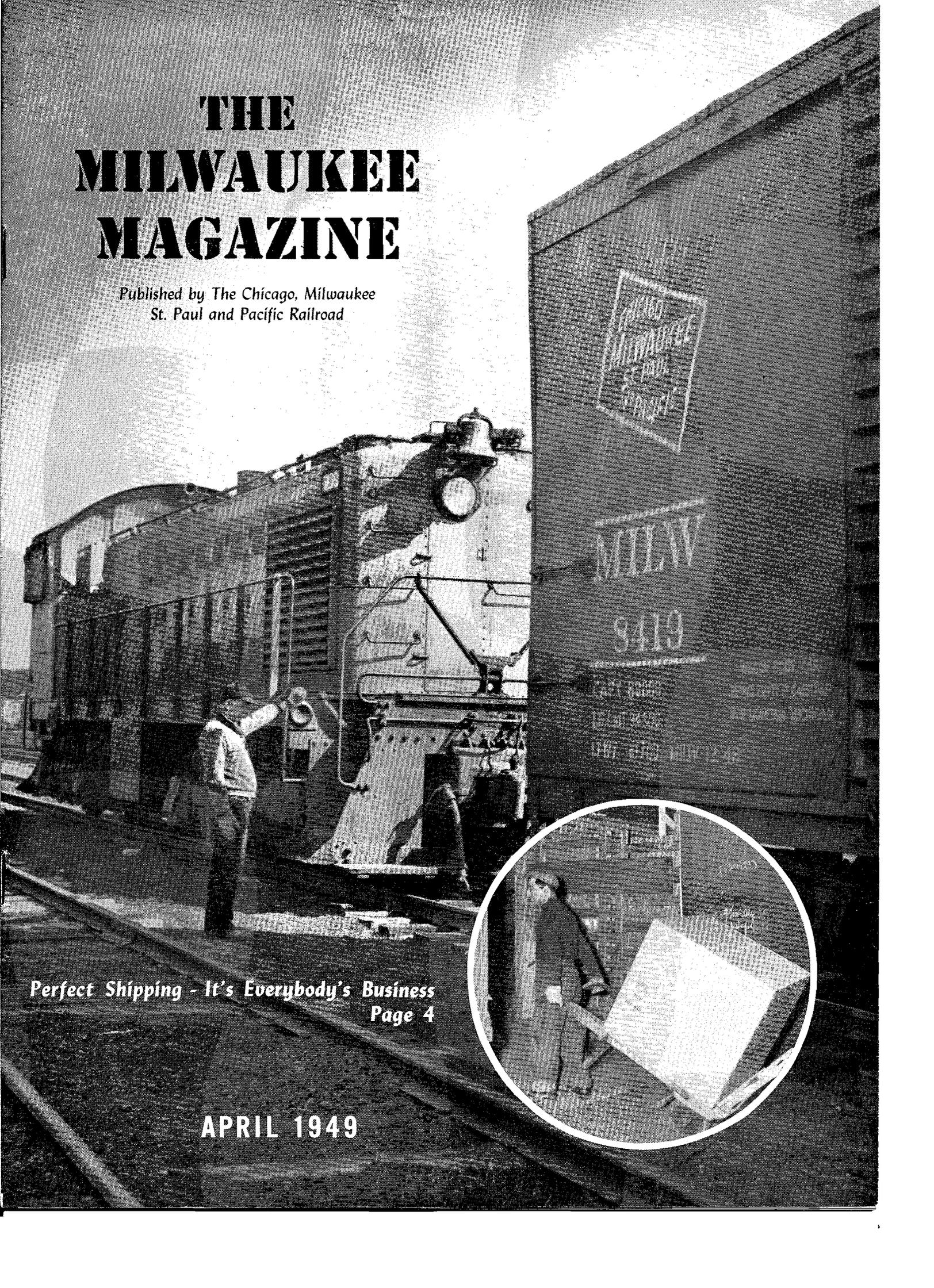


THE MILWAUKEE MAGAZINE

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St. Paul and Pacific Railroad



Perfect Shipping - It's Everybody's Business
Page 4

APRIL 1949

★

“Buy U. S. Savings Bonds during the Opportunity Drive,”

★

SAY THESE LEADING AMERICANS

WILLIAM GREEN, President,
American Federation of Labor



“For the working man, an increased investment in U. S. Savings Bonds can mean not only increased security but increased ability to take advantage of the opportunities that are part of the American way of life.”

WINTHROP W. ALDRICH, Chairman,
Chase National Bank



“I believe that every individual who can possibly do so should buy more U. S. Savings Bonds. These bonds represent one of the best investments of our time.”

PHILIP MURRAY, President,
Congress of Industrial Organizations



“The C.I.O. has endorsed every effort to encourage the worker to put more of his earnings into U. S. Savings Bonds. They represent both security and independence.”

CHARLES F. BRANNAN
Secretary of Agriculture



“I am heartily in favor of the Opportunity Drive to buy more U. S. Savings Bonds. Everyone engaged in farming should recognize the importance of a backlog of invested savings as a means of realizing the agricultural opportunities of the future.”

DURING MAY AND JUNE, the U. S. Savings Bond Opportunity Drive is on!

It is called the Opportunity Drive—because it is truly an opportunity for you to get ahead by increasing your own personal measure of financial security and independence.

If you haven't been buying Savings Bonds regularly, start now.

If you have been buying them, add an *extra* Bond or two to your purchases this month and next. Remember—you'll get back \$4 for every \$3 in a short ten years' time!

*Put More Opportunity
in Your Future...*

INVEST IN U. S. SAVINGS BONDS



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The Milwaukee Magazine



APRIL
1949

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A CANTER WILL DO

AN AMERICAN, as viewed from across the ocean, is a fellow who puts up signs around his place of business saying, "SMILE".

Our critics even point out that we write poems about the merits of mirth, to-wit:

"Laugh and the world laughs with you;
Weep and you weep alone,
For the sad old earth must borrow its mirth,
But has trouble enough of its own."



True, it has its ridiculous side. To cite an extreme case, assume that a man's teeth have been knocked out in an accident. Tell him to smile, when he has neither the inclination nor the teeth to do it with, and the record will stand a good chance of showing two injuries instead of one.

But, even at that, we on the Milwaukee Road are just

guilty enough of typical Americanism to think that smiling is a pretty good idea.

How do you do it if you don't feel like it? Well, the psychologists have already answered that one; it goes something like this:

You see a bear. You start running for dear life and when you find yourself running you realize that you are scared. It follows logically that if you get into the habit of smiling easily, whether you feel exactly like doing it or not, the very act of pulling your mouth up at the corners is going to lift your spirits, too, and make you happier than you were.

The happier you feel, the more safely you work—and the longer.

The happier you feel, the more courteously you treat the railroad's customers and your fellow employees.

The happier you feel, the more efficient you are and the greater your chances of getting ahead.

So, here is our thought for the month:

They say that a hearty laugh is as good for you as a horseback ride. You can't be expected to go galloping off in gales of laughter if there is nothing to laugh about... but a canter will do.

A LOT DEPENDS ON THE POINT OF VIEW

IT IS A strange thing about human nature, but people often have a way of thinking mostly about the unpleasant or burdensome side of things and fail to remember the good parts.

Take pay check deductions, for example.

When railroad employes look at their pay it is very easy to think only of the large bite which these deductions seem to take out of the dollars earned.

How often do we think about those deductions from the other point of view, remembering that this is money put aside for our own good, and that payments which workers make into the Railroad Retirement plan insure a financial security exceeding that enjoyed by employes of a great many other industries?

But that isn't all we should remember on pay day.

While the employe's dollars are being set aside, the Company is contributing even more than the workers to this Railroad Retirement and Unemployment Insurance program which is exclusively for the benefit of employes.

Consider what happened in 1948, for example.

Employes of the Milwaukee Road paid \$7,120,000 into the

Railroad Retirement plan. The Company provided the same amount—\$7,120,000—and in addition paid another \$588,000 into an Unemployment Insurance fund. This insurance, likewise for the exclusive benefit of employes, costs the employe nothing.

In other words, pay deductions, plus the Company's even larger contribution, mean that during the past year a total of \$14,828,000 was set aside for the personal security and protection of employes—old age retirement annuities, disability payments, unemployment insurance, and sickness benefits.

This broad insurance program—excelling that of many other industries—is thus made available to workers at less than half what it would cost if these benefits were purchased on an individual basis.

Yes, pay check deductions may seem a hardship at first glance. But these dollars are more than doubled for each worker, with the entire amount accumulating for the benefit of employes and their families. Looked at that way, the deductions become a very important part of one's pay check!

Perfect Shipping

It's Everybody's Business

WHEN he speaks at claim prevention meetings, and that has been often during recent weeks, W. L. Ennis, assistant to vice president, likes to tell the story of the agent and the stove. "It makes the whole point of perfect shipping and claim prevention more quickly and clearly than anything I can think of," he says. "Besides, it happens to be true."

It seems that the way freight had pulled to a stop at the local station, and among the pieces of l.c.l. which the brakeman started unloading onto the platform truck was a shiny new stove in a crate.

The stove was the last and heaviest piece of freight the brakeman turned his attention to. Getting a firm grip on it, he began rocking it back and forth, "walking" it across the car toward the door, but the banging and clattering had hardly more than started when the agent ran up and insisted on lending a hand.

He managed to restrain the impatient brakeman, and together they eased the stove out of the car and onto the platform truck as gently as if it had been their ailing grandmother.

"Jake," the brakeman said, mopping his brow when the job was done, "I've been wrestling freight around here as best I could for 11 years and that's the first time you ever even *looked* like you wanted to help. What's come over you?"

"Well, Joe, this stove is different," the agent replied. "It belongs to me!"



"TREAT every piece of freight as if it were your own" is one of the battle cries in the campaign which the claim prevention department is currently carrying on in an attempt to convince every employe on the railroad that claim prevention is his own business, his own bread and butter; not someone else's.

April has become the traditional month for observing Perfect Shipping, and the efforts being put forth on the Milwaukee Road are coordinated with those of other railroads and shipper groups.

Here are some of the outstanding points in the current drive, which is expected to last well into May:

The big purpose is to plug the hole through which this railroad lost \$2,999,281.93 in 1948. That money, sorely needed for equipment and property improvement and other purposes, was paid out in claims for loss of or damage to freight entrusted to the Milwaukee Road. It was the largest amount of money spent for that purpose since 1921. It is a high

price to pay for something you don't want.

Possibly the worst aspect of the problem is that every time the railroad damages a piece of freight it also damages its reputation in the eyes of a customer.

Of the amount shown above, more than \$1,600,000 was chargeable to unlocated damage and rough han-

Folks, Meet Johnny Careful!



I'M JOHNNY CAREFUL. You're going to see a lot of me in the coming months, for I have been chosen to symbolize good shipping.

I'm Johnny Careful. My business is to remind shippers that a workmanlike job in packing, packaging and stowing is the best possible insurance that valuable and important freight will get to the consignee in perfect shape.

I'm Johnny Careful. I stand at the elbow of every freight handler, on the dock, in the freight house and on the platform, reminding him that every carton, every crate, every barrel he handles is precious; that safe handling is the responsibility of the transportation agency, and that while the freight is in his care, the responsibility has been delegated to him.

I'm Johnny Careful. I ride in the locomotive with the engineer and the fireman, reminding them that sudden starts

and eager braking shift loads; that the long drag behind them is full of valuable freight; that the manner in which they handle the cars, on the road and in the yards, means good business or bad business for the people who pay the freight and fill the pay envelopes. I sit beside the driver of the tractor with the trailer behind, pointing out to him those places in the road where a jolt may mean a claim, reminding him to count the packages as they are loaded and to take an occasional peek to see that addresses are fully and legibly marked.

I'm Johnny Careful. I'm a smart little fellow who knows that "care stops loss and damage." I'm cheerful and informative and ready to pass on to anyone who wants to listen the things I have learned about safe transportation. But I can be stern, too, with shippers, carriers, and receivers, who are tempted sometimes to let hurry, economy or just plain carelessness interfere with doing everything reasonable to protect the wealth of America entrusted to their care, and to my care.

I'm Johnny Careful. I am the patron of April, 1949, Perfect Shipping Month, conceived in the minds of those entrusted with the promotion of that campaign. But I am not the exclusive servant of that group. I'll work for anyone.

It is no small job we are tackling—you and I. When the figures are all in, they'll probably show that \$150,000,000 worth of American products were destroyed in transportation last year. It's up to us to reduce that materially. I'm ready to do anything I can. I know you all are, too.

Let's shake on it!

Reprinted from TRAINING TIMES, Mar. 5, 1949

THE COVER

ON THE cover of this issue, demonstrating the way to switch cars without causing damage to the contents, is Conductor Sam Lebo, and the scene is the Galewood yard in Chicago. The engineer on the switch engine is Clayton Pierce. Fireman Iggie Kaminski cannot be seen.

Spotlighted in the circle is Joe Sylvester, a stower at Galewood Transfer. He is one of the growing number of employes on the Milwaukee Road who have learned the logic of treating every piece of freight as if it were their own.

dling, most of which occurred in the switching of cars, especially in the large train yards. A small portion of it was due to improper handling of less-than-carload freight on the part of station forces, pick-up and delivery contract employes and local way freight crews.

Detailed studies have been made by the Milwaukee Road claim prevention department, as well as by the Association of American Railroads and Shippers Advisory Boards throughout the country to determine the principal causes of damage and the most effective ways of correcting the trouble. In the light of these studies, W. L. Ennis and the forces under his direction are holding at least two meetings on each operating division with the men directly involved in the matter of careful handling. These meetings were begun late in March and will continue into May.

The following, quoted from a letter written by E. F. Baar, agent at Pickett, Wis., who serves as chairman of the claim prevention committee on the third district of the Milwaukee Division, is typical of the increasing interest employes are taking in this very important subject. It was addressed to all agents in the district:

"Everyone has heard about claim prevention. The important thing is *how much support are we giving it?* It is the duty of everyone to give this program his best efforts.

"Many things happen on the railroad which cause claims and we are all familiar with them. Now, if all of us will make some special effort to help eliminate the causes which bring about claims, some progress towards reduction in claim losses will inevitably result.

"Claim prevention is not a one man job, but needs the support of all. It is research work, seeking the causes and the remedy of this staggering waste. All of us really working together can produce the results needed to reduce our claims and give better,

more satisfactory service to our patrons and thereby make our own jobs more pleasant and secure. Do something about it. Let our shippers and receivers know we are working to correct those conditions. Your reports and suggestions will be most helpful in this claim prevention objective.

"I hope your station will be numbered as one that was active in this program in the months that lie ahead.

"We must lick this thing before it licks us."

Milwaukee Road Taxes Aid Iowa Schools

PAYMENT of the first half of its 1948 taxes in Iowa late in March pointed once more to the fact that the education of Iowa school children is paid for to a large extent by the Milwaukee Road and other railroads operating in the state.

Treasurers of the 56 Iowa counties through which the Milwaukee Road operates received checks covering half of the Road's 1948 tax bill in Iowa, which totaled more than \$999,000. A substantial part of this sum will go to support the public schools and highways and to meet other costs of local, state and federal governments.

The Milwaukee Road has 1,800 miles of railroad in Iowa and 4,318 employes, whose compensation amounted to \$15,182,669 in 1948. Purchases of materials in the state, of benefit to thousands of business concerns and their employes, were also in the millions of dollars.

For the 12 states through which the Milwaukee Road operates, its property, payroll and other taxes amounted to \$16,800,000 in 1948; this does not include federal income taxes of \$4,400,000, which brings the grand total of Milwaukee Road taxes paid in 1948 to more than \$21,000,000.

G. W. Loderhose Heads Freight Claim Division of A.A.R.

GEORGE W. Loderhose, freight claim agent, Chicago, was appointed chairman of the Freight Claim Division of the Association of American Railroads on Mar. 1, to succeed J. M. Heath, freight claim agent of the Lehigh Valley Railroad, who relinquished the office on that date because of ill health. The appointment would normally have become effective June 1.



George W. Loderhose

The Freight Claim Division handles matters relating to investigation, adjustment and interline distribution of freight claims and is charged with the additional duty of stimulating and maintaining interest in loss and damage prevention among the members of the A. A. R. Mr. Loderhose becomes chairman in recognition of many years of service to the division and at the various district claim conferences. At the Cincinnati meeting in 1942 he was chosen for the position of second vice chairman and served in that capacity until 1947 when he became first vice chairman.

In assuming the office of chairman Mr. Loderhose will be following the tradition established by former Milwaukee Road freight claim agents. Charles H. Dietrich, his predecessor in that position, was also active in the Freight Claim Division of the A. A. R. and held a number of posts, including those of chairman and executive vice chairman. H. P. Elliott, who was freight claim agent before Mr. Dietrich, was one of the founders of the old Freight Claim Association, the organization which preceded the Freight Claim Division, in 1892. Mr. Elliott was president for the 1902-03 term.

Operating Efficiency Theme of General Staff Meetings

THE FIRST full-scale general staff meeting to be called since before the war was held in Chicago on March 14 and was followed by another in Seattle on March 28. Many aspects of the company's business and operation were discussed, the basic theme of the meetings being the imperative need of an increased volume of business for the railroad and greater operating efficiency in handling it.

General Manager L. F. Donald presided at the Chicago meeting which was attended by approximately 80 men, representing all branches of the operating department on Lines East. Officers present at the morning half of the day-long meeting (most of whom spoke briefly) included C. H. Buford, president; J. W. Severs, vice president and comptroller; H. Sengstacken, passenger traffic manager; H. S. Zane, freight traffic manager; L. J. Benson, assistant to president; J. P. Kiley, vice president—operations; W. L. Ennis, assistant to vice president; J. L. Brown, general superintendent transportation; A. G. Hoppe, general superintendent, locomotive department; J. A. Deppe, superintendent car department; F. W. Bunce, mechanical superintendent steam power; F. L. King, mechanical superintendent diesel and steam power; C. T. Jackson, assistant chief engineer; L. D. Phelan, general adjuster; and G. W. Loderhose, freight claim agent. Leo T. Crowley, chairman of the board of directors, appeared at the afternoon session and addressed the officers.

The Seattle meeting, presided over by Vice President Kiley, was attended by approximately 85 officers and supervisory officers, including trainmasters, assistant superintendents, roadmasters, and mechanical and car department officers. Owing to the fact that the Chicago meeting

represented a much larger number of divisions, Lines East officers in similar positions did not attend.

All of the talks given at the Chicago meeting were recorded on a wire recorder and played back at the Seattle meeting for the benefit of the men present, the great majority of whom had not attended the Chicago



The speakers' table at the general staff meeting in Chicago. Left to right: J. W. Severs, vice president and comptroller; J. P. Kiley, vice president-operations; C. H. Buford, president; L. F. Donald, general manager, Lines East; W. J. Whalen, assistant general manager; and H. S. Zane, freight traffic manager.

meeting. Among those who were present in Seattle, in addition to Mr. Kiley, were L. H. Dugan, vice president; L. K. Sorensen, general manager, Lines West; R. C. Sanders, general freight agent; Paul Wilson, general freight agent; and O. R. Anderson, general passenger agent, all of Seattle; and A. G. Hoppe and J. A. Deppe from Milwaukee.

President Buford opened the speaking program at the morning session in Chicago with an address

which dealt in general with issues to be treated more specifically by others later and which set the straightforward, hard - punching mood of both meetings.

"There never was a time in the 40 years I have been in the railroad business," he said, "when we faced the conditions facing us today. We have passed through a war period where the plant was badly stretched; some deferred maintenance accumulated, and we have been trying to make that up. We have had a succession of increases in rates of pay and increases in the rates we charge for our service; it seems to be one cycle after another. As we get more money, few of us realize that in the washout we can buy less with it because prices have been increasing a little faster than we can keep up with them."

Difficult to Compete with Subsidized Agencies

These are among the factors, Mr. Buford explained, which make it increasingly difficult for the railroad to compete with transportation agencies, such as the trucking industry, which are heavily subsidized by government. The railroads, he pointed out, handled 94 per cent of the first class mail in 1947, while the airlines handled 6 per cent; however, the government paid the airlines almost as much for handling 6 per cent as it paid the railroads for handling 94 per cent. "But," he said, "when we ask for an increase in the rates for handling mail, they say that we are 'robbing the government.'"

