that 22 of that group of 25 had never slept on a train and that 24 had never eaten in a diner. Thanksgiving dinner the first day out was their introduction to railroad-style meals.

The Idaho and Montana delegations were the respective charges of Miss Martha Opedahl and T. W. Thompson, both state 4-H club leaders, and the Alaskan delegates—there were four—were chaperoned

by Miss Marilyn Johnson, an extension worker at Anchorage. The party stayed in Chicago until Dec. 2 and made the return trip on the Columbian.

To accommodate some of the western agricultural and livestock people

Right. The fancy footgear identifies the Alaskan 4-H delegates who are shown here taking it easy outside the Chicago Union Station. Left to right: Don Dinkel, Wasilla; Jack Bradway, Fairbanks; Phylis Dangler, Seward; and Marilyn Johnson, Anchorage.



Below. The young people look over the Chicago skyline before boarding a bus for their hotel.





## Home Department

### What About Candy for Christmas?

**T**HE Christmas gifts made at home, the symbols of loving effort, are the ones which are remembered the longest. And supposing that you're all thumbs with a needle, that you can't paint, carve or weave baskets, what then? Well, a box of homemade confections is always welcome in a Christmas stocking and, according to Ruth Bruner, typist in the car accountant's office at Fullerton Avenue, Chicago, just about anyone who can read can learn to make candy.

"One Christmas, when I thought my friends might be tired of homemade candy, I sent them boughten gifts. Most of them confided later that they were disappointed—that the candy was what they really wanted."

She was laughing as she said it, but the nine out of ten who preferred candy had a good reason for it, because Ruth's is something to write home about. It's so good, in fact, that it was awarded both the first and second prize ribbons at the Cook County Fair this past summer.

Since Cook County includes a city the size of Chicago, this is no small distinction. Ruth is still amazed at what she thinks was just a stroke of good luck. "I competed only out of curiosity," she said. "Fair week (the show was held at Grant Park on the lake front the last week in August) was one of the hottest of the summer here in Chicago and I was curious to see how my candy—my marshmallows, particularly—would survive such weather."



To add sparkle to the Christmas assortment, Ruth makes Iceland moss, a red, anise-flavored candy. Here she pours the hot syrup onto a marble slab where it will cool between iron bars. The thermometer is the one which was given to her when she was a youngster.

Ruth talks about her hobby with an enthusiasm that is infectious. As a youngster back in Kentucky she was considered "delicate" and her grandmother, intent on keeping her entertained indoors, taught her how to make old-fashioned taffy and fudge. Then an older sister encouraged the hobby by furnishing a thermometer, and a schoolmate contributed a cook book. For some reason she couldn't fathom, the cook book method was a failure and she finally went back to grandma's way.

In due course she came to Chicago and adopted other hobbies, notably ceramics and journalism, but those early failures at candy making continued to tantalize her. Shortly before the war she decided to find out the why and wherefore and enrolled in the Antoinette Pope School, the well known institute of fine cookery. By the time she had finished the course, sugar and other necessary ingredients were strictly rationed, but when they were once again available she lost no time in putting her training to a practical test.

Incidentally, she did find out what had gone wrong with her first efforts. The thermometer was true—she still uses it—but the cook book had been published in Philadelphia and specified temperature readings suited to that altitude.

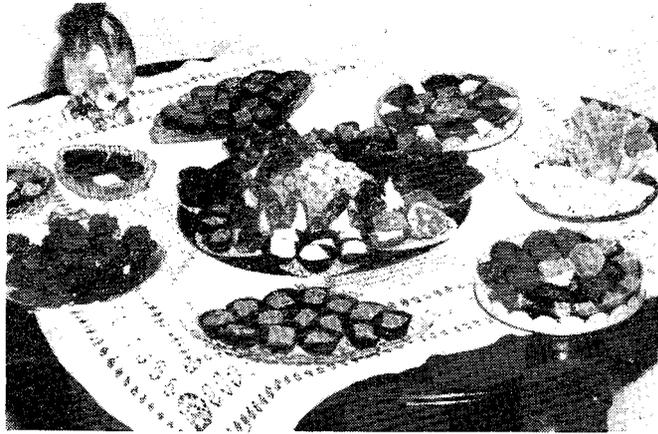
This may throw some light on failures experienced by other amateur candy makers. Many of them, Ruth says, can be traced to altitude—temperature readings vary accordingly. Consult your local home economics experts, she advises, to find out if your altitude calls for an adjustment of standard recipes.

Ruth's success has given her some courage to experiment. "Who knows," she says, "someday I may be making candy commercially." At present she makes it only as gifts for her friends. For Christmas she starts several weeks in advance and makes a staggering assortment—roughly, about 35 pounds. The top ranking favorites are her first prize winner, sour cream fudge, and the second winner, whipped cream penuche. Others included in the assortment are sugared

almonds, prune penguins, marshmallows, chocolate ting-a-lings, Iceland moss, orange jellies, mints, peanut brittle, Parisian creams, liquor candies, pralines, marzipans, and her own favorite, mazetta stock. This latter is the candy known as pecan log.

Most of these require professional equipment and can't be made with any degree of success by the amateur. However, anyone, Ruth states, can make good candy with simple kitchen tools and by adhering faithfully to the tried and true rules. Don't, she advises, rely on the "soft ball" and "hard ball" test. Rather, invest in an inexpensive candy thermometer. A heavy kettle (a four-quart size if it is available) a wooden spoon and a scraper are also necessities. For best results use cane—not beet—sugar and where a recipe calls for

These are samples of the holiday goodies that go into Ruth's Christmas boxes. Eleven varieties are shown here.



syrup use white Karo unless some other is specified.

Ruth has a number of other hobbies, her wood fiber flower corsages, for one, which also took a "first" at the county fair. Candy making, how-

ever, is for her the most satisfying and she is always encouraging others to try it. With that purpose in mind she recommends this easy-to-make recipe for the holidays:

#### New Orleans Pralines

3 cups cane sugar  
 1 1/4 cups water  
 1/4 teaspoon cream of tartar  
 1 1/2 cups pecan meats  
 1 tablespoon Mapleine

Place ingredients in a 4-quart heavy saucepan and cook over a high flame, without stirring, to 236 degrees. Remove from fire and mix with a spoon for 3 or 4 minutes until the mixture appears granular. Dip tablespoon of praline onto wax-papered cookie sheet (oil sheet, then cover with wax paper) forming individual pralines. Makes 20 or more.

— IT'S A HIAWATHA YEAR —

### Winter Sledding — It Can Be Dangerous

THE files of the National Safety Council contain case after case of death or injury to children enjoying the winter pastime of coasting. Most of these accidents could have been prevented by cooperation between parents and community, the Council says.

The community officials should provide a blocked off street or hill where there are no traffic hazards, because children should not be denied this traditional winter pleasure. Police should enforce speed regulations in residential areas.

Parents first should see that their children have sleds with continuous runners—not those that end in a sharp point at the rear. Many children have suffered serious eye and face injuries when they were doing a "belly-flopper" and crashed into the rear of another sled. Parents also should enforce the rule against coasting in the street, down terraces or drive ways which lead to the street, or hooking on behind moving vehicles.

## It's Stoles for Style

STOLES — everybody's wearing them these days to round out the "new look." Knitters will appreciate this brand new pattern, a belted model in colorful plaid with inset pockets and hand tied fringe.

#### Materials:

6 2-oz. skeins Botany "Saxatonex," main color (M. C.)

A few yards of Botany "Saxatonex" in 3 contrasting colors—

C.C. No. 1—C.C. No. 2—C.C. No. 3.

1 pair No. 5 knitting needles.

1 No. 1 steel crochet hook.

#### Gauge:

6 sts. to inch, 8 rows to inch.

Cast on 95 sts. with double yarn. With single yarn work as follows:

Multiple of 19 sts.

#### Row 1:

K 7, \* p 1, k 3, p 1, k 14, repeat from \* end row p 1, k 3, p 1, k 7.

#### Row 2:

P 7, \* k 1, p 3, k 1, p 14, repeat from \* end row k 1, p 3, k 1, p 7.

(The P 1 is the guide for the vertical stripes to be put in later.)

2 rows of C.C. No. 1.

2 rows of M.C.

2 rows of C.C. No. 2.

2 rows of M.C.

2 rows of C.C. No. 3.

Work even in pattern until work measures 6 inches from start.

Make a pocket as follows:

With right side toward you, work 35 sts., bind off next 25 sts., work last 35 sts. On another needle cast on 25 sts. and work even in stockinette st. for 4 inches. Work 35 sts.,



insert pocket lining of 25 sts., work 35 sts. Work even until stole measures 48 inches from start. Make another pocket. Work even until stole measures 52 inches from start. Bind off.

#### Finishing:

With No. 1 steel crochet hook, work a chain st. on p 1 guide line, alternating contrasting colors. Work 2 rows s.c. around entire stole, working 3 s.c. in each corner. Work 1 row of fringe on bottom edges of stole as follows:

\*Take 4 strands of yarn 9 inches long, fold in half and pull through first st. at bottom of stole, make a knot, skip 1 st. repeat from \* across bottom of stole.

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

## MADISON DIVISION

W. W. Bletten, Correspondent

Miss Lois Burmeister, daughter of Engineer and Mrs. Ernest J. Burmeister, and Edward A. Doyle exchanged marriage vows in St. James Church on Nov. 27. The bride was given in marriage by her father. A wedding breakfast was served at the Burmeister home, followed by a reception.

Mr. and Mrs. Robert Wasco, Kansas City, Kans., announce the arrival of a son, Robert Michael, on Oct. 17. Mrs. Wasco will be remembered as Marilyn Dempsey, who was employed as clerk in the superintendent's office. Robert Michael is the first grandchild of Storekeeper Frank J. Dempsey of Madison.

Assistant Division Engineer Frank R. King has announced the birth of his third grand-daughter, Kathleen King, who arrived on Nov. 18 at the home of Mr. and Mrs. Pat King, Sunbury, Pa.

Water Service Repairman John H. Vanderhei, Madison, retired as of July 31. "Van" has a service date of Mar. 1, 1900, having held official positions with the maintenance of way force from time to time. He has purchased a home at Minocqua, and will be spending much of his time there.

Mrs. George D. Lawrence, wife of retired conductor, died at a Boscobel hospital on Nov. 3. Sympathy is extended to Mr. Lawrence.

Isaac Williams, 75, janitor at Janesville passenger station, passed away on Nov. 19. Sympathy is extended to Mrs. Williams.

Telegraph Operator David Valentine,

Madison, returned recently from a trip to Spokane, Seattle, Portland and San Francisco. On the return trip he was snow-bound for 22 hours at Grand Island, Neb.

Train Dispatcher Ira Kurth laid off for a week and sallied forth to the Glidden, Wis., territory for deer hunting. Due to the deep snow he came home with "bacon."

John Allman, retired engineer, dropped in to see us recently. He had spent the summer and early fall in Tacoma and Portland.

Miss Margaret Polster and Frank Dempsey, Jr., were married on Thanksgiving Day, in the rectory of St. James Church. A wedding breakfast was served at the Park Hotel, followed by a reception in the Gold Room. Miss Polster was given in marriage by her father. Following a short wedding trip the young couple will be at home at 844 E. Gorham Street, Madison. Mr. Dempsey is the son of Storekeeper and Mrs. Frank J. Dempsey of Madison.

## LACROSSE & RIVER DIVISION

### Wisconsin Valley

Pearl G. Curtis, Correspondent

Mr. and Mrs. Gerald F. Loomis have returned from their honeymoon which was spent in northern Wisconsin. Mr. Loomis is an engineer-fireman on the Valley Division and Mrs. Loomis, the former Mrs. J. W. Delaney, is employed as roundhouse foreman's clerk at Wausau.

Another recent wedding was that of Mrs.



Mr. and Mrs. Robert Petrie, who were married recently in the Jesu Church in Milwaukee. Mrs. Petrie is remembered by Milwaukee Road folks as Pat Moudry, who was ticket clerk at Sparta and Camp McCoy during the war. She is the daughter of J. M. Moudry, former assistant superintendent of the Milwaukee Division, now with the Litchfield & Madison, where he is vice president, operations.



Do you remember way back in 1911 when they were the pride of the St. Paul freight house? Allen C. Rothmund, cashier at the freight house, recalls 1911 as the season when the team was a minor league sensation, losing only to the St. Paul Milks (5-1) and the Kent Athletic Club (1-0). He identifies the line-up also. Front, left to right: P. Ragatz; J. C. Rogentine, present check clerk; Eddie Horrigan; Billy Flynn, now of Los Angeles; E. Ragatz. Standing, left to right: Sam Adams, retired; Mr. Rothmund; Bill Powers, Al Bieber, Martin Graven and John Larson, all deceased; Jack Dehmer, present chief clerk; Harry Burke; Jay Murnane; and Marcel Barnhardt.

