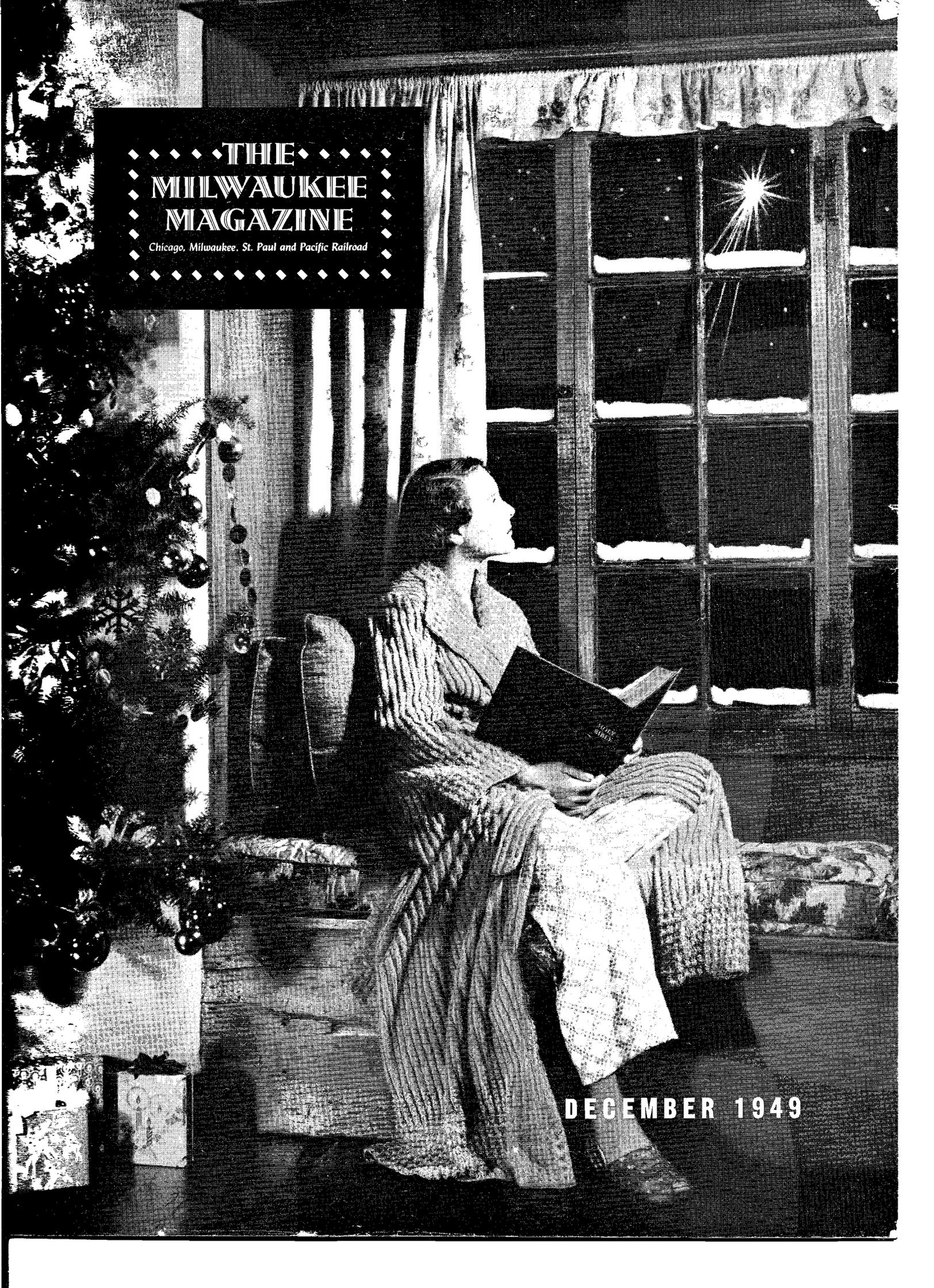


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MILWAUKEE
MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad



DECEMBER 1949



Seasons Greetings

U.S. MAIL

FARM PRODUCE

TOYS

THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

In this Issue

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Gift of the Ages

(THE COVER)

*GIVE a book for Christmas—it's a glamour-laden gift
To light the mind with magic and to give the heart a lift;
Give a book for Christmas that has power to inspire
The humblest human spirit with a quenchless inner fire
Of purpose and of fortitude, of deeply rooted pride
In unremitting faith and hope that will not be denied.
Give a book for Christmas—and the volume that you give
Should be a friend, philosopher and guide on how to live.*

*Give a book for Christmas—one of wonder and romance
Whose scope is earth and ocean and the heaven's huge expanse;
A simple book, a mystic book, a story mingled of
Adventure, storm and battle, wisdom, beauty, peace and love.
And where's the book for Christmas with this mighty cosmic sweep,
The story that climbs heaven-high and plunges ocean-deep,
The Word that holds the words you seek—if you know where to look?
Give a book for Christmas and—the Bible is the Book!*

Photo courtesy Oxford University Press.

—Berton Braley

A Merry Christmas to the Andersons

CHRISTMAS is a time for stories about children, and we have one we think you will enjoy. As a matter of fact, it all happened only a few days before the Magazine went to press.

Most of the details were contained in a hastily penciled report given to A. O. Thor, superintendent of the Coast Division, by R. B. Craig, conductor on Extra 66 West:

"Here is one for the book", Craig wrote. "Leaving Snoqualmie Falls yesterday, the agent hooped up this message to the head end about a three-year-old boy wandering away and for us to look out for him.

[The message attached to the report read, "Engr—There has been a small 3-year-old boy lost. He was wearing a brown helmet. If you see him along the track, let us know. Sikes." It was not learned until later that the boy's name was David Anderson, Jr., and that nearly 150 other people

were also searching for him, including men from the sheriff's office with bloodhounds.]

The report continued: "Near Milepost 19, about eight miles west of Snoqualmie, Engineer Bennett saw him walking down the middle of the track and stopped the train. He had stepped off the track and was huddled down beside a log. Brakeman Lucas got him and put him on the engine and called the agent at Snoqualmie that we had found him. We had work to do at the Grange in Carnation, and left the boy with the lady at the store.

"The little fellow must have had some experiences crossing the Tokul Creek and other high bridges on his journey. As you know, one of them is more than 130 feet high. It was getting dark and it was very lucky we found him."

And so it was that the crew of Extra 66 West said "Merry Christmas" to the Andersons of Snoqualmie Falls.



Christmas on the Railroad

EACH YEAR, at the approach of Christmas, it becomes more evident that railroad people play a very important part in the creation of what we all think of as the spirit of that season.

It has always been a source of great satisfaction to me to know that Milwaukee Road people, working together, are able to transport the many, many things and the warm-hearted expressions of remembrance which are the very essence of Christmas for all of us. Throughout the year we share the common purpose of serving people, but at Christmas time that service seems to count for more and to contribute immeasurably to the happiness and meaning of the season.

It is a satisfaction also to know that thousands of families will be together on Christmas by virtue of the fact that The Milwaukee Road can take people

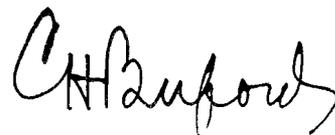
where they want to go at this season of the year.

In Chicago, as the throngs of people pass through Union Station, they are given an extra thrill of seasonal cheer by the fine choral groups of the Burlington and Milwaukee Railroads, singing the sacred and the merry songs which are so much a part of Christmas.

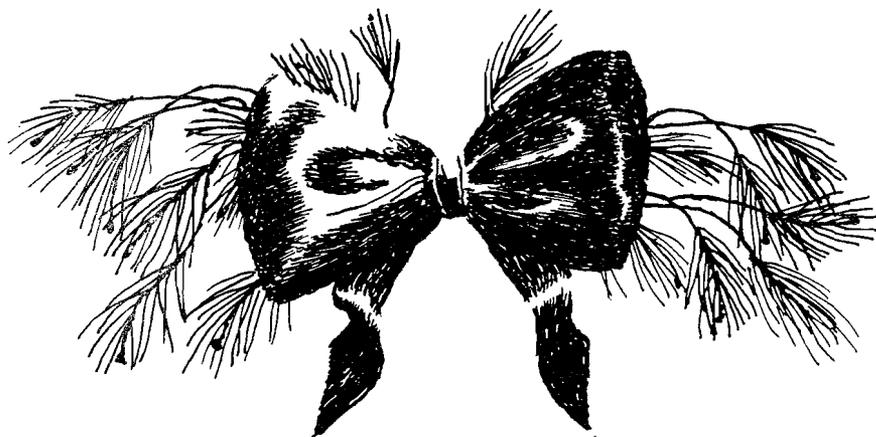
Seeing these things and knowing that our railroad has so much to contribute to the happiness and the meaning of this blessed season is, for me, a very gratifying thing. I believe it must be for all of us.

And so, as we end another year, I once more look with pride on the job Milwaukee Road men and women have done and are doing.

I sincerely hope that each of you will have a Merry Christmas, just as you will in some way help to make it merry for others.



President

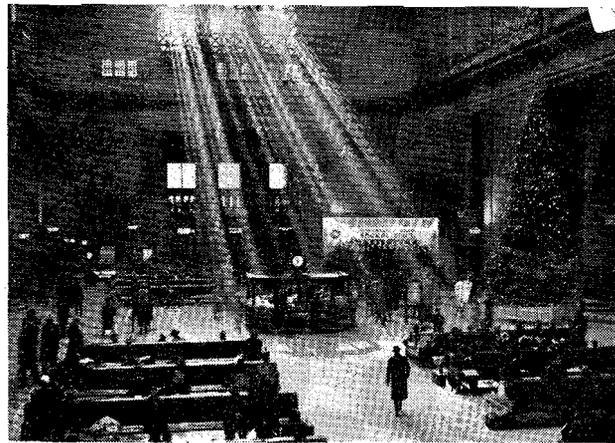


The Pittsburgh Press, last Jan. 6, told a modern Christmas story which for sheer emotional appeal could have few equals, and its scene was laid in the Chicago Union Station. The story of what happened "between trains on the day before Christmas" was told by Mrs. Florence Fisher Parry in her column entitled, "I Dare Say".

In graciously giving The Milwaukee Magazine permission to reprint the column, Mrs. Parry wrote:

"You might be interested to know that the column was written in a little office which the steward on your railroad kindly directed me to [apparently on her return trip through Chicago] and where he said he thought there would be a typewriter. I had to write on some railroad paper and, because of its unfamiliar size, my column was too long. Regret was expressed by the editor that almost half of what I wrote had to be cut for space. So you will never know of the other 'little miracles' I touched upon in that report of the few hours I spent in your Union Station."

The Milwaukee Magazine is pleased to be able to reprint that part of Mrs. Parry's manuscript which appeared in her column:



"And then, suddenly, above the din, came a high, pure note sustained by a hundred voices, chorusing carols from a corner of the great rotunda."

BETWEEN TRAINS ON THE DAY BEFORE CHRISTMAS

WE ALL will have our own special memory of the year, the memory that transcends all others. To most of us it will be of some intensely personal nature, intimate and rare. To others, whose lives are lived outside themselves, it will be some moment of great import to the world.

The thing that I shall remember most vividly, when other memories of the year are faded and diffused, is a small bundle of hours spent in the Union Station of Chicago between trains on the day before Christmas.

In the fortnight since, it has returned to me a thousand times, and at each visitation with an added poignancy.

Everyone was in a hurry, moving with a consuming urgency—but not pursued, not driven. Instead, they moved as though to meet some happy rendezvous, eyes alight and faces shining, and not conscious of the bags and boxes so many of them were carrying.

The station was a swarm, gates jammed, benches crowded, the mingling of voices, bells, loudspeakers, trains, making a high discordant music amplified to a deafening roar.

Little Miracle

And then, suddenly, above the din, came a high, pure note sustained by a hundred voices, chorusing carols from a corner of the great rotunda. And as the crowds pressed nearer they slowed, their faces lifted in a listening attitude; and some stopped and slid their bundles to the floor beside them.

And it was as though the ceiling had risen to cathedral height; and through the high windows a shaft of

"Bible" sunlight poured its rays, and a sense of Miracle pervaded the hearts of the listeners.

After a while the sun's rays slid away and the holy moment dissolved. But I was there and I saw what I saw; and for a time it was Miracle, and the souls of all those present had known an instant of purity and revelation; for it stayed on their faces for a little while after. And then the crowds began to move quickly again.

For a long time the joyous voices of the Milwaukee Choir sang their Christmas Carols and hymns, the while other Little Miracles continued to take place within the station.

I stood beside the information desk and listened with astonishment to two young women answering ten thousand questions. And they had all the answers in their heads, I swear; not once did they resort to a time-table. And with each quick, accurate and thorough answer they added a smile and a "I hope you have a nice trip!" and sent their troubled questioners

away with happier minds than they had had before.

More Miracles

Then I went to the telephone booths to place a call to my loved ones that yes, I would be there in time for the tree and the stockings and the morning awakening of the children on Christmas morning.

And while I was there an old colored woman asked the operator if she would get her son on the telephone, his name was John Scott (or some similar name.) She didn't know where he lived but he was here in Chicago and she had come from Alabama to see him, and his name was John Scott and maybe it was on the South Side that he lived.

And the telephone operator, whose voice was almost gone, took time to see what she could do to find the old woman's son. There were scores of John Scotts, but when I left she was still trying, and the old woman's face was lovely to look at, for she was "prayin' hard to find him," she kept saying to the operator.

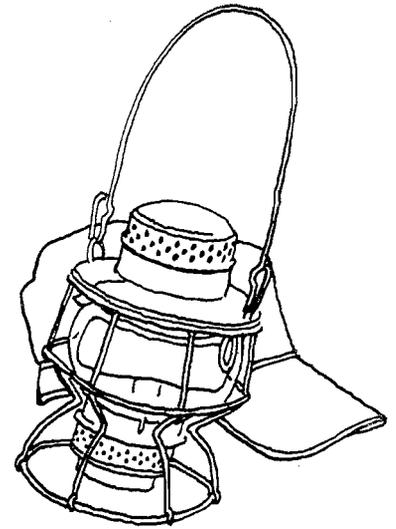
Presently it was time to leave the Union Station and board the train that was to be my magic carpet. The snow grew bluer, the skies darkened, the Wisconsin stars were piercing bright. Surely this is the way they shone on That Night, and showed the way to the shepherds. . . .

And I knew that I must be at my journey's end, for there was no longer room within me to contain my heart.

And as though in a dream I was whisked free from the train and felt the softness of babies' breath upon me, and the arms of the Little Boy around me, whom I had come so far to see. . . .



Mrs. Florence Fisher Parry



K. S. Casey, Savanna roundhouse foreman, presented white caps, official Railroad Day headgear, to Division Superintendent J. H. Stewart (left) and President C. H. Buford when they stopped at the roundhouse for a visit. They immediately donned them and declared their intention of keeping them as mementos of the day. The roundhouse workmen are, left to right: George Frazer, Pasquali Cappaso, John Bittner, Roscoe Almquist, Robert Almquist (background) son of Roscoe, and Donald Thompson.

RAILROAD DAY IN SAVANNA

A Railroad Town Salutes Its Principal Industry And a Native Son

THE obvious question is, what does a railroad town do on "Railroad Day" that it wasn't doing the day before and expecting to do the day following?

There is no denying, of course, that in Savanna Ill., every day is railroad day, but the business people of the city, and the citizenry generally, proved on Nov. 16 that the celebration of its first Railroad Day amounted to a great deal more than, "carrying coals to Newcastle."

Entering into the spirit of the occasion, most of the merchants had decorated their windows to provide a railroad atmosphere. Even before the group of almost 100 officials from the Milwaukee Road and Burlington Lines arrived, it was apparent that the two railroads, which together have an investment of more than \$3,000,000 in property in Savanna, were the honored guests of the day.

Last year the Burlington Lines and Milwaukee Road employes in Savanna numbered 800, with payrolls of approximately \$2,700,000. Railroad taxes in Carroll County, where Savanna is located, totaled \$218,000 last year.

The delegations which moved into Savanna for the big day were headed by C. H. Buford, president of The Milwaukee Road, H. C. Murphy, president of the Burlington Lines, and

Z. G. Hopkins, special representative of the Association of Western Railways, who was to be the speaker at the Chamber of Commerce dinner that evening.

Other Milwaukee Road officers who attended from Chicago were: F. H. Allard, assistant to vice president; W. H. Block, supervising captain of police; W. R. McPherson, assistant to general superintendent of transportation; E. Buckholtz, district general car foreman; H. B. Christianson, principal assistant engineer; W. A. Dietze, public relations officer; L. F. Donald, general manager; W. L. Ennis, assistant to vice president; C. B. Hanover, purchasing agent; William Kruckstein, general auditor; J. F. Lahey, division freight agent; L. D. Phelan, general adjuster; L. H. Rabun, district master mechanic; E. O. Schiewe, assistant general solicitor; Harry Sengstacken, passenger traffic manager; R. S. Stephenson, comptroller; William Wallace, assistant passenger traffic manager; R. T. White, traveling freight agent; and H. S. Zane, freight traffic manager.

The following officers from Milwaukee also attended: J. A. Deppe, superintendent car department; J. A. Henry, general supervisor telegraph and signals; A. G. Hoppe, general superintendent locomotive department;

D. H. Phebus, general storekeeper, and F. A. Shoulty, assistant superintendent car department.

The majority of the men from the two railroads reached Savanna in the morning, and were taken on a tour of the Savanna Ordnance Depot before going to the Presbyterian Church for a luncheon sponsored jointly by the Rotary, Lions and Wa-Tan-Ye Clubs. W. G. Bowen, retired superintendent of the Dubuque & Illinois Division, and president of the Rotary Club, presided at both this meeting and the dinner held that evening.

The luncheon served to spotlight the career of Lloyd F. Donald, Milwaukee Road general manager and a native son of Savanna, who was the honored guest. The speaking program was climaxed by Paul Schember, president of the Chamber of Commerce, who presented Mr. Donald with a gold and silver plaque bearing this inscription:

"In recognition of his achievement in the railroad industry, this testimonial is presented by the Savanna, Illinois, Chamber of Commerce to Lloyd F. Donald, 'Our Native Son,' with good wishes for continued success."

Mr. Donald was visibly moved by the gesture and although he was able

to speak only briefly at the luncheon, he took occasion during his address that evening to thank the people of Savanna again and also to express his high regard for Savanna as a good, progressive and healthful city in which to live and raise one's family.

During the early part of the afternoon the group of visiting rail officials were the guests of Judge Franklin J. Stransky of Savanna, legal consultant for the Burlington Lines, who conducted the group through several of his farms in the Savanna area. Later, Mr. Buford and other officers visited The Milwaukee Road division offices and the roundhouse, the extent of their tour being cut short by bad weather.

Savanna's first of what may prove to be a long succession of Railroad Days, was climaxed by the dinner in the local high school gymnasium, attended by a total of 312 people, consisting principally of local business men and women and their railroad guests.

Many of the visiting rail officials were introduced, and a few of them, including Presidents Buford and Murphy, as well as Judge Stransky, spoke briefly. Mr. Buford brought a laugh from the group with the remark that he was very glad to be there because, although he always liked to be with railroad people, he liked customers even more.

Z. G. Hopkins, principal speaker of the evening, opened his address with the frank statement that he proposed to "toot the horn of the railroad industry."

Despite the difficult conditions with which it has been compelled to deal throughout the past two decades, he said, drastically reduced revenues through the depression years in the 'thirties, the tremendous tasks through the war years, and the prob-

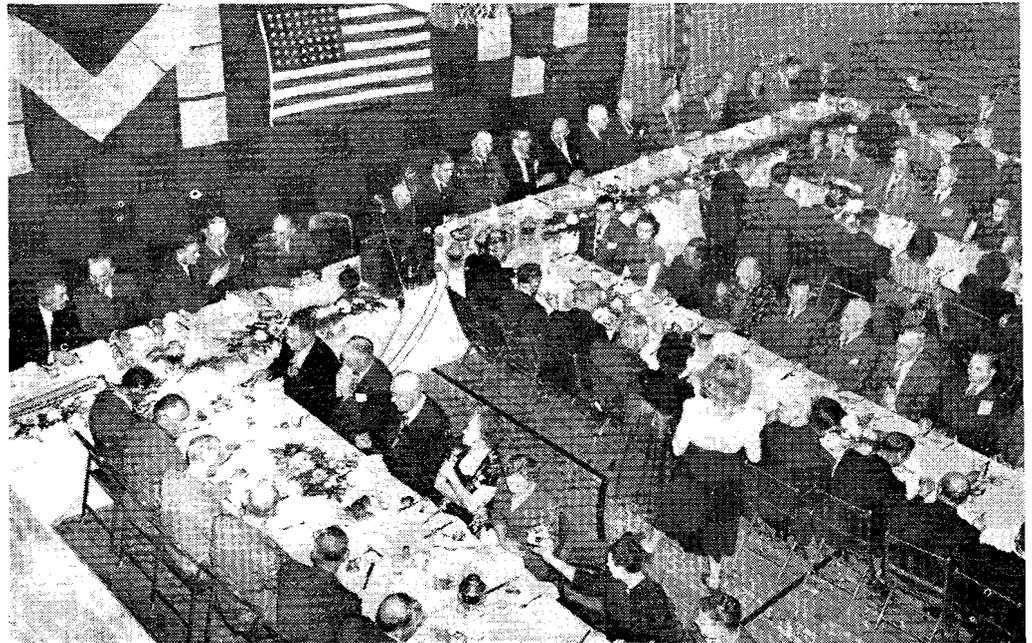
lems peculiar to readjustments since the war, the railroad industry has come through with a record of amazing accomplishments. No American industry has surpassed its record. No other, in the same period, has practically doubled its productive capacity, with equal reduction in its capital charges, while at the same time doubling the wage rates of its working forces and trebling its tax contributions to the support of government, and now offers as greatly improved service product for sale at relatively as little advance in price.

"Prophecies of two decades ago that the railroads never again would be called upon to handle as large traffic volume as they were handling then all have been discredited," he stated. "Their traffic through the war years not only reached unprecedented peaks, but throughout the post-war period thus far they have continued to perform service volume greatly in excess of that in 1929, the year

in which their volume reached an all time pre-war peak. Last year their service volume, freight and passenger, was over 40 per cent greater than in 1929. Despite the falling off in their traffic, due to conditions that have affected industrial and commercial volume generally, their volume this year still will be about one-third greater than in 1929.

"In most businesses," he added, "it would be expected that addition of 40 per cent to volume would result in some increase in net earnings. That has not been the experience of the railroad industry. Instead, its margin of gross intake over operating expenses and taxes last year was about a quarter of a billion dollars less than it was 20 years ago, when 40 per cent less service was being performed.

