



THE
MILWAUKEE
MAGAZINE

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

*The Snow Trains are Rolling Again
Pages 4 and 5*

FEBRUARY 1949

Sometimes women have to carry the banners

PERHAPS you'll see the story of Joan of Arc, as portrayed on the screen by Miss Ingrid Bergman.

It's a thrilling episode in the world's history, proving that sometimes a *woman* must take the lead in the fight she believes in.

Modern women, too, must often pick up the banners . . . in *their* struggle for the security and well-being of their family.

Though earning the necessities of life is primarily a man's job, sometimes it takes a *woman* to *insure* her family's future by setting them on the *only sure road* to security . . . through adequate, regular savings.

For the modern woman, there is one foolproof method of winning her fight for savings. It's United States Savings Bonds—an investment with the soundest backing in the world . . . an investment that pays back *four* dollars for every *three*.

And there are two foolproof savings plans, too. One is the Payroll Savings Plan, for those on a company payroll. The other is the Bond-A-Month Plan, for those not on a payroll, whereby bonds are purchased through the checking account.

If your home is your career, urge your husband, and all other working members of your family, to start now—today—on the bond-saving plan for which they are eligible.

If you are working, sign up yourself at your firm or bank, and influence the other working members of your family to do the same.

Soon the bonds will start piling up.

Soon you'll know that confidence in the future which only comes through saving.

It's a wonderful feeling for anyone. And for a woman—how doubly wonderful!

**AUTOMATIC SAVING
IS SURE SAVING
U.S. SAVINGS BONDS**



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Chicago, Milwaukee, St. Paul and Pacific Railroad Company

Financial Results . . . 12 Months of 1948

Compared with the Same Period of 1947

WE TOOK IN

	To December 31, 1948	+ Increase - Decrease	
<i>Railway Operating Revenues for hauling freight, passengers, mail, express, etc.....</i>	\$254,982,710	+ \$23,504,142	10.15%
<i>Other (Non-Operating) Income, Net.....</i>	1,184,423	- 353,045	22.96%
<i>Total</i>	\$256,167,133	+ \$23,151,097	9.94%

HOW THE MONEY WAS USED

49.40% — <i>Wages</i>	\$126,560,243	+ \$13,310,704	11.75%
3.01% — <i>Payroll Taxes</i>	7,707,579	- 2,388,359	23.66%
44.41% — <i>Fuel, Materials, Supplies, other operating expenses, taxes, rents, and interest.....</i>	113,769,821	+ 13,973,356	14.00%
1.26% — <i>Appropriations for Sinking Funds and Improvements</i>	3,217,141	- 1,680	0.05%
<i>Total</i>	\$251,254,784	+ \$24,894,021	11.00%

LEAVING

1.92% — <i>Available as Net Income for other corporate purposes</i>	\$4,912,349	- \$1,742,924	26.19%
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The decrease in Available Net Income compared with 1947 is the result of higher wages paid, increases in the cost of materials, fuel, and other consumable supplies and, to some extent, to a lesser volume of traffic, although the volume handled moved at higher rates than prevailed during the preceding year.

The Snow Trains are Rolling Again

THE morning of Jan. 8 broke bright and clear in the Pacific Northwest and the finest opening day in the history of the Milwaukee Road Ski Bowl got under way at 8 a.m., when the four snow trains pulled out of Union Station in Seattle and the Milwaukee Road station in Tacoma with over 2,500 ski enthusiasts aboard.

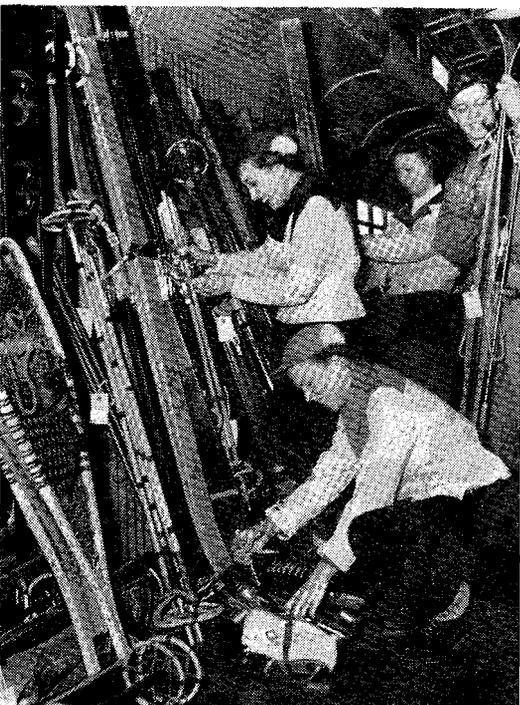
Up at the Ski Bowl it was a beautiful day, with the sun shining brilliantly all day, and the skiers had the time of their lives in the four inches of powder snow which lay over the crust. The conditions were lightning fast—the way all skiers like them.

Coincident with the opening of the Ski Bowl was the opening of the Seattle Times Ski School which provided free instruction for the 2,500 youngsters. The battery of capable instructors, among the best in the Northwest, is headed by the maestro, Ken Syverson.

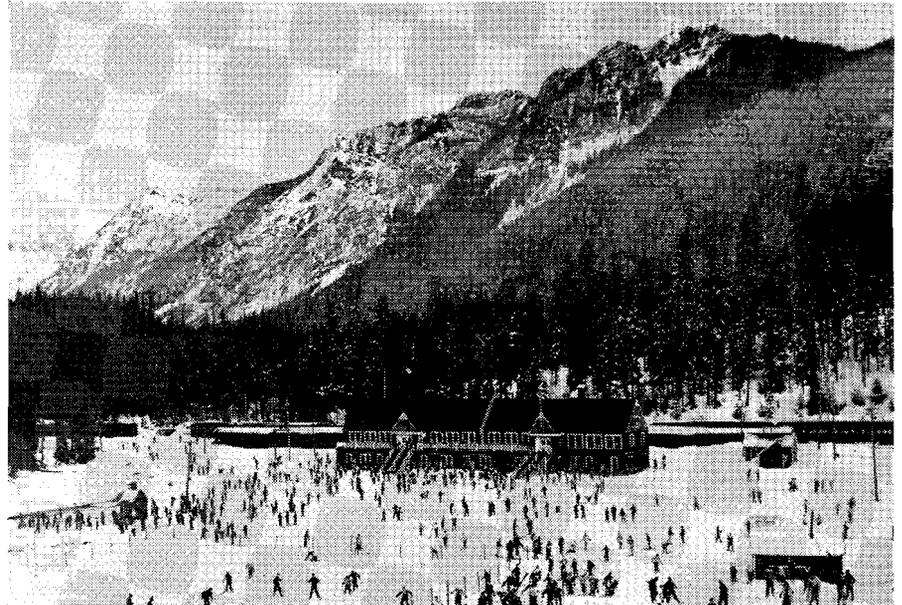
The Seattle Parent-Teachers Association is co-sponsor of the Ski School, the largest of its kind in the



A conference between snow queens. Pat Miller (left), reigning queen of the Milwaukee Road Ski Bowl, and Joyce Bannister, who wore the crown last year, put their heads together over Joyce's scrapbook.



The baggage car replaces the club car for general conviviality. Swapping tall tales of the slopes is a legitimate part of the sport.



It's every man for himself on the broad open slopes around the shelter lodge which are excellent practice grounds for novices at the game.



A freshman skier, on the spot before an attentive gallery, labors through one of his first "snowplows" under the watchful eye of an instructor from the Seattle Times Ski School.

After a season in the snow train business, General Passenger Agent O. R. Anderson rates as a skiing expert. Here he advises young ski-schoolers on the technique of ski waxing.

world. Inaugurated in 1939, the Ski School has come to be closely associated with the Milwaukee Road, which provides not only the transportation, the skiing slopes, the popular alpine lodge, but another factor which is particularly important to the parents of the young skiers—safety in transit.

In addition to the youngsters, there were hundreds of seasoned veterans of the stave sport who journeyed to the Ski Bowl on Jan. 8 and also on Sunday, Jan. 9, when the attendance at the Bowl was up about 30 per cent over the opening week end in 1948.

Veteran skiers were pleased to see that the Ski Bowl had undergone a face lifting during the summer,

with additional acreage being cleared under the watchful eye of the ski committee consisting of L. K. Sorenson, general manager, Lines West; J. O. McIllyar, western traffic manager; and O. R. Anderson, general passenger agent.

Mr. Sorenson and A. O. Thor, Coast Division superintendent, checked the operation of the snow trains carefully and, as usual, found the trains moving to and from the Bowl smoothly. Scheduling and loading hit an all-time high.

As always, the snow trains were a mass of laughing and screaming young humanity with everyone having what looked like and sounded like a fine time. The "snack cars" on board and the cafeteria in the lodge

at the Bowl were crowded all day. Ben Paris, a Seattle restaurant operator who has the food concession at the Ski Bowl, declared that it was one of the most successful opening days in the history of the Bowl.

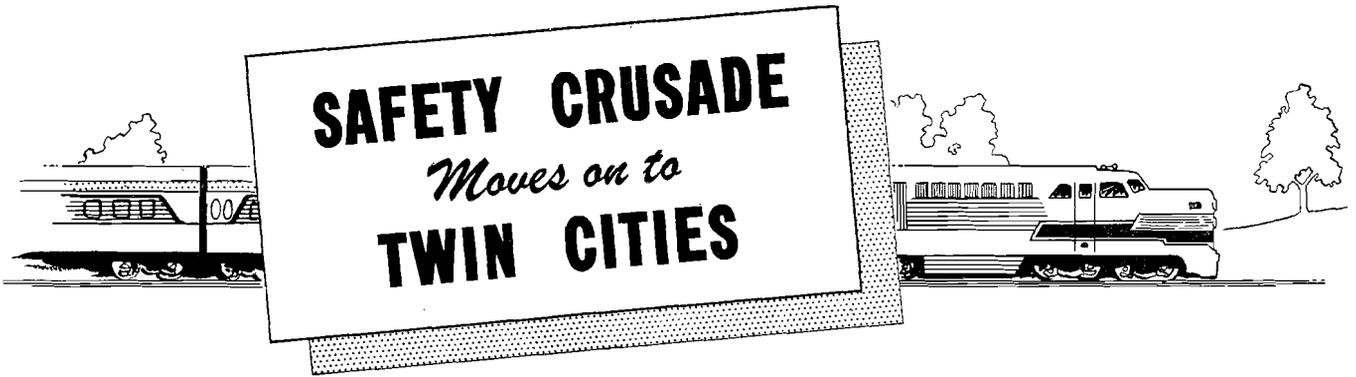
The Milwaukee Ski Lifts, Inc., came in for their share of the praise, too. Careful preparation and planning throughout the summer months kept the tows—all eight of them—working smoothly throughout the day. Among the various lifts is the famous "skiboggan," which is capable of carrying 32 passengers.

The area also boasts two fine ski jumping hills on which at least two tournaments are held each season, which lasts through January, February and March.



"Down by the motor" is the popular meeting place for the parties of skiing youth who trek to the Ski Bowl every week end. Teen agers are enthusiastic about the strenuous sport.

First arrivals at the lodge flock out on the slopes to get in line for their Ski School lessons. The signs in the background indicate the various classes.



SAFETY CRUSADE

Moves on to

TWIN CITIES

THE series of safety rallies begun in Chicago on Dec. 1 were properly characterized by Vice President J. P. Kiley as "a crusade for safety" in an address delivered in Minneapolis on the night of Jan 4 at the third of the rallies.

This meeting, held in the Luke Rader Gospel Tabernacle in Minneapolis, was attended by 547 Milwaukee Road men from Minneapolis and St. Paul. The weather that night was probably as bad as any the Twin Cities can expect to have this win-

The program at this rally was similar to those at the Chicago and Milwaukee meetings in December, opening with motion pictures showing parts of several famous prize fights. This was followed by "The Safe Railroader," a film providing instruction in the safe method of performing a number of railroading operations.

L. J. Benson opened the speaking program by pointing out that many of the railroad's top officers were there that night, not to address them

at great length but to talk with them briefly, congratulate them on the intelligent job of accident prevention they were doing, and to wish them a Happy New Year.

He described the hand brake car which had toured the railroad again in 1948, and mentioned the safety shoe car, a regular traveling store originated by this railroad, which sold approximately 8,000 pairs of safety shoes to employes in 1948. "I believe," Mr. Benson said, "that we have done more on the Milwaukee Road to further the cause of safety than any other railroad in the country, barring none."

General Manager L. F. Donald reviewed the Twin City Terminals record briefly. "Of the 18 operating divisions," he stated, "the Twin City Terminals ranked twelfth in 1945, eighth in 1946, and second in 1947. In 1948 I think it will probably prove to be second again. I feel that you are entitled to be congratulated."

