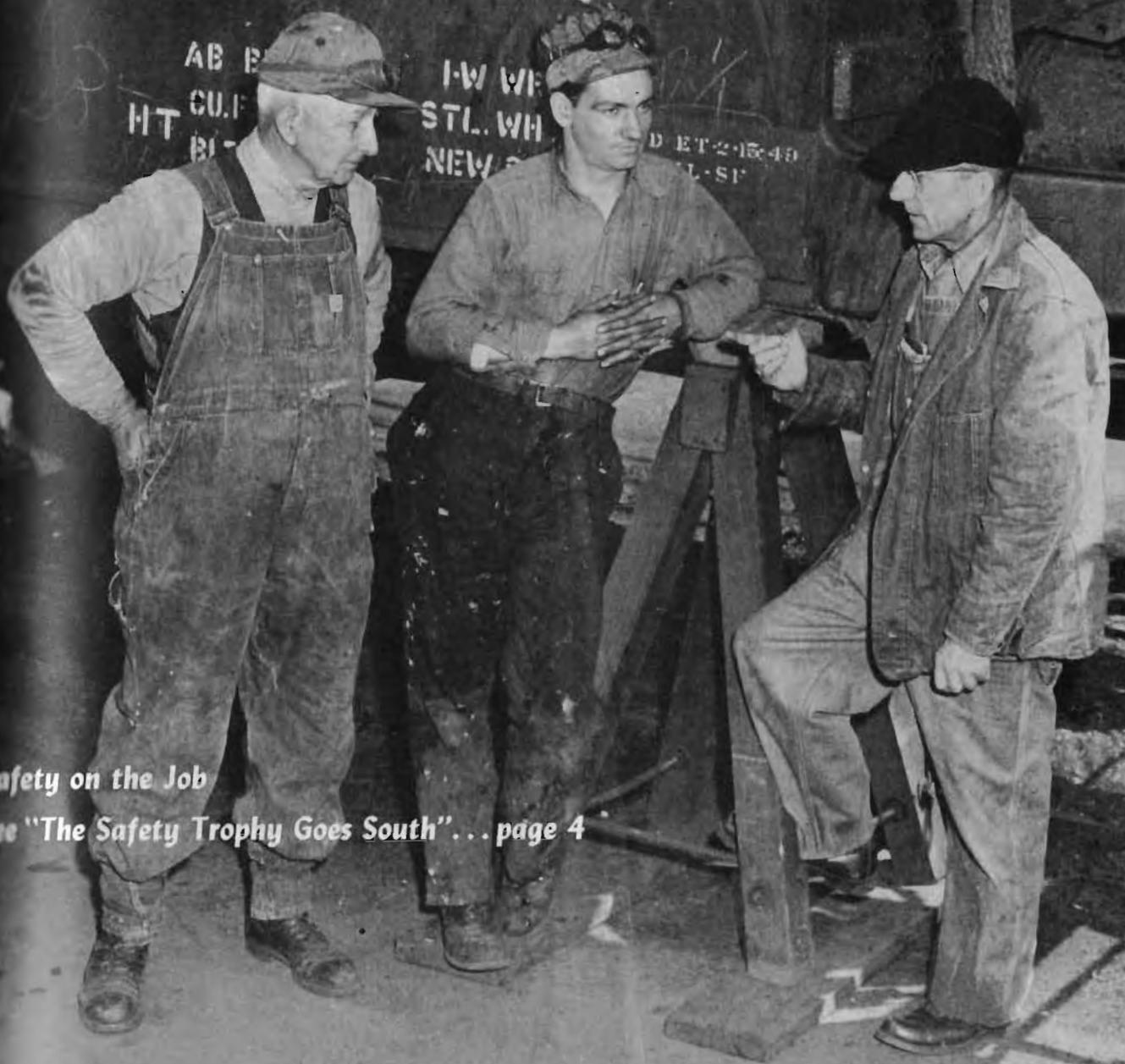


CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

MAY 1949



AB E
HT CUL
I-W WE
STL. WH
NEW
DET 2-15-49
L-SF

Safety on the Job
see "The Safety Trophy Goes South"... page 4

THE MILWAUKEE MAGAZINE

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

Michael Sol Collection



He started retiring today!

...and it feels good!

It's going to take time, but the point is . . . he's taken that all-important *first step* . . . he's found a way to make saving a sure, automatic proposition . . .

He's buying *Savings Bonds*, the safest investment there is, through the *Payroll Savings Plan!*

This makes saving an absolute certainty! You don't handle the money to be invested . . . there's no chance for it to slip through your fingers and . . . U. S. Savings Bonds

pay you 4 dollars for every 3 invested, in ten years!

Think it over! We believe you'll agree that bonds are the smartest, surest way there is to save.

Then—sign up for the *Payroll Savings Plan* yourself, today! Regardless of your age, there's no better time to start retiring than *right now!*

P. S. If you are not eligible for the *Payroll Savings Plan*, sign up for the *Bond-A-Month Plan* at your bank.

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



Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.

The Milwaukee Magazine



MAY
1949

VOL. XXXVII
No. 2

A. G. Dupuis
Manager

Marg Green
Editor

Marie Hotton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

Material appearing in this publication may be reprinted, provided credit is given to "The Milwaukee Magazine—The Milwaukee Road." Photographs not credited to other publications will be loaned to newspaper and magazine editors upon request.

The Milwaukee Magazine, now in its 37th year of continuous monthly publication, is distributed free of charge to active and retired employees of the Milwaukee Road. It is available to others at 50¢ per single copy, or \$1.00 per year.

In this Issue

	Page
The Safety Trophy Goes South	4
Oliphant, Chief Statistician, Retires	7
Buford Defines "Our Mutual Interests" in Address at Mitchell	8
Women's Club Celebrates 25th Anniversary	10
Presenting Robert D. Mandell ("Why I Like to Work for the Milwaukee Road")	12
Loveless Elected Mayor of Ottumwa, Iowa	13
Revenues and Expenses During First Three Months of 1949	14
Milwaukee Road Power to Be Featured at Railroad Fair	15
Sales-Educational Meetings Aid Traffic Prospects	16
Appointments	17
Magic Cargo	17
New Summer Program for Railroad Hour	18
How Well Do You Know Your Railroad?	19
Exit March at Mitchell	20
Home Department	22
About People of the Railroad	24

"THE ROUTINE CHECK-UP"

THE MILWAUKEE MAGAZINE, which last month began its 37th year of publication, believes it has outgrown the ailments of youth. It also feels that it shows none of the symptoms of advancing age.

The Magazine, at least in its own opinion, approaches the prime of life in robust health, but, like a sensible person, it recognizes that the surest way of staying fit is to submit now and then to the testing, thumping and peering which doctors like to call "just a routine check-up."

Hence the enclosed questionnaire.

During its years of development, the Magazine has practiced a policy of offering each month the things which appeared most likely to interest the railroad's employees and to be of importance to them and to the Railroad Company.

The policy has been a fluid one, allowing for content changes made necessary by the changing preferences and

needs of its readers. Today, as in April, 1913, when the first issue appeared, the Milwaukee Magazine's immediate purposes are to inform, interest, and please. In doing this it believes it has accomplished the greater, long-range purpose of unifying the interests of Company and employes, and of humanizing that which, without the cooperative interest of its 38,000 people, would be merely a thing of steel and rates and figures in a book.

Just to publish a magazine, however, is not to accomplish these things. It is *what* its issues contain, and *how* the material is presented that count.

So it is that the Milwaukee Magazine welcomes the "routine check-up." You, the individual employe, are the doctor. The questionnaire is your prescription.

In other words, it will be greatly appreciated if you express your frank opinion on the questionnaire and drop it in the mail today.

DOING BUSINESS TOGETHER

THE employes, the officers, and the stockholders of the Milwaukee Road are doing business together. There is no other possible description of the complex operation of a great railroad.

This means many things. It means, of course, sharing together as we all do the work of operating a railroad each day. But it also means sharing equally, each according to his means, the cost of doing business . . . the taxes of one kind and another which represent contributions to the national welfare of this great country.

In 1948, these taxes which the Milwaukee Road family shared together totalled \$40,362,000.

That is a tremendous sum. The Company itself paid

\$21,265,000, more than half the total, while employes contributed \$19,097,000.

A large part of these taxes were contributions to the Railroad Retirement plan. The Company paid \$7,120,000 into the retirement plan and employes contributed the same amount. In addition, the Company paid \$588,000 for Unemployment Insurance for its employes.

Employes of the Milwaukee Road had \$11,977,000 withheld from their checks for payment of income taxes and the Company paid \$4,444,000 for its own income tax.

In addition to its income tax, the Company paid \$9,113,000 in other taxes for 1948.

Yes, the total was \$40,362,000—the cost of doing business together last year.

THE SAFETY TROPHY GOES SOUTH

THE President's Safety Trophy has gone south to the banks of the Wabash. And, as Superintendent W. J. Hotchkiss of the Terre Haute Division announced when President C. H. Buford presented him with the trophy on Apr. 7, he has plans for giving it a permanent home in Indiana.

The winning of the trophy by the Terre Haute Division, and the purchase of the "Terre Haute Line" were developments which had both

the Terre Haute Division, indicating that another year's competition had ended and that for the first time since the Safety Trophy Contest was started, back in 1941, the Terre Haute Division had won it. The achievement was marked by a banquet held in Terre Haute's historic Terre Haute House on Apr. 7. Six hundred officers and employes attended.

A number of officers from Chicago, including President Buford and

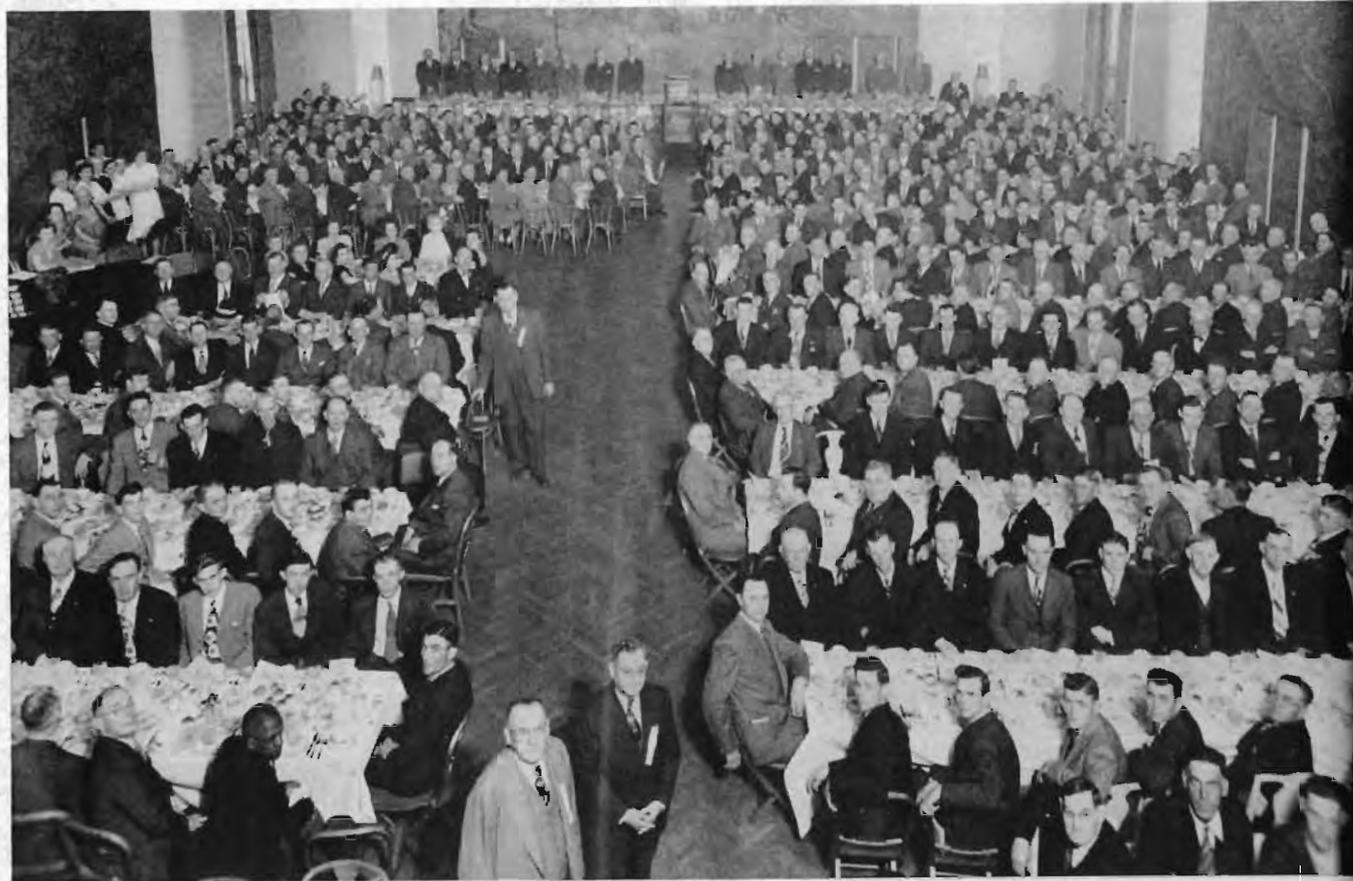
"It has been a pleasure to come back and see you," he said. "I met a fellow on the street today who stopped me and said, 'I bet you don't know who I am.' I said, 'Joe, if you had on a pair of overalls, with a few train orders in your coat pocket, and if you were wrestling with some of the feed that we used to unload at Blankenship, I would say your last name was Taylor.'"

A. N. Whitlock, in the role of toastmaster, opened the speaking

L. J. Benson, assistant to president, reads the inscription on the trophy to a group of guests at the banquet and explains how the contest among the divisions was started. Left to right: J. H. Mohr, director of traffic safety, State of Indiana; Morris Carter, chairman, State Safety Council of Indiana; G. M. Dempsey, general inspector, Milwaukee Road division of safety; Mr. Benson; and Roscoe O'Byrne, chairman, Public Service Commission of Indiana.



Mr. Benson said that Superintendent Hotchkiss, back from the Army only a short while, came to him in early 1948 and they discussed the safety program he planned to launch



The Mayflower Room of the Terre Haute House at the start of the Safety Award Banquet.

been in process for quite a while, but it is interesting to note that they became accomplished facts at the same time. The prospect of being taken into the fold seemed to inspire the employes of that division to turn in a superior performance.

The Chicago, Terre Haute and Southeastern Railway, which for many years has been leased to the Milwaukee Road and operated as the Terre Haute Division, was purchased and made a part of the Milwaukee Road, effective Dec. 31, 1948. Also at the year's end the Milwaukee Road division of safety completed its calculations and drew that all-important circle around the name of

A. N. Whitlock, vice president and general counsel, reached Terre Haute early enough on the day of the banquet to visit with friends, both on and off the railroad. Vice President J. P. Kiley, General Manager L. F. Donald, Superintendent Hotchkiss, Assistant Chief Engineer C. T. Jackson, Division Engineer H. C. Minter, and Trainmaster O. L. Clawson made a tour of inspection over a part of the division. Later, during his address at the banquet, Mr. Donald brought a shout of laughter from the employes as he related a little incident which had occurred while he was looking over the property.

program with the remark that when the Terre Haute Division "became really a part of the Milwaukee" on Dec. 31, that great system was extended all the way from Puget Sound to the banks of the Wabash.

He prefaced his introduction of L. J. Benson, assistant to president, with the statement that "There is nothing on our railroad more important to us than safety, and in giving you this banquet . . . we are trying to teach safety and preach safety because that is the only way you can save human lives and avoid serious injury." He then called on "Larry" Benson as the man in charge of the safety program.

The Milwaukee Magazine



President C. H. Buford (left) presents the trophy to Supt. W. J. Hotchkiss.

on his division. Then Hotchkiss and Otto Stainer, district safety engineer, "got their heads together" and went to work. Safety meetings were held at all times, at 5 o'clock in the morning or 12 o'clock at night; they were held at any time the men could be assembled. "That," he said, "is what actually brought home the bacon for the Terre Haute Division."

He explained what safety means to the railroad and what it can mean, in terms of happiness, to the individual employe and his family. He expressed his sincere appreciation to all officers, supervisors and employes whose efforts had produced the winning record.

Snapped in the lobby of the Terre Haute House preceding the banquet: Left to right—G. M. Dunn, general chairman of the Order of Railway Conductors on the Milwaukee Road, Lines East; E. L. Kenney, Terre Haute yard conductor and state legislative representative for O.R.C.; W. E. Allen, retired train dispatcher; and G. E. Hope-well, Terre Haute conductor and local chairman of the O.R.C.

The Cover

Safety committees played an important part in the winning of the President's Safety Trophy for the Terre Haute Division in 1948. All four committees on the division, located in the store department, Terre Haute car department in both Terre Haute and West Clinton and the locomotive department at West Clinton, are composed of men on the job. Since all of them are sincere safety salesmen, it means that safety is on the job.

These men report unsafe conditions to the department officers and take back safety suggestions to the men. This, of course, in addition to the regular safety meetings attended by all employes in a department.

The cover picture shows the car department safety committee in Terre Haute, snapped during a brief conference on the job. The men, left to right, are: John P. Barrett, carman; Kenneth W. Campbell, carman; and Delmont McDaniel, carman (chairman of the committee and local chairman of the Railway Carmen).

The Terre Haute Division car department experienced only one reportable injury in 1948 and has had none thus far in 1949.



Michael Sol Collection



Above: The store department safety committee in Terre Haute mounts a safety poster. Left to right: Louis E. White, Earl C. Roberts and Richard L. Leeth.

Right: Freight station force at Terre Haute which has not suffered reportable or lost time injury since October, 1946. Left to right: Agent E. G. Boyd, Marie Rusbason, Charles Hammond, George Lundwall, Bruce Blaker, Everett Smith, H. A. Brown, Darrell Houck, John Miller, George Lloyd, Robert Newkirk and John Mahalek.

Vice President Kiley, who followed Mr. Benson on the speaking program, said, "Last night I began thinking of the waste that we have on the railroad and in all industry as a result of people not practicing safety. I do not think there is any one item of waste that bothers me more than the waste that comes from poor safety records. No one wins when safety is not practiced. The employe loses, his family loses, the railroad loses, and the country loses. It just means that to eliminate that dreadful waste we all have to practice safety always, think safety always."



One explanation of the Terre Haute Division safety record is that unsafe conditions are corrected as soon as discovered. Here, Chief Carpenter F. O. McGrew, Terre Haute, talks with Henry Deal (left), veteran B&B man, and Hays Fish, carpenter, about a roadway repair job they are working on.

Following a brief word of congratulation to his fellow citizens of Indiana by Governor Henry F. Schricker, the toastmaster introduced President C. H. Buford for the principal address of the evening and the presentation of the trophy.

Mr. Buford approached the subject of safety by pointing out that from the railroad's gross business of a little more than \$250,000,000 in 1948, as much was paid out for injuring people and for damaging their

property as was paid to the stockholders.

"That is a terrific loss to take," he

said, "but it is not the money loss in safety that bothers us. It is the loss to the home and to the community when we injure people.

"We are making a little progress, and as of tonight, compared with the record last year, there are six more employes living on the Milwaukee Railroad than would have been living had we been as poor in handling our work as we were last year. If any of you have ever had the job of going to a home and trying to tell a wife that her husband has been killed, you will get the reaction I have from this matter of personal injury. I have had to do that on two occasions, and I hope I never have to do it again.

"Any division on the Milwaukee Railroad that wins this safety award has to do a good job. There are 18 divisions after it. They can't all get it. Some one has to be on top.

"I could talk to you all night about safety and point out to you the reasons why you should work safely on this railroad. I spend a lot of time personally going around to the different meetings, and the reason I do is to try to find out how

While visiting around Terre Haute, President Buford sat for picture with friends in the division office with whom he worked when he was Terre Haute Division superintendent (Nov., 1921 to Oct., 1924). Standing, left to right: L. C. Hubert, time revisor; F. C. Pearce, chief clerk; E. E. Heller, dispatcher; T. I. Colwell, clerk; G. J. Scholl, car distributor; and F. C. Mancourt, file clerk.



Oliphant, Chief Statistician, Retires

CHESTER E. Oliphant, chief statistician, retired on Apr. 30 after a record of long and outstanding service to the Milwaukee Road. He is being succeeded by A. J. Wallander, former assistant auditor of capital expenditures.

Mr. Oliphant was born in Lima, Ohio, on Jan. 8, 1882, and spent his early boyhood in Fostoria, Ohio, where he attended grade school. He later attended high school in Chicago and his engineering education was acquired at the University of Illinois.

Mr. Oliphant's railroad service has extended well over 40 years, mainly with the Burlington Lines and the Milwaukee. His early service was in roadway engineering and valuation work for the Burlington. He left that company during World War I to enter military service and was a captain in the Engineer Corps in France.

When he came to the Road in June, 1920, he first specialized in the settlement of matters arising out of the federal control of the railroads. He was appointed chief statistician in 1925. This position is broad in scope and responsibility, involving economic studies of various kinds and participation in wage, rate, abandonment, acquisition, consolidation and coordination proceedings.

Mr. Oliphant brought to his work creative ability, a keen power of



Chester E. Oliphant

analysis and thoroughness in whatever he undertook. He gave freely of helpful counsel and made friends of those who sought his help. His ability in developing statistical research was a valued asset to the railroad in its planning procedures.

After years of close application to duty Mr. Oliphant proposes to take a good rest. His immediate plan is to locate in the Southwest and devote himself to his hobbies, one of which is painting. The best wishes of his friends and associates follow him in his retirement.

and in what way I can conduct myself to improve our employe safety record. I am particularly proud to be able to give to Mr. Hotchkiss this award.

"Walter, on behalf of the railroad and its officers and the other divisions, I want to present to you this trophy with the highest regards of myself personally, and in honor of you and your officers and the employes for the excellent job you did last year."

Mr. Hotchkiss thanked Mr. Buford. Then, turning to the crowd in the banquet hall, he held the trophy aloft and said, "Fellows, now that we have it, what are we going to do with it?"

"Keep it!", they called back in chorus.