"The railroad record through the last two decades affords demonstration of the advantages to the public



Part of the speakers' table and group of 312 people who attended the Railroad Day banquet in the Savanna High School. President C. H. Buford may be seen just to the left of the speaker's rostrum. At his right is Z. G. Hopkins, special representative of the Association of Western Railways, who was the principal speaker of the evening. On the opposite side of the rostrum is H. C. Murphy, president of the Burlington.



This appropriately-garbed sextette called "The Novelettes" provided spirited entertainment for the banqueters. They are, left to right: Adana L'homme-dieu, Barbara Barth, Lois Vesley, Lydia Almquist, Arla Zink and Janis L'homme-dieu.

of private transportation enterprises—even though as completely regulated by public policies, as the railroads are. It furnishes a practical answer to advocates of the theory that government can or will do a better job of conducting public service enterprises than now is being done by private management."

A part of the evening program was recorded by Station KROS in Clinton, Ia., for broadcast the following day.

STATION NAMES ON THE MILWAUKEE ROAD



This is the second of a series of articles on the sources of Milwaukee Road station names. In each case the information published is believed to be correct. Knowing, however, that such facts are not necessarily absolute, the Magazine will welcome any additions, corrections or information about stations not yet mentioned.

—Editor

Lemmon, S. D.

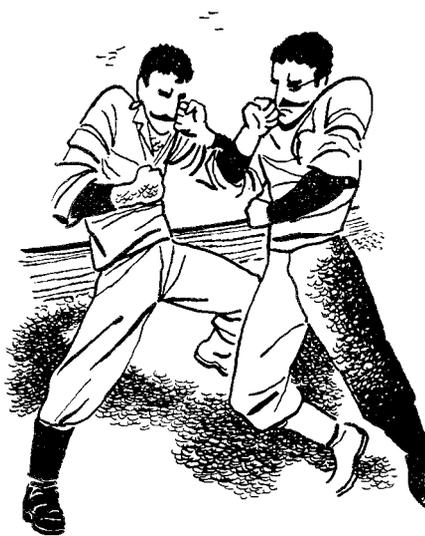
WHEN it came to selecting a name, this community adopted that of the man who owned the townsite—George E. “Ed” Lemmon, a western cattle man. The site first chosen was three and a half miles northeast in North Dakota, but it was changed to its present location at his request. Lemmon was part owner and general manager of the Lake Tomb & Company, famous throughout the West for the L-7 brand. The company had some 53,000 head of cattle on a 865,000-acre range on the Standing Rock Indian Reservation. Lemmon, who settled in the locality in 1880, helped to route the railroad through the western part of North and South Dakota.

Camanche, Ia.

In the summer of 1836 a land prospector, Dr. George Peck of New York State, reached this point on the Mississippi River, which was then in the Territory of Wisconsin. Impressed by the locality, he platted a town, then walked to Chicago to place the lots for sale. The townsite was named for the fierce Comanche Indians, but Peck misspelled it and his error was never corrected.

Pocono, Idaho

Whatever the origin of the name “Pocono,” conductors on the Idaho Division state that the town was so named because of two Italians who



engaged in a battle royal while the railroad siding was being built. During the altercation one combatant suffered a broken nose—poke-in-nose—hence pocono.

Gladwin, Ia.

Tradition has it that when the Milwaukee Road built a cutoff at this point a rancher, Win Blanchard, whose land was close to the railroad track was jubilant over the prospect of having the railroad so near his home. In naming the station, that fact was remembered and a name was coined by combining Blanchard’s Christian name with the word “glad.” The Blanchard place is now known as Meadowbrook Farm.

Cylinder, Ia.

The town of Cylinder started with a large hay barn built in 1885 by Brown & Sons, who needed a railroad siding to ship out their hay. The Browns also built a home that year and in 1889 put up a store. The following year the railroad obliged by building a depot at the settlement, naming it after Cylinder Creek which flows nearby. It is said that the name of the creek grew from the attempt of some early settlers to cross the stream at high water in an engine-powered contrivance. The feat was too difficult and the heavy machine sank into mud. The engine cylinder became detached and was never found.

Dickens, Ia.

Old timers say it happened this way—that an early settler suggested the name of Little Sioux for this community after a river a few miles west of the town. When his suggestion was not adopted, he is supposed to have shouted, “Let it go to the Dickens.” According to the tales of the old timers, the town has been known as Dickens since that incident.



Boscobel, Wis.

The history of Boscobel dates from 1854 when route finders for the railroad being built from Milwaukee west to the Mississippi reached the site. Local legend has it that the railroad president designated an oak grove beside the right of way as the place for the depot. A Milwaukee newspaper editor who was along for the ride suggested the name of Boscobel—"bosc" meaning "wood" and "belle" meaning "beautiful." Another and more popular story concerns an early settler who had two cows, Bossy and Belle. At milking time her call rang out, "Co' Boss, Co' Belle," and so again, "Boscobel."

Healy, Ill.

The name of Healy is a tribute to the famous Lyon & Healy Piano Company. The station was first called Pennock, but the name was changed later to honor Cornelius Healy, an official of the piano company, who had located in the vicinity.

Fort Atkinson, Ia.

The memory of General Atkinson of Blackhawk War fame is commemorated in the name of this town, which is one of the oldest frontier posts still standing. The work of building Fort Atkinson began June 2, 1840 and continued for about two or three years. Fifty men were employed in the construction. It was intended as a stronghold for the Winnebago Indians, to protect them from hostile bands of other tribes. The hardships endured here by white men are history.

Mobridge, S. D.

The city of Mobridge owes its name to its location at the end of the Milwaukee Road's large steel bridge over the Missouri River at this point. A telegrapher's abbreviation of Missouri—"Mo."—and the addition of the word "bridge" suggested the title. It was founded in 1906.

Baltic, S. D.

The country surrounding Baltic was settled mostly by Scandinavian immigrants, largely from the northern part of Norway around the city of Thronhjelm. The Milwaukee Road laid a line from Dell Rapids to Sioux Falls in 1881 and the following year a power dam and then a flour mill were built here by Frank and Justin Pettigrew. This was the first business establishment in the village which was then called St. Olaf. Several years later the Pettigrews decided to change the name of the town to "Keyes" and although the citizens objected, they succeeded in having the post office established in that name. However, after a year or two the name was changed again, emerging as "Baltic."

Hokah, Minn.

Hokah, founded around 1850, was named for a chief of the Winnebago tribe. Early maps of this part of Minnesota show the river that flows past the town as the Hokah River, later named the Root River—"hokah" meaning "root." The Hokah Chief claims that the newspaper building stands on the site of Chief Hokah's wigwam.



Columbus, Wis.

A Virginian, Major Elbert Dickason, was charged with rounding up the Indians in this territory in 1838 and was so charmed with the prairie country that he vowed to build a city there. He accomplished his purpose five years later and named it Columbus, "after him who pressed on and on 'till he came to this new world."

Chancellor, S. D.

Settlers in this community had congregated in the general store for the purpose of naming the town, and the discussion was deadlocked. As the prospect of a decision faded out of sight, one of them suggested in desperation that they name the town "Chancellor," after a box of cigars on the counter. The warring factions shook on it and the name was later adopted by the post office.



Cone, Ia.

Originally this town was called Orono. The Burlington, Cedar Rapids & Northern went through this point in 1869 and Bebe Cone, a farmer who owned land on the east side of town, donated a stretch to the railroad with the stipulation that a station should be built to bear his name, and that every train should stop there. And so the east side of town was named Cone, while the west side remained Orono. Later the post office was moved from the east side to the west side and named Conesville—the railroad stop is still Cone, the post office Conesville. There is a story that a hedge was grown paralleling the railroad right of way, so the people on the west side of town could not see the trains stop at the depot.

President Buford First Witness In War Rate Claims Hearings

BEGINNING Nov 28, the railroads presented their defense before the Interstate Commerce Commission in five of the cases commonly referred to as the "reparations cases," these being the first of the cases to be heard. These cases, 17 in number, represent an attempt on the part of the Department of Justice to recover alleged excessive freight charges made on government traffic during the war. President C. H. Buford was the first of a great many witnesses called in behalf of the railroads, including a number of railroad presidents and other officers of the railroads involved.

They presented a great volume of testimony and exhibits demonstrating the unusual demands made on the railroads during the war; showing the service rendered by the carriers; and the preferential treatment accorded government traffic. The testimony also demonstrated the fact that government traffic in no case paid more, and usually less, than the public would have been required to pay for the same service. It emphasized, furthermore, the toll taken of the railroad plant by the war-time effort and the low rate of return that the railroads realized during the war period, notwithstanding the tremendous volume of traffic.

Mr. Buford made a very comprehensive statement in which he summarized the unprecedented transportation demands made on the carriers during the war. He outlined in considerable detail the method

followed in meeting those demands. With respect to the tremendous war-time toll on railroad plant and equipment, he pointed out that increasing shortages of critical materials and manpower made it impossible for the railroads to sustain normal maintenance standards or to make replacements when needed. "As a result," he said, "they came out of the war with undermaintenance of their roadway properties and were considerably behind schedule on equipment replacements."

Mr. Buford made the further point that at current prices it would cost the railroads from \$400 million to \$500 million more to replace equipment that should have been retired during the war years than it would have at prewar prices. He also expressed it as his opinion that the excessive wear and tear on roadway during the war period took at least a year's service life from those facilities over and above that restored through maintenance and replacements.

With reference to the charges for the transporting of government traffic, Mr. Buford said:

"That the charges received by the railroads for their services were reasonable is clearly indicated by the fact that with the unprecedented volume of traffic, a large part of which was war materials, the earnings of the railroads for the period 1941 to 1946 represented a rate of return of only 4.6 per cent on their net investment."

J. F. Bodenberger

JOSEPH F. BODENBERGER of Bensenville, Ill., who retired in 1947 as general foreman of road engines with headquarters at Milwaukee Shops, died on Nov. 19 in West Lake Hospital, Melrose Park, Ill. Funeral services were held in Bensenville and burial was in Milwaukee, Wis. He is survived by his widow, Olga, a daughter, three grandchildren and two great-grandchildren.

Joe Bodenberger was considered one of the top mechanical men in the railroad industry. He was born in Germany, Nov. 29, 1876, and served his apprenticeship before coming to the United States. His first railroad job in this country was with the Des

Moines Union Railway in 1896, followed by service with the Des Moines Northern and Western. He entered the employ of the Milwaukee Road in 1898. In 1908 he became a traveling fireman and the following year a locomotive engineer. He was appointed traveling engineer in 1917, then master mechanic at Aberdeen in 1918, and master mechanic at Bensenville in 1920. He became general road foreman of engines in 1925. During his years in that capacity he supervised the installation and operation of millions of dollars of motive power.

Appointments

Effective Nov. 16, 1949:

G. M. Ryan is appointed general freight agent with office in Chicago.

Lyle R. Whitehead is appointed assistant general freight agent, with office in Chicago.

Kronberg Heads Florida Traffic Group

GEORGE H. KRONBERG, traveling freight and passenger agent for the Milwaukee Road in Atlanta, Ga., was recently elected president of the Central Florida Traffic Club, Orlando, Fla. Mr. Kronberg is a resident of Orlando.



George H. Kronberg is a resident of Orlando.

The Central Florida Traffic Club has a membership of approximately 150, representing carriers and various industries, primarily the citrus and vegetable growers. It was inactive during the war years but was reorganized in 1947. This month it is acting as host for the 88th meeting of the Southwest Shippers Advisory Board.

Mr. Kronberg has been with the Milwaukee Road since June, 1936, starting as chief clerk in the Detroit, Mich., office. He served in that capacity until January, 1942, when he was furloughed to take a civilian position with the Chief of Transportation of the Army at Washington, D. C., later serving with the armed forces. Upon being discharged in November, 1946, he was appointed to his present position in Atlanta. His service to the traffic organization at Orlando has included a post on the board of governors and a term as vice president.

To have paid, according to its relative ton-mileage, its fair ratio of highway expenditures, the average "big truck" of three axles, or truck-trailer combination, should have contributed fuel and license fees in 1947 totaling \$1,881. The actual average levy was only \$538, indicating a contribution by other highway users and general taxpayers of an average of \$1,343 toward the expense of operating these oversized vehicles.

—*Railway Age*

The hard-working committee members. From left: Mrs. W. L. Barbour, Mrs. H. M. Borgerson, Mrs. George Aff, Mrs. R. E. Lindahl, Mrs. Phillip Battaglia, and Mrs. Lucien Bloch (chairman).



penny social, club style

The Milwaukee Road Women's Club Pitches in to Raise Funds for the Year's Welfare Activities

CUSTARD pies with toppings of crusty pecans, spicy mincemeat in jars, queen-size olives, juicy hams ready to pop into the oven, a party-decorated cake, household articles—stationery, towels, aprons, cutlery, playing cards—a box of nylons, a handbag, candy, cosmetics—

This is a mere idea of the several hundred items which were displayed in the club rooms of Fullerton Avenue Chapter of the Milwaukee Road Women's Club in Chicago on the evening of Nov. 8 when the chapter opened its fall activity program with an old fashioned penny social. Four tables decorated in autumn colors held the crowded display and reserves were stacked close by on cupboards, shelves and window sills. The articles were all donations from members and

from business friends of the club.

Mrs. Lucien Bloch, president of the chapter, was in charge of the activities, assisted by Mrs. W. L. Barbour, Mrs. H. M. Borgerson, Mrs. George Aff, Mrs. R. E. Lindahl and Mrs. Phillip Battaglia. As the first big get-together since the summer recess, the affair brought out approximately 150 members, including some from other chapters in the Chicago area. Among those present were the beloved Mrs. Grant Williams, charter member of the general governing board, Mrs. George W. Loderhose, president general, and Miss Etta N. Lindskog, secretary general.

The social got off to a graceful start with a turkey dinner, arranged by Mrs. Lucy Martin, refreshment

chairman, and served in the building cafeteria. Mrs. Bloch conducted a short business meeting afterward. The meeting closed with a program of singing and accordion music, setting a brisk tempo for the general activity which was to follow.

Although no shopping bags were in evidence, some would have found them useful before the evening was over. Tablecloths, soap, preserves, drinking glasses, fruit, books, bric-a-brac—the penny social display was chock-full of interesting bargains. One member pounced gleefully on a boxed set of ink and stationery. "I'm 'fresh out' of this," she said. "Now I can take it off my shopping list." Another member put in her bid for the makings of a complete dinner and went home with it, too, right down to the cream for the coffee.

The prize items were two turkeys. Mrs. Harry Wise, wife of an employe, and Mrs. Corinne Zulauf, telephone operator at Galewood, took home the choice gobblers. For those who were "penny wise," it was a profitable evening.

The fund realized from the social was earmarked for the club's ways and means program. A good portion is destined for welfare work and for the annual "good fellow" Christmas treats sent to needy families. Santa Claus will be generous this year, as usual—thanks to the club's members and friends.



Scene at the business meeting which preceded the penny social. Approximately 150 were present.

A double shopping bag of items crowded this display and there were plenty more in reserve.

Presenting HAROLD MORSE

Winner of
Honorable Mention
in Essay Contest

by Lloyd Gilbert

Division Editor, Aberdeen, S. D.

THE ESSAY explaining Harold Morse's reasons for enjoying his work with The Milwaukee Road—the same which received honorable mention in the contest on that subject last fall—leaves one rather curious about the personality of the man behind these opinions. Harold's office is at Aberdeen, S. D., headquarters of the Hastings & Dakota Division. If you are looking for him, the logical place is the local "rip track" where most of the car department work is carried on. The arrival of the afternoon Columbian will see him on hand to assure that all is well with our crack train.

It is easy to spot Harold. That smiling expression is an outstanding characteristic. It disappears rarely, and then only for a short time, perhaps due to the weight of some knotty problem. However, the odds are always good that there will be a solution shortly—and the smile will reappear.

A correspondence school course in accounting led to Harold's initial railroad employment, which was with the Milwaukee Road at Tacoma,



Harold J. Morse

Honorable Mention

Why I Like to Work for The Milwaukee Road

I like to work for The Milwaukee Road. I don't know whether I can make you understand or not. I have never tried to put it into words. Maybe it is just a feeling that I shall not be able to express, like friendship or patriotism, nonetheless sincere because it is hard to define.

There are, of course, the practical reasons like good pay, good working conditions and security of employment which make a railroad job desirable. These attributes are true of many occupations, but somehow there is more than that in railroad work.

It is one of the most interesting occupations I know, with its countless variety of problems and diversity of work. You can do anything from digging a ditch to designing a passenger car and still be working for the Milwaukee. There are jobs for the uneducated and for the university graduate.

There is constant fascination in the gigantic scale on which everything on a railroad is done. Payrolls are high, stocks of material are enormous, both in size and in variety of different items. Costs of operation are unbelievable. There is something about working where things are done in a big way that gives you a feeling of importance. This is especially true on a railroad where the efforts of many departments must be coordinated into one final result to run trains and so give the public transportation. Each individual, too, has a direct part in the final accomplishment. You may be just a cog in the wheel but you know that a failure on your part will stop the machine just as quickly as the failure of another and larger cog.

Railroad work is not easy. Such a vast program of public service makes great demands on its employes. It permeates their whole lives and those of their families. This is in the very nature of things. As a skillful surgeon gives his life to the healing of the sick, so the railroad man dedicates himself to the work of moving people and goods. When other means of transportation fail, the railroad more than ever must carry on to protect not only industry but human life. As a railroad man you fight the weather, floods and human frailty. You sweat and freeze, lose sleep and meals, get mad and get over it. Then you stand back and watch the trains roll by and you have that glorious feeling of accomplishment in doing a man's job, and you forget what it cost.

Someone has said that the secret of the power of a dictatorship and even the power of some religion lie in the fact that they demand great sacrifices of their followers. Maybe it is a bit far-fetched, but sometimes I wonder if it isn't partly the sacrifices we gladly make to win the title of "a good rail" that really sells so many of us on railroading.

H. J. MORSE
Car Foreman
Aberdeen, S. Dakota

Wash., in 1920. This was in connection with a contract for rebuilding box cars. The accounting assignment's close connection with the actual car department work, added to a fascination with operations at the local "rip track," led to his subsequent assignment as a car repairman. A promotion to assistant foreman occurred in 1922, while he was at Deer Lodge, Mont. He was appointed car foreman in 1926 and has filled that position in Aberdeen since 1943.

Harold is rather quiet, but this could be explained by the fact that

he is seldom without his favorite pipe. He does a good deal of reading in his spare time and admits to a desire for getting back into practice with his chessmen. Occasionally he does some hunting and generally picks up a few birds. In 1922 he married Irene Sullivan of Tacoma, Wash. They have two sons, Gordon and Garry. The former, who is 24, served in the Navy for three years and is now associated with the Whitcomb School of Hotel Management in Los Angeles, Calif. Garry is 18 and a freshman taking a pre-dental

course at Northern State Teachers College in Aberdeen.

Harold's essay, one notes, reflects his own background. Among other facts, it stresses the importance of "the cog in the wheel" and the truth that the over-all dependability of the wheel can be no better than that of the individual cog. This statement deserves some amplification. At Aberdeen, the car department is one of the most cooperative services of the H&D Division. The car foreman here instructs his force by example to do a good job at all times and to maintain an attitude of friendly helpfulness with all whom they contact. He is popular with his own men.

Ryan Appointed General Freight Agent



G. M. Ryan

Effective Nov. 16, Gerald M. Ryan, assistant general freight agent, assumed the duties of general freight agent with headquarters in Chicago. Mr. Ryan is a native Chicagoan and his entire business career has been spent in the Road's Chicago freight traffic department. He started in 1915 in a clerical capacity and subsequently served as chief clerk to general freight agent, to freight traffic manager, and to assistant chief traffic officer. He had been assistant general freight agent with headquarters in Chicago since 1938.

Lyle R. Whitehead succeeds Mr. Ryan on the latter position. Mr. Whitehead started his Milwaukee Road service in the traffic department at Des Moines, Ia., in 1924. He was transferred to the Chicago general office in 1940 and had been chief clerk to the general freight traffic manager since July, 1948.

Socialism is that part of the economic system under which the State imposes a heavy tax on all the God-given teeth in order to supply everyone with state-given teeth—whether they are needed or not—and then rations everything that can be chewed.

—Msgr. Fulton J. Sheen



Vice President J. P. Kiley and other guests enjoyed their induction into Montevideo's Vice Presidents Club. Left to right: R. J. Ferber, general sales manager, Northern States Power Co., Minneapolis; Gust Stamson, mayor of Montevideo; Mr. Kiley; L. I. Roe, editor of the Montevideo News and master of ceremonies at the dinner; Glenn Allan, vice president and manager of the Bell Telephone Company, Omaha; and J. L. Olson, vice president of Hormel's, Austin, Minn.

Kiley Addresses Montevideo Civic and Commerce Group

AS THE principal speaker at the Civic and Commerce dinner in Montevideo, Minn., on Nov. 15, J. P. Kiley, vice president—operations, outlined for his audience of 200 people some of the wonderful and some of the regrettable things that have happened in the field of railroading since The Milwaukee Road began operation almost 100 years ago with one locomotive and two open cars.

He pointed out that despite technical advancement, unless there is a revision of public policy in the transportation industry, "a great many of us may be on hand for the funeral of free enterprise in America."

L. I. Roe, editor of the Montevideo News, served as master of ceremonies. He introduced Mr. Kiley with the explanation that "vice president in charge of operations" to the average layman means this: "If a train is late, it's Mr. Kiley's fault. If it's on time, it simply means that the Milwaukee Road has a very efficient president."

Other guests at the dinner included R. J. Ferber, general sales manager, Northern States Power Co.; Ralph Bruce, chief buyer, flax seed department, Archer-Daniels-Midland Co.; Glenn Allan, vice president and general manager, Bell Telephone Company; and J. L. Olson, vice president of Hormel's, Austin, Minn.

Representing The Milwaukee Road, in addition to Mr. Kiley, were: W. A. Dietze, public relations officer, Chicago; Don Bagnell, general superintendent, Minneapolis; J. A. Jakubec, superintendent of H&D Division, Aberdeen; F. D. Schoenauer, traveling passenger agent, Minneapolis; C. P. Cassidy, traveling freight agent, Minneapolis; C. T. Jackson, assistant chief engineer, Chicago; B. J. Worley, division engineer, Aberdeen; and Lloyd Gilbert, engineer, Aberdeen.