"We must forego a lot of work this year," he continued. "We have to lay off a lot of men, and I know that as officers you do not want to lay off men any more than we want to lay them off. Some of these men caught in the squeeze have been



A part of the group of officers who attended the Chicago meeting.

friends of mine for years and I do not like to see them knocked out of work. But we have to have enough money to meet the payrolls."

Mr. Buford went into some detail outlining the effects of government subsidy and socialization of transportation agencies and certain aspects of people's lives as individuals, and concluded on the following note:

"Your job as representatives of this railroad is to see that we get a reasonable day's work done, that we do the work in the most economical way possible and that we so handle our business that people who ride or ship with us will want to come back."

Mr. Crowley, like Mr. Buford, defined the railroad's present situation clearly in a well accepted talk which is quoted here in part:

"I believe if the Milwaukee Railroad is to continue as a successful operating organization we must do the unusual things. While I realize some of our territory is not the most productive of tonnage, and if we were constructing the railroad again we would possibly make some territorial changes, nevertheless the fact remains that we have the railroad today where it was originally constructed and our only job is to operate it as economically and efficiently as we know how.

"From my point of view, I have a responsibility to the board of directors, who in turn have a responsibility to the stockholders. I know there are many times when you may feel that perhaps we in Chicago or elsewhere may be a little too critical of you, but I can assure you this criticism is nothing compared to that in various letters I receive from some of the stockholders when they don't get the dividends that they think they should have, and about other corporate matters.

Must Not Fumble The Ball

"Anyone can make excuses . . . but whether you are a halfback on a football team or a superintendent . . . or a chairman of the board of a railroad, if you fumble the ball too many times, there is something wrong and some of your competitors are always willing and waiting to pick it up and run with it.

"I see many things as I travel around and I get much criticism, some unfair and some fully justified. I do know this, though, that if we are to operate this railroad properly there are two things we

(Continued on page 9)

REVENUE DOWN, EXPENSES UP In First Two Months of 1949

This statement shows the amount of money we took in during the first two months of 1949, and that we spent more than we took in. Result: *Our NET LOSS for the period is shown to be \$2,759,582.* Such losses, if not offset by economies and a fairer basis of charge for our services, will drain away our reserves, lessen job opportunities on the railroad, and make impossible any prospect of improving our property and installing the service refinements which are in such great public demand.

REVENUES

	To February 28, 1949	+ Increase — Decrease
Railway Operating Revenues for hauling freight, passengers, mail, express, etc.	\$36,447,135	—\$1,623,429
Other (Non-Operating) Income, Net	599,123	+ 357,649
Total Revenues	\$37,046,258	—\$1,265,780

EXPENSES

Percentage of Total Revenue		+ —	
57.5%—Wages	\$21,320,339	+	\$720,136
3.4%—Payroll Taxes	1,275,421	—	441,116
46.5%—All other operating expenses, including fuel, materials, and supplies; taxes, rents, and interest	17,210,080	—	205,155
Appropriations for sinking funds and improvements	None	—	27,844
107.4%—Total Expenditures	\$39,805,840	+	\$ 46,021

..... RESULTING IN

A LOSS OF \$2,759,582

for the first two months of 1949

Safety Rally at Savanna Establishes Record

THE promotion of safety on the railroad was given another boost at Savanna, Ill., on Mar. 22 with the largest safety rally ever held on the Dubuque & Illinois Division. Since 1943 when the D&I won the President's Safety Award, the safety mindedness of its employes has been recognized, but the enthusiasm displayed at Savanna that evening outstripped all expectations of those who planned the rally. In addition to out-of-town officials, speakers and D&I Division employes, some of whom had traveled from Marquette, Dubuque and Nahant, Ia., to be present, the gathering included a party of approximately 50 Iowa Division employes headed by Superintendent Beerman, Division Engineer Whiteford and Roadmaster Whalen. The count showed a total of 503 present.

This was the fifth in the series of rallies which have been conducted on the system in recent months, others having been held at Chicago, Milwaukee, Minneapolis and Tacoma. The meeting was held in the Lincoln School gymnasium and got under way at 7 P.M. A showing of two sound motion pictures opened the session, the first one consisting of highlights from famous prize fights. The other illustrated safe methods of performing various jobs on the railroad.

The speaking program was pre-

sided over by L. J. Benson, assistant to president, who had organized the rally. Speaking by special invitation, W. G. Bowen, retired D&I Division superintendent, led off the discussion with a brief talk. He was succeeded, in order, by J. A. Ogden, district safety engineer; L. H. Rabun, district master mechanic; G. M. Dempsey, general inspector, division of safety; J. J. O'Toole, general superintendent terminals; W. G. Powrie, engineer maintenance of way; J. A. Deppe, superintendent car department; J. H. Stewart, superintendent D&I Division; and L. F. Donald, general manager Lines East. Their remarks dealt with the safety performance on the system and specifically with that on the D&I Division.

The talk made by Mr. Donald, who is a native of Savanna, received the attention due a local boy who has made good in the industry. Mr. Donald was born and raised in Savanna and started his railroad career there as a roundhouse clerk in 1912. The promotions which took him away eventually led to a return engagement there in 1930 when he went back as superintendent of the D&I. He served in that capacity until 1935 and as a result has a wide acquaintanceship in that area. He is also believed to be, as Mr. Benson pointed out, the only executive officer who

has hailed from Savanna.

A social get-together period followed the meeting. Refreshments of rolls, doughnuts and coffee were served in the school basement and L. V. Schwartz, division storekeeper, led the group singing for which Mrs. Hal Smith played the piano. The occasion provided everyone present with an opportunity to rub shoulders and discuss common problems.

"It was indeed a fine meeting," Mr. Benson said, "and I feel sure it will prove to have been very beneficial from an accident prevention standpoint."

Appointments

Traffic Department

Effective Apr. 1, 1949:

Julian D. Pessein is appointed traveling freight and passenger agent, Miles City, Mont., succeeding H. C. Brisbine, transferred on account of ill health.

H. G. Ehmer is appointed traveling freight and passenger agent, Great Falls, Mont., vice Julian D. Pessein, promoted.

L. R. Gates is appointed city freight agent, Butte, Mont., vice H. G. Ehmer, promoted.



There were 503 employes from the D&I and Iowa Divisions in attendance at the Savanna safety rally, most of whom are shown here.

Railroad Fair Announces 1949 Attractions

THE Chicago Railroad Fair which ranked as the most heavily attended attraction on the country's vacation program last year, is beginning to stir for its repeat presentation on June 25. By opening day all plans for this year's dramatic new entertainment features, displays and exhibitions will be translated into reality, according to Maj. Lenox R. Lohr, president of the exposition.

As milder weather progresses, the tempo of fair activities will be stepped up. Several hundred trees will be transplanted to make way for additional exhibits and greater parking facilities. Last year's favorite displays and exhibits will receive fresh coats of paint and whole structures will be moved to other locations.

Among the highlights of the 1948 show to be retained will be, first and foremost, the gigantic pageant, "Wheels a-Rolling," which depicts the development of transportation from the country's earliest days to the present. The Deadwood Central system will be in operation again, with a second narrow gauge train traversing the mile-long route. Last year almost a million riders climbed aboard the historic train.

Many Attractions

Returning

The General Motors Train of Tomorrow will be back again. Also on view will be an enlarged and improved version of the Old New Orleans show of the Illinois Central system, the New Mexico pueblo village sponsored by the Santa Fe, the Florida exhibit of the railroads of the Dixie route, the dude ranch and rodeo of the Burlington, Great Northern and Northern Pacific lines, and the country village with its square dancing and hill-billy fiddling put on by the Rock Island.

New attractions which will make their debuts are those of the Western Pacific and the Denver & Rio Grande Western lines. The former will operate a real San Francisco cable car, brought east from its regular job to give free rides to fair visitors. The latter is building a small sample of the Rocky Mountains, using real red stone transplanted from the foothills near Denver. The mountain will cover two theaters which will be reached from an entrance similar to the entrance

of the famed Moffat Tunnel.

Reviving the romance of the early railroad days, the Nova Scotia coach, built in London in 1838 and made available by the Baltimore and Ohio, will appear in the "Wheels a-Rolling" pageant. It will be drawn by the historic "John Hancock" which was built in 1836 at the St. Clare shops of the B&O in Baltimore.

Gold Gulch to Offer Western Color

One of the fair's busiest spots will be Gold Gulch, a rip-roaring, wild and woolly frontier town of the gold rush days which will reenact in detail the color of life in the West when the railroads were pushing toward the Pacific. The reconstructed boom town will give fair visitors the thrill of stalking about in surroundings like those familiar to Billy the Kid, Jesse James and other early western "bad men."

Gold Gulch will be located at the south end of the exposition grounds adjacent to the Central City station of the Deadwood Central. It will feature a grubstake eating place, a sheriff's office, a jail, a court house and a gold diggings. In keeping with the gold rush tradition, nearby will be a Wells Fargo corral for stage coaches and pony riders, a post office and a barred and guarded bank. Tentative plans call for a general store, a newspaper office, a Chinese laundry, a shooting range for drug store cowboys of today, and a gambling den.

The town will have several operating features. For example, despite its ancient red plush chairs and brass cuspidors, the barbershop will give a first class shave or haircut, but not, of course, for the "two bit" scale of those days. The gold mine burros, when not tied to the hitching racks along Main Street, will be available at a nominal charge to give visiting young folks a ride around the diggings.

Gold Gulch is only indicative of the faster tempo the exposition will have this year, Lohr says. Other equally dramatic attractions are in the blue print stage. The fair which drew 2,500,813 visitors in 76 days of operation last summer will run for 100 days this year. Tourist groups from all over the country are already making reservations for special "name days."

W. A. Murphy Named To Traffic Club Post

WILLIAM A. Murphy, general southwestern agent at Kansas City, was recently named first vice president of the Traffic Club of Kansas City. This organization takes in the Greater Kansas City area and has a membership of 670.



William A. Murphy

Mr. Murphy was born in Chicago on June 21, 1892, and educated at De Paul Academy. He has been with the Road since 1908, starting in the Chicago freight traffic department. He left Chicago in June, 1935, to take charge of the agency in Denver and served there until 1938, when he was transferred to the agency in Detroit. He was appointed to his present position in June, 1942. While he was stationed in Denver he served as director of the Denver Traffic Club and he was also a director of the Kansas City club before his recent nomination to the first vice president's post.

Mr. Murphy is the father of two grown sons, William J., who is on the teaching staff of the School of Mines, Rolla, Mo., and Jerome P., resident surgeon at Research Hospital, Kansas City.

General Staff Meetings

(Continued from page 7)

must do. We must operate it more efficiently from the transportation end and at the same time increase our volume of business.

"Nothing is accomplished by sitting back and saying this or that cannot be done. I learned football under an old Irish coach named Charlie McCarthy who was a graduate of Cornell, and he used to tell us kids: 'If you make up your minds to, you can put your heads right through that stone wall.' I don't think we want to go that far, but I know from my experience in life that you can sit back and take these lickings, you can make these mistakes, you can get accustomed to excusing yourself and you become rather indifferent in the way you do things. However, the successful fellow is the one who anticipates these things and tries to do them better and more efficiently than his competitor."

Women's Club Salutes Past Presidents

Testimonial Pins Presented to Former Chapter Leaders

A SALUTE to the past presidents of the Milwaukee Road Women's Club will be an item of major importance in the observance of that organization's silver anniversary this year. Recognizing that a large part of its 25-year chronicle of success is due to the accomplishments of these officers, the club chose the anniversary year to present them with testimonial pins. Some 600 women will be so honored.

The subject of a testimonial pin was suggested by Aberdeen (S.D.) Chapter at the district meeting in St. Paul in 1947. Mrs. Charles H. Buford, honorary president general, was delegated to secure a design and two were submitted at the 1948 biennial meeting in Chicago. The one which was adopted was created by Mrs. C. L. Waterbury, wife of engineer and superintendent fuel and water service with office at Chicago. Mrs. Waterbury is a member of the Chicago Union Station Chapter and a recognized jewelry designer. The pin is a crown-shaped gold emblem with an enameled insignia in Milwaukee Road maroon.

Among the first presidents to be honored were those of Chicago Union Station Chapter, who were



Folks who attended the past president's pin presentation party at Marquette, Ia., on Mar. 16. The group included members of the Women's Club at McGregor and Prairie du Chien. Past presidents are standing at the right.

presented with pins by Mrs. George W. Loderhose, president general, at the January business meeting. Chicago Fullerton Avenue Chapter followed suit on Feb. 8 and Mrs. Loderhose again did the honors. As a past

president of that chapter she was also eligible for a pin.

Most of the chapters planned to make the formal presentations to their past officers in March. The affairs at Marquette, Ia., and Milwaukee, Wis., can be regarded as typical of these gatherings. Marquette Chapter paid tribute to its past presidents at a luncheon on Mar. 16. Eighty-four members, including some from McGregor and Prairie du Chien, were present for the luncheon and the party which followed. Mrs. E. C. Atchison, president, was hostess and Miss Etta N. Lindskog, secretary general, Chicago, presented the pins. Those who were honored by the club were Mrs. John Stuckey, Mrs. William Pohl, Mrs. Fred Reetz, Mrs. Ray Ferris, Mrs. R. Sayre and Mrs. Gerald Connel, Jr. A pin was also set aside for Mrs. Joseph Kluss who was unable to be present.

Marquette Chapter, which was organized in 1926, is actively engaged in welfare work. The 1949 membership drive, which has already been concluded, showed a total of 382. This club has a unique system for soliciting members. Mrs. Verni Keehner and Mrs. Ralph Drallmeier were captains of the soliciting teams this year, with Mrs. Drallmeier's committee finishing out in front.



Miss Etta N. Lindskog, secretary general (left), presents pins to the past presidents of Marquette Chapter. Left to right in the line-up: Mrs. J. H. Stuckey, 1929-30-39-40-41; Mrs. William Pohl, 1931-32; Mrs. Fred Reetz, 1933-34; Mrs. A. R. Ferris, 1942-43-44-45; Mrs. Roswell Sayre, 1935-36; and Mrs. Gerald F. Connell, 1946.



Mrs. George W. Loderhose, president general, presents the testimonial pins to the past presidents of Milwaukee Chapter. Left to right: Mrs. C. C. Steed, Mrs. O. J. Carey, Mrs. J. H. Valentine, Mrs. Edna Deards, Mrs. C. E. Larson, Mrs. George J. Kelly, Miss Etta N. Lindskog, secretary general, Mrs. Loderhose and Mrs. J. D. Wightman.



Cafeteria lunch at Marquette Chapter. Left to right: Mrs. Verni Keehner, captain of the winning membership drive team; Mrs. Marlyn Edwards, co-captain; Mrs. Fred Lang, co-captain of the losing team; Mrs. Ralph Drailmeier, captain; and Mrs. E. C. Atchison, chapter president.

"Past Presidents' Night," as it was observed at Milwaukee on Mar. 21 will qualify as one of that chapter's treats of the year. Milwaukee is the second oldest chapter on the system and also the largest (1,288 members in 1948). The evening opened with a dinner which featured the entertainment of The Four Hiawathas, popular exponents of barbershop harmony. Approximately 125 were present, including Miss Lindskog and Mrs. Loderhose, who were introduced by Mrs. George J. Kelly, chapter president.

The meeting afforded an opportunity for newer members to meet the presidents of past years. Those to whom Mrs. Loderhose presented pins were Mrs. J. D. Wightman, 1928-29; Mrs. O. J. Carey, 1930-31,

1937; Mrs. Edna Deards, 1934; Mrs. J. H. Valentine, 1935-36; Mrs. Kelly (present holder of the office), 1938-39, 1948; Mrs. C. E. Larson, 1940-41, and Mrs. C. C. Steed, 1946-47. All of them responded with brief reviews of their experiences as president. Followed chronologically, these intimate disclosures summarized the club's activities from its pioneering days to the present time.

The business meeting which followed involved a lively discussion of the club's welfare program and particularly of the work which is being done for the patients at Veterans Hospital, Wood, Wis. Under the direction of Mrs. Frank Ross, safety and Red Cross chairman, a committee of 10 visits the hospital every month and entertains a group of some 50 solarium and bed pa-

tients with a card party. The club supplies about 100 prizes for each session, articles such as soap, cigarettes and the like. Mrs. Ross is liaison agent for the group of 18 Milwaukee Road men who are confined at the hospital and is also engaged in founding a blood bank for employes in Milwaukee. On the social side, the club paid a standing tribute to Mrs. Emma Hauser, its oldest member, who despite her 87 years turned out to salute the past presidents.

Sioux Falls Chapter honored its past presidents on Mar. 24. This was one of the larger affairs among Lines East chapters and both Mrs. Loderhose and Miss Lindskog were present. They also attended the gatherings at Bensenville and Terre Haute.



The Four Hiawathas, popular Milwaukee employe-entertainers, performed during the Milwaukee Chapter dinner. Left to right: Archie Graff, Robert Buenger, Robert Burr and Fred Robbins.



A close-up of the gold testimonial pin designed by Mrs. C. L. Waterbury. The insignia imposed on the crown is enameled in Milwaukee Road maroon.

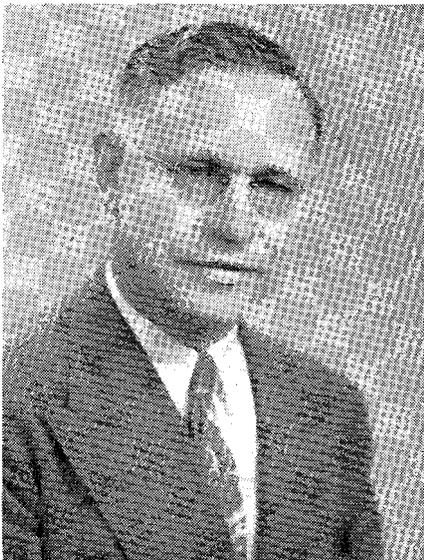
Presenting
CLIFTON OESCHGER

Winner of
Honorable Mention
in Essay Contest

by Karen B. Rugee
Correspondent, Mason City, Ia.

“WHY? I had to stop and ask myself—why do I like to work for the Milwaukee Road?” Clifton Oeschger (pronounced *eshger*), chief clerk to the district storekeeper at Mason City, Ia., whose essay on that subject earned honorable mention in the contest last fall, had always accepted his liking for his job without question. “When I considered writing an essay,” he says, “I had to ponder the matter for a day. The barrage of thoughts it aroused provided me with so many answers that I wound up with enough material for a speech. It happened that I was scheduled to speak before the local Toastmasters International around that time and as this subject was uppermost in my mind I used it as the theme of my address. It was received quite favorably so I just dressed it up a little, put it on paper and sent it in. Perhaps it could be better, but as it stands it represents my sincere convictions.”

In this straight, matter-of-fact way, Cliff Oeschger explains his entry in the essay contest. Not that Cliff doesn't like to talk as well as anyone we know. Maybe that's one of the reasons why he is a man of some substance in Mason City, for Cliff is a



Clifton Oeschger

HONORABLE MENTION

Why I Like to Work for the Milwaukee Road

One cannot explain, he just likes to work for the Milwaukee Road. Teamwork: It's the thrill of playing on a great team of tough and experienced players against the weather, time and competition.

Service: It's a feeling of the dignity of work and the satisfaction of benefiting others, without regard to who gets the credit. Seeing people enjoy a meal or other necessities and luxuries of life, made up of things coming from distant places, or taking a train trip gives one the feeling of having a part in making life more worthwhile.

Friendliness: It's a contagion of friendliness among employes with patrons. Railroad men are hard as nails, sometimes cuss a little too, but whenever a fellow worker needs help, they have a heart. They're accommodating and let the patrons know they appreciate their business, which is our bread and butter. What happens is friendliness in return and more business.

Public Relations: The fine public relations of the Milwaukee pays off for the employe, too. I enjoy gratis Milwaukee and reciprocal foreign railroad travel. Occasionally then, I want to cash a check or assure someone that I can be trusted. By presenting my railroad pass or similar railroad identification, my credit and I are accepted. That's pay outside the pay check.

Security: I haven't seen many railroad men strike it rich; but they aren't going hungry or on relief much, either. It's tradition that trains must go, in good times or bad, in fair weather or no. Any man who's a mind to, works pretty steady, with annual paid vacations. In sickness or layoffs, there are sick benefits and unemployment relief, that the railroad kicks in to maintain. I haven't drawn either, but it's good to know that I could.