Mr. Hotchkiss spoke briefly but sincerely: "I am indeed happy," he said, "to represent these men, the employes of the Terre Haute Division, for they have done a good job in winning this trophy. I know they will help me in the attempt to do the same thing in 1949 that we did in 1948."

May, 1949

O. N. Harstad

VICE President Oscar N. Harstad, 63, died at the Evanston Hospital, Evanston, Ill., on Apr. 27. Funeral services were held in St. Luke's Church, Evanston, and burial was at Memorial Park cemetery. His widow, Hazel, survives him.

Mr. Harstad, who was known to his railroad associates as "O.N.", was born in Sioux City, Ia., and educated there. His first position with the Road was as a stenographer, starting in 1904. During the next 14 years he held various clerical positions and that of trainmaster with headquarters at Minneapolis. In 1918 he was appointed superintendent of the H&D Division at Aberdeen, S. D., then, in 1923, general superintendent at Chicago and subsequently assistant general manager at Chicago. In 1925 he became general manager of Lines East and held that position until 1946 when he was appointed vice president-operating. From June, 1943, to June, 1946, he also served as assistant chief operating officer. Ill health forced him to relinquish the position of vice president-operating in June, 1948, and he was then elected vice president with duties as assigned by the president, the position he held at the time of his death.

Mr. Harstad's railroad career was a record of faithful and conscientious service. In addition to his work for the Milwaukee Road he served as president of the Davenport, Rock Island & Northwestern Railway Company, first vice president of the Western Railway Club of Chicago, and on the board of the Minnesota Transfer Company.

Fifteen hundred passenger trains—more than one for each minute of the day—arrive at or depart from Chicago every 24 hours.

Reach Agreement on Vacations For Operating Employes

AGREEMENT on vacations for 300,000 railroad engineers, firemen, conductors, trainmen and switchmen was reached on Apr. 29 by the nation's railroads and their operating unions.

The settlement provides for one week's paid vacation after one year of service and two weeks after five years. It becomes effective July 1.

On the Milwaukee Road the agreement affects 8,760 employes in the following classifications: locomotive engineers, locomotive firemen, locomotive helpers, hostlers, hostler helpers, conductors, brakemen, flagmen, train baggagemen, switchmen, switch tenders, dining car stewards,

assistant stewards and sleeping and dining car conductors.

The four unions involved in the negotiations on the Milwaukee Road, the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and Brotherhood of Railroad Trainmen, had asked for annual vacations ranging from 15 to 30 days, depending on length of service. They now receive one week. Negotiations had been under way in Chicago since Mar. 25.

The settlement corresponds generally to the vacation plan now in effect for the non-operating employes.

Buford Defines "Our Mutual Interests" In Address at Mitchell

SPEAKING before an audience of approximately 350 people in the world-famous Corn Palace in Mitchell, S. D., on the night of Apr. 21, C. H. Buford, president of the Milwaukee Road, defined the areas of common interest which exist between the Milwaukee Road and that city and community.

The occasion was the quarterly meeting of the Mitchell Chamber of Commerce, at which a number of top Milwaukee Road officers and some 75 employes from Mitchell and nearby communities were the guests of the Chamber.

Among the officers present, in addition to Mr. Buford, were: J. P. Kiley, vice president—operating; E. W. Soergel, vice president—traffic; C. T. Jackson, assistant chief engineer; H. S. Zane, freight traffic manager; J. T. Gillick, retired operating vice president; and W. A. Dietze, public relations officer, all from Chicago; W. F. Ingraham, special representative to general manager, Mason City, Ia.; H. L. McLaughlin, general northwestern freight agent, Minneapolis; R. C. Dodds, superintendent, I&D Division, Mason City, Ia.; G. H. Rowley, superintendent, I&SM Division, Austin, Minn.; and J. A. Jakubec, superintendent, H&D Division.

The dinner, at which Mr. Buford was the principal speaker, marked the climax of a busy round of activities during his visit in Mitchell. At noon he and a number of other officers were guests of a group of



J. M. Patton (left), president of the Mitchell Chamber of Commerce, chats with President Buford at the luncheon given for Milwaukee Road officers by Mitchell business men.

Mitchell business men at a luncheon in the Lawler Hotel following which he was interviewed by local press representatives and made an address over Radio Station KMHK. An informal meeting with community leaders who had gathered in the

Lawler Hotel preceded the Chamber of Commerce dinner in the Corn Palace.

The following morning found Mr. Buford seated casually on a desk on the stage of the senior high school auditorium, giving the students some



Mr. Buford addressing the quarterly meeting of the Mitchell Chamber of Commerce in the Corn Palace. Shown at the speaker's table, left to right: R. C. Dodds, superintendent, I&D Division; W. F. Ingraham, special representative to general manager; H. S. Zane, freight traffic manager; Reverend Donaldson; J. P. Kiley, vice president—operations; J. M. Patton (behind Mr. Buford), president

of the Mitchell Chamber of Commerce: J. T. Gillick, retired operating vice president; Hon. Damon Clark, mayor of Mitchell; E. W. Soergel, vice president—traffic; C. T. Jackson, assistant chief engineer; H. L. McLaughlin, general northwestern freight agent; W. A. Dietze, public relations officer; G. H. Rowley, superintendent, I&SM Division; and J. A. Jakubec, superintendent, H&D Division.

pointers on how to become a railroad president. Among other bits of advice, he urged them to make provision for their own security, and by all means not to listen to any suggestion that the world owes them a living. The subject was one uppermost in Mr. Buford's mind, as the result of some correspondence he had recently had with a 15-year-old lad who had expressed his intention of becoming a railroad president and asked how he should proceed.

It is interesting to note, as Mr. Buford pointed out in an interview while in Mitchell, that although Milwaukee Road carloadings generally had declined by about 10 per cent during the first few months of 1949, Mitchell showed an increase of approximately 8 per cent in freight business.

Buford Pays Tribute to South Dakota

Mr. Buford opened his address in the Corn Palace with a review of some of South Dakota's claims to distinction, the historical highlights of that state and the Milwaukee Road, including the fact that the city of Mitchell was named after Alexander Mitchell, president of the railroad in 1880 when the line was built from Canton to Mitchell. He also pointed out that the Milwaukee Road has 1,735 miles of track in South Dakota, more than that of any other railroad and that the Milwaukee Road's 2,482 employes in the state probably constitute a larger payroll than that of any other industry in the state.

Proceeding to the matter of increased operating costs, he assured his audience of the railroad's desire to avoid higher rates, since higher rates may drive some business to other forms of transportation, in addition to causing dissatisfaction on the part of the public.

"But," he continued, "we are faced with the following combination of circumstances: In the first place, a railroad system involves a vast and expensive plant. This expensive plant is built in the first instance with money furnished by prudent investors who are looking for safety and for some return on their investment. From this plant the public expects the best in quality and speed and that is what we want to give them. That means constant improvement, which involves increased expenditures for facilities and equipment. It involves research for better methods and also involves the highest standards for maintenance of our facilities. All of this requires

OUT OF BALANCE



the expenditure of vast sums of money for labor and materials."

He then pointed out that although the cost of labor to run the railroad has increased 99.3 per cent since 1939, and the cost of fuel, materials and supplies has increased 111 per cent, freight rate increases during that period have been only 49.6 per cent.

"Some people," he said, "seem to think that railroads have an unlimited supply of money tucked away and available whenever needed, and that it will always be so. Nothing could be farther from the truth. The fact is that the investment in this industry, as in others, was made with money which came from members of the public like yourselves, who were willing to invest their savings in what seemed to be a necessary industry. If they cannot reasonably hope to get any return, they will, of course, discontinue their investment. No one can expect any industry to be operated solely for the purpose of paying for labor and materials and other operating expenses and taxes."

The difficulty and unfairness of being obliged to compete with the highly subsidized waterways, airlines and intercity truck lines, was emphasized.

"No one," he stated, "disguises the fact that the air lines are subsidized by the public. A statement recently put out by the Civil Aeronautics Board stated its policy to be: 'The complete return by the air transportation industry to a sound and profitable condition from which it can withstand the ordinary vicissitudes of economic fluctuation.' I think all business, yours and mine, would feel that they were in a happy

situation if some government agency could bail them out so that they could, with profit, withstand the ordinary vicissitudes of economic fluctuation."

On the subject of truck competition, he observed that during 1948 the Milwaukee Road's roadway and tracks, signals and facilities, which compared with the highway for trucking, cost the railroad in property taxes, roadway maintenance, and interest on the investment in the roadway \$55,623,421. This was 22 per cent of the railroad's gross revenues for facilities that compare with the public highway which is made available to the intercity truck operators for only 5 per cent of their gross revenues. "If we operated on a basis comparable with the trucker," he pointed out, "and paid only 5 per cent, the difference would have amounted to almost \$43,000,000 or about 80½ cents per ton on all of the revenue freight we handled in 1948."

Mr. Buford climaxed his address with these thoughts:

"I, for one, certainly do not want our great railroad industry put in a position where it can be made an excuse for the beginning of a socialistic state in this country. It would not be a far cry from government operation of the railroad business to government operation of all other forms of transport, and the distance from government operation of transportation to government operation of many, if not most, other basic businesses, would be but a short step.

Must Guard Heritage Against Socialism

"We must keep the heritage that has come to us from men like Alexander Mitchell and our country's other great pioneers, and guard it against the onslaught of those who would have us abandon it and take the soft way to Socialism.

"The struggle through the past years has not been an easy one, but it has been interesting. We have the finest and most prosperous country in the world. We can out-produce anybody and we have the highest standard of living. We have the best railroads and we offer to each individual the greatest opportunity of any country. We have achieved all of this not by good luck, or the happening of a miracle, but by hard work and cooperative effort—by helping one another.

"I hope we can continue to handle our business as we have in the past by running it ourselves, and do it with due regard for the other fellow."

Women's Club Celebrates 25th Anniversary

District meetings carry observance to all chapters

EVERY Milwaukee Road family has known for some time that 1949 marks the 25th anniversary year of the Milwaukee Road Women's Club and that plans have been made to observe it at all points on the system. Selecting the post Lenten season as an appropriate time to launch the long heralded observance, the Twin Cities Chapters were co-hostesses at a district meeting in the Radisson Hotel in Minneapolis on April 20. This was the first of the four district celebrations which are scheduled for the club's 61 chapters during April and May.

Fifteen chapters of the Northern District and Lines West were represented at the Minneapolis meeting, which was conducted by Mrs. George W. Loderhose of Chicago, president general. Other members of the executive committee who attended were Mrs. O. P. Catlin, first vice president general; Miss Etta Lindskog, secretary general; Mrs. W. Ray Dolan, recording secretary general; Mrs. J. L. Brown, general director (all of the former from Chicago); Mrs. C. C. Steed, Milwaukee, general advisory officer; and Mrs. R. E. Melquist, Minneapolis, and Mrs. A. Wickersham, Miles City, general directors.



The ballroom of the Radisson Hotel, Minneapolis, as it looked during the luncheon on Apr. 20. General executive officers and other guests of honor are seated at the long table in the rear.

The meeting started with a 9:30 A.M. business session in the Admiral Room of the Radisson, at which the delegates read their reports. The general tenor of these showed encouraging figures on membership drives and sustained interest in club projects. One of the more interesting concerned Milbank Chapter's

support of the local Youth Center which it has helped to establish and maintain. The general discussion which followed provided the delegates with an opportunity to become acquainted and exchange ideas on their various welfare and social projects.

The following chapter representatives had a voice in this discussion: Mrs. P. F. Ziegler, president, Aberdeen (S.D.); Mrs. F. R. Jeffers, president, Austin; Mrs. Harris Dillabaugh, president, Black Hills; Mrs. C. E. Berg, president, La Crosse; Mrs. T. H. Finneman, Marmarth; Mrs. C. O. Larson, Mason City; Mrs. E. K. Hagen, Milbank; Mrs. Wickersham, president, Miles City; Mrs. Ernest Buehholz, president, Minne-

In the foreground, the "past presidents' table" at the Sioux City meeting. Clockwise from the left: Mrs. L. A. Cline, 84, charter member of Sioux City Chapter and president in 1928; Mrs. W. D. Lane, Mitchell; Mrs. W. S. DeLaney, Perry; Mrs. Henry Kruck, Sioux Falls; Mrs. L. L. Galland, Sioux Falls; Mrs. C. O. Larson, Mason City; Mrs. A. J. Spencer, Sioux Falls; Mrs. T. P. Cavanaugh, Sioux Falls; Mrs. Harvey Gregerson, Madison (S. D.); Mrs. Herman Jensen and Mrs. Ed M. Lee, Council Bluffs; Mrs. Ben Long, Madison (S. D.); and Mrs. Pat Ryan, Perry.



apolis; Mrs. Ervin Schueler, president, Mohrbridge; Mrs. Joe Brunner, New Lisbon; Mrs. John T. Young, president, St. Paul; Mrs. William Hovey, president, Sparta; Mrs. Alvin Rosenow, president, Tomah; and Mrs. Clinton Paugh, Montevideo. The meeting closed with a report from Miss Lindskog which reviewed the strides made by the club in its 25 years of operation.

The meeting got into a festive swing in the grand ballroom at 1:00 P.M. when the members assembled for luncheon. Approximately 172 were present. Mrs. Loderhose presided and introduced the guests from the various chapters. Mrs. Melquist who was in charge of the entertainment provided a sparkling program. Headliners on the bill were the Laura Sterns Trio, musicians, Shirley Bogen, popular radio singer, and Grace Aker, accordionist.

Testimonial to Miss Lindskog

One of the highlights of this meeting was the presentation by the various chapters of a gift to Miss Lindskog in recognition of 25 years of loyal service to the club in the capacity of secretary general. Miss Lindskog responded with a short but eloquent speech of acknowledgment.

On Apr. 23 the scene shifted to Sioux City, Ia., where the second district meeting was held at the Mayfair Hotel. The delegates and the chapters they represented were as follows: Mrs. Lloyd McDonald, Black Hills; Mrs. Earl Smith, president, Council Bluffs; Mrs. A. E. Luedtke, president, Dubuque; Mrs. A. D. Smith, Madison (S. D.); Mrs. Donald Hemby, president, Marion; Mrs. Carl Vodenik, president, Perry; Mrs. Fred



The general officers who attended the Sioux City meeting and delegates of various district chapters take a bow at the speakers' table. Seated, left to right: Mrs. A. E. Luedtke, president, Dubuque; Mrs. V. E. McCauley, president, Sioux City; Mrs. O. P. Catlin, first vice president general; Mrs. W. R. Dolan, recording secretary general; Mrs. G. W. Loderhose, president general; Miss Etta Lindskog, secretary general; Mrs. J. L. Brown, general director (the former all of Chicago); and Mrs. Jay W. Bailey, general director, Sioux City. Standing, left to right: Mrs. Earl Smith, president, Council Bluffs; Mrs. A. D. Smith, past president, Madison (S. D.); Mrs. V. G. Rose, president, Spencer; Mrs. E. I. Seibold, president, Sioux Falls; Mrs. J. D. Shea, wife of assistant superintendent, Sioux City; Mrs. Lloyd McDonald, vice president, Black Hills; Mrs. Carl Vodenik, president, Perry.

A. Soop, president, Sanborn; Mrs. V. K. McCauley, president, Sioux City; Mrs. E. I. Seibold, president, Sioux Falls; and Mrs. V. G. Rose, president, Spencer.

A business meeting was conducted in the morning with Mrs. Loderhose presiding. Other general officers present were Mrs. Catlin, Miss Lindskog, Mrs. Dolan, Mrs. Brown, and Mrs. Jay W. Bailey of Sioux City, general director. Again the activities reports showed a response to the club's social and welfare programs and increases in membership. Sioux City Chapter was one of those which had already topped their 1948 membership, with a total of 784.

The luncheon at noon had an attendance of approximately 120. Mrs. Bailey was chairman of the arrange-

ments committee and was congratulated on the unique decorations. These consisted of floral centerpieces banked by tall candles representing telegraph poles to which were suspended tiny cables. Miniature railroad tracks ran the length of the tables and the favors and place cards carried out the railroad motif with miniature replicas of crossing signals.

Past Presidents Honored

The past presidents of the various chapters were given special recognition at the luncheon where they were seated at a "past presidents' table" and presented with corsages. Mrs. Loderhose opened the program and was succeeded by Mrs. McCauley, who extended the welcome of the hostess unit. A three-piece ensemble provided a musical background to the entertainment which featured the dancing trio of Gary Walters, Carol Davis and Margarien Kudrle, readings by Mrs. Hazel O'Connor and Lyzette Friedman, accordion playing by Myrna Robinson and Gary Walters, and songs by Mrs. J. Harris. Miss Lindskog on this occasion received another testimonial gift from the chapters of the district and accepted with a gracious word of thanks.

After the luncheon a reception was held at the Sioux City clubrooms in Scandinavian Hall and refreshments were served for members and the out-of-town guests who were waiting for trains. The remaining district meetings were scheduled for Chicago on Apr. 30 and for Seattle on May 12.



Some of the executive committee members and delegates of the Northern District and Lines West chapters who attended the meeting at Minneapolis on Apr. 20.

Presenting ROBERT D. MANDELL

Winner of
Honorable Mention
in Essay Contest

by Brooksie Burk
Correspondent, St. Paul, Minn.

"OH, I just like to write," and "I just felt proud" were the reasons Robert Mandell gave for writing his essay on why he likes to work for our railroad, and what better reasons could there be?

Bob is a big, smiling fellow who spends the hours from 7:30 A.M. till 4:00 P.M. each day making sure our freight cars are in perfect condition.

His career with the Milwaukee began in January, 1941, as a freight car oiler. In addition to his present job, he has been a passenger car inspector, which was his work at the time he wrote his winning essay.

It could be that Bob decided to join our company because of his father's years with the Milwaukee. George Mandell was one of our car inspectors, and when he retired in 1947 he had 45 years of service with the company.

Bob was born 28 years ago in Farmington, Minn., where his parents live now. St. Paul is the home of Bob, his wife and the five Mandell youngsters—Sharron 9, Robert Jr. 7, Susan 4, Diane 3, and Pamela 2. Their home is furnished with many articles made by Bob himself. His basement workshop has produced "built-ins," cupboards, shelves, tables



Robert D. Mandell

HONORABLE MENTION

Why I Like to Work for the Milwaukee Road

The distant wail of a whistle and a faint rumble of the approaching fast mail grows to a crashing crescendo, screaming a warning to motorists as it roars by. The white-gloved hand of the engineer raises in salute to the kids in our block. We stand in open-mouthed wonder, awed by this giant Milwaukee Road beauty of the rails, and as it fades into nothing along the silver ribbon of rail, there stands none among us who does not feel he must some day be a part of this miracle on wheels.

The passing years have brought me into the family fold of our Milwaukee Road, thus fulfilling my childhood dream. And it is now that I have come to realize the true importance of my job. True, it is a small part I play on this great team, this winning team of the Milwaukee Road, but I know it is important, no matter how small, and the team would suffer from inefficiency if I, or any member, should not fulfill his part to the best of his ability. This gives me a real feeling of importance. I'm a business man, and the Milwaukee Road is my business. I see the sleds and dolls being rushed to some remote spot in time to fulfill the request of a Christmas letter, scrawled in some language that doesn't look like English but is. I see a stenographer now on the threshold of that vacation she has lived over time and again as she waited for this supreme moment when she boards our luxurious Hiawatha. There's a heavy freight pulled by a powerful throbbing engine; each blast of its mighty exhaust is like the heartbeat of our nation, pumping the life-giving blood of coal, grain and oil through the vast network of arteries which are our railroads. This is my job—to help see that these Milwaukee Road trains continue to move smoothly, quickly and trouble-free, carrying their passengers, freight and mail to far off places without delay.

It is the pioneering spirit of the Milwaukee Road that gives me my greatest thrill. I see a sleek new speedliner roll smoothly to a stop at Union Station, discharging its human cargo, and realize that these trains have been built by the skillful, well-trained hands of Milwaukee Road employes. Its numerous highly-engineered improvements are but the shining results of years of persevering research. Many of these improvements may be attributed to the interest and watchful eye of my fellow employes.

The Milwaukee Road has many firsts in modern railroading. It has pioneered in passenger comfort, safety and speed far beyond conceivable horizons. To thrill to the romance of the railroad is common to man and boy. To be proud of one's job is sometimes but a hollow tool to vanity. But to like your job is the secret of personal happiness. Mister, I like to work for the Milwaukee Road.

ROBERT D. MANDELL
Passenger Car Inspector
St. Paul Union Depot

and even beds and other large pieces of furniture.

The Mandell home has another form of decoration—"Papa's" pictures. Another hobby of Bob's is painting—sketches, portraits, scenery, in water colors and oil, and even magazine cartoons escape from his talented fingers.

Believe it or not, he even finds time now 'n' then to relax with a bit of fishing at some quiet lake. Seems 'sif a rest would be needed with all the activity in this young man's life.

During the war Bob took time out

from railroading to spend two and a half years with the Merchant Marine as a ship's baker. (That is no relation to a "Cook's Tour.") Bob was rather noncommittal about his Merchant Marine life, but did say that he went as far as India in one direction and as far as the Philippines the other way.

All in all, our this month's winning contestant is a most interesting person, with a full and enjoyable life. It was a pleasure to talk with him and he really does "like to work for the Milwaukee Road."



Mayor Herschel C. Loveless (seated) and two of Ottumwa's newly elected commissioners, Mrs. Edna C. Lawrence, Ottumwa housewife who was named safety commissioner, and Patrick J. Harden, commissioner of streets. (Ottumwa Courier photo.)

Loveless Elected Mayor of Ottumwa, Iowa

CITIZENS of Ottumwa, Ia., went to the polls on Mar. 28 and by an overwhelming majority voted Herschel C. Loveless, Milwaukee Road B&B employe, into office as mayor. The voting count was the heaviest of any election in recent years. Loveless defeated the incumbent by nearly two to one. In accepting the office, which entails a two-year term, he will be heading an entirely new administration.

He carried 14 of the city's 15 precincts. In electing him, the voters showed their appreciation for the many civic services he has performed, in particular the direction of flood relief in the 1947 local disaster and his campaign for flood control measures.