One of the items of business during the evening was the induction of Mr. Kiley and other guests into the Montevideo Vice Presidents Club, a group which originated during the days of the depression when humor was an essential part of the business man who wanted to survive. There are no dues, no meetings, no officers. As Mr. Roe pointed out, "Everybody is just a plain vice president . . . v.p. . . . very peculiar. Should anyone go completely off the beam, he would become the club's president." Up to the present, there has never been a president, a situation of which the club is rightfully proud.

In his address, Mr. Kiley declared that the railroad industry is the only transportation agency, other than pipelines that pays its own way, and

that if truck lines, airlines and waterway carriers, which depend upon facilities built with tax money were required to pay their own way, the true cost of their services would be borne by their patrons and not the taxpayers.

"Consideration of the elements involved in subsidization of our competitors", he said, "brings us to a very grave issue. Because of two factors—fixed rates under which railroad expenses often exceed revenues, and competition by carriers supported with taxpayers' money—there is more than a remote possibility that business management of the railroads will be replaced by political control. Should that happen, it may well be that we will have seen the beginning of socialization and the end of free enterprise in America.

"The solution of the railroad's problems is in the hands of the public. . . . With all common carriers competing on even terms you can be confident that the railroads will remain the backbone of American Industry."

"Touralux Way" Satisfies

"CONGRATULATIONS on the design and appointments of your Touralux cars," we heard from Howard Lutter, Newark, N. J., after a recent trip to Seattle on the Olympian Hiawatha. "Not everyone wants to pay full Pullman rates," he wrote, "and by the same token, do not care to sit up at night in a coach. You got my business because you have tourist cars. Your roadbed was excellent, the scenery great, and every man of your crews was friendly and pleasant. One little incident is illustrative.

"A little colored girl about nine years old, traveling alone, was going through to Seattle. It was great to see how the entire crew mothered her. When we stopped for servicing the train and got out to stretch, the crew always watched her, to keep her safe and within sight."

The meals, too, came in for a share of Mr. Lutter's commendation. "People are funny," he said. "One of their peculiar twists is that craving for a cup of coffee quick—*now!* However, there seems to be a conspiracy to dare you to get it. The waiters twitter around, bring water, silver, napkins, flowers, pats of butter, doilies, ash trays—*everything but the cup of coffee you want!* The genius in your outfit who thought of that little demitasse *right now* should be rated among the immortals."

The 16 Hour Law And the Long Distance Truckers

RAILROAD WORKERS have hours of service laws which protect them against remaining on duty excessive hours. They all realize how important it is for them to have the protection of this "sixteen hour law."

It now seems that something needs to be done to see that a like prohibition against excessive hours be applied to long distance highway transportation. Otherwise, much of the advantage that railroad workers enjoy in terms of their own working conditions may be lost in terms of a decrease in the number of jobs available due to further diversion of competitive traffic from the rails.

No one thinks that railroad train and enginemen, or anyone else in railroad service, for that matter, should be permitted or required to stay on duty continuously for 56 hours. Everyone knows that sort of service is an imposition on men, and endangers not only their own safety, but also that of lots of other people. Yet instances in which truck drivers remain on duty continuously for hours that neither law nor anything else tolerates for railroad men, are common.

Everyone knows that highway transport enjoys competitive privileges and favors, under public policies, that do not extend to railroads. Everyone knows equally well that much of the loss of railroad traffic to trucks is explained by the special favors and privileges highway transport enjoys. What is going on in connection with hours of service is simply another sample.

Following is a report of an actual incident that illustrates what is going on. It was made by a writer who rode a long distance truck from Chicago to Los Angeles, talking with many truck operators en route.

"Where you hauling from?" I asked my neighbor at a counter stool, a 6 foot, 200 pound fellow, about 35, holding a cup of black coffee between two big hands.

"San Francisco," he replied, taking a noisy sip. "Headed for Chicago. Got a load of frozen turkeys."

"When did you leave San Francisco?" I asked, noticing the blood shot eyes and the wrinkles of fatigue.

"Early yesterday morning. About 36 hours ago. Ought to make Chicago in another 20 hours, in time to unload tomorrow afternoon, if I don't run into too much traffic."

If he completed his trip on schedule, as he probably did, without falling asleep at the wheel or crashing due to his numbed perceptions and retarded reactions, he guided 50 tons for 2,252 miles in 56 hours. He was exhausted beyond the safety point at the Lodgepole coffee shop and still had 881 miles to go.

While Interstate Commerce Commission rules and regulations prohibit "round the clock truck driving," even such rules and regulations, lax as they are, are not enforced. Violations of their maximum hour provisions are common, as the above sample incident indicates. Excessive driving hours, like the overloading of trucks, is unfair competition, not only with the railroads but with truck operators who comply with the law.

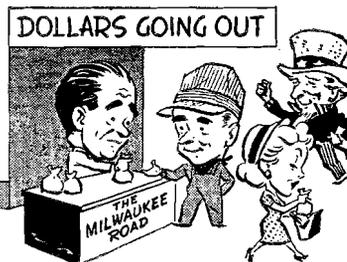
As a part of their effort to secure equality of competitive opportunity for the business that provides them with jobs and wages, railroad men generally might well see to it that something like "the sixteen hour law" that applies to their business shall be applied with equal force and effectiveness to their competitors. Such a law should be enforced on the highways as it is on the railways.

*Reprinted from the November, 1949,
Issue of Railway Employees Journal.*



How are we doing?

OCTOBER
1949 1948



TEN MONTHS
1949 1948

	1949	1948	1949	1948
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc....	\$20,714,680	\$24,337,882	\$201,292,507	\$213,462,720
PAID OUT IN WAGES	9,781,330	11,255,169	102,011,736	104,439,582
PER DOLLAR RECEIVED (CENTS).....	(47.2)	(46.3)	(50.7)	(48.9)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance	596,286	692,327	6,259,662	6,348,828
PER DOLLAR RECEIVED (CENTS).....	(2.9)	(2.8)	(3.1)	(3.0)
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest	9,047,390	10,606,326	89,639,151	95,103,992
PER DOLLAR RECEIVED (CENTS).....	(43.7)	(43.6)	(44.5)	(44.6)
NET INCOME	1,289,674	1,784,060	3,381,958	7,570,318

Prosperous Railroads Essential To All, Harrison Says

The importance of a healthy, prosperous railroad industry to both employes and management was forcefully cited by George M. Harrison, grand president of the Brotherhood of Railway Clerks, in a statement recently made before a joint meeting of railway and brotherhood executives in Washington, D. C. Mr. Harrison has made the following summary of his remarks available to *The Milwaukee Magazine* as his statement of policy on free enterprise:

WHILE the primary purpose of the railway labor organizations is to promote the economic and social interests of their members, they are dedicated to American democracy, the protection of our free institutions

and the promotion of the dignity of man. We are opposed to Communism, Fascism and all other totalitarian forces. Free men and free industrial competition are the strength of our free society.

Our system of private, free enterprise has contributed to our high standard of living and offers the best opportunity for future economic progress. It must continue to be the foundation of our nation's economic and social progress.

We are opposed to government operation and ownership of the railroads and to subsidies and special favors to any mode of transport.

We favor an efficient and prosperous privately owned and operated

railroad industry capable of serving the transportation needs of the people and our nation. We want the industry to prosper and enjoy a fair and equal opportunity to compete for available transportation business.

Since the employes invest their lives in the industry they are very much concerned that it be able to afford continuing employment and at good wages.

Cooperation by labor and management to promote the future security and prosperity of the industry and the employes is essential to both. The railway labor organizations welcome an opportunity to cooperate with management in the solution of problems of mutual interest.

Safety Roundup in Montana

IMPORTANT developments in the railroad's safety program were the subject of two special safety rallies held in Montana during November. The first, for the benefit of Trans-Missouri Division employes, was held at Miles City the evening of Nov. 15. A similar meeting was held the following evening at Deer Lodge for employes on the Rocky Mountain Division.

Approximately 512 people, including a large group of general and division officers, were present at the Miles City roundup, which was held in the Elks Hall. A showing of colored sound pictures of the Chicago Railroad Fair preceded the speaking program. L. J. Benson, assistant to president, opened the meeting with a reference to the gala occasion in 1942 when the first President's Safety Trophy was presented to the Trans-Missouri Division. Other speakers were E. B. Crane, assistant chief engineer Lines West, C. E. Barrett, district general car foreman Lines West, and J. F. McConahay, assistant superintendent telegraph and signals, Seattle. Both Barrett and McConahay announced that the forces under their jurisdiction had no injuries to report during the first 10 months of 1949. Local speakers were Superintendent J. T. Hansen and M. A. Walsh, master mechanic.

L. K. Sorensen, general manager Lines West, Seattle, offered some timely advice to the assemblage, urging extra precautions during the winter months and placing emphasis on finishing out the year without casualties. During the first 10 months of 1949 the division had shown a decrease of 27 per cent in reportable injuries.

Entertainment after the business meeting was provided by Eunice Peterson, daughter of Trainman Knute Peterson, Katherine Richey, daughter of Yard Clerk L. S. Richey, and James Brady, of the office of superintendent. Following Mr. Benson's closing remarks, refreshments were served by the Miles City Service Club.

Service Club Holds Luncheon

As a social prelude to the rally, the Service Club held a luncheon for the visitors and for members of the local Rotary and Kiwanis clubs. The Women's Club quarters in the station were used for the occasion and approximately 150 were served. In ad-

dition to the general officers previously mentioned, the out-of-town guests included George Dempsey, general safety inspector, Chicago, H. J. McMahon, safety engineer, Tacoma, and C. V. Peterson, safety engineer, Butte, plus a large group of local division officers.

Harry L. Stamp, chairman of the social committee, served as master of ceremonies, making the opening address and introducing the guests and speakers. Worth more than a passing mention was the support of the kitchen crew, which consisted of Nick Gaglia, John Aggers, Raymond Yates, Pete Leo, Dan Tedesco, Sam Leo, Corliss Yates, Lewis Rask and T. M. Bankey. A program of entertainment followed the luncheon, after which the entire group made a tour of the shops. Arnold B. Running, Service Club chairman, reported the affair as a highlight of the 11 years of the club's activities.

Deer Lodge Crowd Sets Record

The meeting at Deer Lodge the next day was held in the city hall with an attendance of 587. Mayor Jens Hansen reported it to be the largest group of citizens that had ever congregated in the hall. Here again the pictures of the Railroad Fair were shown. Before the meeting got under way Mr. Benson introduced the entertainers who included, among others, Donna Brink, niece of retired agent at Alberton; Eleanor Peterson, daughter of District Safety Engineer C. V. Peterson; and Mrs. H. C. Johnson, wife of the agent at Butte.

Following his opening remarks, Mr. Benson turned the discussion over to Messrs. Barry Glen, district master mechanic at Tacoma, J. F. McConahay and C. E. Barrett, all of whom spoke briefly about the safety performances

in their respective departments. Superintendent Kohlhase also addressed the gathering, concluding his talk with the introduction of two young advocates of safety. He described how Joanne Beckman, 12, and Marlene Brockbush, 13, had noticed a broken rail in a track frog at Rocker, Mont., and had told Joanne's father who is a section foreman for the Butte, Anaconda & Pacific. The latter investigated and, concluding that it was unsafe, notified the Milwaukee Road dispatcher.

Addressing his remarks to the women present, Mr. Benson pointed out that each year more people lose their lives in home mishaps than in highway or industrial accidents, and solicited their help in safeguarding the good health of employes when they are off duty. Further, he pointed out that during the first 10 months of 1949 fatalities on the division had shown a decrease of 58 per cent in comparison with 1948, and that there had been a decrease of 39 per cent in reportable fatalities over the entire system. Inasmuch as both meetings were held in the territory of District Safety Engineer C. V. Peterson, he requested all employes to co-operate with Mr. Peterson for the good which is being accomplished along safety lines.

At the close of the meeting, quite a number lingered to discuss with the visiting officials points which had been introduced in the session. Refreshments were served by the wives of the employes at Deer Lodge and community singing with Mrs. Lawrence Wren, wife of a Rocky Mountain Division conductor, at the piano, added to the atmosphere of good fellowship. Mr. Benson thanked everyone present for supporting the rally and solicited their continued support in the railroad's program of accident prevention.

Our Safety Record

Ten Month Period

	Employee Casualties			Total Manhours	Casualty Rate
	Killed	Injured	Total		
1949	8	388	396	68,946,886	5.74
1948	19	603	622	77,952,864	7.98
Incr. or Decr.....	-11	-215	-226	- 9,006,193	-2.24



Folks at Butte, Mont., brought the entire family, including the nursery set. (Photo by Robert Argue, office of division engineer, Butte, Mont.)



The Three Forks kitchen committee, culinary experts in a chapter known for its good cooks.

Dinner With the Women's Club—Mom's Night Out

AN AIR of warm and casual hospitality was noted on the railroad last month, as the Milwaukee Road Women's Club held open house at various points for its members and their families. Major social events were the annual fall harvest dinner at Three Forks, Mont., on Nov. 8, the annual membership dinner of Sioux City Chapter on Nov. 11, and the family get-together at Butte, Mont., on Nov. 12. And did the family enjoy Mom's night out? And how!

At Three Forks, Mont., more than 100 employes of the Road and their families attended the harvest dinner, including several train and engine crews who arrived just in time to take potluck with the crowd. According to Nora B. Decco, veteran Milwaukee Magazine correspondent at Three Forks, train operations on the Rocky Mountain Division moved like clockwork that day, and the attendance caused no surprise, considering the food that was prepared for this affair. "The cooks in this chapter are second to none," states Nora, "and when harvest dinner time arrives they go all out for perfection."

Decorations appropriate to the Thanksgiving season were used in the large club rooms and on the tables, with tall tapers and fall flowers adding to their beauty. A few who could not be seated at the long tables found places in the kitchen, "For that's the way the Women's Club does things out here," says Nora. "The main thing is, what is on the plate." After dinner the chapter conducted a short business meeting and then played cards. Nora reports a slight mixup in the awarding of the prizes for the games, "For there was Engineer Percy Roberts with a box of ladies handkerchiefs," she says, "and where did he get them, if not for a prize?"



Rocky Mountain Division employes mark the calendar for the Three Forks open house. This is one of the large table groups.

Sioux City Chapter takes over the kitchen at Scandinavian Hall to serve its guests—325 accepted the dinner invitation.



Mrs. Charles Adams was chairman of the harvest dinner this year. Her kitchen committee was composed of Mrs. Marvin Morgan, Mrs. Arnold Wade, Mrs. T. L. Burow and Mrs. Frank Austin. The dining room committee consisted of Mrs. Percy Roberts, Mrs. Homer Chollar and Mrs. Russell Dunbar.

The annual membership dinner at Sioux City, Ia., was held at Scandinavian hall. Some 325 people were present and were served a sumptuous dinner. Mrs. V. K. McCauley, chapter president, was in charge of arrangements. A bazaar was held in connection with the dinner, under the direction of Mrs. C. Wheeler.

(Continued on page 18)



President C. H. Buford (right) and Carter Blatchford, donor of the Hiawatha plaque, inspect its unique craftsmanship.

Rare "Hiawatha" Wood Carving Presented to Milwaukee Road

A UNIQUE plaque depicting a scene from Longfellow's "The Song of Hiawatha," is being displayed in the city ticket office of The Milwaukee Road in Chicago during December, thanks to the generosity of a Chicago business man, Carter Blatchford, head of Carter Blatchford, Inc. It is an unusual carving of laminated basswood discovered by Mr. Blatchford and recently presented to President C. H. Buford in consideration of The Milwaukee Road's renown as "The Route of the Hiawathas."

Few folk tales are more loved by Americans than Longfellow's account of Hiawatha's wooing and his marriage to Minnehaha, the beautiful Laughing Water—

*"Handsomest of all the women
In the land of the Dacotahs."*

The plaque depicts Hiawatha's homeward journey with his bride, following the poem's description with considerable fidelity. The noble warrior is gently helping his wife over one of the waterfalls which cross the trail through the primeval forest, while from all sides bright-eyed denizens of the woodland watch. The scene is executed in high relief, giving the plaque a third dimension.

The designer of this unique piece of art work is Robert Petscheider,

wood carver of Kewaunee, Wis., who learned his craft in the Austrian Tyrol. Petscheider has been carving for 20 years or more, specializing in copies of old paintings which center about the ancient rites of alchemy. He has also reproduced the famous Currier and Ives lithograph, "Ice Making," transferring it to basswood down to the minutest detail. Working with over 150 hand-made carving tools, Petscheider requires from two to four months to complete one carving. His work is considered that of a master and has been displayed at exhibits in various parts of the country.

Dinner with the Women's Club

(Continued from page 17)

Other committee chairmen were Mrs. C. Lovell, program; Mrs. J. C. Bailey and Mrs. J. D. Shea, decorating; Mrs. A. Nelson and Mrs. A. J. Nystrom, kitchen; Mrs. W. C. Sogn, dining room; and Mrs. F. E. Pearson, publicity. Sioux City Chapter was awarded a bonus of \$250 by the general governing board this year for exceeding its membership quota.

The family get-together at Butte, Mont., was attended by 60 club mem-

bers and their family groups. In addition to promoting good fellowship, the occasion creates an opportunity for the good cooks in the club to display their culinary accomplishments. The evening started with a community "sing" in the club rooms, which was followed by a hot dinner. A committee prepared the main course of baked ham, while the balance of the meal consisted of potluck dishes contributed by the members.

Among those who prepared and served the dinner were Mrs. Dave Ehrlich, Mrs. B. B. Bywater, Mrs. C. V. Peterson, Mrs. Howard Sweeney, Mrs. Charles Cornwall, Mrs. Howard Ullery and Mrs. William Beaulieu. Everyone agreed that this was one of the most successful affairs ever sponsored by the chapter.

Rail Fans Deserve Some Thanks

RAILROAD FANS, probably the most devoted and loyal group of hobbyists extant, deserve a long-deferred pat on the back from the industry they sell every day to their friends and to the public at large.

Rail fans, by and large, are a heterogeneous group. They are businessmen, ministers, doctors, lawyers, housewives, newspapermen, and what not, who find in railroading an interest which they do not find in their workaday jobs. Usually they start by getting interested in model railroads, progress to become collectors of timetables and railroad photographs, and end up by becoming real railroad men in every sense of the word.

They are rail fans because they love railroading and believe in the future of railroads. When they are not down in some railroad yard taking pictures or exchanging switch-shanty gossip, they are talking railroads to their friends, selling them on shipping and traveling by train. They also keep a watchful eye on their favorite pikes and write letters to the management, offering suggestions for improved service, better schedules, etc.

Thus, the rail fan renders the railroad a two-fold service: He sells the service to the customers, and he supplies suggestions to management which make the service better. Railroads appreciate this, and have encouraged the formation of railroad fan clubs, arranged special fan trips over the line, and otherwise helped these hobbyists along.

The Katy has a number of fan clubs located on its line. They have been our friends and we hope that they consider us theirs. They are doing a real service for the industry as a whole, and it is time that somebody gave them the credit that is due them.

—Reprinted by courtesy of *Katy Employes Magazine*.

A wedding ring may not be as tight as a tourniquet, but it certainly stops the wearer's circulation.

W. F. Ingraham Retires; Ends Colorful Career

A LONG and interesting career in railroading, which began with the vending of newspapers and fruit at the age of 16, passed in review Nov. 30 when W. F. Ingraham, special representative to the general manager, retired. The event was marked by a dinner held on the evening of Nov. 20, in Mason City, Ia., where his headquarters have been for many years. More than 100 employes and friends were present to honor Mr. and Mrs. Ingraham.

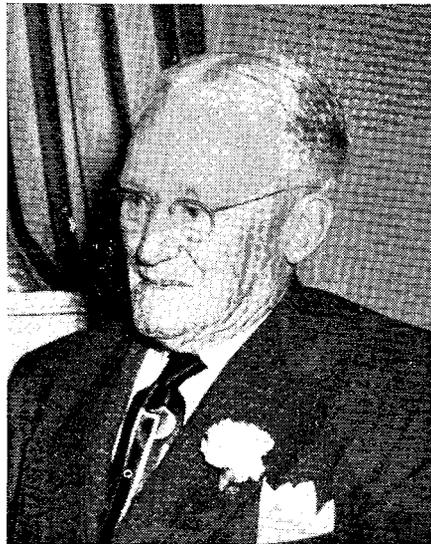
Among those who attended and wished the Ingrahams well were Mayor Howard E. Bruce, Arbie Bolland, assistant sales manager of the Walter Bledsoe Coal Company; Martin J. Boyle, retired C.&N.W. division superintendent; R. J. Dimmitt, trainmaster, Mitchell, S. D.; S. L. Core, roadmaster, Rapid City, S. D.; R. C. Dodds, superintendent, I&D Division; and E. A. Norem, city editor of the Mason City Globe Gazette.

W. F. Ingraham, Jr., and Mrs. Ingraham were there from Omaha, where Mr. Ingraham is one of the executives of the Fairmont Foods Company. The Ingrahams have two other children, Sidney Ingraham, who is in the law department of the Southern Pacific Texas Lines, in Houston, Tex.; and Mrs. L. F. Kohlhurst of Austin, Tex.

The feature attraction of the dinner was provided by Mrs. Alex Meurers, wife of a passenger engineer, who prepared four ducks for the occasion, and did it with such a deft hand that Mr. Ingraham was still talking about them several days later. The tables were decorated with miniature locomotives and tenders, with gold pom poms extending from the smoke stacks.

F. J. McDonald, chief dispatcher, served as master of ceremonies and climaxed the evening's program by presenting the Ingrahams with a beautiful radio, a gift from the employes.

A musical program included community singing led by Mrs. Fern Larson and Carl Anderson, accompanied by Mrs. Carl Anderson at the piano; vocal solos by Carl Anderson, train dispatcher; piano solo by Maria Woonas; vocal solo by Fern Larson, daughter of Mr. and Mrs. Alex Meurers, and a railroad song performed in railroad costume by Maria and Dilo Woonas, daughters of Section Foreman J. A. Woonas. All of the per-



W. F. Ingraham

formers were employes or children of employes.

Mr. Ingraham's railroad career began in Evanston, Ill., where he was born and attended school, including the Academy of Northwestern University. It is a matter of record, however, that he skipped school at every possible opportunity to go down and watch the trains. He was a freckled-faced youngster whose friends called him "Spot"; a few still do.

Young Ingraham was still in school when he started his business career, selling newspapers and fruit on Milwaukee Road suburban trains. Although only 16 years of age, he had two other boys working for him. He recalls that he bought his fruit at the commission houses on South Water street in Chicago and, with the help of his assistants, sold a wagon load of peaches, muskmelons and other fruits daily.