Community benefits: I like the Milwaukee Road's business policy. Like Lincoln they'll spend a dollar, if necessary, to correct a few cents error. The aim is always to give extra service and courtesy. It pays taxes and spends heavily for operating expenses in the communities it serves. In effect, the Milwaukee Road is a good citizen. Employes, living in those communities, benefit, too.

Enterprising work: One isn't fenced in. The unexpected keeps coming up for quick decisions and fast action. This drive makes bigger and better men. Railroading is a way of life. It gets into your blood. The longer one is at it, the better he likes this enterprising work.

Money: Finally, while money isn't everything, it has a nice feel. Money won't cure misery, but makes it a lot more comfortable. It's convenient to pay the grocery man. The portion used for social good brings added happiness.

Long pull wages are better than average, due in part to top flight labor relations. Promotions from the ranks is the general rule. Railroad pensions, sure as taxes are safe as the government, cost slightly more and returns are appreciably higher.

These values make me an enthusiastic Milwaukee employe.

CLIFTON E. OESCHGER
Chief Clerk to District Storekeeper
Mason City, Iowa.

leader in his church, president of the local toastmasters' club, and was recently a candidate for city councilman. His entrance into politics was by request and he was chosen for his qualifications. The fact that he lost the election by a narrow margin doesn't bother him much because, as he says, he made a lot of new friends and gained some valuable experience.

Cliff was born and raised on a

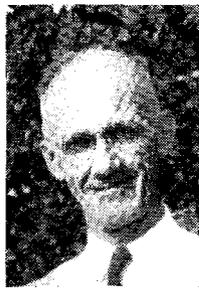
farm near Detroit, Mich. He was educated in the public schools there and attended college at Ypsilanti, Mich., majoring in accounting. Before he took up railroading he was employed in a Detroit bank and was also in the grocery business in Minneapolis. He joined the Milwaukee Road ranks in Austin, Minn., where he met the present Mrs. Oeschger and shortly after their honeymoon

he was transferred to Mason City. He has been chief clerk to the division storekeeper here for the past 18 years.

Both Cliff and his wife are active in community affairs. Mrs. Oeschger is president of the Parent-Teachers Association at Roosevelt Elementary School where their 10-year-old daughter Sharon is a pupil. Cliff's hobbies are gardening, woodworking and traveling and when vacation time rolls around the Oeschgers hit the rails.

They live in a modest home they built in the southeast part of the city. They have a genuine interest in people and their sincerity and enthusiasm have brought them a lot of friends.

All About the Big Rapidan Fire

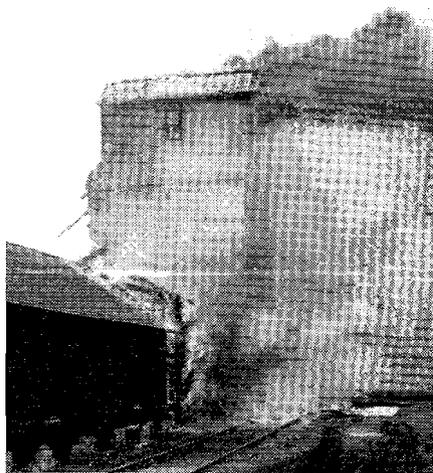


C. H. Nelson

A RIP-SNORTING fire which originated in the Hubbard and Palmer grain elevator adjacent to the Milwaukee station at Rapidan, Minn., on Mar. 7 completely destroyed the elevator and threatened to wipe out

the town before it was brought under control. Every available man in the community turned out to fight the blaze and the fire fighting equipment of five neighboring towns was rushed to the scene. A number of Milwaukee Road employes were in the volunteer fire brigade, including Agent C. H. Nelson who is credited with saving three gondola cars from probable destruction.

The elevator contained about 9,000 bushels of grain which with the equipment and building was valued at \$27,000. The fire is believed to have started in a defective oil heater and it was out of control in minutes. Whipped by a high wind, the flames spread quickly to adjacent buildings and a tremendous volume of smoke and flame poured out of the elevator and across the tracks where the gondolas were set out. Burning debris began to accumulate on the tracks and realizing that in a matter of minutes the rails would be impassable, Nelson dashed through the smoke and flying embers and with the help of Harold Thompson, Foreman William Weber and Laborer Edward Evans, released the brakes and pushed the cars to safety. Weber



The Hubbard and Palmer grain elevator at the peak of the fire. The understructure collapsed shortly afterward and tipped it at a 90-degree angle.

and Evans rode the cars through the smoke and set the brakes to prevent them from derailing on the down grade.

Some idea of the intensity of the fire can be gained from the fact that it continued to smolder for five days and destroyed about 165 feet of rail. Nelson insists on sharing his commendation with his fellow employes: "We would have been very sorry if we had hesitated, knowing that we could have averted a loss."

A. T. Berg

ARTHUR T. Berg, 56, superintendent of the H&D Division at Aberdeen, S. D., died at Aberdeen on Mar. 29 after a short illness. Funeral services were held on Apr. 2 in his native city of Chicago with burial in Elmwood cemetery, Elmwood, Ill. He is survived by his widow Eva; four daughters, Mrs. Michael Zavoskey, Wilma, Karen and Claudine; four sons, Glen, Forest, Dale and Calvin; and four grandchildren.

Mr. Berg had been with the Road since 1912, starting at Channing, Mich., as a sectionman. In 1917 he transferred to train service as a brakeman. Subsequently he engaged in clerical work at Milwaukee and he was also stationmaster there for a year. In 1925 he was appointed trainmaster with headquarters at Milwaukee and in 1933 he became assistant superintendent at Chicago. In 1939, following the death of Col. C. L. Whiting, he was appointed superintendent of the Chicago Terminals and in 1942 he became superintendent of the Terre Haute Division, at Terre Haute. He was appointed to the superintendent's position at Aberdeen in January, 1947.

F. Williams

FLOYD Williams, retired tax commissioner of the Road, died at the home of his son Robert in Coral Gables, Fla., on Mar. 3. He had been retired since last Dec. 31, following a prolonged leave of absence for his health. In addition to Robert, he is survived by his widow Florence, son Clement, and two grandchildren. Funeral services were held at Miami, Fla.

Mr. Williams was born in Greeneville, Tenn., on June 22, 1880, and educated at the University of Tennessee and the New York Law School. He was admitted to the Bar in 1903 and entered railroad service in the same year with the Southern Railway at Knoxville, Tenn., as assistant division counsel. He served in that capacity until 1906. All of his subsequent railroad service was with the Milwaukee Road. Beginning in 1906 he was right of way agent at Seattle, then tax agent and subsequently assistant to tax commissioner. In 1941 he was appointed tax commissioner at Chicago and served in that position continuously until his retirement. He was widely known in railroad circles as chairman of the legislative committee of the Western Association of Railroad Tax Commissioners.

C. S. Christoffer

CARL S. Christoffer, 66, vice president and general manager of the St. Paul Union Depot Company and the Minnesota Transfer Railroad Company, died on Mar. 13 after a short illness. Prior to 1938 he was the Milwaukee Road's general superintendent at the Twin City terminals.

Mr. Christoffer was born in Stoughton, Wis., and started out with the Road in 1898 as a crossing watchman. He served successively as clerk, telegrapher and station agent, and in 1901 was promoted to train dispatcher. In 1918 he became superintendent of the Chicago Terminals and in 1925 he was appointed general superintendent of the northern district. He occupied that position until 1938 when he became affiliated with the companies he was serving at the time of his death. He had been vice president and general manager of the two concerns since 1939.

Mr. Christoffer is survived by his widow, three daughters, a son and six grandchildren.

A most valuable experience for any man is to be proved thoroughly wrong about something.

How Well Do You Know Your Railroad?



HERE is one to stump the experts—unless the expert happens to be the fireman in the engine cab, who saw the photographer at work one bright day last summer, or someone who sees the scene daily. Or it could be that we are wrong. Milwaukee Road employes have proved themselves to be very observing

people since the “How Well . . .” picture series was started.

There are fewer identifying details in this picture than there were in last month’s view of Horicon, Wis., which makes the game all the more interesting.

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

Division brakeman living in Milwaukee, provided these accurate details:

“The track past the coal shed from which the picture was taken goes straight ahead to Beaver Dam and Portage, while the one that turns to the right past the depot is the track that goes to Ripon and Berlin. The building on the left, back of the box cars, is the train dispatcher’s and yard office. My father, Frank A. Kreps of Portage, a retired conductor on the Northern Division with 45 years of service, was on the Portage line. I know he would like to be connected with this picture.”

Jim Scribbins, information clerk in the Milwaukee depot ticket office, identified the picture and added, “I hope you continue to run ‘How Well Do You Know Your Railroad?’ in the Magazine, as I find it interesting. To those of us who haven’t been over too much of the railroad it gives some idea of what things are like elsewhere on the system.”

Philosopher — A person who always knows what to do until it happens to him.

—C. E. Stowe

A mother was enrolling her six-year-old son in kindergarten. The teacher, following the usual formula, brought out her records and began to ask questions.

“Does the boy have any older brothers?”

“No.”

“Younger brothers?”

“No.”

“Older sisters?”

“No.”

“Younger sisters?”

“No.”

At this point the lad, who had grown increasingly unhappy and self-conscious, put in a wistful word.

“But,” he said defensively, “I’ve got friends.”

. . . And Horicon It Was

EMPLOYEES who, like Horicon, Wis., have been on the railroad for a long time, are not easily fooled by the Magazine’s “How Well Do You Know Your Railroad” pictures, especially when the picture shows Horicon, Wis.

With the exception of one person, who figured that the “mystery” picture in the March issue was a likeness of Oxford Jct., Ia., everyone guessed right, and the distinction of being first guesser is shared by D. H. Rasmussen, a lineman in Mason City, Ia., and George Savidis of the office of auditor of capital expenditures in Chicago. The details pointed out by Mr. Rasmussen were amazing, and rate him as being even more observing than the camera. His recitation of recognized landmarks ended with the remark, “Too bad Hazel was not in the picture.” Hazel E. Whitty, maintenance and ticket clerk at Horicon, to whom he presumably referred, was just as close as the Magazine could get her, being on the

adjointing page. It was a dead giveaway, at least for those who know Horicon and Miss Whitty.

Lawrence E. Kreps, a Milwaukee



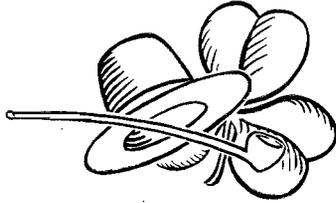
The view of Horicon, Wis., which appeared as the “mystery” picture in the March issue.

IT WAS A GREAT NIGHT FOR THE IRISH

EVEN some of their best friends didn't recognize them when the ghost of St. Patrick and other prominent Irish specters made an unrehearsed appearance in the club rooms of Aberdeen Chapter of the Milwaukee Road Women's Club on Mar. 7. The vehicle for this materialization was a playlet, "The Order of the Irish," written and directed by Mrs. James Hartley, social chairman. Mrs. Hartley, disguised more or less as the well known Irish actor Pat O'Brien, was also the emcee of the performance.

The hocus-pocus opened with Mrs. William Kane directing the Klanney from Klarney in Irish airs. The Klanney, identified as Mrs. F. L. Striebel, Mrs. Victor Westerfield, Mrs. Lloyd Gilbert, Mrs. Tom Rada-baugh, Mrs. Bud Wertz and Mrs. John Seiler, were accompanied by Mrs. Rudy Loeffler on the piano. Mrs. Hartley, beg your pardon, Pat O'Brien, then got along with the show which featured some of the most distinguished Irish characters in fact and fiction.

In the order of their appearance they were Mike McGrier, portrayed



by Mrs. Oscar Hansen (Shure, and didn't she once eat an Irish potato?); the Genial Irish Policeman, Mrs. George Fillos in a red dustmop wig and a uniform resembling those worn by the Aberdeen police force; Fibber McGee and Molly, portrayed by Mrs. Frank Reese and Mrs. Oscar Kinder; the Irish Apple Woman, as interpreted by Mrs. Harold Murphy; Little Mickey, portrayed by Mrs. Louis Larson; My Wild Irish Rose—Mrs. Joe Foran carrying a big rose and wearing a grand green satin hat; Weeping Kathleen and her Johnny O'Shay, a duo by Mrs. Peter Zeigler and Mrs. E. C. Conley, Jr.; and Mother Machree, as enacted by the "very Irish" Mrs. M. M. O'Riley.

At the conclusion of the performance four members—Mrs. Walter Klukus, Mrs. John McKetsky, Mrs. Tom Dafnis and Mrs. Lester Sanders—were initiated into the order. A group of Irish policemen under Captains Pat and Mike distributed sham-

rocks and the spectral figure of St. Patrick presided. From his tall stovepipe hat to his long pointed green slippers the saint was a startling apparition who brandished a shillelagh and puffed on a clay pipe. Part of his costume came from the personal wardrobe of the husband of Mrs. A. W. Hass. The fortitude with which the candidates stood up to the rigors of the initiation proved to everyone's satisfaction that they were indeed authentic descendants of Brian Boru and they were accepted into membership.

So ended "The Order of the Irish." Miss Ryan played the accordion for community singing and Mrs. O'Riley kicked up her heels in an Irish jig. Prizes for outstanding characterizations were presented to Mrs. Fillos, Mrs. Hass and Mrs. O'Riley. The hostesses of the evening—Mrs. John Kelly, Mrs. Frank Soike and Mrs. Gail Hansen—served a lunch in the green and white of the St. Patrick tradition and the group launched into a community sing of "We've Got a Pig in the Parlor." And, begorra, it was a great night for the Irish.



The Four Deuces from Dublin swing into a jig. Left to right: Mrs. Ferd Wipf, Mrs. W. H. Applegate, Mrs. Carmen Dale and Mrs. Ray Ellsworth. The accordionist is Miss Ann Ryan.



The full cast of The Order of the Irish takes a bow for the grand finale.



Left: Even some of their best friends didn't recognize them. Seated: The Ghost of St. Patrick and Fibber McGee and Molly. Standing, left to right: The Irish Apple Woman, My Wild Irish Rose, Mike McGrier, Little Mickey, Kathleen, Johnny O'Shay, Pat O'Brien and The Genial Irish Cop.



Right: Shure, and there was a lot of the wearin' of the green in this foursome which was initiated into The Order of the Irish. Left to right: Mrs. Tom Dafnis, Mrs. John McKetsky, Mrs. Lester Sanders and Mrs. Walter Klukus.



Home Department

YOUR VEGETABLE GARDEN

Keith L. Martin

Agricultural and Mineral Development Department

WHEN spring comes, nature lures us to the great outdoors and we feel an urge to try our "green thumb." Many of us want to start a garden. To most of us, vegetable gardens can still be classified as "Victory Gardens," for they can help us win over that tyrant, "cost of living." It has been estimated that food savings from a fair sized garden may easily amount to between fifty and one hundred dollars, and with home canning and freezing, twice that amount.

Plant only as big a garden as you or your family have time to give proper attention. If the garden is too large it may be neglected, become unattractive and of very little value as a producer. A garden of about 30x50 feet is a good size for the average family of four people. What the family likes in the way of vegetables is the best guide to use in planning the kinds and amounts to be planted. The accompanying chart from the National Garden Bureau may help you decide what you will need to plant in your garden.



The thinning. It hurts to destroy your plants, but thinning is usually necessary for a good yield.

If you have not had an opportunity to get your soil tested to find out what type of fertilizer is needed, the chances are that a well balanced fertilizer having a composition of 3 units nitrogen, 12 units phosphorus and 12 units potash, commonly called 3-12-12 fertilizer, will give your garden most of the essential elements needed for proper plant growth and development where rainfall exceeds 30 inches and land has been in crops for 35 to 50 years. This can be broadcast on the garden at the rate of two pounds per 100 square feet and then plowed or spaded into the soil to a depth not to exceed 6 inches. Fertilizer can also be applied at this rate and worked in with a rake after the seed bed has been prepared. It can also be sown in a thin line alongside of the rows of vegetables as they are planted. Never let concentrated amounts of chemical fertilizers come in contact with the seed, as they have a tendency to burn the plants.

If your soil is a heavy clay that is hard to cultivate, a good source of organic matter such as manure, decayed leaves or commercial organic fertilizers plowed or spaded into the soil will improve tillability. If the soil is a sandy type that dries out rapidly, organic matter will act as a sponge and help conserve water that would otherwise leach through the soil.

When a handful of soil can be pressed together without forming a sticky ball, the soil is dry enough to work. Large garden tracts should be plowed, but if time and energy permit, small gardens may be easily spaded with a spading fork. You need not dig deeply, 6 to 8 inches is ordinarily sufficient. The soil should then be well raked to crush the larger lumps.

For most vegetable crops, mark



The planting. When planting large seeds, it is a good practice to sow them in pairs at the distances the plants are to stand. If both grow, one can be pulled up.

off rows about 15 to 18 inches apart. For crops needing more room, such as beans, cabbages and tomatoes, use approximately double this space. A string stretched between two pointed stakes will help to make straight, attractive rows and aid in cultivation.

Hardy plants such as radishes, onions, lettuce, spinach and beets can be planted as soon as danger of freezing is past. Wait until the weather has warmed up before planting beans, corn, tomatoes and tender crops.

In planting very small seeds such as lettuce, make a shallow furrow with the handle end of the rake or hoe; for larger seeds make a trench with the corner blade of the hoe.

Stakes at the end of rows showing names and time of planting will prove helpful in making early cultivations and serve to record the progress of your vegetables. Keep empty seed packets, for if you have found a variety that is particularly good, you may want to plant it again next year.

When planting very small seeds, such as lettuce, allow about 15 to

PLANTING DATA for VEGETABLE PLOT

VEGETABLE CROP	DAYS TO TABLE SIZE	HARVEST FROM 1 SOWING LASTS	GROW FOR 4 PORTION SERVING
BEANS SNAP 	45-53	4 WEEKS	1 FOOT
 BEETS	55-80	6 WEEKS	1 FOOT
CARROTS 	60-80	8 WEEKS	2 FEET
 CUCUMBERS	45-75	4 WEEKS	2 FEET
ENDIVE 	70-90	6 WEEKS	1 FOOT
 KOHLRABI	60	3 WEEKS	2 FEET
TURNIPS 	40-75	2 WEEKS	1½ FEET
 SPINACH	40-50	2 WEEKS	3 FEET
SWEET CORN 	65-105	10 DAYS	4 FEET
 ONION SETS	21	4 WEEKS	1 FOOT
PEAS 	60-75	2 WEEKS	3 FEET
 EARLY	25	1 WEEK	1 FOOT
SUMMER	45	2 WEEKS	1 FOOT
WINTER	60	6 WEEKS	1 FOOT

CUT THIS OUT AND PASTE ON CARDBOARD FOR REFERENCE

20 seeds to the inch. Larger seeds should be planted farther apart. Allow 12 beet seeds, 8 to 12 pea seeds, and 4 to 6 bean seeds to the foot. Proper spacing is important to get a uniform stand and insure healthy development of plants. Cover seeds with the back of a rake or hoe, firming them with feet or hands lightly so that soil makes a good contact with the seed.

It is always desirable to buy fresh seed. You can be reasonably sure that newly purchased good seed will germinate, while seed which you have stored for some time may not grow.

Care of the Garden

If you haven't been fortunate enough to plant the garden just before an April shower, spraying the garden will help the seeds to germinate. When dry spells occur during the summer the garden may need watering, but unless plants are really suffering, don't water! When watering, apply to a depth of 6 to 8 inches. A hose can have its nozzle covered with a cloth bag and be laid between the rows. When the ground is well soaked, move the hose to the next dry part of the row. This saves long hours of standing and holding the hose. Use a sprinkler with a fine spray on seedlings. Do not drown them.