P. H. Nee to W. Del Curtis of Wausau. Mr. and Mrs. Curtis were married at St. Stephen's Catholic Church, Stevens Point, on Nov. 6. Mrs. Curtis has been employed in the assistant superintendent's office at Wausau for the past three years.

Charles Guyette, who has served as baggageman-janitor at Wausau for several years, retired on Nov. 15. We will all miss Charlie, but wish him the very best for his retirement.

## TWIN CITY TERMINALS

### South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Congratulations to Division Storekeeper A. M. Lemay who reports that he is a grandpa again—a baby girl arrived, Nov. 23, at the home of his daughter.

Clerk Leroy Samuelson has returned from a vacation at Regina, Sask., and Fargo, N. D.

Friends and fellow employes of Carman-Checker Carl Gustafson presented him with a platform rocker on his retirement Nov. 1. We wish Carl lots of good luck in the future.

Machinist Roy C. Clemons and the Mrs. are proud parents of a boy who arrived on Nov. 12. Car Inspector Arnold B. Olson and the Mrs. are rejoicing over the arrival of a baby boy on Oct. 15. Helper Roger Grazzini and wife report the arrival of a baby girl on Nov. 18.

Lieutenant of Police George Beguhl became ill on Nov. 17 while he was going home from work and at present is confined in St. John's Hospital, St. Paul.

Sympathy is extended to the family of Gustav Sandberg on the loss of wife and mother who passed away on Nov. 14 after a lengthy illness.

Best wishes to Darwin D. Brunkow, former car department helper, who enlisted in Army service on Nov. 1.

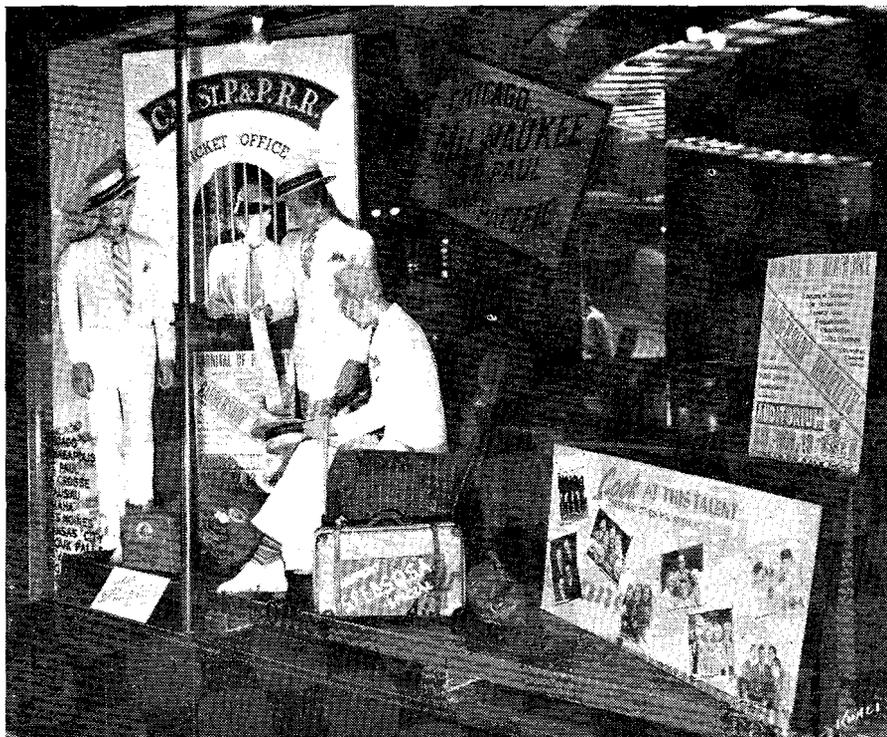
Also, best wishes to our friends for a happy Christmas and New Year season.

### St. Paul Traffic Department

*Brooksie Burk, Correspondent*

With apologies to Spike Jones and his characters, "All I Want for Christmas Is Two News Items"—or one, or any. Even the city ticket office has deserted me—usually it can manage a promotion or a change of some sort, but not this month.

Seems 'sif we'll have to be contented with wishing everyone a very Merry Christmas and a New Year that's especially happy.



Sweet Adeline . . . The window of the city ticket office in Milwaukee, Wis., was the setting for this nattily dressed group early in November when Milwaukee Chapter of the S.P.E.B.S.Q.S.A. (Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America, Inc. if you want to know) held a "Carnival of Harmony." Barber Shop harmony has some 25,000 organized followers—"Barbershoppers"—in the United States and Canada. The Milwaukee Road quartet, "The Four Hiawathas," has taken an active part in the Milwaukee Chapter's activities. Millard Zigler and Robert Burr of Milwaukee shops, both "Barbershoppers" of long standing, were instrumental in having the display installed.

### Minneapolis Local Freight and Traffic Dept.

*Leda M. Mars, Correspondent*

Corliss Covnick, of the depot ticket, is confined to his home due to a broken arm. Sympathy is extended to Myrtle Henry in the loss of her mother recently.

Lauren Lewis has been confined to the hospital but is expected back to work soon.

Leroy Wenzel, who retired recently from the traffic department, was a recent visitor. He reports that he has enjoyed listening to the portable radio which was a gift from the office force.

Ole Fleasness, who has been ill since August, has returned to work and is feeling fine.

Hunters Gus Peters, Ingwald Hoganson and Leonard Braunschwarz returned from a recent expedition with one deer each.

Now that the holiday season is here, I wish each and every one a Merry Christmas and a very joyous New Year.

### St. Paul Freight House

*Allen C. Rothmund, Correspondent*

Math Medinger, Fred Overby and Mr. and Mrs. Monheim, our Big Game hunters, left for the north on Oct. 19 so as to be on time for the opening of the hunting season at sunrise on Oct. 20. Their motto is "Shoot 'em at sunrise" (we hope).

Steno Gladys Murphy's mother passed away on Oct. 30.

Rate Clerk Otto Bork resigned in the latter part of October. Bob Stewart, formerly chief bill clerk, filled the vacancy and Eugene Vogt, former expense clerk, is now chief bill clerk.

Well, that's all, except that I wish all a Merry Xmas, etc.

progressing steadily. A crew under the direction of Section Foreman Hugh Krohn and a contracting firm, the Walter H. Knapp Company, have maintained a constant pace. A new scale has been constructed and a section of Commerce Street has been closed to allow construction of a new main line from Blatz yard.

Sympathy is extended to Roy Holmes, whose wife passed away the past month.

### Fowler Street Station

*Pearl Freund, Correspondent*

December brings the permanent appointment of George H. Roessger as chief clerk and the permanent assignment of William J. Carey to the position of chief yard clerk.

The attractive quartet around the messenger desk is Mary Frank, Joyce Schroeder, Mary Pruitt and Emily Gnat. Dorothy Lummer transferred from North Milwaukee to work in the OS&D department.

Minnie Walters, our traveler, will soon be back from Texas. Her last extensive trip was through Mexico and we understand Cuba is also on her list.

The new machine on display is an electric billing machine for the expensing department. The operator will be Emma Steiner, whose worries over the legibility of that No. 9 copy will soon be over.

The master of that canine wonder you've been hearing so much about is James Mongan. According to Jim, the dog carries his cigarettes from the drugstore, retires to his quarters of his own accord and wipes his paws at the door in bad weather, which is more than you expect from some humans.

Ed Stelzel who has returned after a long leave of absence on account of illness is

### MILWAUKEE TERMINALS

Chestnut St., North Milwaukee and North Avenue

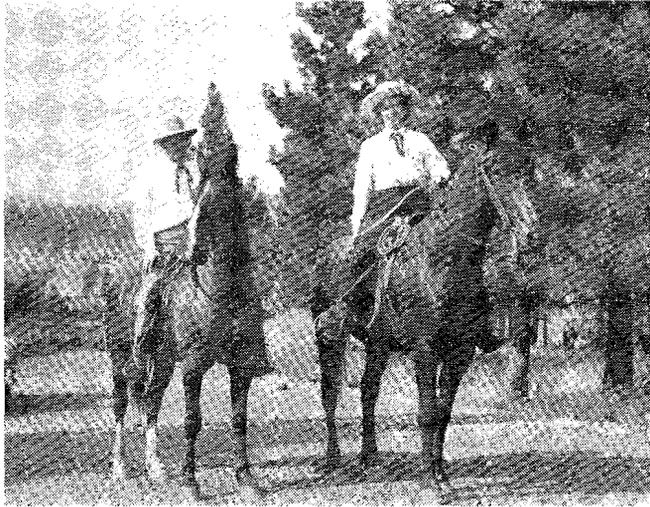
*Dick Steuer, Correspondent*

Edwin P. Stelzel, who was on a leave of absence due to illness has exercised his seniority and displaced Dick Steuer as cashier at North Milwaukee. Dick is now handling the demurrage duties at Chestnut Street. Mrs. Nada Vieth transferred to the "other side" of the demurrage desk, displacing Estelle Rege, and Estelle displaced Olga Yerman as general clerk. We understand that Olga is now billing and expensing at North Milwaukee, in place of Dorothy Lummer who is now a tracing clerk at Fowler Street.

Work on the Cherry yard improvement is



Fellow employes said it with flowers when George H. Roessger, chief yard clerk in the Milwaukee Terminals, was recently promoted to chief clerk in the local freight office. George is a 35-year veteran. (Milwaukee Sentinel photo.)



"On the trail" with Jim Munro, chief operator at Cle Elum Substation, and his wife Edith. Their mounts, "Smokey" and "Shadow," are of the Morgan breed. This picture was taken on a recent jaunt with the Cle Elum Riding Club.

now working in the cashier department at North Milwaukee.

Herman C. Kopplin, a newcomer to the billing department, is attending school in his spare time, together with Bob Miller. Both young men are interested in traffic management.

## COAST DIVISION

Harry W. Anderson, Division Editor

Three valued Coast Division employes passed away on Nov. 14. Conductor E. B. Mider passed away suddenly from a heart seizure. He was well known and was liked by everyone who knew him, and that means just about everybody out here, for he was a familiar figure in Tacoma Yard, having been on the yard switch engine about as long as anyone can remember. The roster sheet says it was since July, 1909. We will all miss him.

Roy Rader, who retired in 1941, also passed away on Nov. 14. Roy had been an operator since 1909. He had been in poor health for a number of years.

Engineer James Murphy passed away on Nov. 14 after a period of illness. He had been with the Road since 1916 and will be missed by his many friends among railroad folks.

The Service Club held a turkey bingo party in the Women's Club rooms recently, at which everyone had a good time. A few of the lucky ones, such as George O'Dore, son of Assistant Superintendent J. O'Dore, W. H. Cramer and Mrs. George Smith walked away with turkeys.

Rose Hare is the new stenographer to Chief Clerk Ellis in the superintendent's office. While Rose has not been here long she has already impressed us with the fact that she is very fond of turkey and she made arrangements to get plenty of it for Thanksgiving. She claims that she cooked it herself.

Chief Carpenter Joe Maks had a very narrow escape recently. While driving over the Green River bridge he saw that an approaching truck was out of control, so he squeezed over to the opposite side of the bridge as far as he could, but was stopped when the truck struck his car. It was badly damaged, but Joe got out without a scratch.

Juanita Modglin, stenographer to Assistant Superintendent James O'Dore, was one of the principal speakers before the commercial class of Lincoln High School recently, on matters pertaining to the requirements for entering the business field. Juanita is a graduate of Lincoln High. We consider this quite a compliment, to be in-

vited to speak at such an event with representatives of other industries. Julia spoke for the railroad industry and we don't think they could have picked a better representative. We congratulate her.

October 30 was a gala day for Evelyn Grogan, daughter of Chief Dispatcher Neil C. Grogan, for on that day she was married to Jack Spillman of Tacoma. Mrs. Spillman is well known in railroad circles, having attended schools wherever her Dad worked, including those at Deer Lodge, Miles City, Lewistown and Butte. The couple drove to Los Angeles and Salt Lake City on their honeymoon.

Roadmaster Leo Disch was hospitalized recently, but the latest report is that he is back home and is improving.

## Tacoma

R. A. Grummel, Correspondent

Lysle Smith, one of our passenger ticket clerks, steps out and picks up new business. After he has secured the business he comes down to the passenger station on his own time, writes up two tickets for eastern destinations and delivers them to the customers, 30 miles away from Tacoma. That's what we call "super duper" traffic work.

On the sick list in the freight office recently: Mrs. Velma Wheeler, assistant cashier, and V. O. Spann, switching clerk. In the yard office: R. D. Shipley, Ralph Moyles, Helen Strub and William J. Meade.

## Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Bert and Genevieve Roberts, of the perishable freight and local freight offices, recently returned from an extended trip east. They covered nearly every state east of the Mississippi River.

Willa Lindsey, timekeeper in the local freight office, has been confined to the Providence Hospital for some time but is reported well on the way to recovery.

Jack Werner, popular young car desk clerk, recently was notified that his uncle in eastern Washington had passed away and left his farm to Jack and his younger brother. From now on Jack will be living on sugar beets.

Roy F. Rader, former agent at Bellingham, died in his Enumclaw home on Nov. 14. He leaves his wife Leah, daughter Violet of Kirkland and sister Ruby, of South Dakota. Mr. Rader had been with the Road about 40 years. He was relay operator at both

Seattle and Tacoma for many years and he served as agent at a number of the large stations on the Coast Division. He was schoolmate and life long friend of your correspondent. His many Milwaukee friends will miss him.

Kenneth R. Smith is one of our new interchange clerks.

Wallace P. Wood, agent at Enumclaw, on the sick list and will not be able to turn to his position for some weeks.

Mrs. Dietrich, wife of Freight Service Inspector Larry W. Dietrich, underwent serious operation on Nov. 26. At this writing she was reported resting well.

Word has been received from Record Clerk Frank Bell, from Mexico City. Frank was taking in bull fights, sight-seeing and having a wonderful time in general. He has been in railroad service for 58 years and entitled to a good vacation.

We are glad to report Vera Tuson, chief expense bill clerk, back to work after three months of illness.

## Seattle Yard

F. J. Kratschmer, Correspondent

Locomotive Engineer W. M. Vergason and Switchman W. G. Kapral drove into Seattle roundhouse on Nov. 6 with the head and antlers of a 950-pound elk tied to the hood of their car. The boys had just returned from a hunting trip around Cle Elum, Wash. The animal dressed about 600 pounds, which isn't bad with the present high price of steaks.

Traveling Engineer W. T. "Bill" Emerson, now on the retired list, dropped in to see his old pals at the roundhouse on Nov. 10.

Bob Holman has taken over the position of clerk in the car foreman's office, relieving



Neil C. Grogan, chief dispatcher of the Coast Division, and his daughter Evelyn Frances at the reception which followed her marriage to Jack Owen Spillman on Oct. 30. The wedding and reception were held in the First Presbyterian Church of Tacoma. (Fanny-Reeves photo.)

Melba Batson who has taken an indefinite leave of absence.

Congratulations to Mr. and Mrs. Nels Westburg on the arrival, Oct. 24, of their first child, a seven pound seven ounce boy. Nels is electrician in the car department.

Frank Walker, former yard clerk, has taken a position on the team track. He had been off since February, due to illness.

Kenneth Graham, locomotive fireman on the Idaho Division out of Malden, Wash., was a visitor at the roundhouse in November.

We regret to announce the death on Nov. 18 of Gordon King, night yard checker.

Roundhouse Foreman R. W. James ran into some tough luck on Nov. 22 when he was taken down with a bad case of "flu." He and his wife were all set to start on a two-week vacation to Los Angeles and other California points on the following day.

Hayden Webber, write-up man on the car repair tracks, spent his two-week vacation working on his farm on the Des Moines road.

Bill Alexander, retired machinist from the roundhouse, is a regular monthly visitor. Bill is one of the old timers who never misses coming down to get his copy of the Milwaukee Magazine.

The latest report from the Beacon hill district around the home of Machinist Charley Balch is that the sewer has finally been connected but that the roads are in bad shape.

The traveling welding crew under L. B. Tadsen finished up in Seattle yard early in November and left for Tacoma.

## I & D DIVISION

*Karen B. Rugee, Division Editor*

Engineer Charles Barber and wife, Sanborn, celebrated their 50th wedding anniversary on Oct. 25.

W. K. Peterson, agent at Sanborn, and family spent a week in South Dakota recently, visiting relatives and hunting pheasants. C. F. Roark, Mason City, relieved Mr. Peterson.

Agent W. F. Millard, Garner, recently received a letter addressed to "Milwaukee Station Agent, Garner, Iowa," postmarked Slayerville Springs, N. Y. The letter read: "Some years ago I rode a freight train through Garner for about 100 miles or more. Enclosed is \$6 in currency." There was no signature.

W. B. Braheny has been appointed to the position of steno-clerk in the superintendent's office at Mason City.

Funeral services were held on Nov. 24 for Pfc. James C. Serakos who was killed in action in Italy, April 15, 1945. Military rites were conducted. James was the son of Chris Serakos, employed as ice house laborer at Mason City.

Congratulations to J. L. Bohan, brakeman at Sanborn, on winning second prize in the Milwaukee essay contest. Also to C. E. Oeschger, Mason City, for attaining honorable mention.

W. L. Brounko, Sheldon-Canton swing operator, has been handing out cigars. Reason: a baby boy born at Sheldon on Nov. 22.

W. H. McClintock, retired engineer, passed away on Nov. 26. We extend sympathy to the family.

Butch, the yard office cat, and Yardmaster Carter Thoma, are feuding, all because Carter tried to wash Butch's feet and Butch resented it. From now on, as far as Carter is concerned, he will perform his own bathing rituals.

Funny, isn't it? The night falls but doesn't break, and the day breaks but it never falls.

December, 1948

## Friends Honor Roadmaster Kemp



Roadmaster C. E. Kemp with some of the gifts presented to him at the retirement party. Left to right: Division Engineer F. F. Hornig, Superintendent R. C. Dodds, Mrs. Kemp, Mr. Kemp, Section Foreman J. A. Woonas and Roadmaster's Clerk H. J. Young.

ROADMASTER C. E. Kemp, Mason City, who retired on Nov. 1, was honored by 85 fellow railroad men at a gathering in the Women's Club rooms the preceding Saturday. All departments on the division were represented. A lunch was served, accompanied by a program of farewell addresses. The maintenance of way forces under Mr. Kemp's supervision and other friends presented him with a number of gifts which included a car heater, a radio, a billfold and a cash purse.

Mr. Kemp entered railroad service in 1897 on the Rock Island lines but left in 1900 to team up with the Milwaukee Road as a section man at Gillett Grove. He was promoted to foreman in 1902 and in 1907 started running extra gangs on various divisions, including the extension west of Moberg. In 1920 he was appointed roadmaster at Sioux Falls and the following year was transferred to Yankton in the same capacity. He served there until 1935 when he was transferred to the roadmaster's position at Mason City.

## Sioux City and Western Branch Lines

*Fred Costello, Correspondent*

Conductor Eddie Jackson, seriously injured at Sioux Falls recently, is reported to be recovering nicely.

Conductor Raymond Leahey recently spent a couple of weeks at Excelsior Springs, Mo., for his health. He now appears to be "in the pink."

Jay Bailey, time revisor in the office of the assistant superintendent at Sioux City, recently had a grand opening in the Osteopathic Hospital, Sioux City; now back on the job and feeling OK.

Barney "Starvation" McGoogle, the switch shanty philosopher, says to err is human, but when the eraser wears out before the pencil—Beware!

New additions to the operating force: Philip J. Anderson, former section laborer at Trent and son of veteran Section Foreman Herbert J. Anderson, who is now working as switchman at Sioux Falls; Joe Aleck, former section laborer at Harrisburg and son of veteran Section Foreman Charley Aleck, now working as fireman.

Donald J. Carnicle, our de-luxe brakeman, recently underwent emergency surgery for the removal of his appendix; back to work on Dec. 1, apparently none the worse.

Adolph W. "Duffy" Hegg died at Sioux City, Ia., on Nov. 5 after a long illness.

Glenn D. Houser, who recently gave up

the job of general secretary of the trainmen, is at this writing in a serious condition in St. Joseph's Hospital, Sioux City.

Albert A. Watier, engineer on this division for 50 years, retired on Nov. 30. Mr. Watier entered the service of the Road on Aug. 14, 1898, and says that he had a feeling at the time that the job would not be permanent. The northern pike, bass, and other members of the finny tribe will sure catch him from here on out.

"Mike" Bost, of the Mason City engineering department, has a unique way of showing his appreciation. After the Sioux City people had permitted him to win practically all the baseball pools during the World Series, he shows his gratitude by proceeding to knock the Sioux City passenger depot down around our ears. Present quarters of the assistant superintendent's force while the remodeling work is under way is in an old passenger coach, with the police department in the freight house and the traffic department in a corner of the baggage room.

Small Walter was strolling down the street with his still smaller niece when a neighbor stopped to comment on the little girl's growth.

"Can she talk yet?" asked the neighbor.

"No," admitted Walter. "She has her teeth, but her words haven't come in yet."

## Sanborn-Rapid City

Albert J. Gall, Correspondent

We were sorry to hear of the passing of George S. Slagle, retired conductor, in Los Angeles on Nov. 13. The Slagles left Mitchell last October to make their home in California. Mr. Slagle was 78 years of age at the time of his death.

Mr. and Mrs. M. F. Boyden of Mitchell are visiting their daughter in Kenmare, N. D. "Snow, snow, the beautiful snow." Who said that? Ask Tony Weiland, section foreman at Mitchell, for he had a crew of men working for a week to get rid of the snow which fell on the 18th of November.

Chief Clerk Iloff, Cashier O'Neill and Roy Cooper, clerk, all of Rapid City, are going all out for building a model railroad, "H. O. gauge." They are having some difficulty in getting rolling stock and are running into some of the problems in the operation of a railroad.

Jack Clark, third trick operator at Rapid City, has moved up to the second trick place. Now we wonder when he is going to find time to fly his airplane.

## TERRE HAUTE DIVISION

### West Clinton Area

Earl H. Lehmann, Correspondent

Sympathy is extended to Brakeman Shelby Smith in the death of his father last month. Mr. Smith was a brother of Car Inspector George Smith.

Car Oiler Frank Hunnicutt was in the hospital at Paris, Ill., for several days during November and at this writing is convalescing at his home in West Clinton.

Sympathy is extended to Conductor Hubert Ingram in the death of his wife on Nov. 23. Mrs. Ingram had been invalided for quite a while but her death came as a shock to her friends. Burial was in Pembine, Wis., their former home.

Ed Acton, retired engineer, and wife are again in California. They had spent the month of September there, but the doctor has advised Ed to spend more time in the warmer climate. We hope that he will soon regain his health.

General Yardmaster R. T. Davis and Mrs. Davis announce that they are now grandparents. In November baby daughter Jill Marie was born to their daughter-in-law and

son, William J. It is reported that when R. T. heard the good news, he rushed to the hospital and could not be held back—he wanted to see his first grandchild.

Special mention is made of the alertness of Conductor Frank Ernhart who, on train No. 75 of Nov. 7, found about 14 inches of rail gone from the track nine rail lengths south of the Big Vermillion bridge.

Carman Leroy Foltz and wife are the proud parents of a daughter born in October. They have named her Marian Jo.

Conductor Fred Gallatin and wife have purchased the property of Mrs. Cooper, mother of Conductor L. M. Cooper, at Terre Haute and have moved from St. Bernice. Carman Clarence Kyle has purchased the Gallatin property, and Conductor L. M. Cooper has moved to Clinton.

Congratulations to Brakeman Herbert Perry on his marriage in November. We did not learn the young lady's name, but everyone will agree that Herb is an exemplary young man and we wonder that he has escaped the bonds of matrimony as long as he did.

Jack, Billy and Dickie, sons of H&D Division Switchman Darwin McReynolds, visited their grandparents, Conductor and Mrs. Sam E. McReynolds, here over Thanksgiving.

We wish everyone a Merry Christmas and a bright, Happy New Year.

### Terre Haute District

T. I. Colwell, Correspondent

William F. Plattenberger, Savanna, assumed his duties as trainmaster on the Terre Haute Division effective Nov. 16. He replaces F. G. McGinn who was transferred to Portage, Wis. Mr. and Mrs. Plattenberger spent Thanksgiving in Savanna and returned to Terre Haute with quite a lot of their personal effects and are now comfortably located in an apartment at 2611 Garfield Avenue.

Trainmaster McGinn had just about completed arrangements to move his family to Portage when his small daughter Joan was struck by an automobile, resulting in a serious fracture of the leg, along with other injuries. She will be hospitalized at Terre Haute for about a month. We hope that the McGinn family will be together again before too long.

Several changes in the dispatcher's office became effective on Nov. 15. Jack Wright is now chief dispatcher and Harry Edwards is



Andy Rasmussen, retired Superior Division engineer, with some of the birds he bagged on a recent hunting expedition. Andy retired in 1937 and is about 78 years old, but he's still a good shot and also enjoys fishing. The picture was snapped by Conductor Edward Schmitz.

night chief. Ed Bevington is on the swing job, Jim Anderson on second trick and Don Hehman on third trick.