Mr. Ingraham's first real railroad job was in the ticket auditor's office of the North Western in Chicago, in 1897 at a salary of \$15 a month, plus carfare and noon lunch. Later that year he switched to the Milwaukee and took a job as messenger in the Division Street freight office in Chicago.

The following year he became a brakeman on passenger trains and later entered freight service as a brakeman in construction work. In 1918 he became a trainmaster in Sioux City, succeeding a young man by the name of C. H. Buford, who,

Mr. Ingraham reflected, he found he couldn't keep up with. Other promotions followed, and in 1931 when the Sioux City and Dakota Division was merged with the Iowa-Dakota, Mr. Ingraham was put in charge as superintendent. His last promotion came in June, 1947, when he was appointed special representative to general manager.

With a division 1,100 miles long, Mr. Ingraham was not only a very busy man for a number of years, but he became one of the best known officers The Milwaukee Road has ever had—both among the employes and the general public.

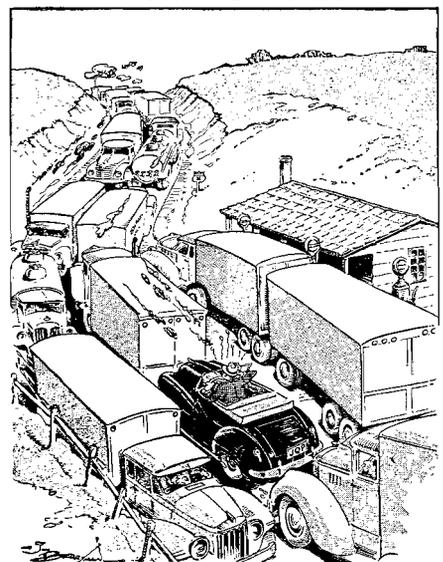
"Wherever I have been, I have always made it a point to get acquainted with some one for good advice," he says. "This practice has stood me in good stead many times, and is one I would recommend for anyone to follow."

Mr. Ingraham has three brothers living in Evanston, one of whom, S. G. Ingraham, has been mayor of the city for the past decade.

The Ingrahams plan to stay in Mason City, where they recently built a new home, and to continue their interests—he hunting and fishing and keeping one eye on The Milwaukee Road, and she pursuing her interest in music and in the Milwaukee Railroad Women's Club, of which she was one of the founders. As Mrs. Ingraham graciously remarked at the dinner, her husband's retirement is just "a turn in the road."

The most noticeable difference between a bachelor and a married man is that when a bachelor walks the floor at night with a baby in his arms he's dancing.

ARE WE COMING TO THIS ?





Home Department



Left: In turn, Santa was an elongated figure (top, center) and a pixie-like elf (below). Today he is consistently chubby and ruddy (left). A Norman Rockwell illustration for a Hallmark greeting card (right) depicts him also as a good-sized fellow with plenty of muscle.

santa was a thin man

The story of the evolution of that portly old gentleman with the merry face and white whiskers who represents the spirit of Christmas and gift giving the world over.

WHEN Clement Moore wrote his classic "The Night Before Christmas" in 1822, he described Santa Claus almost exactly as Americans of all ages think of him today. He portrayed the legendary old gentleman as roly-poly, broad-faced, with merry dimples, twinkling eyes and cheeks like roses. St. Nick, according to Moore, was chubby and plump, merry, lively and quick, "a right jolly old elf".

However, reading of a Santa described in those terms must have been puzzling to both parents and children of the 1820s. For the Santa of that era—and of many eras before then—was a tall angular fellow whose only physical similarity to Moore's image

was his white beard. Moore was almost a century ahead of his time.

In the years between then and now, Santa has known almost as many characterizations as there have been artists to draw him. In turn he has been tall and thin, short and wispy, gaunt and ragged, and most recently the portly strapping old fellow conceived by such men as the American artist Norman Rockwell.

Nowadays, to picture Santa as anything but huge, pink and happy would start a major uprising, according to authorities on the subject. Miss Jeanette Lee, who is supervisor of creative art for Hallmark, the world's largest greeting card company, in Kansas City has been researching

Santa's historical appearance for nearly a dozen years. According to Miss Lee, people know how Santa should look and they'll bide no liberties with his visage, his dress, or his character.

The history of the popular idealization of St. Nicholas is strange but not inexplicable, Miss Lee says. Santa's changing appearance through the years has come about through a combination of artistic progress, public demand, and a more universal acceptance of Santa Claus as the personalization of Christmas. Despite the variability of his picture in print, his characteristics have remained stable and have been, for the most part, clearly understood and portrayed. He

was good, jolly, and a generous bearer of gifts. His beard has been long and short, full and straggly, and trimmed in a score of different fashions, but it was always there.

The "thin man" who was Santa in the early days of this country was a copy of the European St. Nicholas who was Bishop of Myra, an ancient city of Asia Minor, in the fourth century. He was a tall, upright man, usually pictured in his bishop's robes. By legend, St. Nicholas was the children's friend, and it was with him that the practice of gift-bearing to children on Christmas originated.

The legend of St. Nicholas was brought to America by the Dutch and gradually became merged with the Christmas customs of other nationalities who immigrated here. But as St. Nicholas, even in Clement Moore's day he was still the tall and stately man known in Europe and the name "Santa Claus" was rare.

Moore's poem was originally titled "A Visit from St. Nicholas" and the name "Santa Claus" apparently evolved from the efforts of children to pronounce in English the Dutch

"Sant Nicholaas". Since then the name "Santa Claus" has been universally adopted, although he is also variously known as Jolly Old St. Nicholas, Father Christmas, Mr. Whiskers, and by scores of foreign variations of the English name.

St. Nicholas remained consistently tall and thin in public prints until the 1860s when a famous cartoonist of the period, Thomas Nast, began drawing Santa Claus on magazine covers and as book illustrations. Nast's Santa, in many old woodcuts still extant, was a short pixie-like figure, round and jolly looking, but still hardly able to carry the huge bag of toys he is generally pictured with today. Nevertheless, Nast's drawings established a popular notion of Santa that eventually led to the present day conception.

Nast popularized not only the figure of Santa Claus, but also many of the other practices with which he is associated at Christmas—building the toys in his North Pole workshop, keeping the records of good and bad children, receiving and answering their letters, and driving his rein-

deer. Nast is also credited with establishing Santa's red coat, the result of a cartoon during the Civil War in which he patriotically arrayed Santa in a red, white and blue outfit.

Santa did not begin to achieve his plumpness and height of figure until the early 1900s. As late as 1881 artists were still picturing a Santa who closely resembled Jack Sprat—Miss Lee theorizes that the painters thought they had to make him literally thin enough to get down a chimney.

Today, on Christmas cards, in magazines, on billboards and on all forms of Christmas products, Santa is very nearly uniform in appearance. Will his appearance change in the years to come? Miss Lee thinks that any changes will be only in minor details, even over a long period of time. The festival of Christmas and Santa's part in it are almost universally understood today and communications between people and nations are so easy and quick that confusion is almost impossible. "I think Santa has finally matured", she says.

setting for a white lace table

THIS is our Christmas present to the Magazine's crochet fan readers—a lovely white lace table setting in their favorite pineapple pattern. Few crochet designs have had the lasting popularity of this pattern. Its elegance and adaptability to so many household accessories account for its great vogue. These circular doilies may be used separately for small table tops, too. The centers are worked in lacy loops, the borders in two rings

of pineapples. Free instruction leaflets may be had from The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill. Incidentally, a limited number of free instruction leaflets are still available for pineapple designs which have appeared in previous issues of the Magazine, namely the Buffet Set, Chair Back and Arm Rest Set, Centerpiece Doily, Bedspread and Tablecloth. These also are available upon request.



holiday hints for homemakers

TO KEEP your home shining during the holiday season, Better Homes & Gardens magazine offers a few tips that will save time and trouble and so add to your pleasure.

Shattered Christmas tree ornament? Pick up all those tiny, hard-to-get fragments with a little dampened cotton or cleansing tissue.

Help protect table tops from unsightly watermarks by waxing them well before the season's festivities start.

If candles drip on your best table linens, don't despair. When the meal is over, scrape off the drippings with a dull-edged knife or spatula. Then place a clean, white blotter over and

under the spot and press with a warm iron for several minutes. Change blotters as they become soiled. You can launder the cloth as usual. The same method can be used to remove candle wax on rugs. Change the blotters as often as necessary. Then go over the spot with a brush to raise the nap.

fun for the family



WHILE Mom and Dad are in there pitching to make this a real family Christmas, why not let Bud and Sis loose in the kitchen to share in the thrills of preparation. You can make a party of it, an old fashioned taffy pull or perhaps a corn-popping session. Everybody can take a hand in these, even the younger children

who want so earnestly to be included in the big excitement. Here is a good—and easy—recipe for a taffy of rich flavor:

Molasses Taffy

- 1½ cups New Orleans molasses
- ¾ cup sugar
- 2 tablespoons butter

- 2 teaspoons cider vinegar
- 1 teaspoon lemon extract

Mix together molasses, sugar, butter and vinegar. Cook slowly, stirring constantly until mixture boils. Boil slowly, stirring constantly toward end of cooking, to 260° F. (or when small quantity dropped into cold water forms hard ball). Remove from heat; add lemon extract. Pour into greased pan; when cool enough to handle, grease hands; pull taffy until light in color. Stretch in long rope; cut in small pieces. Wrap each piece in waxed paper. Makes about 1 pound.

Crunchy popcorn balls are the Christmas standby, for decoration as well as for eating. The older youngsters who are trusted to prepare the syrup might also make popcorn trees—with green-tinted syrup studded with candied cherry bits. The method—a Better Homes & Gardens magazine idea—is easy.

The trunk is a wide stick, from the drugstore, or a skewer. To mould the trees, use a triangular form made by taping together two 6 by 1½ inch strips and one 3 by 1½ inch strip of cardboard. Make a slit in the base strip of cardboard to insert the tree trunk. After packing the form with the popcorn-ball mixture, remove it by cutting the tapes.

ever bake a christmas wreath?

CHRISTMAS isn't complete without some special homemade goodies. Most of us don't have time for an old fashioned orgy of holiday baking and so must settle on recipes which are simple and quick to make, but still in the holiday tradition. A good choice for such a special treat—one of the easiest to make and most delicious to eat—is a coffee ring for a festive Christmas Day breakfast. For your holiday masterpiece we suggest the following recipe, simple and inexpensive, and yet an ornament to the Christmas table. We offer you—

Christmas Wreath

- ½ cup scalded milk
- ¼ cup shortening
- ¼ cup brown sugar
- 1½ teaspoons salt
- ½ cup lukewarm water
- 2½ to 3 cups sifted enriched flour
- 1 egg
- 1 package compressed or fast granular yeast
- ¾ cup Quick Quaker or Mother's Oats, uncooked
- ¼ cup chopped nutmeats

- ¼ cup chopped dates
- ¼ cup chopped candied fruits

1. Pour scalded milk over shortening, sugar and salt. Add water.

2. Stir in 1 cup of sifted flour. Add egg and crumbled yeast; beat with rotary egg beater for 2 minutes.

3. Add rolled oats, nutmeats, dates and candied fruits. Add enough flour to make a soft dough.

4. Turn out on lightly floured board and knead until satiny, about 10 minutes.

5. Round dough into ball; place in greased bowl; brush lightly with melted shortening. Let rise in a warm place until double in bulk (about 1 hour).

6. Punch down; cover and let rest 10 minutes.

7. Roll dough to form a rectangular sheet about ¼-inch thick. Brush with melted butter. Combine ½ cup sugar and 1 tablespoon cinnamon. Sprinkle over dough; roll up like a jelly roll and seal edges.

8. Shape in a ring on a greased baking sheet, turning the ends outward



to form a bow. With scissors make cuts 1 inch apart from outer edge of dough ¾ the way to the center. Turn each slice slightly on its side.

9. Brush lightly with melted shortening; cover and let rise until double in bulk.

10. Bake in a moderate oven (375 F.) 25 to 30 minutes.

11. Frost with confectioners' sugar icing. Decorate with cut candied cherries and outline the bow with cherries.



The guessing panel goes "on the air." Seated, from left: Mrs. Jack Ferry, Mrs. H. J. Rickerts, Mrs. C. V. Peterson, Mrs. C. K. Strong. Standing, from left: Steve Buck, announcer on station KOPR, Mrs. William Dougherty, Mrs. Kenneth Halse, Mrs. Robert Argue, Mrs. H. O. Ullery, and Bill Plummer, master of ceremonies from KOPR.

Breakfast at Gamers

by Mrs. William Dougherty

Butte Chapter, Milwaukee Road Women's Club

IN A change of pace from the usual type of entertainment program, 20 members of Butte Chapter of the Milwaukee Road Women's Club met at Gamers, popular Butte, Mont., eating place, on Oct. 15. The attraction was the radio program "Breakfast at Gamers" which is broadcast every Saturday morning over station KOPR for a large local following.

Several members had agreed to participate in the broadcast and after an appetizing breakfast the volunteers stepped forward. Mrs. Howard Ullery, chapter president, was interviewed on the subject of the Women's Club objectives and the particular activities of Butte Chapter (the chapter was organized in 1927 and has a present membership of 132). Mrs. Ullery was also a judge in the contests which are a part of the unrehearsed program, together with Mrs. Charles Strong, chapter secretary.

Off come the ear phones as Paul H. Wall retires. Congratulating him are, from left: C. M. Reed, first assistant chief operator; W. D. McGuire, telegraph office supervisor; L. J. Benson, assistant to president; and L. B. Porter, superintendent of telegraph and signals. The wires posted on the board in the rear are greetings from operators all over the system.

Among those who took part and won prizes were Mrs. Kenneth Halse, who made the closest estimate of the number of telephones in use per every 1,000 people in the United States. The prize for her good guess was an opportunity to enter another contest and compete for larger awards. Mrs. Robert Argue, a contestant in a telephone call race, received a complimentary ticket to the following week's broadcast, and Mrs. William Dougherty was awarded a long distance telephone call.

This activity accomplished the purpose of getting acquainted with new members, of making them feel "at home" with the Milwaukee family.



Veteran C & M

Operator Signs Off

PAUL H. WALL, chief telegraph operator in the Chicago general office, retired on Nov. 30, after nearly 57 years of continuous service. Probably no other employe of the Milwaukee Road ever had a better opportunity to observe how the railroad conducts its business than Wall, who started when he was 14 and was dean of operators on the C&M Division when he signed off at 70.

It was a Sunday in May, 1893, Wall remembers, when he heard that a messenger was wanted in the Chicago telegraph office which was then located at LaSalle and Adams Streets. Oh boy, to work for a railroad! The chief lived in Mont Clare, but so anxious was Wall to apply for the job that he started out to hike there from his home in Cragin—there was no transportation in those days. Before he had gone half way it began to rain, a terrific downpour, but the 14-year-old kept on—he had to get that job! He found the chief at the office investigating some wire trouble and had his answer on the spot. Anyone who dared such a storm should make a good railroad man. The job was his!

Since that day Wall has been an interested observer of the development of the railroad's communications system.

His announced intention to retire was big news all along the railroad's telegraph lines from Chicago to the Coast, and on Nov. 30 the wires were crowded with messages of congratulations for "Operator Q." Fellow employes in the Chicago Union Station presented him with an appropriately engraved watch. C. M. Reed, first assistant chief operator, succeeds Wall.

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

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Among this year's crop of woodsmen who successfully tracked down and got their deer was Eddie Rintleman who made a trip to Goodman, Wis. Venison is now part of the household menu.

A three-month leave of absence, to be spent in the sunny Florida climate, is now being enjoyed by Sophie Kustron of the payroll bureau. Other visitors to distant cities include Harriet Kennedy who, over New York way, managed to get tickets for "South Pacific." Ruth Fetsch, Ellen Johnson, Gene Jassak, Georgette Fritz and Hortense Germaine, who toured Detroit, had dinner at the Yacht Club there and did a bit of shopping in Windsor, Can.

Cora Kissel, nee Koenig, reports the arrival of a baby girl on Nov. 18.

The clicking of needles resounds from the typing bureau during rest periods at the present time while several of the gals are manufacturing Christmas neckties.

Kate Gorski has taken a leave of absence and has traded her typewriter and shorthand notebook for a home career. Esther Fowler has taken over Katie's office duties.

George Williams now spends his spare time watching programs on his new television set.

Cap Payne celebrated his 60th birthday on Nov. 8. His crew presented him with a cake and cigars.

The title of "country gentleman" can now be used by new suburbanites Willard Wilson, Elmer Schultz and George Eales.

Bill Stegman appears to be at the helm of another championship Milwaukee Road basketball team. It can be seen every Thursday at the Larabee "Y." Tickets can be obtained from Bill or from any of the players.

We are sorry to report the death of Dorothy Sodman's father, former mayor and justice of the peace at Bartlett, Ill., on Nov. 25. Also, the father of Eric Gehrke who passed away at the age of 95 on Nov. 28.

Auditor of Station Accounts and Overcharge Claims

Mary Rose Burke, Correspondent

On Nov. 26 Mary Jane Corbett of the central station accounting bureau became the bride of Howard Fox in a lovely ceremony at St. Angela's Church. She wore white satin and was attended by two bridesmaids in gold and blue satin. After the ceremony the bridal party breakfasted at the Central Plaza Hotel and a reception was held at the bride's home later. Mary Jane's office friends presented her with an electric toaster.

While we summer vacationists are trudging back and forth to work in snow, rain,

wind and sleet, a few of our more fortunate—or should we say, wiser—fellow employes are enjoying warmer climates. Ann Lang chose Mexico City for her vacation headquarters, Carolyn Mackreth headed for Miami Beach, and Hazel Flowers is on a motor trip through the South. Andy Gallagher, not afraid of the wintry winds, traveled in the opposite direction, spending the Thanksgiving holiday in Minneapolis, and Mary Ebert visited in Michigan and Indiana.

It is nice to see Charlie Preihs back in the

office, looking hale and hearty after his operation. Also, Traveling Auditor C. E. McGrew, who came to Chicago for surgery, is now back in Aberdeen, well on the road to recovery.

We were bappy to receive a call recently from Jim Rezab, retired traveling claim adjuster, who looks very much like he is enjoying his retirement.

Another recent bride in our office is Estelle Weston who was married to Albert Nawiesniak on Nov. 26 at Our Lady of the Angels rectory.

Associates Honor Joe Eastman

SOME 50 associates of J. S. "Joe" Eastman, assistant engineer, Chicago general office, demonstrated their regard for their friend and co-worker with a dinner at the Cafe Bohemia on Nov. 28, in honor of his retirement Dec. 1. Mr. Eastman was presented with a set of tools and a gift of cash to complete the equipment of his basement workshop.

Joe Eastman was born and raised on a farm at Waterville, N. Y. Upon finishing high school and post-graduate studies in 1900, he won a scholarship to Syracuse University at Syracuse, N. Y. After graduation in 1904, his first job as a civil engineer was with a manufacturing company in Columbus, Ohio. From there he went to the old Hocking Valley Railroad as chief draftsman and for four years designed and built all the bridge and trestle work for that line. In 1911 he was appointed office engineer, holding that position until 1917 when he

went to the Alcoa plant in New Kensington, Pa., as a time-study engineer.

He came to Chicago in 1919, which is when he entered the service of the Milwaukee Road as a draftsman in the B&B department. Early in 1920 he was assigned to water service under Dr. C. H. Koyl and for the next six years he designed and built locomotive water treating plants on the Sioux City and Dakota Division, now the I&D. He was appointed assistant engineer of water service in 1926. From 1932 until his retirement, as assistant engineer he designed and built 65 locomotive water treating plants throughout the system, in addition to rendering invaluable service in the modernization of all water pumping plants.

The Eastmans, Mr. and Mrs., will spend the balance of the winter at their home in Chicago, but on April 1 they plan to move to their five-acre farm near Sawyer, Berrien County, Mich.



Flanked by engineering department co-workers, Joe Eastman (right, foreground) is congratulated by C. L. Waterbury, engineer and superintendent of fuel and water service.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Josephine Goetz and Leah Aaron of the central typing bureau celebrated 30 years of service with the railroad within two days of each other. The gifts from their friends were numerous and beautiful.

The Fast Mail bowling team has rolled up a high team series of 2,674, high team game of 945, and high individual series of 693, increasing their hold as first place team.

Hank Tobin has finally conceded that Whitey Robins is the better of the two when it comes to bowling.

Jane Karch is back to work after a short illness.

Beware, Omaha! Arona Warren, Adeline Paulus, Patricia Germain, Eleanor Mullaney, Mary Jane Tampske and Jean Nosal will invade your precinct during this month. The reason? Shopping!

Art Freitag spent several restful days in Alexian Brothers Hospital recuperating from some dermatitis.

Elmear Martell spent her recent vacation at Las Vegas, Nev.

Ella (Chiapparine) Schmidt, formerly of the abstracting bureau, came in from Holland, Mich., recently to see her friends. Another pleasant surprise was a visit from Cora Blodgett, who is now enjoying her retirement in Glen Ellyn.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Our congratulations to the following on their promotions: Arthur Peterson, new assistant freight auditor; Edward A. Ludwig, chief clerk; Edmund Haidys, head clerk review bureau; and Reinhardt Berscheid, head clerk rate bureau.

Einar Peurell, rate revising bureau, and Mrs. Peurell, who is remembered as Ollie Anderson, once employed here, will spend a three-month vacation in Stockholm, Sweden, visiting Einar's father. They planned to sail from New York on the "Gripsholm" on Dec. 3 and return on the new Swedish steamer, the "Stockholm."

William S. Burns, past state commander of the American Legion, spoke at Armistice Day service in the Chicago Union Station concourse, in which Pioneer Post 768 and the Lincoln-Fullerton Drum Corps participated.

Jack Conway, in government service for two and a half years, returned here on Nov. 16. He is now employed in the local and interline balance bureau.

Norma Chase, rate revising bureau, spent the Thanksgiving holidays in New York City.

Charles Crickalier, rate revising bureau, here since July 26, 1921, retires as of Dec. 31. Previously he had worked for several other railroads as telegraph operator and relief agent.

Mrs. Elizabeth Carroll, 1322 Fullerton Avenue, died on Nov. 27 at the age of 86 years and 9 months. For many years before the Women's Club started the cafeteria she served meals to the old timers employed here. Her deceased husband, James, was in charge of track construction of the Chicago and Evanston Division and was later roadmaster of that division. Her son, also named James, was a brakeman for the Road and later a street crossing towerman.

Bowling: Eddie Rumps' Fast Mail team is still way out in front as league leader. The Thanksgiving turkey awards went to A. E. Peterson, S. Fay, P. Popp and Edward May.