Others who spoke briefly were W.

L. J. Benson, assistant to president, opens the Twin Cities safety rally from the pulpit of the Rev. Luke Rader Gospel Tabernacle in Minneapolis. Shown on the platform, left to right, are: J. P. Kiley, vice president-operating; C. H. Buford, president; Mr. Benson; K. F. Nystrom, chief mechanical officer; and L. F. Donald, general manager.



ter. The fact that such a large attendance was counted on such a bad night impressed L. J. Benson, assistant to the president in charge of the division of safety, as a good indication of the safety-mindedness which has put the Twin City Terminals in second place in the division safety contest for two consecutive years.

A part of the group of 547 employes who came through rain and ankle-deep slush to attend the big safety rally.

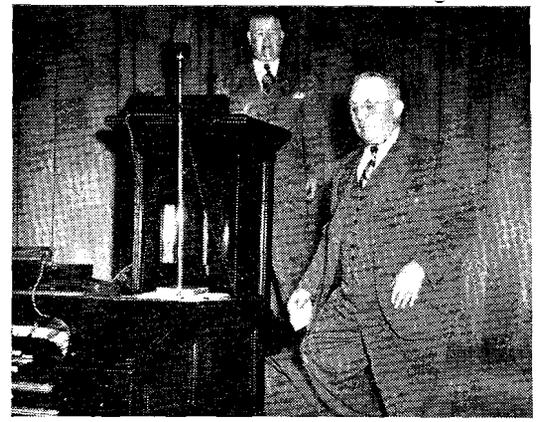


J. Whalen, assistant general manager; R. J. Middleton, chief engineer; K. F. Nystrom, chief mechanical officer; M. L. Medinger, district safety engineer; Dr. O. E. Yoerg, company surgeon in Minneapolis; and G. M. Dempsey, general inspector, division of safety.

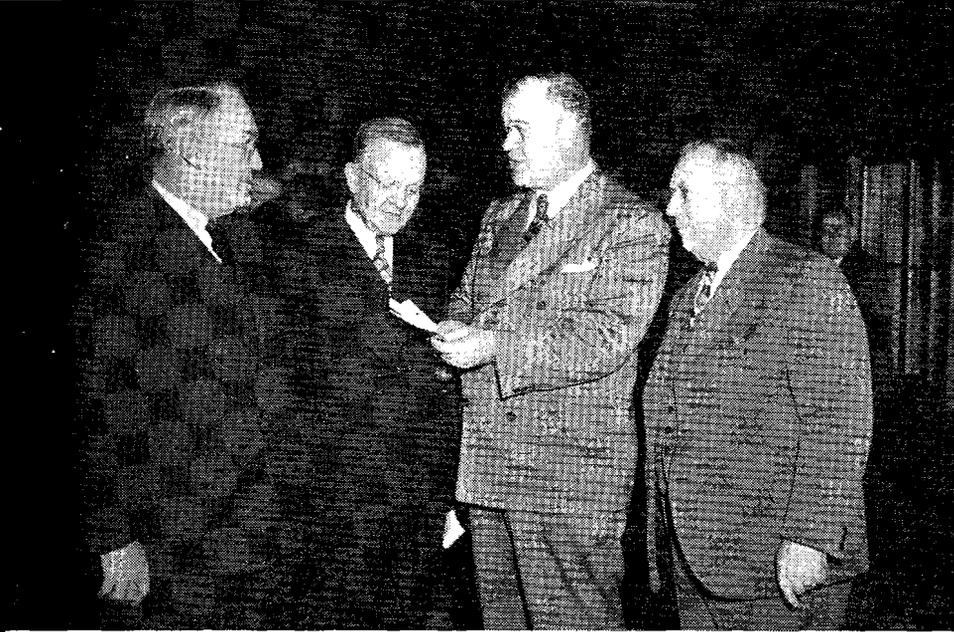
President Buford, whose address climaxed the speaking program, said:

responsibilities. Even if you feel you owe no responsibility to your fellow employes or to yourself, you certainly owe it to your family.

"I hope," he concluded, "that as we start into this new year we think more of our responsibilities due those who ride with us, who work with us, and to ourselves, our wives and others."



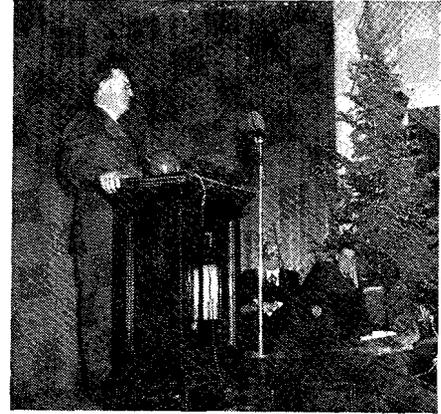
District Safety Engineer M. L. Medinger leaves the platform after addressing the crowd.



L. J. Benson had words of praise for the safety performance of the Twin City Terminals in 1948, and he had the figures to justify his enthusiasm. Left to right: President Buford; D. T. Bagnell, general superintendent, Minneapolis; Mr. Benson; and M. L. Medinger, district safety engineer.

"There is nothing more important than this safety program, and that's why I am here . . . We have personal freedom and we have personal responsibilities. Our life is replete with freedoms of all kinds, but along with those freedoms are responsibilities, and it is the neglect of these that causes accidents. Those who sneer at safety are neglecting their

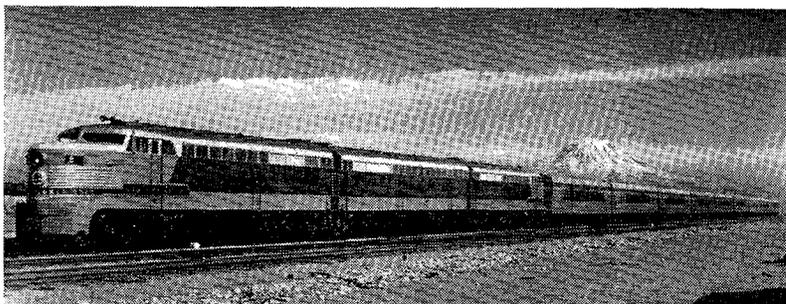
Mr. Benson presents Dr. O. E. Yoerg (left), company physician, to the Twin Cities audience. "I think we are all agreed," Dr. Yoerg said, "that if we work together to prevent accidents, our families will be happier."



J. P. Kiley, vice president—operating: "We are carrying on a crusade for safety and it is appropriate that we meet in such a place as this."



President Buford Addresses Olympian Hiawatha Crews



AN UNUSUAL letter, bearing the signature of President C. H. Buford, was addressed on Feb. 1 to each of the 491 men who constitute the crews working on the Olympian Hiawathas. It was a letter of considerable importance to the welfare of the railroad, not only because it had to do with one of the railroad's most important trains, but also because it speaks of standards of service which, taken generally, can mean the difference between successful and unsuccessful operation of the railroad.

Copies of the letter were sent to the home addresses of all Olympian Hiawatha conductors, firemen, flagmen, engineers, brakemen, baggagemen, sleeping car conductors, sleeping car porters, coach porters, stewards, cooks, waiters, attendants, assistant attendants, Pullman conductors and Pullman porters. The letter read as follows:

“WHEN we started out on the idea of making a completely streamlined train out of the Olympian Hiawatha, we thought we would get the job done a long time before this. I know you have been as anxious about it as have the rest of us. It's taken more than a year and a half to get delivery of the bedroom-roomette and bedroom-Skytop lounge cars. But now that we have them, our Olympian Hiawatha is the newest and most luxurious train in service between Chicago and the Pacific Northwest. Its appearance is most attractive, and the folks along the railroad who see it pass through their towns are all pretty proud of *their* new train.

“We're going to do everything we can to keep them proud of it and make them want to ride on it. You may already have seen some of the ads that are appearing in daily newspapers. We're also going to run ads in the leading national magazines where they will be read by millions of people throughout the country. I am clipping a copy of those ads to this letter so you can see how we are trying to sell Olympian Hiawatha service.

“This train is the standard bearer of our Hiawatha fleet, and all of us are mindful of the importance of keeping its service and performance standards high at all times. I am certain, too, that every member of this great train's crew and staff is anxious to help maintain its position of prestige. The new cars, and the comforts and beauty built into them, are designed and styled to capture the favor of our customers. When, to these splendid advantages, we add the personalities of a train crew and staff intent upon showing our guests how well they can be treated, I think we've got a world-beating combination.

“As a member of one of the crews of the Olympian Hiawatha, you are working with some of the finest folks in the railroad business, and I am confident that you will all be acting as a smooth-running team to show Olympian Hiawatha passengers the excellent quality of Milwaukee Road service. They are our guests—you and all the other members of the train's staff are their hosts, and I know each of you will want to leave the impression with them that you want them to come again.”

Freedom Train Maintained Perfect Schedule

IN ITS tour of the United States, the Freedom Train turned in a perfect on-time record, William T. Faricy, president of the Association of American Railroads, said on Jan. 22. Not once, Mr. Faricy reported, was the train delayed for operational or mechanical reasons.

The Milwaukee Road was one of the carriers who cooperated on this schedule, and elaborate precautions were taken to have it timed precisely when the train moved over our rails late last June.

Mr. Faricy cited the 15-month record as a “high tribute to the technical know-how of the thousands of railroad men who operated and maintained the train and who arranged its itinerary.” Many of the steepest grades in the country were negotiated with ease, and on no occasion was additional motive power required, he added.

Mr. Faricy stated that the 2,000-hp. Diesel electric locomotive, a joint donation of the American Locomotive Company and the General Electric Company, hauled the seven-car train over 54 different railroads, traveling more than 37,000 miles, to become the first locomotive in history to operate in all 48 states.

The railroading phase of the Freedom Train tour was coordinated by the A.A.R. with individual railroads and the American Heritage Foundation.

The Passenger is Pleased

WHAT'S one of the best ways to keep an eye on your luggage? Apparently, to turn it over to someone like H. B. Peterson, agent at Mitchell, S. D. Nice going on Peterson's part brought the following letter from L. A. McClanahan of Chicago:

“Last Jan. 4,” he wrote, “I was en route to Rapid City on the Milwaukee when blizzard conditions halted rail traffic west of Mitchell. I managed to get to Rapid City by bus, leaving three pieces of hand baggage behind at Mitchell as I thought they would surely come through within a few days. However, on Jan. 17 I found it necessary to telegraph the agent in Mitchell—Mr. Peterson, I believe—requesting that the three pieces be forwarded to Chicago. When I arrived back home my baggage was right on hand.

“I realize that you handle a tremendous amount of business, so I want you to know that such perfect service leaves an exceptionally fine feeling with the traveler.”

Everybody Knows Madrid

THE "How Well Do You Know Your Railroad?" contest introduced in the January issue of the Magazine proved not only to be a popular one, judging by the number of replies received by the editor, but it also established Madrid, Ia., as perhaps the best known single spot on the entire Milwaukee Road.

Replies to the query came from both employes and non-employes scattered throughout the Lines East area, and all but three identified the picture as Madrid. One thought it might be Green Island, Ia., and a lady in Minneapolis rather uncertainly ventured the opinion that it was Tomahawk, Wis.

First to identify the scene was Leo



Leo LaFontaine

LaFontaine, assistant manager of mail, express, baggage and milk traffic, whose office is in Chicago. These were his comments:

"Junction points are most familiar to all of us in the mail and express traffic department because of the transfers of head end traffic, as well as the frequent inspections we make to check on train delays.

"Most of our inspection work takes place during the night hours and we do not see much of the surrounding landmarks other than the front of the depots, platforms and track layouts for picking up or setting out of cars.

"Last summer I had occasion to be in Des Moines in connection with the handling and routing of mail, and on the way back after arrival at Madrid, while waiting for No. 102, I looked over the track layout at the east end of the station. It was then that I got a good daylight view of the station surroundings.

"Seeing No. 102 arrive at Madrid that day with No. 200 waiting for the connection made it rather easy to recognize the picture in the Magazine."

Close on the heels of Mr. LaFontaine's note of identification came one from Carson L. Taylor, general attorney and commerce counsel, whose office is also in Chicago.

"You can't kid an Iowan," Mr. Taylor wrote. "In this picture are the beautiful blue skies over Madrid, the good black dirt that produces the

tall corn, and loyal friends from Des Moines waiting to take the Midwest Hiawatha to points east, having just arrived on Andy's train from Des Moines."

The "Andy" Mr. Taylor refers to is Andy O'Laughlin, the well-liked elderly conductor who has come to be regarded by regular customers as an essential part of the service.