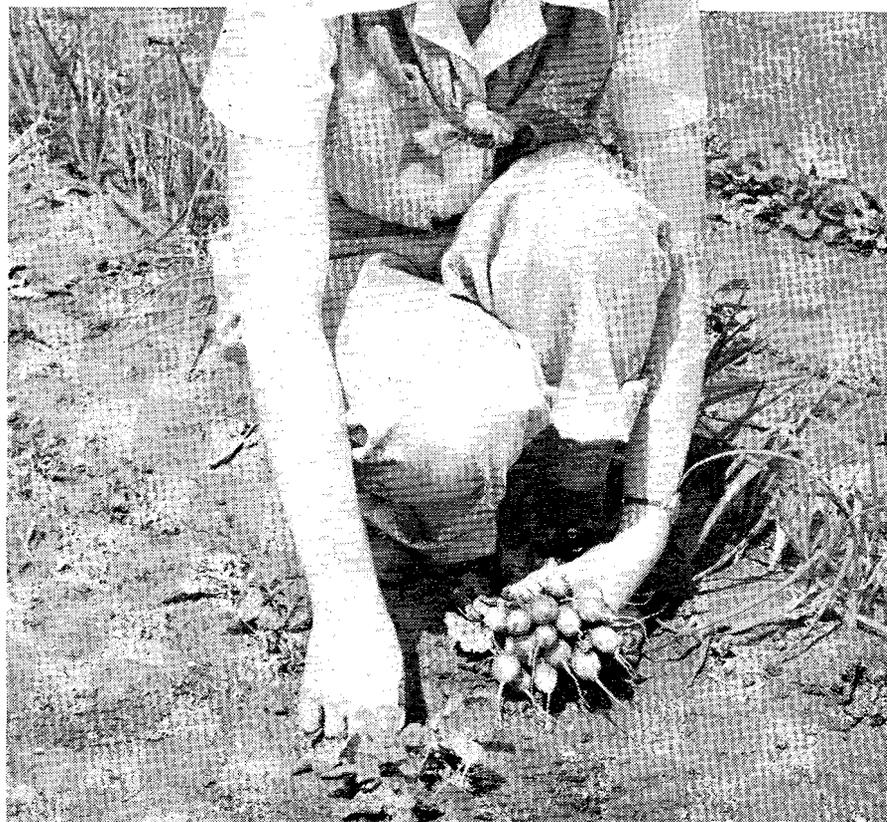
Weeds should be pulled as soon as they appear between the plants. They rob your garden of important soil nutrients, moisture and sunlight. When young plants appear, rake or hoe around gently near them

to break up surface crust. This keeps down weeds and makes it easier for rain to penetrate. Do not hoe or cultivate deeply near the rows at any time for fear of injuring the roots of your plants. Light hoeing is also easier on the back! Thin most seedlings when they are about 1 to 2 inches high. Beets, turnips, and lettuce may be left until 3 or 4 inches high, and the thinnings used as greens.

A good gardener keeps a watchful eye on the progress of his garden and is on the alert to recognize symptoms of plant destruction caused by insects and diseases. With modern insecticides and fungicides and the ease with which they can be applied, much of this damage can be reduced.

If your garden doesn't turn out like the pictures in the seed catalogues, don't be discouraged, for "next year" to tillers of the soil is always the best.

The harvest. Raising one's own vegetables is more than a budget help. It is a real satisfaction.



Spring and Summer Convertibles



To a business girl, spring means something properly pretty in accessories for her wardrobe. For a new-as-paint look, make this hat and the complementing gloves yourself with a few balls of pearl cotton and a crochet hook. The pretty flower-decked hat can be worn through spring with suits and print dresses and on through the summer with cottons. The gloves are most effective in pretty pastels when worn with suits and dark dresses. If you like a plainer glove, try it in white or beige without the ruffled cuff.



Direction leaflets for SUMMERTIME HAT and RUFFLED GLOVES can be had without charge from the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

Retirements

The following employees' applications for retirement were recorded during February, 1949

Chicago General Offices
 ELLERTSEN, EDWARD C.
 Clerk, Aud. of Expend. Chicago, Ill.

Chicago Terminals
 BACHELOR, JAMES E.
 Machinist Bensenville, Ill.
 FERRANTE, SAM
 Sec. Laborer Chicago, Ill.
 HOLMES, THEODORE
 B&B Carpenter Chicago, Ill.
 KOLIAS, NICK C.
 Sec. Laborer Chicago, Ill.
 LaMONICA, ANTHONY
 Sec. Laborer Chicago, Ill.
 NEWGARD, BENJAMIN R.
 Watchman Chicago, Ill.
 POLITO, JOSEPH
 Sec. Laborer Chicago, Ill.

Coast Division
 BEVAN, GEORGE H.
 Boilermaker Tacoma, Wash.
 BRAMES, PETER D.
 Ex. Gang Laborer Port Angeles, Wash.
 CASEY, JERRY
 Sec. Laborer Tacoma, Wash.
 PERRY, JAMES M.
 Switchman Seattle, Wash.

Dubuque & Illinois Division
 ANDERSON, VICTOR E.
 Conductor Savanna, Ill.
 GROFF, ELMER J.
 Loco. Engineer Savanna, Ill.
 HOLZ, OTTO E.
 Conductor Savanna, Ill.
 KOVICH, MARKO
 Sec. Laborer De Kalb, Ill.
 MYRTHEN, LUDWIG
 Conductor Savanna, Ill.

REILLY, WILLIAM F.
 B&B Carpenter Dubuque, Iowa

Hastings & Dakota Division
 CLARK, JOSEPH A.
 Ex. Gang Laborer Aberdeen, S. D.
 FREDRICKS, FRED U.
 Ex. Gang Laborer Farmington, Minn.

Idaho Division
 CARLSON, FRED
 Pump Repairer Rosalia, Wash.
 FAY, EDWARD J.
 Ex. Gang Laborer St. Maries, Idaho
 FEIL, JACOB
 Ex. Gang Laborer Spokane, Wash.
 LENT, JOHN E.
 Lead Boilermaker Othello, Wash.
 WOIZESCHKE, EMIL A.
 Sec. Laborer Evan, Wash.

Iowa Division
 BROBERG, CARL S.
 Sec. Laborer Milford, Iowa
 CARHILL, HARRY S.
 Eng. Hostler Perry, Iowa
 CHRISTIANSEN, LUDVIG
 B&B Foreman Marion, Iowa
 McKEEVER, LEE S.
 B&B Carpenter Des Moines, Iowa
 PETERSON, MARINUS A.
 Loco. Engineer Council Bluffs, Iowa
 RAWSON, WALLACE J.
 Loco. Engineer Perry, Iowa
 STROMQUIST, ARTHUR F.
 Blacksmith Helper Perry, Iowa
 VOGT, HERMAN C.
 Sec. Laborer Atkins, Iowa

Iowa & Dakota Division
 BALFANZ, JOHN H.
 Loco. Engineer Mason City, Iowa

BLANCHARD, OAKLEY B.
 Sec. Laborer Ruthven, Iowa
 COLLINGS, LESLIE H.
 Asst. Car Foreman Sioux City, Iowa
 DUNN, CHARLES E.
 Conductor Mitchell, S. D.
 FRERICHS, HARRY F.
 Sec. Laborer Lennox, S. D.
 FRIEND, EVERETT H.
 Carman Mason City, Iowa
 NANCE, GEORGE H.
 Agent-Telegrapher Meckling, S. D.
 REINKE, ARED B.
 Loco. Engineer Sioux Falls, S. D.

Iowa & Southern Minnesota Division
 ROBY, ALBERT D.
 Section Foreman Owatonna, Minn.

Kansas City Division
 HATFIELD, WILMOT A.
 Tel. Opr. Laredo, Mo.
 HAZEL, LEANDER
 Chief Disp. Ottumwa, Iowa
 WORTHEN, WILLIAM H.
 Loco. Engineer Ottumwa, Iowa

La Crosse & River Division
 BLACE, HARRY W.
 Pers. Frt. Insp. La Crosse, Wis.
 BOECK, GEORGE C.
 Eng. Hostler La Crosse, Wis.
 DIETZ, JOHN H.
 Car Foreman La Crosse, Wis.
 EDWARDS, ERNEST C.
 Sec. Laborer Portage, Wis.
 KLEMP, CHARLES J.
 Fire Knocker Portage, Wis.
 KUNEFISKY, JOSEPH J.
 Sec. Laborer Watertown, Wis.
 MITCHELL, MAX G.
 Loco. Engineer Portage, Wis.
 PENDLETON, ROY W.
 Laborer La Crosse, Wis.
 PIECHOWIAK, JOHN V.
 Ex. Gang Laborer Winona, Minn.
 RHODES, HERBERT F.
 Ex. Gang Laborer Wabasha, Minn.

Madison Division
 HAYES, PATRICK H.
 Switchman Madison, Wis.

Milwaukee Division
 CARMODY, WILLIAM B.
 Conductor Milwaukee, Wis.
 HEIN, GUSTAVE R.
 Sec. Laborer Berlin, Wis.
 KASINSKI, BOLESLAW
 Blacksmith Helper Milwaukee, Wis.

(Continued on page 20)

Bargain Meats

FOR

Budget Meals



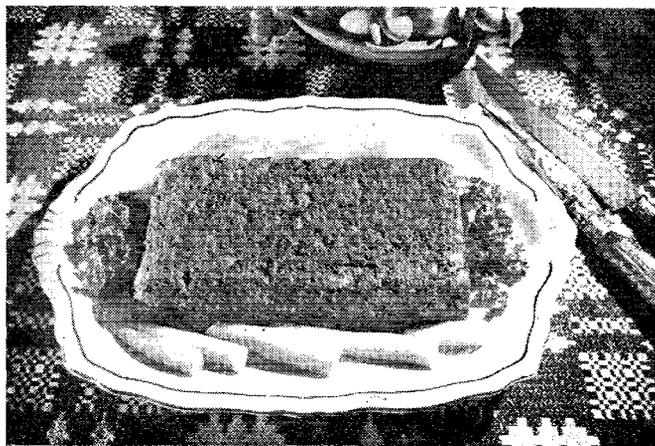
IT'S a poor cook indeed who can't build a good meal around a rare roast of beef or a thick sirloin, but comes marketing day and a steady diet of these choice cuts is apt to exert stiff pressure on the food budget. With a little imagination, however, attractive and appetizing meals can be prepared from the so-called "variety" meats such as liver, kidneys, heart, tongue, sweetbreads and so on.

Fashions in food are in a constant state of change. The day is past when the butcher who wrapped up the roast threw in a handful of liver for the cat. Liver is now accorded outstanding recognition for the extraordinary amount of nutrient it contains. The following liver recipe is a savory and nutritious meat course for a budget meal:

Liver Loaf

- 1½ pounds liver
- 2 slices bacon
- 1 medium onion
- 2 eggs
- 1 teaspoon salt
- ⅛ teaspoon pepper
- ½ teaspoon marjoram
- 1 cup cracker crumbs
- 1½ cups liquid
- ½ cup catsup

Cook liver slowly 5 minutes in water to cover. Reserve liquid. Put liver through food chopper with bacon and onion. Add all other ingredients except the catsup. Tomato juice, milk, bouillon or liquid in which the liver was cooked may be used for moisture. Mix thoroughly. Pour the catsup into a well-greased loaf pan. Pack meat mixture over catsup. Bake in a moderate oven (350 F.) for 1 hour. Serves 8.



Tongue is another meat bargain which can be made the center of many delicious and hearty meals. The subtle use of spices and condiments puts this meat in the delicacy class. For a low cost, tempting meal try

Tongue Rolls Florentine

(Use beef or veal tongue)

- 16 slices boiled tongue
- 2 pounds spinach
- 2 tablespoons melted butter
- 1 teaspoon salt
- ⅛ teaspoon pepper
- 1 tablespoon flour
- 4 tablespoons grated horseradish
- 1 cup top milk

The tongue slices should be one-eighth inch thick and unbroken. Carefully wash spinach. Remove stems and cook covered with only the water which clings to the leaves. Cook only until the leaves wilt. Drain well, chop fine. Add melted butter and seasonings. Place a spoonful of spinach on each slice of tongue. Roll and fasten with a wooden pick. Place in a greased casserole. Combine flour, horseradish and milk and pour over tongue. Cover. Cook in a moderately hot oven (400 F.) for 20 minutes. Serves 8.

These recipes were selected from "Variety Meats", a booklet of choice recipes from the treasured collections of homemakers whose families acclaim their goodness. Years of use have established their taste appeal beyond a doubt. Copies of the booklet may be had free of charge from the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

It's Good Sense to Talk About Cancer

TALKING will not prevent cancer but it may help prevent thousands of unnecessary deaths. Statisticians say that more than 65,000 of the some 195,500 persons who died of the disease in 1948 could and should have been saved by early diagnosis and prompt, proper treatment.

These 65,000 developed cancers in accessible parts of the body where there are no special or insoluble problems of diagnosis. When cancer occurs in the lip or mouth, the breast, the uterus, the rectum or the skin it can be cured by x-rays, radium or surgery, used separately or in combination, if the diagnosis has been made when the disease is local. Many thousands did go to their doctors in time and were saved, but these 65,000 were the ones where treatment came too late.

Early diagnosis is the key to cancer control. If early diagnosis is to become a general rule, men and women must learn the importance of a searching physical examination and they must appreciate the significance of what are called the cancer danger signals: symptoms that may mean the disease is present and should always be the occasion for a visit to a physician.

How are people to learn the facts about cancer? One method is through

careful and intelligent talk, the kind of talk that explains, for instance, that cancer is not contagious and that the disease has never been cured by home remedies or tonic or powders or pills.

That is the kind of talk that volunteers for the American Cancer Society do the year around but especially during April, the cancer control month, when funds are being raised for the three-fold program of research, education and service.

The cancer danger signals are:

1. *Any sore that does not heal, particularly about the tongue, mouth or lips.*
2. *A painless lump or thickening, especially in the breast, lip or tongue.*
3. *Bloody discharge from the nipple or irregular bleeding from any of the natural body openings.*
4. *Any change in the color or size of a wart or mole.*
5. *Persistent indigestion.*
6. *Persistent hoarseness, unexplained cough, or difficulty in swallowing.*
7. *Any change in the normal bowel habits.*

People who work out of doors or are exposed to wind and sun ought also to remember that constant irri-

tation of the skin, year after year, may produce rough, dry, scaly and cracked areas which later form crusts and bleed. These may be the beginnings of cancer. Normal care and protection of the skin will help protect you.

Remember the danger signals, have a complete physical examination once a year (twice a year for women over 40) and support the campaign for funds of the American Cancer Society in April. And tell your friends that now is a good time to talk about cancer.

*

The American Cancer Society has a corps of trained volunteers who stand ready to dispense information and materials and to assist with cancer control programs. These services are free. Full details can be obtained at the society's offices. The addresses of those in the states served by the Milwaukee Road are as follows:

IDAHO

321 Baird Building
Boise, Idaho

ILLINOIS

139 North Clark Street
Chicago 2, Illinois

INDIANA

325 Board of Trade Building
Indianapolis 4, Indiana

IOWA

117½ North Federal Avenue
Mason City, Iowa

MICHIGAN

321 Houseman Building
Grand Rapids 2, Michigan

MINNESOTA

622 Commerce Building
St. Paul 1, Minnesota

MISSOURI

712 East High Street
Jefferson City, Missouri

MONTANA

505 Lewis Avenue
Billings, Montana

NEBRASKA

809 Brandeis Theater Building
Omaha 2, Nebraska

NORTH DAKOTA

4½ South Broadway
Room 10-12, P. O. Box 426
Fargo, North Dakota

SOUTH DAKOTA

5½ South Broadway
Watertown, South Dakota

WASHINGTON

626—905 Second Avenue Building
Seattle 4, Washington

WISCONSIN

308 North Pinckney Street
Madison 3, Wisconsin

MILWAUKEE

728 North Jefferson Street
Milwaukee 2, Wisconsin

RETIREMENTS

(Continued from page 18)

KEERNS, ALVA
Ex. Gang Laborer.....Northbrook, Ill.
KRUMMEL, WENZEL J.
Car Foreman.....Racine, Wis.
LEITZKE, ANDREW F.
Crossingman.....Oshkosh, Wis.
SLOAN, WILLIAM W.
Station Agent.....Rockton, Ill.

Milwaukee Terminals

CHESTER, CARL
Rivet Heater.....Milwaukee, Wis.
DILLE, FRANK L.
Laborer, Foundry.....Milwaukee, Wis.
KOKLOF, JOHN
Laborer, Car Dept.....Milwaukee, Wis.
KOSIBESKI, AUGUST G.
Storehelper.....Milwaukee, Wis.
KOSLOWSKI, JOHN
Cupola Man.....Milwaukee, Wis.
KUJAWA, JOSEPH
Carman.....Milwaukee, Wis.
LADVIG, CHARLES F.
Warehouseman.....Milwaukee, Wis.
LYCZAK, ADAM J.
Crane Oper.....Milwaukee, Wis.
MURPHY, KEARN J.
Carman.....Milwaukee, Wis.
STERNIG, JOHN
Carpenter.....Milwaukee, Wis.
TENNANT, CHARLES A.
Yardmaster.....Milwaukee, Wis.

Rocky Mountain Division

CHRISTENSON, CARL T.
General Foreman.....Butte, Mont.
COLLINS, WILBERT
Sec. Laborer.....Bonner, Mont.
EGGLESTON, FRIEND R.
Loco. Engineer.....Three Forks, Mont.

OTSUKI, YOSHIHEI
Sec. Laborer.....Haugan, Mont.

Superior Division

HOULE, RAYMOND J.
Conductor.....Green Bay, Wis.

Terre Haute Division

EATON, EDGAR
Brakeman.....Terre Haute, Ind.
HAMPE, FRED G.
Yd. Conductor.....Terre Haute, Ind.
JOHNSON, AMBROSE
RH Laborer.....Clinton, Ind.
JOHNSON, CLINT
Carman.....Terre Haute, Ind.
PRIBBLE, BERT
Section Laborer.....Humrick, Ill.

Trans-Missouri Division

HAGEN, OLE
Sec. Laborer.....Miles City, Mont.
KENNEY, WILLIAM J.
Ex. Gang Laborer.....Miles City, Mont.

Twin City Terminals

CORCORAN, FRANK
Gen. Car Supvr.....Minneapolis, Minn.
GELDERT, WILLIAM T.
Scrap Sorter.....Minneapolis, Minn.
GORNEY, JOSEPH
Carman.....Minneapolis, Minn.
GRUIDL, GEORGE
Carman.....Minneapolis, Minn.
HOKANSON, JOHN L.
Pipefitter Helper.....Minneapolis, Minn.
JOHNSON, ALEX
Coach Cleaner.....Minneapolis, Minn.
SNEDE, PETER E.
Asst. Genl. Foreman.....St. Paul, Minn.
VAUX, JOHN H.
B&B Carpenter.....Minneapolis, Minn.

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

IDAHO DIVISION

Mrs. Ruth White, Correspondent

J. B. Dede, formerly with the public relations department, is back on the division as traveling auditor.

With Yard Conductor George Weseman back to work, things are really perking on the 7 A.M. shift. Joe James is happy on the 3 P.M. shift after several weeks in George's place on the early morning job.

It is now Engineers T. V. Browning and D. C. Allen, instead of firemen, these men recently being promoted and making first dates as engineers.

Yardman M. H. Donovan went to Lewiston, Idaho, on Feb. 21 to attend the funeral of his son-in-law, H. M. Wilson, who was fatally injured at Sanawa while working as brakeman during the flood conditions.

J. R. Shaw and wife of Missoula, Mont., visited recently with the Donovans at Spokane. Mr. Shaw worked with Mike Donovan as conductor on the old Wisconsin Valley Division. He is now with the Northern Pacific.

Mrs. H. B. Kipp is recuperating at home after an operation. We wish her a speedy recovery.

Mrs. Jack Webb of Malden underwent an operation at the Deaconess Hospital in March. Reports are that she is getting along fine.

Conductor Robert Hankins is back to work after an illness which kept him off the job for almost a year.

Conductor and Mrs. Hale have a new grandson, born recently to their son and daughter-in-law, Mr. and Mrs. Lloyd Hale of Tekoa, Wash.

Mr. and Mrs. Kenneth Graham, who now

operate the Malden bunkhouse, are driving a new Pontiac automobile these days.

Past presidents of the Milwaukee Women's Club Chapter have received their testimonial pins. Mrs. Don Payne is president for 1949.

Brakeman Lloyd Hanson and wife have purchased the Dubell home at Malden. Conductor Jack Felton and wife are moving into the house vacated by the Hansons.