Loveless, who is known to his intimates as "Hersh," has been with the Road since 1928 and has served in various positions, including roundhouse clerk, extra gang timekeeper, machine operator and extra gang foreman. He was also in train service for a period and in the engineering department for several years. Leaving the Road for five years, he took a position as power plant engineer for John Morrel & Company and was later superintendent of city streets for a short interval.

Among Ottumwa employes, Loveless is well known for his support of the Service Club, which he served as chairman for two and a half years. In the community his ability as an organizer has frequently brought him into public favor. The civic posts which he has filled at various times include those of chairman of the railroad section of the Community Chest, chairman of the Red Cross, of the 1948 residential Community Chest drive and of the 1949 Wapello County campaign for the March of Dimes. At the present time he is on a leave of absence from the railroad. He took over his new job as mayor on Apr. 4.

Tag Simplifies Luggage Transfer

A SIMPLE but effective plan for transferring luggage from train to taxicab stand went into effect Apr. 15 for passengers detraining in Chicago, Milwaukee, St. Paul, Minneapolis, Spokane, Seattle and Omaha from Hiawatha parlor cars and Pullman cars.

The new system works this way: Before the passenger arrives at the station, the Pullman or parlor

car porter places a tag on each piece of his luggage, giving him a duplicate numbered check. When the train arrives at the station, the passenger may detrain and proceed at once to the cab stand without waiting for the luggage to be unloaded and identified.

After the passenger leaves the train, Redcap porters gather the luggage and cart it to the taxicab stand where the passenger receives his luggage upon surrender of his claim check and payment of the prevailing Redcap porter service fees. In the Seattle Union Station, where there are two taxicab stands, hand luggage is delivered to the stand located on the upper level.

Passengers who prefer to carry their own luggage from the train to the station have only to tell the porter and their luggage will not be tagged.



Recommendation from a "Much Traveled Lady"

SINCE the traveling public takes the courtesy of railroad employes pretty much for granted, this letter which was received recently by H. W. Warren, DPA at Des Moines, Ia., can be regarded as an extra bonus for effort. Warren identifies Anna E. Johnston, the writer, as a "much traveled lady of the Pacific Northwest" who found Milwaukee Road service much to her liking on a trip to Chariton, Ia.

"I want to thank you for the courteous service you have shown me," she wrote, "but then I have found all employes of your line equally courteous. In fact, I can say that your employes are far more friendly and interested in helping their passengers than those of any other line I have ever traveled."

OUR REVENUES AND EXPENSES DURING THE FIRST THREE MONTHS OF 1949

Compared with Same Period of 1948

REVENUES

	To March 31, 1949	+ Increase - Decrease
Received from customers for hauling freight, passengers, mail, etc.	\$56,911,171	-\$2,125,957
Other Income, Net	721,592	+ 369,459
Total Receipts	\$57,632,763	-\$1,756,498

EXPENSES

Per Dollar of Receipts		
55.1 cents for Wages	\$31,743,698	+\$ 542,488
3.3 cents for Payroll Taxes, on account of Railroad Retirement Act and Railroad Unemployment Insurance	1,928,599	- 724,098
44.9 cents for all other operating expenses; taxes, rents, and interest ..	25,887,283	- 468,140
..... Appropriations for Sinking Funds and Improvements		- 41,767
103.3 cents Total Expenditures	\$59,559,580	-\$691,517

	1949	1948
NET LOSS for period	\$1,926,817	\$861,836

"Mercy Train" Sent to Marion, S. D., in Church Disaster

THE explosion which destroyed St. Mary's Catholic Church in Marion, S. D., and held the country aghast over the Palm Sunday week end was the worst tragedy which ever struck that community. Ten minutes before services were to start that Sunday morning a defective gas boiler exploded, making a ruin of the building and killing six worshippers and injuring 47 others. However, the dust had hardly settled before frantic townspeople were digging into the ruins and a call for help was going out to the surrounding area.

Among those who responded were the Milwaukee Road forces at Mitchell, far to the west, where Dr. W. A. Delaney, Sr., was notified by telephone a few minutes after the explosion occurred. Dispatcher E. H. Platte spread the word and a crew was quickly organized to take a "mercy train" to Marion. Trainmaster Robert J. Dimmitt assisted in getting the train lined up for the emergency trip and then, with Albert

J. Gall, Milwaukee Magazine correspondent at Mitchell, went ahead by automobile to look over the situation.

The report of the disaster was rather sketchy but indicated that about 250 people were involved. Doctor Delaney therefore made arrangements to bring some of the injured back to the Mitchell hospital on the train and the staff was notified to stand by with ambulances and other equipment. It was found, when the train reached Marion at 11:40 A.M., that the dead and injured numbered only 53 instead of the expected 250, and that those requiring hospital attention had already been removed to Sioux Falls, Yankton and other towns nearby.

The special started out from Mitchell with a baggage car and a coach. Two additional baggage cars were taken from the Sioux Falls train at Canton to meet the emergency and these were brought back to Mitchell when the special returned in mid-afternoon. Among the volun-

teers in the train crew were Darwin Summers, Gordon Lancaster, Chas. O'Byrne, W. T. and Bob Prouty, E. Schlingen, Clarence Fox, Ed Radford, Dell Crow, Kenneth DeLap, and Clarence Hendricks.

Milwaukee Road officials, who were thanked for the part they took in the rescue work, made the following statement: "One thing the Chicago officials want Milwaukee employes and the people they serve to understand is that whenever there is an emergency and the railroad can help we want to get in on it. Our facilities will be made available for any such relief work."

In our system of free enterprise there must be room for both capital and labor. We must study our problems and the problems, work with our employers, develop and increase production. We cannot take good wages, hours and working conditions out of a bankrupt business. Industry must make a proper return on its investment. That is just common sense.

—David Beck, Vice President of the International Brotherhood of Teamsters, AFL

The Milwaukee Magazine, 1949

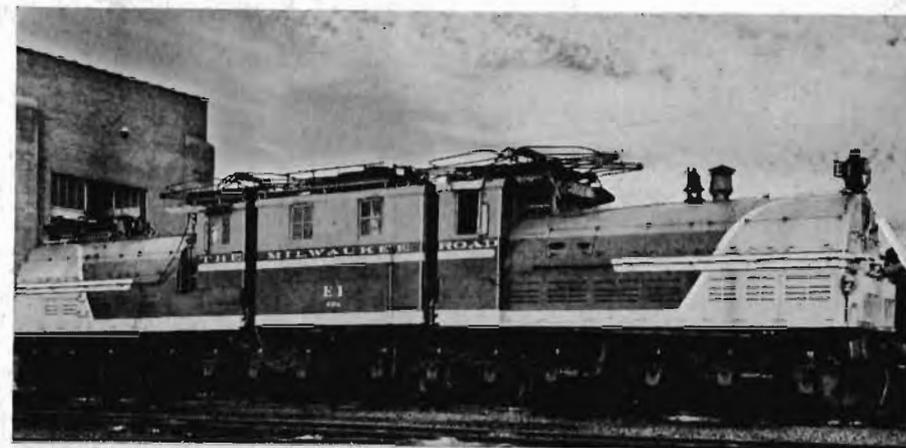
Milwaukee Road Power To Be Featured at Railroad Fair

WHEN the Chicago Railroad Fair opens on June 25 the "Wheels a-Rolling" pageant will again be back as the stellar attraction, but with a variety of new acts and new settings. To its moving panorama of rolling stock, the Milwaukee Road is contributing two spectacular pieces of equipment, a powerful S-3 steam locomotive and a bi-polar gearless electric locomotive. The latter is of the type used in the Cascade Mountains in Washington where electrified operations contribute to the comfort of rail travel through the elimination of soot, smoke and cinders in tunnels.

The S-3 will be on display for a two-week period, as part of the moving curtain which closes the pageant. However, a special part is being written into the script for the bi-polar locomotive and, resplendent in the traditional Milwaukee Road orange and maroon, it will appear at every performance for the run of the show.

The electric locomotive which visitors to the Fair will see is used in passenger train service. It is 76 feet in length, weighs 521,200 pounds and has 24 drive wheels. Motors are mounted on each of the 12 driving axles, the axle itself forming the shaft of the motor. A guiding axle is at each end and the locomotive is equipped with two engineer's cabs, making it unnecessary to turn.

An important feature of the bi-polar locomotive is the so-called regenerative braking, used to retard the descent of heavy trains on steep mountain grades. The principle re-



A bi-polar gearless electric locomotive painted in a design similar to that which will be applied to the locomotive scheduled to appear in the "Wheels a-Rolling" pageant at the Railroad Fair this summer. The design finally approved for the outdoor stage appearance is worked out in gray, maroon, orange and silver, with lines which differ somewhat from those pictured above.

sembles that of an automobile going downhill, except that the usual function of the motors is reversed and the momentum of the train is utilized to drive them as generators. Power is supplied by waterfalls and is transmitted through a sliding pantograph trolley that contacts overhead wires. In the "Wheels a-Rolling" pageant the locomotive will be operated by concealed storage batteries.

The "Gay Nineties" scene of last year's pageant is being replaced with an act called "Turn of a Century," which will depict an episode in Buffalo Bill Cody's showman days. The famed Indian fighter will be represented astride a white horse leading a troupe of circus performers across the 450-foot stage to the tune of a

steam calliope. None of the thrills and chills of an actual circus will be overlooked—iron-barred circus wagons drawn by prancing horses, "wild" animals, Sandow the Strong Man, clowns, a ring master, medicine man, snake charmers, and circus hawkers to tout the attractions of the "daring" performance.

Gold Gulch, the frontier town which will be one of the new attractions of the Fair, is scheduled to open with an exhibit of banking operations as they were carried on in the gold rush days. The bank, sponsored by the Continental Illinois National Bank and Trust Company, will be furnished in the fashion of the era and will contain an open counter holding scales once used to weigh raw gold. The story of gold from ore to minted coin will be told in a display which will include early prospecting equipment, gold dust, nuggets, specimens of gold leaf and quartz, and a collection of rare coins. The U. S. Secret Service is contributing a display of currency and specimens of counterfeit money.

Maj. Lenox R. Lohr, Fair president, has announced that the changes being made will give Fairgoers an even better exhibit than the one they saw last summer. The Fair, which ran for 76 days last year, will run from June 25 to Oct. 3, for 100 thrill-packed days.

Keeping control over your temper is keeping control over your tongue and your power to think. Nine times out of ten it means victory.

Michael Sol Collection

Sales-Educational Meetings Aid Traffic Prospects



The regional sales-educational meeting of freight representatives at New York on Mar. 23. Seated, left to right: W. A. Gilmartin, export and import agent, New York; H. W. Mould, TF&PA, Buffalo; W. D. Goss, GA, Boston; W. A. Stauffer, GA, Buffalo; J. M. Cunningham, DFTM, New York; R. H. Harding, AFTM, Chicago; R. F. Kelaher, GA, New York; R. W. Braden, CFA, New York; F. X. Akron, CFA, New York. Standing, left to right: W. J. Keating, CFA, Chicago; J. E. Shannon, TFA, Milwaukee; W. L. Furbush, TF&PA, Boston; E. C. Mahoney, CF&PA, Boston; L. W. Lindemeyer, CFA, New York; E. J. Murphy, TFA, New York; L. S. Berstler, chief clerk, New York; W. J. Knapp, TFA, New York; R. B. Stewart, PFA, New York; and P. G. Kent, TF&PA, Boston.

THE regional sales-educational meetings which both the freight and passenger traffic departments have been holding during recent weeks give every evidence of success on all counts and are presently being written into regular traffic promotion plans on the Milwaukee Road.

As the name implies, these meetings are held at a number of points both on and off line, with key freight and passenger traffic officers going to those points to conduct the meetings instead of calling the regional men into Chicago or other headquarters offices. This enables the traveling agents and the city agents who ordinarily would not attend the big general traffic meetings to attend and learn of new developments and sales techniques first-hand from top traffic men.

The agenda of the regional meetings has been broadened to include educational aspects of the selling job, with the result that the individual can approach his work with a greater fund of specific knowledge and a broader general background of information, involving everything from yard layouts in far distant terminals to human relations and the psychology of selling.

Meetings were held during March and April in Chicago, Cleveland, New York, Philadelphia, Kansas City, Des Moines and Minneapolis. In

each case the freight and passenger meetings were held on consecutive days. The passenger department also held a meeting in Seattle on Apr. 26, but the Seattle freight meeting was scheduled for May 9, followed by another in Butte on May 25. Los Angeles will also be a meeting point at a later date.



The regional sales-educational meeting of the passenger traffic department at the Adelphi Hotel, Philadelphia, Pa., on Mar. 23. Seated, left to right: J. E. Irwin, TF&PA, Philadelphia; J. B. Cunningham, DPA, Washington; H. Sengstacken, PTM, Chicago; William Wallace, APTM, Chicago; C. M. Park, GA, Pittsburgh; E. C. Derr, GA, Atlanta; T. G. McKenna, CPA, Pittsburgh; and W. E. Lutz, CPA, Philadelphia. Standing, left to right: G. H. Kronberg, TF&PA, Atlanta; T. A. Morgan, GA, Philadelphia; H. S. Wykoff, TPA, Pittsburgh; G. J. Sattler, TF&PA, Philadelphia; and R. E. Anderson, TF&PA, Winston-Salem.

P. H. Draver, general freight traffic manager, presided at freight meetings in Chicago and Kansas City, while R. H. Harding, assistant freight traffic manager, handled the meetings in the East and H. S. Zane, freight traffic manager, presided at those in Des Moines and Minneapolis. J. O. McIllyar, western traffic manager, planned to take charge of the freight meetings in Seattle and Butte. Harry Sengstacken, passenger traffic manager, and William Wallace, assistant passenger traffic manager, presided at all of the passenger meetings.

In order to give the regional freight traffic men a more definite understanding of the service they are selling, men completely familiar with track layouts in the Chicago and Milwaukee terminals attended all of the sessions, armed with maps and answers to the many questions posed by the traffic men, many of whom had never had an opportunity to study the layouts first-hand. Men from other terminal areas will attend future meetings.

The present plan calls for the completion of a cycle of regional sales-educational meetings every eight months to a year.

A crowded double-deck bus stopped at a corner and a stout man descended the stairs, carrying a small girl. Depositing her carefully on the curb, he climbed back up and brought down a little boy. Again he made the journey to the top of the bus, and this time he carried down a younger child.

"For goodness sake," snapped a woman waiting to get on the bus—"what he got up there, a nest?"

Any Mail Today

THE commercial announcement during "The Railroad Hour," Apr. 18, concerned mail—your mail. Here are the highlights of the announcement: The railroads carry 99 per cent of all intercity mail—everything from parcel post packages to penny post cards. Of all first class intercity mail the railroads carried more than 94 per cent in 1948—the airlines less than 6 per cent. For carrying this 94 per cent, the railroads are paid one-third less than the airlines are paid for carrying the other 6 per cent. The Post Office payments to railroads for carrying domestic mail averaged last year more than 5¢ per piece—payments to railroads averaged less than 5 mills.

The railroads are not only the great carriers of the mail—they are great economical carriers that on the first class mail moving by rail the Post Office Department earned last year a surplus revenue of more than \$100 million.

The great essentials of happiness are something to do, something to love, and something to hope for.

Appointments

Finance and Accounting Department

Effective May 1, 1949:

A. J. Wallander is appointed chief statistician. He will succeed C. E. Oliphant who retired at his own request on Apr. 30, after long, loyal and outstanding service.

R. D. Claborn is appointed auditor of capital expenditures, succeeding A. J. Wallander.

Traffic Department

Effective May 1, 1949:

L. B. Raper is appointed traveling freight and passenger agent with headquarters at Dallas, Tex.

William A. Grauz is appointed city freight agent at Chicago, Ill.

Purchasing Department

Effective May 1, 1949:

D. H. Phebus is appointed general storekeeper.

Operating Department

Effective Apr. 16, 1949:

J. A. Jakubec is appointed superintendent of the H&L Division with headquarters at Aberdeen, S. D., vice A. T. Berg deceased.



Magic Cargo

From an editorial by the AMERICAN ECONOMIC FOUNDATION

THE following is from an almost unnoticed Associated Press dispatch of several months ago by Ralph Morton in Sydney, Australia:

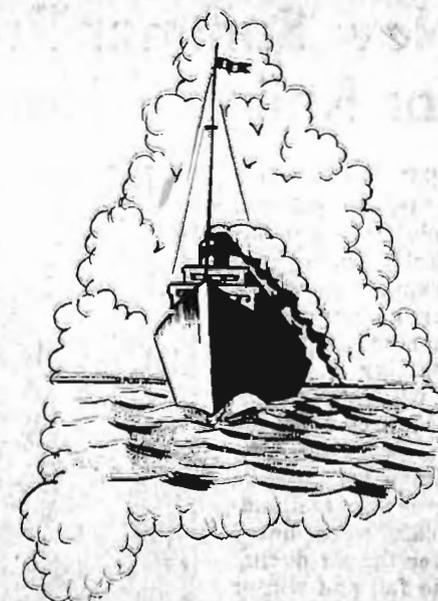
"All over the South Seas the 'Magic Cargo' cult is breaking out in isolated areas, according to travelers here. The 'Magic Cargo' cult differs only slightly in different areas. Some of its adherents believe a great ship will come over the horizon, laden with all the good things they want. Some say it will be



a huge submarine that will bring the manna from heaven. In inland New Guinea the natives talk of a great tunnel which will open up, through which the goods will flow."

To us, in America, this is the stupid superstition of a backward people. But, before we laugh too hard, let us suppose that a visitor to America from the South Seas should send home the following news dispatch:

"All over America the 'Magic Prosperity' cult is breaking out. This cult differs only slightly among different groups. All of its adherents believe



that government has found a magic formula for better living with less work. Some believe that the government will issue huge sums of new money and from somewhere will come an equally huge store of good things which can be bought with the money. Some believe that things can be made to cost less by merely passing laws requiring that they cost less. Others believe that it will come from getting paid twice as much for producing half as much. Still others believe that it will come from government taking part of their earnings away from them and giving it back to them at a later date."

In the light of the above truth, who is the more stupid? The South Sea Islanders or the Americans? The Islanders, at least, can plead ignorance of modern production, which is more than we can do. But it is possible that we have gotten so far away from our colonial days that we have forgotten how we became prosperous.

Everything useful we have, except natural resources, comes from work; and natural resources are useful only after the application of muscular or mechanical energy. We cannot distribute what has not been produced. The government can give the people nothing that it has not already taken away from them. The only way we got more was by producing more, and the only way we are going to get still more is by producing still more.

We are not going to get more when bricklayers are laying only half the number of bricks that they used to lay; when machinery is being operated at two-thirds or one-half of its capacity.

The South Sea Islanders are stopping work because they believe that effortless prosperity is just around the corner. We, in America, are approaching the same frame of mind. And the chances of our "magic cargo" coming true are just as small as theirs.

New Summer Program for Railroad Hour

THE Railroad Hour, the railroad industry's popular weekly radio program, is set for a change during the summer months. Starting on May 2 it will present musical excerpts from the works of the composers whose operettas and musicals were heard over the air during the fall and winter season, with dramatized events from their lives and highlights on their compositions. Gordon MacRae, the singing host, will continue as master of ceremonies, with the support of Lucille Norman,



Gordon MacRae, singing star of The Railroad Hour, and his lovely leading lady, Lucille Norman, who will be featured on the new half-hour radio program during the summer months.

lyric soprano of the stage, screen and radio, the noted Sportsmen Quartet, and an orchestra directed by John Rarig, who directs the orchestra for MacRae's recordings.

The summer program will be for a 30-minute period instead of a 45 minute, and will be heard at the

usual local time, whether that time be daylight saving or standard. For example, in the Eastern, Mountain and Pacific time zones, regardless of whether the city is on daylight saving or standard time, the show will continue to be heard at 8:00 P.M. local time. This also applies to the

Central time zone except that the show will continue to be heard there at 7:00 P.M. local time. The only exceptions known at this time are KJR at Seattle, KOPR at Butte, and WMIQ at Iron Mountain, Mich., where the program will be heard one hour later than the former time.

Throughout the fall and winter season radio editors have praised The Railroad Hour for its educational and high entertainment value. The presentation of the type of music that will be heard on the summer shows is a direct result of popular demand by thousands of listeners who wrote to the Association of American Railroads to thank the railroads for the opportunity to enjoy the world's best musical shows as performed by top flight artists.

It is significant that The Railroad Hour has been the means of bringing Gordon MacRae, its master of ceremonies, to the front as an outstanding entertainer. The variety of roles he has played in the operettas and musical comedies have demonstrated his versatility as both a singer and actor. Lucille Norman, who will be featured with MacRae, has been a guest star on the program several times. She also has a following on the air waves and in addition has sung in Broadway shows and appeared in motion pictures. The Sportsmen Quartet, which rounds out the ensemble, is one of the best known groups in radio. It has also appeared in motion pictures and is popular for its recordings.

WIDDAUGH, WILLIAM L.
Section Laborer Osgood, Mo.
WARD, DAVID W.
Section Laborer Ottumwa, Iowa

La Crosse & River Division

MILLER, CHARLES R.
Loco. Engineer Wausau, Wis.
MOSKOWSKI, JOHN J.
Switchman LaCrosse, Wis.
MUFF, FRANK S.
Carman LaCrosse, Wis.

Madison Division

SHURTMAN, SEARLES C.
Machinist Helper Janesville, Wis.
SANDRICH, FERDINAND G.
Signal Maintainer Janesville, Wis.

Milwaukee Division

COLLIER, ROBERT A.
Conductor Milwaukee, Wis.
DELL, CHARLES G.
Agent-Operator Grays Lake, Ill.
EVEN, GEORGE D.
Conductor Racine, Wis.
MUMFORD, JOHN N.
Section Foreman Pardeeville, Wis.