Readers not only identified the station and trains, but named the grain elevator in the background, inquired about the agent by name, gave the time of day, reminisced about the "old days" when they worked in or around Madrid, commented on the neatness of the station, complimented the Magazine for advertising the connection provided for the convenience of Des Moines patrons, and generally seemed to have as much fun as if they had just met an old friend. One young fellow, 17 years old and not employed by the railroad, knew it was Madrid because he recalled the furious corn cob fights he and the other boys used to have in the cob house at the back of the grain elevator.

The Milwaukee Magazine regrets not being able to answer each of the interesting letters written in connection with this feature, but hopes readers will not be discouraged from expressing themselves about the "mystery pictures" published in future issues.

As stated before, "How Well Do You Know Your Railroad?" will be an interesting game if everyone plays.



This scene which appeared in the January issue, and which readers quickly named "The mystery picture," proved to be not so much of a mystery after all. As practically everyone seemed to know, it was taken at Madrid, Ia., and shows No. 102, the east-bound Midwest Hiawatha, coming to a stop. The train at the left is No. 201, which has just brought passengers up from Des Moines.

The Milwaukee Magazine



FEBRUARY
1949

VOL. XXXVI
No. 10

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The Milwaukee Magazine, now in its 36th year of continuous monthly publication, is distributed free of charge to active and retired employes of the Milwaukee Road. It is available to others at 10c per single copy, or \$1.00 per year.

Milwaukee Road Aids Education of Rural Youth

THE Milwaukee Road is again offering unrestricted cash contributions to aid in promoting the rural youth club work of the agricultural divisions of the state departments of vocational education and extension services of 11 states in which it operates.

The offer, made by L. H. Robbins, commissioner of the agricultural and mineral development department, is intended to assist in furthering educational work of rural young people through the programs of the Future Farmers of America and the 4-H clubs. The Road has been giving similar cooperation over a period of more than 20 years.

Use of the funds contributed is determined by state supervisors of vocational education and state 4-H club leaders. In the past these educational awards have made it possible for boys and girls to attend the national 4-H Club congress held in Chicago and for boys to attend the national convention of the Future Farmers of America held in Kansas City each fall.

Blessed is the man who is too busy to worry in the daytime and too tired to lie awake at night.

If you have a loyal bunch working for you, thank the powers that be for your good fortune. If you have even one man or one woman who will stick with you to the end, bitter though it be, still be thankful.

Terre Haute Division Wins Safety Contest

by T. I. Colwell

Correspondent, Terre Haute, Ind.

BY THIS time the outcome of the safety contest for 1948 has been flashed to all points on the railroad, and the Terre Haute Division, busy with congratulations, must produce an answer to

of rain, sleet and snow, and during the latter part some below zero weather. Because of the icy conditions, injuries could be expected but the hazards served to put everyone on the alert, or so it



It's something worth crowing about, the telegram that confirms the winning of the safety trophy. Superintendent W. J. Hotchkiss (right) shows it here to Safety Engineer Otto C. Stainer, one of those who were responsible for the safety record.

the question of how it happened to win the trophy. After viewing the record from all angles, I found only one answer to this sixty-four dollar question, and it's a simple one—we didn't start out to show up the other divisions; we merely tried to make the Terre Haute the safest place on the railroad for a man to work.

When you want to promote the idea of saving your fellow employes the pain and suffering of injuries, as well as the loss of wages, it's easy to get cooperation. It took only a month or so of salesmanship to get our plan working and after that safety was more or less an established habit. The following brief month-to-month report will show just how we accomplished our purpose.

January was a typical winter month on this division, with a lot

seemed, and we skimmed through the month without a reportable injury.

Having completed one month—one of the most treacherous for injuries—with a clean slate, we entered February hopefully. However, on the 9th we had a reportable injury and later during the month four lost time injuries. Each one gave us a lot of concern and we all heaved a sigh of relief when we heard that none of them had developed into reportables.

By this time it was being brought to our attention that we had suffered only one reportable injury in these two months, as compared to five in the same period of 1947, and it looked as though we might have a good chance to make a fine safety record. At staff and other meetings Superintendent Hotchkiss cautioned the supervisors to

follow up every minor injury and to pass along the word that he was asking for the support of every employe in an effort to prevent accidents.

When a gusty day in March brought about the second reportable injury the efforts to observe safety precautions were redoubled. We were rewarded by smooth going until June 26. Two reportable injuries were reported the latter part of that month, one of which later proved fatal.

When this blow fell Superintendent Hotchkiss called in his staff and consultations were held to be sure that no one was overlooking an opportunity to promote the use of safety measures by the men under his supervision. All departments had been faithful about holding monthly safety meetings. Safety committees in the various departments did their part to discover and handle for correction any unsafe conditions or practices. Safety Engineer Otto C. Stainer took an active part in these programs, talking to the men in the various crafts and asking them for suggestions which in their opinion would eliminate safety hazards.

Chances Looked Good

We had attained first place in the safety contest at the end of April and by the end of June it became apparent that we might be able to give the other 17 divisions a pretty good race. Our record held through the next four months. Two injuries in November gave us some concern but fortunately no reportable injuries occurred in December. Consequently, we finished the year with only six reportable injuries and our ratio of 1.87 put us at the head of the safety list.

While it is to be regretted that these six injuries occurred, still we feel a certain sense of accomplishment when this record is compared to that of previous years, particularly to the record of 1945 when the Terre Haute Division was in 17th place. The record of 1946 showed a climb to 11th place and in 1947 we wound up in 4th place. The major credit for the 1948 award belongs to those employes who throughout the year performed their everyday tasks without an injury; also, to those who received minor injuries but who, through splendid cooperation, prevented them from developing into serious ones. Three departments, the B&B, the store department and the station employes, had neither a reportable nor a time lost injury.

Presenting MARTHA MOEHRING

Winner of
Honorable Mention
in Essay Contest

WHEN Martha Moehring revved up her typewriter and dashed off the essay which appears on this page it never occurred to her that it would get the slightest consideration in the contest. What she really intended to do, she said later, was to analyze the question thoroughly and then write something on the scholarly side. Then that deadline popped up on her calendar! However, the way it turned out is just about what anyone who knows her would expect; the essay has the unmistakable Moehring touch.

Introducing the first lady of Montevideo, Minn., presents problems. She may be regarded as first lady because the Montevideo office was a masculine stronghold before she walked in a number of years back, dusted off the chairs and started censoring the English language as it is used in times of stress. What's difficult about it is that Martha can tell you all about every employe on the H&D Division, but somehow she can't get the hang of talking about herself. There's always the record to consult, however, and it shows her listed as clerk to Assistant Superintendent J. W. Wolf. For the past two and a half years she has also been East H&D correspondent for the Mil-



Martha Moehring

HONORABLE MENTION

Why I Like to Work for the Milwaukee Road

Now, let's see . . . why did I circle October 15th on the calendar? Oh, my goodness, that's the deadline for that essay contest on why I like my job! I had intended to get it in long ago but I seem to have a thousand things on my mind and the little ol' essay gets shoved farther and farther back.

First, there's that new brakeman. He's just a kid, so I took particular interest in him when I filled out his papers—discussed railroading with him as I, a mere clerk, knew it. But, then, he knew less than I did about it, so he asked a lot of questions. He told me about his home, too, and that he was just a little bit lonesome. After he made his student trips, he came in to visit and I noticed that he had a lot more confidence than on the day he made his application. Anyway, he's my friend for life and I like him. And I like the other employes, too. There's a spirit of friendliness among them that you don't find just the same way in other groups.

That reminds me of a pretty nice thing that happened just recently. One of the men had a little daughter who became ill with an incurable disease. Everybody was concerned about the child and Bill was stopped often by some sympathetic fellow employe. When the final blow came, the boys around the office contributed to a memorial fund. It was just a gesture of sympathy and the response was generous. Bill, fully aware of the anguish other parents might face in a similar illness of a child, turned the entire fund over to research work, and everybody was pleased with his choice.

Not long ago I was coming home from my vacation and across the aisle in the coach sat a little, tired old lady, en route to visit a daughter in Montana. Grandma just wasn't used to being up at that hour of the night and she was very weary. Even kicking off her shoes and eating a sandwich out of her lunch box didn't seem to make her entirely comfortable. Up the aisle came the good-natured conductor. He sensed Grandma's discomfort, and with a twinkle in his eye went off and brought back a pillow. He showed her how to adjust the seat and tucked the pillow under her head. In a very short time she was fast asleep and utterly relaxed. And I was happy to be a member of an organization that knew how to make tired old ladies comfortable.

I like that bond of friendship that knits us Milwaukee Road employes together. You might walk up the street with your mind out wool-gathering. Suddenly someone calls, "Hi", and you look up into a face sprinkled with soot and grease but the smile is genuine, and you just naturally smile back.

We're just one big family . . . and that's why I like to work for the Milwaukee Road.

MARTHA MOEHRING

Clerk
Office of Assistant Superintendent
Montevideo, Minn.

waukee Magazine. But that's only a part of the story.

It's characteristic of Martha that she thinks it highly incredible anyone could be interested in her affairs, and yet she takes a vital interest in the people she knows, particularly those she meets through her job. When she spoke of herself as a member of "one big family," she meant it. "So much happens here," she says. If anyone is ill, needs help, has a baby, retires, sooner or later Martha is bound to know, and something will

be done about it. A card, perhaps a small gift, a note to the proper authorities, and without a doubt, a notice in "Rails," the bi-monthly news letter which she publishes. Let her tell you about "Rails."

"Well, if you think anyone will be interested, I suppose you can mention that I edit 'Rails,' too, and that it is sent to all employes from Minneapolis to Mobridge and the subdivisions. Out of sight in the picture [reproduced here] there's a heap of 'Rails' (Continued on page 27)

THE BLIZZARD OF '49

THE new year was but two days old when it started distinguishing itself in the weather department.

Snow storms, accompanied by high winds and sub-zero temperatures, struck repeatedly in many western areas served by the Milwaukee Road, and the storms quickly earned a name. The supervisors and crews who fought the battle of the weather on the Milwaukee Road, and who were still fighting it as this was written, had many names for the bitter conditions, but the most printable, and the one which will bring shivers of recollection for years to come was simply, "The Blizzard of '49."

Due to the fact that most of the supervisors and men charged with the job of clearing the rail lines could not be reached for an interview before the Magazine went to press, a complete account of the battle cannot be given at this time. Magazine correspondents in Mitchell, Mobridge and Aberdeen, S. D., did, however, collect the pictures shown on this page and submit what facts they could regarding conditions on the blizzard front.

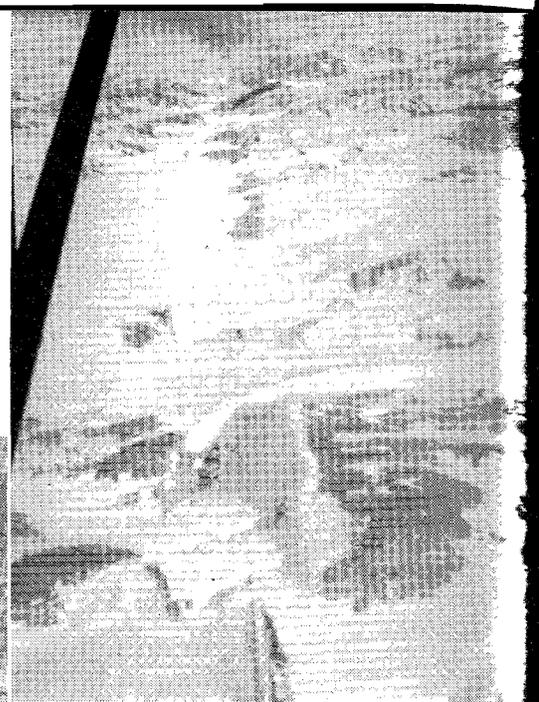
Correspondent Albert J. Gall, chief carpenter's clerk at Mitchell, reports the following about the struggle to open the line between Mitchell and Rapid City:



Another aerial view by Agent Shuck of Rapid City shows the rotary plow a few miles from Imlay, S. D. Note the three Diesels and the fuel oil tank car.

"Sunday, Jan. 2, will long be remembered as the day of the start of the Blizzard of '49 in the western half of South Dakota. On that and the next few days this storm raged with unabated fury, with winds of hurricane force up to 75 m.p.h.

"Our passenger train west out of Mitchell to Rapid City on the 3rd got as far as Murdo, where it was



This aerial view taken by Lowell Shuck, agent at Rapid City, from a plane piloted by Jack Clark, operator at Rapid City, shows a rotary plow (far distance) working between Imlay and Scenic, S. D. Note how the track, which is fairly clear in the foreground, disappears beneath drifts.

forced to tie up. On the 4th the wedge plows started working, but they too got only a little west of Murdo when they were stopped by mountainous drifts piled up by the high winds.