Mabel Viets, cashier at the Spokane freight office, broke a bone in her wrist recently as the result of a fall. In spite of having her arm in a cast, Mabel has been on the job every day. She is anxious to have the use of both hands as gardening is her hobby and it is almost impossible with only one hand, even though she has a "green thumb."

It's a girl for Night Watch Clerk Uttke and wife, Spokane

R. L. Johnson, assistant cashier, was returned from two weeks with the Navy, as part of his training in the Reserves.



Party Girl . . . Noreen "Twinkle" Phillips (striped dress), daughter of Yardmaster Glen Phillips of Bensenville yard, celebrated her ninth birthday recently with the help of 31 little friends. Little Sister Johanna and brother Johnny (right) were all dressed up for the party, too.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Jack Kerwin, Jr., rate clerk at Bensenville, is recovering from a serious operation. Jack, Sr., rate clerk at Galewood, reports that young Jack is feeling fine and hopes to be back on the job soon.

Funeral services for Mrs. Elizabeth Sampson, 73, formerly of Bensenville, were held at Portland, Ore. Mrs. Sampson died Mar. 4 at the home of her sister, Mrs. H. C. Winn, after an illness of 13 months. She is survived by her husband Guy, retired Galewood train director, a stepdaughter, Mrs. Virginia Gilbert, and a stepson, Lyall,

E., yardmaster at South yard, Bensenville. The Sampsons lived in Bensenville until 1937, at which time Mr. Sampson retired and they moved to Portland. They lived there until 1943, then moved to Southern California. They moved north again in 1947 for Mrs. Sampson's health.

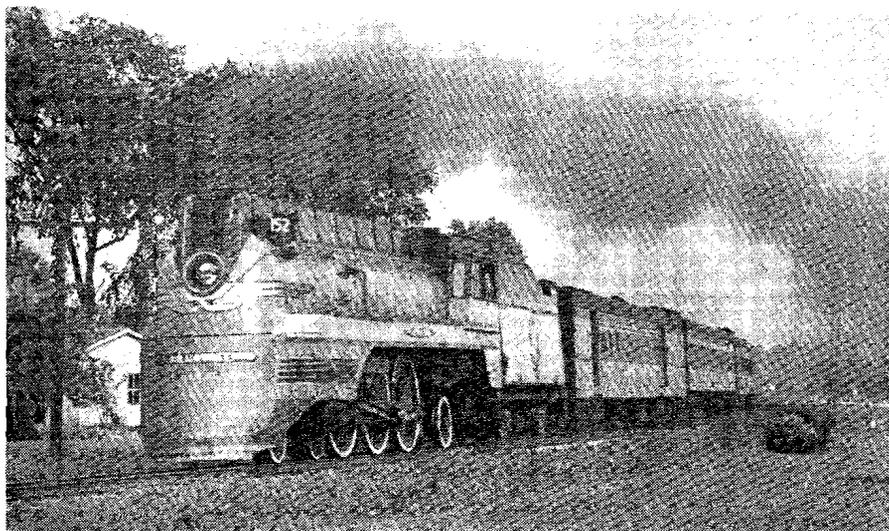
The old mail sack turns up this news from the C&M Division: Brakeman Doug Baker, now working with Conductor Hanes, is playing on the state champion hockey team of Wisconsin. Sam Smith turned in this item.

I dropped in at Galewood one day in March to see if I could scare up some news. "What's new? Oh, nothing, just the same old thing." But I did get to see Rate Clerk Harry Brown. Harry had a throat operation months ago and now talks with a speaking aid, but he's looking great for a fellow in his 70's.

No news, did I say? Wrong again. Jack Conelly, rate clerk at Bensenville, won \$1,000 in the Mar. 24 drawing of the Railroaders 2600 Welfare Club of Chicago. Johnny Ewing, Galewood clerk, was also lucky and came up with one of the \$100 tickets.

Yardmaster Glen Phillips and family will move into their own home by Apr. 1, and no April fooling, either. Glen and Evie have bought a home on the north side of Franklin Park. No more house or apartment hunting.

Milwaukee Road emblems have been supplied for the shirts of our bowling team, consisting of Wally Hamann, rate clerk; Ted Pugeseck, rate and bill clerk; Bob Lewin, yardmaster; Harry Sandberg, yard clerk; Jack Kerwin, Jr., rate clerk; Vern Schroeder, special officer; Glen Phillips, yardmaster; and Joe Camp, yardmaster. They recently took on the Soo Line team. To date the score stands at one win for each. If you want to watch a good game, they bowl on Saturday, alternating between the Franklin Park alleys and the Bensenville Recreation.



Yardmaster Homer Lang, Bensenville, was out with his camera lately and snapped the Chippewa-Hiawatha as it rounded a curve near New Holstein, Wis. Photography is Lang's hobby and he develops his own pictures.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Replacements during the past few weeks have somewhat upset the daily routine at Fowler Street. Several positions were abolished, affecting Clerks Roy Schmitz and Mahlon Gilbert. Roy replaced Lester Veit as yard clerk at Canal District and Mahlon replaced Dick Wank on the tracing desk. Dick transferred to North Avenue as yard clerk. As a result of other layoffs in our district and others, we again have Elmer Ognenoff with us, replacing Bill Clerk Shirley Norris. Warren Kraft is operating the third messenger run, having been bumped as check clerk at Reed Street. We lost Mary Barry to North Milwaukee but only temporarily. After a week she was back again with her old pals. Mary Frank literally breezes in and out of the office whenever her services as relief messenger are needed. The last to leave us was Evelyn Scharest who went to Chestnut Street Station.

Jack Kroll, our cub reporter from the warehouse, is again looking after his fellow employes who are off sick from time to time in hopes of extending a little cheer wherever it is needed. Elmer Soule was hit by a Greyhound Bus on Mar. 14 and was off nine days as a result. Eddie Schulz was off several days and Checker August Bartos for about two weeks. Bill Walleman at North Avenue Station has been off for several months and we understand that Tom Higgins is still on the sick list.

Gregory Young arrived on Mar. 11 to take up residence with parents Mr. and Mrs. Walter Young. Gregory's mother is the former Helen Kobasic.

Mrs. Felix J. Coerper, who suffered a fractured shoulder in a fall some time ago, is reported doing nicely.

Pat Daley has enrolled at the Wisconsin University Extension Division to study traffic management. We tried to warn her, but she will have knowledge!



Our first vacation picture of the year—Mrs. William Snip, wife of Sleeping Car Conductor Snip of River Grove, Ill., who works on the Olympian Hiawatha. She returned recently from a holiday in the Southwest. This is the Western outfit she wore to the Tucson rodeo.



The railroad to the rescue . . . When it looked as though boiler trouble would cause a shutdown at the Marinette (Wis.) Paper Company on Mar. 12, a hurry-up call to the Green Bay shops brought to the scene Engine 1217, which stood by and supplied steam for three days while repairs were being made. Without this help it would have been necessary to close down either the pulp mill or a paper machine, plant officials said. Fireman Bob Euclide, shown here in the cab, together with Firemen Harvey Koeller and Joseph Wellens kept the engine hot while the boiler was being conditioned.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Repercussions left their mark at Chestnut Street when the position of general clerk, under assignment to Estelle Rege, was abolished. Estelle displaced Lois Habersat on another clerical position and Lois, in turn, displaced Elmer Ognenoff in the billing department. Elmer took one of the billing jobs at Fowler Street. About the time things were running smoothly again Evelyn Sharest's position at Fowler Street was abolished and she displaced Estelle at Chestnut Street. Estelle then displaced Lois in the billing department and Lois displaced Olga Yerman, bill and expense clerk at North Milwaukee. Other displacement included Johnny Krohn taking over the yard clerk job at Glendale Yard. Dick Schaffer, whom he displaced, went to the A. O. Smith yard.

Gregory, an eight-pound four-ounce little feller, made his appearance on Mar. 11 in the Young home. Mrs. Young is the former Helen Kubasic who is on leave of absence from the billing position at North Milwaukee.

Now that spring has arrived, Ed "Lefty" Eckhart is anxious to discard his winter yard-clerking attire. We expect to see him sporting a pink shirt, cocoa-brown slacks, peppermint-striped socks, and perhaps a straw hat.

Sympathy is extended to the family of Michael Sayers, Jr., who was injured fatally on Mar. 14. Sayers served in the Navy during the last war before he started switching for the Road. He is survived by his parents and a sister, Patricia.

The Chicago switching district daily handles approximately 45,000 freight cars—more than St. Louis and New York City combined.

SUPERIOR DIVISION

John B. Philips, Correspondent

We regret to report the death of our good friend Emmet J. (Red) Ryan. Red was found dead in bed the morning of March 22. He had been roundhouse clerk at Green Bay for over 20 years and was a faithful worker in the American Legion, having served as service officer of Sullivan-Wallen Post No. 11 for over 20 years. He is going to be missed a lot. We extend our sympathy to his family. Peter Larschied has taken over the duties of roundhouse clerk.

The ore season has opened and two boats were out of Escanaba on Mar. 23 and four more on Mar. 28. The first boats had some difficulty in getting through the ice, but they are all making it now. This is always a boom to the Superior Division. A number of men go in this service every year as the Milwaukee Road supplies 34 per cent of the men and equipment.

Mr. and Mrs. Isaacson have returned from a trip to Florida. Brakeman Fred Carrick has also returned from Florida. Mr. and Mrs. William LaBrie have returned from Los Angeles where they visited their son for a few weeks.

Fireman Harold Hessel has been confined to the hospital and at his home on account of illness. We hope he will soon be up and around again.

Engineer Marcus (Packy) McFarland is out of the hospital again, having undergone an operation. We hope we will soon see him back on the job.

Green Bay and the vicinity experienced one of the worst snow storms of the season on the last day of March, which holds true to the old tradition of March coming in like a lamb and going out like a lion.

Bowlers Go On Strike Rampage

SEVERAL hundred Milwaukee Road employes from Chicago, Milwaukee, St. Paul, Minneapolis, Davis Junction, Austin, Tomah, Sioux Falls, Ottumwa, Savanna and La-Crosse gathered in Chicago during February and March to participate in the sixth annual Milwaukee Hiawatha Bowling Tournament at the Lakeview Recreation.

Thirteen of the five-men teams collected \$500 in prizes, the Chippewas of Chicago winning first prize with a total score of 3022. High team series scratch went to the Olympians of Galewood who turned in a scratch score of 2572, while the Fast Mails, also of Chicago, were at the top of the high team game scratch with a 924.

The 34 doubles teams participating in the tournament collected a total of \$524 in prizes, E. May and C. Becker of Chicago getting first prize of \$45, and C. Drost and C. Olson of St. Paul taking high team series scratch. B. Pierce and R. Baum of Milwaukee copped high team game scratch.

J. Rogutich of Milwaukee won the single high series with an actual score of 617, while C. Fedak of Chicago had actual high game of 236. H. Maass of Chicago tied Rogutich for top spot in the single high series, both rolling up a total of 661, and each winning \$30 in that event.

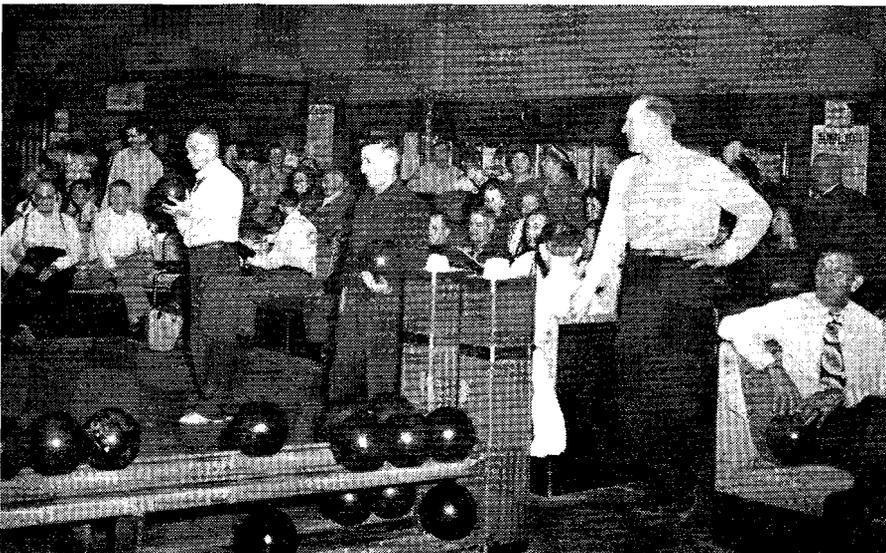


Above: Team champions of the bowling tournament, with a total score of 3022. They are the Chippewas of Western Avenue coach yard in Chicago. Left to right: J. Kelly, Phil Duy, John Kopecky (captain), Joe Zidek, and P. Suwanski.

Below: Bowlers from Chicago, Milwaukee, St. Paul, Minneapolis, Davis Junction, Austin, Tomah, Sioux Falls, Ottumwa, Savanna and La Crosse were on hand. Some brought their wives.



Below: Scene in the Lakeview Recreation in Chicago, on Feb. 26, as the tournament got under way.



D & I DIVISION

First District

E. Stevens, Division Editor

Mrs. V. E. Engman, wife of the chief carpenter at Savanna, is convalescing at home following an operation in March.

Miss Jeanine Wires, daughter of Mr. and Mrs. William Wires (accounting department), was married to George W. Noffs, operator at Elgin, in St. John's Lutheran Church in Elgin on Apr. 2. Chief Time Reviser C. H. Plattenberger and Mrs. Plattenberger of Savanna, Mrs. William Plattenberger of Terre Haute, and Mrs. LaVerne Mischnick also attended the wedding and reception.

Milwaukee Road veterans of Savanna were guests of the Women's Club at a dinner party in the Lydia T. Byram Community House the evening of Mar. 14. Veteran couples honored at this get-together were Mr. and Mrs. Clarence Homedew, retired car department employe; Mr. and Mrs. C. A. Manson, retired yardmaster, and Mr. and Mrs. Alonzo Brown, retired Iowa Division engineer, all of whom have been married over 50 years. Mr. and Mrs. L. A. Cline, guests of the Mansons, also attended this function. They have been married 67 years. A social time followed the dinner with a program and group singing.

Jim Long, who succeeded Lineman Flint at Savanna, left Savanna on Mar. 31 to take over the work of lineman on the Milwaukee third district at Beloit.

We knew that wedding bells would be ringing sometime in June for Larry Nigus and Shirley Bashaw of the superintendent's office at Savanna, but little dreamed that our Jean was planning on taking this step, too, a month or two later, so we are all in a dither discussing wedding gowns and such.

Brakeman James Smith and Miss Darlene Frederick, of Savanna, were married in Mount Carroll on Mar. 10. Following a honeymoon spent in Galesburg and Chicago, the bride and groom are making their home in Savanna.

Quad Cities Area

Marion L. Arnold, Correspondent

Switchman George "Pie" Welch underwent an operation at Mercy Hospital on Mar. 21. Reports are that he is doing all right and we hope to see him back in Gaines Street yard soon.

Switchman Harry Arendt has returned after a 90-day leave of absence due to illness. Chet Wylie, machinist at Nahant roundhouse, has returned after a two-week illness.

Russell Tubbs, PFI, has been named manager of the Quad-Cities Service Club softball team. "Rut" says that he hopes the weather stays nice so the boys can practice every night.

"Windy" Reschae, car inspector at Nahant, is on a two-week vacation in the state of Washington.

Switchman Gail Tomlinson has returned from two weeks in Florida and reports the fishing as very good.

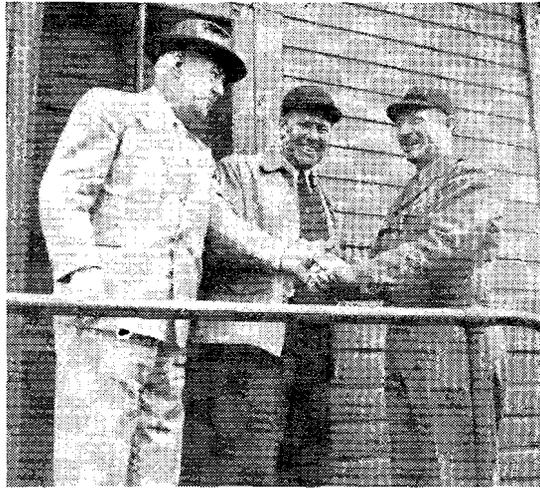
The Quad-City freight agents' association held a special luncheon meeting Mar. 11 at the Club Mo-Kan to honor George H. Hull, who was freight agent for the Milwaukee at Davenport before his retirement on Dec. 31, 1947. Other guests who were present included J. E. Ryan, J. J. VanBockern, A. D. Paulsen and F. S. Weisbrook.

Car Foreman J. H. Dietz, La Crosse, Retires

JOHN H. Dietz, car foreman at La Crosse, Wis., for the past 25 years, was honored by some 100 fellow employes with a retirement banquet on Jan. 31. The gathering represented a good cross section of the Milwaukee Road in Wisconsin. As a token of deep regard his associates presented him with a Masonic ring and a purse. The retirement followed his 70th birthday on January 19.

Mr. Dietz is a veteran of 55 years of service in the car departments of various railroads. He started out with the Chicago & Alton in 1893 and became a car foreman three years later. After 17 years with that company he moved on to the Oregon Short Line and subsequently to the Rock Island and the Illinois Central. He joined the Milwaukee Road force in 1917, working first at Beloit and then at Green Bay before he was appointed foreman at La Crosse. His retirement from that post will allow more time to learn the finer points of fishing from an angler of wide reputation—his wife.

James E. Palmer, who has been assistant car foreman at La Crosse since 1946, succeeds Mr. Dietz. E. R. Hohenadel, equipment maintainer at Wisconsin Rapids, replaces Mr. Palmer.



Congratulations all around for the La Crosse car department heads. Left to right: John H. Dietz, retiring foreman, W. R. Hohenadel, new assistant foreman, and J. E. Palmer, who succeeds Mr. Dietz.

I & S M DIVISION

H. J. Swank, Division Editor

The many friends of Special Officer Ira Syck, Austin, were shocked to learn of his sudden death in his sleep on the night of Mar. 30. While Ira had been with the railroad only about six years, he was well known throughout the state, having served for 22 years as deputy sheriff and sheriff of Mower County prior to entering the service of the Road. He had suffered several heart seizures previously, but he was not a man to take it easy and was on the job, as usual, the day before his death. Ira was successful in clearing up quite a number of tough cases during the time he was with the railroad and although he was relentless in tracking down a wrongdoer he was always going out of his way to do a good deed for others. As one fellow employe expressed it, "He was one of the best liked 'dicks' the railroad ever had at Austin." Our heartfelt sympathy is extended to his widow and two sisters.

Operator Pete Berg, AX office, who has been confined to St. Olaf Hospital (room 219) since Mar. 21, is coming along fine at this writing and hopes to be able to leave the hospital soon and convalesce at the family home in Rushford.

Yardmaster H. S. "Bert" Voorhees, who underwent an operation at St. Olaf Hospital on Mar. 11, was taken to the Mayo Clinic at Rochester on Mar. 30 for another operation, after which he expects to return to St. Olaf for a short stay.

Congratulations to Carl E. Hanson, trucker at Fairmont, and Mrs. Hanson on the birth of a daughter on Mar. 8.

We were sorry to learn of the sudden

death of J. Harris Igou, former electrician at Austin roundhouse, who has been living at Tucson, Ariz., for the past two years on account of ill health. He passed away on Mar. 23. Burial was at Austin. Harris worked for the electrician's union for several years prior to his illness and had a host of friends in Austin. Our sincere sympathy is extended to Mrs. Igou and their children.

A tiny son, Allen, arrived to make his home with Mr. and Mrs. F. A. Watkins on Mar. 20. Daddy is a trucker on the Austin freight dock. Thanks for the cigars, Fritz.

If you were in doubt as to the identity of the well-tanned fellow who boarded No. 103 at Austin on the morning of Mar. 17, it was none other than Conductor W. R. Smith returning to work after a month's vacation in Florida.

We regret to announce the sudden death of Frank A. Ryan, retired boilermaker of Austin roundhouse, on Mar. 5. Frank had been on the retired list for about seven years but was still active in Service Club affairs and enjoyed attending the meetings and assisting with lining up the entertainment.

Peter A. Peterson, retired section foreman at Sherburn, passed away on Mar. 16 at the age of 82. He retired on July 1, 1937. Sympathy is extended to his sons, Roy A., agent at Winnebago, and Vernon A., agent at Garden City, S. D.