Engineer Elmer Roberts and Mrs. Roberts are leaving for California on Dec. 10 and will return to Terre Haute by way of New Orleans.

Charles VanWinkle, retired engineer, and wife have gone to California to spend the winter with relatives.

"Doc" Craig, retired conductor, left Clinton on Nov. 9 for the South and Mexico. "Doc" has spent his winters for several years in Old Mexico.

Charles Garrigus, retired yard conductor, and wife are also leaving for California during December to spend the winter with relatives.

Our congratulations to veteran operator Pat Bailey and wife who became grandparents on Nov. 18. A son, Michael Gene, was born to their daughter on that date. Pat says he is going to buy him a baseball bat for Christmas.

Frank Fitch, retired conductor, and wife are spending the winter in Groveland, Fla.

## SUPERIOR DIVISION

John B. Phillips, Correspondent

The engine crew on trains 9 and 2 between Green Bay and Champion do their own cooking. It so happened recently that Red Hammet, firing for Engineer T. Hansen, did the cooking for the crew. Red cooked what he thought was mettawurst but when they started to eat it, Engineer Hansen figured that Red had made a mistake and cooked part of the deck hose.

It is reported that Engineer George Buntin, on No. 14 on Nov. 25, was hit in the head with a cabbage when his train was between Fredonia and Saukville. George states that there was no damage to cabbage or head. However, he says that he didn't get the cabbage.

The following deaths have been reported since the last issue: Samuel J. Robbins, retired conductor, died at his home in Milwaukee on Nov. 28; Cyrenneous (Rene) Rice,

## THERE'S NOTHING LIKE ADVERTISING

**E**VERY time I think of loyalty to our company I am reminded of a story told about a section foreman out in Montana.

He lived at a small place. There were probably 10 to 12 families in sight of the station. Came a time when one of the prominent farmers in the area died. The funeral was held in the cemetery, which was a fenced-off corner of a pasture on a hill above town. The minister had preached an inspiring message and made a lot of favorable comments about the deceased, and before he closed he asked if any one in the audience felt like saying anything about the deceased.

"There was no movement for a while. Then this section foreman stepped forward and said, 'Brother, since there is no one here this afternoon who desires to say anything in behalf of the deceased, I would like to say a few words about the MILWAUKEE ROAD.'"

—From an address by C. H. Buford at the Veterans' Association banquet, Sept. 1, 1948.



## Tie to the past

The old hitching post has gone the way of many things that were part of Granddad's life. But one of his greatest pleasures is still yours to enjoy today . . . a fine Dutch Masters Cigar. And as the years go on, sons and grandsons reap their full measure of satisfaction from this mellow, fragrant smoke.

# DUTCH MASTERS CIGARS

retired switch foreman, passed away on Nov. 28; Peter Engles, retired carman, passed away on Nov. 9. We extend sympathy to the families of these men.

## H & D DIVISION

### West H & D

*Lloyd C. Gilbert, Division Editor*

On Nov. 8 Instrumentman J. W. Lyddon married Miss Claudia Smith of Aberdeen. Reports are that they have a nice apartment at La Crosse, where Bill is assigned to the River Division.

For the first time in several years our bowlers are wearing the Milwaukee Road emblems. Drop in at the local alley at Aberdeen between 9 and 11 p.m. any Wednesday night and see them in action. The Hiawatha team is out front and it appears that 1949 will be indeed a "Hiawatha year."

Some of our Service Club members at Aberdeen have formed a basketball team. They have entered the industrial league.

We are sorry to lose Art Davies, instrumentman at Aberdeen for three and a half years. He has worked out a deal which will permit more time at home with the wife and kiddies. His friends all over the Division will miss him.

Operator R. F. Huger is breaking in as dispatcher at Miles City.

### East H & D

*Martha Moehring, Correspondent*

The deer up in the north woods have been falling for our enginemen. John Acers, Charlie Jung and Harry Browning all have come back with a satisfied smile.

Engineer William Lehr, who has been on the Farmington line for a long time, died very suddenly at his home on Nov. 21.

Conductor Paul Meuwissen of Glencoe has been making maiden voyages on passenger lately. One of these days he'll be strutting around here in a uniform and we'll have to treat him with respect.

Conductor Hi Johnson's crew came in with a peculiar cargo recently. It was a hobo basket started off on its journey by the ticket agent at Birmingham, Ala., and routed on the various U. S. railroads and into Canada. Everyone handling the basket was to contribute some little souvenir and the basket, at the time it reached Montevideo, was getting full up. We did our duty by it and Conductor Gatzmeyer took it out on 263 that same afternoon. Eventually it will return to Agent Neel and what he finds in that basket can't exactly be compared with the sort of prizes they give away over the radio.

Engineers L. J. Wisner and C. L. Charter are sporting brand new service buttons. They have the number "40" on them and that's a lot of years of service. Congratulations!

Conductor Wayne Harding and wife and little Scott took a trip to California in November. Montevideo was almost snowed under when they came home, so they are sort of wondering just why they did come back from the land of perpetual sunshine.

Conductor Roy Holzer has taken the pension but is still keeping in touch with the rails. One day recently he came down and had coffee with the gang at the yard office and we were right glad to see him.

### Middle H & D

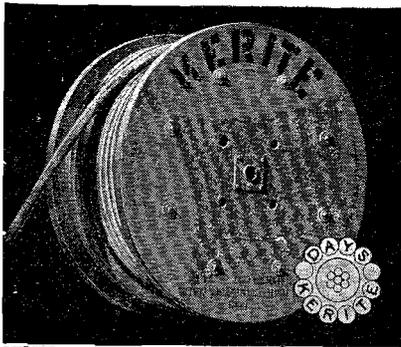
*R. F. Huger, Correspondent*

Mr. and Mrs. Hub Thomas of Waconia celebrated their golden wedding anniversary on Nov. 5. Prior to retirement Mr. Thomas was signal supervisor on the H&D. Our heartiest congratulations to both of these young people.

At Fargo Roadmaster W. F. Weiland used section forces from Abercrombie, Christine, and Fargo to lay the first turnout and start the track work for a mile of new side trackage. Frank Scheff and his assistants did more and better work than a 50-man extra gang.

Our sympathy is extended to the family of Agent Art Brewer of Graceville. Art passed away on Oct. 30 after a brief illness. He will be greatly missed.

D. J. Keenan has returned to work after



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completing his course under the GI Bill of Rights. At present he is working first trick at Aberdeen, "RN" office.

We are sending herewith our best wishes to Conductor Sig Lofdahl who, we understand, is having a siege of illness. Hope at this reading he is convalescing.

Sincerely hope everyone will have a pleasant New Year.

## D & I DIVISION

### First District

*E. Stevens, Division Editor*

Congratulations to Firemen and Mrs. H. J. Thayer, Jr., of Savanna who welcomed their first baby, a son, on Nov. 27. Chief Dispatcher H. J. Thayer, Sr., is pretty chesty over the new grandson.

A little girl arrived in the home of Anton Vetrichek, car department employe, on Nov. 22.

The marriage of 1st Lt. Kathleen L. Sheedy, daughter of Switchman and Mrs. Leo Sheedy of Savanna, and Capt. John Price Harrod, Jr., Waynesville, S. C., took place in Toyko, Japan, on Nov. 13. The Catholic chaplain officiated and the attendants were associates of the bride in the 172nd Medical Station Hospital at Sandai. The honeymoon was spent in Nekko, Japan. The young folks expect to return to the States in the spring.

William F. Plattenberger, who has been extra yardmaster and switchman in Savanna yard, was promoted to the position of trainmaster on the Terre Haute Division, effective Nov. 1. Bill is the son of Chief Time Revisor Plattenberger, superintendent's office at Savanna.

Conductor William Keenan, who has been quite ill and confined to a hospital in Monroe, Wis., was moved recently to Hines Hospital in Chicago. We hope that he will soon be on the road to full recovery.

Mrs. William Randall, Jr., 44, wife of Switchman Randall of Savanna yard, passed away in the city hospital on Nov. 9. Surviving are her husband and three daughters.

Frank Provaznik, former machinist helper at Savanna roundhouse, passed away in the home of his sister in New Prague, Minn., on Nov. 6. Surviving are two sisters.

William Glisson, son of Engineer and Mrs. Guinn Glisson, Chicago, is attending Wentworth Military Academy in Missouri.

Merry Christmas and a Happy New Year to all.

"The real difference between men is energy. A strong will, a settled purpose, an invincible determination, can accomplish almost anything; and in this lies the distinction between great men and little men."

—Abraham Fuller, English scholar

## Quad Cities Area

*Marion L. Arnold, Correspondent*

We are sorry to report the death on Nov. 20 of Thomas C. Hopkins, former switchman, who retired Oct. 21, 1942. Mr. Hopkins began his railroad service as a switchman for the CB&Q in Savanna. He started to work on the Milwaukee as a brakeman on the Iowa Division and was employed as a switchman at Nahant yard from 1922 until his retirement. He is survived by his widow and two daughters.

Congratulations to the Lyle Bartels on the birth of a daughter on Nov. 15. Lyle is employed at the Nahant ice house.

Wedding bells rang for John Tomlinson, son of Switchman Gail Tomlinson, on Nov. 6 when he was married to Miss Lois Jacobs in Rochester, N. Y. John is employed as a research chemist by the S. B. Penick Company in Jersey City, N. J. Mr. Tomlinson attended the wedding.

Lester Layton, check clerk in Davenport freight house, retired on Nov. 30. Lester had worked in the freight house since September, 1917. We wish him a long and happy retirement.

## ROCKY MOUNTAIN DIVISION

*Nora E. Decco, Correspondent*

Miss Betty Jane Thompson and Joseph William Brand were united in marriage in Deer Lodge on Nov. 20. Miss Thompson is the daughter of Mr. and Mrs. William E. Thompson of near Deer Lodge and Mr. Brand, the eldest son of Conductor and Mrs. S. F. Brand of Three Forks, is a trainman for the Milwaukee out of Deer Lodge. He attended school in Three Forks and lived most of his life here, serving in the Navy during the late war. Mrs. Brand is a graduate of Powell County High School and before her marriage was employed in the office of register of motor vehicles. After a wedding trip to California the young couple will reside in Deer Lodge. The best wishes of the RM go to these young people.

The death of Mrs. Anna Biddle occurred in Butte on Nov. 3, after a long illness. Mrs. Biddle had resided in Butte for more than 50 years. Her husband was Signal Maintainer Alfred Biddle of Janney and the family is well known on the division. She came to Butte as a child and at one time taught in the schools there. In addition to her husband she is survived by a daughter, Mrs. Marshall Hanson of Eugene, Ore., and a sister, Mrs. J. H. Brahan of San Mateo, Calif. Our sincere sympathy is extended to this family.

Clarence Garver, of Bozeman, long time employe in the Milwaukee roundhouse in Bozeman, passed away on Nov. 11 when he fell on a slippery walk as he was leaving the home of his brother where he lived. He was

# MARSH & McLENNAN

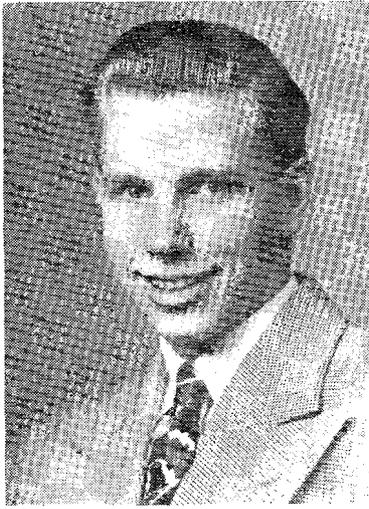
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## Tommy Young to Enter Annapolis



Tommy Young

HERE is news that is going to please the many friends of Dan Young, popular host at Gallatin Gateway Inn, the Road's Yellowstone Park hotel—Dan's son Tommy, who many folks will remember as the hard-working young lawman at the inn the past two summers, has received an appointment to the United States Naval Academy.

Tom is 17 and is now a senior at Gallatin High School, where he is on the football A squad and the ski team. He is also president of the school's National Honor Society chapter (A grades throughout school) and a member of the Hiawatha Boys' Club at Gallatin Gateway. Last summer he was a delegate to the American Legion Boys' State in Dillon, Mont.

Tommy passed the Naval academy test in Butte this past summer and will take another examination after he is graduated from high school in the spring. He will leave for Annapolis immediately afterward.

not found until several hours later when he was discovered by a passerby. Survivors include four brothers, Ivan, Lee and Clifford of Bozeman and George of Billings.