"On the 7th a rotary plow started working west of Murdo, where it encountered drifts from 5 to 25 feet high. Then it seems that a little hard luck started to dog the snow fighting crews: The plow broke down.

"A second rotary was put into operation on the 11th west of Kadoka, and it too developed trouble a few miles east of Farmingdale as it fought the great masses of hard-

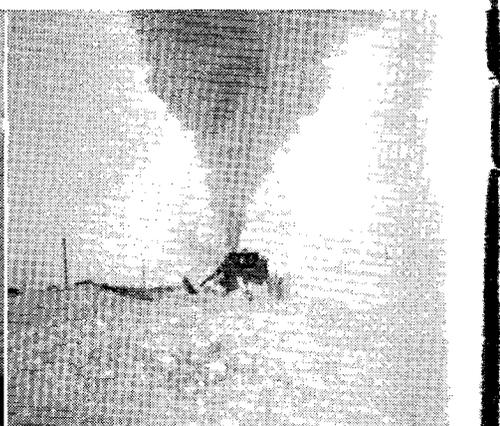


Shown atop a plow in a snow-filled cut between Arrowhead and Faith, S. D., are, left to right: Brakeman Roland Travis, Conductor J. E. Hardcastle, Brakeman Henry Niedringhaus and Sec-



tion Foreman William Kalish.

Above: Men dig around the plow so that another engine can approach and pull the plow back.



A column of steam and smoke and the crunch of crusted snow announce the approach of a snow plow on the Linton, N. D., line.



The end of a long, hard run. The rotary plow is shown upon its arrival in Rapid City on Jan. 24.



R. C. Dodds (center, wearing sheepskin) and a snow plow crew pause for a breather.

packed snow and ice. It is little wonder the plows broke down, as they were working the clock around, opening literally hundreds of drifts as much as 25 feet deep and from 50 to 700 feet in length. Spare parts were taken to the stricken plows by airplane from Mitchell.

"On the 15th another heavy blizzard struck this area and again with winds up to 60 m.p.h., which practically undid everything that had been accomplished. The equipment and men took (and are still taking) a terrific beating, as they have been working eight hours on and eight hours off most of the time, in stormy and sub-zero weather. Furthermore, they have been working in territories where there are hardly any towns in which men can get food and sleep. They have been living in bunk cars and cabooses.

"The officers and men have done a mighty fine job, even though some of the officers have lost some weight. All of them—Superintendent Dodds

and the trainmen, enginemen and section men alike—stuck with it.

"It took exactly 21 days to get through from Mitchell to Rapid City, S. D., during which period we had five distinct and separate storms—the worst in South Dakota history."

Another account of the Mitchell-Rapid City battle appeared in the Aberdeen-American News on Jan. 30, relating some of the experiences of Engineer Jim Palmer and Fireman M. L. DeForrest, local men who had served with the snow-clearing crews.

"Palmer and DeForrest worked together firing the big snow plows in shifts of 12 hours on 24 hour duty," the paper reported. In the 19 days, the crew had to go back to Mitchell three times for equipment and repairs. But on the way they were self-sufficient with their own bunk cars.

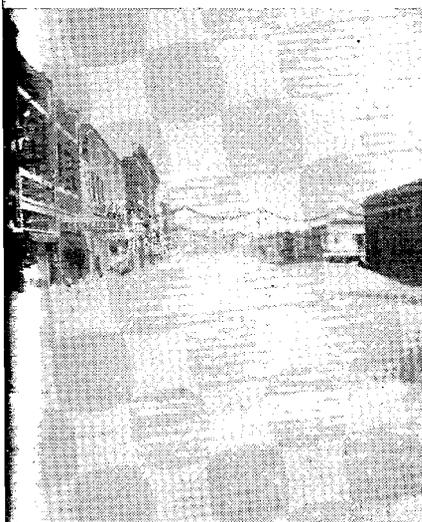
"We ate mostly pancakes," Palmer said. "When we wanted water, we just reached out the door with buckets and melted it."

"The men found that three buckets of snow would make one good bucket of water. He said they saw quite a few frozen pheasants.

"They were greeted enthusiastically by people in towns along the way, and at some places school was let out so that the children could go down and see the snow plow come in. At Interior, S. D., the whole school was down to watch the plows come in and take pictures of the operations.

"Fire departments in some of the towns came down with water for the plows. DeForrest said it meant a lot to the people in towns along the way to see the track being opened. Although there was enough food in most of the towns, they were about to run short.

"We used several cases of dynamite," Palmer continued. "The explosions made a lot of noise and moved the snow, but they didn't shower it as much as you'd think," he said. No one was injured in those operations.



The storm tied up Rapid City before the Christmas decorations had been taken down.



Engine No. 228, arriving in Aberdeen, S. D., with Train No. 18 on Jan. 5 bore evidence of a battle.

"After working day and night through snow that had to be bugged by dynamite, DeForrest and Palmer said that as soon as they got to Rapid City they got a hotel room and slept about 15 hours."

Correspondent Roy Owens, cashier at Mobridge, S. D., reported the following on Jan. 25:

"The Mobridge region escaped an earlier December storm which struck to the east and south, but the Blizzard of '49 caught us squarely in its path on Jan. 3 and 4. Fifteen inches of snow whirled about by 50 m.p.h. winds piled up huge drifts of snow to block streets and highways.

"By getting out the plows promptly and running trains as frequently as possible, main line rail service was continued, though somewhat off schedule. Most of the passenger trains got through in pretty good shape, but freight trains were considerably delayed.

"On Jan. 6 and 7 it looked as though it might be all over, as we were greeted with mild temperatures and thawing chinook winds began to cut down the size of the drifts. The city got busy removing snow from the streets, and Agent Williams put men to work clearing the station platform and industry track driveways. Our respite from the bad weather proved to be short-lived, however, as we have had since then at least two full-scale blizzards and a few lesser storms, not to mention sustained frigid temperatures ranging to 31 degrees below zero.

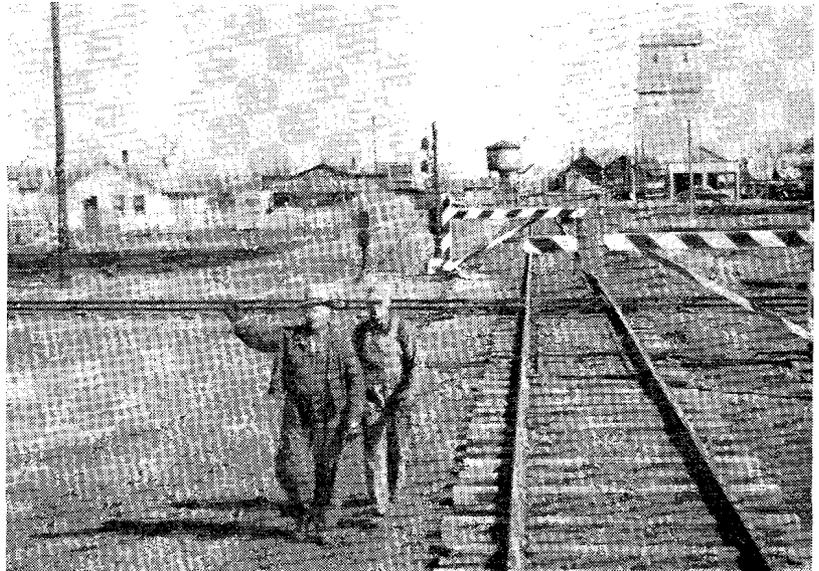
"The Faith, Isabel and New England branch lines have been more or less isolated the past two weeks. Snow plows encountered drifts of as much as 15 feet between Arrowhead and Faith, and near Leith on the north line. Service on all branch lines has been hampered by snow blowing into the many long cuts."

The winter of '49 stands a fair chance of being remembered long after the snows of this and many other winters have melted away.

Fire Prevention Award

THE final tally of fire prevention reports for 1948 showed that under contest rules the Idaho Division had won the trophy for 1948, with a record of three fires and \$86 in losses. The trophy will be presented at a luncheon to be held when weather conditions are more favorable, L. J. Benson, assistant to president, stated.

How Well Do You Know Your Railroad?



Picture No. 1

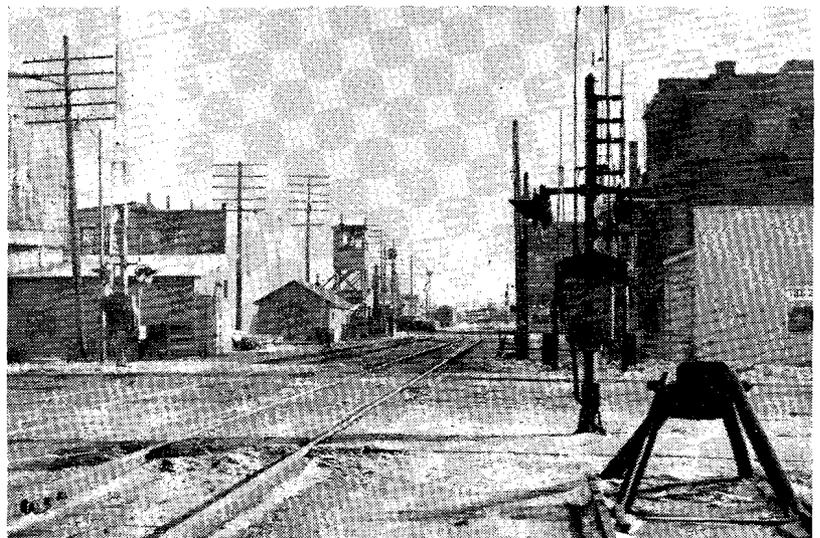
SEVERAL of the guessers who took part in the "How Well Do You Know Your Railroad?" contest last month claimed that it was too easy. Since they asked for it, we are making it a little more difficult this month with Picture No. 1. However, to keep the contest from being discouraging, a somewhat more familiar scene is offered in Picture No. 2.

The two scenes, approximately 600 miles apart, show many landmarks that will identify them in the eyes of observing employes who have seen these parts of the railroad. One is located on a stretch of main line track, while the

other is on a Mixed-Except-Sunday branch line. Picture No. 1 shows an intersection with another railroad which serves the Northwest.

So here we go again—where were the pictures taken?

Editor's Note: The Milwaukee Magazine is interested in seeing pictures which you regard as suitable for "How Well Do You Know Your Railroad?". They should show enough details to identify them in the eyes of observing employes but not enough to give them away completely. Let's see what you have.



Picture No. 2

K. F. Nystrom Retires

K. F. NYSTROM, chief mechanical officer of the Milwaukee Road, and the man entitled to a large share of the credit for this railroad's prestige in the field of car building, was honored on three separate occasions in connection with his retirement from service, which became effective Jan. 31.

The first of these, a luncheon given by the Schlitz Brewing Company at the famous Schlitz Brown Bottle in Milwaukee, was held on Jan. 27 and, as the Milwaukee Sentinel reported the following day, it ran heavily to smorgasbord and Swedish accents.

A group of more than 60 men, including leading Milwaukee industrialists and Milwaukee Road officers, were present to pay their respects to the 67 year old car builder.

The smorgasbord table itself was a triple tribute to Karl Fritjof Nystrom. The foods it offered were in the best Swedish tradition; the table bore the legend, "*Lycka Till, Mr. Nystrom,*" meaning "Good Luck!"; and the table was surmounted by a miniature train layout featuring a moving model of the Hiawatha, the train which stands as a monument to the mechanical genius of the man who, except for modesty, might be known as Dr. Nystrom. An honorary Doctor of Engineering degree was bestowed on him by Marquette University in 1941 in recognition of the distinctive work he had done in the field of railroad equipment construction.

Contributed to Advancement of Transportation

Erwin Uihlein, president of the Schlitz Brewing Company, who served as toastmaster at the luncheon which followed, stated that he regarded Mr. Nystrom as a good friend, a good citizen, and as a man who has contributed as much to the advancement of transportation as any man in this country. He presented him with a beautifully embossed testimonial book containing the signatures of all who were present.

Among those who arose to eulogize Mr. Nystrom were Leo T. Crowley, chairman of the Milwaukee Road board of directors; J. P. Kiley, vice president—operating; Rudolph Hokanson, a friend and fellow Swede; and Brooks Stevens, industrial designer.

"I feel," Mr. Kiley said, "that any honor you do Fred Nystrom is also

an honor to the Milwaukee Road. All through the years I have recognized his genius. Through his genius I think the Milwaukee has gained more attention for car building activities than any other railroad. I am sure we will miss him more and more as we miss his guiding hand."