Word has also been received of the death of John B. Carr, Madison, S. D., on Mar. 22. John retired due to ill health on Apr. 15, 1948. Sympathy is extended to the bereaved members of his family.

A letter received from Joe Graf, retired conductor who is spending the winter in California, stated that he had dinner one

evening with G. A. Van Dyke, former superintendent, in San Diego and enjoyed a visit with him.

A hint to my fellow employes—the new deadline for notes to be in Chicago is the first of the month, so please get your items of interest to me in time so I can consolidate them and get them to the editor for the current month's issue.

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

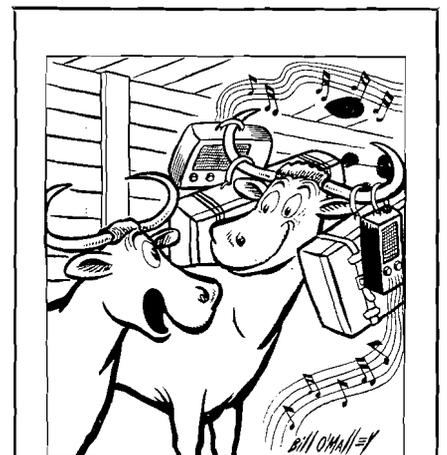
Spring is in the air, believe it or not. Old Man Winter has just about done with throwing the book at us this year.

John G. Pate, veteran conductor, 70, passed away suddenly on Feb. 7 while en route to La Crosse on his run on the Pioneer Limited out of Milwaukee. He was taken off the train at Portage, his home, where he passed away without regaining consciousness. Masonic burial services were held in Silver Lake cemetery, Portage. Survivors are his wife, a daughter, Mrs. Kastner of Portage, and his son, Russell, a locomotive engineer on our division; also, a brother, two sisters and four grandchildren. John was a great outdoors man and an ardent fisherman. In that line he was one of the best and could tell some stories which led to many a hot argument among his friends. We will miss him for a long time to come. He is the fourth member of his old crew on the Pioneer Limited to pass away in the last year, Engineer Harry Pike and Brakemen Harry Hoppe and Thomas Worner having preceded him.

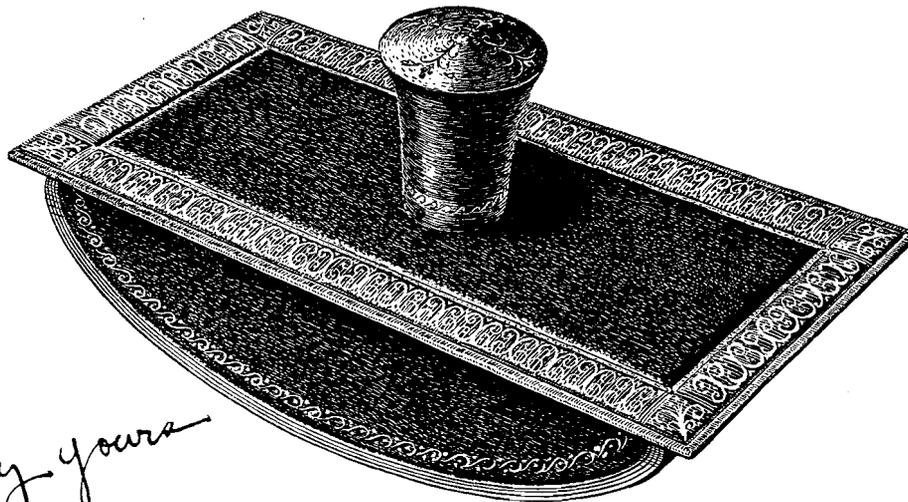
Roundhouse Foreman A. Yates of Portage spent his recent vacation visiting a son in Milano, Tex., while Engineer George Courtney has just returned from a vacation spent in Texas and the Southwest. He has a nice tan from the southern exposure.

TRANS-MISSOURI DIVISION

Mr. and Mrs. George Smith and their daughter came into Moberge recently from Selfridge where Mrs. Smith was agent-operator. She is now employed at the Moberge relay office. Mr. Smith, former dispatcher at Moberge, left early in March for Alaska where he plans to manage a hunting lodge.

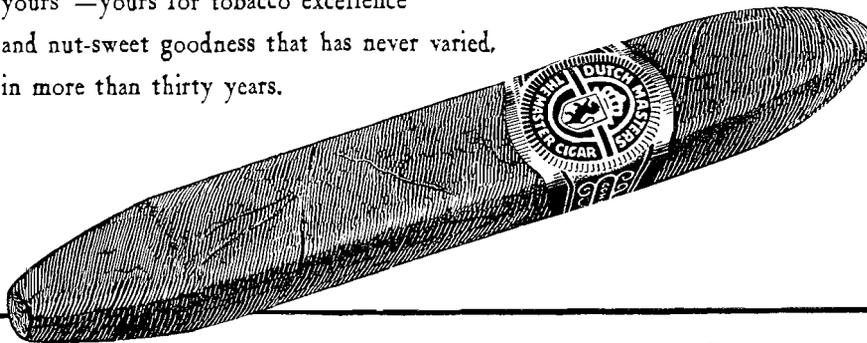


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DUTCH MASTERS CIGARS

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Younger members of the Milwaukee family have been getting recognition recently. Bob Boetcher, son of Assistant Engineer L. R. Boetcher, received honorable mention for a drawing submitted in the 1949 scholastic contest for Iowa high school art students at Des Moines, sponsored by the Scholastic Art magazine.

Jo Ann Failor, daughter of Time Revisor W. E. Failor, has been enrolled in the international membership of the Grand Cross of the Order of Rainbow, because of distinguished service to the order.

Mrs. O. W. McBride visited in late winter in Denver with her son-in-law and daughter, Mr. and Mrs. Neil Dandareau and her grandson, Neil III.

Joe Maresh, who has been employed at the coal shed at Atkins, took over the operation of the caterpillar tractor on the division, effective Mar. 21.

Glen Marlenee, section laborer at Panora, was granted a leave of absence for one year, effective Mar. 1, to attend school and study agriculture. He was in the Army from Sept. 5, 1942, until Dec. 13, 1945.

Chief Carpenter D. H. Fisher has pur-

chased the Charles R. Biddick home on 8th Avenue in Marion. He and his family will move into the new home on Apr. 15.

Mr. and Mrs. Hugh Jones have received announcement of the birth of a son to their daughter and son-in-law, the L. F. Andrews in Tacoma, Wash., on Mar. 16. Little Michael is their first grandchild.

Mrs. Don H. Fisher spends several days weekly in Shannon, Ill., the home of her mother, Mrs. Josie Gimmill, who has been confined to a hospital for some time. Her condition is reported as improved.

Mrs. S. C. Thomas attended the Midwest African Violet show in Omaha on Mar. 26 and 27.

Jeanne Fisher is back on the job in the Cedar Rapids freight house as transit bill clerk.

R. J. Burke has been appointed chief yard clerk in Cedar Rapids.

The position of section foreman at Granger was assigned temporarily to B. S. Stuker during the absence of U. S. McDowell, regular foreman, who is on sick leave.

I. W. Borcharding was assigned the position of foreman on section No. 70 at Rockwell City.

In a recent fall on the ice Mrs. L. R. Boetcher suffered bone injuries to her right shoulder and arm. She was confined to the St. Luke's Hospital, Cedar Rapids, for a

week. A short time previous, Mr. Boetcher sustained knee injuries in a fall on the icy walks near his home. Both were shut-ins at the same time. Mrs. O. R. Ness, wife of Brakeman Ness, also slipped on the ice and fell, breaking an ankle. It resulted in ten days' hospitalization at Mercy Hospital in Cedar Rapids and necessitated three operations.

Conductor Charles H. Keenan has been seriously ill with pneumonia at his home. His condition is improving.

Mrs. B. P. Dvorak, wife of passenger and ticket agent, was called to Elberon in March due to the serious illness of her mother.

Middle, West and Des Moines

Viola Ranes, Correspondent

Mrs. Everett Buckley, abstract clerk, who is on a leave of absence was selected as the member of the Red Cross committee to collect the contributions from Milwaukee Road employes during the Red Cross drive. She collected a substantial sum.

Conductor E. B. Oehler has been released from the Veterans Hospital and is now recuperating at the home of his sister in Cedar Rapids. We hope to see him back in Perry again soon.

The Milwaukee Road was well represented in Perry's recent city election. H. O. Taylor,

retired switchman, was elected to councilman-at-large and Switchman Ivan Wightman as council member of the second ward.

Harold Noack, roadmaster's clerk, was recently appointed to the position of perishable freight inspector left vacant when Mr. Laird returned to his home in Miles City, Mont.

Mrs. Earl Townley, wife of Engineer Townley, has returned from New York City where she took a special training course for women who serve as hostesses for Welcome Wagon, Inc. We wish her luck in the service she extends to newcomers in the city.

Engineer Duna Gardner has returned from Chicago where he underwent surgery. He is convalescing at home and getting along nicely.

Harold Hass returned recently from Rochester where he underwent an operation.

A gala time was had in Cedar Rapids the first week in March when 22 Perry women bowlers entered the state bowling tournament. Of course they traveled there on the Hiawatha and had an enjoyable time on the train singing their bowling songs. Members of the Milwaukee Road family in the party were Mrs. Ruth Buckley, Mrs. Edna Wightman, Mrs. Neta Fitzgerald, Mrs. Ted Marquart, Mrs. Viola Ranes, Miss Rita Hunter, Miss Ruth Cline and Mrs. W. R. Whiton (the former Audrey Kressin). Miss Cline still retains first position in the Class E singles and Ruth and Rita are third in the Class E doubles.

Everett Evans, of the water department,

has been released from the hospital in Des Moines where he was a patient for several weeks and is getting along nicely.

Clayton West, retired conductor, has returned from Oklahoma City where he underwent treatment for an asthma condition.

The monthly potluck dinner and dance held at the Masonic Temple during March was known as Railroad Night. The committee in charge was composed of members who are in railway service and all wore the usual cap and bandana and other characteristic uniforms. One of the features of the evening was the honoring of three 50-year Masons, all retired railroad men. They were Ben H. Moore, Steve A. Trine and Homer Lee. Their long service in the order as well as in their employment have surrounded them with many friends.

Engineer Robert Rogers was the chief cook at the last Service Club meeting for which he prepared several gallons of his famous chili. After cooking it he was unable to be present, but Mrs. Rogers and Fireman A. W. Nicholson and wife took over the serving.

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Ole Moen, who was a car inspector for the Road before entering the Merchant Marine, has been confined to the hospital here. Ole came from New York to help celebrate his father's 86th birthday and became ill on his arrival. He was hospitalized for a month and has since been confined to his home with pneumonia. He is a brother of Passenger Car Inspector Arthur Moen. Their father, Andrew, is a former Milwaukee carman, retired since 1936.

Yard Clerk Howard Rooney returned to work on Mar. 10 after four months' leave of absence due to illness.

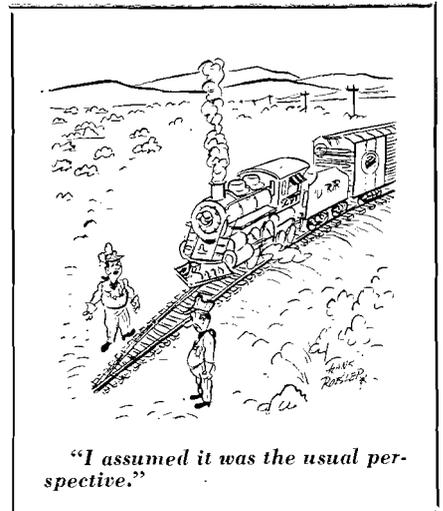
Switchman Robert Head, who sustained an injury to his knee, was taken to the hospital on Feb. 28. He was also confined at home for a time but reported back to work the last week in March.

Switchman A. H. Milbourn was released from the hospital on Feb. 27 and is now recuperating at home. He was a steady customer in the hospital for quite some time, so it was really a treat for him to get back home.

Andrew Thompson, retired carman, who is now fully recovered after undergoing an operation, surprised us recently by dropping in for a visit. Taking his grand-daughter for walks is one of his favorite hobbies these days.

Sympathy is extended to Edwin Fleak, retired car inspector, and wife on the death of their daughter who was fatally injured in an auto crash in Kansas City. Funeral services were held at Council Bluffs.

Hiawatha Engineer Fred Peterson and



wife of Perry celebrated their 50th wedding anniversary on Mar. 6. Four hundred and seventy-five guests attended open house.

Carman Army Schoening is taking his vacation early this year, due to doctor's orders. Also taking his vacation in April will be Box Packer Frank Fichter who will be kept busy moving during that time.

Extra, for those who love pets! Max Eckert, of the store department, recently entered his Pekingese in the Omaha Dog Show. Chi-ba-ba Tombo, nicknamed "Pappy," captured the blue ribbon first prize to add to the Eckerts' collection. Car Foreman T. P. Schmidt also contributed to Mrs. Eckert's dog collection a rare specimen of a dog constructed of turkey bones, one of Mr. Schmidt's original ideas.

COAST DIVISION

Harry W. Anderson, Division Editor

Stephen Douglas Casebolt, son of Clifford Casebolt of the engineering department, arrived on this planet on Mar. 1, weighing in at seven and a half pounds.

Francis Kirkland returned to work as assistant time revisor following a two-month siege of illness.

Sam Whittimore passed away suddenly on Mar. 10. He was very well known and liked on the railroad, having been a dispatcher from 1918 to 1934. Since that time he has held the position of agent at Raymond, Wash.

Ruby Baker, stenographer, is back in the B&O office following a six-week stay in the hospital on account of a back injury received in an auto accident.

Ferd Klug, B&B foreman, who has been a familiar figure around Tacoma for many years, retired on Mar. 1. He had been in charge of the crew who made their head-

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The perfect shipping program for April gets under way at Seattle. Freight Service Inspector L. W. Dietrich (left) and Agent J. R. Ludwick are shown here mapping the campaign.

quarters here, and also the crew in Seattle. Ferd says there is a lot of mileage left on him yet so he is going to keep busy on his little farm, doing what he wants, and when. Our sincere best wishes to him.

Joseph Kotthoff, retired locomotive engineer, passed away at Tacoma on Mar. 29. Joe entered the railroad service in 1910 and retired in 1941.

Benny Crawford, 14-year-old son of Elizabeth Crawford, stenographer to Agent R. A. Grummel at Tacoma, has been selected to be the court jester in the court of the Daffodil Queen, during the annual daffodil parade to be held at Tacoma on Apr. 9. Benny is very adept at sleight of hand and magic and, who knows, may be a headliner in the entertainment world some day.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Lucian M. Gallenger, abstract clerk, died at his home on Mar. 8. Mr. Gallenger came to the Road during the war as a revising clerk, after many years in the railroad and steamship shipping industry. He came to Seattle in 1908 from Fabius, N. Y. He had numerous fraternal affiliations and was treasurer of the Columbia Congregational Church for some 20 years. He leaves his widow Elizabeth, a daughter, two sons, five grandchildren, a sister and a brother.

Harry McConnell, engineer watchman of Enumclaw, has been confined to the Providence Hospital by an operation but is well on his way to recovery.

Mrs. Leah (Flake) Rader of Enumclaw, widow of the late Agent Ray F. Rader, left in March for a visit in California after which she will spend a few months at her old home in Kentucky.

Clayton Evans who has been clerk at Beverly, has bid in a position in the Seattle yard to be near his ailing father whose home is in North Bend, Wash.

Pat F. Solon, retired crossing watchman of Butte, was a visitor at the local freight recently. Pat had 45 years train service and for a time was watchman at McClellan's Butte. It was at this point that your correspondent became acquainted with him. He retired in 1937 and has since made his home in Butte, Mont.

William A. Fogelstedt, father of Chief Demurrage Clerk W. F. Fogelstedt, died on Mar. 18. He was a deputy county clerk for a number of years before his death.

James A. Stevens, former freight clerk for the Road at Seattle, died on Mar. 18. He was a native of Steven's Point, Wis., and came to Seattle 45 years ago. He leaves to mourn his death a daughter, two sisters and two brothers.

Your correspondent has just learned of the recent death of Mrs. McGuire, wife of Conductor Gene McGuire of Beverly. She died suddenly. Our sympathy to the bereaved family.

Gerald Brundage, outbound rate clerk, has resigned to accept a position as assistant traffic manager with the Bethlehem Steel Corporation of Seattle. His place has been filled by Lillian Wirth.

We have wondered why the ladies have been flocking around Chief Import and Export Clerk Harry Anderson of late. The mystery is solved. He has a new car and is very liberal about taking the ladies for rides.

After three months of vacationing in California and Idaho, Bernice Clausen has returned to her position as timekeeper for the maintenance of way in Seattle. She relieves Carl Wohlers who goes back to his old position as messenger.

Dave Jewell, 78, B&B carpenter, died at Seattle on Mar. 7. He had been in the B&B department since 1917 and was the second oldest carpenter on the seniority list west of Avery. He was a widower and leaves a sister in California, one in Minnesota and a nephew in Seattle.

Mrs. A. F. Edwards, wife of Checker Edwards, has gone to Deer Lodge to visit her daughter for several weeks.

Reuben H. Barrett died at his home recently. For the last 30 years he had been on the Milwaukee line as operator-relief agent and timekeeper on the Coast Division. He was well known on the entire Coast and Idaho Divisions, having worked as timekeeper in many extra gangs.

Verlie Erickson, statistical clerk, vacationed recently in Victoria, B. C. Marie McDonald has returned from a vacation in Southern California with her yardmaster husband.

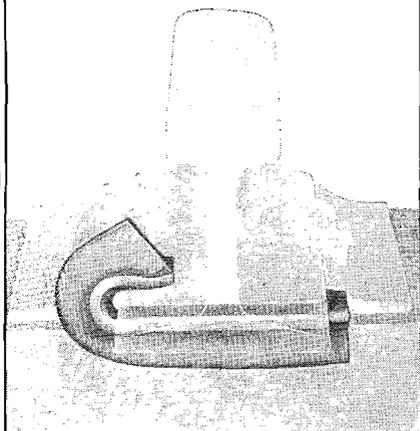
Tacoma

R. A. Grummel, Correspondent

On Mar. 31 the Tacoma trunk lines lost a good employe, A. E. Folsom, known to all as "Foley," who retired after a long and excellent railroad record. He was everyone's friend and will be missed by many. As head of the Trans-Continental Freight Bureau he served long and well, as he served the freight agents and others. A large party in his honor was scheduled for the evening of Apr. 1 at the Top of the Ocean. Carl Johnson, who has been associated with the Bureau for some time, has been appointed as his successor. Johnson's many years of service with the TCFB fit him for the position.

We wish to commend Ticket Clerk C. W. Ziemer on his alertness in noticing a break in a rail near the Tacoma passenger station as No. 16 pulled out on Mar. 13. This no

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.

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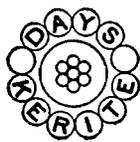
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Get acquainted with the Hiawathians, a small orchestra which was organized recently by a group of musicians from the Hiawatha Service Club under the direction of Ed Kenney, agent at Cedarburg, Wis., and Ed Hebert, gas cutter at Milwaukee shops. Front row, left to right: Bob Pyritz, John Kuhn, Mr. Kenney (director), and Don Fellenz. Back row, left to right: Frank Hyath (substituting for Matt Plamenig, regular drummer), Mr. Hebert, and Pat Fitzgerald at the piano. The Hiawathians are exponents of both modern and old-time music.

doubt averted what could have been a serious accident.

Inspector Kenney Alleman is now vacationing and making his yearly pilgrimage to Miami Beach.

Those who have been on the sick list in the yard office: John Murphy, Bob LaHatt, Raymond Haskins, R. R. Moyles and Bob Huntsman; in the freight office—Gertrude Creviston and Millie Anderson; in the warehouse, Foreman O. C. Cardle.

Yard Clerk Bob LaHatt is frequently seen on the Meadow Park golf course. With his swing, 167-yard holes mean nothing. Our congratulations.

Messenger William J. Meade is a grandfather for the second time within the last year. This time it's a bouncing boy, Robert William Fulton.

Casper Brenner, retired conductor of Ardena, recently celebrated his 86th birthday at his home in company with his two brothers, Charles and J. J., prominent Olympia oystermen. All three are in their 80's—J. J. is 88 and Charles is 83.