Daryl Coombs, small son of Mr. and Mrs. C. P. Lebert, has been a very sick boy, and still is in the Townsend hospital, though somewhat better now.

Pete J. Kolokotronis, son of Mr. and Mrs. James Kolokotronis of Three Forks and who at the present time is boardman at Alberton, is the first man called from Gallatin County in the present peacetime draft.

Another wedding of interest to Rocky Mountain employees was that of Miss Jean Stucky and Charles Guiot, both of Belgrade, at Bozeman on Nov. 14. Mrs. Guiot is the daughter of Ralph Stucky of Dry Creek near Belgrade. Mr. Guiot is the only son of Engineer and Mrs. Charles Guiot of Three Forks. The young couple will reside in Belgrade. Our best wishes go to them.

People are as inaccurate in describing the size of a steak as fishermen are in telling you the size of a fish.

December, 1948

## Northern Montana

Pat Yates, Correspondent

We regret to report the death of Mrs. Tyler Hanson on Nov. 20. The Hansons were well known on the Rocky Mountain Division as Mr. Hanson worked for 30 years as dispatcher on the Milwaukee Road. Mrs. Hanson was very active in the Milwaukee Women's Club. Our sincere sympathy to the family.

Switch Foreman Earl Short who was confined to the hospital for some time was recently released. Due to his illness, he has retired.

Engineer Sam Haffner, Three Forks, is now working on the north line. It has been quite some time since Sam worked here.

Conductor Lou Wandell is recuperating at Great Falls after hospitalization for pneumonia.

C. K. Bartol, High Wood, has been appointed section foreman at Pownal. J. E. Stiner, Lombard, has been appointed section foreman at Piper.

Agent Brown and family, Great Falls, are home after spending their vacation on the coast.

Mrs. A. D. Bruno, chief dispatcher's wife, spent the Thanksgiving holiday with her folks in Spokane, where she attended the wedding of her sister, Erma Manfred.

## MILWAUKEE SHOPS

### Coach Yard

Richard Flechsig, Jr., Correspondent

Anton Czyns has gone back on the night shift, due to an opening created when Herbert Schuldt left the service.

Chet Witters, night assistant foreman, is giving up his position on account of illness. We all wish him a speedy recovery.

George Laetsch, the only real hunter in the yards, went up north for the deer season. His party accounted for one buck which was divided between three men.

The bowling team is not doing too well in games won but has made it up with a 2,778 high team scratch for first, and first in team single handicap with 1,132. George Laetsch is second in high single scratch with 246 and Ed Berndt is third in single handicap with 267.

### Davies Yard

J. J. Steele, Correspondent

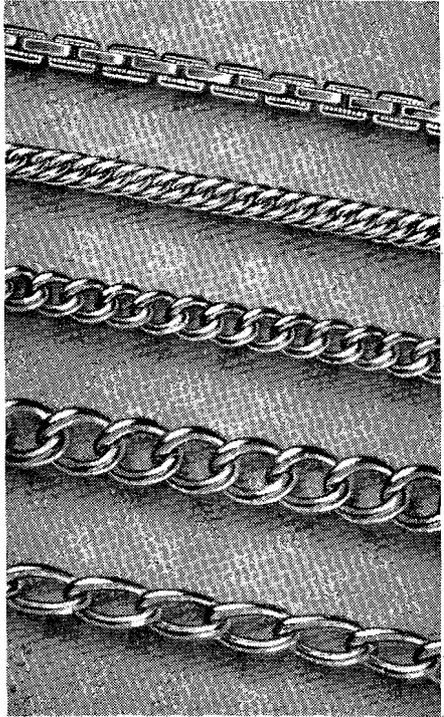
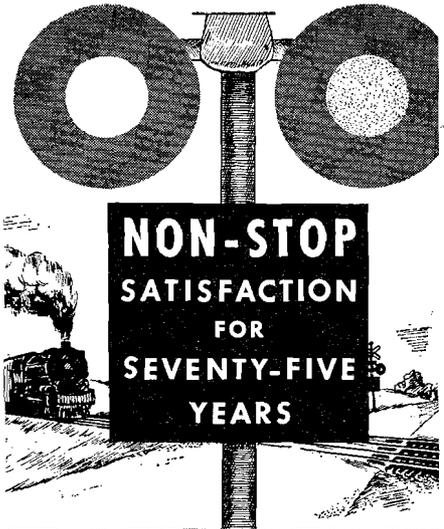
Mr. and Mrs. John Mickel recently became the proud parents of John Jr.—weight, eight pounds and eleven ounces.

Ralph LePage, equipment maintainer of Beloit, has been going around with a ruddy complexion which can't be attributed to the summer sun. We have just learned the cause—Ralph put his wife and two children on the wrong train! Mrs. LePage was planning a visit at Green Bay but found herself instead in Portage. She now has charge of the timetables and consults the conductors.

Frank Pfeiffer and Roger McGinty, the two horseshoe champs, are itching to do some pitching. Anyone desiring to challenge the champs can contact this department.

Car Foreman W. C. Mauer and his assistant, Augie Beier, have set muskrat traps. One can find them every morning at 3:00 A. M. gazing, and we can't say wide-eyed, at their empty traps and thinking of those nice warm beds at home.

Welcome to Mrs. Kathleen June Weber who is the new clerk at the Davies yard.



Three quarters of a century is a long time to "keep in good" with a customer. But that is exactly what Simmons Quality Gold Filled watch chains have done with the railroad man. For seventy-five years, these chains have always been the number one favorites... their popularity increasing each year. The reason:—excellent style, reasonable price, and, *most important*, quality that meets the test of rugged railroad service. Buy them at your favorite jewelry store.



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**Service, Plus, on the Olympian Hiawatha**

CHECKING on remarks made to him by passengers on the Olympian Hiawatha, District Passenger Agent C. V. Valley, Portland, Ore., uncovered some interesting data about the courtesies being extended by the members of the various train crews.

"I was impressed with the way H. C. Hudson, head end brakeman between Harlowton and Deer Lodge, entertained the passengers on the public address system," read his report. "He has a wealth of knowledge about this mountain territory and relays it freely. He also uses good terminology and has a clear, modulated voice. One passenger told me he had been riding the Milwaukee for 11 years and that he found out more about our territory from Mr. Hudson on one trip than he did on all previous trips over our line.

"Conductor R. B. Craig, Sr., running between Seattle and Spokane, is also an exceptionally good man, greeting the passengers with a smile and doing everything possible to serve them. For example, No. 15 was late on account of motor trouble July 11. When we left Othello, Mr. Craig went through the entire train, checking with some 200 passengers to find those who expected to make connections for Portland; then wired ahead, requesting the NP to hold. When advised that they would, he arranged with these people to get together in the station at Seattle and when we arrived he helped the station master and myself rush them to the King Street depot. Both he and Mr. Hudson deserve a commendation for the fine work they are doing outside the regular call of duty."



R. B. Craig, Sr.

**Locomotive Department**

Leone Schneider, Correspondent

Felipe Bautista recently announced the arrival of Felipe II. Father is working with added zest at his wheel molding in the foundry.

Two foundry employes retired recently—Laborer Emil Tietzen and Mason John Kozlowski. We will miss them but are glad they can take life easy.

We are sorry to report that Paul Dahms is having quite a siege of it at Veterans Hospital, Woods, Wis. Paul is a crane operator in the foundry.

Coremaker Charles Haack is recuperating after a recent operation.

Wheel Molder Florian Krzykalski and his wife recently welcomed Baby Walter into their home. Congratulations to the happy trio.

General Boiler Inspector Edward H. Heidel has been elevated from the office of vice president of the Master Boiler Makers Association to that of president. Mr. Heidel has been active in the association's work for many years and is responsible for many advancements in the present day methods employed in the boiler departments of many of our Class I railroads.

June Hagen and her tonsils decided to part company recently. June is a steno in the SMP office.

H. C. Hanscom has assumed the duties of the newly created position of office manager in the SMP office.

**Office of Mechanical Engineer and Supt. of Car Dept.**

Harold Montgomery, Correspondent

Is he is, or is he isn't? That's the question. Henry Kundert has everybody guessing about his bachelor days being ended. He has just purchased a beautiful home and wants to move in by Dec. 1. What do you think?

Raymond J. Petrie for president! Yea! Harry Truman for President! Yea! Well, they both won out, Harry going back to the White House while Ray stays outside on the Lake Park Lawn where his Milwaukee Lawn Bowling Association, of which he becomes president, plays its games. See Petrie if you enjoy this fresh air game and want to become a member.

W. Schroeder and his 619 and 646 belong to Willard Schroeder of the SCD office, and no one else. Somebody is always getting him mixed up with the Wrobert and Wray and Wrichard Schroeders.

Ernest E. North has just returned to the ME office after a working sojourn in his native state of Montana.

Bernice Kruse is convalescing at Deaconess Hospital where she underwent an operation.

"Mr. Muscles" has up and left us. George Loehndorf, our "extraordinary mail boy" has become our ex-mail boy. He felt he could do himself and the world more good by helping out a downtown "physiculist."

Deer hunting season—satisfied and dissatisfied hunters. Among the former were the Muellers, Ed Sr., Ed Jr., and Don; one deer, and all is quiet as to who got him. Ed Watts says he "got" one and Bob Hoffman says he "saw" a deer and he's got such a nice deer rifle, too.

Sorry to hear that Frank Brock, retired former chief clerk of the SCD office and later AAR settlement clerk, died on Nov. 27 at Hot Springs, Ark. He was 82 years of age. Burial was at Milwaukee. Condolences are extended to the bereaved widow and relatives.

It's "grandpa" from now on, fellers! Yes

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FOR RAILROADS**

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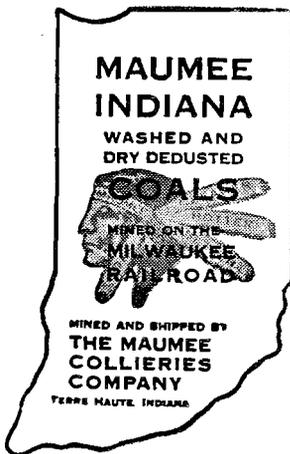
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CHICAGO, ILL.

well home. They enjoyed the pheasant hunting while here.

Our railroad doctors, Spiry and Harris, have added a new staff member to their clinic—Dr. Ellison Kalda of Wagner, S. D. Doctor Kalda is a graduate of Temple University and took his internship at Staten Island Hospital, New York.

Mrs. Mary Arvidson of Cincinnati, 88-year-old mother of Car Foreman A. W. Arvidson, is spending some time here with her son and his wife.

Mrs. Roy Herschleb who was a patient at the Mobridge Hospital, has fully recovered and returned home.

Congratulations to our pickup and delivery drayman, Bill Hardcastle, on the arrival of a new daughter on Sept. 14; also, to Mr. and Mrs. P. C. Woodcock of Seattle on the birth of a son on Sept. 20. Mrs. Woodcock is a daughter of Fred Lentz, retired engineer.

Miss Frances Hohl, daughter of Pumper Joe Hohl, was married, Sept. 15, to Fireman Eugene Batson, son of Engineer Charles Batson.

Sidney Hagen, Jr., has resumed his studies at the University of Illinois, taking a medical course.

A family reunion was held recently at the home of Dave Barclay, our coal dock foreman. Their four children were present: Mr. and Mrs. Charles Barclay of Boone, Ia., Mr. and Mrs. Fred Lindell and family of Newell, S. D., Mr. and Mrs. Jack Barclay and Lyle Barclay of Mobridge.

Movie actor Robert Taylor, who had planned to return to Walworth County for pheasant hunting this fall, notified his last year's host, Frank Gosch of Glenham, that he was unable to make it since he is now working on a movie in London. He is a member of the cast of *Battleground*, a story of the Battle of the Bulge.

**West End**

*Pearl Huff, Correspondent*

Our sincere sympathy is extended to relatives of Charles Vonderheide, who passed away at Miles City on Nov. 13; also, to the relatives of Mrs. Emma Flesher, wife of T. J. Flesher, retired machinist helper, who passed on Nov. 14, and to the Harold Keithley family in the loss of "Chuckie" who passed away on Nov. 16.

Store Department Foreman H. P. Johnson of Miles City went to Detroit Lakes recently to visit his father who is getting along in years and had the misfortune to break a leg.

Duane Parks, chauffeur in the Miles City store department, spent four days of his vacation deer hunting recently, but all he got was a pair of sore feet from tramping around the country.

**Notes from the  
Choral Club**

*Violet McDonald, Correspondent*

The Choral Club has been rehearsing diligently for the programs to be presented in the Chicago Union Station during the Christmas season. The dates of the performances are as follows: Dec. 22, 12:30 P. M. to 2:00 P. M. and 5:00 P. M. to 6:00 P. M.; Dec. 23, 11:00 A. M. to 12:30 P. M. and 4:00 P. M. to 5:00 P. M.; Dec. 24, 9:30 A. M. to 10:30 A. M. and 11:30 A. M. to 1:00 P. M.