Milwaukee Terminals

ANDERSON, PETER D.
Helper-Coach Yard Milwaukee, Wis.
BODGER, JOHN
Carman Milwaukee, Wis.
BRZ, JOSEPH
Carman Milwaukee, Wis.
CAMPBELL, ROBERT H.
Car Helper Milwaukee, Wis.
CRANOVIC, TONY
Loco. Laborer Milwaukee, Wis.
DEBOM, ANDRIS F.
Machinist Milwaukee, Wis.
DITZKE, CHARLES W.
Machinist Milwaukee, Wis.
DUTER, ADAM
Carpenter Milwaukee, Wis.
GOLDEN, CHARLES H., JR.
Electrician Milwaukee, Wis.
KAWANDOWSKI, WLADYSLAW V.
Carman Milwaukee, Wis.
KITTEN, WILLIAM C.
Cabinetmaker Milwaukee, Wis.
KOLHAUPT, FRED CARL
Machinist Milwaukee, Wis.
KRELLER, HERMAN O.
Mach. Hand Milwaukee, Wis.
MURPHY, JOHN P.
Switchman Milwaukee, Wis.
NITBA, JOSEPH
Carman Milwaukee, Wis.
REBELTER, JULIUS
Blacksmith Milwaukee, Wis.
WALUS, JOSEPH J.
Carman Milwaukee, Wis.

Rocky Mountain Division

HOPKINS, WILLIAM
Machinist Deer Lodge, Mont.
KOPKE, FRED L.
Loco. Laborer Garrison, Mont.
KAKAUCHI, KAZUMA
Loco. Laborer Penfield, Mont.
KAND, THOMAS L.
Car Foreman Butte, Mont.

Superior Division

ROBERTY, CHARLES L.
Loco. Engineer Green Bay, Wis.
PETERSEN, WALTER
Machinist Green Bay, Wis.

Terre Haute Division

WAYHOFF, BEN J.
Machinist Clinton, Ind.
MONTY, JAMES E.
Section Laborer Terre Haute, Ind.
MUTES, ALEX
Section Laborer Terre Haute, Ind.

Trans-Missouri Division

PACKARD, FRED N.
B&B Carpenter Miles City, Mont.
SANFORD, HOWARD
Switchman Aberdeen, S. D.
BOYD, MERTON R.
Loco. Fireman Miles City, Mont.
HENYHILL, EDWARD E.
Switchman Moberidge, S. D.
KATES, FRANK
Carman Helper Miles City, Mont.

Twin City Terminals

BAHLROOS, GUST E.
Machinist Helper Minneapolis, Minn.
HOLBROOK, CLINTON E.
Yardmaster Minneapolis, Minn.
LAZERATTA, MATTEO
Section Laborer Minneapolis, Minn.
WEAVER, JAMES H.
Caller Minneapolis, Minn.

Iowa Division

WOOLLEY, ERNEST
Carman Cedar Rapids, Iowa
ZAK, EDWARD
Conductor Marlon, Iowa
ZEISER, FRANK G.
Agent-Operator Delmar, Iowa

Iowa & Dakota Division

BERKEMEIER, JOHN W.
Loco. Engineer Sioux City, Iowa
DOTY, GREGG W.
Carman Sioux City, Iowa
HORNER, WILLIAM J.
Carman Sioux City, Iowa
KEARNEY, HUBERT G.
Train Dispatcher Mitchell, S. D.
KERLIN, WALTER R.
Conductor Mason City, Iowa
LARSON, LUDWIG E.
Coach Cleaner Sioux Falls, S. D.
SUNDQUIST, JOHN A.
Night Rndhse. Foreman Mitchell, S. D.
TICE, JOHN H.
Switchman Mitchell, S. D.

Iowa & Southern Minnesota

FISHER, LEANDER H.
Machinist Austin, Minn.
MCCOY, RALPH W.
Conductor Austin, Minn.
SCHULTZ, BEN
Section Laborer Hokah, Minn.

Kansas City Division

IMHOFF, VICTOR
Switchman Kansas City, Mo.
LAKIN, FRANK M.
Machinist Ottumwa, Iowa

Hastings & Dakota Division

CONKLIN, GEORGE W.
Sec. Laborer Webster, S. D.
RAMSEY, BERTRAM H.
Loco. Engineer Minneapolis, Minn.

Retirements

The following employes' applications for retirement were recorded during MARCH, 1949

Chicago General Offices

PEARL, ROBERT J.
Chief Chicago, Ill.

Chicago Terminals

BURGHARDT, JOSEPH
Pipefitter Chicago, Ill.
FEUERHAKE, FRED
Carman Bensenville, Ill.
HANSING, ARTHUR
Machinist Helper Bensenville, Ill.
PHELPS, CHESTER
Switchman Chicago, Ill.
SACINO, NATALE
Sec. Laborer Chicago, Ill.

Coast Division

CLAYPOOL, CLARA C.
Clerk Tacoma, Wash.
HARRISON, JOSEPH H.
Tug Mate Seattle, Wash.

KLUG, WILLIAM F.
B&B Foreman Tacoma, Wash.
WESTON, ARTHUR F.
Store Helper Tacoma, Wash.

Dubuque & Illinois Division

FAIRMAN, EDWIN E.
Stower Davenport, Iowa
FREEMAN, WILLIAM J.
Conductor Savanna, Ill.
GIROUX, LEON P.
Loco. Engineer Elgin, Ill.
HARTMAN, GEORGE T.
Laborer, Car Dept. Dubuque, Iowa
VOGEL, MICHAEL F.
Laborer Dubuque, Iowa

How Well Do You Know Your Railroad?



EVERYTHING is there—the towering industries, the industry tracks, with a section crew hard at work. There is the busy yard goat, the soon-to-be-loaded cars, the crossing flagman's shanty, and the switch stand. It is a perfect picture of service, of the Milwaukee Road on the job. It was taken and submitted to the Magazine by an employe, but has

been retouched slightly to remove some of the identifying marks.

There are several places on the railroad where this picture might almost have been taken, so study it carefully and then answer these questions:

How well do you know your railroad?

Where was the picture taken?

The Engineers Know Milbank

THERE were a number of right guessers on the "How Well Do You Know Your Railroad?" picture in the April issue (as well as some who figured it was Manilla, Ia., or Bristol, S. D.), but locomotive engineers and traveling engineers were in the majority among those who recognized it to be Milbank, S. D.

They were Thomas E. Gannon, an engineer on the Milwaukee Division, second district; Robert J. Dimmitt, trainmaster and traveling engineer, Mitchell, S. D.; A. F. Ludington, traveling engineer, Milwaukee; and S. A. Brophy, engineer, Minneapolis.

Mr. Ludington wrote: "If you stand on the highway crossing just ahead of the engine and look south, there is an arch over the main street with a sign reading, 'You'll like Milbank.' However, I never could get to like the place, due to the fact that the conveyor that conveyed the coal across the tracks at the top of



Scene in Milbank, S. D., the April "mystery" picture.

the coal shed used to give me considerable trouble and I spent a good many cold, dusty hours at the top of this shed.

"If this photograph had taken in a little more toward the left, it would have shown the depot and the wind grist mill which is a landmark."

Mr. Brophy had as positive a means of identifying the picture as a person could hope for. He recognized the engine, No. 638, as one he had operated many times.



The home of Chief Carpenter H. H. Kruse in Mitchell, S. D., as it looked after the storm. Son Jeff is clearing the path to the door. (Photo courtesy of The Daily Republic, Mitchell, S. D.)

Exit March at Mitchell

by Karen B. Rugee

Division Editor, Mason City, Ia.

RESIDENTS of South Dakota were still recuperating from the winter's blizzards when March, running true to tradition, went out like a lion, particularly in the vicinity of Mitchell.

The storm started the morning of Mar. 30 and increased during the day—large, heavy snowflakes that clung tenaciously to everything they touched. About 9:20 P.M. the local radio station, KMHK, went dead and shortly afterward the city was without lights or power. By morning nine inches of snow covered the ground and Mitchell and the surrounding towns were without communication facilities other than the local amateur short-wave radio stations. The operators of these stations left their regular jobs and worked in shifts to relay emergency messages, calls for assistance and directions to line crews.

Roads were blocked by tangled wires and poles. It was estimated that at least 300 cars were stalled between Emery and Sioux Falls and three buses were stalled about 11 miles west of Sioux Falls. Trains were able to operate practically on time but were without wire service, and dispatchers at Mitchell worked by the light of kerosene lamps and gasoline lanterns.

Most of the homes were without light, heat, power, telephone service or water. Breakfast, if one was fortunate enough to have any food that didn't require cooking, was eaten by candle or lamp light. The male population dependent on electric razors went to work unshaven, no toast popped out of toasters, the hands on electric clocks stood still, and no radios shattered the morning quiet.

Between Marion Junction and White Lake some 800 poles, together with hundreds of cross wires, were broken and damaged. Twenty-seven poles were down between Mitchell and Scotland, and through Mitchell yard wires were badly tangled. No communication was established between Mitchell and Sioux City until the morning of Apr. 1 and service between Mitchell and Aberdeen was repaired temporarily that evening. Service between Marion Junction and Mitchell was not resumed until three days after the storm and that between Mitchell and White Lake took another day.

All I&D line crews were brought into the territory, as well as crews from Perry, Ia., and Waubay, S. D. The Sioux City and Marquette crews arrived by train and truck to establish communications as

"Facts for '48" Distributed

"FACTS for '48," the sixth annual report for employes of the Milwaukee Road, came off the press early in May and has since been made available to all employes through their paycheck distributors.

"Facts" represents an attempt to condense and present in 16 pages the most outstanding facts regarding this railroad's operation during 1948. Printed in two colors, and profusely illustrated with pictures, cartoons, maps and charts, its pages are filled with the vital statistics of the railroad and its people.

If you failed to receive your copy, write to the Milwaukee Magazine for one.

This booklet is, of course, intended to be as interesting as possible to the employes of the railroad. After reading it, if you have any opinions, pro or con, regarding the content, or if you would like to suggest features for inclusion next year, please let the public relations department have the benefit of your thinking.

Likewise, if you feel that some of the material in the present booklet calls for further explanation, please say so.

quickly as possible. The Northwestern Bell Telephone Company also had 64 construction crews working in the territory, making it the largest collection of crews ever assembled in South Dakota for this kind of work.



"It's an oval sort of bag on a long stick."

The Milwaukee Magazine

Seattle Ticket Office Streamlined

ON THE morning of Apr. 25 the city ticket office at Seattle, Wash., opened its doors on a completely modernized interior. The new decor embodies the latest developments in smart streamlined design and on opening day this was further enhanced by a lush display of floral offerings from the Road's Seattle friends.

The restyling work took seven weeks during which business moved along as usual, but the official unveiling revealed to the public the character of its decorative features. Most of these can be seen in the accompanying photograph. The striking silhouette of the Olympian Hiawatha over the illuminated canopy illustrates a new processing of plastic in which the color is baked directly into the material. The colors here are the identical maroon, orange

and gray which are identified with the streamliner. In the background can be seen a silhouette of an electric motor. The symbolic figure of Hiawatha at the left is also plastic, in a glowing copper tone, imposed on a panel of a new type of wood. The walls which set the note for the background are tinted cascade blue, sea-foam green and sunstone, and blend into a ceiling of turquoise gray. The counter, ticket case and wooden partitions are all of American walnut, which lends a warm tone to the pastels of the walls and ceiling.

Elmer Reinke, of the mechanical department in Milwaukee, designed the layout. General Passenger Agent O. R. Anderson hails it as "One of the most beautiful ticket offices to be found in the country."



The Seattle ticket office as it looked for the grand opening on Apr. 25. Third and fourth from the left are R. E. Carson, general agent passenger department, Seattle, and William Wallace, assistant passenger traffic manager, Chicago.

A Smart Choice, the Olympian Hiawatha

WHEREVER name trains are mentioned the Olympian Hiawatha gets a nod of deference, so we are reminded in a letter from Mrs. John Charlesworth of Verona, Pa. When Mrs. Charlesworth was planning her first trip to the Northwest last winter the information clerk at the Pennsylvania station in Pittsburgh advised her to take the Olympian Hiawatha out of Chicago. Friends had recom-

mended another road, but she decided to follow the clerk's advice.

"That information girl certainly knew what she was talking about," reads Mrs. Charlesworth's letter. "I've traveled extensively in the United States and on many different trains, but I can truthfully say that your Olympian Hiawatha is the first I found a real pleasure to ride. The whole train is luxury personified, your waiters and porters gems of courtesy and the conductors so kind and friendly. I never had a more enjoyable trip."

Who's That Man, Mamma?

by H. J. Swank

Division Editor, Austin, Minn.



The Stranger

BEFORE seeking further for the answer, just take a good look behind that brush pile and see who it might resemble that works at the station in Decorah, Ia.

The city of Decorah has planned a Whisker Club in connection with the centennial celebration to be held June 10 and 11 when Decorah will celebrate the 100th anniversary of the arrival of the Day family, the first white family to settle there.

A notice published in the paper read as follows:

"Business men who fail to start raising beards will be fined 10c a day until they do start, or until the celebration June 10."

In the event you haven't already guessed it, the fellow hiding behind the brush in the accompanying picture is Clyde Seiler, our cashier at Decorah, who says he started the beard on Jan. 31, and it was quite a job getting used to it the first two or three weeks. He states the only member of the family who will have anything to do with him at present is the baby's dog, an English collie, which is no doubt due to the fact that he has mistaken him for an Airedale dog and has become real friendly with him.

While the barbers in Decorah are getting a rest at the present time, they will really make up for lost time come June 12, which is the date the Seiler family is looking forward to.



Home Department



A WAY WITH AFRICAN VIOLETS

by Katherine M. Gohmann

THREE years ago Mrs. Stanley C. Thomas, wife of assistant engineer in the division engineer's office at Marion, Ia., acquired a few African violet plants. As a hobby they drew her interest when she found that they could be propagated successfully and she now has more than 600 plants to show for her efforts.

The Thomas collection contains some 80 varieties of the 100 or so which are grown. The latest addition is a "Browns Old Lace," a variety which is rare and new. Mrs. Thomas has developed a distinct variety herself which is becoming well known among violet fanciers. It is listed officially under the name of "Rabbit Ears."

As the collection began to grow, Mr. Thomas, who is also a lover of flowers, drew plans for a greenhouse in which the plants could be raised under ideal conditions. He erected it during his vacation in the summer of 1947, a prefabricated conservatory 9x13 feet in size adjoining their home on the west. The door was cut through the hall which led into the kitchen. He laid the floor in the greenhouse, built tables, shelves and benches and put in an automatic ventilator. A small oil stove was installed and thermostatically controlled cables were laid under the earth on the tables to distribute heat to the growing plants.

Mrs. Thomas has studied the care and culture of the violet extensively, but the greater part of her knowledge comes from actual experience. When she acquires a new plant from an outside source it is isolated with other new plants for 30 days or more. The quarantine is for the purpose of determining if the plant is diseased before it is placed in the greenhouse. Choice matured plants are kept on glass shelves at the windows inside the home.

Mrs. Thomas' collection is a riot



Mrs. Stanley C. Thomas in a corner of the living room of her home in Marion, Ia., among a few of the many varieties of African violets in her collection.

of color—pure white violets, pink, light and dark blue, several shades of purple, in both single and double blooms. Some of the older plants measure as much as 18 inches across and have flowers larger than a half dollar. The greatest pleasure she derives from her hobby is giving the plants away to cheer up a sick room.

According to Mrs. Thomas, prior to 1936 very little was known about African violets, but since that time they have been hybridized and developed to such an extent that they are

now among the most popular house plants. Her interest in them has led her to join the African Violet Society of America. She is also a member of the Nature and Garden Club in Marion.

To provide shoes which will fit any but the most extraordinary foot, shoe manufacturers must make and retailers must stock a total of at least 111 sizes in women's shoes. To stock even the ordinary sizes in men's shoes, a retailer must have approximately 65 pairs of different sizes and widths.

Crocheting Advances for Summer

WITH summer just around the corner, the vogue for crocheted articles, both personal and household, takes a spurt as handy pickup work. The three designs shown here give a choice of easy-to-execute patterns. Make the crisp cotton dickey for a suit refresher. The ruffle is a mesh of crocheted loops worked in mercerized cotton. Small ribbon bows trim the closing. A set or two of the pansy doilies make a delightful gift for a homemaker. Shaded cotton thread in two colors is used for the dainty



flowers. Alternating yellow and lavender are suggested for an effective blend of tones. The individual place mats are something special in the way of a holiday table setting. Rectangles of pastel linen are edged with a lace whose richness is unusual for crocheted work.

Direction leaflets for crocheting FRILLY DICKEY, PANSY DOILY and TABLE DOILY SET can be had without charge from the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



Best Buys on the Grocery List

HOW to shop wisely, to get the best for every dollar in the grocery budget, is a problem which concerns every housewife these days. The answer lies in buying those foods which, because they are plentiful now, are the best shopping bargains.

According to the United States Department of Agriculture, the best money savers at the present time are meals which feature eggs. This is good news for homemakers, for eggs with their high nutritive value and variety of uses can do much in successful family feeding. Eggs are available in several grades and all are identical in food value. High quality eggs are recommended for poaching, frying and cooking in the shell; other grades for economical general cooking.

When a recipe calls for egg whites or egg yolks, the left-over parts can always be put to good use. Left-over whites, stored in the refrigerator in a tightly covered jar, may be held for a week to 10 days. The left-over yolks should be stored under water in the refrigerator and may be held two or three days. Or the yolks may be hard cooked to use in salads, scalloped dishes, sandwiches, and the like. Proper refrigeration helps to maintain the original quality of eggs.

Other recommended best buys this month are carrots, Irish potatoes, canned corn, canned peas (the lower grade), dried prunes and raisins. Grocers' stocks are also high in dairy products (processed), dried peas and beans, peanut butter, fish (either fresh or frozen), oatmeal, honey, and corn products—meal, grits and syrup.

These foods offer housewives more for their dollar than foods which are less plentiful. However, as marketing conditions vary from area to area, their availability should be verified.

A naughty little girl was put in a clothes closet for punishment. For 15 long minutes there wasn't a sound. Finally the stern, but anxious, mother opened the door and peered inside.

"What are you doing in there?" she asked.

From the darkness came the emphatic answer, "I'm thpittin' on your new hat, I'm thpittin' on your new dreth, I'm thpittin' on your new thatin thlippers and— and—." There was a breathless pause.

"And what!" cried the mother. Came the voice of vengeance, "Now I'm waiting for more thpit!"

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

MILWAUKEE DIVISION

**First District
 and Superintendent's Office**

J. E. Boeshaar, Correspondent

Operator J. J. Schwantes is house hunting for an upper bracket dwelling in the medium bracket price, with the walls washed. The way we hear it, he has just finished washing the walls in his present abode under the careful scrutiny of Inspector Mrs. J. J. Schwantes and he doesn't want to go all through that again.

We hear that Second Trick Operator Hamilton of Bardwell is off sick and is being relieved by Relief Operator Brewer.

Miss Mary Hickey has purchased a new chair seat pad to replace one that was a little the worse for wear. Yes, it has a strawberry design.

Josephine Brawley, clerk at Rondout, has resigned after serving about four years in the suburban territory north of Chicago.

The reports that come to us have it that Time Revisor Edward Koudelka is not plowing the south 40 this year but intends instead to raise a crop of hay. Contends that it is much easier on the back to let nature do the work, and then, too, it leaves much more time for beach combing.

Agent N. W. Spoor, Rondout, has been taken ill and will be off for some time. Operator Honeman of Grays Lake will take over the agent's position during his absence.

Third District

D. A. Dunning, Correspondent

A claim prevention meeting was held at Horicon, Wis., on Apr. 12 with a representation of virtually every branch of the service. Ninety-six employes attended, including 10 supervisory officers. We will have to be April (claim prevention month) minded the year round if we are to get the desired results.

A bouncing baby boy, Charles Raymond, was born to Mrs. Alfred E. Haddy, wife of section foreman at South Byron, Wis., on Apr. 8. We hope the little fellow doesn't insist on continued nocturnal bouncing in daddy's favorite rocking chair.

An item appearing in the April issue of the Magazine stated that George E. Passage, retired assistant superintendent, expected to enter the boat livery business at Packwaukee. We now have it direct from Uncle George that this is fact. In addition to the boat livery he told us of his trailer camp site with modern, newly furnished cottages. Sounds like just what the doctor ordered for fishermen and vacationers.

Charles Davison, of the Horicon roundhouse, is a veritable bloodhound when it comes to locating parcels lost from express and mail cars. His ingenuity in finding such articles is excelled only by his ability in placing them in the proper channels toward their correct destination.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

The most exciting event in these parts since the April issue appeared was the earth tremor which occurred on Apr. 13. It is still the main topic of conversation. One thing that has been agreed on is that everyone admits to being scared. It was quite a sensation and there are many and varied accounts. Cracked walls and plaster are constant reminders of the incident. Agnes Mooney, our chief telephone operator, has very little recollection of the affair, as she fainted at the first shock. Her co-worker, Mrs. Gladys Marshall, was left to summon help, which she did in a very effective way.

Congratulations are extended to Raymond Weeks who celebrated his 88th birthday on Apr. 24. Mr. Weeks will be remembered by many of the old-time employes as division freight and passenger agent at Seattle, which position he held for 18 years prior to 1926. He had, in all, 45 years of service with the Road. On his birthday he was honored with a family dinner attended by his wife, two daughters and son, and he finished the day with a lively game of bridge. Mr. Weeks is the father of Mrs. Mildred Nelson of the western traffic manager's office.

Mrs. Ida Bunt, stenographer in the transportation department, is spending a vacation in San Francisco and vicinity.

Our sympathy goes to Miss Monica Murphy of the Milwaukee Land Company on

the death of her mother on Apr. 18, after a brief illness.

Mrs. Charlotte James, relief clerk in the general offices, has returned from Los Angeles where Mr. James who is connected with the Northland Steamship Company has completed a six-month assignment.

Charles Witt, staff assistant in the schedule department, suffered a heart seizure on Apr. 22 and after spending several days in Providence Hospital is now confined to his home. Understand he is progressing nicely.

Mr. and Mrs. James McLeod are the parents of a son born on Apr. 29. Mrs. McLeod will be remembered as Betty LaCain, formerly employed as stenographer in the purchasing department.

I & S M DIVISION

H. J. Swank, Division Editor

A letter received from A. A. Horton, retired agent of Fairmont, states that he recently returned home after a month's visit in southern California with relatives and friends. He spent several hours with G. A. Van Dyke, former superintendent, who is well and enjoying life in the mild climate of San Diego. Mr. Van Dyke wished to be remembered to his friends on the I&SM.