Roy and Ann Beaumont are the proud grandparents of Barbara Jean, who arrived on Mar. 11. Father of the new baby is Fireman Mel Beaumont.

Operator Fulkerson, Tacoma yards, recently displayed the largest bouquet of pussy willows ever seen in this area. We are expecting keen horticultural competition in the yard this year. Some of the flowers displayed at the yard office last year were worthy of blue ribbon prizes.

KANSAS CITY DIVISION

George E. Joslin, Ottumwa, a long time employe of the Road in Ottumwa, retired from service on Mar. 31. Mr. Joslin entered Milwaukee service in the mechanical department on Aug. 17, 1917. All of his service has been in connection with the sheet metal and pipe shop in the local roundhouse. George is well known throughout the state as an active member of the Masonic lodges and plans to devote much of his time to the activities of that organization.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

We welcome to our office Bob Koepp who is to fill in during the absence of Miss E. I. Francey who is taking a leave to enjoy a little rest and travel.

"Uncle George" Passage, retired assistant superintendent, was in one day recently but had to leave in a hurry to get back to his spring plowing at Packwaukee, Wis. We hear that he is also going into the boat livery business in a big way.

The entire office force is breathing easier since the recent recovery of the mis-filed vacation schedule. Needless to say, the file clerk's respiration is most improved.

Martin Cavey, ticket agent at Delavan, Wis., enjoyed a two-week holiday in January at Fort Lauderdale, Fla., with his son-in-law and daughter, Mr. and Mrs. R. W. Lorentz of Chicago. Cavey has been with the Road for 53 years.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Bill Pirkel of St. Paul has been promoted to traveling engineer with headquarters at Aberdeen, S. D.

Gladys Murphy is back in the office after an absence of about a month.

Betty Jasperson Edmiston, the bride, is at present on a honeymoon-vacation.

Emil Jelinek, roundhouse clerk, has returned to work after a time in a hospital.

According to a notice in a St. Paul newspaper, Bill Burfiend, OS&D clerk, has applied for a license to marry a young lady from Norway who is now visiting in St. Paul.

Neal Johnson of this office has his troubles. Although he is over 21 he appears to be much younger and it really is tough when a storekeeper will not sell him a package of cigarettes, especially when he is accompanied by a lady friend.

Stout and Happy? Fred Wickler's Your Man

A PORTLY figure may be slightly out of focus in the fashion picture but C. F. "Fred" Wickler, stationmaster at Delavan, Wis., found that an extra chin and the air of contentment that goes with it have their advantages.



Fred Wickler

Fred made this discovery when he and Mrs. Wickler were in Los Angeles recently for a vacation. On the evening of Feb. 1 they planned to see the "People Are Funny" radio program and boarded a bus for Hollywood where the program originates. For two hours they stood in the queue at the ticket window and then, just as they reached the head of the line the wicket was closed.

Well, that was that! Fred and the Mrs. walked back to Hollywood and Vine to catch the Los Angeles bus. It was about then that Fred's extra poundage began to pay off.

As they were standing at the corner, Fred was approached by a distraught looking man who asked him what he weighed. Making an estimate, he gave a guess that he tipped the scales "around 220." Apparently it was the right answer. "Come along with me," said the stranger, and, being good sports, the Wicklers followed in his wake. The trail led right back to the "People Are Funny" show, but up on the stage, and no tickets required, either. What's more, besides getting a de luxe seat for the performance, Fred wound up with a handsome wrist watch as a premium for his good sportmanship.

This is what was behind the deal: A man and a woman had each been given a list of various types of people to locate and bring back to the show—a sailor, a policeman, a bowlegged woman, a man weighing over 200 pounds, and so on. The woman filled her quota in the specified time and received a diamond wrist watch. Fred's "abductor" missed by a small margin but received a radio combination set for his pains.

What with meeting Art Linkletter, the master of ceremonies, and being introduced to the other folks who were rounded up by the contestants, Fred reports that he had a lot of fun at the show. On the other hand, he says that when it comes to radio gag shows, there's no doubt that "people are funny."

"Yankee Doodle" was first sung by American troops in the Revolutionary War.

St. Paul Traffic Department

Brooksie Burk, Correspondent

New recognition has been given the work of Gene Burns, younger son of General Agent R. A. Burns. Gene is helping to rebuild the lives of young boys who have tangled with the law and is now a member of the Youth Conservation Commission, a branch of the parole and probation department of Minnesota. His former position was that of supervisor of boys' cases of the Ramsey County probation office. Gene is well known throughout the city for his fine handling of these unfortunate boys and he is a real friend to them. We think that he well deserves his new position and that he merits the confidence shown in his ability.

Speaking of news of the Burns family, on Sunday, Mar. 6, a big celebration was held to honor the 80th birthday of General Agent Burns' mother. Her real birth date is Mar. 7 but Sunday was the "fun" day. Relatives and friends from far and near came to enjoy the anniversary with her. I believe the traveler from the farthest point was Lt. Col. Robert Burns who flew from Washington, D. C., to surprise his grandmother.

Y'know, spring might come after all, considering all the talk we hear about seed catalogues, garden tool replacements and repairs, and sech like. Another good indication is the confirmation of our reservations for Memorial Day week end fishing. Oh, happy days—wish they'd hurry and get here.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Coach Yard Foreman M. Lagreid and Mrs. Lagreid returned from a vacation trip to Miami, Fla., on Mar. 21. Carman Carl E. Johnson and Mrs. Johnson enjoyed a vacation trip to Los Angeles and a visit with their son who lives there.

A welcome to George Beguhl, lieutenant of police, who returned to work on Mar. 21, having recovered from a three-month illness.

Carman Theo Julseth has been ill for a month but hopes to return to work soon. Carman Arthur W. Dahlin has been ill for a number of weeks and Carman Helper Hansen is ill in Swedish Hospital following an operation. Our best wishes to all of them for an early recovery.

Sympathy is extended to the family of Mrs. John Hemsey, wife of former general car foreman, who passed away on Mar. 23 at Palo Alto, Calif. Remains were flown to Minneapolis for funeral and interment on Mar. 26. Mr. Hemsey will return to Palo Alto shortly.

Congratulations to Carman Robert C. Carlson and wife on the arrival of a baby boy at their home on Mar. 7.



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Clinton Freeman Holbrook, an old timer on the railroad, celebrated his 70th birthday on Apr. 1 and retired from active service on that date. Mr. Holbrook worked as a callboy and switchtender on the LaCrosse Division for about a year prior to Oct. 1, 1896, when he became a freight brakeman. He worked in that capacity on the LaCrosse Division until Sept. 3, 1904, when he transferred to the R & S line as a brakeman and conductor. He was on the rules examining board for about a year and was appointed trainmaster of the LaCrosse Division on July 15, 1918. He was transferred to the Twin City Terminals on Dec. 23, 1918, and served as trainmaster until Feb. 1, 1925. On May 14, 1925, he was assigned to the position of yardmaster at Fordson Yard, St. Paul, in which capacity he served until the time of his retirement. Mr. Holbrook is in excellent health and is very active. He tells us that he has never been west of Aberdeen and that one of the first things he plans to do is to take a trip to Seattle.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Ole Olson, who was manager of the Charles Chamberlain Post of the V.F.W., brought his basketball teams through with flying colors. They won two trophies by winning championship games from the third and the fifth district VFW teams.

Mrs. Gloria Rossi Czerepak, who recently left the railroad, was blessed with a fine baby boy on Mar. 8.

Mrs. Elmer Davies fell while doing some early spring cleaning and broke her left arm.

Bonnie Stevens has returned from her vacation in Miami, Fla., with a beautiful sun-tan. She also spent a week visiting her sister in Neenah, Wis.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Mrs. Charles L. Van Winkle, wife of retired locomotive engineer, died at Long Beach, Calif., on Mar. 16. Burial was in Terre Haute on Mar. 23. The Van Winkles had recently moved to Long Beach to make their permanent home near their family.

Edward M. Doyle of Terre Haute, retired locomotive engineer, was called to Evansville on Mar. 26 due to the death of his stepmother.

Operator Billy Moss of Chicago fell and fractured his arm while on his way to work on Mar. 2.

Mrs. Tom Nail, wife of a retired employe, passed away at Terre Haute on Mar. 6. We extend sympathy to the family. Tom was well known around the Rea Building and also the car department.

We had a letter recently from "Doc" Craig, retired conductor, who spends his winters in and around Guadalajara, Mexico. He planned to return home on Mar. 23.

Conductor Onnie "Sounder" Stalcup is working harder during our slack season than he does when business is normal. "Sounder" puts in a lot of time every day with his two fox hounds near Cooper's cemetery, which is northeast of Riley.

Engineer George Schumaker, who has been in the hospital with a fractured hip since early December, had the misfortune to fracture the other hip in March. George is nearly 75 and has been on this division for nearly 46 years, but we understand that

he is just about the liveliest patient at St. Anthony's Hospital.

The Southeastern Division Service Club bowling team is holding top spot by such a wide margin that it is going to be almost impossible to overtake it.

Mr. and Mrs. Al Burt (retired office engineer) expect to return home in April, after spending the winter in Florida.

John Mahalek, cashier at the Terre Haute freight house, is on leave of absence for March and April.

W. C. Grandstaff, formerly night chief dispatcher at Terre Haute, was the successful bidder on the second trick dispatcher's job at Savanna.

We wish to express sympathy to Division Engineer Harry C. Minter in the sudden death of his father following a heart seizure on Mar. 27. The elder Minter lived at Maywood, Ill.

West Clinton Area

Earl H. Lehmann, Correspondent

A February wedding in the Milwaukee family was that of Car Helper George Bain, Jr., and Miss Jean Mindeman. The young couple surprised their many friends by motoring down to a little town in Arkansas, and were married by a Methodist minister. Junior is the son of G. M. Bain, retired conductor. Jean is the daughter of Car Inspector Henry Mindeman.

Sympathy is extended to Conductor Herman Tolliver on the death of his father, Dudley S. Tolliver, at Terre Haute in February.

George Bain, retired conductor, has been seriously ill for some time in the Paris, Ill., hospital. We hope for his early recovery.

Robert Stewart, retired conductor, returned home in March after visiting for several weeks with his daughter, Olive Marie, and her husband in Indo, Calif. He says the snow was beautiful out there!

Carman Charles Jones and Mrs. Jones announce the birth of a son, Larry Gene, on Mar. 9. Conductor C. L. Jones and wife are the grandparents.



A recent picture of Clyde Blake, retired Terre Haute Division conductor, snapped by Conductor Ernest Hopewell. That's a sample case under his arm. Clyde is now a salesman for a printing firm at Paris, Ill.

Car Oiler Frank Hunnicutt and wife, Car Helper Howard Hunnicutt, and Mrs. Robert Vestal were called to Johnson City, Tenn., on Mar. 9 on account of the death of Mrs. Hunnicutt's father.

We have received word that Conductor Willis Harrington retired recently. We are sorry that he did not get to West Clinton and switch number 14 track once more before he signed off.

Car Helper William Mullen, son of Car Inspector Earl Mullen, and Miss Joan Phillips of Dana were married in the First Methodist Episcopal Church at Dana on Mar. 20.

Section Employe John Lowry and wife are the parents of a daughter born on Mar. 14. They have named her Sharon Kay.

Carman Paul Hancock and wife announce the birth of a son, Ronald Lee, in March. The grandparents are Carman Ray Hancock and wife and Brakeman Mack Chambers and wife.

In last month's items we neglected to mention the appointment of Engineer F. C. Metz as the new traveling engineer of this division, due to the illness of T. E. Clay Damer.

Brakeman Edgar Eaton died at his home in St. Bernice on Mar. 17, after a long illness. He was 62 years old. Burial was in the Sugar Grove cemetery here.

Engineer Homer Travis has been on the sick list for several weeks. We hope he will soon be back to work.

As these items go to press there is sorrow at the home of Stockman Alvin Reed and wife. The black terrier "Trigger" who belongs to this reporter's grandson Michael, lies in his kennel with a broken leg and other injuries, the result of being hit by an automobile.

MADISON DIVISION

W. W. Blethen, Correspondent

Engineer and Mrs. Ezra Jenkins celebrated their golden wedding anniversary on Mar. 8 with a family dinner at the home of their son-in-law and daughter, Mr. and Mrs. Sheldon Adams of Madison.

The marriage of Switchman James A. Vaughan and Miss Dolores Ann Moran, daughter of Mr. and Mrs. Donald Moran of Madison, took place on Feb. 28 in St. James Church. Following a short trip to Chicago and St. Louis the newlyweds are at home at 407 East Johnson Street.

Rae Scherneck, clerk in the B&B department, returned recently from a 10-day trip to San Antonio, Tex., where she visited her daughter and son-in-law, Mr. and Mrs. Louis Center.

Switchman and Mrs. Joseph Troia announce the arrival of a son on Feb. 22. Nathan Frank is the name.

Sympathy is extended to Pump Repairer and Mrs. Henry Carter on the death of their son Freddie on Mar. 6, following a short illness.

Agent and Mrs. M. P. Valentine, Cross Plains, announce the arrival of their first grandchild on Mar. 3, a boy, Daniel James, born to their daughter, Mrs. B. W. Minahan.

Lois Marlett, daughter of Train Dispatcher and Mrs. Rollie Marlett of Madison, started a three-year course in nursing at the Presbyterian Hospital School of Nursing, Chicago, on Mar. 21.

Miss Marjorie E. Parsons, daughter of Mrs. C. A. Parsons of Madison, spoke wedding vows with Brakeman Richard G. Stafford on Mar. 19 in the Blessed Sacrament rectory. Following a wedding breakfast and reception at the Park Hotel the couple took a honeymoon trip to Kansas City and St.

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Louis. They are now at home at 11 North Spooner Street.

News has reached us of the arrival of a son, Thomas William, on Mar. 15 at the home of Mr. and Mrs. John T. Conlin of Pittsburgh, Pa.

At this writing, Freight Agent John Conlin, Engineer Ezra Jenkins, Eddie Sheehan of the track department and Mrs. William Royston, wife of Engineer Royston, are hospitalized.

Spring flowers and white candles decorated the home of Mr. and Mrs. Frank R. King on Mar. 20 when their daughter Elizabeth Karen became the bride of Raulston G. Zundel of Chicago. The newlyweds are now at home at 6140 South Woodlawn Avenue, Chicago. Mrs. Zundel is a graduate of Smith College and at present is doing graduate work at the University of Chicago.

John Daleo, 54, coal shed employe, was fatally injured on Feb. 25. He is survived by his wife, daughters Mary and Catherine, and sons John and Samuel, to whom we extend our sympathy.

Sympathy is extended to Engineer Frank M. Rogers on the recent death of his mother, Mrs. Ada M. Rogers.

Ethel and Harold Cushman returned recently from a month's motor trip through the southern states. Ethel is a clerk in the freight department at Madison.

Loren Showers, retired warehouseman, died on Mar. 30 at the age of 83. Mr. Showers was employed at Mazomanie for many years, retiring in August, 1930. He was the father of Engineer Lester Showers of Madison.

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Contributed by Victoria Mackreth

Danny Boyle, the regular correspondent, is on a leave of absence so I am filling in.

We extend sympathy to John Ritter and family upon the sudden death of his brother Phillip at Seattle, Wash. Interment was at Sioux City, Ia. Also to the family of Gertrude Hansen who passed away on Feb. 11 at the home of her sister in Essex, Ia.

It was nice to see Joe Grace again recently. Too bad his time was so limited—he would have enjoyed visiting his many friends. Not too long ago Joe made a flying trip all through South America, more recently for the U. S. government via a jet propelled plane to Guam and the Philippine Islands, and other such trips I can't recall. What a life!

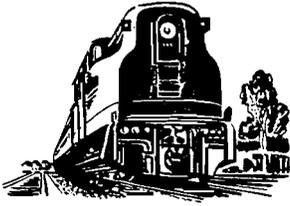
A recent and welcome visitor was Mary Girard Fardy, who was at one time Mr. Engstrom's secretary. Mary has three little lambs—all girls.

Dorothy Siegle is still up in the clouds over her Hawaiian interlude and the enchanting voyage aboard the luxurious *S.S. Lurline*.

Harry Rau is beaming after a wonderful vacation in New Orleans. Oh yes, he had dinner at Antoine's.

Louis Skibicki, clerk in the miscellaneous bureau, has resigned to join the Chicago Cubs. Lou was presented with a piece of luggage, which should be most useful. His desk was appropriately decorated with a baseball diamond, players, etc., designed and

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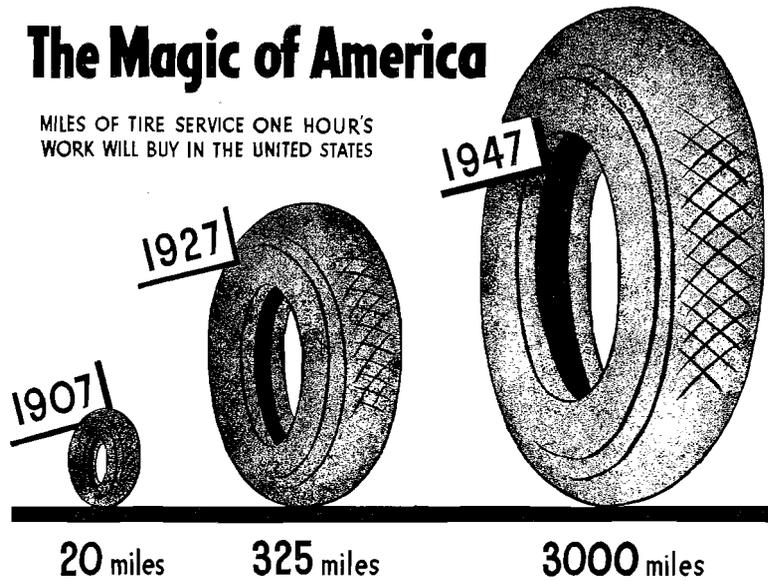
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This chart is based on the following: Wages represent average hourly earnings in all manufacturing industries and, except for 1907, are as reported by the U. S. Bureau of Labor Statistics. The wage for 1907 was estimated on the basis of other historical studies. The prices and mileage of tires are as reported by the National Association of Manufacturers and the Goodyear Tire & Rubber Co. as applying to a widely used tire. The actual figures are as follows:

	1907	1927	1947
Wages, per hour.....	\$.25	\$.55	\$ 1.25
Price of Tire.....	\$35.00	\$24.00	\$14.00
Average of Mileage.....	2,000	14,200	34,000

Miles One Hour's Work Will Buy:

As Calculated Above.....	14	325	3,035
As Used in Chart.....	20	325	3,000

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

done up by the "Shadow," so I am told. Who, for goodness sakes, is the "Shadow"? We all join in sincere best wishes for a most successful career for Louis.

Ed Ellertson is no doubt adjusted to a life of ease by this time. Mr. Ellertson, former fuel clerk, retired on Feb. 15.

I regret to report the death of Teddy Jones who passed away suddenly on Mar. 29. He is survived by his widow and two children. Our sympathy is extended to the family.

Except for a few finishing touches, Adelaide Schultz and family are comfortably settled in their beautiful new home.

Only one engagement has come to my attention—that of little Elaine Heatley to Joseph Holian. That's too bad—I mean for all her ardent admirers.

The Sunday School teacher had just told the story of the lamb that had strayed from the flock and had been eaten by a wolf.

"You see," she said, "had the lamb been obedient and stayed in the flock it would not have been eaten by the wolf, would it?"

"No, ma'am", answered a small boy. "It would have been eaten by us."

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

It is with deep regret that we report the death of our good friend John R. White, joint facility examiner. John passed away on Mar. 31. He had been with the Road for 21 years. H. H. Schnaitman and Charles Winandy were pallbearers at the funeral which was held on Apr. 2. All of us join in extending sympathy to his family.

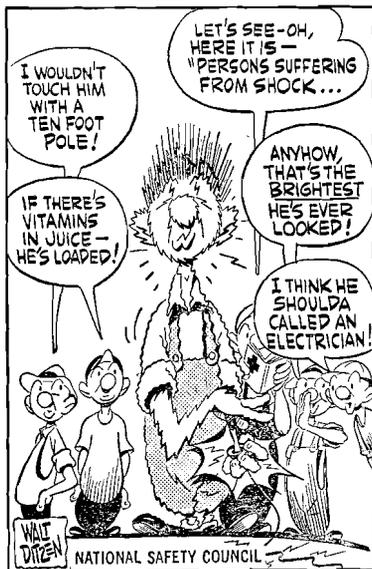
Sympathy is extended to Mabel Helander on the loss of her mother on Mar. 20.