While these programs are intended primarily for patrons of the railroads using the Chicago Union Station facilities, all of the employes in the vicinity are cordially invited to be on hand. It is that period of the year when the members of the club extend themselves to bring to others a feeling of happiness by means of music.

Other activities of the club included concerts of Christmas music at the Chandler Methodist Church, Chicago, on Dec. 8 and at Hope-Epiphany Evangelical Lutheran Church, Chicago, on Dec. 16.

Employes in the Chicago area are invited to join the club, membership in which will be reopened beginning the second Monday of January. Application may be made through any member of the club or at any Monday evening rehearsal in room 364, Chicago Union Station. New members who can qualify are always welcome.

Pete Leo, chauffeur, Paul Sather, storeman, and J. D. Wagner, chief clerk in the store department at Miles City, attended the Minnesota-Purdue football game in Minneapolis on Nov. 7. Pete is still hunting for the suitcase that someone took from him.

At the Milwaukee Service Club election held on Nov. 13 the following were elected to serve as officers, for 1949: Arnold B. Running, chairman; Louis Rask, vice-chairman; Paul Biedrzycki, secretary, and T. M. Bankey, treasurer.

Ross Gordy, formerly electrician helper at Miles City, has been transferred to Deer Lodge and started to serve his apprenticeship as an electrician apprentice on Nov. 29.

**CHICAGO GENERAL OFFICES**

**Car Accountants Office**

*Harry M. Trickett, Correspondent*

When Joseph Kowal goes hunting he really brings them down. He recently bagged five pheasants, one of which brought him a pize of a new gun for having the longest tail feathers in his vicinity. The following week found him down south where on Nov. 20 he bagged 17 quail. They are now in his deep freezer.

On Nov. 14 Theresa Dosch, accompanied by her son, started off on a train trip to San Francisco.

Frances Wagner was honored with a baby shower on Nov. 27, when she resigned from service to await the blessed event.

In recognition of 30 years of service on Nov. 20, David Ramsay was presented with a gift by his co-workers.

Irven Steger got tangled up with a post in his basement on Nov. 8 and ended up



with some broken ribs, but the doctor put him back together and he returned to work within a week.

Matilda Zavilla was honored with a bridal shower on Nov. 4 and married on Nov. 6. She is now Mrs. Anthony Siska.

Edger Dunning was again hospitalized because of illness but has since departed for Phoenix, Ariz., where his wife has been for some time because of ill health.

Alice Giollonardo made a fast trip to the hospital on Nov. 3 for an appendectomy and returned to work on Nov. 30.

Jean Palm and Audrey Hansen displayed new engagement rings on Nov. 29.

Chick Richardson is back in the hospital; Mildred Fergon and Agnes Samp also underwent surgery. Ruth Blair, Richard Drury and Louise Shellenberger are on furlough on account of illness and Pauline Broeker is confined at home with a broken arm.

Due to illness at home, Eileen Hegg and Sophie Duckers have been obliged to take furloughs.

### Office of Auditor of Passenger Accounts

*Bill Tidd, Correspondent*

Wedding bells rang out for John Robins and Doris Lucht on Nov. 20, at Nebo Lutheran Church; followed by a reception.

Thanksgiving Day set the date for Terry Schmidke and Bob Livitus' wedding. The wedding took place at St. Gregory's Church; followed by a reception in the evening.

November 27 was the wedding date for Dorothy Fraser and Thomas Kelly, who exchanged vows at St. Timothy's Church in the afternoon; followed by a reception in the evening.

All of the newlyweds received beautiful gifts and best wishes from the many friends

they have acquired while working for the Road.

Alice Andrews became engaged to Frank Walter on Nov. 17, and Charlotte Wittle has been engaged to Dick Bamberger since Nov. 20.

Ray Passaglia is back on the job after an extended furlough.

Evelyn Gunnell was guest of honor at a birthday party given for her recently by several girls of the computing bureau.

Luke Lindley was on hand to officially open the hunting season in Indiana and did all right for himself, too.

Hazel Reetz recently celebrated her 30th anniversary with the Road. She received quite a number of gifts and congratulatory messages from her friends.

Lillian Schoepf is spending a month in sunny California.

Mary Morek who underwent a tonsilectomy is back "in the pink" again.

Leah Aaron vacationed recently in Florida.

Gunnar Drangsholt recently became engaged to Louise Eleanor Menning of Wilmette.

Helen (Tabor) Nemecek is the proud mother of a baby girl.

### Sleeping and Dining Car Department

*Marie Keys, Correspondent*

Holiday Greetings to each and every one.

Jimmy Nolan is the very proud father of a son who from all indications is going to keep his parents very busy.

It was with real pleasure that we welcomed Steward Hoover back to work after a serious operation. In this same category, Frank Stanley, porter, is in need of blood donors. At the present time he is in County Hospital and would like to see his friends.

Since our last report in the Magazine we have Simon Tobiasz as office boy, and a new steno, Marie Zembron.

Porter W. H. Lawrence has recovered from his illness and has returned to work, as has Waiter C. J. Crawford.

Steno Mary Wenzel is in the hospital in Elgin for an operation. We wish her all the luck in a successful one.

Our deepest sympathy is extended to D. Greggs, waiter, on the death of his wife.

The sick list includes C. T. Forbes, porter, who is recuperating at home. Conductor R. T. Adams has requested a sick leave in order to undergo medical treatment.

Congratulations to Steward Charleston! He is a grandfather, the new arrival being his daughter's baby girl.

The little arrow of Dan Cupid has made a bull's eye and wedding bells will ring out for Ruth Jubnke, secretary, and Lee Trela, stationery clerk. The date has not been set as yet.

Speak well of your enemies—you made 'em.



### LITTLE STREAMLINE LANTERN

There are more LITTLE STREAMLINE LANTERNS used every day because of their compactness and being available for immediate use at all times. Model A weighs about 3/4 lb. Model B about 1 lb. Either model will fit in almost any pocket except the vest pocket. Either model sells for \$4.50. Model A \$4.90, complete; Model B \$5.20, complete. Plus 20c mailing charges. Money with order.

LIGHT WEIGHT LANTERN COMPANY  
1012 Wyandotte-E Kansas City 6, Mo.

## WEST COAST WOOD PRESERVING CO.

["Streamlined" service in preserving ties and structural timbers for a "Streamlined" Road.]

Office: 1118-4th Avenue, Seattle 1, Wash. ♦ Plants: Eagle Harbor and West Seattle



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Speak well of your enemies—you made 'em.

**UNION MADE**

# Lee OVERALLS

**Sanforized!**  
Genuine Jelt Denim  
Lee Tailored Sizes  
Guaranteed Satisfaction,  
or Your Money Back  
World's Largest Maker of  
Union-Made Work Clothes

## The H. D. LEE Co.

Kansas City, Mo.	San Francisco, Calif.
Trenton, N. J.	Minneapolis, Minn.
South Bend, Ind.	Salina, Kans.



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## PANAMA-BEAVER

Carbon Papers Inked Ribbons  
Unimasters

Since 1896

"THE LINE THAT CAN'T BE  
MATCHED"

PANAMA-BEAVER, Inc.

600 Van Buren St.  
Chicago, Illinois

739 N. Broadway  
Milwaukee, Wis.

## LOCOMOTIVE:

FEED WATER HEATERS  
(The Locomotive Water Conditioner)  
SLUDGE REMOVERS  
BLOW-OFF COCKS  
CENTRIFUGAL BLOW-OFF  
MUFFLERS  
GRID SECTIONAL AIR-  
COMPRESSOR RADIATION  
UNIT HEATERS

WILSON ENGINEERING  
CORPORATION

122 So. Michigan Ave., Chicago

## To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.  
THREE FORKS, MONT.

## UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,  
Milwaukee 12, Wisconsin

## Porter Cheeks Makes Friends

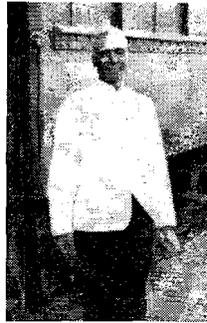
MRS. George Mosher of Auburn, Wash., puts Porter Moses I. Cheeks at the top of her hit parade. Here is what she says in a recent letter:

"My husband and I boarded the Olympian Hiawatha at Auburn and had a delightful trip to Watertown, Wis. All of the employes on the train were very zealous for the comfort of the passengers. We especially commend our porter, Moses Cheeks, whom we were fortunate to have in our car, both going east and on the return to Washington. I cannot say too much in praise of the service on your train."

This confirms a previous report about Mr. Cheeks from Akron, Ia., where the following item was noted, some time back, in the *Akron Register-Tribune*:

"The numerous patrons of the Milwaukee Road's crack streamliner train 'Hiawatha' will recognize in the picture shown herewith (same reproduced here) the kindly and attentive porter on that run. His name is Moses I. Cheeks of Chicago, who has been in train service for 47 years. He makes it his duty to give special attention to old people, children, the blind and other people who need assistance while traveling."

— IT'S A HIAWATHA YEAR —



Moses I. Cheeks

## Calling All Bowlers!

MEMBERS of the railroad family are invited to take part in the Milwaukee Road Hiawatha Bowling Tournament which will be held in Chicago the week ends of Feb. 19-20, 26-27 and Mar. 5-6, 1949; place, the Lakeview Alleys, popular north side recreation center.

This will be a handicap tournament with a basis of 1,000 for the five-man event, 400 for doubles and 200 for singles, with the handicap figured on two-thirds of the difference between these bases and average. The entry fee is \$2.00, bowling and expenses \$1.75 per man, per event. Entries close on Jan. 6.

For information and entry blanks write to W. K. Hettinger, Room 759 Union Station, Chicago 6, Ill.

(Note from the committee: "Let's hear from the Kansas City, Iowa, and I&D Divisions.")

## Auditor of Capital Expenditures Office

William J. Soske, Correspondent

A hearty welcome is extended to Ronald Evenson, from Fullerton Avenue, who was awarded a position in the joint facility bureau through a change necessitated by the illness of Jack White.

Jack White, joint facility examiner, became ill early in October and spent some time at Hines Hospital. He is now on a sick leave at home. We are all pulling for him.

George Lowrie, assistant engineer in the order 3 bureau, is quite a camera fan. Just recently he was in Montana and made some beautiful shots of the scenery out there. If you want some real photography, call on George.

The budget examiners, Harry Stansbury, George Savidis, E. H. Johnson and Guy Macina, have plenty of work to keep them busy as the 1949 improvement budget is in the process of being drawn up.

June Dahms, a former typist in the accounting bureau who went into nurse's training in September, paid us a visit one day recently. She says she likes her new career very much.

Help, help! Yours Truly is looking for a five-room unfurnished apartment in the western suburbs. Anyone hearing of such a place, please let me know.

Girl of the Month (2): Mabel Helander, chief clerk, has been with the Road for 32 years, as of January, 1949. She started railroading as a typist in the office known as the valuation office and shortly thereafter became a file clerk in the office of the auditor of joint facility accounts. She was appointed to her present position five years ago. Mae, as she is known to her associates, makes her home with her mother on the north side of Chicago and claims that her hobbies are work and more work. She likes to travel and one of the highlights was a trip to Sweden in 1935 to visit her parents' relatives. Household duties keep her plenty busy. She sews, cooks and bakes. You should taste some of her cherry pie—yum-yum.

Despondent man (to taxi driver):  
"Drive over a cliff. I'm committing suicide."



There's fun as well as profit in auction sales for Sparta (Wis.) Chapter of the Milwaukee Road Women's Club. This picture, which shows Mrs. George Kiefer holding the floor as auctioneer at a recent sale, illustrates some of the high jinks which add to the hilarity at those affairs. The goods offered for sale included fancy work of all kinds, homemade bakery goods and hot foods, preserves, garden produce and various forms of handicraft. This chapter sponsors three sales during the year to raise funds for various philanthropies.

### Passenger Traffic Department

Roy H. Huntsman, Correspondent

Agnes Alren, formerly employed in the general passenger who had been on sick leave since last April, returned to work in the reservation bureau recently. She has since been taken ill and is now in the hospital.

T. D. (Tom) Fordham, who has been working in the freight department, is back in the reservation bureau.

### IOWA DIVISION

#### Middle, West and Des Moines

Viola Ranes, Correspondent

G. E. Lanning, assistant superintendent at Perry, has been transferred to Marion as assistant superintendent.

We welcome W. T. Stewart and his wife. They will move into the apartment formerly occupied by Mr. and Mrs. Lanning. Mr. Stewart was formerly trainmaster at La Crosse before his promotion to assistant superintendent at Perry.