In response, Mr. Nystrom recounted briefly the story of his coming to the United States, how he added the English language to his Swedish and German, worked his way into the railroading industry and finally, in 1922 came to the Milwaukee Road as engineer of car design.

The record, which Mr. Nystrom did not take the time to review completely, shows that in 1925 he was promoted to engineer of motive power and rolling stock and served as master car builder from July to September, 1927, at which time he was advanced to the position of superintendent of the car department. In 1937 he was promoted to the position of mechanical assistant to the chief operating officer, with general supervision of the car department, as well as supervision of engineering, designing, construction and co-ordination of facilities in the mechanical department. On Sept. 1, 1941, his jurisdiction was extended to include all branches of the mechanical department. Effective Jan.

1, 1945, his title was changed to chief mechanical officer.

Mr. Nystrom has approximately 100 patents to his credit, but possibly his principal claims to distinction are the development of welded lightweight freight and passenger car construction and his highly successful experimentation with passenger car trucks.

Give Nystrom His "Perfect Shop"

On Jan. 29 officers of the car department, foremen and assistants paid homage to their leader in a little ceremony at the Milwaukee shops. In view of the fact that Mr. Nystrom's great ambition was to see the shops grow with the times, the group presented him with a beautifully colored "Plan of Milwaukee Shops" mounted on a miniature billboard, complete in every detail. As they said, it was his "perfect shop," to have near him always in the future. On the reverse side were the signatures of all the freight and passenger department supervisors.

Having always maintained that "a good carman always carries a piece of chalk," the shop group also presented the "Old Man," as they call him, with a piece of chalk, signifying that he could be regarded as a



The Swedish cuisine featured in the luncheon given by the Schlitz Brewing Company in Mr. Nystrom's honor was much to his liking. Gathered around the smorgasbord table are, left to right: J. P. Kiley, vice president—operating; Robert A. Uihlein, Sr., vice president of Schlitz; Brooks Stevens, industrial designer who worked with Mr. Nystrom in styling Milwaukee Road passenger equipment; Leo T. Crowley, chairman of the Milwaukee Road board of directors; Mr. Nystrom; Erwin Uihlein, president of Schlitz; and J. T. Gillick, retired operating vice president.

full-fledged carman and one of the best.

Mr. Nystrom was honored a third time when a large group of railroad officers and supervisors, together with general chairmen of the labor organizations represented at the shops, held a retirement luncheon for him at the Milwaukee Athletic Club. A number of letters of congratulation were read, and many of the officers present spoke briefly in praise of the guest of honor.

J. A. Deppe, superintendent car department, who served as toastmaster, presented Mr. Nystrom with a fine German camera and accessories, commenting that the balance of the photographic equipment which the group was giving him, being too bulky to bring to the luncheon, would be delivered to his home as soon as he and Mrs. Nystrom return from a vacation in Florida. A gift was also given to him for Mrs. Nystrom.

In bidding his friends farewell, Mr. Nystrom said, in part:

"I have begun to realize how tough it is to retire. It is really a hard job. We have been a happy family. You knew that I didn't want any 'yes' men around, and many times my ideas did not prevail, because yours were better.

"We have accomplished certain things, but life is peculiar. We only can start, and then the years roll by. I see so many things that could be improved."

"I live in the future," he said, "I shall always think in the future." He then gave what he considered to be the three principal reasons for the success he has achieved:

"I have confidence in myself," he said. "I have confidence and faith in you fellows, and I have faith in God."

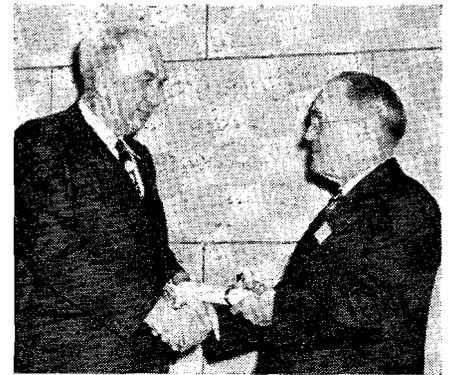
Mr. and Mrs. Nystrom will continue to make their home at Nashotah, Wis.



President Buford Honored by American Society of Civil Engineers

PRESIDENT C. H. Buford was one of five eminent engineers who were awarded honorary membership in the American Society of Civil Engineers, oldest national engineering organization in the country, at the society's annual meeting in New York on Jan. 19. The membership was conferred in recognition of his work in the field of railroad operation and railroad economics. Those honored in addition to Mr. Buford were Gen. Lucius D. Clay, commander-in-chief of the American forces in Europe and military governor of the U. S. zone in Germany; Professor Donald Derickson, leader in engineering education; Gano Dunn, widely-known engineer and industrialist; and Andrew Weiss, prominent in the development of reclamation engineering in Mexico.

Other distinctions which have been conferred on Mr. Buford include the President's Certificate of Merit, awarded for his services in the field of transportation during World War



R. E. Dougherty (left), retiring president of the American Society of Civil Engineers, presents the honorary membership award to President Buford.

II, the Certificate of Appreciation of the Bureau of Naval Personnel of the United States Navy, and a Certificate of Appreciation from the War Department for patriotic services in a position of trust and responsibility.

Agent Dawson Wins Honorable Mention In National Essay Contest

AGENT R. V. Dawson, Yale, Ia., whose views on "Why I Like to Work for My Railroad" won first prize in the Milwaukee Road employees' essay contest last fall, has received honorable mention in the finals of the nation-wide contest, according to a recent announcement from the judges. Employees of 29 railroads participated in the contest which was sponsored by the American Railway Magazine Editors Association. The final judging was made from the 86 prize

winners of the various railroads and three national winners were selected. Dawson's essay was one of 15 which were chosen for honor awards.

Excerpts from Dawson's essay were also heard on the Milwaukee Road's weekly news program, Sunday, Jan. 16, broadcast over stations in Iowa, Minnesota, Montana, Nebraska, South Dakota and Wisconsin. The second prize winning essay, written by Jack Bohan, trainman at Sanborn, Ia., was featured over the same stations on the broadcast of Jan. 23, and that of Mrs. Vivien Larrick, Missoula telegraph operator, is scheduled for the broadcast of Feb. 20.

Mr. Nystrom tells J. A. Deppe, superintendent car department, about the pictures he intends to take in Florida with the Rolleiflex camera given him by the Milwaukee Road men who attended the retirement luncheon on Jan. 31. Mr. Deppe served as master of ceremonies.

The teacher in the recreation center noticed the little boy sitting on the bench holding a large sandwich of bread, ham and dill pickles. From time to time he would lift up a corner, take out a small shred of ham or a minute piece of pickle, put it in his mouth and arrange the sandwich exactly as it had been before. Finally, opening the sandwich for another bite, he discovered with evident disappointment that the filling was entirely gone.

"Why don't you eat it?" urged the teacher.

Looking up with large serious eyes, he answered, "Tain't mine."

Luncheon Marks Retirement Of E. J. Knoll

E. J. KNOLL, car accountant for the Milwaukee Road, was honored by 65 of his fellow officers and employes at a luncheon held in the Union League Club, Chicago, on Jan. 29 to mark his retirement.

Mr. Knoll has been in railroad accounting work for 47 years, having begun his career in the Milwaukee Road car accountant's office in January, 1902. In January, 1905, he left the Milwaukee to take employ-

"The fact is that the title *car accountant* is not really a comprehensive term indicative of the scope of the job. Particularly is this true in Ed's case, for he was more than that. He busied himself at all times as a thorough booster of the Milwaukee Road. The service rendered by his office has had a lot to do with making friends for the railroad among the shipping public.

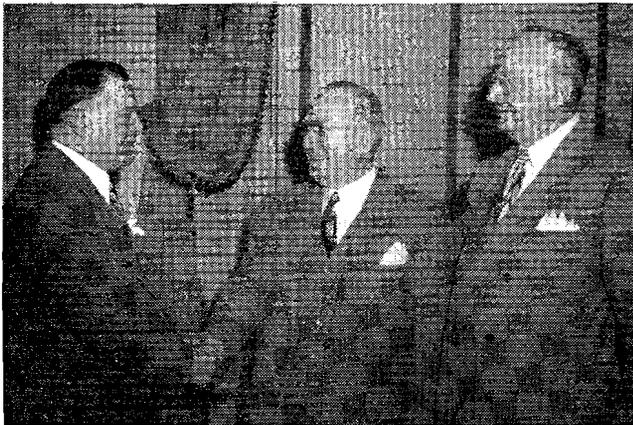
"Significant was the recognition

At this point Mr. Severs called upon J. L. Brown, general superintendent of transportation; H. S. Zane, freight traffic manager; and F. H. Jeffrey, treasurer, each of whom spoke briefly of the exceptionally pleasant relationship which they and their organizations had enjoyed with Mr. Knoll.

William Kruckstein climaxed the speaking program by presenting him with a handsome wrist watch on behalf of his friends at the luncheon.

In responding, Mr. Knoll extended an invitation to all of his well-wishers to stop in at his future home in Floral City, Fla., for a visit.

"I'll try to reciprocate," he said.



Vice President J. W. Severs (center) bids E. J. Knoll farewell at the close of the luncheon. Assistant Comptroller William Kruckstein is at the right.

Best Travel Agent in the Country

HERMAN FRAZEE, ticket agent at Mason City, Ia., is always being talked about, it seems, and in a way that is none of his doing, unless you can count the courtesy and attention that he puts into his job. Here's the latest about him, clipped from the *Mason City Globe-Gazette*:

"Herman Frazee, ticket agent of the Milwaukee Road, continues to receive commendations for his unusual service to patrons of that and other railroads. A local businessman making a long trip stopped at the Pullman desk to present his tickets and reservations in an eastern city recently. The Pullman employe commented on the neatness and perfect sequence of his tickets and accommodations.

"Those were arranged for me by the best travel agent in the country" the Mason Cityan told him.

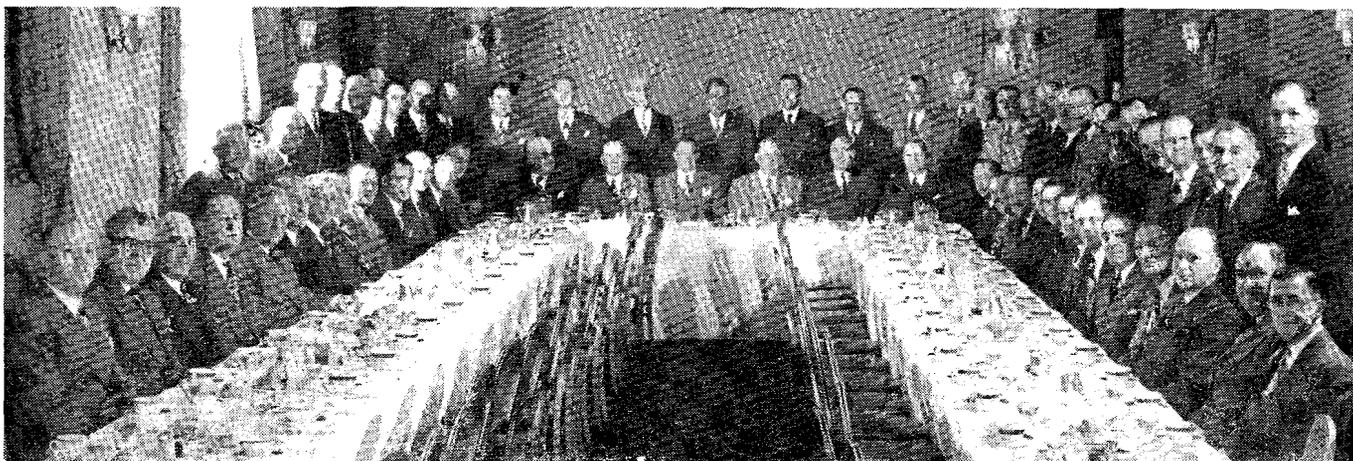
"Eyebrows first raised in wonderment were lowered in assent, the local man relates."

ment with what later became known as the Chicago, Terre Haute and Southeastern Railway Company. There he served from July, 1911, until July, 1921, as chief clerk to the superintendent of car service. When the Milwaukee Road leased that railroad in 1921, Mr. Knoll returned and was appointed car accountant on Jan. 1, 1923.

Commenting on Mr. Knoll's career, J. W. Severs, vice president and comptroller, said:

by the Association of American Railroads of his ability in his immediate field. He was vice chairman of the Committee on Records; chairman of the Private Car Line and Research Sub-Committee; and a member of various per diem rules sub-committees:

"The work of the car accountant brings him into close daily touch with the operating, transportation and traffic departments of the railroad."