Mr. Horton also attended the annual Morse Birthday Dinner given by the Morse Telegraph Club of America, Inc., at Minneapolis on Apr. 24, as the guest of J. W. Barber, secretary-treasurer and organizer of the

club. Barber and Horton were located at the adjoining stations of Prairie Junction and Kinbrae back in 1885.

Best wishes are in order for Dorothy E. Madan, clerk at Austin roundhouse, who is married to Donald Novotny on Apr. 16. Ernest Sreen, former employe in the Austin car department, store department and roundhouse, who was stricken with a heart seizure and died on Apr. 14.

Leander H. Fischer, boilermaker at Austin roundhouse, who passed away on Apr. 14 after a short illness. "Boley," as he was familiarly known, had worked for the Road for 30 years, having started at calling news at Austin when he was 14. He had recently applied for his pension.

Lander Lanfle, retired shop employe, Austin, who had been employed by the Road for 54 years in Austin shops, and who retired at the age of 70, passed away on Apr. 25 at the age of 91. A son, Gus, is yard conductor at Austin. Mr. Lanfle was also the father of Mrs. F. R. Jeffers, president of the Women's Club chapter at Austin.

Theodore A. Sparke, Sr., retired section foreman, died on Mar. 30 at the Eitel Hospital, Minneapolis, following an illness of a month. "Spark," as he was known, entered the service of the Road in 1903, the year that the rails were laid through LeCenter, and retired on Dec. 15, 1937. His entire 34 years of service were spent on the LeCenter section. He is survived by his widow Ida, two sons, Fritz and Theodore, Jr., and his daughter Edna (Mrs. Clarence Luma). Although retired for almost 12 years, "Spark" made frequent trips to the spot and will be missed by the gang at LeCenter.

I & D DIVISION

Karen B. Rugee, Division Editor

Catherine Irene Siesseger, daughter of W. Siesseger, former switchman, was married Apr. 23, in the Church of the Holy Cross in Minneapolis, to Dr. John E. Wolfe. Guests from Mason City were Mrs. W. Siesseger, Mr. and Mrs. J. J. Burnett (Mrs. Burnett is trainmaster's clerk at Mason City), Mr. and Mrs. A. J. Siesseger and Mr. and Mrs. R. E. Sizer. Doctor and Mrs. Wolfe are taking a trip to Mexico City and Acapulco, Mexico, and will be at home in Minneapolis after May 25. Doctor Wolfe is president of the Northwestern College of Chiropractic in Minneapolis.

Marion Schultz has returned to work in the Mason City freight office after 16 months' absence due to illness. Four months were spent in the hospital at Rochester, Minn. The 50,000th patient to be admitted to the Veterans Hospital at Des Moines was Walter R. Kerlin, I&D conductor. Mr. Kerlin was not worked for some time due to illness and entered the hospital for a general check-up.

About 50 employes attended a claim prevention meeting in the Women's Club room at Mason City the evening of Apr. 22. The meeting was held in connection with the April "perfect shipping" campaign. Out of town guests and speakers were J. P. Kiley, C. T. Jackson and R. L. Dougherty. The meeting was conducted by Superintendent Dodds. Following the meeting, refreshments were served.

Friends of E. N. Nordquist, retired Mason City conductor, will be glad to learn that he is getting along well. This news comes from Mr. and Mrs. E. G. Larson of Mason City who saw him at the Iowa Picnic in Los Angeles in February. Nordquist wished to be remembered to his friends. His address is 1224 Missoula, Long Beach, Calif.

C. O. Larson Honored by Mason City Associates



Superintendent R. C. Dodds (left) presents the farewell gifts to Mr. and Mrs. Larson. (Jobe-Gazette photo.)

MR. AND Mrs. C. O. Larson of Mason City, Ia., who are moving to Sioux City where Mr. Larson takes over the duties of general car foreman, were honored at a farewell party on Apr. 28. Larson, who has been car foreman at Mason City since 1929, is succeeding L. B. Faltinsky, who has retired.

The Larsons have lived in Mason City since 1925 and have won a warm place in the hearts of Milwaukee Road folks. About 150 employes and their families attended the party in their honor which was held in the Women's Club rooms in Mason City. Cliff Oeschger of the store department was master of ceremonies and the program moved along at a brisk pace. Community singing was led by Walter Hendrickson, with Mrs. H. Farrer as accompanist, and entertainment was furnished by Edwin Helbling, store department employe, and talented youngsters of the Milwaukee Road family. The latter included Mr. Oeschger's daughter Sharon, Maria Woonas, daughter of Section Foreman J. A. Woonas and Nancy and Michael Phillips, children of Brakonin Harold Phillips. Farewell addresses were made by a number of Mr. Larson's associates, including Walt Thompson, John Johnson, chairman of the earner's organization, Carter Thoma, H. L. McCaughey, R. L. McGroger, C. G. Smola, F. J. McDonald, J. A. Woonas, B. L. Goeltz, E. L. Grote, A. M. Glander, R. E. Sizer and Superintendent R. C. Dodds. Mr. and Mrs. Larson were then presented with a number of gifts.

Mr. Larson started with the Road as a track laborer at Sanborn, Ia., in 1907 and went to the car department two years later. In 1918 he was appointed car foreman and he moved to Mason City in 1925 as wrecking foreman. He has been active in the work of the Service Club and for the past two years he has been president of the local Milwaukee Credit Union. Mrs. Larson has been president of the Women's Club chapter for the past year and a half. W. P. Frenkler, formerly car foreman at Sioux Falls, follows Mr. Larson as car foreman at Mason City.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Mitchell is losing a mighty fine car foreman in the person of George W. Wood Jr., who is moving to Sioux Falls as the new car foreman, and Yon's Truly is losing a fine neighbor. George has been active in Service Club work, having been elected chairman the first of the year. Mrs. Wood has also been very active in the Women's Club. J. H. Bennett, dispatcher from Sioux City, is the new third trick dispatcher at Mitchell. R. R. Miner Jr., Canton, has made his date as a dispatcher at Mitchell and has returned to his regular job at Canton.

K. W. Gebhard and family have returned from a vacation trip to Oklahoma to visit his sister.

The bowling team sponsored by the Corn Palace Service Club recently completed a very successful season by winning first place in the National Bowling League of this city. The team was composed of Joe Ide, track department; C. M. Morgan, storekeeper; W. "Shorty" Cunningham, warehouse foreman; C. R. Wallis, retired engineer; and Glen Wallis, freight office clerk. They finished six games ahead of the second place team.

Our sympathy to Mrs. W. P. Rogan and family in the recent loss of husband and



Jayne Gannon, 9, daughter of Fireman and Mrs. Pat Gannon of Austin, Minn., receives an autographed program from Miss Bebe Shopp ("Miss America"). Both "Miss America" and Miss Gannon had a part in the program in connection with the style show presented by St. Augustine Church, Austin, on Apr. 8.

father. Mr. Rogan was warehouse foreman in the Mitchell freight house.

C. R. Wallis, retired engineer, and wife are visiting their son in New York for a few weeks.

L. Lindemer from Red Wing, Minn., will be the new car foreman at Mitchell, effective May 1.

Roadmaster S. L. Core, Rapid City, is in the hospital at Excelsior Springs, Mo., for treatment. At this writing he is coming along in fine shape.

Sioux Falls Line

F. B. Griller, Correspondent

A daughter arrived on Mar. 30 at the home of Roundhouse Employee James Boyum, Sioux Falls. Congratulations, and thanks for the cigars.

A large number of Sioux Falls employes participated in the 12th annual convention of the South Dakota Credit Union League held at the Sioux Falls City Hall Auditorium on Apr. 8-9.

Military burial services were held in Sioux Falls on Apr. 6 for 1st Sgt. Harold M. Kruck, son of Engineer and Mrs. Henry Kruck, formerly of Sioux Falls and now of Sioux City. Sergeant Kruck was killed Jan. 7, 1945, in the Battle of the Bulge.

Burial was in Hills of Rest, Sioux Falls.

Tom Biggs, retired conductor, and wife visited with friends in Sioux Falls in April. Tom had been living in California and along the Pacific Northwest coast, but is now located at Rapid City and says that's the best spot yet.

Train Baggage man Verne Quine has quite a side line, turning out hand tooled leather bill folds. But now that the surplus money is low there may be a surplus of bill folds.

Sioux City and Western Branch Lines

Helen H. Flynn, Correspondent

Congratulations to Ticket Agent T. L. Ericson and wife on the arrival of a baby girl on Mar. 19.

Mrs. Martin Noonan, wife of special officer, has returned home after being a pneumonia patient in St. Vincent's Hospital.

Charles J. Keane, retired conductor, passed away at his home in Sioux City on Mar. 10. Charlie entered the service in 1900 and retired in 1946. We extend our sympathy to his family.

Correspondent F. L. Costello and wife have departed for California, hoping the sunshine will improve Mr. Costello's health.

Conductor William Lane, who has been on the sick list for some time, is reported improved.

Engineer E. A. Weiland and wife have returned from a trip to California.

Engineer T. J. "Joe" O'Connor died at his home in Sioux City on Apr. 24 after a long illness. He had been an employe of the Road for the past 40 years. Burial was at Platte, S. D. We extend our sympathy to his family.

A farewell luncheon was given in the Colonial Room of the Mayfair Hotel, Sioux City, on Apr. 14 for Car Foreman Louis B. Faltinsky who retired on May 1 after 46 years of faithful service. A set of luggage was presented to Mr. and Mrs. Faltinsky. The car department employes presented a wrist watch.

Conductor E. A. Murphey is confined to his home after being a patient at Methodist Hospital.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

Sympathy is extended to Chief Clerk Homer McCown and family in the death of his mother, Mrs. Alda McCown, on Easter Sunday. She had lived in our community for a number of years but for the past several years had made her home in Terre Haute with Homer.

Edward Acton, retired engineer, had the misfortune to break his left arm when he fell at his home here in April.

Engineer Hugh Harbin was unable to work in April on account of illness.

Clint Johnson, retired carman, died at his home in Terre Haute on Apr. 1 after an illness of several months. We extend sympathy to his relatives.

Fred Coonce, car department employe, has decided to set his watch sometime in June. Well, it can't be over 45 seconds slow!

Car Helper Dale McCauley seems to be mighty proud of the Chevrolet for which he traded recently.

The body of Harry E. Scott, F2/c, son of Engineer W. E. Scott, who was killed in action off Okinawa on June 10, 1945, arrived here on Apr. 21. Funeral services were held on Apr. 23 and burial was in Rose-lawn cemetery. The honor guard of Osborn Post, St. Bernard American Legion, conducted military rites.

The many friends of Emerson Hopewell, former clerk and brakeman, will be glad to hear of his promotion to general superintendent of the Prudential Insurance Company at Terre Haute. He is a brother of Conductor Ernest Hopewell.

Carman Robert Chambers was unable to work during April because of illness.

When Conductor John Carpenter returned after laying off he missed some of his supplies on the caboose. He said he did not mind sharing his coffee, but he thought his "Dutch Master" cigars were too good for them.

Carman Gregg Conrad and Mrs. Conrad had a visit recently from their son, the Rev. Don Conrad and wife of Trevecca, Tenn.

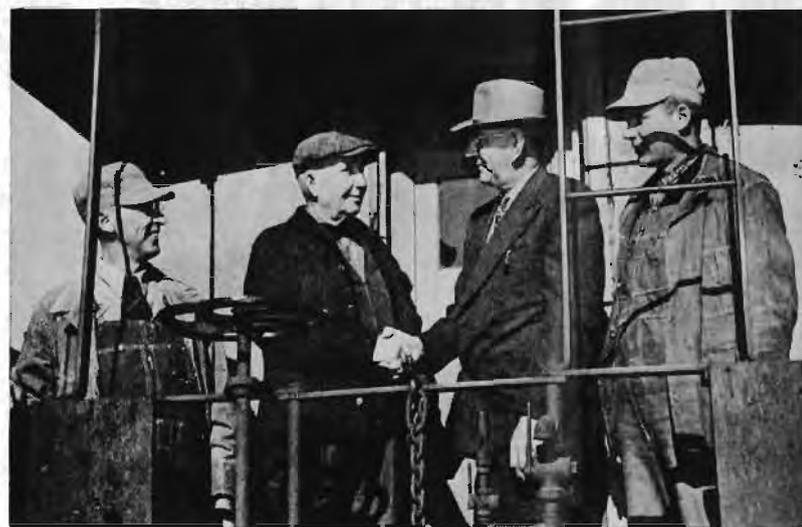
Conductor M. L. Hewitt holds the mushroom record this season. He brought in some of the biggest we have ever seen, and over half a bushel of ordinary ones.

Engineer William Sharr was married during April. He and Mrs. Sharr will reside in Paris, Ill.

Carman Ernest McDonald and wife were in an automobile accident recently and had

The Milwaukee Magazine

Jim Love, I&D Conductor, Retires



Making the last trip out of Mason City, Ia. Left to right: Brakeman Walter V. Davis, Conductor James G. Love, Superintendent R. C. Dodds, and Brakeman Ray F. Tierney. (Globe-Gazette photo.)

ON THE morning of Apr. 29 Conductor James G. Love left Mason City, Ia., on his last trip before his retirement on May 1. His train was No. 68, a freight en route to Marquette, and when he returned the following day, on No. 91, he had completed almost 45 years of service with the Road.

Jim Love began his employment as a trainman on Aug. 31, 1904, and was promoted to conductor on Sept. 22, 1909. All of his time was spent in freight service on runs east and west of Mason City. For the past 23 years he has been local chairman of the Order of Railway Conductors, covering the territory between Marquette and Sanborn, and his administration of the post has earned the good will and respect of both employes and management.

Mr. and Mrs. Love will stay on in their Mason City home but expect to do considerable traveling. Starting May 3, they will go to Excelsior Springs and then tour Kansas, Oklahoma and Texas. They will return in June, when they have reservations for a month's fishing at Lake Kabegamo in northern Minnesota. After that their plans are indefinite but they will include plenty of Jim's favorite hobbies, traveling and fishing.



Proud Possession

A fine reel, a fine rod — glorious hours of leisure, thrills aplenty, possessions to cherish — rich and rare. And that's what a Dutch Masters is, too — a cigar whose mildness and wonderful fragrance make it any man's personal treasure — amiable, companionable, thoroughly enjoyable!

DUTCH MASTERS CIGARS

the misfortune to have their car badly wrecked. We are glad to report that they escaped uninjured.

The marriage of Miss Barbara Allen, daughter of Vaughn Allen, B of RT chairman, and Timothy Kelley of Terre Haute was solemnized in the First Baptist Church, Terre Haute, on Apr. 24. Miss Mary Jeanette Snodgrass, daughter of Carman Elgar Snodgrass, was her attendant while Brake-men Max and Don Allen, twin brothers of the bride, were ushers. The young couple will live in Terre Haute at 531 North Eighth Street.

Terre Haute District

T. I. Colwell, Correspondent

Sympathy is extended to the family of Ralph Pound who was killed in an accident on Apr. 2.

Harry Paton, of the engineering department, along with his wife and two children visited with relatives in Florida during April. They are all now going through the "peeling" process.

Mrs. Bobby Bair, retired clerk, visited the Rea Building on Apr. 16 and also visited relatives in Bedford for several days. Bobby has located permanently near her son Gordon and her grandchildren in Virginia.

The next time we hold a staff meeting at Terre Haute Operator Pat Baily is either going to wear an old hat or carry a parasol for the protection that nature usually provides for the scalp. At our meeting on Apr.

19 someone profited by taking away a better hat than they brought with them—at least Pat says it was a better hat.

Carl H. Averitt, retired claim prevention representative, and Mrs. Averitt left Terre Haute on Apr. 21 for Schenectady, N. Y., to visit their son and daughter-in-law. The principal attraction is a new grandson whom they have not yet seen.

We understand that Mark Gruber who was assistant superintendent on this division a good many years ago now owns and operates the El Chorro tavern in Phoenix, Ariz., which specializes in good dinners. The next time you are in Phoenix you might try eating at his place, but be sure to go early as they tell us that he does a very flourishing business.

The Southeastern Service Club golf team has been doing some active spring training to get ready for summer competition. The team consists of Dick Coffee and Harry Minter of the engineering department, F. W. Baker and Dick Meek of the Traffic department, Operator Pat Baily, and Dick Franzwa of the store department. Coffee is captain. We are betting that these fellows will give their opponents plenty of trouble.

William D. Hyslop, operator at Bedford, has retired on account of physical disability. We hope Bill enjoys his retirement and that it improves his health.

We have three new student operators—Raymond Croxdale, Homer G. Haines and James McCarty, located respectively at Delmar, Humrick and Dewey.

MILWAUKEE TERMINALS

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

The E. R. Godfrey & Sons Company, wholesale grocery firm, recently held an open house to show their new warehouse and office building located on the North Port Washington Road. The invitation extended to the railroad industry gave all a chance to inspect this modern food distributing plant which contains 145,000 square feet of floor space. Its features include inside unloading docks capable of handling 12 cars at a time (in all kinds of weather), modern material handling equipment for transport and stowing, and large banana ripening rooms. The last word in office furniture and equipment adds decidedly to the modern motif in the large, well lighted and well ventilated office. Chestnut Street was represented by Chief Clerk Stanley Martin, Cashier Max Woelfl and Demurrage Clerk Dick Steuer. Also present were Ralph Junker, demurrage inspector, C. E. Koplien and Ray Hertzman of the WWIB, and Max Jauch, demurrage supervisor of the C&NW. Dave and Nick Westover of the perishable freight department were also among the present. The new plant is serviced by the Milwaukee and the North Western.

Yard Clerk Ernie Reinhardt, who checks Michael Sol Collection

The Magic of America

NUMBER OF TELEPHONES PER 100 PERSONS



THIS chart is based on information contained in the 1945-1946 *Economic Almanac* of the National Industrial Conference Board, the material in which is the latest available in each country. Later estimates by the American Telephone and Telegraph Company for January, 1947, indicate the number of telephones per 100 persons as follows: United States 22, England 8, and Russia 0.7.

the port yard, fell and injured his right arm recently—and still can't figure out how he did it! The injury laid up our Ernie for two weeks. Meanwhile Elmer Ognenoff checked the district.

John Krohn has been displaced by Terry Hlanstad at Glendale yard. We understand that Johnny is now working at the fruit house.

Agent J. E. Leahey was on the sick list for April. We hope to see him on the job soon.

Mrs. Nada Vieth spent part of her vacation at Marinette with her husband and his folks. Also vacation bound was Betty Olson, who was headed for Sherwood, Wis., when last seen.

Sympathy is extended to Car Clerk Frank Vail and his brother Clem, rate clerk at Muskego yard, whose father died in April. Funeral and burial were at Freeport, Ill.

The good word from North Milwaukee is that Bob Owsley was the successful bidder on the open cashier position and Dan Kugler was high man for the open rate position

at that station. Bob has been handling the rate chores for almost a year up there, and his experience at Chestnut Street and Fowler Street should stand him in good stead in his new assignment. Dan comes fresh from the rate desk at Fowler street and will fit in well at North Milwaukee.

Fowler Street Station

Pearl Freund, Correspondent

Emil Ramthun, a former foreman at House 11, passed away on Apr. 21 at the age of 65. Emil began his railroading service in 1898 and retired on account of disability on Jan. 1, 1944. During his retirement he was a frequent visitor at the freight house. He is survived by his wife, five children and thirteen grandchildren.

Sympathy is extended to the family of Clem Vail on the death of his father, and also to Al Beuth, tow motor operator, on the death of his mother on Apr. 1.

Friends of Marie Castona, who has been

in ill health, may be interested in writing to her at her present address, 10437 Water town Plank Road, Wauwatosa 13, Wis.

April 27 was the date chosen by Mary Ann Sullivan for her marriage to Michael J. Swieczek, Jr., at St. Patrick's Church. The wedding reception was held at the Knights of Pythias Lodge. The bridegroom is a graduate of Marquette University.

Pat Daley spent a short vacation in Duluth and Hibbing, Minn., and got her first glimpse of an open pit mine, which she says is quite breath taking.

Young Charles Roessger, corporal in the Army Air Corps, is now stationed at Houston, Tex., having been transferred from Kearney, Neb.

Grace Tilledetzke is on a leave of absence to await the arrival of a Junior or Junior Miss. Geraldine Hartner has taken over the extension duties in her absence.

Dan Kugler was the successful bidder for the rate job at North Milwaukee station. Art Stullich was assigned to the junior rate position to replace Dan.

We would like to introduce an ambitious youngster who operates a newspaper route in the vicinity of his home, and who was recently interviewed by his paper. He is Tom Vail, 15, son of Clem Vail, rate clerk at Muskego yard. As a member of the Y.M.C.A., Tom enjoys billiards, ping-pong, books and bowling. Outdoors it is football and baseball and he has hopes of holding down a third baseman's spot on his carrier's softball team. After a mechanical engineering course at Marquette U. Tom has a future all planned in the automotive field. With such definite ideas he will certainly be assured of reaching his goal.

TWIN CITY TERMINALS

South Minneapolis Car Dept. and Coach Yard

Orlone M. Smythe, Correspondent

Spring weather has really arrived in Minneapolis and the local gardeners (Milwaukee employes) are wielding the rake and other garden tools.

Best wishes for enjoyable leisure time to Car Inspector Frank Johnson, who retired on Apr. 1, following 42 years of service in the car department at Minneapolis. Also, to Martin Eggen, carman helper, who retired on Mar. 28, following ill health the past year.

Sympathy is extended to the relatives of Andrew Belander, former car cleaner at Minneapolis coach yard, who passed away on Apr. 3 at Minneapolis.

John Bjornraas, former carman, who retired three years ago, and his wife are enjoying a sea voyage to Trondheim, Norway. A welcome was extended to Car Inspec-



Picture of a young hopeful for fisticuff honors, dimples and all. Gregg Natzel, two-year-old son of Switchman Les Natzel of the East H&D, watches for dad to come home so they can have their daily workout.

tor Oscar Elmer Anderson who returned to work on Mar. 16, following three months of illness.

And now it is "Grandpa" Leroy Kolboy, upholsterer at car shops, occasioned by the arrival of a baby boy at the home of his daughter and son-in-law on Apr. 26.