"Joe" Early Retires, Guest of Force



At the speakers' table during the retirement dinner honoring James R. Early. Seated, from left, A. J. Wallander, J. P. Kiley, Mr. Early, Mrs. Early. Standing, from left, H. D. Buckman, W. E. Broberg, R. D. Claborn, J. H. Schnaitman, G. G. Macina. (Picture by George H. Lowrie, budget examiner, auditor of expenditures office.)

A TESTIMONIAL dinner was given for James R. Early, assistant engineer of the valuation bureau, auditor of capital expenditures force, on Oct. 28 in honor of his retirement Oct. 31 after 30 years of service. About 54 attended the affair, which was held at the Cafe Bohemia. William J. Soske was master of ceremonies for the program which included speeches by J. P. Kiley, A. J. Wallander, W. E. Broberg and R. D. Claborn. Entertainment was furnished by Miss Lydia Soske, George H. Lowrie, Guy G. Macina and J. A. Shemroske.

James Early, or "Joe," as he is known

to his friends, started with the Road as a computer in the engineering department. In his 30 years of service he was at various times an analyst in the AFE bureau, a rodman and instrumentman, and also put in two years of work on the Milwaukee Road valuation records in Washington, D. C. He and Mrs. Early recently sold their home in Elmwood Park, Ill., and on Nov. 1 headed for Trail City, Fla., in a shiny new trailer. Office friends equipped Joe for the trip by presenting him with a complete fishing outfit.

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

Sympathy is extended to Harry Stansbury, budget examiner, whose father, John Stansbury, aged 88, passed away at his home in Douglas, Wyo., on Nov. 28.

A welcome is extended to Larry I. Evans of the budget department and to Gervase Doherty of the valuation bureau, newcomers in our ranks from Savanna, Ill.

It isn't what it used to be since we lost our charming head file clerk, Helen Roche. Helen has been awarded the position of clerk in Mr. Buckman's department and from now on will be wrestling with records on cabooses, freight cars, etc.

Joe Shemroske of the valuation bureau has his future pretty well cut out for himself. He will be plenty busy next spring and summer, as he has acquired a new home in River Grove, Ill., to give his two young sons plenty of room to romp around in. I understand that "Mama Joe" is well pleased also.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Mr. and Mrs. Ray Donahue announce the arrival of a baby boy on Oct. 25, which, together with their three daughters, gives them a fine family.

Elsie Graening was pleasantly surprised

on Nov. 14 when she found her desk decorated and displaying a pair of hurricane lamps and other gifts from her office friends, commemorating 30 years of service.

A bridal shower was given for Emilie Dodovich on Nov. 4. She was married Nov. 5 to Joseph Kanovski and took a Canadian honeymoon and trip to Niagara Falls.

Janet (Tabor) Szyjewski and infant son were office visitors on Nov. 8, when her darling boy in blue put on a dance and smiled at the ladies.

Sympathy was extended to Sophie Pfielke in the loss of her mother on Nov. 20.

Alice Franzak, who had been hospitalized and confined at home for several weeks, is improving and expects to return to work soon.

Julia Feindt who has been in the hospital since Nov. 11 expresses her appreciation for the many cards received.

Mrs. Anna Olechno presented her husband with a baby boy on Nov. 14, that also being her own birthday.

Audrey (Hansen) Lundin resigned on Nov. 30 after four years of service.

The only reason why some men ever go home is because it is the only place that is still open.



TWIN CITY TERMINALS

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Yardmaster Dan Curtin passed away on Nov. 15.

Team Track Foreman Ed Coy met with an accident on Nov. 21 and is confined at this time in St. Joseph's Hospital, St. Paul.

P.B.X. Operator Marion Cashill is undergoing treatment at Miller Hospital, St. Paul.

Joe and Elsie Monheim, as usual, returned from their hunting trip without a deer or bear, so I am sorry, children, the big black bear is still at large.

Fred Overby also returned light from the hunt. However, Mat Medinger and party had better luck. I saw two deer on top of their car.

George Jahnke, former yard clerk, is operating a lunch room at Hudson, Wis.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Harry Stanko, secretary to District Master Mechanic J. L. Brossard, has purchased a home in Minneapolis—Richfield Village.

A welcome to the new baby boy born Oct. 22 to Mr. and Mrs. James Mueller of the store department. Mrs. Mueller is the former Lorraine Kline of the store department office.

Helge Larson, equipment maintainer at Madison, S. D., formerly car inspector in the upper yard at Minneapolis, reports a baby boy arrived at his home in August. This little fellow has three sisters and Mrs. Larson to look after him.

Welder William Peck, who was ill during October, returned to work Nov. 7. Assistant Foreman P. A. Garvey is ill in St. Mary's Hospital at this time.

Sympathy is extended to Floyd Manser, car inspector in train yards, in the loss of

his father who passed away Oct. 31.

Lots of good wishes for enjoyment of leisure time is our wish for Charley Cline who retired on Nov. 1 after 34 years of service as a carman at Minneapolis Shops.

Stenographer Elizabeth Brzezinski celebrated her vacation by cleaning and painting and re-doing her apartment (overlooked reporting this item in the late summer).

John E. Buell, former coach yard foreman (retired in 1942), visited the office on Oct. 28. He is enjoying his retirement.

St. Paul Traffic Department

Brooksie Burk, Correspondent

The family of General Agent R. A. Burns seems to have had a hospital epidemic. Mrs. Burns is recuperating from an appendectomy and their newest little grand-daughter has just left the hospital after quite a long illness. Both of the ladies are feeling better now, thank you.

Speaking of hospitals and the feminine side of the news, F. A. Leahy, telegraph operator at Hoffman Avenue, did his good deed on Nov. 25. He heard cries for help and looking down from his tower saw a little girl lying a few feet from the main line tracks—eight-year-old Lynne Richardson had climbed up the steep, rocky side of the bank and had fallen 30 feet. Mr. Leahy immediately called the police who took the youngster to the hospital. At latest reports she is recovering from her hurts—net result, one slightly broken nose and one slightly frightened child. The fact that Lynne was wearing a heavy snowsuit minimized her injuries, and Telegrapher Leahy's quick action prevented the possibility of her suffering further because of exposure to the cold. Our employes are always alert for accidents involving people who disregard warnings.

By the time you receive this copy of the Magazine, Santa Claus may have flown down your chimney and out again, so I want to say that I hope he was good to you—and have a happy New Year.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Henry Budnick is a proud papa. A little daughter, Lorraine Ann, was born Nov. 13. Jerry Johnson was married Nov. 12 to Shirley Schultz, in St. Anthony of Padua Church. After a short honeymoon in Chicago they are at home in Minneapolis.

Sympathy is extended to Syl Smith whose brother passed away recently.

Mrs. Irene Burchard has taken a leave of absence and is living in Frederick, Wis., where her husband has gone into business.

Arthur S. Peterson (Art), commercial department, recently won a 17-jewel watch on the "Share the Wealth" radio program as a result of his mother-in-law writing in 25 words why she thought he should win a wrist watch.

LeRoy Wenzel paid a nice visit to the commercial office after he had spent his vacation in the north woods. He went early in the spring and stayed until late fall.

Harry Erickson of Cleveland, George Larson of Salt Lake City, and Gus Reuland of Des Moines paid us visits lately. Young men from the commercial office are surely spread all over the railroad.

COAST DIVISION

Harry W. Anderson, Division Editor

Information has come through friends that Frances Sommers, former secretary to superintendent who is now located in California, has been offered the position of secretary to the principal of Bell Gardens High School. Her husband, Russell, who was also well known around Tacoma, Auburn and Beverly, is on the teaching staff of the Montebello schools.

Rose Hare, stenographer to Chief Clerk L. H. Ellis, planned to spend the Christmas holidays with her father and sister in Duluth, Minn.

May Brown, of the dispatcher's office, broke a toe recently by dropping a bottle of milk on it. She is limping along in pretty good shape, however. (Incidentally, the milk bottle did not break).

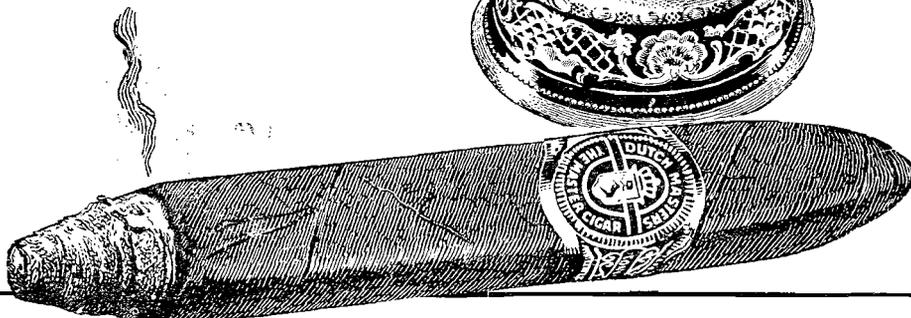
Louie Seaman, of the store department, almost chalked up a perfect score while bowling as a substitute on the supervisor's team. He rolled 10 strikes, but on the 11th ball he left a split and ended up with a score of 287. I believe this is the highest score recorded in the Milwaukee league at Tacoma.

While the following is not a news item, I do believe it is a good medium of getting over to those whom I wish to reach, something I want to say. Word has reached me that various departments of our division wonder why they are seldom mentioned in the Magazine. This is not intentional, by any means. I would like to cover everyone, in fact I am constantly looking for news, and the only way I can get it is from what I hear and see. As your correspondent's activities are confined to one locality, he does not see a great deal, and if no one tells him anything, he certainly won't hear much. You train and enginemen who cover the entire division are in a good position to put me wise to events along the line, so come on fellows, if you know of any interesting happenings among the railroad folks, just drop me a line in care of the superintendent's office at Tacoma, and give me the details. I will greatly appreciate the favor.

I want to take this opportunity to wish everyone a Merry Christmas and a Happy New Year.

good things are
always good

When old friends drop in, bring forth the foaming steins and light up the Dutch Masters Cigars. Let the talk drift into fond yarns of the past, as each fragrant puff reminds you that good things are always good . . . yesterday, today, tomorrow.



DUTCH MASTERS CIGARS

Tacoma

R. A. Grummel, Correspondent

Glad to hear that Bernice Clarke's (our telephone operator) husband is a crack shot on ducks. He appears to be the only one getting the few ducks around the Tacoma flats at this time. Duck hunting has been very poor so far this season. The migratory water fowl and migratory game bird hunting season west of the Cascades opened Nov. 4 and continues through Dec. 23. Tacoma's railroad employes include many hunters of migratory water fowl. Those reported to be the best shots are Superintendent Thor, Roadmaster Moxness, Ticket Clerk Lysle Smith, Andy Ayres of the signal department and Engineer Frank Lindville—some of the engineers and conductors whose names we cannot think of at this moment are also potent with the lead pellets.

Your reporter had a nice letter recently from Jack Beavers, ACY clerk, vacationing in Milano, Tex.—Jack is visiting his grandmother who is very ill, and has asked for an extended leave of absence to help take care of her. He says that Milano is a very small town, with one show on Saturday night and everybody going to church on Sunday morning. He is very lonesome and expects to be singing in the choir soon. We believe this will be an opportune time for Jack to find that "lost rib". Many suc-

cessful marriages began in church choirs.

Warehouse Foreman O. C. Cardle drove to work one day recently in a new Rocket Oldsmobile model 98 sedan. He says he is going to have a hard time straightening things out—the seats are extra wide and he is so far away from his wife when she drives that he can't give her driving instructions, and vice versa.

I met Roy Cleveland, former assistant superintendent retired for several years now, at the Women's Club luncheon in the depot recently. Roy looked the picture of health. He promised to give us his recipe for how to live a happy and contented life in retirement.

Here's wishing everyone a very Merry Christmas and a Happy New Year!

Seattle Yard

F. J. Kratschmer, Correspondent

Day Boardman John Lee was called to St. Paul on Nov. 13 on account of the death of his wife's brother.

Yard Section Foreman George S. Meyer took off Nov. 19 to 29 and journeyed to Vancouver, B. C., and other Canadian points. Fred Badham took over during his absence.

Armpie H. Meeker, carman at the waterfront, dug into his savings to the tune of a two-week vacation starting Nov. 14. He

made a trip to Kansas City, Mo. Steve Cage took over the waterfront duties during his absence.

Owing to a shift in engine power, the roundhouse forces changed working hours on Nov. 1. George Dolan and Charley Balch of the day shift took over the 3 p.m. to 11 p.m. shift and Ray Holmes went on days.

Airman George Kraft of the car department has been off for two months up to this time, due to illness.

Lt. George Walkup of the police force is now operating around Seattle terminal. Special Supervisor Leonard Lyons has been transferred to Tacoma.

A television craze swept the local car department recently after Carman Claude Parker won a set. Emery Dutrow and Jack Beaulieu of the car forces both purchased sets shortly afterward.

Locomotive Fireman Vergason and Switchman Kapral reported bringing home their deer this season.

How important is sleep? A man may live 60 days without food, 14 days without water, but only 6 days without sleep.

Alcohol is considered a liquid for preserving almost everything except secrets.

Honor G. W. Miller, 50-Year Veteran

GUY W. MILLER, chief clerk to superintendent at Marion, Ia., was the guest of honor at a dinner party given at the Marion Country Club on Nov. 4, to mark his retirement the preceding Tuesday. Mr. Miller is a 50-year railroad veteran and widely acquainted in the Milwaukee Road circle. The group of fellow employes and company officials who arranged the dinner presented him with a gift of luggage.

Mr. Miller's first railroad job, in 1899, was with the NYC as a clerk in the freight office at Elkhart, Ind., but he signed up with the Milwaukee Road a year later as a clerk in the mechanical department in Milwaukee. Subsequently he was promoted to chief clerk in the signal department and in 1908 he transferred to Chicago where he was chief clerk in various departments. He moved to Marion as chief clerk to superintendent in 1931. George Barnoske, who has been general clerk in the superintendent's office for many years, succeeds him. Barnoske is the son of the late George Barnoske, an Iowa Division road-



Guy W. Miller (seated) primes his successor, George Barnoske, on the duties of his new job.

master who retired in 1947 after almost 60 years of Milwaukee Road service.

A winter in the South figures in Mr. Miller's first retirement plans. He and Mrs. Miller closed their home in Marion in the late fall and after making the rounds of relatives and friends in Milwaukee and Toledo, Ohio, left for Homestead, Fla., to spend the cold weather months with their daughter and son-in-law.

IOWA DIVISION

Middle, West and Des Moines

Viola Ranes, Correspondent

Ruby Eckman, chief dispatcher's clerk, should now be on a cruise to Guatemala. She planned to leave Dec. 13 and return in early January. We will tell you all about it in the next issue of the Magazine. Mrs. Walter Mahaffa will substitute during her absence.

Engineer Ralph Walker has resumed work after being off duty on account of the death of his father-in-law who made his home with the Walkers.

William Simpson, retired conductor, and wife are visiting in Denver with their sons. They plan to remain until after the first of the year.

Fireman Bryant Harvey who was on sick leave for several months has reported back to work.

The Service Club met in November for a potluck supper and the members viewed with pleasure the new interior of their quarters. The custodian has been busy painting the entire room. Through the courtesy of car department employes, a table with shelves was built along one side of the room to accommodate the baskets brought to potluck dinners. The Women's Club and the Service Club jointly purchased a new kitchen stove and a coffee urn, and with a new linoleum on the floor, it is an attractive place.

Raymond Cross of the section force, who has been at the Veterans Hospital for several months following a tractor accident, is able to be up and about the hospital on crutches.

Congratulations to C. C. Smith, formerly train dispatcher at Perry, who has been appointed night chief dispatcher at Savanna.

Mrs. O. G. Emerick had a very interesting seat companion between Chicago and Mt. Carroll, Ill., recently. The passenger was Miss Margaret Ohn-Brint whose home is in Burma. She was en route to Mt. Carroll for a course of study to prepare her for a teacher's career in Burma. She was impressed with the fine coach in which they were riding and told Mrs. Emerick that it was far superior to any train she had ridden on her trip. The young woman's father is an official of the Burmese government.

Our sincere sympathy to the family of Mrs. George Rawlins, wife of retired switchman and mother of Switchman Hilry Rawlins, who passed away recently.

Our sympathy to Mr. and Mrs. V. Smith of Coon Rapids whose two sons and one daughter were killed in an auto accident on Nov. 14. One of the sons, E. L. Smith, was employed as clerk at Redfield. He had been with the Road for several years, having been an extra helper at Coon Rapids before going to the job at Redfield.

Mrs. T. J. Phleger, wife of traveling engineer, is convalescing at her home following surgery and is showing improvement.

Funeral services were held recently at Spencer for W. H. Roach, retired Milwaukee

Road agent, who passed away in a Sioux City hospital. Mr. Roach had been agent at Clive, Ia., for many years before his retirement in 1944.

It's a boy! Born to Operator and Mrs. H. Reinier of Herndon on Nov. 6. He has been named "David Michael."

Council Bluffs Terminal

Agnes Kinder, Correspondent

There have been several changes in the store department recently. Jay Swanson replaced Storehelper Walter Weldon due to his resignation. However, since this took place Jack Sands, who formerly worked in the store department, bid in on the job and is now back at his old job as storehelper.

A hearty welcome is extended to Glenn Lake, son of Air Brakeman Max Lake. Glenn started as coach cleaner on Oct. 19. We also welcome the other new coach cleaner, Ervin Milks, who became a Milwaukee employe on Nov. 23.

Boilermaker Helper Ira Mayo returned to work in late November after a month's absence due to illness.

Carman Helper Emil Christians was taken to a hospital on Oct. 12, due to a ruptured appendix. He had quite a stay in the hospital recuperating from his operation and was seriously ill for several weeks, but he is now at home and plans to be back to work shortly. He asked me to thank his fellow employes for visiting him at the hospital and to thank the Milwaukee Women's Club for its kindness.

There are two new "Chevys" to add to the list of new cars around the yard. The owners are Storekeeper Sodie Blake and Passenger Car Inspector Arthur Moen.



Car Foreman Ted Schmidt, Council Bluffs, Ia., (right) and Walter Paulson, car foreman for the Rock Island, photographed at the annual memorial dinner of the Car Foreman's Association of Council Bluffs, Omaha and South Omaha, which was held recently in the Schmidt home. The dinner is a tribute to the memory of Martin P. Schmidt and Chris C. Paulson, who organized the association in 1901. (Photo courtesy The Council Bluffs Nonpareil.)

Angry widow (after learning husband cut her out of his will): "I want you to take 'Rest in Peace' off that tombstone I ordered yesterday."

Engraver: "I can't do that, but I can add something else."

Widow: "All right. Add 'till we meet again.'"

LA GROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

George Gibson, veteran engineer, passed away from a heart seizure on Oct. 27 while hunting with a companion, Charles Heberlein, near Portage. He started service with our railroad as a fireman in 1906 and was promoted to engineer in 1912. During recent years he was an engineer on our Hiawatha speedliners. He served as chairman of the local lodge of the B. of L.F.&E. until about a year ago and at the time of his death was a member of the general grievance committee of the lodge. Burial was in La Crosse where his father lives. Survivors are his widow, daughter Gwen, son Jack and a grandchild, besides his father, two brothers and three sisters. He was buried in Oak Grove cemetery at La Crosse. We have lost a good friend, a good engineer, and a good neighbor.

Third District

M. G. Conklin, Correspondent

Agent William Adamscheck, Schofield, and Mrs. Adamscheck have returned from a visit with their son Robert and family at Lincoln, Neb.

Otto Krueger, retired machinist, and Mrs. Krueger have departed on a trip to western states.

The following were among the happy hunters who left for their favorite hunting grounds during the deer season: A. J. Akey and son Carl, Archie McDonald, James Callahan, R. A. Loper, R. R. VanWormer, T. J. Shraake, Edward Gongaware, C. T. Bosacki, Thomas Thompson, A. H. Burchardt, E. T. Smith, L. A. Morse, E. F. Sullivan, R. E. Chamberlain, R. C. Haff, D. E. Whitmore, L. E. Kroll, L. G. Fredrick, Ralph Hintze and sons Ralph Jr. and Edward, W. A. Streeter, Steve Schulz, Dick Akey, G. F. Loomis, F. Janz, M. A. Nelson, Elgin Fowler, R. E. Knickelbein, Roy and Ralph Minton, F. P. Fredrick, C. G. Strassman, W. B. Wilcox and J. Walden. Several have already triumphantly returned with their deer.

The death of Raymond Schulz, 50, depot agent at Rothschild for the past 10 years, was a shock to all who knew him. Mr. Schulz became ill while hunting near Star Lake and was taken to the hospital at Tomahawk where he died on Nov. 22. He started with the Road in April, 1917, as an extra telegrapher on the night shift at Babcock. He worked on the Wisconsin Valley Division at various points, including Sayner and Star Lake during the summer months, and was agent at Brokaw for several years before taking over the agency at Rothschild. He is survived by his widow; his son John at Rothschild; two daughters, Mrs. Norman Cooke, Milwaukee, and Miss Jeanne, Rothschild; his brother Arthur, agent at Tomahawk; and a sister, Mrs. Edward Nelson of Wausau. Funeral services were held in Zion Lutheran Church, Wausau, with interment in Restlawn Memorial Park. Pallbearers were E. E. Hazelwood, L. G. Fredrick, Ben Fredrick, Frank Kort and Holger Randrup.

What this country needs is something that tastes good, satisfies the appetite, and isn't fattening.

When you educate a man you educate an individual; when you educate a woman you educate a whole family.

—Charles D. McIver

December, 1949

Rose Bowl Team Rides the Varsity

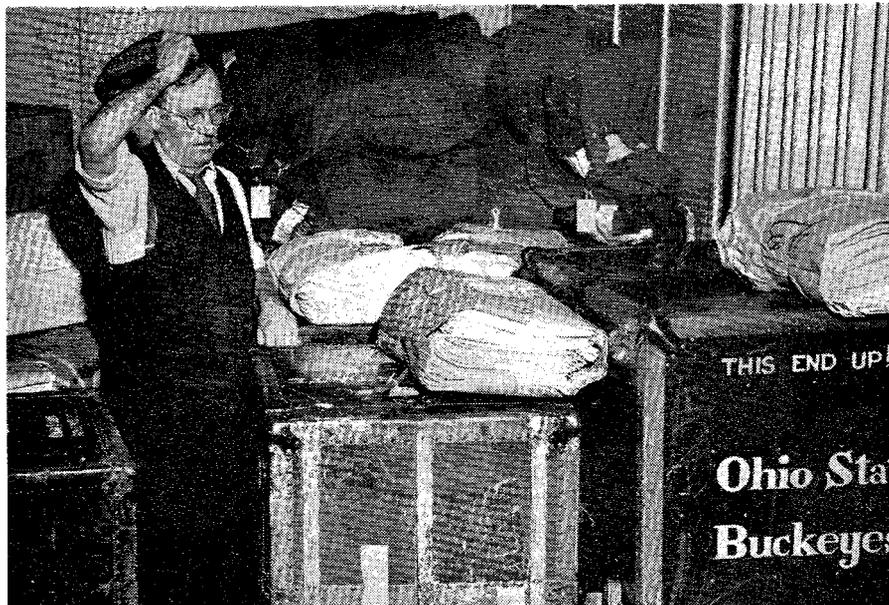


Members of the Ohio State varsity football team were in high spirits as they left Chicago on the morning of Oct. 21 in the Pullman cars which had brought them into Chicago. In the background, Coach Wes Fesler (left) and Athletic Director Richard Larkin.