Group in attendance at retirement luncheon honoring E. J. Knoll. Seated at the head table, left to right: J. L. Brown, general superintendent of transportation; J. W. Severs, vice president and comptroller; E. J. Knoll, retiring car accountant; William Kruckstein,

assistant comptroller; C. W. Meier, newly appointed auditor of equipment accounts to succeed Mr. Knoll; and R. S. Stephenson, assistant comptroller.

Changes Made in Locomotive Department Organization

EFFECTIVE Jan. 15, 1949, changes were made in the locomotive department organization. The system is divided into four districts, with territory and supervision as follows:

Chicago District

(Includes Iowa, Kansas City, Dubuque & Illinois, Terre Haute, and Chicago Terminal Divisions.)

L. H. Rabun is appointed district master mechanic, with headquarters at Chicago, with supervision over all locomotive department activities in the district.

L. H. Koch is appointed master mechanic at Chicago with jurisdiction over Chicago Terminal and Terre Haute Divisions.

W. W. Henderson is appointed master mechanic at Savanna, Ill., with jurisdiction over Iowa, Kansas City, and Dubuque & Illinois Divisions.

R. E. Magnuson is appointed assistant master mechanic, with headquarters at Bensenville, Ill.

B. L. Lebow is appointed assistant master mechanic at West Clinton, Ind.

The position of master mechanic at Marion, Ia., is abolished.

Milwaukee District

(Includes Milwaukee Terminal, Milwaukee, Madison, and Superior Divisions, and Tomah Shops.)

C. G. Benkendorf is appointed district master mechanic with headquarters at Milwaukee, Wis., with supervision over all locomotive department activities in the district.

W. W. Bates, now master mechanic

at Milwaukee, will continue in that capacity with jurisdiction over the Milwaukee, Madison, and Superior Divisions.

A. M. Hagen is appointed master mechanic at Milwaukee, Wis., with jurisdiction over Milwaukee Terminal Division and Milwaukee shops.

H. S. Roe, assistant master mechanic at Milwaukee, will continue in that capacity with the same headquarters.

W. J. Hughes, assistant master mechanic at Beloit, will continue in that capacity with the same headquarters.

The position of shop superintendent at Milwaukee is abolished.

Minneapolis District

(Includes Trans - Missouri, Hastings & Dakota, Iowa & Dakota, Iowa & Southern Minnesota, LaCrosse & River, Twin City Terminal, and Duluth Divisions.)

J. L. Brossard is appointed district master mechanic, with headquarters at Minneapolis, Minn., with supervision over all locomotive department activities in the district.

M. A. Walsh, now master mechanic at Miles City, Mont., will continue in that capacity with jurisdiction over the Trans-Missouri and Hastings & Dakota Divisions.

E. L. Grote, now master mechanic at Mason City, Ia., will continue in that capacity with jurisdiction over the Iowa & Dakota and Iowa & Southern Minnesota Divisions.

R. C. Hempstead, now master mechanic at LaCrosse, will continue in that capacity with jurisdiction over the LaCrosse & River Division.

H. C. Pottsmith is appointed master mechanic at Minneapolis, Minn., with jurisdiction over Twin City Terminal and Duluth Divisions.

The positions of master mechanic at Aberdeen, S. D., and shop superintendent at Minneapolis are abolished.

Tacoma District

(Includes Coast, Idaho, and Rocky Mountain Divisions.)

Barry Glen is appointed district master mechanic, with headquarters at Tacoma, Wash., with supervision over all locomotive department activities in the district.

G. J. Johnston is appointed master mechanic at Tacoma, Wash., with jurisdiction over the Coast and Idaho Divisions.

W. E. Brautigam, now master me-

chanic at Deer Lodge, Mont., will continue in that capacity with jurisdiction over the Rocky Mountain Division.

H. W. Williams is appointed assistant master mechanic with headquarters at Tacoma, Wash.

A. W. Hallenburg is appointed assistant master mechanic with headquarters at Deer Lodge, Mont.

The position of master mechanic at Spokane is abolished.

T. W. Wade is appointed assistant general road foreman of engines with jurisdiction over the territory west of Minneapolis, with headquarters at Aberdeen, S. D.



Operating Department

K. F. Nystrom, chief mechanical officer, retired from active service at his own request, effective Jan. 31.

Effective Feb. 1, 1949:

A. G. Hoppe is appointed general superintendent, locomotive department, with headquarters at Milwaukee.

J. A. Deppe, superintendent car department, with headquarters at Milwaukee, assumes full charge of all car department activities.

(See article on this page regarding locomotive department organization changes and concurrent appointments.)

The offices of chief mechanical officer, general superintendent locomotive and car department, and assistant general superintendent locomotive and car department are abolished.

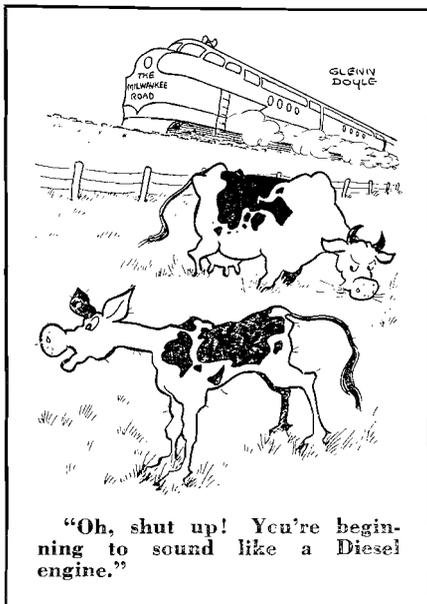
F. A. Shoulty is appointed assistant superintendent car department—operations and maintenance.

V. L. Green is appointed assistant superintendent car department—car design and construction.

A. V. Nystrom is appointed assistant to superintendent car department—general passenger car maintenance and such other duties as are assigned.

Effective Jan. 16, 1949:

R. P. Kauppi is appointed supervisor of stations with headquarters at Chicago. His duties will be assigned by the general managers.





Hiawatha Service Club Elects 1949 Leaders

THE executive committee of the Hiawatha Service Club, Milwaukee, Wis., representing the club's 3,000 members, held a caucus on Saturday evening, Jan. 15, to select their leaders for 1949. The meeting and the dinner which traditionally precedes it were held in the beautiful Club Chalet overlooking Lake Michigan. Besides the 42 executive members, the gathering included guests, wives of committee members, and past chairmen of the club.

Rudy Freuler, presiding general chairman, opened the business meeting with a short talk in which the executive committee heard itself praised for the support given to him during his term of office. General Officers Roy Dermody and Don

Ritzke added to his remarks. The past general chairmen were then heard from, with William P. Radtke acting as spokesman. Mr. Radtke is now stationed in St. Paul but he keeps in touch with the old group. W. A. Dietze, public relations officer, Chicago, also gave a short address in which the executive committee again came up for commendation.

The speaking program concluded, the meeting got down to the business of the evening. After the smoke had cleared, the ballots showed that congratulations were in order for Ed McDermott, general chairman elect; John Sultz, general vice chairman elect; and Don Ritzke, re-elected to the office

Purchasing Department

Effective Feb. 1, 1949:

D. H. Phebus is appointed acting general storekeeper to serve until a general storekeeper is appointed to succeed F. Wood, who has resigned and been assigned to other duties.

Accounting Department

Effective Feb. 1, 1949:

C. W. Meier is appointed auditor of equipment accounts, with the same duties as those of car accountant, which title is abolished with the retirement of E. J. Knoll, effective Jan. 31, 1949.

Engineering Department

Effective Feb. 1, 1949:

The positions of supervisor fuel and water service; assistant supervisor fuel and water service; and chief fuel inspector are abolished.

C. L. Waterbury is appointed engineer and superintendent fuel and water service, with office at Chicago.

P. E. Buetteil is appointed assistant superintendent fuel and water service, with offices at Chicago.

J. P. Crowley is appointed assistant superintendent fuel and water service, with office at Butte, Mont.

Abe Lincoln once said, "No man has a good enough memory to be a good liar."

Right: Ed McDermott, general chairman elect, is vested with the "crown of office" by Mrs. McDermott while William P. Radtke, a past general chairman, extends best wishes.



Below: The 1949 general officers are congratulated by Rudy Freuler who headed the club in 1948. Left to right: Chairman McDermott, Donald Ritzke, secretary-treasurer, John Sultz, vice chairman, and Mr. Freuler.



of general secretary-treasurer. As the last item on the agenda, the club awarded trophies to two of the 14 units; to No. 3 for the largest membership and to No. 14 for the greatest increase in proportion to the membership of the previous year.

Dancing took care of the social side of the meeting.

A ship called at a cannibal isle and the captain was surprised to see the missionary come out in a canoe.

"How on earth did you ever keep them from eating you?"

"It was easy. You see, I have a cork leg. As soon as I landed, I pulled off my trousers, cut off a slice and handed it to the chief. He decided I wasn't worth cooking."



Home Department

There are Dogs — and Mortimer

by Pat Yates

Correspondent, Lewistown, Mont.

ANYONE who has owned an intelligent and affectionate dog knows that the difference between a neighborhood rowdy and an upright canine citizen is only a matter of training. It is understandable that every dog can't be a champion, but the story of Mortimer—"homely-faced Morty," as he is affectionately known on the Rocky Mountain Division—is proof that a novice can teach a dog the fundamentals of good behavior and that sometimes it pays off in the prize ring.

Mortimer was born on Oct. 25, 1945, at the Ringland Pet Shop, Salem, Ore., where he was christened "Nugget III," the name under which he is registered with the American Kennel Club. However, it can be said that life really began for him in May, 1946, when F. E. Devlin, assistant superintendent of the Rocky Mountain Division at Lewistown, Mont., decided that his Tommy and Patsy needed a dog as a companion. Devlin wrote to the shop for an affectionate and trustworthy bulldog and Mortimer had a new home.

Morty was only a puppy but he was quick to learn that he was expected to look after the children and he took on this duty with a zest that invariably cleared the back yard. Patsy was learning to walk and she found him a tower of strength to lean on when the going was hard. With his assistance she was waddling around the yard in record time and her slightest wish was the neighborhood's command when Mortimer was in charge.

As Morty developed it became apparent that he wasn't an ordinary bulldog and the Devlins decided to see how he would stack up in a showing with the elite of dogdom. He entered his first show in August, 1946, and created quite a stir, winning a blue ribbon. Both he and

the Devlins decided then that dog shows can be very interesting. Encouraged by other dog fanciers, the Devlins showed Morty again, and in the spring of 1947 he began to win consistently at the larger Northwest shows. The honors, however, meant nothing to him unless they were shared with his family. On the occasions when it was necessary to send him to the shows alone, he was so forlorn that the judge's passed him up. But let a member of the family accompany

him, and he never failed to win in his class and breed.

In July, 1948, he completed his American championship and received the credentials from the American Kennel Club which entitle him to put the word "Champion" before his name. He repeated this triumph at the Canadian dog shows in the fall of 1948 and so it is that he will soon be able to add "International Champion" to his name.

Mort is the scion of a long line of champions raised in the Zorro-Torro Kennels owned by Mabel E. Fox of Lomita Park, Calif., a nationally known breeder of bulldogs. When he completes his international championship he will be one of the very few in the United States

(one of two in the Northwest). His father and mother are just completing their American championship this year, having entered the show ring only a short time ago. During the war his father was a Marine Corps mascot but he has since settled down to "civilian life."

For Mortimer, life with the Devlins follows a blissful pattern. He has his bed in the apartment with the family and wakes Tommy and Patsy at 7 A.M. every morning for company on his morning walk. If noises wake the children in the night, a call from either of them will arouse Mort and bring him to their bedside to stand vigil. He always precedes Patsy into a darkened room and never



Mortimer and his old man are inseparable companions. Mr. Devlin has given him most of his obedience training.

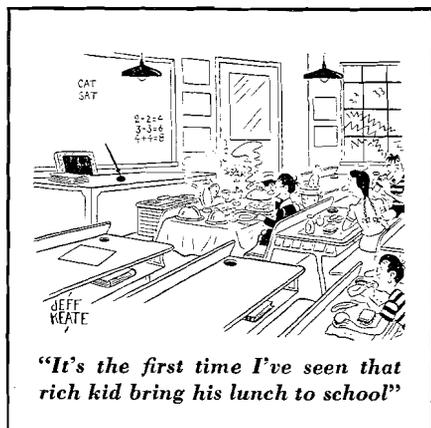
leaves her side while she is there. In the back yard a little horse play is permitted, but if the pace gets too fast for Patsy, Mort will lumber up and stand between her and her tormentors. That's always the end of the argument.