Best wishes for an early recovery to Victor Olson, car inspector at Minneapolis train yard, who has been recuperating from a heart ailment.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Vacations are in full swing again. Vivian Bodine spent a week visiting friends in her home town of Tower, Minn. Agnes Tabaka visited the big city of Chicago on her vacation.

Glen Ahland and wife took a second honeymoon trip recently, visiting Chicago and Kansas City. Bad luck caught up with them in Kansas City as they lost their book of traveler's checks.

The passenger department is doing a grand job of handling the Hiawatha Club, conveying about 100 children every week on trips to St. Paul. The children, who come from neighboring communities and the Twin Cities, are given buttons and books of railroad stories.

Shirley Luce Schwartz has resigned her position in the ticket office to devote full time to being a housewife.

Paul Giswold has also resigned his position in the ticket office to take a job with a Minneapolis firm as a salesman.

Harold Fabey has taken an extended leave of absence on account of ill health.

Everyone has to commit a few blunders in order to understand his limitations.

—Through the Meshes.

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Bill Burfiend, OSD clerk, started off the vacations with a two-week trip to California.

I understand that Georgine Sweet will officially open the summer marriage season in the near future.

Engineer Mort Wold retired this past month. He owns a farm which should keep him busy.

Pete Snede, assistant section foreman, also retired in April.

Dan Curtin, assistant yardmaster, is confined at the Fort Snelling Veterans Hospital.

Oscar Lundquist, yard clerk, has been on the sick list for some time.

Carl Johnson, yard clerk, is ill at the present writing.

Elsie Monheim will be taking marksmanship lessons this summer. After 10 seasons of hunting deer without success she feels certain of making a kill this fall.

Harry Carr and Neal Johnson, both of this station, recently filled in a two-week stretch at the Navy station in St. Paul. Ship ahoy at three bells, boys.

We are sorry to learn that Dick Kulisheck has suffered an appendicitis attack. We trust he will soon be out of the hospital. He is a son of Joseph Kulisheck, claim clerk.

H & D DIVISION

Middle H & D

R. F. Huger, Correspondent

Lee "Jakie" Dewalt, ticket clerk at Aberdeen, has purchased for a price a 1947 Dodge. Very nice car. His wife is now teaching him to drive.

H. J. Walth, agent at Warner, and wife returned recently from a two-week vacation, taking in a little car riding.

The newly organized Railroad Employees Club of Aberdeen, which had previously been the Service Club, needs the cooperation of all employes to make it the success we all want. Let's all give it a helping hand. A diamond ball team is in the making for the first endeavor—have about three teams of employes lined up, but more players are needed, so please contact one of the officers if you want to get some of that winter lining off the middle.

John Dangel is the newly appointed ticket agent at Aberdeen, vice H. B. Nye, deceased.

T. E. Thompson has bid in position of agent at Bristol.

Chuck Rodeberg has bid in position of agent at Peever.

We welcome back J. A. Jakubec as superintendent. He was formerly trainmaster at Aberdeen and assistant superintendent at Bensenville.

Fishing season starts in South Dakota on May 1 and H. S. Claffin, agricultural agent, will be waiting for the sun to come up. This time he bought a book on the art of fishing.

E. J. Albrecht, dispatcher at Aberdeen, and wife returned recently from a vacation which took them to the East Coast and points south.

West H & D

Lloyd C. Gilbert, Division Editor

Though the basketball season is well over we should take note of that second place in the Aberdeen Industrial League won by Milwaukee men. The battle for first was a close one. Brakeman Ed Kelley of the Linton line was our high scorer.

Outstanding shutterbug contributor to the Magazine is Instrumentman D. H. Long.

He snapped the S-2 that fought its way through the big snows last winter and has also furnished pictures for two other issues.

Bernard Riedl, PFI, announces the arrival of his first, a son, Daniel Otto, on Mar. 29 at Aberdeen.

The new home of Locomotive Engineer F. L. Springer on South Grant Street in Aberdeen is nearing completion. Frank did all of the work and can be proud of his achievement.

Bowling season is over now and shoes put away for the summer. Out in first, by six games, was the Hiawatha team. The Sioux finished in second place. Les Prieb held high average of 161. Reg Middleton finished the season at 157. President-elect for the 1949-50 season is Russ Dixon.

Pete Sap has taken over the job of section foreman at Linton. He was first man at Zealand before the promotion. John Lindeman took his doctor's advice and has accepted higher duties at the same location.

The Service Club at Aberdeen has elected new officers. They are: chairman, Bob Tadlock; vice chairman, Dick Conley; secretary, Harry Genereau; treasurer, Tommy Rada-baugh. Harry invites all who are interested in a softball team to get in touch with him at once.

In your time off, do what you like best to do—walk, visit with friends, read, play games, go to the movies—whatever helps you to relax and to take your mind off your work for a little while.



One block from Milwaukee Station

Hotel Minnesotan
MINNEAPOLIS, MINN.

OIL PROOF



- Will not swell
- Will not slip
- Longer wearing
- Black or brown

BILTRITE
NEOPRENE
HALF SOLES

AT ALL LEADING SHOE REBUILDERS

We mine the coal we sell.

DEEP VEIN
AND
BLACKHAWK COALS



Organized 1903
WE SPECIALIZE
IN
STOKER PREPARATIONS

DEEP VEIN COAL COMPANY

111 North 7th Street
Terre Haute, Ind.

28 East Jackson Blvd.
Chicago, Ill.

Circle Tower
Indianapolis, Ind.

East H & D

Martha Moehring, Correspondent

Brakeman Duane Schumm of the east end is doing operator work at Kimmell, Ind., during the slack season. He says he prefers the H&D, which is being downright loyal.

Marion Vail, retired engineer, writes us from El Monte, Calif., and says that he keeps busy out there with his chickens, fruit trees and berries. In the evening, of course, it's baseball—from the side lines.

Agent Smith is sporting a new Dodge. This one is a peach says Smitty, whereas the old one was a lemon.

Chief Dispatcher Bob Mathis pulled himself up by his boot straps recently and took off for Texas to visit his mother. Jap Wik is commanding the respect of the bunch in the C. D. office for the present.

Conductor Tom Monroe and his wife have returned from a leisurely auto trip to Florida. Tom says he got sunburned a bluish pink at East Lake, near the Atlantic Coast, but had awfully good luck catching the big ones. On the way home the Monroes stopped at Lookout Mountain in Tennessee and had the thrill of seeing seven states at once. Now they are saving up their money so they can do it all over again.

The Monte bunch recently had a bang-up farewell party for Operator John Dangel who is now selling tickets at Aberdeen. After a delicious steak dinner they presented him with a golf bag and a jacket to wear on the links, and John made a pretty speech. Wayne Dunlap is now the day operator at Monte.

Engineer Dan J. Steele has taken the pension and from now on will sit back and watch the rest of us work.

Roadmaster W. F. Weiland lost two aunts and an uncle in that church explosion at Marion, S. D., on Palm Sunday, which killed six worshippers and injured 50. Bill also has a number of relatives who were seriously injured.

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

This is my first article about the interests of the Union Street employees. If you have any item that is news to your co-workers, please let me know about it. It's high time that everyone on the system knows that Union Street is still in existence.

Carl Williams, foreman's clerk at House 1, has entered Hines Hospital for about a month. Why not drop him a card.

Sympathy is extended to Ted Derron in the death of his father.

Have you noticed that the Chicago Ter-

Top Flight Noncom



Sgt. Jim Todt

REMEMBER Jim Todt, former H&D brakeman? Jim enlisted in the Air Corps about three years ago, but we have news of him from Martha Moehring, the Milwaukee Magazine correspondent at Montevideo, Minn. "We're pretty proud of Jim out here," says Martha. "He is believed to be one of the youngest first sergeants in the Regular Air Corps, having been promoted to that rank on Mar. 15. He was born on Christmas Day in 1927, which makes him 21 years of age, or the number of years required to attain the rating of only a staff sergeant in the old Army. He is now stationed in Tokyo, Japan. This is what his commanding officer wrote recently to his parents: 'It is a pleasure to inform Sergeant Todt's friends what a good soldier he is and that I place him alongside any of the old timers as a good first sergeant.'" Jim has re-enlisted for another period of service.

minal Division has moved to fifth place on the safety contest news report? We are proud of our improvement.

George Searles visited with our old friend Mose Keogh in San Diego recently. Mose was delighted to see him and sends greetings to his old friends.

Ed Sloncen visited with Madeline and Bill Geldart in Phoenix, Ariz., recently. These old friends also send greetings. Madeline reports that she is feeling much better.

Glad to see Irv Rome back to work after the accident to him and his Hudson in Elgin; also glad to hear that Peter Greenlimb has recovered from his accident.

Important! Please contact us if you can help us to find a place to live: Bert Smith—two, three or four rooms, heated, unfurnished, west or northwest; Ted Derron—four rooms, heated if possible, unfurnished, northwest; Larry Doyle—two, three or four rooms, heated, furnished or unfurnished, north or northwest; Florence LaMonica—four or five rooms, heated or unheated, unfurnished, north or northwest.

Bensenville

Dorothy Lee Camp, Correspondent

Steve Dominick, ill since Feb. 27, is recovering nicely from a serious operation.

Assistant Superintendent Jim Jakubec has returned to Aberdeen where he has been made superintendent.

Trainmasters Roy Love and Archie Jennings are now handling the night shift at Bensenville.

Homer and Ruth Lang entertained Kenny Krause, Joe Camp and your correspondent recently at a tempting Sunday evening snack. Ruth is a very lovely hostess.

CHICAGO GENERAL OFFICES

Auditor of Station Accounts and Overcharge Claims

Mary Rose Burke, Correspondent

Lois Johnson, our former correspondent, has deserted her abstracting machine in the central station accounting bureau to devote full time to her duties as a housewife while awaiting the arrival of the stork. We extend our thanks to Lois for keeping us informed of the ASA&OC news during the past two years and wish her happiness for the future.

That old bird, the stork, is responsible for another of our girls leaving us. Dolores Arno resigned Mar. 15 to await his visit.

A new traveling auditor, Willard K. Peterson of Sanborn, Ia., has been added to our staff. Mr. Peterson is not new to the Road, however. He began his service in August, 1937, as a relief agent and operator, serving at various stations on the I&D Division until March, 1943, when he entered the Army. After a sojourn in Japan he returned to the agency at Sanborn and worked there until his appointment as traveling auditor. He will maintain headquarters at Sanborn where he resides with his wife and four little boys. If his record with the Army, where he rose from private to first lieutenant, is any indication, we will expect great things of "Pete."

We were glad to welcome Murray Whyte and Charlie Brossman back from the sick

bed on Apr. 1. Murray was away for three months and Charlie had an accident seven months ago and has been on the mend ever since. Still on the sick list is Ad Gove who recently returned from the hospital.

Proudest traveling auditor on the road is M. Nelson—he was recently presented with a new grand-daughter!

Charlie Gardner and Milt Croasdale are both proud of their new "babies" too, a 1949 Dodge and a 1949 Pontiac.

This task of writing a column is new to your correspondent, so she will appreciate your indulgence. As time goes on, and with your help and suggestions, maybe she'll improve. If not, maybe somebody will be kind enough to take pity on her, and take over the column.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Dominic Odierno's wife has been ill and hospitalized for a short period recently. We are glad to hear that she is recuperating at home.

Howard Ahrens had a stopover in Chicago recently on his way to California for training at Camp Stoneman. From there he expects to be sent to Japan. He has lost about 40 pounds and is looking well.

We are very glad to hear of the promotion of Elroy Schilling who was on the will call desk in the Chicago city ticket office. He has been made city ticket agent at Cleveland in place of C. J. Sorlien.

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

It is with deep regret that we report the death of our friend Otto Lamberger, who passed away suddenly on Apr. 11. He was formerly employed in the joint facility bureau. Otto retired from the Road in June, 1945, after 33 years of service.

Geoffrey Stickler is the lucky man of the joint facility bureau. After sending about a half dozen post cards to the *Chicago Tribune* outlining his horoscope he finally checked to the tune of \$25.

R. D. Claborn, formerly budget engineer, has been promoted to auditor of capital expenditures to succeed A. J. Wallander who assumed the duties of chief statistician.

J. H. Schnaitman who headed the joint facility bureau has been promoted to the position of budget engineer.

Guy C. Macina, formerly a budget examiner, has been appointed as head of the joint facility bureau and George Lowrey, who was an engineer in the Order 3 bureau, has been promoted to the position of budget examiner.

Girl of the Month (6): Julia Lucas came to Chicago from Kansas City on a vacation in 1941 and liking it, started her railroad

Chicago Pair Observe Golden Anniversary

MARRIED 50 years and still in step with the wedding march, Mr. and Mrs. James D. Burke, long time residents of Chicago, observed their golden anniversary on Apr. 12. Mr. Burke is well known in the Chicago area as a former train director at Galewood yards. He started out with the Road as a messenger in 1890 and retired in 1943.

Mr. and Mrs. Burke were both born in Chicago and were married there in 1899 at old St.

Malaehy's Church. They have five sons—Leslie, George, Arthur, James and Jerome—ten grandchildren and one great grandchild. The family home was in the Austin section until five years ago when they moved to Polo, Ill. They now live there with their son the Reverend James who is pastor of St. Mary's Church.

Surrounded by their children, grandchildren and a host of good friends, the Burkes celebrated their anniversary with an open house at the home of their son Leslie in Chicago on Apr. 24.



Mr. and Mrs. James D. Burke

career with the CB&Q, coming to the Milwaukee Road in July, 1923, as a comptometer operator. Her present position is equipment clerk (instead of hunting figures she occasionally has to hunt for gondolas, etc.). Julia is fond of swimming and horseback riding and loves to travel to far away places; has visited Puerto Rico, Canada, and has made four trips to Mexico, the first in 1933, long before Mexico was the tourist Mecca it is today. She delights in practicing her Spanish on the natives. Who knows, maybe she will wind up taking a slow boat to China.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Girls wanted: Anyone who is interested in playing on our softball team should contact Emily Dodovich for the car accountant's office, or Harry Wallace of the freight auditor's force.

Anythony Cynova, of the review bureau, went to Wesley Memorial Hospital for surgery on Apr. 29. We are looking for his early recovery; likewise Bill De Muth of the same bureau. Dan McCarthy, on leave

due to illness, paid us a visit recently. He is hoping to be back on the job shortly.

Esther Hanson, rate bureau, was married on Apr. 16 to Edwin D. Strauch at Christ Lutheran Church, Chicago. They honeymooned at various Wisconsin points. Her gift from office friends was a set of dishes.

Harriet Schroeder was taken to Grant Hospital suddenly on Apr. 29 and a hurried call went out for blood donors. We're hoping the best for her.

William A. Stegman, capital accounts bureau in the auditor of expenditure's office, told us that he is proud of his boys who played on the Milwaukee Road softball team which he managed during the season just closed. They placed second in the Lincoln-Belmont Industrial League. Bill has a habit of producing winning teams. Last year the boys finished in second place also.

Too frequently the hazards associated with sports are forgotten or disregarded by those bent on pleasure, often with serious and even fatal results. Best advice is to have your fun, but take it easy.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

WEST COAST WOOD PRESERVING CO.

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

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

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.

The late George A. Jorns, veteran engineer of Portage, Wis., with his wife and grandsons Robert, David and John. (Before Mr. Jorns passed away on Mar. 14 he expressed a wish to have this picture of his grandsons published in the Milwaukee Magazine. The Magazine does not generally publish pictures of deceased persons.)



Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Mary Bissing's desk was decorated beautifully on Apr. 23 to honor her with a bridal shower. Dolores Kay was responsible for the decorations. Mary was married on Apr. 30 to Tony Kurr of the auditor of passenger accounts office, at Our Lady of Victory Church. The honeymoon took them to Detroit.

On Easter Sunday Joan Schauer was indeed very happy, being the recipient of an engagement ring.

An important event occurred for Viola Asa on Apr. 23 when her son embarked on the sea of matrimony.

Helen Schultz has been confined to her home with illness for some time.

Many of us are mentally up in the clouds during vacations, but Ruth Bruner was literally skyward bound on Apr. 30 when she flew to Miami Beach for a vacation.

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

George A. Jorns, 68, veteran engineer, passed away at his home in Portage on Mar. 14 following a heart seizure. Funeral services were held under Masonic auspices. Surviving are his wife, his son Bernard of Marquette, Mich., his daughter Dorothy (Mrs. Rowland Davies, Portage), three grandsons and his brother Ollie. He will be greatly missed by all of us, his neighbors to whom he was always ready to lend a helping hand and his fellow rails. George was the oldest fireman on our division and

was a charter member of Portage lodge of the Brotherhood of Locomotive Firemen and Enginemen.

Arthur D. Finegan, veteran station agent who retired in 1946 after 56 years of faithful service, passed away at Wisconsin Dells on Mar. 20, due to a heart seizure. Burial was in Wisconsin Dells. Surviving are his wife Alice, a brother, D. J. Finegan of South Pasadena, Calif., and three cousins. Mr. Finegan started as a telegraph operator, having learned telegraphy at his home town of Rio, and then became station agent at Wisconsin Dells. He held the job until he retired. He was active in railroad labor circles, being local chairman for the ORT and he was also on the general committee of the ORT for 13 years. He was an active booster of the railroad and of the scenic attractions of the Dells. Assisted by his wife, he operated the Modern Home Hotel for some 26 years and made many friends among the tourists. We have lost two veterans who lived to see our railroad grow to what it is today and helped to make it possible.

Spring is here, believe it or not, also five inches of new snow on Easter Sunday. The fishing season opened officially on Apr. 9 and the walleyes were gathered in along the Wisconsin River through the Portage area in good numbers, the biggest ones being caught by "Steamer" Thomas and Ivan "Les Terribles" Little. And if you can believe them, eight and a half pounds apiece for their big ones! Every kind of bait was used by the angling fraternity, from worms to expensive plugs, and the poor fish on both ends of the pole bit well. Herman Zamzow and "Steamer" are both looking for a new target for their fish stories since John Pate left us, inasmuch as John could give them as good a story as they could think up.



Mr. and Mrs. Robert Richert cut the wedding cake at the reception which followed their marriage on Apr. 2. Mrs. Richert is the daughter of Mrs. Bessie McDonald, operator at Cedar Falls, Wash., and was given in marriage by N. C. Grogan, chief dispatcher at Tacoma. Mr. Richert is attached to the U. S. Coast Guard. (Photo by courtesy of Bradley Studio.)

COAST DIVISION

Tacoma

R. A. Grummel, Correspondent

There was much concern over further construction of our \$14,000,000 Narrows Bridge as a result of the earthquake on Apr. 13. The shock shook the cable saddle from the already erected tower, dislodging it and causing it to fall into the Bay. However, it fell on an 80-foot arch dropping through a work barge and received but slight damage. It has been replaced and the work is going on as before. Let's hope nothing more happens to prevent our short cut to Gig Harbor, Wash., and up the peninsula way, this being the second structure erected.

Ray Rust, automotive engineer of Chicago whose job it is to check all automotive equipment on the Road, and believe me, it is some territory to cover, has been in Tacoma checking and having repaired the automobiles used by the railroad employees. Ray, who is a veteran of World War II, was impressed with our Washington scenery. Being a sportsman, he was much interested in our salmon fishing and hunting possibilities. After he learned what a paradise this is for both, he said he hoped to come out here again and get a few hours to fish in the evenings and also do a little hunting later on.

Kenney Alleman has returned from his southern vacation very much the glamour boy, with some new suits and a very becoming suntan.

Millie Anderson is also favoring the southern climes, at present vacationing in Hollywood, Pasadena, Palm Springs and San Diego.

B. A. Dykes, OS&D clerk at Richland, recently displaced Ticket & Baggage Clerk James B. McMahon, due to abolishment of his position at Richland. Mr. McMahon is displacing R. D. LaHart, ACYC, in the yard office.

Raymond Haskins, ACYC, who has been quite ill, is reported to be in a much improved condition and hopes to return to work soon. Mrs. Velma Wheeler and R. D. Shipley, ACYC, have also been on the sick list.

Seattle Yard

F. J. Kratschmer, Correspondent

Bernice Clausen, clerk in the track department, is back on the job after spending about three months in California and the sunny South. Bernice says it wasn't so sunny down there this past winter, and she went down there with her summer clothes, too.

Locomotive Fireman William P. Koeman, who has been off duty for several months on account of illness, passed away on Apr. 15. Our heartfelt sympathy is extended to the family.

Carl Pfaff, car department clerk at Spokane for the past four years, took over the duties of clerk to car foreman in Seattle effective Apr. 11. He relieved Bob Holman, who is thinking of going to Alaska.

As usual, Switchman W. G. Kapral and wife went fishing on the first day of the season and came back with the limit. "Kap" brought them to show to the boys, and they were dandies.

Carman Claude Parker took off two weeks in April to travel and visit friends.

We belatedly congratulate Carlin F. Diehm and wife on the arrival of their first born, a girl, on Jan. 28. Carlin is a helper on the car repair tracks and is the son of Fred Diehm of the Renton turn.

Airman George Kraft of the car department, who has been off duty for several months under a doctor's care, returned to work on Apr. 21.

One of the car department ladders is out of commission temporarily. A robin built a nest on top of the ladder which is underneath the eaves of a roof, and is now sitting on her eggs. A sign on the ladder reads "Do Not Touch."

Special Agent George Walkup held down the office duties in Guy Prescott's office for three weeks during the absence of Frances Neuman. When Miss Neuman returned George celebrated by going fishing and making a nice catch.

Switchman B. G. Nash, C. B. Hays, and John Isbell left for Everett on Apr. 25 to take over the switch run at that point. They will probably be there all summer.

Locomotive Fireman Albert E. Ratcliffe retired after his shift on Apr. 26, after 44 years of railroading with various roads including the Canadian Pacific, Great Northern and Northern Pacific. He started with the Milwaukee on June 3, 1911, and has been in Seattle yard for the past four years.



LUMBER

PILING—TIES

and
MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

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.

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH — ACCIDENT — LIFE (Death from any cause)

HOSPITAL BENEFITS • NON-CANCELLABLE POLICY

NO MEDICAL EXAMINATION REQUIRED

GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



Dearborn

Reg. U. S. Pat. Off.