Sympathy is also extended to Bernice Schmitt, formerly of this office, on the loss of her father on Mar. 30.

H. W. Leal, who retired as auditor of capital expenditures last November, together with Mrs. Leal, left Chicago for California recently. They expect to make their permanent home there.

Girl of the Month (6): Alice Barstow, secretary to A. J. Wallander, has been with the Road for seven years. She came to us from the Pension Association. Prior to her present assignment she was stenographer in the joint facility bureau. Like most girls, Alice likes to travel and has made numerous trips, principally to New York, Washington, D. C., and Detroit where she has

HAP HAZARD



relatives. She is more or less of an outdoor girl. In the summertime her hobbies are golfing, swimming and horseback riding, in the winter they are ice skating and tobogganing. Alice lives on the north side of apartment, and all by herself, thank you.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Frances Moss had the misfortune to encounter a purse snatcher early in March upon leaving her home. Fortunately she had removed the larger part of her cash before going out. The purse was later found nearby and she was very happy to retrieve it.

Mr. and Mrs. Ted Wagner (Frances Schindler) announce the arrival of Theodore George, Jr., on Mar. 13.

On Mar. 25 five of our young ladies were similarly dressed in white blouses, black skirts and small white hairbows. Inquiry disclosed that it was "Martha Schultz Day." So what's next?

Mrs. Laura Whitson, who has been retired for some time, was an office visitor on Mar. 25.

Marie Simpson started a 90-day furlough on Apr. 1.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

The James boys, Kelleher and Benda, rate revising bureau, have been in communication with William Nash, formerly of that bureau now hibernating at Tucson, Ariz., and report that he is feeling "Yippee."

William Stern, assistant head clerk of review bureau, is still sending cards from California, telling about the nice places he has seen and the fine weather.

William DuMuth, also of the review bureau, who has never been sick a day in his life, has been laid up at home. We look for his speedy recovery.

Rinie Berscheid, government land grant clerk, has been assigned to helping the Government Land Grant Committee. He will be with the committee at the Railway Exchange building for some months.

Norma Chase, on furlough, is visiting relatives in New York City.

E. M. May, special accountant, has been in Washington, D. C., for the accounting department. See him for latest reports from Harry's front porch.

Ralph Gatto left us Mar. 21 to become a Cubs ball player. He was sent to their farm system in North Carolina. Don Mooney, of the accounting machine room, went to the Cleveland Indians farm the same day. Both were leaders in sports while they were employed here.

Gustave P. Ewald, review bureau, was helped to celebrate his 40th anniversary as a Milwaukee Road employe on Mar. 23, all of those years in the freight auditor's office. He related how things were done in the good old days.

Dorothy Smolinski, accounting machine room, is wearing a beautiful diamond ring she received from Raymond Slusinski on Mar. 18; wedding bells in July.

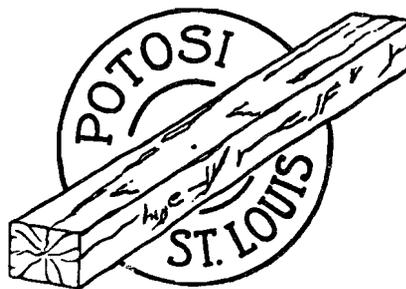
Blanche Debs, of local interline balance bureau, is still laid up with a broken leg. Hopes to return by May 1.

From Mable Klug, secretary of the women's bowling league: Marion Klewer, of the freight auditor's office, really chalked up a record with a total series of 572, her high game being 239. Her team, the Tomahawks, is now leading the league, with the Columbians and the Varsity close behind. Girls in the "200" class are Cora Kissel, 236; Shirley Pabst, 206; Jean Perlick, 203; Carol Gunderson, 200; and Deloras Kay, 204. Individual standings are M. Klewer, 149; D. Kay, 147; S. Pabst, 146; C. Kissel, 145; M. Klug, 142. The Minnesota-Marquettes hold high team game of 684 and the Marquettes have a high team series with 1,767.

Men's teams: The Chippewas won the annual Milwaukee Hiawatha bowling tournament with a total of 3,022 pins. They are of the Chicago League, J. Kelly, captain. Ed May and Charles Becker of Chicago are doubles champions and J. Rogulich, Milwaukee, is singles, score of 661. It was the best score and gave him the All Events championship.

It is the studying that you do after your school days that really counts. Otherwise you know only that which everyone else knows.

—Henry L. Dougherty



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Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

The office force was stunned by the death of Jess Green on Apr. 1. He left the office barely an hour before he suffered a fatal heart seizure. Our sympathy is extended to his mother in her bereavement.

In a recent letter from the Kelley clan out Phoenix way, they informed us that they are now cattle and chicken ranchers and are capitalizing on the deal.

Sophie Walker spent a three-week vacation at Miami Beach recently.

Gail Wilson also went to Florida to help her folks close up their home before returning to Chicago for the summer.

Josephine Kaufmann is back again after a furlough due to ill health.

With spring in the air, the Home Owners' Guild is in session again. Anyone wishing to know anything about painting, decorating or garden planning can get complete information by asking any one of its members.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Genevieve Sullivan is back at her post in the city ticket office. Miss Sullivan was seriously ill recently due to a fall on the ice this winter. Here's wishing her continued good health. She surely proved that even the ice couldn't keep a good gal down.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

Leon Lemmon has given up braking for a time and is now a member of Uncle Sam's Air Corps.

Conductor W. J. Harding and his wife have had a nice trip to Arizona and California, visiting their two sons and the new grandson in Tucson.

When No. 91 came whistling into Montevideo not long ago it was manned by a series of Johns. John Sedgwick was the conductor, assisted by John Allen and John Perpick as brakemen.

Operator John Dangel has bid in the position of ticket agent at Aberdeen and the Monte force is thinking seriously of flying the flag at half staff. Sure hated to see John leave us.

Four sets of twins out at PFI Harold Rue's farm so far—lamb.

It's nice to see Casey Conright, night foreman, back at the roundhouse after a tussle with a "strep" throat.

Pat Maloney, our train director, came around recently with a bunch of cute snapshots of the little adopted daughter he's so proud of. I swiped one and wrote this little verse for her.

*I'm little Miss Margaret Maloney,
The daughter of Effie and Pat.
A year ago they adopted me.
How lucky they were to do that!*

*I give them much entertainment
And keep their house in a whirl,
But away from home I'm a model child
And folks say, "What a sweet little girl."*

*These Doctor Dentons they bought me
Are baggy and too big by far,
But I'll wear the dumb things and not say
a word.
'Cause you know how parents are!*



Baby Margaret, the newcomer in the household of Train Director Pat Maloney of the H&D. There's more about her in the East H&D division news.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

The On Wisconsin store department bowling team captured ninth place in the Milwaukee Hiawatha bowling tournament at Chicago on Mar. 6. In the doubles, John Rogutisch and Tom Taugher took 10th place and George Voth had high game event in the doubles. John Rogutisch tied for first place in the singles with 661 and also won the All Events with 1,876 and a special prize for the highest score of the tournament; collected \$117.50 for the various events. Captain Jerry Meyer and Bill Smith also bowled well.

Rudolph M. Freuler, former Wisconsin skat champion, played in the 94th congress of the Wisconsin Skat League in Milwaukee on Feb. 13 and won the 59th prize of \$14. A total of 853 players attended on a bad weather Sunday.

Gladys Rosenow, clerk in the DSK office, planned to be married on Apr. 2 to Richard Butler, at the Emmaus Evangelical Lutheran Church. They will spend their honeymoon in northern Wisconsin.

Assistant General Foreman Arthur Metzen returned to work on Mar. 21 after 12 weeks of convalescence from pleurisy. Frank Brewa, of the garage, is expected back shortly. Russell Pritchard has returned to the garage office. Herman Jahnke, Jr., typist in the DSK office who had been on the sick list for some time, has also returned.

Rudolph M. Freuler, former general chairman of the Hiawatha Service Club, sent the January and February issues of the Milwaukee Magazine to Mayor Frank Zeidler of Milwaukee and received a reply stating that he was present at some of the events pictured. Also, that he had ridden on many other railroads but preferred the roadbed of the C&M Division anytime. Mayor Zeidler worked on the C&M when he was an employe of the engineering department in Milwaukee.

It's illegal in Illinois to sprinkle salt on railroad tracks, which seems a queer way to catch a train anyway.

OKAY— but what's in it for me?



“So America’s the richest country in the world. So what?”

“So Americans *produce* more than any people on earth. Okay—but what’s in it for me?”

At all times, in all ages, nations have had to answer that question—or go out of business.

The average man—the worker, the farmer, the small businessman—is human enough to ask: “What will it do for *me*—for me and my wife and my kids?”

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Machine Power: Since 1910 we have increased our supply of machine power $4\frac{1}{2}$ 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), yet

Work Hours: Since 1910 we have cut 18 hours from our average work week—equivalent to two present average work-days.

BUT THE BEST IS YET—You’re right—things can be even better...and must be better. Right now, everyone admits prices are too high. We still have the threat of boom-and-bust. Our system has faults, yet it has brought more benefits to more people than any other system ever devised.

We can beat the boom and bust cycle. We can have even *better* food, *better* clothing, *better* wages, *better* homes, more leisure, more educational and medical facilities.

We can have all this **IF** we all continue to *work* together and *share* together...**IF** we continue to realize that each American’s personal standard of living will rise in proportion to how much all Americans produce through better machines, better methods, better teamwork.

And that’s about it. What’s in it for you depends on what’s in it for America.

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Locomotive Department

Leone Schneider, Correspondent

William H. Luebke, AFE estimator, passed away very suddenly at his home on Mar. 30. He was at his desk as usual the previous day. Mr. Luebke was born in Milwaukee on May 24, 1880, and started his career on the railroad in 1898 as a clerk in the car and locomotive departments. In 1901 he became an inspector in the test department, a draftsman in the engineering department in 1912, and a valuation department pilot in 1917. He had been AFE estimator since 1923. Mr. Luebke held the highest regard of his fellow employes in Milwaukee and also of the personnel in the Chicago general offices. Sympathy is extended to his family.

Beverly Travillian is at a loss for words. She and her tonsils parted company recently, so she couldn't tell us too much about it—at least not for a couple of days. Bev is a steno in the SMP office.

Electrician William Ranthum is on the sick list. A speedy recovery is our wish. Electrician Harry Kerkow has also been ill, but we hear that he is well on the road to recovery.

Machinist Fred Mohaupt retired on Feb. 28 after completing 45 years of service. He was the oldest machinist on the list. His ability and his record as a shop mate were above reproach. Good luck and best wishes, Fred.

The foundry extends sympathy to the family of George Korotkoff, a chipper, who passed away recently. He had been in poor health.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Believe it or not, on St. Patrick's Day the Joe Drinkas welcomed George Frederick into the world. No. 1 son Paul now has a running mate. This makes uncles again of Martin, Louis and Alex Drinka as well as aunts again of Theresa, Helen, Mary, Ann, Elizabeth and Dorothy. Note: Joe is ahead of the pace his father set many years ago.

Jerry Meyer reports his store department bowlers went to Chicago and rolled in the Milwaukee Road tourney and also "rolled in the dough"! When the last shooting was over they had gathered in \$117.50. "Big John" Rogutich was the "big gun," winning the singles (617) scratch and also the All Events. The other boys who helped were Tom Taughtner, W. Smith, G. Voth, W. Schindler and Jerry Meyer.

The upholsterers bowling team also came through with colors flying—they had a \$78 hold on the prize list. The lucky boys included Ray Molling, Ed Watts, Joe Borowski, Red Gleixner and Ben Homa. The biggest split in bowling circles was made by the writer, H. J. Montgomery, during a sweeper. In attempting a spare, the ball hit the pin and, lo and behold, the ball split in half. Needless to say H. J. was handicapped and lost out. But the bowling ball people came across with a new ball and seven days later H. J. was back in again, this time a winner to the extent of some \$60.

On Mar. 9 funeral services were held for Lt. Paul Wernich, under auspices of Milwaukee Road Post No. 18. Paul worked in the freight shop as a carman apprentice. He was among the first to go into Army service and was, I believe, the first Milwaukee Road boy at Milwaukee to be killed in action (Aug. 6, 1943 in a Flying Fortress over Naples, Italy). He is survived by his wife, Mary Lou and son Paul.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Yardmaster A. J. Dougherty from Harlowton spent a week in the Lewistown hospital having a general check up.

We are happy to report the recent marriage of Engineer Graham Switzer to Miss Elizabeth Williams of Boise, Idaho. Mrs. Switzer will finish her term as teacher in the Great Falls school and they will then make their home in Lewistown.

Section Foreman John Gamell is spending his vacation visiting in Newark, N. J.

A baby daughter was a recent arrival in the home of Brakeman and Mrs. M. C. Barney. The young miss was named Sue Ann.

Conductor Ed Dunn has tossed his hat in the political ring and is running for mayor in the April election.

The following changes are to be made in the freight and passenger office in Great Falls: Chief Clerk L. P. Cowling will be transferred to Tacoma as chief clerk; Julian Pessein, traveling freight and passenger agent, to Miles City in the same capacity; and H. C. Brisbane of Miles City to Great Falls as chief clerk in the freight and passenger office, at his own request.

Section Foreman A. E. Mitchell of Choteau will be returning to work soon after his long illness.



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Ski School Backers Win "A Bunyan"



The activities of the Seattle Times Ski School at the Milwaukee Road Ski Bowl during the past winter won for the Seattle Times the coveted Paul Bunyan Award, a certificate presented annually by the Seattle Chamber of Commerce to the firms or individuals who have brought favorable publicity to the city. Chester Kimm (left), chief judge, is shown here presenting the plaque to Harry C. Cahill (center), general manager of the Times, and Robert L. Twiss, director of the ski school. The Times was awarded first place in Class C, publicity and graphic promotional campaigns. Much of the material used in its presentation was furnished by the Milwaukee Road and a part of it consisted of clippings from the Milwaukee Magazine.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Miss Leda Roberts, secretary to general passenger agent, was married to George Schreiner on Mar. 5. Mr. and Mrs. Schreiner will continue to make their home in Seattle.

On Mar. 17, for the 31st consecutive year, E. P. Sima, equipment supervisor, donned a tie given him by his mother for his birthday on Mar. 17, 1918. While it is not the brilliant green it was originally, it is still a good looking tie.

We are happy to report that Mrs. Lois Herren, secretary to general freight agent, is getting along nicely following her recent operation. We hope to see her back on the job soon.

J. N. Davis, general attorney, returned the latter part of March from a motor trip through California. He was accompanied by his nephew, John Ferry of Chicago.

Harry Arnold, former assistant to general manager now retired, suffered minor bruises in an automobile accident on Mar. 25, which resulted in his spending several days in the hospital. Understand he is now at home nursing a beautiful black eye.

Miss Evelyn Jensen is the new stenographer in the law department, succeeding Jean Benner.

T. H. Maguire, assistant general attorney, accompanied by Mrs. Maguire, left the first part of April for Washington, D. C. They planned to visit their son and daughter-in-law, Mr. and Mrs. T. H. Maguire, Jr., in Schenectady, N. Y.

I & D DIVISION

Karen B. Rugee, Division Editor

Little Pat Sevedge is happy these days because he got his wish—a baby sister. Betty Rae arrived on Mar. 19. The parents are Trainmaster and Mrs. Maurice T. Sevedge.

Mr. and Mrs. Albert Zack have returned from a six-week trip to Mexico City and Acapulco, Mexico. They also visited friends in McAllen, Tex., and attended the New Orleans Mardi Gras. Their daughter Bonnie, who is a chemist with the H. I. Thompson Company at Los Angeles, accompanied them.

Mrs. Carl Anderson, wife of train dispatcher at Mason City, who was hospitalized with virus pneumonia, is now recuperating at home.

This correspondent would have traded her nurse's aide training for an A-1 first aid course recently when she arrived home to find that her mother, Mrs. E. E. Bradberry, widow of former passenger conductor, had cut her arm on a broken milk bottle. A rush trip to the doctor revealed a cut artery. We're practicing Safety First now and carrying one bottle at a time, instead of three.

The sparkle in Loretta McGee's eyes these days is no doubt a reflection of the sparkle in that new diamond. Loretta is steno-clerk in the Mason City freight office.

At this writing, H. M. Davis, train dispatcher at Mason City, has just undergone an emergency appendectomy. He's probably not feeling so hot right now but we are all hoping he comes through with the least discomfort possible.

Conductor E. G. Larson and wife have returned to Mason City after an extended visit in southern California. While in Los Angeles they visited Mr. and Mrs. Frank E. Wenig and family. Mr. Wenig is a Milwaukee employe now on leave and for the past several years has been on the West Coast as conciliator with the Federal Mediation and Conciliation Board. Mr. and Mrs. Larson also made a side trip to Old Mexico.

We don't know what the chances are for a perfect cribbage hand, but we understand that they don't happen very often. However, it did happen to Engineer Harry Gustafson recently in a game with Walter Davis, Floyd Lightbody and A. Althoff. Harry held the Jack of Diamonds, 5 of spades, 5 of clubs and 5 of hearts, and cut the 5 of diamonds.

Sioux Falls Line

F. B. Griller, Correspondent

Congratulations are in order for Robert Bird of the Sioux Falls car department who announced the birth of a son on Mar. 14. Understand that he will be named Patrick. Grandpa John Bird sez, "Another deer hunter in the family".

Engineer Roy Romslo left for Washington, D. C., on Mar. 20 to visit relatives. Thence to New York for the sights.

It's "grandpa" again for Trainman L. A. Quine, Sioux City. His daughter, Mrs. L. M. Horner, gave birth to Peggy Coleen on Mar. 5 at Sioux City.

The Milwaukee Road Women's Club Chapter observed the 25th anniversary of their club on Mar. 25, with a luncheon in the club rooms. Mrs. G. W. Loderhose and Miss Etta Lindskog of Chicago were among the out-of-town guests.

Sioux City and Western Branch Lines

Robert Petersen, dining car cook, in service three years, has announced his engagement to Miss Virginia Curtis, daughter of Mr. and Mrs. John Curtis of Sioux City. Mr. Curtis is a boilermaker for the Road at the Sioux City yard. The wedding date has not been set.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Sorry to hear that C. E. Dunn, conductor at Mitchell, was in the hospital. At this writing he is back home and on the road to recovery.

Fireman Johnny Severson, Rapid City, was married to Lucille Morgan on Mar. 3. They will be at home at 716 Fifth Street, Rapid City. This big event was somewhat delayed by "The blizzard of '49."

I. J. Carey is now the third trick operator at Rapid City. Gerald Albertz was the temporary operator.

Gail Hornocker, Rapid City sectionman, has been confined to his home by illness.

The Fay Higgins (first trick dispatcher at Mitchell) family recently enjoyed a visit from their daughter Kathleen who stopped over en route from her home in Berkeley, Calif., to visit with her brother, Dr. M. C. Higgins, in Chicago.

C. J. Kuckelburg, agent at Presho, has returned from a visit in California. E. W. Huntsman was relief agent during his absence. He is now agent at Interior.

We understand that W. K. Peterson, former agent at Sanborn, has been appointed traveling auditor. C. H. Severance has been appointed agent at Sanborn.

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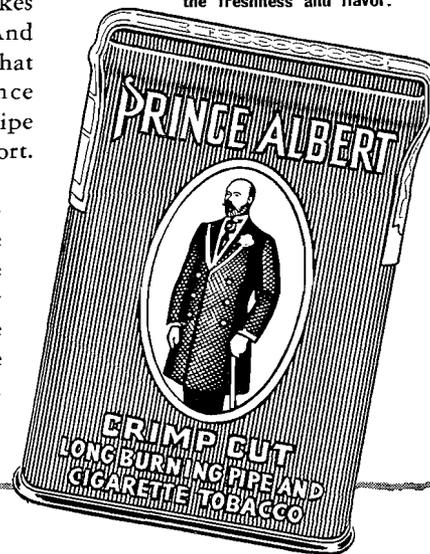


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