This started out as one of those "how-to-do-it" stories, but Mortimer has responded so well to schooling that his training has posed no particular problems. His staple food is canned dog food, but he will eat anything. He doesn't get much in the way of table scraps—they are fattening—but he loves buttered



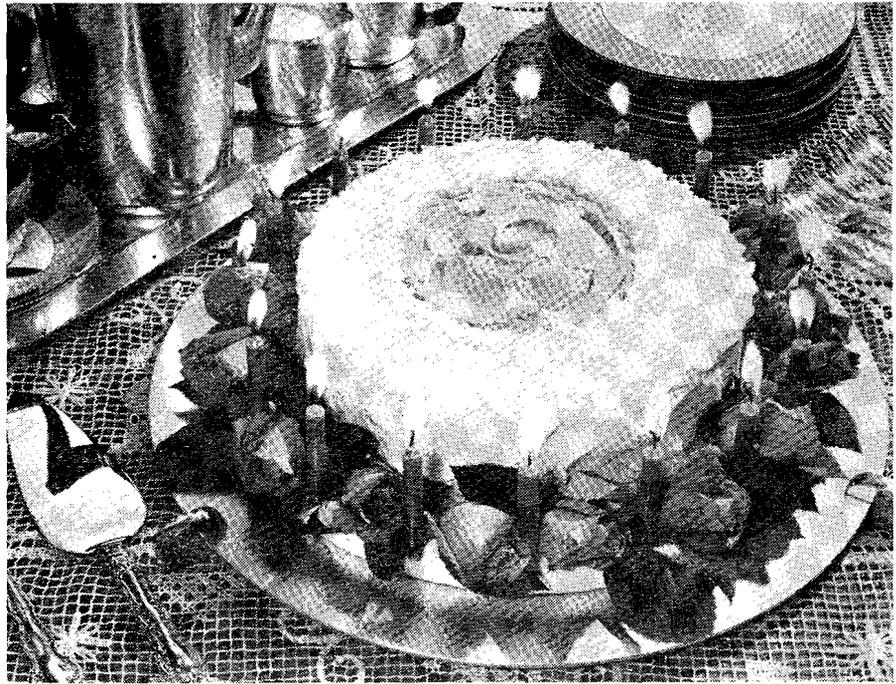
toast and even in his sleep will hear the pop of the toaster and come running for a handout. Occasionally someone will bring him bones. He can't have the small bones, but how he loves the big ones! When he isn't chewing away at them he hides them under his bed or under a rug. Mrs. Devlin doesn't approve of this habit, but he looks so smart after he has hidden them and so disappointed when she throws them away that it's hard to be stern with him. He is very gentle and loves to be petted but people who don't know him never try it. Like most of his breed, Morty looks like a dog who would repay the gesture by helping himself to an arm or a leg.

This craving for affection has convinced the Devlins that Morty should have a companion and when she is found she will accompany him on his quest for greater laurels. It is hoped, too, that she will do her part in keeping Morty's line represented in the show rings and so provide the Devlins with a continued interest in their hobby.



"It's the first time I've seen that rich kid bring his lunch to school"

Happy Birthday Cake



HAVE you a birthday party coming up? There's a party in every child's memory, a bang-up affair where all the kids wore their dress-up clothes, donned paper hats, wielded noisemakers and turned the house upside down playing games.

But no matter how gala the party, how exciting the games, everyone knows that a party is only marking time until the refreshments appear. And when it comes to those refreshments, there's an unwritten law about including ice cream and cake.

However, there's nothing in the rules that says it has to be the same old flavor of ice cream and the same kind of cake. The centerpiece cake illustrated here is a new idea for mid-winter parties—a sponge cake filled with molasses ice cream. It's easy to make and worth every bit of the effort just to watch a child beam with pride when he can boast, "My mommie made it."

Here's how it's done:

Molasses Ice Cream

- 2 cups milk
- 1 tablespoon cornstarch
- 2 egg yolks
- 4 tablespoons sugar
- ½ cup New Orleans molasses
- 2 egg whites
- 1 cup cream, whipped
- 1 teaspoon vanilla

Scald 1½ cups of milk. Mix cornstarch with remaining ½ cup cold milk, add to scalded milk and cook in top of double boiler 15 minutes, stirring occasionally. Beat egg yolks and add 2 tablespoons of sugar, pour

hot milk mixture slowly onto them, return to top of double boiler and cook, stirring constantly until thick like custard. Add molasses and vanilla, then chill thoroughly. Beat egg whites stiff but not dry, adding remaining 2 tablespoons of sugar gradually during last few seconds of beating and fold into chilled mixture. Fold in the whipped cream. Pour into tray of mechanical refrigerator and freeze with control at coldest setting.

Sponge Cake

- 6 eggs
- 1 cup sugar
- 2 tablespoons lemon juice
- ½ teaspoon vanilla
- 1 cup sifted cake flour
- ¼ teaspoon salt

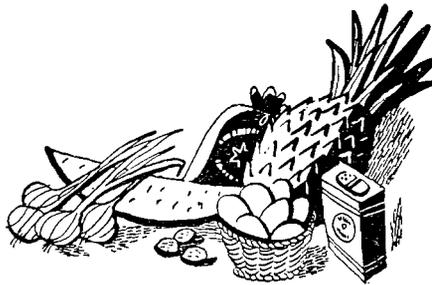
Beat egg yolks until thick and lemon colored. Add sugar gradually, beating with a spoon after each addition. Add the lemon juice and vanilla. Sift flour and salt together three times and fold a small amount at a time into the egg yolks and sugar. Beat the whites stiff but not dry and fold them in. Bake in an ungreased 10-inch tube pan in a slow oven, 325° F., for one hour. Remove from pan by cutting away from sides and bottom.

Butter Frosting

- ¼ cup butter
- 1 lb. sifted confectioner's sugar
- 3 tablespoons cream or top milk
- Lemon extract to taste

Cream the butter until it is very soft, then gradually add the sugar and cream alternately. Add extract and spread on cake.

COOK'S HEAVEN



Western Salad Bowl

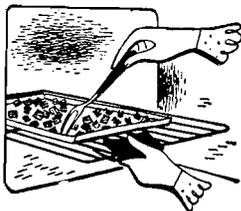
HERE'S a famous salad from California, with several unique features. It boasts crisp croutons for texture contrast. An uncooked egg is used—it blends with flavorful cheese, oil, and lemon juice to coat each leaf to tasty perfection. Men love to mix it, too.



GARLIC OIL—MAKE AHEAD

2 peeled cloves garlic, cut in quarters
 $\frac{1}{4}$ cup salad or olive oil

Let garlic stand in oil—not in the refrigerator—for several hours, or overnight. Then remove garlic.



CROUTONS—MAKE AHEAD, TOO

2 cups bread cubes (about 4 slices)

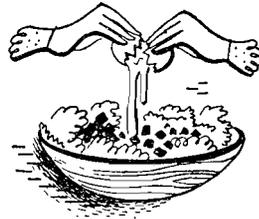
Heat oven to 300° F. (slow). Meanwhile, cut bread into $\frac{1}{4}$ " cubes. Place in shallow baking pan and toast 25 to 35 min., or until golden, turning often with fork. Cool. Or make day before; store, wrapped in waxed paper.



THE SALAD GREENS

2 small heads romaine or lettuce
 Wash salad greens; drain; then dry

thoroughly on paper towels. Then tear (if you're a purist) or snip with scissors into bite-size pieces—about 2 qts.—into salad bowl. (We like first to cut each leaf lengthwise through the coarse rib.) Chill until salad time.



TOSSING THE SALAD

$\frac{1}{2}$ cup grated Parmesan cheese
 $\frac{1}{4}$ cup crumbled blue cheese
 $\frac{1}{2}$ teasp. salt
 $\frac{1}{4}$ teasp. pepper
 6 tablesp. salad or olive oil
 1 raw egg
 3 $\frac{1}{2}$ tablesp. lemon juice
 1 tablesp. Worcestershire sauce

Sprinkle the cheeses over the greens. Then sprinkle on the salt and pepper. Next, drizzle the oil over all. With a flourish, drop the raw egg on top (yes, a raw one—sans shell, of course). Now pour lemon juice and Worcestershire onto the egg. Give the salad a good, gentle tossing. For the finishing touch, pour the garlic-flavored oil over the croutons; add to the salad, and toss just a bit. Serve pronto, while croutons are crunchy. Makes 4 to 6 servings.

If you wish, service it as a first course. That's the Western way.

To Vary: Omit blue cheese, and use $\frac{2}{3}$ cups Parmesan.

Or add 8 cut-up anchovies with cheese.

Or omit Worcestershire sauce and use $\frac{1}{2}$ teasp. dry mustard.

SERVE IT WITH

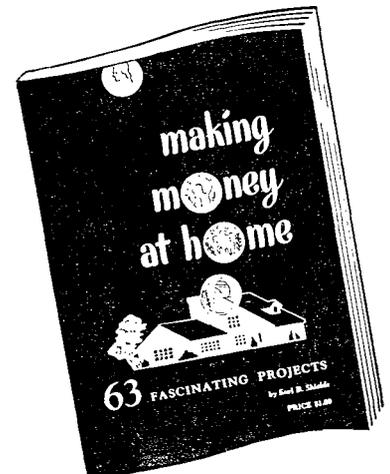
- Barbecued Steak
- Corn on the Cob, Plenty of Butter
- ★The Western Salad Bowl
- Dill Pickle Slices
- Bing Cherries to Eat with Fingers
- Crisp Lemon Cookies
- Big Cups of Coffee

—Good Housekeeping

63 Ways to Make Money at Home

ALMOST every person, at one time or another, has experienced a compelling urge to make extra money at home, either as a means of supplementing the family income or for those welcome extra dollars that provide luxuries not quite attainable through the family budget. The weak point in most of these projects is a lack of knowledge of WHAT to do for profit, HOW to do it, and WHERE and HOW to market the products or services.

Anyone who wants to develop his or her earning powers, either as a profitable hobby or a serious business interest, can find much helpful information in a recent publication, "Making Money at Home." This book lists 63 ways to broaden the home money-making horizon, ways that have been used successfully by people with and without natural aptitudes and training. Each project listed includes references to sources of raw materials, published instructions, government and privately issued bulletins and other pertinent data, and the addresses from which they can be obtained. It describes how to figure costs as factories figure them—materials, transportation, telephone, advertising, postage, sales expense and incidentals—plus a fair remuneration for time and skill.



Almost any one of the plans outlined in this book is suitable for a spare time paying project or possible development into a business enterprise. Many important manufacturing establishments were started in someone's kitchen, sewing room, basement or garden. "Making Money at Home" may be purchased by mail direct from the publisher, Earl B. Shields, 107 West Wacker Drive, Chicago 1, Ill., for \$1.00, postpaid.

The Milwaukee Magazine



Sewing THE THRIFT HOBBY

PRETTY under cover garments, individually styled and made of good fabrics, are the hidden assets of a spring wardrobe. Today, with prices riding high in so many directions, women who make their own clothes can have glamorous pajamas, nighties and slips at a cost of one-half to one-third less than similar ready-to-wear garments.

During National Sew and Save Week, Feb. 19 to 26, stores will highlight their home sewing departments with special events and displays. This is the time to see what's new in fabrics, patterns and notions for spring sewing. The slumber togs shown here are examples of fetching intimate apparel which can be made at home. All are new Simplicity printed patterns which sell at pattern counters for 25 cents.



SWISS RING WITH SCRAMBLED EGGS

- 1½ cups raw rice
- 1 #2 can tomatoes (not drained)
- 3 cups boiling water
- 1 teaspoon salt
- ½ cup finely chopped onions
- ½ cup finely chopped green pepper
- 2 tablespoons fat

- 1 teaspoon salt
- ⅛ teaspoon pepper
- 1½ cups grated Swiss cheese
- 6 eggs
- ¼ cup milk
- ½ teaspoon salt
- dash of pepper
- butter
- parsley

Combine washed rice, tomatoes, water and salt in upper part of double boiler. Steam about 60 minutes until rice is tender. Cook onion and green pepper in fat until soft. Add grated cheese, onion and green pepper, salt and pepper to rice. Taste and add more seasoning if desired. Pack into a well-greased 8-inch ring mold. Keep hot. Melt butter in skillet, pour in beaten eggs and milk, and scramble. Unmold the rice ring on a hot platter and fill center with scrambled eggs. Garnish with parsley. Yield: 6 servings.

It's an Idea!

Flavorful meats are yours for the spicing. Add a pinch of dill to chicken soup, marjoram to the basting liquor for roasts, tarragon and thyme to fish dishes and pickling spices to stews. And the next time you make beefburgers, add 1 teaspoon garlic vinegar and ½ teaspoon dry mustard to each pound of hamburger; suggested by *Better Homes & Gardens* magazine.