THE Ohio State University football team, which tied for the Big Ten title and won the distinction of being chosen for the famous Rose Bowl Game with U.C.L.A. on New Year's Day was among the many football teams which this year traveled The Milwaukee Road. On Oct. 21 the Ohio State "Buckeyes," together with the Junior Varsity squad

and a number of followers, comprising a group of 115 in all, rode the Milwaukee Road's Varsity from Chicago to Madison, Wis., for games with the University of Wisconsin.

High school, college and pro teams and their followers gave The Milwaukee Road a good football season this fall.



Baggageman Fred Williams scratches his head in amazement as he stands amid the stacks of football gear and other baggage of the Ohio State University varsity and junior varsity football squads.

The traveler had stopped at a hot dog stand and ordered coffee. Just to make conversation, he remarked mildly to the proprietor: "It looks like rain, doesn't it."

"Well," snapped the testy proprietor, "it tastes like coffee, anyway."

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Second District

H. F. Ogden, Correspondent

Division officers and employes gave a farewell dinner and party recently in honor of F. G. McGinn, who was promoted from trainmaster at Portage to assistant superintendent at Dubuque, to succeed A. C. Novak, former River Division trainmaster. Novak has been promoted to superintendent of the Joint Agency at Kansas City. The party was held on Nov. 14 at Carroll's in La Crosse, Minn.

Congratulations are in order for the following brakemen who recently passed their examination on operating rules for promotion to conductor: Arthur G. Peterson, Eugene O. Kiefer, Loren E. Ullerich, Howard C. Kezar, Harry L. J. Rouleau, Albert S. Anderson.

Conductor Oscar H. Grothe has been on the sick list for some time.

Engineer Oscar Gisvold underwent an operation in Minneapolis recently and now is convalescing at home.

Bill Clerk John M. Monarski, Eau Claire, is on the sick list and is being relieved by D. E. Trewartha.

A letter or visit to those laid up will go a long way toward cheering them up and bringing about recovery. If there are others, please let me know.

Patrick J. Larkin, retired first district passenger conductor, died on Nov. 2 at the age of 79. Mr. Larkin retired in 1939 after more than 45 years of service. He was born in La Crosse and made his home there, except for some 15 years at Portage, returning to La Crosse early this year. He is survived by six daughters, two sons, nine grandchildren and two brothers. His son Kenneth is assistant time revisor in the office of superintendent at La Crosse.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Yardmaster J. W. Chermak, Cedar Rapids, vacationed in November at points in the Northwest, including Seattle and Portland; en route home visited in Salt Lake City.

Katherine Gohman's mother is seriously ill and we are hoping for her speedy recovery.

Mrs. J. F. Maresh, wife of caterpillar tractor operator, visited on the west coast in October, taking in Los Angeles, San Diego and a trip across the border into Mexico.

Master Mechanic W. W. Henderson has disposed of his home in Cedar Rapids and moved his family to Savanna, his present headquarters.

The big white collie dog "Wag," a familiar figure around the Marion depot, died

Together 50 Years



Mr. and Mrs. Jacob Rodholm read greetings from Denmark congratulating them on their golden anniversary. (Photo courtesy The Council Bluffs Nonpareil.)

Mr. and Mrs. Jacob Rodholm of Council Bluffs, Ia., celebrated their golden wedding anniversary on Thanksgiving Day as honored guests at a dinner and reception given by the congregation of Our Saviour's Lutheran Church, where they were married 50 years ago. From his home in Bergen, Norway, Jacob arrived in Council Bluffs on Aug. 2, 1892, and exactly two days later found a job with the Milwaukee Road as a section man. Looking back down the years, he has this to say about leaving his native Norway: "Over there I talked with people who had been in the United States and returned for visits. I thought I would have better opportunities here. I have never regretted leaving."

suddenly on Oct. 26 at the home of his owner, Operator Ed Mullaley. Wag came to the depot to look things over almost daily for 16 years and he is missed by his friends.

With the retirement of Guy W. Miller as chief clerk to superintendent on Nov. 1, and George R. Barnoske succeeding him, J. R. Burke transferred from the position of chief yard clerk in Cedar Rapids to Marion and general clerk. Burke's position was bid in by J. L. Kelly, interchange clerk at the Cedar Rapids yard office. John D. Feireisen Jr., switching clerk, has been assigned to

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Indianapolis	Pittsburgh	Portland	Superior	Phoenix	Havana

the position of interchange clerk.

Pump Repairer Joseph C. Shedek performed his last service in that capacity on Nov. 11, retiring after 47 years of service. He started in the B&B department in April, 1902, and had been working as pump repairer since September, 1939. He and Mrs. Shedek will continue their residence in Oxford Junction where Joe has an acreage containing a variety of fruit trees and a large garden in season.

Section Laborer W. H. Wolfe, Clive, retired on Oct. 14. He entered the track department in July, 1926.

On Oct. 14 Elmer Knock retired as agent at Lost Nation where he had the agency since October, 1912. He started as night operator on the I&D Division at Postville in 1903 and was at several other stations before coming to the East Iowa Division in 1905. He and Mrs. Knock plan to stay on at Lost Nation for the winter. J. A. McDonal succeeds him as agent.

Mr. and Mrs. V. M. Reichert are grandparents, with the arrival of Janice Kay Oxley on Oct. 27. The mother is the former Vera Reichert.

Engineer and Mrs. E. F. Peters, Cedar Rapids, have another grandchild, Susan Kay, born to Mr. and Mrs. William Peters of Ottumwa on Oct. 26.

Harold Fulton, son of Brakeman B. H. Fulton of Marion, underwent an appendectomy in St. Luke's Hospital, Cedar Rapids, in October.

Section Foreman A. J. Steier, Madrid, resumed work on Nov. 7 after an absence of several weeks during which he was a surgical patient in Mercy Hospital. He was relieved by H. E. Madison.

Roadmaster J. L. Vavra, Tama, was confined in November to the Deaconess Hospital in Marshalltown where he underwent an appendectomy.

On Oct. 28 George Montgomery, retired section foreman, died in the Bellevue Hospital, Clinton, at the age of 84 after having suffered a stroke. Funeral services were held in the Green Island Congregational Church. He is survived by his widow, one son and three daughters. He was section foreman at Green Island for 48 years, retiring in 1937. He was a charter member of the I.O.O.F., having been a member for 50 years.

Ira Seegar, 74, a resident of Sabula and an employe of the railroad for more than 40 years, died in the Savanna City Hospital on Oct. 22. He was stricken with a heart seizure on Oct. 8 while at work as second trick operator on the railroad bridge at Sabula. He received his first railroad experience as a boy, working in pumping stations. In 1905 he took a position as telegraph operator on the Iowa Division, later worked on the SC&D Division in the same capacity, and served as agent at Parkston and Ethan, S. D. In 1909 he left the railroad and took up a homestead in North Dakota, returning to the railroad in 1918 as operator on the Iowa Division. The following year he went to Sabula where he and his family have since resided. His widow, four daughters and a son survive.

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

Sympathy is extended to the family of Tim Lynch, House 2, whose father died Nov. 6.

Congratulations are in order for Bill Kirscher and his charming wife, the proud parents of Dennis William, born Nov. 26.

December, 1949

We all enjoyed the candy and cigars. If any more buttons pop off your vest, Bill, we girls will reinforce them for you.

We hear that Burt Smith, general foreman, is hospitalized; no details as yet. Agent R. G. Larson was hospitalized also, but is back with us again and looks fine.

Relax, everyone. Have been given a definite promise of an apartment. I don't know just when I'll get it, but hope it won't be too far off.

And now that we are in the apartment hunting business, Otto Stainer, safety engineer, asks us to be on the lookout for him. North or northwest, heated, five rooms. Please don't overlook these appeals. Those of us who have experienced the anxiety of present day apartment hunting have such a "good" feeling when our friends and co-workers show their interest.

It's time to hang the holly—Christmas carols fill the air. You're wished a happy year that holds the best of everything.

W. A. Walker, former roadmaster of the Chicago Terminals who was appointed roadmaster of the I&SM Division on Sept. 1, was honored by his Chicago Terminals associates at a recent farewell dinner. The group presented him with a set of traveling bags. Walker served as roadmaster of the terminals for the past year and a half.

Bensenville

Dorothy Lee Camp, Correspondent

Approximately 750 friends honored Mr. and Mrs. William M. McNerney recently at a dinner dance at the Westward-Ho country club on their 31st wedding anniversary. They were presented with a beautiful set of table lamps. McNerney, who holds down the first trick as operator at the Soo line tower in Franklin Park, is president of the village of Franklin Park.

Robert A. Collier of 1946 South 69th Street, West Allis, Wis., retired C&M Division conductor, passed away recently while visiting in Alabama. Bob retired less than a year ago due to a heart condition—he was only 45 years old. His friends extend sympathy to his wife Eleanor and family.

Ervin and Evelyn Schierhorn were blessed with a bouncing baby boy, James Ervin, on Nov. 14. The sprout weighed in at an even eight pounds. Ervin says that in a few weeks, now, little James will be helping him drive that new 1950 Ford sedan that also arrived around Nov. 14. Ervin is third trick operator at the Soo line tower.

Talk about your crack shots, Harold "Butch" Crouse, was recently told by his dad, Yardmaster Kenny Crouse, to aim at a rabbit's eye. "Butch" aimed, and the very first shot he ever fired from a gun caught the rabbit just below the eye. He looked at his dad and said, "I missed his eye, Dad, but I came close, didn't I?"

Lonely Man: One who buys himself a necktie the day after Christmas.

The Cynic's Dictionary

Bore: A guy who is here today and here tomorrow.

Friends: Persons who stick together until debt do them part.

Nose: That part of the body that shines, snubs, snoops and sneezes.

Nurse: One who never gets out of patients.

Reno: Where the cream of the crop goes through the separator.

Successful Bridge: The triumph of mind over chatter.

Present Day
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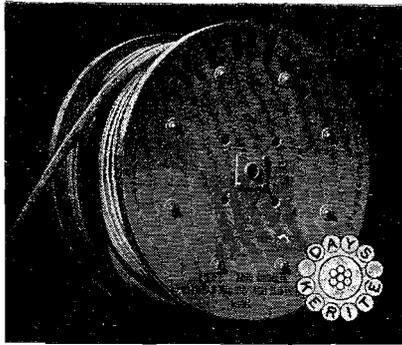
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I & D DIVISION

Karen B. Rugee, Division Editor

The Omer Hotel, an old landmark at Sanborn, Ia., has been dismantled and a new modern cafe erected in its place. The New Omer Cafe held its grand opening on Nov. 26. Employees who lay over at Sanborn report that it is one of the nicest cafes on the division.

E. M. Isaacson has been unanimously re-elected general chairman of the train dispatchers association for another three-year period. M. P. O'Loughlen is the new system treasurer of the association. Carl Anderson was again elected office chairman at Mason City.

We extend sympathy to the families of George Mason, engineer, and Ernest Luke, train baggageman, both of Sanborn, Ia., who passed away recently.

Jim Love, retired conductor, is fulfilling his ambition to travel since his retirement. He and Mrs. Love left Nov. 4 for Texas, planning to stop at McAllen and Brownsville, and also make a trip to Mexico.

Congratulations to Earl Peters on his appointment as traveling engineer on the Terre Haute division.

Mr. and Mrs. C. E. Oeschger have returned from Philadelphia, where they spent Thanksgiving with Cliff's brother, A. E. Oeschger. They also visited in Pitman, N. J.

"Bing" Torpin, train dispatcher at Mason City, is a bowling enthusiast and recently set something of a record with a 735 total for three games in the Kirkberg singles at Fort Dodge. His games were 213, 244 and 278. The 278 was the high single game of the tourney. In this game Bing bowled nine straight strikes, then spared and struck back, which was within two balls of a perfect game. He went on to win the tournament, winning a 21-jewel Bulova wrist watch and approximately \$175 prize money.

Cliff Gourley, clerk in the engineering department, is beginning to feel like Eddie Cantor or like Papa Dionne. Daughter No. 3 may have a little difficulty some day explaining why she wasn't a boy.

Train Dispatcher Carl Anderson has discovered that his new Oldsmobile is wider in back than in front. At least the front end goes in without scraping the door.

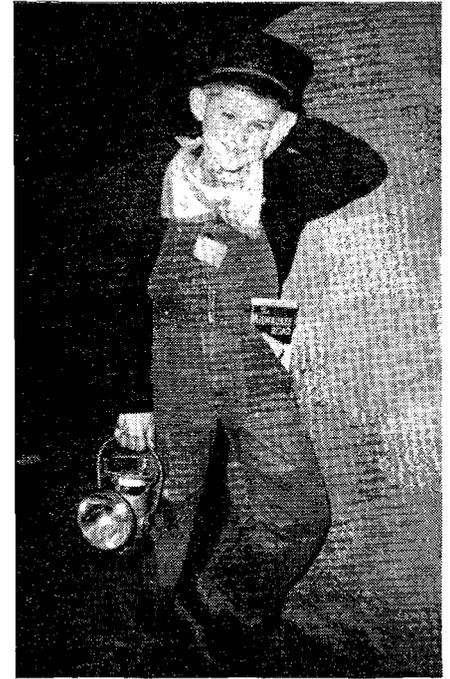
Operator A. Bertelson, Postville, is sporting a new 1950 Studebaker and will break it in on a trip to Sioux Falls to look over his farm.

Operator R. J. (Bobby) Graen is all excited over the arrival of an eight-pound, six-ounce boy on Nov. 7.

Engineer Art Rehm is looking for a CB&Q book of rules. Riding the Vista Dome car on the Zephyr from Marquette to St. Paul had Art guessing what was coming next.

The five new kittens of Minnie, the yard cat, now have a new winter home with steam heat. Lineman Rasmussen has installed a 5 x 5-inch swinging door into his office so they can come and go at will.

E. L. McGarvey has been appointed local



Fred Carleton Evans, 11-year-old son of Marlowe Evans, relief ticket and yard clerk at Mason City, Ia., Hallowe'en garbed as a railroad man for a party given at the Roosevelt Elementary School where he is in the sixth grade. The school parties are sponsored by the Mason City Chamber of Commerce to replace the custom of "tricks or treats" soliciting. Fred's disguise was a runner up for a prize in the costume parade.

chairman of the O.R.C. for a four-year term.

Mr. and Mrs. J. L. Burnett spent Thanksgiving in Indianapolis with their son and wife. Jack Jr. is a captain in the Air Corps, stationed at the Benjamin Harrison Air Force Base. The Burnetts also attended the Notre Dame-Southern California football game.

I am indebted to Train Dispatcher E. M. Isaacson for a lot of my news items this month. Thanks, Ike, for a swell job.

Merry Christmas and Happy New Year to everyone!

Sanborn-Rapid City

Albert J. Gall, Correspondent

C. F. Ogden, section foreman at Lennox, S. D., who has been confined to his bed since Dec. 1, 1945, has recently been regaining strength. A letter or a visit from any of his railroad friends will be appreciated. He has been extra gang foreman at various times on the I&D, H&D and Iowa Divisions, and roadmaster at Mitchell and at Horicon, Wis.

E. H. Platt, chief dispatcher at Mitchell, has been in the hospital for several weeks with a heart condition. We hope to see Earl up and about soon.

Jack O'Neil, cashier at Rapid City, spent his vacation visiting his mother and sister in Chicago recently. 'Course it may have been someone else's sister, too.

Charley Croat, agent at Hull, is in the hospital for an appendectomy at this time.

Agent C. E. Mertz of Boyden has taken a leave of absence on account of his health.

R. R. Miner, Sr., Rock Valley, visited with his son at Savanna for Thanksgiving.

A. E. Coffel, yard clerk at Mitchell, got all outfitted with hunting togs, a new gun

and set out to hunt deer in the Black Hills. To make a week's hunting short—yes, he came back without a deer, but says that next year he will get one sure.

Mrs. M. F. Boyden, wife of conductor, passed away on Nov. 8.

Mrs. Philip McMahon, wife of former roadmaster at Mitchell, and Mrs. J. B. Shelby, wife of former agent at Mitchell, both passed away recently.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Ralph H. Jones, assistant engineer, who retired Nov. 30, was tendered a luncheon Nov. 29 at the Y.W.C.A. banquet room, with 53 of his co-workers and friends present. The date was also his 70th birthday. E. B. Crane, assistant chief engineer, was the toastmaster and talks were given by L. H. Dugan, J. N. Davis and J. F. Frier. Mr. Jones was presented with a purse and some tools for his work shop. Mr. Jones graduated from Iowa State College in June, 1909. His first position was with the city of Spokane as draftsman with the street planning department. He came to the Milwaukee in October of the same year. He left the railroad to accept a position with an outside concern, but returned in November, 1912, as bridge draftsman. He was promoted in May, 1919, to assistant engineer on structural work, which position he held until his retirement.

Walt Hay of the traffic department passed around cigars and candy on Nov. 22, the occasion being the birth of a baby daughter named Alice.

Valerie LaFortune of the city ticket office has returned from a vacation trip to Montreal and Quebec. She was accompanied by her niece, Kathleen LaFortune.

Jeanette Eubanks, formerly cashier in the city ticket office, is now steno-clerk in the reservation bureau, replacing Don Weiss.

Catherine E. Hutch is the new stenographer in the tax department, replacing Frank Hurlburt who resigned to take a position with General Mills. Catherine formerly worked in the freight claim department but had been out of service account of reduction in force.

Elden Weeks, former reservation clerk, has taken a leave of absence to resume his studies at Washington State College. His position has been taken over by Don Weiss.

Jack Castle, formerly employed in the Aberdeen office, took over the position of stenographer to general freight agent in traffic department, succeeding Walter Zahrens, who bid in on the rate clerk job at Auburn.

Dick Thomas, electronics maintainer, has resigned his position with the telegraph and signal department to resume his studies at the University of Washington.

Another new arrival in the railroad family is Ralph Paul Mason, born in early November. He is the son of Ed Mason of the reservation bureau and grandson of W. L. Mason, wire chief in relay office.

MILWAUKEE SHOPS

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

Harold Montgomery, Correspondent

A wish for a merry Christmas and a happy and prosperous New Year, with an extra portion of good health, is extended to all.

The Milwaukee Road (classic) bowling

league is starting to hit on all cylinders. Form your own opinion on some of the latest scores: Fred Glaser, 689 with a 266 game; F. Coerper, 277; "Hooks" Gurrath, 680; H. Hileman, 265; J. Rogutich, 257; Wally Koester, 656; Jack Walsh, 657; E. Jordan, 254; The Chippewas, 2,813; Pioneer Ltd., 2,770; On Wisconsin, 2,766. Big leaders to date, individual: John Rogutich, 191; J. Hahn, 186; A. C. Schwab, 183; Walt Marshall and H. J. Montgomery, 182. Copper Country leads the parade with 23 won and 13 lost.

Sympathy is extended to the Art L. Schultz family on the death of Mrs. Schultz, Sr., mother of Art, on Nov. 23.

Jonathan A. Schnell has taken his annual vacation trip to California to visit relatives who have moved there.

During recent weeks several boys who held good positions with the railroad have left to take employment elsewhere or go into private business. Among those to whom we said good-bye recently were George Greeman and Jack Jennings. Congratulations are extended to E. H. Poenisch who took over George Greeman's position in the freight shop office.

The young lady who brings in the morning and noon mail is the same one who formerly worked out of the SCD office. Marie Moch is the name.

Locomotive Department

Leone Schneider, Correspondent

Train Control Supervisor Earl B. McMinn passed away on Nov. 25 at La Crosse, Wis. He was taken ill while attending a convention in Chicago. Mr. McMinn was born on June 29, 1889, at Burlington, Ia., and started his railroad career at Des Moines, Ia., in 1906. He moved successively through the positions of locomotive fireman, locomotive engineer, electrician, assistant air braker supervisor and train control supervisor, except for the interruption of 16 months of Army service during World War I, part of which was spent in France.

We extend a welcome to Max Waldera, armature winder in the electrical department. Another "howdy" is extended to Thomas Bello, electrician, who comes to the locomotive electrical department from the freight shops.

Electrician Ray Jacobs who came to the coach yard from our Spokane shops, is now at the new Diesel house. Ray is the son of Electrician George Jacobs.

Electrician Charles Hawkins served his time at our Milwaukee shops and then transferred to Miles City, Mont. His romantic interest was in Milwaukee, however, so he came back here to be married, but we lost him again, alas, as he and his wife have gone back to Miles City.

Wedding bells rang recently for Electrician Apprentice James Cotter. He and his lovely lady honeymooned in Chicago.

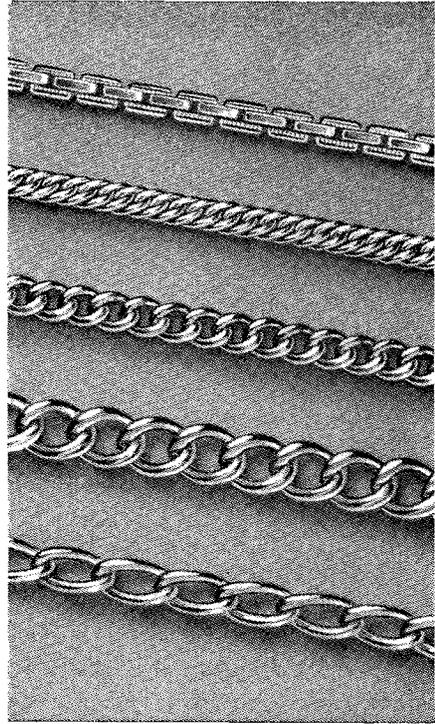
News has arrived of the marriage of Carl Gurrath, electrician, to a lovely lass. His dad, Hugo, and brother Bud were on hand with good advice. Hugo and Bud are also electricians.

Speaking of marriages, Paul Skrbac, molder in the foundry, has acquired two new sons-in-law through the marriage of his daughters, Pauline and Dolores, on a recent Saturday.