NO-OX-ID RUST PREVENTIVES

NO-OX-ID, the original rust preventive, gives positive protection to metal parts in storage, and to bridges and metal structures along right-of-way or at terminals.

- Bonds to the metal to which it is applied.
- Remains impervious to moisture and moisture vapor.
- Chemically inhibits under-film corrosion.
- Easily applied to new or old equipment, right over the rust without extensive precleaning.

DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave., Chicago 4
205 E. 42nd St., New York
807-15 Mateo St., Los Angeles
2454 Dundas St., West, Toronto

BUCKEYE CAST STEEL PRODUCTS FOR RAILROADS

Truck Side Frames

Truck Bolsters

Couplers

Yokes and Draft Castings

Miscellaneous Freight Car Castings

Six- and Eight-Wheel Tender Trucks

THE BUCKEYE STEEL CASTING CO. COLUMBUS 7, OHIO



TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES

Potosi Tie & Lumber Co.
ST. LOUIS DALLAS

Al's first trip after retiring will be to Detroit where he will pick up a new Nash car. After that he figures on a trip in the new car to California.

Switchman Jim Dillinger returned to work the latter part of April after a five-week siege of sickness.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Benjamin F. Haffner, who has been working temporarily as yard clerk in Seattle, has returned to his regular position as telegraph operator at Kansas City. He came to Seattle to care for his ailing mother.

Jim Bycroft, yard clerk, is spending a few weeks in California.

Mildred Fetters, accountant in cashier's office, and Frances Neumen, secretary to the captain of police, had a wonderful vacation this year. They went to New Orleans by rail and then flew to Central America, visiting in Guatemala and Salvador. They are still studying Spanish with the idea of returning some day. We note a decided Spanish accent since they came back.

Frank Bell, former record clerk is touring the southwestern states and at the present time is in Tucson, Ariz. He expects to get some good pictures of desert flowers, etc. He will visit his son Ward on his way home.

Myra (Rupp) Barnett, who has been on sick leave the past year and a half, has resigned on account of her health. Her place is being taken by Marjorie Oldenburg.

George A. Jones, 90, died in Seattle on Apr. 26. He was the first cashier at the Seattle local freight. That was on June 26, 1909. He worked in Seattle at the same position until his retirement on Apr. 15, 1937. Prior to coming to Seattle, he worked at Lind and other points during the construction period of Lines West. He leaves his widow, his son Nate who is conductor for the Road out of Spokane, and a son Edward in Virginia. The sympathy of his many railroad friends is extended to the family.

Mina Dow, OS&D clerk, is recovering from an operation and is in the Swedish Hospital at present. We understand she is getting along nicely.

We are proud to see the pictures of Emil Nielson, Lola Thompson, Catherine Fowler, Ollie Swift and Lillian Wirth on the April "perfect shipping month" poster. These are all employees of the Seattle local freight and are doing their part to prevent claims.

Account of reduction of force Ruth Cooke bumped Verlie Erickson as statistical clerk and Verlie goes to the OS&D department. W. H. Rode displaced Ida Zhender, who in turn displaced Ruth Cooke. Jack Werner whose position on the car desk was also abolished, has bumped in on the joint interchange.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

On Mar. 7 Jack Sorensen began his duties as ticket clerk in the Omaha office.

Congratulations to Carman Helper LeRoy Birdsong who recently became engaged to Alyce Carter.

Howard Rooney, yard clerk, and his wife plan to celebrate their 29th wedding anniversary on June 15.

Lead Carman Carl Schonberg and wife



The camera had to move fast here, for when this crowd visits Superintendent George H. Hill in Spokane there is plenty of action. The Hills have two married daughters, but the baby, named Roxie III for her mother and grandmother, is the first girl among the grandchildren.

will be celebrating their 26th wedding anniversary on June 20.

Mrs. George Wehrhahn, wife of car inspector at this point, recently underwent an operation. We are glad to hear that she is now well on the road to recovery.

Machinist Helper Voorhis Goodwin underwent another operation on Mar. 30. We hope to see "Goody" back on the job soon.

Paul Rentenio, who works for the section, has been off duty due to illness. We all wish him a quick recovery.

Carman Helper Earl Williams resigned recently to join the National Guard. He will be stationed here in the Bluffs as a master sergeant.

You should see the new motorcycle that Laborer Leo Lara is sporting around!

Boilermaker Helper Ira Mayo encountered a bit of bad luck on Apr. 10 when his new Kaiser automobile went down an embankment. However, no one was seriously injured and his car, which he had just purchased the previous day looked as good as new after its release from the "auto hospital."

On the evening of Apr. 20 a potluck supper was held at the YMCA and we all had a grand time. Engine Foreman Roy Michael, Sr., who retired some time ago, was the guest of honor. He was the recipient of three fine shirts and ties and Mrs. Michael was presented with a bouquet. Car Foreman T. P. Schmidt was master of ceremonies and Lead Carman C. E. Schonberg sang a solo and also led in community singing. The remainder of the evening was devoted to the showing of moving pictures by Teddy Schmidt, who is a carman helper at this point. The movie included pictures of various employees taken at work, a comedy entitled "Jack and the Beanstalk" which the grownups enjoyed as well as the children, and some pictures of the veterans enjoying last year's picnic. Mr. and Mrs. Michael had just returned from a trip to California where they had a wonderful time.

The Milwaukee Magazine

Engineer Walker, Seattle Vet, Retires

BYRON P. WALKER, well known west coast locomotive engineer, retired on Mar. 31, having marked up 59 years of service on 21 different railroads.

Walker was born in Berryville, Ark., and became a railroader at the age of 15, starting as a section man with the Eureka Springs Railway. He had been advanced to locomotive fireman when he resigned to start his trek around the country. During the next 20 years he worked for 19 railroads before he settled down with the Milwaukee on the Coast Division as locomotive engineer.

Walker has a continuous membership of 56 years in the B. of L.E. and the B. of L.E. and was secretary-treasurer of Division 836 of the B. of L.E. for 21 years. He served on the state legislative board for 12 years and was delegate to the grand international division of the B. of L.E. for 18 years. When the organization founded the National Bank of Washington in Tacoma in 1925 Walker represented the state engineers and he also assisted with the organization of the International Western Union Meeting Association of the B. of L.E. and the G.I.A. Mrs. Walker is an active member in the G.I.A. to the B. of L.E. and at present is grand organizer-inspector for the state of Washington.

The Walkers have three children, Mrs. Lloyd White of Renton, Wash., Norman E., educator and commander in the U. S. Naval Reserve, and Orin P., manager of commercial research for the Bethlehem Pacific Coast Steel Company. For the future Walker plans to turn his spare time to writing and traveling among his friends in the United States, Canada and Mexico.

Middle, West and Des Moines

Viola Ranes, Correspondent

V. F. Rathje, supervisor of telegraph and signals, has reported back to work after a recent emergency appendectomy.

Miss Rita Hunter is the new roadmaster's clerk. She takes the place of Harold Noack who took over the perishable inspector's position. Rita formerly worked in the store department.

Engineer D. W. Gardner has returned from Wesley Memorial Hospital, Chicago, where he underwent an operation. Following his return his wife entered the Iowa City Hospital for surgery. Both were convalescing at home when Mrs. Gardner's condition made it necessary to enter the Perry Hospital for further treatment. At the same time Duane had an infection in his hand, so both were hospitalized at the same time. They have had more than their share of bad luck, but are getting along nicely at the present time.

Engineer and Mrs. William Rogers are home from Chicago where they spent a few days at the home of their son Bernard getting acquainted with their new granddaughter.

U. S. McDowell, section foreman at Granger, is back to work after a prolonged illness.

Brakeman John McCurdy thinks it might

May, 1949



Byron P. Walker

HAMILTON

another way
of spelling
ACCURACY



Accuracy in a railroad watch means precision and on-the-dot dependability. Those qualities are built into every Hamilton. The 992B is equipped with the Hamilton Elinvar Extra hair-spring—non-magnetic, rust resisting, true in all temperatures. Features like these have made Hamilton the preferred timepiece of railroad men since 1892.

HAMILTON WATCH CO.
Lancaster, Pennsylvania



ELINVAR 992

HAMILTON

The Watch of Railroad Accuracy

Michael Sol Collection

35

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

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

How-To-Do-It
Helpful Money-
Saving Books

FREE! Catalog
Send Post Card Today

Bear high costs on home and auto repairs, workshop needs, farm upkeep, furniture refinishing, hobbies, spare time work, etc. New FREE catalog describes hundreds of helpful low-cost books that will save you time and money and make money for you. Famous Popular Mechanics easy-to-read, easy-to-use texts. Inexpensive to own, lavishly illustrated with photos, plans, diagrams. Write today.

Popular Mechanics Press, Dept. 304, 200 E. Ontario Street, Chicago 11



The **ASHMAN** could tell you who uses the *Best Coal*

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

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

Try **GLENDORA** the next time you order coal

STERLING-MIDLAND COAL CO.

GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

East End

Benjamin P. Dvorak, Correspondent

Mrs. W. E. Failor, wife of time revisor, Marion, underwent surgery at Mercy Hospital in Cedar Rapids on Apr. 7. Their son Edward, a student at Dubuque University, was home because of her illness. On the same date Mrs. Bill Failor, the Failors' daughter-in-law, underwent an appendectomy at St. Luke's in Cedar Rapids. The Mesdames Failor have returned to their respective homes and are recuperating.

Mrs. Myron Oxley was a patient in Mercy Hospital, Cedar Rapids for several weeks recently, due to a mastoid infection. She is the former Vera Reichert, daughter of Mr. and Mrs. V. M. Reichert. On Apr. 11 Muriel, another Reichert daughter, underwent an appendectomy in Mercy Hospital.

Mrs. J. J. Troy, wife of retired conductor, suffered a fractured vertebra on Apr. 9, in falling from a chair while house cleaning. She was removed from a Cedar Rapids hospital to the University Hospital in Iowa City several days following the accident.

The death of Mrs. Cora M. Mullin occurred on Apr. 3 at her home in Marion. She was preceded in death by her husband Matt, who at one time was roundhouse foreman at Atkins and who served as mayor of Marion for a number of years after his retirement from the railroad. Mrs. Mullin's brother, L. A. Klumph, retired B&B foreman, spent the winter in Los Angeles, but returned to Marion to attend the funeral; also, his son and daughter-in-law, Mr. and Mrs. F. A. Klumph, and children of Chicago.

Clarence A. Widger, former switch foreman at Atkins, died of a heart seizure at Seal Beach, Calif., on Apr. 3. He had lived in Phoenix, Ariz., for the last eight years and moved to Seal Beach in March of this year. His wife, son David, and two sisters, Mrs. J. Earl Baker and Miss V. M. Widger of Marion, survive him. Services were held at Long Beach, Calif.

Frank Gordon of Washington, D. C., is visiting in Marion with his brother Gerald, supervisor of motor equipment. The brothers attended the funeral of their uncle, Frank Dearborn, at Stone City. The latter was custodian of the Milwaukee Road station at Stone City until his retirement about four years ago.

Bob Boetcher, son of Assistant Engineer L. R. Boetcher, and Walter Stobaugh Jr., son of Walter Stobaugh, were in the group of Marion high school students who attended the state convention of the Junior Academy of Science at Des Moines on Apr. 9. The Marion school received a superior rating in physical exhibits. Bob's exhibit consisted of a model cross section of an oil well and model cross section of a coal mine. Bob exhibited a model of a three-way switch.

Mrs. A. E. Fairhurst and mother, Mrs. Addie McCulloch of Marion, are in Springfield, Mass., to dispose of property in that city, which is their former home.

Mrs. Hattie Thomas of Iowa City, mother of Assistant Engineer S. C. Thomas, is living temporarily with her son and daughter-in-law in Marion.

Roundhouse Foreman George Hennessey has fully recovered from a recent operation and has resumed his job as night roundhouse foreman at Cedar Rapids.

O. W. McBride and wife returned to Marion on Apr. 5 from Delta, Ohio, where they had visited with his parents. The McBride's daughter and son-in-law, the C. F. Dandareaus, and their son Connie who have been living in Denver, arrived in Marion on Apr. 17 for a visit.

A baby girl was born to Mr. and Mrs. H. E. McNabb, Cedar Rapids, the latter part of March. Mr. McNabb is a car inspector at Cedar Rapids.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

One day in April we picked up the morning paper and saw a picture of a boy and his dog with the caption "Corky is happy when his pal calls at the hospital." Must be an AP picture, we thought. Closer scrutiny showed that it was none other than Charles Stevens, son of our storekeeper at Spokane. Corky had been involved in an auto accident and had to make a trip to the hospital.

Clerk Carl Pfaff has been working in the car department at Seattle since the clerk's job in Spokane was pulled off. E. Medley is doing his best, but he says he gets his dates wrong and the typewriter keys seem to come out differently on paper.

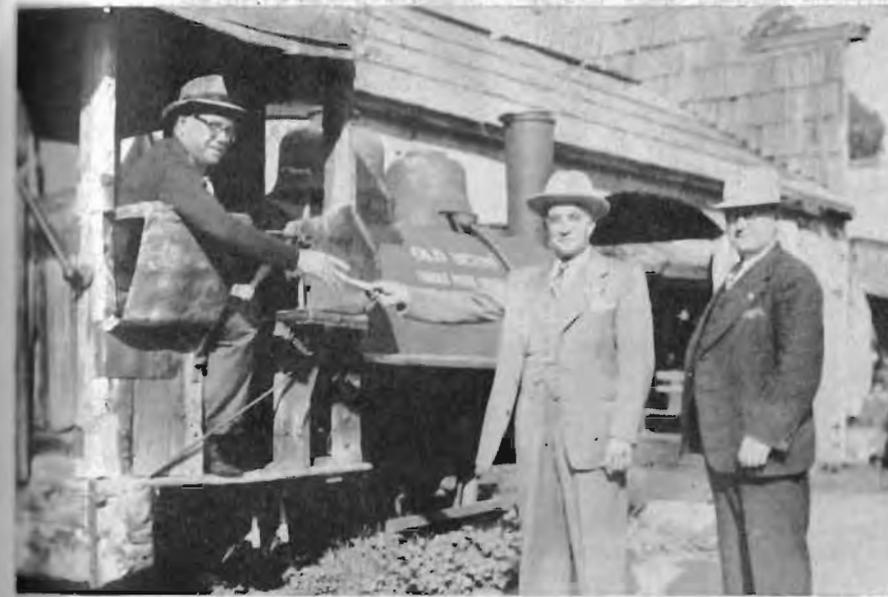
Mr. Medley tells me that W. C. McCaughey, carman out at Dishman, has been in the Deaconess Hospital at Spokane for several weeks. Another employe recently hospitalized there is E. W. Bruning, pump repairman. Mr. Bruning underwent a serious operation but we hope he will be back on the job before too long. L. J. Coller is working in his place.

Al Dubois, carman, is spending his May vacation in Canada, visiting his relatives and pals of ex-hockey playing days at Ottawa, where he was born and raised.

Farmer Nels Nelson takes one week of his vacation in May to put in his annual crop. We haven't found out what he plans to grow, but we will check with him this fall.

Car Clerk Don Sharpe is also a farmer and since he has had his vacation no doubt all his "spring's work" is done.

David E. Harry, son of Yardman A. F. Harry, was married to Lois Jean Murray of Spokane on Apr. 13 at the Harry home. David was in the armed service for a while



"Back to Iowa" reads the train order changing hands here as three Cornhuskers make a day of it at Knott's Berry Farm, popular frontier town entertainment spot outside Los Angeles, Calif. Left to right: Frank E. Wenig of Spencer, an I&D engineer now on a leave of absence, Conductor Edward G. Larson of Mason City, and Ed J. Dougherty, retired Mason City roundhouse foreman. The picture was taken recently when Mr. and Mrs. Larson visited the Wenig family in Los Angeles. Wenig has been on the west coast for some time with the Federal Mediation and Conciliation Board.

D & I DIVISION

First District

E. Stevens, Division Editor

and is now attending Gonzaga University, majoring in music. He also instructs in music at the Post Falls High School and plays with a dance band around Spokane.

That big smile Chief Dispatcher Beal is wearing is due to that new 1949 Plymouth he recently purchased. He reports it works like a top and he thoroughly enjoys driving it. Mr. Beal has a new stenographer in his place. Account of the bill clerk's position being abolished, Minnie Weistner displaced Bill Zigman.

Agent Betty Humphrey, Warden, is off sick and is being relieved by Guy Winkler.

Also on the sick list recently is George Thornton, operator at Spokane. He was relieved by Victor Good, just off the agency at Malden after working in Agent Mitchell's place for several weeks. We are glad to report Mr. Mitchell is back on the job and feeling better.

Harney Colligan, second trick operator, Maries, is back in the harness after being gone for quite some time on account of illness.

Agent R. F. Potter of Metaline Falls has returned from his vacation. He was relieved by Herb Russell.

Congratulations to Mr. and Mrs. C. H. Coplen who were recently married. Mr. Coplen is first trick operator at Spokane.

Section Foreman Elmer Detling, Tekoa, is on leave of absence on account of illness.

Foreman Joe Perrone returned to work after having been off since Jan. 1, when he was badly injured by thugs. During his absence his son Vincent acted as foreman at Spokane Yard section. Vincent will take his vacation at this time to do some much needed work around his home in Spokane.

Relief Foreman Harold I. Lyon of Rathman has had to give up his rights as foreman on account of his wife's health. He will work on the section as laborer.

A. Parson's B&B gang is on the Elk River Line, doing repair work to bridges.

Jim Evarts, janitor in Spokane freight house, found two more kittens dumped in the yard. He says he has now given away 13 stray kittens, all to good homes.

Ex Libris:

MERRILL LYNCH



F ICTION fans beware! Literature labelled Merrill Lynch is based on fact . . . makes fascinating reading—for investors only!

Take "How to Invest" just released by our Research Department. It's a thirty-two page look at the whole problem of investing, points out the basic principles any beginner should know—and experienced investors should review.

It starts by showing you how to chart your financial position so that you can decide whether you *should* invest.

It defines different kinds of securities and the part each plays in reaching investment objectives of growth, income or safety . . . explains in detail what diversification is and why it's important . . . covers market trends and their effect on investments . . . contrasts various methods for managing a portfolio.

It lists the questions you should ask before investing in *any* industry, company, or security . . . suggests sensible ways to get the answers, and does intimate that Merrill Lynch is a pretty sound source of information, itself!

Why not ask for a copy of "How to Invest" at our nearest office. If you *can't* come in, just write—

Department TA-37

**MERRILL LYNCH,
PIERCE, FENNER & BEANE**

Underwriters and Distributors of
Investment Securities

Brokers in Securities and Commodities

70 Pine Street, New York 5, N. Y.

Offices in 96 Cities

CARTER BLATCHFORD, INC.
80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated to meet specifications for new bars.

**Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers**

Webster Lumber Company
2522 Como Ave., West
St. Paul, Minn.

**EDWARD KEOGH
PRINTING COMPANY**

*Printers and
Planographers*

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

OPERATING 161
MOTOR TRUCKS,
TRACTORS AND
TRAILERS

ESTABLISHED 1880

P. D. Carroll Trucking Co.
CHICAGO, ILL.

RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS



Dispatcher Bill Ende of Austin, Minn., recently unearthed this souvenir of his early days. The date is June 15, 1913, the place the dispatcher's office at Savanna, Ill. Ende remembers the lady only as clerk to Trainmaster Richards, but can identify all of the stiff collar boys. Left to right, they are: Chief Dispatcher E. F. Hoye, now retired and living at Beloit; E. D. Cook, second trick dispatcher, now with the E1&E; Ende, then working as extra dispatcher; M. H. Klugh, third trick dispatcher, now with the IC at Jackson, Miss.; F. J. Manthey, who died in 1919; and Side Operator Lewis, present whereabouts unknown.

nato was born in Naples, Italy, in June, 1876, and came to the United States in 1900. He retired from railroad service in 1934. Surviving are three daughters and three sons, one daughter and son residing in Italy.

Daniel Airhart, former car department employe at Savanna and a resident of Pomona, Calif., since his retirement in 1942, passed away in Pomona on Apr. 19. Surviving are his widow and daughter.

Congratulations to Station Employe Warren G. Hartman and Mrs. Hartman, Savanna, on the arrival of their first child, Beverly Ann, on Apr. 30.

Quad Cities Area

Marion L. Arnold, Correspondent

Sympathy is extended to Car Foreman Edward Dittmer, Nahant, and his family. Mr. Dittmer's father, Fred H. Dittmer, retired car department employe, died in his home on Mar. 29 following a 10-day illness. The following week his grandson died at birth and we now hear that his mother is to undergo an operation. We hope for her a speedy recovery.

It was reported in the last issue of the Magazine that Chet Wylie, machinist at Nahant, had returned to work after a two-

week illness. Have since been informed that he has not returned to work as yet, but expects to do so soon.

Switchman "Pie" Welch is up on his feet but still shaky and says that it will be some time before he returns to work.

Mrs. O. K. Welty, wife of retired yard clerk, was in a Denver hospital for several weeks. She is now at her home in Ward, Colo., and we hope that the wonderful mountain air will help her to be up and about in a short time.

Others who have been on the sick list recently are Switchman Roy White, and Agnes Gillon, bill clerk at the Davenport freight office.

Night Roundhouse Foreman LeRoy Rogers, Nahant, has been transferred to Western Avenue to take charge of maintenance of Diesel equipment.

Congratulations to Section Foreman Jim Nevenhoven and wife on the arrival of a baby boy on Apr. 26. This makes two boys for the Nevenhovens.

Our bowling team finished up the series in second place, with only one game out of first. It also received first place for high team game.

Observers tell me that the sandlotiers are working energetically at spring practice. To anyone who has not done so, we urge a purchase of a 1949 official Heckler's Badge at once, as they are going fast and Manager Russell Tubbs has some severe punishment lined up for those who heckle him without a badge.

It was necessary for Engineer Jack Raich to spend his recent vacation at home with both hands bandaged, due to a skin infection. It cleared up by the time his vacation was over.

Engineer Glen Close's wife is recuperating at home after an operation.