Our sympathy to Conductor Amos Graham whose wife passed away recently. Mrs. Graham was the daughter of James Hayes, retired engineer, and sister of Engineer R. J. Hayes.

Mrs. Clayton West, wife of retired conductor, returned recently from Los Angeles where she was called on account of the death of her brother, Ward McLuen. Ward formerly lived in Perry and was employed for a number of years in the Road's store department.

A recent addition to the ranks of retired employes is Engineer Harry Garland who has been working on the Des Moines Division as a fireman and engineer since 1907.

Joey Beddow, the five-year-old son of Harold Beddow, agent at Herndon, was quite the hero recently when he reported a fire. The little fellow was playing at his home near the depot when he discovered flames coming from the roof of the home of Mrs.

Horton which is close by. Joey ran to the depot and told his father who called the fire departments from Dawson and Bagley. Mrs. Horton was sleeping in the home when the fire was discovered.

Switchman Glenn Nation will be off duty for some time, having undergone surgery recently at the Kings Daughters Hospital.

James Hayes, retired engineer, has been a hospital patient for medical treatment. He has had a heart ailment for some time.

Switchman Hilry Rawlins recently underwent an operation at a Des Moines hospital.

Conductor A. A. Smedley also underwent surgery recently in Des Moines. His father, Engineer Smedley, has been off duty to assist in his care. Conductor Smedley makes his home in Des Moines.

Our sympathy to the family of Engineer Ben Cook who passed away on Nov. 15. Mr. Cook was a long-time engineer for the Road at this point.

Miss Mary Schmitz, who has been working as a clerk in the division storekeeper's department at Perry, has taken a 90-day leave of absence to assist in the care of her mother who is ill at Sioux City.

Congratulations to Mr. and Mrs. L. V. Anderson on the birth of a son on Nov. 14. Vince, who has been the relief train dispatcher in the Perry office, has been working his regular job as operator at Manilla since leaving Perry. As soon as Mrs. Anderson and the baby are able to travel they will leave for their new home in Montevideo where he will assume the position of train dispatcher.

Another addition to the retired list is

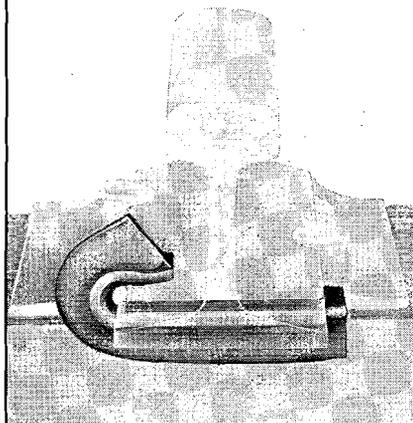
### DELICACIES FOR THE TABLE

#### Specialties

Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables

E. A. AARON & BROS.  
CHICAGO, ILLINOIS

## Phantom View of the IMPROVED FAIR ANCHOR



### Note

- Secure grip on rail.
- Lock at opposite end.
- Contact under rail base.
- Bearing against tie and tie plate.

**THE P. & M. CO.**

CHICAGO

NEW YORK

— IT'S A HIAWATHA YEAR —

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing  
T-Z Front End Blower Nozzles  
T-Z Smoke Preventer Nozzles  
T-Z Tender Hose Couplers  
T-Z Blow-Off Valve Mufflers  
T-Z Automatic Drain Valves  
T-Z Boiler Wash-Out Plugs

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

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

## Time Is Our Business

CHAS. H. BERN  
Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN  
29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH  
332 W. Wisconsin Ave.  
Milwaukee, Wis.

Official Watch Inspectors  
for

*The* **MILWAUKEE ROAD**

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

*Always at Your Service*



"Gurney, MUST you bring the office home with you every night?"

Engineer R. R. Meldrum. His first railroad work was in 1904 with the M&StL and he also worked for the Illinois Central. He had been with the Milwaukee since 1908.

Richard Dean Harris has completed his student trips and is now a full fledged fireman on the west end.

A new engineer on the middle division is Richard Kelley who recently passed the examination for promotion from fireman. His brother Jim is a fireman. This is the only brother combination we have in this territory, the first for many years.

Congratulations to Mr. and Mrs. Kenneth Taylor of Des Moines on the birth of a son, born on Nov. 5. Kenneth is with the district adjuster's force with headquarters in Des Moines.

Engineer Gus Koch and his fireman have been on the lookout for a buck deer which they saw in the vicinity of Green Island recently and Engineer Shirley saw a bear in the vicinity of Rhodes a few months ago.

The middle division engineers are now waiting for the next Big Game story to break.

Our congratulations to Agent R. V. Dawson, Yale, first prize winner in the essay contest on "Why I like to work for the Milwaukee Road." Also, to Brakeman Thomas Cate of Perry who was listed among the 15 in the honorable mention group. We feel proud that we had two winners in our territory.

### Council Bluffs Terminal

*Agnes Christiansen, Correspondent*

Checker E. L. Cook has again been confined to his home for several weeks.

Two of our retired employees, namely W. L. Butler, former agent, and T. B. Felton, former carman, have been on the sick list. We hope they continue to improve.

Agent J. I. McGuire was on vacation the latter part of October. I understand that he built an extra room to his house. From all reports, he is a very good carpenter.

A potluck supper sponsored by the Veterans' and Milwaukee Women's Clubs was held at the YMCA on Oct. 28. Engineer John Kenyon, who retired recently, was the guest of honor. His fellow employees presented him with a lovely smoking stand, plus a year's supply of cigars, cigarettes and tobacco. Car Foreman T. P. Schmidt was master of ceremonies.

Mr. and Mrs. Henry Hansen and son Robert returned the latter part of November from their annual southern vacation. Mr. Hansen is employed in the locomotive department at this point. They visited their daughter Adeline and her family at San Antonio, Tex., and also went to Corpus Christi. They also took a four-day hunting trip and went fishing in the Gulf of Mexico.

The employees in Omaha and Council Bluffs take this opportunity to wish all a very Merry Christmas and a happy and prosperous New Year.

If you're willing to admit you're all wrong when you are, you're all right.

## LUMBER PILING—TIES

and

## MINE TIMBERS

Egyptian Tie & Timber  
Company

St. Louis

Chicago

## DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

## ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.



U. S. Anderson (left), former Old Line dispatcher, and his hunting crony, Train Baggage man H. R. Spetz, offer this picture to the Avery gang as evidence that they did all right on wild geese this fall.

### East End

*Benjamin P. Dvorak, Correspondent*

Dale Miller, former agent and operator on the Iowa Division, was killed in an auto accident in October. He was the son of Agent and Mrs. L. J. Miller of Springville. Our sympathy is extended to them.

Mrs. M. A. Devee, wife of agent at Fayette, passed away on Oct. 31. She was the mother of Agent Bruce Devee of Maquoketa and grandmother of Richard Devee, operator on the Iowa Division. Our sympathy to the family.

After a summer recess, the fellows in the Marion engineering department resumed their cribbage games on Oct. 28 at the home of Ralph Mills. The calculating engineers were out-calculated by Hugh Jones, the statistician from the office of superintendent who was the guest of the evening. At the second session held at the home of S. C. Thomas on Nov. 12, Bill Lundquist, a long shot, came out victorious.

The Nov. 4 issue of "Amusement Guide of Cedar Rapids" featured the picture of Richard Dean Woodford as "baby of the week." He is the young son of Ticket Clerk A. D. Woodford, Marion.

Operator D. W. Peterson has taken a leave of absence and entered Northwestern College in Minneapolis. Pete worked the swing job in the dispatcher's office in Marion during the past summer.

Mr. and Mrs. George E. Lanning are moving their residence to Marion where they have purchased the Frank Simon home. Mr. Lanning takes over as assistant superintendent.

Mr. and Mrs. Cecil Schantz (carpenter, B&B department) have a new daughter, born on Oct. 13.

Wilber Williams retired officially as of Nov. 21. He entered the service of the Road as a section foreman on Sept. 4, 1912, and performed his last service in that capacity at Rhodes on Dec. 2, 1947. Mr. Williams has been in ill health for some time and it is hoped that with continued rest he will improve.

Yard Engineer George Mulholland retired on Oct. 31 after 42 years of service. He is leaving Cedar Rapids to establish his home in Fresno, Calif. His friends wish him well and many years of good health.

Richard D. Keenan has been assigned to the position of second trick yard clerk, Cedar Rapids. W. J. Hawes is now working the third trick yard clerk's job. Virgil D. Freeman was recently assigned as messenger in the freight house, Cedar Rapids. The position of clerk at Redfield has been assigned to E. L. Smith. James Trimble took over the position held by W. J. Hawes.

A temporary leave of absence has been granted to Section Foreman Claude Becker who is suffering with arthritis. J. M. Orman takes over his duties at Woodward.

Guy P. Mundy, retired car department employe, died at his home in Marion Oct. 18, following a long illness. He retired on June 19, 1945, because of ill health. His widow, two sons and two daughters survive him.

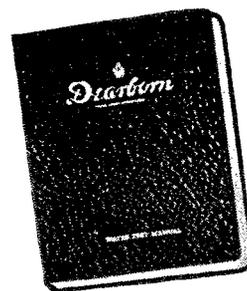
Mrs. Alice P. Harry died in a Cedar Rapids hospital on Nov. 6. She made her home with a daughter, Mrs. I. H. Moore, at one time employed in the office of superintendent in Marion and now doing relief work during vacation periods.

### IDAHO DIVISION

*Mrs. Ruth White, Correspondent*

Mrs. R. D. Eseke, wife of Engineer Eseke, writes me, in part: "I am always interested in your column and especially enjoyed the item in the last issue about cats that have been dumped around Spokane yard." She goes on to say that they have a shiny black kitten found in this way and have named it "Bum." I know it has found a good home, as both Mr. and Mrs. Eseke are animal lovers.

The black and white cocker spaniel of which I wrote previously has found a new home with Cashier Mabel Veits. "Lady"



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had a family and unfortunately contracted pneumonia and is just now recovering. You have heard the expression, "Sick as a dog"—well, since my own Chow has been sick with the same illness I know how sick they can be. At its best, a dog is very dependent upon its master but when sickness strikes I find man is almost helpless, too.

Operator and Mrs. A. A. Blond of Malden had as house guests recently W. D. Blond and wife and children of Seattle and Messrs. Lee and Maurice Parkett, brothers-in-law, from St. Michael's College, Spokane. Also visiting the Blonds were Thelma Blond and her roommate, Kathryn Fantan. The girls are studying music in Spokane.

John Blond of Seattle is convalescing at the home of his brother Albert at Malden, after a serious operation.

Mrs. Mahoney, wife of Engineer Charles Mahoney, is recovering at her home from an attack of virus pneumonia.

Mrs. Plybon, wife of Engineer Lewis Plybon, spent some time recently in St. Luke's Hospital, Spokane, but is reported getting along fine. Due to her illness, her son and daughter-in-law, Mr. and Mrs. Darrell Chisholm of Jenner, Calif., came up to see her.

Congratulations to Conductor and Mrs. J. W. Jacobs, Spokane, who welcomed Jennifer Darlene into the family circle on Oct. 23.

A. F. Mason, retired conductor, called at the office recently, looking just as young as ever. He says he must have a 1949 calendar, otherwise he can't keep house. Mrs. Mason has been in poor health for the past years, so Mr. Mason is kept busy doing the housework and taking care of his wife.

Mrs. Eleanor Garst, wife of Brakeman Garst, made a trip to Chicago on Nov. 18 to represent Spokane at the second annual conference of intergroup relations officials. Mrs. Garst is the executive secretary of the Spokane Council on Race Relations. Mr.

Garst started working for the Road in February, 1945, doing passenger braking during the war years. They have a two and a half-year-old daughter.

Section Laborer Reno Morfi, Metaline Falls, passed away at Deaconess Hospital, Spokane, on Nov. 14, from a heart ailment.

Among those who have been hospitalized and returned to duty are Carl Knudson of Spirit Lake, Leonard Monette of Newport and Louis Colgan, Warden.

Those lucky people who were awarded turkeys at the recent Service Club affair were J. R. Reagan, DF&PA, E. W. Jacobson, TF&PA, and Conductor N. A. Reams of Malden.

Foreman Wohlk's gang has finished the B&B work on the POR line for the season and Chief Carpenter Webber has moved the outfit to Spokane to work on the bridge near the gas plant for the winter. Foreman Parson's crew is at Calder and Foreman Warn's crew is at Tekoa.

General Foreman Williams' gang is at Revere, relaying rail for Roadmaster Moore, after doing considerable ballasting between Revere and Marengo.