Sympathy is extended to Electrician Dawson Mann, whose brother was killed in an auto accident in Washington, D. C.

Mr. and Mrs. William Kuske recently became the parents of a boy, Craig. Mrs. Kuske is the former Lorraine Nelson, steno in the SMP office.

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TRAILERS

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CHICAGO, ILL.

We are glad to report that Albert Hudson's wife is on the road to recovery. Albert is a helper in the foundry.

The foundry family wants Flask Maintainer Frank Flick to get on the recovery list, as he is missed.

Word reaches us that Emil Tietzen, retired laborer, is on the sick list.

We are sorry to report the death of the mother of Coremaker Albert Brunk.

Sympathy is extended to Joseph and John Macht, whose sister passed recently. Joe is chief clerk to district master mechanic and John is secretary to the mechanical superintendent of D&E power.

Our sympathy to the family of Edward Zimmermann, Jr., whose baby son was the victim of accidental death. Edward is a clerk in the roundhouse.

Congratulations are in order for James Crowley who has been appointed electrical foreman in the new Diesel house.

Car Department—Office of Shop Superintendent

George E. Fiebrink, Correspondent

News reached my ears a few weeks ago about the little addition to the John Schumacher family. The boys in the upholstering department, cautious about rumors, don't and won't believe any such story until they see the whites of his cigar bands. I want to congratulate John personally on the arrival of the small tack puller.

E. H. Poenisch has moved his office from the reclamation building to the freight shop building. Jack has taken over the management of the freight shop and all of its activities since Mr. Greeman left. His title since Nov. 7 has been "general foreman of the freight car shop."

Two of the passenger oldtimers retired as of Nov. 30. They are John "Scottie" Beattie and John Burger, both of the passenger carpenter department. Beattie has worked for the Road since 1908, while Burger's time goes back to 1907. They both worked in the freight shop for Oscar Runge, Joseph Berringer, August Depka, and Al Braun from '08 to '17. Then they transferred to the passenger carpenter department where they worked for Emil Sweibold, Gerhard Kaenje, Frank Wendt, George Bilty, Will Weatherall, and finally John Jennings. Scottie has promised to keep us informed on the activities of his two sons, George and Jack, both of whom worked for the Road at one time.

We miss the cheerful voice of our chief telephone operator, Mabel Chambers. Mabel has been on the sick list for quite a while now, but we understand she is making a strong comeback.

Myrtle Zunker, former steno in this office, is reported to have gone through a spinal operation in November. We hope to see her up and around again soon.

Walter Matzen, former machine-hand helper of the wood mill, died on Nov. 1. Walter retired on Mar. 25 because of ill health. He is survived by Mrs. Matzen and five children.

We also miss the "quatcherie" with our friend in Chicago, namely "Mighty Might" Forester. Gene has had his job changed since the end of the building program and doesn't call us at all any more. Please write, Gene, so we will know you are still alive.

We said good-bye to John Jennings on Nov. 30. He has taken a job with the Wilson Car Company of Chicago, which is affiliated with the Wilson Packing Company. John started with the Road as a special apprentice in 1938. Having completed the apprenticeship, he held jobs as traveling electrician and schedule inspector and also worked in the S.C.D. office. He was made foreman in the freight shop in November, 1941, which he held until October, 1944, when he was promoted to general foreman of the freight shop. When that job was abolished in August this year, he took the passenger carpenter foreman job, his last with this company. The Jennings family plans to take up residence in the Chicago area. Good luck John, and thanks for the cigars and candy.

Many of the boys went deer hunting this fall, and from reports almost all of the sharpshooters were rewarded with a fine bit of game. But none of the boys came home with the story that Ray Duman told. Ray, a clerk in this office, got a doe and also bagged a timber wolf with a pistol, which netted him the tidy sum of \$20 when he surrendered it to the county in which he was hunting.

We extend sympathy to the family of Edmond Kurth, one time welder in the freight shop. Ed was fatally shot while hunting deer in the north woods in November and died in Rhinelander. He was employed here until May and I am sure that most of the boys remember him.

MILWAUKEE DIVISION

First District
and Superintendent's Office

J. E. Boeshaar, Correspondent

V. E. German, who was displaced as a train dispatcher at Ottumwa, has come here to take over the second trick position on the J line and northern dispatcher's table.

L. M. Oskins has left the agency at Franksville to take over the agency at Sturtevant, leaving the kraut handling at Franksville in the hands of L. R. Rosenbaum, the new agent.

C. E. Hamilton, operator at Bardwell, was displaced when Bardwell became an automatic plant and has taken an operator's position at Lake tower.

Chief Clerk H. A. Franzen has given up smoking the nasty weed and after a hard pull the first week or so is coming along pretty well.

We have a communication from the family of O. C. Tabbert, expressing their thanks for the floral offerings and the kindness extended upon his recent death.

The sauerbraten recipes that Ed Koudelka has been reciting around the office of late have caused much drooling among the members of the force.

WHEN **THIS** HAPPENS
IT'S TOO LATE!



WEAR YOUR
SAFETY GOGGLES

MADISON DIVISION

W. W. Blethen, Correspondent

Engineer and Mrs. Frank O'Neill of Madison announce the arrival of a baby girl on Nov. 22—Julie Mary is the name. The little lady is the grand-daughter of Mike O'Neill, retired switchman.

Rae Scherneck, clerk in the B&B department, spent the Thanksgiving holiday in Tulsa, Okla.

Mr. and Mrs. Fred Statz, Madison, are rejoicing over the arrival of their second son, Phillip L., on Nov. 26. Mrs. Statz was formerly employed in the freight department.

Florence Mahaffey, clerk in the freight department at Madison, was called to Ottumwa, Ia., recently, account illness of her mother.

Storekeeper Frank J. Dempsey, Madison, is receiving congratulations on the arrival of his first grand-daughter, Sandra Jean, who arrived on Nov. 30, at the home of his son, Frank J., Jr.

Frank Shipley, retired agent and operator, aged 88, suffered a broken hip when he fell at his home on Nov. 17. He is confined to the Madison General Hospital.

Switchman and Mrs. C. B. Corcoran spent the Thanksgiving week end with their son Kenneth, and family at Cleveland, Ohio.

Chief Clerk and Mrs. F. W. Liegois and Relief Train Dispatcher Gene Bowar and "the girl friend" attended the Wisconsin-Minnesota football game at Minneapolis.

Sympathy is extended to Engineer Ray Hutter on the recent death of his father, Edward H. Hutter, of Spring Green.

Engineer W. F. Royston is recuperating at the Madison General Hospital following an operation.

Mrs. Norman E. Sielehr, wife of Conductor Sielehr, Madison, passed away at the Lakeview Sanitarium on Nov. 24, following a long illness. She is survived by two sons, William, ticket clerk at Madison, and James; five daughters, Mrs. James Miller, Carol, Virginia, Susan and Dorothy; and a brother, Robert K. Hurlbut, district passenger agent at Madison.

Engineer George E. Higgins, 62, of Janesville, died at a Dodgeville hospital on Nov. 7, following a stroke which he suffered on Nov. 5. Funeral services were conducted at Mineral Point, the old home of the Higgins' family. He is survived by his wife and three sons.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehman, Correspondent

Store Helper Wilbur McBride and Miss Edna Frank were married on Nov. 16. We extend congratulations to "Pike" and his bride.

Carman Albert Tryon has been unable to work for some time on account of illness.

General Yardmaster R. T. Davis and Chauffeur Ben Douglass were on a hunting trip in southern Illinois in November. They report not much luck.

Conductor and Mrs. J. L. Maloney were called to Eldorado, Ill., recently on account of the serious illness of Les' mother.

Conductor and Mrs. C. L. Jones have purchased a nice residence in Clinton. Quite a number of Milwaukee employes now live in this beautiful little city.

Conductor George Hopkins and family have moved to St. Bernice from Clinton. They also bought a new Pontiac.

Orren Fisher of Terre Haute has been working as a yard clerk here.

Mrs. Virginia Parker is the new crew caller at the roundhouse.

Mrs. Elizabeth Browne is working in the assistant master mechanic's office at present.

Machinist Alva Hutson and wife Chrissy have been seriously ill for some time, but both are now home from the hospital.

Brakeman Arthur Kimble was very ill in November.

Blacksmith Elgar Snodgrass and wife visited their son-in-law and daughter, James and Mary Ferguson, in Colorado during November.

Carman Earl Blue has been seriously ill for some time.

The day after Thanksgiving everyone knew there were 26 shopping days until Christmas, but for Car Inspector and Mrs. George Smith, Christmas had arrived—a baby girl was born to their daughter, Mrs. Neva Joyce Wilhite.

Carman Gillie Green is reported on our sick list for December.

Yard Clerk Barney Troglio and wife are the parents of a boy, Terry William, born in the fall.

We wish everyone the best Christmas ever, and a new year of health, peace, and plenty.

Terre Haute District

T. I. Colwell, Correspondent

Operator M. O. Pickett, at Webster, Ill., noticed a hot box about 30 cars from the caboose on train extra 303 south on Oct. 28. He flagged the train and the crew found a car on fire but were able to extinguish the flames without any damage to equipment. We wish to commend Operator Pickett for his alertness, which undoubtedly avoided heavy damage to equipment and possibly averted an accident.

Our congratulations to Mr. and Mrs. William "Mickey" Cravens who were presented with a baby boy in October. They have named him William Danny. We understand everyone is doing fine. We are sure Bill and Mrs. Cravens were pleased that it was a boy as they already have three daughters. Mr. Cravens is derrick engineer in the Terre Haute car department and is a former chairman of our Service Club. Mrs. Cravens has always been very active in the Women's Club.

Bill Hyslop, operator at Bedford, who has been soaking up sunshine in Palmetto, Fla., for the past several months for his

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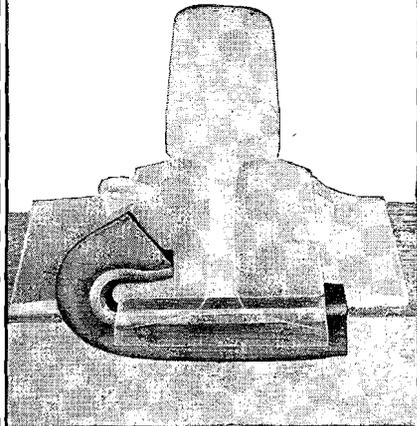
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- Lock at opposite end.
- Contact under rail base.
- Bearing against tie and tie plate.

THE P. & M. CO.

CHICAGO

NEW YORK

health, is coming home for the Christmas holidays.

Our sympathy is extended to Mrs. Randolph and relatives on the death of John Lewis Randolph, retired section foreman, who passed away on Nov. 4 at Carbonado, Wash. Mr. Randolph was located at Tallmadge, Ill., for a good many years. He started as a section laborer in 1917 and was promoted to foreman in 1923, working in that capacity until his retirement in 1946.

Earl L. Peters became our traveling engineer on Nov. 8. He was formerly employed on the H&D Division as an engineer and lived at Mason City, Ia. He has found a place to live on East College Avenue in Terre Haute and expected to move early in December. Freeman C. "Pete" Metz has been our acting traveling engineer for about a year and has returned to engine service between Faithorn and Bensenville so he can spend more time at home and look after some personal interests.

Congratulations to F. W. Baker, DF&PA, and Mrs. Baker who became grandparents on Nov. 17 when their daughter, Mrs. Thomas Manson of Kansas City, Mo., became the mother of a seven-pound girl.

Conductor-Yardmaster Thomas Mulvihill took his vacation in November this year so he and his dog could devote all their time to quail hunting. Tom says his dog is seven years old but is one of the best in the business and enjoys the sport.

Operator Claude Wilson was injured in an automobile accident on Nov. 27 and at this writing is being checked up in a local hospital. We understand that his injuries are not serious.

Conductor Benjamin S. Carr has a job as Santa Claus about every night for the three weeks preceding Christmas, trying to oblige all the organizations who ask for his services. He has become quite an artist at it and gets a "kick" from the pleasure he sees in so many childish faces. He has been Santa for the Rose Orphan's Home for the past 25 years and is also Santa Claus for the Terre Haute Division's annual Christmas party.

Conductor Carr celebrated his 67th birthday on Nov. 13 and the following week celebrated 40 years of service with the Milwaukee Road. He started his railroad service in 1905 with the Iron Mountain Railroad in Bixby, Ill., and a year later went with the Frisco Lines, transferring to Terre Haute in 1909. He has been a representative of the B of RT since 1910. He was general chairman for the Brotherhood with the Road from 1910 to 1922 and was in the group of 1,800 general chairmen who discussed the eight-hour day with the late President Woodrow Wilson at the White House. In his 40 years of service he has been late on only one occasion. Retirement is out for several years: "I'm in good health," he says, "and my job is too healthy for me."

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

Congratulations to Assistant Engineer F. L. Striebel and wife on the birth of baby daughter Margaret Ann on the morning of Nov. 2.

Train Rules Examiner J. S. Keenan reports that son Don was married to Kathryn Kelly on Nov. 19. Don was an operator for the Road earlier this year. He is now working in Aberdeen as a C.P.A.

At the November meeting of the Aberdeen

PUZZLE



Pick out the man who
didn't believe in wearing
SAFETY GOGGLES

Employees Club, movies were shown and a man-sized portion of refreshments served to all hands. Dick and Chuck Conley are organizers of the club-sponsored basketball team. In the first Industrial League game they were topped only two points by the Aberdeen National Guardsmen.

At Fairmount, N. D., Agent Clayton Oberle was married to Marvis Carol Mead. The ceremony took place at St. Anthony's Church in Fairmount on Nov. 12.

We are sorry to record the sudden death of Harold W. Guernsey, U. S. mail carrier, on Oct. 27 at Aberdeen. Harold had been a regular caller at the Milwaukee Road freight office for more than 15 years.

Middle H & D

R. F. Huger, Correspondent

"Iceberg" George Meyers has left his haunts on the Fargo line and returned to flagging on main line trains Nos. 5 and 6 until the spring thaw, when he will probably return to the Fargo run.

The Milwaukee Road basketball team has resumed play this year, losing its first game by two points to a seasoned team. Big things are expected before the season ends. John Dangel, agent at Roscoe, is recuperating at his home following an illness.

Louie Mack, Jr., H&D operator now on a leave of absence with the Navy, is reported in a hospital in Virginia. Nothing serious, we understand, and he is expected home for Christmas or shortly thereafter.

Eddie Donahue, former section foreman at Bristol, is back in the States and visiting at his home following two years of employment in Alaska.

Operator W. Unker, Milbank, recently took to himself a bride. A trip to Spokane and vicinity was their choice of honeymoon. Her first name is Betty and she's a very pretty girl.

Sympathy is extended to Agent Jack Hartzell, Bowdle, S. D., in the recent loss of his father.

A small-town doctor had two little girls who were acknowledged to be the prettiest children in the district. While they were out walking one day they passed two little boys, one who lived in town, the other a visitor.

"I say," said the latter to his little friend, "who are the girls?"

"They are the doctor's kids" replied the native. "He always keeps the best for himself."

East H & D

Martha Moehring, Correspondent

Henry Buseman of the Montevideo round-house force is plenty proud of Thomas Marcus Allickson, the reason being that little Tommy is the first grandson.

Conductor Tom Monroe's uniform fits a bit better since his wife came home from a vacation trip and started doing the cooking again. She is substituting lettuce and toast for the starches and sweets that Tom was jungling up in her absence.

Engineer Oscar "Apple" Sorby and his wife attended the Minnesota-Wisconsin Fruit Growers Association meeting recently. Oscar took along an exhibit of his home grown apples. The Association bought a bushel of Oscar's own product, the Fireside, and passed them out among the banquetees. The Fireside is a very hard winter apple and has a delicious flavor.

M. B. Rear, retired engineer, sent us a letter from Santa Cruz and tried to make us envious by describing the balmy weather. At the time this column is being pounded out, we have a delightful 60 degrees, so for the present, we'll stay in Minnesota, M. B. Try again in February. Or maybe next week.

Carman Nels Bjorndahl had an open house recently to show the boys what can be done in one's spare time with a hammer and saw and nails. The guests reported that Nels is a first class carpenter, besides being a genial host.

Our sympathy is extended to Conductor Bob Hammell and his wife in the loss of their little daughter who died of virus pneumonia recently.

After a tussle with an ulcer condition, Assistant Superintendent J. W. Wolf is back among us, looking streamlined but in the best of health.

Engineer Leon Prall has been having the best time in the world out in Los Angeles with two little "angels", Bonnie and Lana Baker, aged 4 and 6. And of course they enjoyed the visit with grandpa a heap, too.

Montevideo is full of Santa Claus talk these days because the famous Milwaukee Road Santa Claus Special will again be a reality this year, having been a war casualty since 1941. We'll tell you all about it in the next issue.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

The lucky winners of turkeys awarded by the Inland Empire Service Club were Leo Walsh of the traffic department, J. W. Melrose, geologist, and H. J. Lyon, section employe at Rathdrum.

Roadmaster and Mrs. Charles Strong of Butte visited Spokane friends the Friday and Saturday following Turkey Day. Virginia chatted with the freight office gang with whom she worked during the war years.

Thomas J. Meehan, retired maintenance of way employe at Miles City, passed away at his Spokane home in November.

We also read of the death of J. C. Kelly, retired coach cleaner of Spokane, in a Spokane hospital on November 26. He is survived by two sons, Harvey at home, and L. C. Crowther of Salt Lake City.

Jim Evarts, freight house janitor for the past three years, retired Nov. 1, just after passing his 65th birthday. As spokesman for fellow employes, Jack Ewing presented Jim with a gift. James Donahue bid in the job left vacant by this retirement.

Engineer Theodore May of St. Maries is also retiring after some 40 years of rail-roading. He has not been in the best of

health during recent months.

Brakeman N. A. Reams and Engineer Fred Putnam are still patients in the Deaconess Hospital, following operations.

Just released from the hospital following a battle with pneumonia is Earl Shook, car foreman at Avery. He is convalescing at home.

Mrs. Tom Akey, wife of Brakeman Akey of Malden, is also recovering from an attack of pneumonia.

Mrs. S. Ellis and Mrs. Jack Ferrell, wives of Malden trainmen, are at home after spending some time in Spokane hospitals.

Mrs. E. C. Ferrell, widow of Engineer Ferrell, recently visited at the Jack Ferrell home.

Fireman Walter Davis and wife had the misfortune of wrecking their car about a mile south of Spangle, Wash., recently. Mrs. Davis received a badly bruised knee, while Mr. Davis escaped injury.

Conductor Jack Webb also met with an accident near Rosalia, but was fortunate in not being hurt.

Jack Simpson, relief car inspector, Spokane, has purchased some acreage north of Spokane and will do a little farming on the side.

Howard Jensen is now equipment maintainer with headquarters at Dishman.

L. J. Collier is back to work after having sprained his wrist and fractured several ribs in an auto accident. E. W. Bruning, who was also in the car, received only minor bruises.

Mrs. Margaret Shaw had a visit from her son Dick who came home recently for a few days. Dick is in the Navy and is stationed on the east coast.

F. Sever, formerly of Moses Lake, is making his home at Spokane following his retirement.

Another retired employe, W. H. Harper, who last worked as yard clerk and baggage-man at Missoula, makes his home at East 2711 19th Avenue, Spokane.

Mary Smith, stenographer to Superintendent Hill, is vacationing in California. Georgiana Martin is working in her place during her absence.

W. T. O'Reilly, retired, is spending a few days in the hospital at this time for a check-up.

Mr. and Mrs. Earl Medley are enjoying a new Chevrolet as of Nov. 26. The Lillwitz' of Worley, Idaho, retired, are making good use of a new Dodge.

UNION-MADE

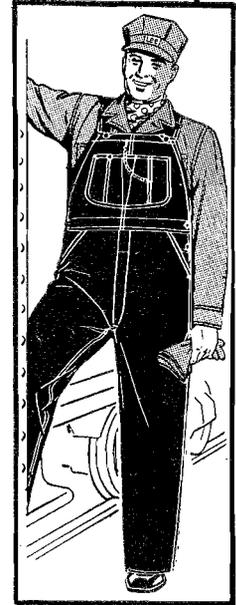
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ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
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We have heard a lot of stories about how good some fishermen are, but this "fish" story is about the biggest, we think. It seems that Carl Lillwitz, since his retirement, has put in some time on the Coeur d'Alene Lake—his farm is just "over the hill" from this beautiful spot. Carl says, "You know, those perch bite so fast, I have to take the hook out of the water so I can fill my pipe."

"Beginner's luck" held true this fall when Captain of Police F. W. Brochie took Superintendent G. H. Hill out for his first lesson in shooting pheasants. After going over the book of instructions, which were demonstrated by Captain Brochie, Mr. Hill put his teachings into effect with the result that he brought down as many birds as his teacher. We understand now that Superintendent Thor, of the Coast Division, has declined Superintendent Hill's invitation to go hunting for fear of losing his prestige as a hunter.

May every one of us enjoy a wealth of health and happiness, that this season may be remembered as "the best part of 1949."

MILWAUKEE TERMINALS

Chestnut St., North Milwaukee
and North Avenue

Dick Steuer, Correspondent

Marriage vows were repeated by Bette Olson, bill and expense clerk, and Verne Whitford on Nov. 12, in the rectory of St. Rose's Church. The couple spent their honeymoon in Chicago, with a side trip to Sherwood, Wis.

A two-week vacation with a Mexican flavor was enjoyed recently by a group of five girls, including General Clerk Estelle Rege. The girls were impressed with the carnival atmosphere which prevailed and by the well-mannered señors. They spent an exciting Sunday afternoon in Mexico City's largest and newest arena watching the bull fights.

The Frank Newhauser family recently welcomed their soldier member, Corporal Frank, on his arrival from Tokyo, Japan. Frank has been stationed in Japan the past three years and is manager of the PX in Tokyo.

Mary Ann Starcevic, who was displaced by a senior employe at Fowler Street, has

displaced Bette (Olson) Whiteford. Bette bid on the open expense and billing position and was assigned to it on her return from her honeymoon.

Yard Clerk Tommie Regan, who has been a mainstay at Gibson station for some time, has displaced Kenny Stelzel as yard clerk at West Allis station.

Another bulletin indicates the assignment of James J. Mindel to the demurrage clerk position at A. O. Smith.

There are three railroaders on the "mending" list: Former Agent Leahey, General Clerk Betty Metschl, and Yard Clerk Jimmy Madushaw. They would appreciate visits from one and all.