The Quad-Cities Service Club held its annual spring dance at the U. A. Hall on Apr. 23. Chef Russell Tubbs served coffee and hamburgers. Five door prizes were given away at the party and Special Officer Bill Block won a GE mixer.

A story teller is a person who has a good memory and hopes other people haven't.

**Olympian Conductor
a 57-Year Man**



Conductor Cobb stands ready to step aboard the westbound Olympian Hiawatha when it leaves Miles City.

WHEN Conductor George F. Cobb of Miles City, Mont., made ready to board the Olympian Hiawatha on the morning of Apr. 12 for his regular run to Harlowton he was held up a minute for this snapshot. The occasion for it was the well known "Olympian" conductor's anniversary of 57 years in Milwaukee Road service.

Cobb was born at Charles City, Ia., on Sept. 12, 1873, and started railroading on the La Crosse Division as a brakeman in 1892. He went into freight service in 1894 and was promoted to conductor in 1898. The transfer to the Trans-Missouri Division was made in 1907 before the rails were laid through Miles City. He worked between Harlowton and Roundup until 1909, then moved to Miles City and has lived there ever since. He had the distinction of being conductor on the maiden trip of the old Olympian in 1911, and again on the first trip of the new streamlined Olympian Hiawatha when it passed through Miles City on June 1, 1947.

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

After the winter of the big snow, and unless you were out in the great wide open spaces this doesn't mean much, seems like spring is here, although nothing to brag of yet. Took a ride up Ennis way a couple of weeks ago and from the looks of things the snowplows near Yellowstone Park must be just a few jumps ahead of the tourists and the bears. One small town half way up between here and Ennis had banks of snow up to the second story of some of its buildings, and it looked like it would be there for some time to come. A sassy looking gopher sat beside the highway looking things over and he had a dazed expression on his face, if you ask me; long time shut in the dark this last winter, I guess.

The death of Earnie Miller, owner of the well known Elk Horn dude ranch, occurred in April in Tuscon, Ariz., where the Millers spent their winters the past few years, having extended their dude ranch business to one near there, also calling it the Elk Horn. Mr. Miller was well known among Milwaukee patrons of the dude ranches hereabouts and to the Park tourists, as he and Mrs. Miller were among the early dude ranchers of this part of the state and their ranch up Gallatin Canyon was a favorite stop of many Milwaukee officials during the summer months.

Mrs. John Smeltzer, wife of retired engineer of Big Fork, died in Polson on Apr. 20 after an extended illness. The Smeltzers had lived here many years and when Mr. Smeltzer retired several years ago they bought a farm near Polson and moved there. Mrs. Smeltzer is survived by her husband and five brothers.

Oldtimers on this division will remember Dr. Clinton Hoy, one of the first physicians of Three Forks and head of the staff of the Milwaukee Hospital Association hospital here from the time it was built in 1915 until he left for France in World War I. Dr. Hoy died in San Francisco on Apr. 14. He is survived by his widow, Maude Wilkins Hoy, a daughter of the former Trainmaster Wilkins of this division, two daughters and a son.

Mrs. James Britzus and Mrs. Robert Daniels who were patients in the Murray Hospital where both had operations, have returned home and are improving nicely.

Mrs. S. J. Bryant, wife of Engineer Bryant, is a patient in the hospital in Townsend, expecting to be home soon.

Mrs. D. P. Elliott, wife of Engineer Elliott, has returned home from the hospital in Missoula where she had a major operation. She is greatly improved.

UNION-MADE
Lee
OVERALLS
Genuine Jelt Denim

LEE
Tailored Sizes
Sanforized

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. Safina, Kans.

Still Greater
PROTECTION
for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb vertical shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical shocks

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



The Answer to Your Heating Problem

is a

WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants
and

Retail Stores Everywhere

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

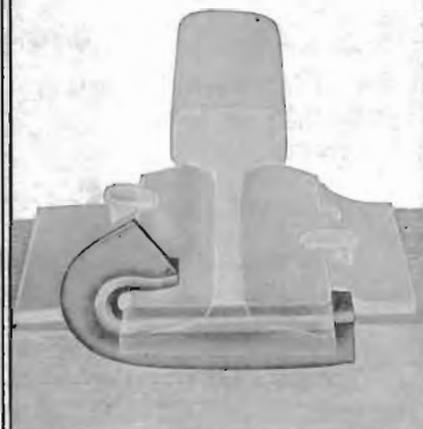
Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Evansville, Washington, Philadelphia. Lake Michigan Dock at Milwaukee

THE **Nalco** SYSTEM
RAILROAD
WATER TREATMENT

- Chemicals • Equipment
- Blowdown Systems
- Laboratory Analyses
- Testing Kits • Field Service
- Research • Surveys

NATIONAL ALUMINATE CORP.
6216 West 66th Place • Chicago 38, 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



Unit 3 of the Milwaukee Hiawatha Service Club wins the "Oscar" for the largest unit membership in 1948. Officers of the club are shown here turning the trophy over to H. A. Grothe, Milwaukee Shops superintendent, for safekeeping. Left to right: General Chairman Ed McDermott, Mr. Grothe, Secretary-Treasurer Robert Hofer, and Vice Chairman John Marquardt.

Engineer J. R. Mahon, one of the early day engineers of this division coming here from the Old Line when Lines West were building, retired on Apr. 30. Mr. Mahon had been on one of the Butte helpers for many years. We wish him a long life of rest and happiness from now on.

Operator R. J. Klune of Butte yard and Anna Cutler of Deer Lodge surprised their friends when they decided to have a wedding on Apr. 23 in Butte. They left for a trip into Canada and when they return will live in Butte. Mrs. Klune has been an employe of this road for several years in Deer Lodge where she is well known. Mr. Klune has lived in Butte for many years and is now working second trick at Butte Yard. We wish them every happiness.

Northern Montana

Pat Yates, Correspondent

Line Man Sam Sybrant retired on Mar. 31 after 40 years of continuous service. He started with the Road on Feb. 8, 1909. He will make his home in Plummer, Idaho.

Brakeman and Mrs. John Robinson announce the arrival of a son, born on Apr. 6. The baby has been named Mike John.

Carman Helper and Mrs. Bill Tuss and baby have returned from a vacation, visiting her folks in Pennsylvania.

Carman S. W. Finkbiener and Sectionman Roy La Rock are both in the hospital at the present time for medical treatment. We wish them a speedy recovery.

We are sorry to report the death of E. K. Crawford, retired engineer, who passed away on Apr. 4 after 41 years of service with the Road. Our deepest sympathy to the family.

Robert Porter of Lewistown is returning to work as warehouse foreman at the freight house after an absence of eight years with the Marines.

Operator and Mrs. L. M. Mattson of Denton have purchased a new car and are now on their way to the Coast to spend several weeks vacationing. Mattson is being relieved by Mary L. Messier of Lewistown.

MADISON DIVISION

W. W. Blethen, Correspondent

Spring flowers decorated the altar of Glenwood Moravian Church on Apr. 2 when Miss Lorraine Kerl, daughter of Conductor and Mrs. Edward J. Kerl of Madison, became the bride of John W. Brooks. Following a reception in the church parlors, the couple went to Chicago on a wedding trip and are now at home at 2652 Milwaukee Street.

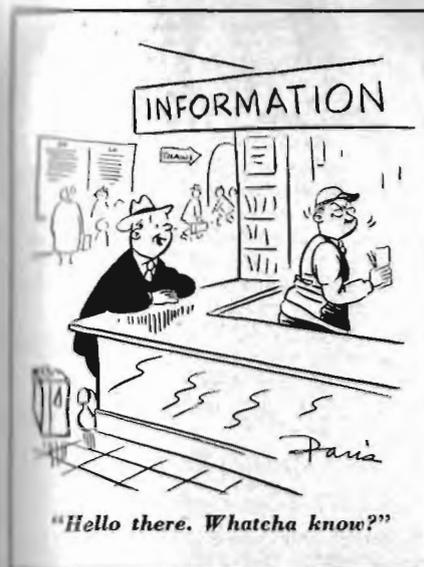
Announcement is made of the marriage of Mrs. Elizabeth Roth of Madison and Conductor Henry J. Hurlbut, which took place on Apr. 6 at Elkader, Ia. Mrs. Hurlbut was employed as head nurse at the Lakeview Sanatorium. The newlyweds are now at home at Mr. Hurlbut's Scenic Hotel in McGregor, Ia.

John Lawless, retired agent, 75, passed away on Apr. 16 at the home of his daughter in Tryon, N.C., where he had gone for a visit. Services were held in St. John's Catholic Church at Patch Grove, Wis., with interment in the church cemetery. Mr. Lawless started his railroad service as station helper at Bridgeport, Wis., in May, 1896, and made a seniority date as telegrapher on March 28, 1899. He worked as station agent at various points on the old Prairie du Chien Division and was appointed agent at Waukesha on Sept. 4, 1914, which position he retained up to the time of his retirement in March, 1944. He is survived by two daughters, Mrs. Clarence Brock of Eagle, Wis., and Mrs. Charles West of Tryon, N. C.

Section Foreman Lawrence Carpenter of Palmyra died at his home on Apr. 6 following an illness of several weeks.

Brakeman H. G. Janowsky suffered a broken arm and severe bruises on Apr. 2 in an automobile crash in which his mother lost her life. His father was also seriously injured.

Mrs. Anna Fearer, 76, widow of Crossing Flagman W. C. Fearer, died at the home of her daughter, Mrs. Newell Erickson of Mondovi, Wis., on Apr. 1. Funeral services were held at Westminster Presbyterian



Church with interment in Forest Hill Cemetery, Madison.

Two young men have arrived to join the younger set of the Milwaukee Road family—Harlan Virgil Jeffers on Mar. 29, son of Bridge Helper and Mrs. W. B. Jeffers of Prairie du Chien, and David Keith Gillings on Apr. 22, son of Freight Clerk and Mrs. Dale Gillings of Madison.

Sympathy is extended to Switchman and Mrs. J. J. McCarthy of Janesville on the death of their son Daniel on Apr. 21.

Engineer and Mrs. Herman Haugen embarked on the S. S. *Stavangerfjord* at New York on Apr. 27 for Bergen, Norway, for a three-month vacation. They will visit Mr. Haugen's mother and several sisters and brothers; also, Mrs. Haugen's sisters in Gardal, Norway.

MILWAUKEE SHOPS

Locomotive Department

Leone Schneider, Correspondent

Boiler Shop Foreman Charles Luebke retired on Apr. 30 after more than 51 years of service with the Road. He was born in Milwaukee, received his early education in the Milwaukee public schools and has been a long resident of this city. He entered the boilermakers' apprenticeship in 1898, became a journeyman boilermaker in 1902, was advanced to boiler inspector in 1917 and was promoted to the head of the department as boiler foreman, which position he retained to the time of his retirement. Mr. Luebke was a faithful and energetic devotee of the "safety first" movement and his council and leadership in this department will be missed. Many achievements of

merit remain about the plant as his monuments.

Wedding bells ring again! A couple of mighty fine people have decided that two can live as cheaply as one. Fireman James Krueger and Virginia May were married at Mundelein, Ill., on Apr. 23 and are now touring the southern part of the United States. James is the son of Marty Krueger, clerk in the SMP office.

We are glad to hear that Mrs. Arthur Zabel is on the road to recovery following a recent operation. Arthur is a molder helper apprentice in the foundry.

Baby news: Laborer Leonard Reyna and his wife recently welcomed little John into their home. It would be a difficult job to remove the smile that Leonard is wearing these days.

Mighty glad to have Bill Ranthum back at work following his illness. He is an electrician.

We wish to acknowledge the humanitarian spirit of Foundry Clerk Ray Sear for leaving his comfortable home on Sundays and going to the foundry where he fed two very young kittens left motherless at the age of three weeks. These felines will be valuable in destroying the rodents that are always prevalent in all foundries.

Fred Leach, boilermaker, retired on May 1 after completing 38 years of service. He will be making his home at Marquette, Ia.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Hail the 1948-49 Milwaukee Road bowling champions at Milwaukee! After a nip and tuck battle the Pioneers again came through to show that they are true champions. They won the first game 841 to 788, catching the Arrows off stride. The Arrow boys came back to even things up by taking the second set 854 to 810. In the third and final game it looked very much like the Arrows (as late as the ninth frame) when the "breaks" squelched a Good Arrow "hot streak" and the Pioneers came through with a whirlwind finish. From two marks down in the last frame the Pioneers won out, 894 to 883.

The winning line-up included J. J. "Cappy" Morrissey, Jim Morrissey, Herb Starke, J. Walsh and Jonathan Pluck. It took a lot of "pluck" to come through, and he did—534 high for the series. Jim Morrissey helped with 532. The other member of the Pioneers—Walt Marshall—was out of town on business and missed the play-off.

The losing team, the Arrows, consisted of Kiltie, Chet Johnson, George Poleski, Emmett Jordan and "Smoke" Scherbaith. Captain Bill Jordan was in the hospital while Hahn was out of town and missed out. They made a grand bid for the coveted honors and it was a good fight.

OVER \$250,000,000 PAID IN BENEFITS ALL DEPTS.

Best for all on the Milwaukee Road There are no assessments at any time

WHAT DOES DISABILITY COST?

Plenty! Hospital and medical expenses are great, but often the biggest cost of accident or sickness is the wages you lose. Find out about Continental's Disability Income Protection today.

Ask our Milwaukee Road agent or write.



Continental CASUALTY COMPANY
General Office: Chicago

CREOSOTED MATERIALS and COAL TAR PRODUCTS

Republic Creosoting Co. Minneapolis

Present Day SAFETY Requirements DEMAND the Best Equipment

LAKESIDE FUSEES

Fill the Bill SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY FUSEE COMPANY Beloit, Wisconsin

MARSH & McLENNAN INCORPORATED INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago	New York	San Francisco	Minneapolis	Cleveland	London
Detroit	Boston	Los Angeles	St. Paul	Columbus	Vancouver
St. Louis	Washington	Seattle	Duluth	Buffalo	Montreal
Indianapolis	Pittsburgh	Portland	Superior	Phoenix	Havana



Harry C. Gale, retired railroad machinist who worked for the Milwaukee Road in Austin, Minn., from 1890 to 1896, submits this picture of Milwaukee Road engine No. 335, which was the first to reach Mineral Point, Wis., after completion in 1881 of the line from Monroe to Gratiot and Shullsburg, connecting with the line from Warren to Mineral Point. Mr. Gale's father, C. E. Gale, who died in 1933, was agent at Mineral Point from sometime in the late 1860s until 1884.

The men, left to right, are: Pat Leathy, conductor (on front deck of engine); Will Leathy, brakeman; Jack Riorden, brakeman; Anthony Wilkerson, fireman; and Pat Whalen, engineer. None of these men is believed to be living now.

Rudolph Broeksma has retired. Rudy has decided he wants to idle around his new home and do some more building and although he is only 63 he thinks it's time to quit the "strenuous work" and take things easy. He was presented with a signed scroll from his co-workers and friends and a cash certificate for the purchase of some shrubbery.

H. J. Montgomery recently rolled into the lead in the Strachota 170-average Sweeper with a score of 820. Here's hoping it holds.

L. D. Horton has returned alone from a short Pacific Coast vacation with the Missus. Reports a very enjoyable trip and now must "bach" it until the Little Woman returns home.

Sorry to hear that Mr. and Mrs. C. H. Bilty are both hospitalized now.

Store Department

Earl L. Solverson, Correspondent

Glen Lang of the freight car store is to be married on June 18 to Miss Irma Bull at St. Bernard's Church. The best man will be Glen's brother Arthur. The bride is a graduate of the State Teacher's College and is teaching at the Garfield Public School in Manitowoc, Wis. They will spend their honeymoon in northern Wisconsin and will reside on North Van Buren Street in Milwaukee on their return. Glen's father has been an employe at Milwaukee shops for a long time.

George Schwartz, of the district storekeepers' office, was married on Apr. 30 to Miss Dorothy Hanson at St. Augustine's Church. Dorothy was a former employe of the district storekeeper's office. A stag party was held on Apr. 28 by George's co-workers at South 13th and Oklahoma Avenues and all reported a very enjoyable evening.

The Wisconsin department American Legion convention will be held in Milwau-

Coach Yard

Richard Flechsig, Jr., Correspondent

Anton Pincar took his pension on May 1. "Tony" was here for many years as a coach cleaner.

Cmitar Rakas is back to work after being on the sick list for several weeks.

John Mosser retired on May 1. John was a carman in the yards for many years.

Wedding bells rang out for Night Steamfitter Helper William Tyree on Apr. 23. Congratulations and best wishes, Bill.

Louis Obrodovich, who is now retired, makes regular visits to the yards.

The coach yard bowling team finished with a 500 per cent average, winning 45 games and losing 45.

Davies Yard

J. J. Steele, Correspondent

Wanted: One sheepshead player to fill vacancy left by Ed Anderson. Experience not necessary, pay as you learn. Apply any weekday at Davies yard lunchroom between 11:40 A. M. and noon.

Congratulations to Fred Kraak who retired on Apr. 1 at the age of 65 after 47 years of service.

It is good to see Al Waldera back. He is fully recovered after undergoing a major operation.

Walter Jahnichen is walking around these days with his head in the clouds. The girl of his dreams has accepted his diamond ring.

Frank Adams, last year's horseshoe champion, is in great form this season and is taking on the would-be champs, Frank Pfeiffer and Roger McGinty.

George Allie spent the Easter week end with Mrs. Allie and daughter in Pennsylvania.

Alex Meyers and Iggy Zielinski reported having a very enjoyable time at the Mardi Gras in New Orleans.

In the spring a young man's fancy turns to love and Don Ritzke appears to be in the mood. His new heart throb is Adell Bernhardt.

Our sympathy is extended to the family of Frank Cervero, retired veteran, who passed away on Mar. 26 at the age of 76.

Our best wishes to Mary Verona and Herbert Kalwitz who were married on Apr. 23.

kee on Aug. 12 to 14 inclusive. The big parade will be on Aug. 13.

Unit No. 11 (store department) of the Milwaukee Hiawatha Service Club held a meeting and dance on Apr. 23 at the North Avenue freight depot. A large crowd was on hand to enjoy the moving pictures of the Railroad Fair, last year's picnic and many other events, taken by Erv Webber of Davies yard, former general chairman. The pictures were in color and were very interesting. Erv Tarnow's sons, the "Tunesters," furnished the dance music and provided a good time for all who attended.

The man who does not read good books has no advantage over the man who can't read them.

—Mark Twain

Milwaukee Road Taxes Mount Higher by the Minute

EVERYONE knows that the Milwaukee Road's total annual tax bill amounts to a staggering sum, but people have become so accustomed to reading federal government figures in the billions of dollars that our railroad's taxes of \$21,265,000 for 1948 may not look like the big piece of money it really is.

Broken down into the kind of figures which we, as individuals, are more familiar with, it looks different:

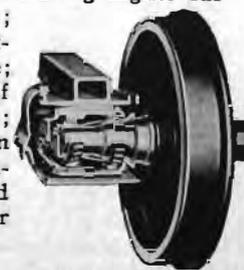
\$21,265,000 in taxes for the year 1948 equals \$58,260.24 per day, \$2,427.51 per hour, or \$40.46 per minute. And that is every minute of every hour of every day of every week of every month of the year.

In the 10 minutes it took the writer to put these thoughts on paper, the tax bill went up another \$404.60! Unfortunately, it didn't stop with the writing.

Makes STANDARD FREIGHT CARS ROLLER FREIGHT CARS QUICKLY . . . EFFECTIVELY . . . ECONOMICALLY . . .

This Timken roller bearing application is being used successfully in existing standard freight car trucks having friction bearing boxes cast integral with the side frames.

Application requires only minor changes in the friction bearing boxes and provides roller bearing advantages in full, including higher sustained speeds; 88% less starting resistance; elimination of hot box delays; no reduction in winter tonnage; increased availability for service.



THE TIMKEN ROLLER BEARING
COMPANY, CANTON 6, OHIO
CABLE ADDRESS "TIMROSCO"

UNION REFRIGERATOR TRANSIT LINES

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

Youngstown Steel Slides for Repairs to Freight Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

NEW YORK



CHICAGO

Sure, America's going ahead... if we all pull together!

Let's compare *yesterday* with *today* . . . that will give us an idea of what tomorrow can be!

Machine Power: Since 1910 we have increased our supply of machine power $1\frac{1}{2}$ times.

Production: Since 1910 we have more than *doubled* the output each of us produces for every hour we work.

Income: Since 1910 we have increased our annual income from less than \$2400 per household to about \$4000 (in dollars of the same purchasing power.)

Work Hours: Yet, since 1910 we have cut 13 hours from our average workweek—equivalent to two present average work-days.

HOW have we succeeded in achieving all this? Through the American kind of

teamwork! And what is *teamwork*?

American teamwork is management that pays reasonable wages and takes fair profits—that provides the best machines, tools, materials and working conditions it possibly can—that seeks new methods, new markets, new ideas; that bargains freely and fairly with its employees.

Our teamwork is labor that produces as efficiently and as much as it can—that realizes its standard of living ultimately depends upon how much America produces—that expects better wages as it helps increase that production.

Teamwork is simply working together to turn out more goods in fewer man-hours—making things at lower costs and paying higher wages to the people who make them and selling them at lower prices to the people who use them.

What we've already accomplished is just a foretaste of what we *can* do. It's just a start toward a goal we are all striving to reach: better housing, clothing, food, health, education, with ever greater opportunities for individual development. Sure, our American System has its faults. We all know that. We still have sharp ups and downs in prices and jobs. We'll have to change that—and *we will!*

It will continue to take *teamwork*, but if we work together, there's no limit on what we can all *share together* of even greater things.

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



What we have already accomplished is just a foretaste of what we *can* do—if we continue to *work together!*

Approved for the PUBLIC POLICY COMMITTEE of The Advertising Council by:

EVANS CLARK
Executive Director
Twentieth Century Fund

BORIS SITSHKIN
Economist
American Federation of Labor

PAUL G. HOFFMAN
Formerly President
Studebaker Corp.

Public Policy Committee
The Advertising Council, Inc.
11 West 42nd Street
New York 18, New York

Name _____

Address _____

Occupation _____