Conductor George Battleson is visiting his daughter and relatives around Minneapolis, taking a short leave from his work.

## KANSAS CITY DIVISION

*Chester Miller, Division Editor*

We are real proud of the Milwaukee bowling team's showing in the men's recreation league. They have 9 wins and only 3 losses, being tied for first place with the John Morrell team. The members of the team are Dick Hoffman, Ken Barbian, Darrel Fisher, Walt Fuhr, A. J. Farnham, and M. L. Fromm.



Mr. and Mrs. Reginald M. Towne

Reginald M. Towne, former brakeman on the Kansas City Division, and Miss Bettye Joyce Danielson were married recently in Kansas City. The bride is well known in Ottumwa musical circles. She has been attending the Cosmopolitan School of Music in Chicago and on Sept. 23 sang at the Railroad Fair in Chicago. Mr. Towne is now attending Northwestern University. He is the son of Lawrence Towne, night foreman in the Ottumwa roundhouse, and the grandson of A. L. Towne, retired engineer.

H. C. Loveless, B&B clerk, served as chairman for the residential district in the recent Ottumwa Community Chest drive. Herschel has served this community in numerous ways and it now becomes known that he will run for mayor.

George W. Riley has taken Mr. Novak's place as trainmaster. Mr. Riley comes from Marion. He has found a house and his family will join him soon.

The stork has been rather busy in the engineering department recently, bringing a son, Richard Ervin, to Division Engineer Walt Fuhr, and a son, Daniel Neal, to Instrumentman Neal Davis.

Trainmaster A. C. Novak has left the division and taken the job as trainmaster in La Crosse, Wis. He was given a farewell dinner

# MAGNUS METAL CORPORATION

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CHICAGO



Austin Halverson, Bensenville yard, went hunting in South Dakota recently and came back with this picture to show that luck was with his party. The men were out for five days and bagged the full limit. Halverson is second from the left.

at the Colony Club in Ottumwa and was presented with some matched luggage.

Two retired Milwaukee men were elected justices of the peace as a result of the elections in Ottumwa, Center township; Ed O'Brien, retired engineer, and L. C. Traul, retired conductor. Traul was employed by the Road for 42 years, retiring a year and a half ago while serving as a conductor on the Southwest Limited.

Mrs. Lau, wife of Instrumentman Frank Lau, underwent an operation at St. Joseph's Hospital recently. She is at home now and doing nicely.

F. A. Roberts, agent at Galt, Mo., retired on Oct. 17 after 39 years of service. Mr. Roberts has the best wishes of everyone on the KC Division.

Mrs. John Post, wife of pump repairer, underwent an operation recently. She is now at home and we hope she continues to improve.

Mrs. Luman, wife of Welder Dave Luman, has returned from a long visit with her mother at Arlington, Calif.

Mrs. W. H. Vosburg, wife of Assistant Engineer Vosburg, has been quite ill but I am glad to report that she is improving at the present time.

Operator D. C. Bowen has been assigned the third trick at Linby.

Operator L. J. Holder has the rest day assignment between Seymour tower and Mystic.

Hank Johnson had some knee trouble recently but is now feeling fine and dandy.

The Service Club at Ottumwa held an election of officers at the last meeting. The new officers are: chairman, D. D. Fisher; vice chairman, Don Coleman; secretary, Maynard Leighty; treasurer, R. R. Hopkins.

I am taking this opportunity to wish everyone a Merry Christmas and a Happy New Year.

## CHICAGO TERMINALS

### Bensenville

*Dorothy Lee Camp, Correspondent*

Wonderful news! Night Assistant Superintendent Jim Jakabec will celebrate Christmas in his own home with his family. Jim has informed me that they were lucky to get a very nice house in Lombard and that the first week in December will find him once again enjoying the company of his wife, daughter and son, not to mention home cooking.

Sorry to hear that little Pablo Moreno, Jr., had to take a short trip to the Elmhurst Hospital. But his father, Pablo, Sr., of the Bensenville ice house, says the young lad is getting along nicely.

Thanks to Mrs. Joseph H. Conrad and

daughter Marcella for the lovely note I received in the mail shortly after Mr. Conrad passed away on Nov. 14. You all remember him as "Uncle Joe" Conrad, a grand man and one of the old timers. I'll pass along Mrs. Conrad's message: "We wish to thank all fellow employes of Mr. Conrad who donated blood at St. Ann's Hospital during his illness. We cannot find words to express how we feel, but we can say that we have lost a wonderful husband, father, and a friend to many of you people."

Trainmaster Conrad began railroading at Wausau, in 1909 as a brakeman on the Wisconsin Valley Division. On Oct. 2, 1918, he was sent to Mitchell, S. D., as yardmaster. He remained there until 1923 when he was transferred to Chicago. In the Chicago Terminal he was at various times yardmaster at Western Avenue, Bensenville and Galewood. He was appointed to the position of general yardmaster of the Chicago Terminals on Feb. 12, 1944. On Dec. 17, 1945, he was appointed trainmaster of the Chicago Terminal with headquarters at Galewood and later at Union Street where he was employed at the time of his death. Burial services were held at St. James Church, Wausau.

I see that birthday wishes go to C. E. Conley (Dec. 14), Herb "Whitie" Duga (Jan. 8), both of the Bensenville office, and to red-haired Cecilia Zygowicz (Nov. 23) of the Galewood office. Cecilia received some lovely gifts from her friends, including a cake, candles and the trimmings.

George Blakely of the Galewood train desk and his wife enjoyed a winter vacation in North Miami, Fla. George is planning ahead for sunny days; intends to dodge the snow storms around Chicago. Just to be sure of a place to spend them he has purchased a five room house.

Louie Mindel is down from Wisconsin for a spell of working on the railroad and got word from his wife that she has purchased a beautiful coal black riding horse since he left the farm.

"Doc" Watson of the car record department at Galewood is a grandfather. Thanksgiving morning his daughter, Margaret Ann Williamson, gave him a special reason to be thankful by presenting him with a little grand-daughter. They have named her "Jill Diane." "Doc" passed out candy to the office force in honor of the event.

Jimmy Cox of the Galewood train desk and his wife recently celebrated their 25th wedding anniversary. They have lived in Chicago for 21 years of their married life. Jimmy has a small printing press in his home and he and his wife do some small job printing. A hobby helps a couple to enjoy life and reach that silver wedding anniversary, says Jim.



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# VACATIONING IN SWEDEN

(Continued from page 20)

skeletons, many of them women. That the fight was a desperate one is best indicated by the fact that in some of the skeletons as many as a half dozen broken spear points were found. Centuries of time have devoured the flesh of the bodies and the cloth and the leather of their dress, but the steel of the armor was intact when the grave was opened. Caches containing thousands of silver coins, hidden treasures, have been found at numerous places, some dating back several centuries before Christ, give indisputable proof of a civilization on this island long before the Christian era.

Flying back from Wisby we encountered a bumpy flight, but as it lasted only one hour, we put it down as an interesting experience. While flying over the Baltic I had been watching a very ugly cloud ahead, and when we finally entered it, the sensation was the same as when riding a fast running locomotive and striking a snow drift.

## World's Oldest Corporation

After spending another day in Stockholm, we took a train to Falun, the capital city of the Province of Dalecarlia, perhaps the most beautiful province in Sweden. Here in this city the oldest corporation in the world is to be found—a wealthy and very much going mining concern. The date of the purchase of the mine property is June 16, 1288, and the charter of the corporation, under which the company is still doing business, is dated the same year. It was in the city of Falun that a number of our flyers during the last war, finding it impossible to return to their English bases after raids on Germany, brought their crippled planes and were interned. Many an attractive waitress in some of the fine restaurants, when asked if they knew any of these boys, smile and readily confide that "Those were the days."

We journeyed to several points of interest in this beautiful province, a mecca for tourists from distant lands. In one village we visited a church built in 1280, a beautiful edifice. It was located near a picturesque lake surrounded by hundreds of huge birch trees with bark as white as snow and gorgeous flower beds between the trees, an unforgettable picture. The architecture of the church suggested a Russo-Oriental origin. A church almost identical and

near which my Dad and a brother are resting in the Province of Sodermanland was also built in the same century. It is in an excellent state of repair and still in use for worship. Adjacent to the church we found a rune stone from the Viking Age, the inscription on it reading, in translation:

*"Ostan erected this stone  
over his Brother Thor  
Who died and was buried  
near the road  
Pray for him. A.D.1010"*

Our vacation was drawing to a close and our tickets on the Scandinavian Air Lines were stamped "Date of flight—Sept. 5, 1948." We returned for a few days to my old home to spend a few more days with my aged step-mother, one of the grandest women ever born, and then on Sunday evening, Sept. 5, at 5:00 P. M. we departed with 48 other passengers from the Stockholm airport on one of the huge Viking air liners for New York and home, arriving in New York at 9:42 A. M. the following morning.

As we were approaching Boston the loud speaker announced that in a minute or two we would see the American shore. And there, bathed in the sunlight, and some 7,000 feet below, lay Massachusetts, the shore first touched by the Pilgrims—America in all its glory. While we had been gone only two months on our European trip, and spent our time in Sweden, a country where freedom and democracy prevail and a country with one of the highest standards of living in the world, it was still a grand sight to see the American shore, the land we have learned to love and admire above all.

When we felt America once more under our feet there was a certain joy, coupled with an unbounded pride, that in passing through the immigration formalities we were among those who entered the gate reading, "For United States Citizens."



## Hiawatha Service Club Holds Fall Festival

THE annual fall festival, the business-social function which ushers in the fall activities of the Hiawatha Service Club, was held at the South Side Armory in Milwaukee on Oct. 30. The celebration started with a concert by the Hiawatha Service Club and a performance by Miss June Carey, the band majorette. A program of old time songs by the newly organized Hiawatha Barber Shop Quartet concluded the entertainment.

John Morrissey, chairman of the fall festival, opened the business session by introducing the members of the committee: August Kasten, Orville Glass, M. Crause and John Aberling. General Chairman Rudolph M. Freuler took over from there and proceeded to give an account of the various projects carried out by the club during the 1948 season. The announcements included a report on membership, which has mounted to the 3,016 mark.

Walter A. Dietze, public relations officer, Chicago, was the speaker of the evening. His talk, which dealt with the Service Clubs' opportunities to create good will, carried a special tribute to the Hiawatha Band for its fine promotional work along that line.

— IT'S A HIAWATHA YEAR —

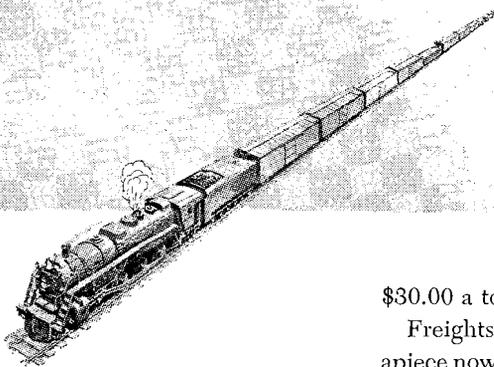
## Booster Club Festival Draws Crowd

THE annual fall festival which is sponsored by the Chicago Booster Club as a pre-Thanksgiving celebration was held this year at the Paradise Ballroom on Nov. 19. This is one of the club's largest undertakings and although it was a rainy evening, approximately 3,500 Chicago area employes and their friends turned out for a good time.

Dancing in the main ballroom with music by Earl Flindt's orchestra had its full quota of devotees. Family parties and oldsters were accommodated in the Bolero Room where Bingo and various other games provided a well rounded bill of entertainment. At the close of the evening turkeys were given away and as a result 10 families were assured of a good Thanksgiving dinner.

The committee on arrangements was under the general direction of Frank S. Patterson and Fred Miller, president and secretary, respectively, of the club.

# Even the "toot" costs more!



To make the steam which blows a locomotive whistle used to cost about one-third of a cent per "toot." Today it costs at least twice as much.

That's a small thing—but it's typical of the way the cost of running railroads has gone up.

Take, for example, the 3,000 crossings in the average mile of track. Pre-war, they cost less than \$2.00 each, in place. Today, the cost is up to \$4.00 each. And the rail—about 175 tons of it in the average mile of track—costs

\$30.00 a ton more than it did in 1939.

Freights cars that used to cost \$2.500 apiece now cost more than \$4,000. And the prices that railroads must pay for fuel—whether coal or oil—have considerably more than doubled since 1939.

But in the same years the rates that railroads charge for their essential services have gone up less than half as much as the average increases in wage rates and the prices railroads must pay for materials and supplies.

What does this mean to you?

Just this—our nation needs railroads which are strong and healthy. That's the only kind of railroads that can pro-

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And the only way to have railroads that are strong and healthy is to have railroads whose revenues keep pace with today's increased costs.



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