Davies Yard

J. J. Steele, Correspondent

Dear Santa—Here is a list of the things some of us would like for Christmas. Please place in our stockings hanging on the fireplace:

W. Mauer—a few extra large mink; Alex Sawdy—bow and arrow for deer hunting; Erv Weber—please take my Ford and return my Buick; H. Egan—two weeks in New York; C. McConville—a month in Mexico; Don Ritzke—make the days a little shorter and the nights much longer; A. Schilhansl—an instruction book on how to become a deer hunter; A. Waldera—a new Dodge; W. Weatherall—a 600 score in bowling.

F. Adams—a set of horseshoes; F. Pfeifer—an electric train; J. Dunar and G. Allie—a few golf lessons from J. Steele; A. Horn—a book of instructions on square dancing; P. Engle—a farm; S. Engle—please don't give my father a farm because I'll have to do all the work; H. Wilm—a book on how to play poker; E. Nowakowski—please have Ed Anderson and S. Stanjak put a few more nickels in my juke boxes.

Merry Christmas and a very prosperous New Year to the yard gang!

Fowler Street Station

Pearl Freund, Correspondent

Number 1 choice for Fowler's spotlight is Ray Benthien, yard clerk at Upper Fowler Street. On Nov. 1 Ray noticed a peculiar noise coming from the Diesel-powered engine of No. 5 as it went by. He immediately phoned the director who in turn contacted the La Crosse dispatcher and between them they managed to stop the train. Investigation disclosed a broken pin gear which made it necessary to take off the engine and make a substitution before the train was allowed to continue. Consequently, through Ray's quick action an accident was averted.

Friends and co-workers of Henry Brevier are hoping that retirement agrees as well with him as his job with the Road. Henry's retirement became effective Sept. 1, at the age of 74. As far back as Feb. 1, 1916, we find that he clerked at Reed Street and in the Muskego Yard district for some years prior to his duties at the PM carferry dock, where he held his position for about 30 years. When he was on the job he was all business, and when not working he liked to take on the boys at Schafskopf or Skat, excelling at both games. He entered many tournaments at the Elks Club and came away with a good share of the prizes. For a sideline Henry had a window shade business, and he was good at that type of work, too. Many officials who have worked in the Milwaukee Terminals but have gone else-



Mexican vacation . . . Four Milwaukee, Wis., employes and a friend are made welcome by the hosts at El Colmenar in Mexico City. From left: Josephine Conway, Mary Barry, Beatrice Lang, Margaret Conway and Estelle Rege. Mary and Josephine are employed at Fowler Street and Beatrice and Estelle at Chestnut Street.

where, continue to ask if Henry is still around, no doubt because he worked on an important shift, handling the rush cars out of Milwaukee for the PM car ferry. As far as we know, Henry never made the trip across the lake to Ludington, and his co-workers often threatened to get him on a boat and take him at least to Jones Island, but fate, or Henry, always foiled their plans.

Fred Coerper, inbound rate department, piled up honors on Nov. 8 for his team, the Columbian, when he bowled a high single of 277, contributing an honor count of 627. Other pinsters for the team are Bill Carey, George Lawrenz, Bill Stark, Jim Martin and R. Pestalozzi, who helped hit a big 2,762 for a three-game series.

Walter O'Keefe's "Double or Nothing" program during the Food Show at the Auditorium was a profitable event for two of our force. Willard Kinast chose to name the state capitals to win \$40 cash and a case of soup. Mrs. Bridget Gatzke, wife of Ervin Gatzke, night expense clerk, won \$120 and a case of pork and beans for giving the correct answer to the questions in her chosen category and also to the jackpot question.

It was a major task for Lucille Brower to terminate her vacation after being so nicely entertained at Cody, Wyo. She returned by motor with her sister who will spend the winter months here.

An active youngster in the Y.M.C.A. is

Ralph Richter, son of George Richter, claim department. Although George is too modest to speak of his son's prowess, we have learned of Ralph interest in Indian lore and the Association's presentations of Indian pageantry. He is also active in the physical education program.

Sympathy is extended to John and Al Krohn, yard clerks at the PM dock, on the death of their mother who passed away Nov. 8 at the age of 77. Also, to the family of Alex Bueth, who died on Nov. 21 at the age of 44. Alex started work at House No. 7 on May 1, 1941, and was a tow-motor operator. He is survived by his wife, Olga, and two children, Alan and Donna Mae.

November 30 marked a big occasion for Frank Buchner, who numbers his years of service with the Road since 1917. Frank says he thoroughly enjoyed his job as switchman in the Terminal, and his final duties to date were switching at the PM dock. He intends to rest mostly and to pursue his hobby of ornamental wood working.

A word about the Milwaukee Road Donors Club is necessary at this time. The blood bank is now entirely too far below its quota and blood donors are urgently needed to build up the supply which has been greatly depleted since the club's inauguration in April. Anyone interested or able to donate may contact Mrs. Helen M. Ross, authorized agent.

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TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Assistant Trainmaster L. W. Clark and his wife, with Engineer Hewitt Patten and wife, attended the Knight Templar international conclave at San Francisco Sept. 17-23, putting up at the Mark Hopkins Hotel. They went on from there to Los Angeles.

Agent W. P. O'Hern, Wakpala, who spent some time at Shakopee, Minn., taking the mud baths, is much improved and is recuperating at the O'Hern's apartment at the Brown Palace Hotel in Mobridge.

R. C. Herschleb, retired engineer, is much improved after a siege of arthritis.

Frank Schneider, retired machinist, and wife of Menominee, Mich., drove out in their new Chrysler car for a visit with old friends and at present are the house guests of Dispatcher A. G. Atha and family.

Forrest Bert Doud, son of Bert Doud, retired conductor, and wife Lillian who are former Mobridge residents now living in Manhattan Beach, Calif., stole a march on his friends by eloping to Los Vegas, Nev., on June 26 with Miss Rena Belanger. His bride is an airline hostess for TWA. The happy couple kept the marriage a secret until Labor Day.

Engineer Gus Deutscher and wife recently had as their guests Conductor Vern Cotton and wife and their son, Capt. G. C. Cotton, who had just returned from three years of service in Japan.

Harry Fritz, retired conductor, and wife spent two weeks here renewing old friendships. They now make their home in San Diego, Calif.



We are glad to know that Mrs. H. J. Leary, wife of water service foreman, is well again after being confined to the Mobridge hospital.

Mrs. Ethel Robertson has returned from a two-month visit with friends at Prescott, Ariz., and with her brother in Los Angeles.

We are sorry to lose Andy Perion, railway mail clerk, and wife. Due to taking off trains on the Trans-Missouri, he is now working out of Rapid City.

Arnold Running, third trick roundhouse foreman, has been transferred to Tacoma, leaving on Nov. 23.

Engineer Claude Preston and wife are wearing big smiles these days, due to the arrival of their first grandchild, a little girl born to their daughter, Mrs. Robert Bednar. The little miss has been named Claudia Elizabeth.

George Sheldon, retired engineer, for-

merly of Mobridge and now residing at Milbank, passed away recently on the Olympian Hiawatha while en route to Mobridge for hospitalization. He had 51 years of Milwaukee Road service, retiring in 1937.

John Cooley, retired engineer, of McLaughlin, S. D., passed away on Oct. 4 at the age of 76. He is survived by three sons, Gilbert of Great Neck, N. Y., William of Seattle and Kenneth of Duluth, Minn. He was laid to rest in Greenwood cemetery at Mobridge.

E. H. Sparks, retired engineer, passed away at Van Nuys, Calif., on Nov. 7 after a long illness. He leaves his widow, three daughters and one son.

Express Agent Vernon Brecke passed away on Nov. 17 after a three-month illness. He is survived by his widow, son and daughter. Burial was at Grand Forks, N. D.

Mrs. Louis Schiefelbein spent Thanksgiving at Miles City with her husband, Conductor Schiefelbein. She was accompanied by Mrs. Dora Anderson.

Leonard Lyons, our former railroad policeman, his wife and son Tom of Seattle spent a few days here recently and enjoyed some pheasant hunting. Movie actor Robert Taylor also made his annual trip to Walworth County to enjoy the pheasant hunting, coming in his private plane. While here he stays with his friends, the Gosch family near Glenham, S. D.

Brakeman Benny Bender has the honor of being the first Mobridge hunter to bring back a deer and an elk.

Mrs. A. W. Spiry, wife of the Milwaukee surgeon here, recently underwent an operation at St. Barnabas Hospital in Minneapolis.

Now that we are all prepared for old Kris Kringle and the happy Yuletide season, here is wishing all of our readers the merriest holiday ever.

MAGNUS METAL CORPORATION

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NEW YORK

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CHICAGO



Tommy Olson, 2, the up and coming scion of a well known Milwaukee Road family. He is the son of Agent John Olson, Forest Junction, Wis., grandson of Agent Nels Olson, Sherwood, Wis., and a nephew of Mrs. Vernon Whitford, clerk at Chestnut Street station, Milwaukee.

I & S M DIVISION

H. J. Swank, Division Editor

For the record, our first snowfall of the season arrived on Thanksgiving eve, when about four inches of the white stuff covered the landscape.

Thomas Damm, retired engineer, passed away at his home in Austin on Nov. 9, at the age of 81. He retired in November, 1937, after 43 years of service.

Sherman Rowe, agent at Dundas, died on Nov. 16 at the age of 80. Mr. Rowe was still on the active service roll at the time of his death and had worked for the road for 30 years.

George Morgan, night laborer at Austin roundhouse, played a very important role in saving the lives of two neighbor children during November. As Moran passed the home of Glen Mortenson (a former roundhouse laborer, also) he noticed smoke pouring from the windows. He entered the house and carried two of the children to safety, turning them over to a passing motorist who rushed them to the hospital, where they are reported to be in good condition. He then attempted to enter the building a second time to locate the youngest child, but the smoke and flames drove him back and the baby died. Our deepest sympathy is extended to the Mortenson family.

Several local nimrods made the trek north during deer hunting season, but apparently the weather man frowned upon their efforts for no venison chops or steaks showed up in our refrigerator. Water Inspector Steve

Kloeckner reported that he saw several deer on his way back but they were tied to car fenders.

R. J. Wencl was senior bidder for the agency at Lime Springs, Ia.

John T. Kaisersatt, second district engineer, visited the office while in Austin for the Thanksgiving holiday.

Haven't received any item of interest from employes on the line for many a moon. How about it, folks? This is your column, so let's make it interesting. Thanks for your co-operation during this year, and at this time I want to wish you all a merry, merry Christmas and a prosperous New Year!

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Jack Treadway, machinist apprentice of Miles City, was here Thanksgiving to have dinner with his mother, Mrs. Art Keeler, and visit friends.

Mrs. C. L. Galbraith journeyed to Portland recently to visit her mother and friends. Conductor Galbraith, better known as "Windy", has been retired for a year now and loves it.

P. M. Gwinn, retired section man, and Mrs. Gwinn made a trip to Illinois recently, visiting old time friends.

In the September issue of the Magazine you may have seen the picture of Victor Farrar and his 19-pound Loch Laven trout. The fish is now mounted and on display at Nate's Sport Shop in Lewistown.

I regret to report the sudden death of Conductor Thomas Welton in Harlowton recently. Mr. Welton had worked on the division for many years and had just finished his run when he passed away. Sympathy is extended to his family.

Fireman D. L. Miller, of the N. P. at Tacoma, has hired out here on the Rocky Mountain Division.

I see by the last issue of the Magazine that high winds are doing quite a lot of damage up and down the railroad. On Nov. 27 we had an 80-mile wind here. It blew the roof off the Denton depot and moved the building from its foundation; also blew part of the roof off the depot at Montague, blew down telephone wires and did other serious damage.

Two sharks were lazily swimming around together when one of them said, "Come, let's get out of here."

The other shark demurred. "It's nice and comfortable here. Why go away?"

"Because," said the first, "here comes that braggart. No sooner will he get here than he will begin to tell how he caught a man 10 feet long but let him get away."



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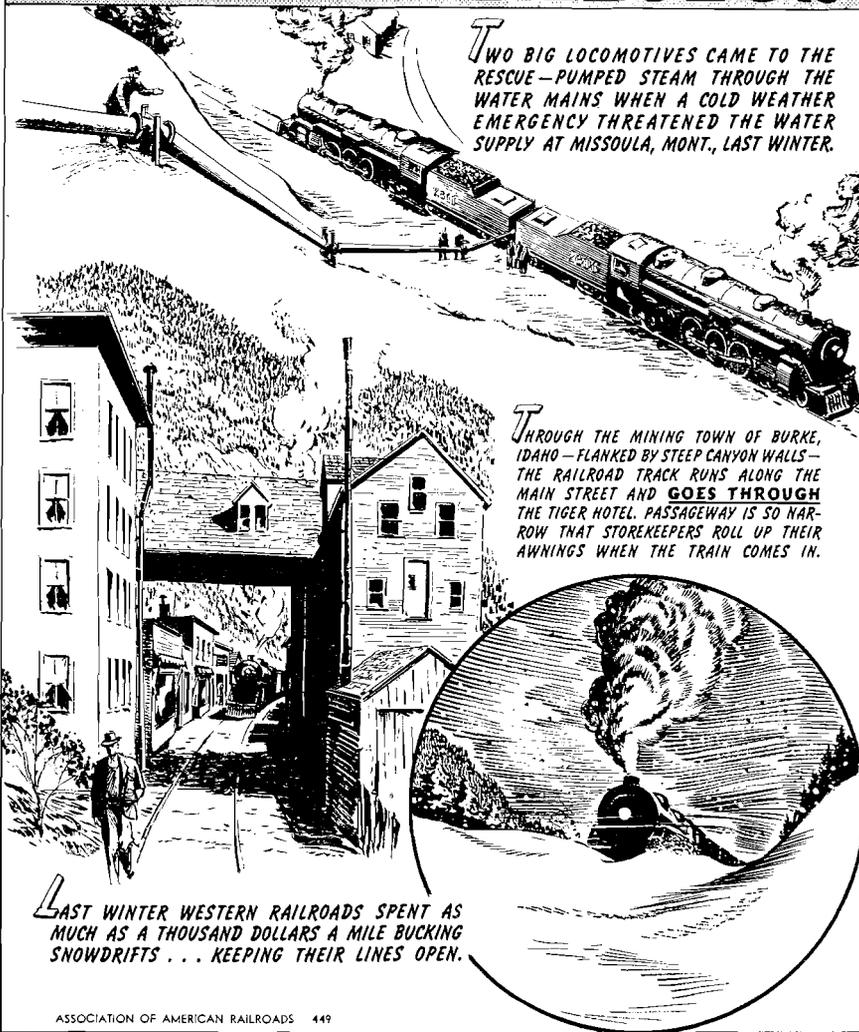


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Rail oddities



TWO BIG LOCOMOTIVES CAME TO THE RESCUE—PUMPED STEAM THROUGH THE WATER MAINS WHEN A COLD WEATHER EMERGENCY THREATENED THE WATER SUPPLY AT MISSOULA, MONT., LAST WINTER.

THROUGH THE MINING TOWN OF BURKE, IDAHO—FLANKED BY STEEP CANYON WALLS—THE RAILROAD TRACK RUNS ALONG THE MAIN STREET AND GOES THROUGH THE TIGER HOTEL. PASSAGeway IS SO NARROW THAT STOREKEEPERS ROLL UP THEIR AWNINGS WHEN THE TRAIN COMES IN.

LAST WINTER WESTERN RAILROADS SPENT AS MUCH AS A THOUSAND DOLLARS A MILE BUCKING SNOWDRIFTS . . . KEEPING THEIR LINES OPEN.

ASSOCIATION OF AMERICAN RAILROADS 449

D & I DIVISION

First District

E. Stevens, Division Editor

Congratulations to Chief Clerk and Mrs. Jack Haberbusch (engineering department), Savanna, on the arrival of a son on Nov. 29; to Mr. and Mrs. Lane O'Rourke (store department), Savanna, who welcomed a baby boy on Nov. 23; and to Fireman and Mrs. Steve Kampas, who also have a baby boy which arrived on Nov. 23.

In the Presbyterian church at Savanna, on Nov. 19, occurred the marriage of Edward Shafer, of the engineering department at Western Avenue and son of Machinist and Mrs. Edward Shafer of Savanna, and Miss Ruth Allen, also of Savanna. Their new home will be in Elgin, Ill.

Miss Almamae Lynn, only daughter of Conductor and Mrs. M. K. Lynn, Elgin, became the bride of Howard A. Scheu of Chicago, in a candlelight ceremony on Nov. 26, in the House of Hope Presbyterian Church sanctuary, Elgin, Ill. A reception followed in the Rainbow Room of the Hotel Baker, St. Charles, Ill.

Miss Margaret Ann Roe, daughter of Mr. and Mrs. James J. Roe (formerly superintendent of rail mill, Savanna, now of Mil-

waukee), was married to James F. Chase on Nov. 19 in St. John DeNepomuc Catholic Church in Milwaukee. Attending the wedding and reception were General Clerk Jean C. Davis, of the superintendent's office, Mrs. Max Cottral, Mrs. C. H. Plattenberger and Mrs. Bert Follett, of Savanna.

Miss Elaine Turner, daughter of Mr. and Mrs. Millard Turner (rail mill), Savanna, became the bride of William Lambert of Davenport, Ia., on Nov. 12 in St. John's Catholic Church. A reception followed in St. John's Forester Hall.

Nels Peterson, car inspector in Savanna yard, died of a heart seizure on Oct. 31, on the way home from work. Mr. Peterson started with the Milwaukee in 1904 in the mechanical department, transferred to the B&B department, and in 1912 entered service in the car department where he was employed up to the time of his death. Surviving are three daughters and two sons, Conductor Gordon Peterson of Savanna being one of the sons.

John Clement, retired mechanical department employe, passed away on Nov. 7 in the East Moline hospital, where he had been a patient for two weeks. Funeral services and burial were in Savanna. Surviving are a niece and a nephew.

Congratulations to John J. VanBockern, formerly roadmaster and trainmaster on the

D&I Division, on his recent appointment as general manager of the DRI&NW with headquarters at Davenport, Ia. He succeeds the late F. S. Weisbrook. J. P. Fennelly, treasurer and auditor of the DRI&NW, was at the same time appointed superintendent in addition to the aforesaid duties, and Miss Berniece Greuenau was appointed assistant auditor and assistant treasurer.

Lloyd Calloway, formerly night chief in the dispatcher's office at Savanna, was appointed chief dispatcher on Nov. 1. Dispatcher C. B. Smith, formerly of Perry, now is night chief.

New additions to the office the past few months are B. W. Miner, formerly of Montevideo, now second trick dispatcher, and W. L. Mayer, from Montevideo, third trick. W. C. Grandstaff will be back with us as swing dispatcher at Savanna and Dubuque, in addition to Larry and Jerry, the regulars.

Garfield Watson, engineer on a switch engine in Savanna yard for many years, retired as of Dec. 1, after 49 years of efficient service, 45 of which were spent in the locomotive department on the D&I Division.

G. A. J. Carr, division storekeeper at Savanna, who was taken ill on Nov. 14, has at this writing made some improvement.

Merry Christmas and a safe and happy New Year to all!

Quad Cities Area

Marion L. Arnold, Correspondent

Our sympathy to Signal Maintainer C. L. Montgomery on the death of his father, George Montgomery, on Oct. 28. The elder Montgomery, who was 84 at the time of his death, was employed at Green Island for 48 years.

Switchman Clell Moore is ill in St. Luke's Hospital. We hear he will be there for several more weeks. Herbert L. Groharing, relief P.F.I. at Nahant yard, caught his arm in a corn picker while off duty. His injuries are not as serious as was first thought, but he will be confined to the hospital for some time.

New additions to two switchmen's families arrived in time for Christmas. Shirley Jean Rushton, daughter of Mr. and Mrs. G. D. Rushton, was born on Nov. 21. She had a brother at home waiting to greet her. Mary Jo Strouse, daughter of Mr. and Mrs. L. C. Strouse, was born on Nov. 27. She has a sister who was very anxious to see her.

On Nov. 8 William Fonger, roundhouse foreman at Nahant, was assigned to the position of assistant foreman at Savanna. J. H. Kervin is the new foreman at Nahant.

Switchman V. L. Hasskarl visited his father in Pennsylvania recently. His father surprised him by presenting him with a new car.

Stan Yates and Ed McLarnon spent some time recently at the Davenport freight house lining up operations in connection with the local pick-up and delivery contract being transferred to the Tom Pappas Trucking Company. On Nov. 10 Mr. Yates and Mr. McLarnon held a meeting with the employes at the freight house to discuss problems relating to the handling of freight in the interest of loss and claim prevention. Talks were also given at the meeting by Agent McGee and Safety Engineer J. A. Ogden.

This office and the freight house were recently besieged by 25 youngsters from one of our local schools who were being taken on a tour of the station. The teacher in charge of the quiz kids was Mrs. J. L. Pierce, wife of the chief yard clerk at Davenport. We received a very nice "thank you" note from them.



Call the Cops!

THERE'S A FREIGHT TRAIN COMING DOWN THE TURNPIKE

You'll never see a freight train roll down a public highway. Too bad it couldn't happen now and then... just as a striking reminder of how much we all *depend on ... and take for granted ...* railroad service.

We often forget that most of our food, fuel and other necessities are delivered to us by rail. When we stop to think about it... in peacetime or the emergency of war... the railroads are Mr. Transportation.

But, they *don't* use our public highways. They use their own steel highways, their own stations, bridges and tunnels—built and maintained by their own money. The railroads pay their own way, in every way.

Yet, the railroads are forced to compete with other

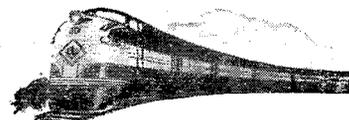
forms of transportation which use highways, airports and waterways, built and maintained largely by the people's tax money—including taxes paid by the railroads!

This is neither fair to the railroads nor to you... because you pay twice for all subsidized transportation. First, you pay the direct charges, and you pay again in your share of taxes required to build and keep up the highways, airports and other public facilities used.

The railroads want no favors. They do want fair play... competition on an even-Steven basis. They are entitled to it and so are you. With open, "no-favorites" competition in the best American tradition, the railroads will serve you—and all the people—even better.

Fair Play for America's Railroads

AMERICAN RAILWAY CAR INSTITUTE



What a
gift for
Christmas!

Prince Albert

America's Largest-Selling
SMOKING TOBACCO

★ To bring a smile to the face of any pipe smoker on your Christmas list—or to any man who likes to roll his own cigarettes—give Prince Albert! Choice, crimp cut tobacco—mild and full-flavored! And the big one-pound tin comes gift-packed in a colorful Christmas package—with a “built-in” gift card right on top!

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THE NATIONAL JOY SMOKE