Newest fashion note for the home-sewn spring wardrobe—a silk shirt-waist dress with a hand knitted jacket lined in matching fabric. Knit a waist length jacket of soft cashmere in a color to match the fabric background, then line with the fabric. This pattern style will be featured during National Sew and Save Week, Feb. 19-26.

When you remove outdoor electric light bulbs, protect the sockets by inserting burned-out fuse plugs. Use the same trick on any unused socket to keep children from getting shocks, suggests *Better Homes & Gardens* magazine.

So good you can eat everything but the dish? Well, here's a cup you can eat—a chocolate ice cream cup. Melt 1 cup semi-sweet chocolate pieces and 2 tablespoons shortening over hot water. Stir until thick and cool. Place paper baking cups in muffin pans. With a teaspoon, swirl chocolate mixture around inside of cups and cover the entire surface with a thin layer of chocolate. Chill. When chocolate is hard, tear off paper. Keep cups in a cool place. When ready to serve fill with mint ice cream. The crisp chocolate and the cool mint are a delicious combination, says *Better Homes & Gardens* magazine.



Retirements

The following employes' applications for retirement were recorded during December, 1948, and January, 1949

DECEMBER

Chicago General Office

KUMPE, JOSEPH M.
R. of W. Engineer Chicago, Ill.
MILLER, AGNES D.
Stenographer, Traffic Dept. Chicago, Ill.
OFFUTT, MOSE Z.
Dining Car Waiter Chicago, Ill.

Chicago Terminals

BANKER, EDWARD A.
Machinist Helper Bensenville, Ill.
BRADY, HUGH
Janitor Galewood, Ill.
DELY, CHARLES L.
Laborer, Loco. Dept. Chicago, Ill.
GAEDKE, HERMAN
Collector Galewood, Ill.
HAMILTON, HERBERT L.
Switchman Galewood, Ill.
MAZUREK, JAMES P.
Special Officer Chicago, Ill.
MCHENRY, BERT C.
Trucker Galewood, Ill.
MORELLI, PETER
Asst. Genl. Foreman, Mannheim, Ill.
PACHELL, ROBERT J.
Loco. Engineer Chicago, Ill.
ROMAN, JOSEPH P.
Carman Chicago, Ill.
STEVENS, JOHN C.
Sec. Laborer Chicago, Ill.
SULLIVAN, DANIEL H.
Pipefitter Helper Bensenville, Ill.
SWANSON, KNUD W.
Sec. Laborer Chicago, Ill.
THEOTOKOS, NIKOLAS
Sec. Laborer Chicago, Ill.
WASCHKAU, GUSTAV
Crossingman Bensenville, Ill.
WEBB, BENJAMIN C.
Trainmaster Chicago, Ill.

Coast Division

DEHNE, GUSTAVE A.
Ex. Gang Laborer Seattle, Wash.
FANNICK, FRANK
Ex. Gang Laborer Seattle, Wash.
LEVENS, CHARLES B.
Pile Driver Engr. Seattle, Wash.
NOYER, OSCAR R.
Frt. Loader Seattle, Wash.
PLOUGH, BARTHOLOMEW F.
Loco. Engineer Bellingham, Wash.

Dubuque & Illinois Division

BETTCHER, THEODORE
Car Inspector Nahant, Ia.
BRENNEMAN, FRANK
Checker Frt. Council Bluffs, Ia.
BRICE, WILLIAM J.
Switchman Freeport, Ill.
FALL, GEORGE E.
Frt. Foreman Dubuque, Ia.
GREGG, WILLIAM R.
Conductor Savanna, Ill.
HOFFMAN, PETER T.
Section Laborer Bellevue, Ia.
LANDE, PETER J.
Section Laborer Mabel, Minn.
LAYTON, LESTER E.
Clerk Davenport, Ia.
WHITNEY, WALTER W.
Janitor Savanna, Ill.

Hastings & Dakota Division

BELTZ, FRED
Clerk Aberdeen, S. D.
JOHNSON, LINAS H.
Section Laborer Wigdahl, Minn.
MATZ, FREDRICK C.
Section Laborer Ipswich, S. D.
TOPLE, CHARLES A.
Section Laborer Bristol, S. D.

Idaho Division

HAYS, DON B.
Clerk Spokane, Wash.
McGUIRE, CLYDE M.
Pipefitter Avery, Idaho
TREADWAY, SAMUEL E.
Carman St. Maries, Idaho

Iowa Division

DOLLISON, ANDREW J.
Conductor Marion, Ia.
GARLAND, HARRY G.
Loco. Engineer Des Moines, Ia.
HAYEK, JAMES
Ex. Gang Laborer Tama, Ia.
MELDRUM, ROBERT R.
Loco. Engineer Perry, Ia.
TWACHTMAN, AUGUST H.
Section Laborer Lost Nation, Ia.
MICHAEL, FRANK E.
Loco. Engineer Perry, Ia.

Iowa & Dakota Division

FLASKEY, HARRY
Boilermaker Sioux Falls, S. D.
KELLY, MICHAEL E.
Loco. Engineer Mason City, Ia.
MEHAMMER, MARTIN A.
Section Laborer Sioux Falls, S. D.
WATIER, ALBERT A.
Loco. Engineer Sioux City, Ia.

Iowa & Southern Minnesota Division

DILGER, LOUIS O.
Pipefitter Austin, Minn.
ERICKSON, ANDREW O.
Switchman Austin, Minn.
FINNEGAN, THOMAS H.
Clerk Farmington, Minn.
MOORE, CURTIS H.
Agent Lime Springs, Ia.

Kansas City Division

CHRISMAN, ORVAL L.
Section Laborer Kansas City, Mo.
DOBSON, JOHN J.
Loco. Engineer Kansas City, Mo.
GILLILAND, WILLIAM E.
Section Laborer Ludlow, Mo.
LOOS, JAMES
Boilermaker Helper Kansas City, Mo.
NEAL, HARRY L.
Section Laborer Blakesburg, Ia.

La Crosse & River Division

COMISKEY, PETER P.
Blacksmith Helper Tomah, Wis.
FRICK, RICHARD
Loco. Engineer Minneapolis, Minn.
GUYETTE, CHARLES E.
Janitor Wausau, Wis.
KNOWLTON, HARRY B.
Loco. Engineer Milwaukee, Wis.
KOHN, ERNEST R.
Custodian Necedah, Wis.
SINGLETON, WILLIAM H.
Ex. Gang Laborer Wabasha, Minn.

Madison Division

COOPER, LEO J.
Conductor Janesville, Wis.
LINDBERG, IVER
Section Laborer Stoughton, Wis.
WOOLWORTH, BERTIE R.
Section Laborer Madison, Wis.

Milwaukee Division

BROWN, GEORGE C.
Tel. Operator Libertyville, Ill.
COLLINS, JOSEPH H.
Loco. Engineer Milwaukee, Wis.
GEDAMKE, PAUL J.
Section Laborer Markisan, Wis.
KESTER, JAMES
Ex. Gang Laborer Deerfield, Ill.
MOE, LOUIS
Pump Repairer Horicon, Wis.
TAGATZ, GUSTAVE A.
Section Laborer Fond du Lac, Wis.

Milwaukee Terminals

BAHLER, LEO W.
Air Brakeman Milwaukee, Wis.
BROCKEL, CHRISTOPHER J.
Yd. Conductor Milwaukee, Wis.
FRASER, WILLIAM E.
Telegrapher Milwaukee, Wis.
HALE, CLIFFORD A.
Yardmaster Milwaukee, Wis.
HINZE, ERNEST C.
Molder Milwaukee, Wis.
KINSFOGEL, JOSEPH, SR.
Carman Milwaukee, Wis.
MENTE, MARTIN
Car Carpenter Milwaukee, Wis.
PATINSON, WILLIAM I.
Switchman Milwaukee, Wis.
RADNER, HERMAN H.
Machinist Helper Milwaukee, Wis.
RICHARD, HENRY
Carman Helper Milwaukee, Wis.
SHEA, DANIEL J.
Carman Helper Milwaukee, Wis.
SWIERKOWSKI, LORENZ
Ex. Gang Laborer Milwaukee, Wis.

Rocky Mountain Division

HAWLEY, GEORGE W.
Ex. Gang Laborer Butte, Mont.



HUSABOE, EARL F.
Agent & YardmasterAvery, Idaho
Superior Division

KING, FRANK M.
Loco. EngineerGreen Bay, Wis.
SHIMEK, EMIL W.
Loco. EngineerGreen Bay, Wis.
Terre Haute Division

HARTLEP, ROBERT E.
Section ForemanTerre Haute, Ind.
LAREW, ROY O.
Carman HelperTerre Haute, Ind.
Trans-Missouri Division

DANIELS, HENRY
Ex. Gang LaborerMiles City, Mont.
GROTH, RUDD
Loco. EngineerMiles City, Mont.
PRATT, HARRY C.
ConductorMiles City, Mont.
THIERFELDER, HARRY J.
Train BaggagemanMiles City, Mont.
WARZALA, EDDIE J.
MachinistMobridge, S. D.
Twin City Terminals

GRIEP, HERMAN C.
Store HelperSt. Paul, Minn.
JENSEN, HANS C.
Machinist HelperMinneapolis, Minn.
MORTENSEN, LOUIS S.
Coach CleanerSt. Paul, Minn.
RING, CARL A.
Tractor OperatorMinneapolis, Minn.
SCHAMKEL, ALBERT C.
Laborer, Loco. Dept.St. Paul, Minn.
SPITAL, GEORGE J.
Crossing FlagmanMinneapolis, Minn.
STEELE, DANIEL J.
Loco. EngineerMinneapolis, Minn.
TORNES, OLAF A.
Pipefitter HelperMinneapolis, Minn.
VAN HORIK, LEONARD
B&B CarpenterMinneapolis, Minn.

Madison Service Club Supports Hockey Team

HOCKEY fans in the area around Madison, Wis., have been able to enjoy a full season of the sport this winter largely through the financial support of the Madison Service Club. Under the leadership of Harold A. Bitney, the newly elected chairman, the club recently made a substantial donation to the team for uniforms and equipment and supplied Milwaukee Road emblems for the uniform jackets. The team is also supported by contributions from Madison business organizations through solicitations by club members. Walter Wayman is chairman of the committee which handles the team's affairs.

The Madison hockey team is one of the fastest in the state and has a large following. In 1947-48 it was co-champion of the Wisconsin State Hockey league—19 games won, one

lost and two ties. The players are all Madison men and include two Milwaukee Road employes, Switchmen Leo J. Fiscus and Charles Warren. Fiscus, who has been with the Road since 1938, is considered one of the best defensive players in the Midwest and Warren, in railroad service since 1942, was All-State left wing last season. The schedule this year included games with Green Bay, Fond du Lac, Milwaukee, Watertown, Oshkosh, St. Cloud, St. Paul and others. Poor weather conditions have interfered somewhat with recent games.

At the regular Service Club meeting on Feb. 1, John Riley, young Madison attorney who is a member of the team, thanked the club on behalf of his teammates for the support it has given to the sport.

JANUARY

Chicago General Offices

FORBES, CHARLES T.
S. C. PorterChicago, Ill.
GANNON, JOHN H.
Chief Clerk, Accounting.....Chicago, Ill.
JORDAN, CARL T.
Second CookChicago, Ill.
MORRISSEY, FRANK P.
ClerkChicago, Ill.
STOWELL, FRED J.
Special AccountantChicago, Ill.
WILLIAMS, FLOYD H.
Tax CommissionerChicago, Ill.

Chicago Terminals

BOHTALIAS, JOHN
Section LaborerChicago, Ill.
BOROWY, JOSEPH
CarmanGalewood, Ill.
BRUN, PETER
CarmanChicago, Ill.
JORKIEWICZ, JULIUS C.
Blacksmith HelperGalewood, Ill.
LARSON, EMIL
CarpenterChicago, Ill.
ROGUS, JOHN
CarmanGalewood, Ill.
WORTH, EDWARD
Section LaborerChicago, Ill.

Coast Division

FELLOWS, WILLIAM E.
SwitchmanTacoma, Wash.
GARSTAD, EDWARD
CarmanTacoma, Wash.
GRIMES, HUGHIE F.
B&B CarpenterTacoma, Wash.
HUTCHINSON, GEORGE B.
Boilermaker ForemanTacoma, Wash.
LUTES, LOY M.
Yard ClerkSeattle, Wash.
NOBLE, EARL D.
Pipefitter HelperTacoma, Wash.
PENTECOST, AL.
General ForemanTacoma, Wash.

Dubuque & Illinois Division

BEARDSWORTH, WALTER R.
Section ForemanAlbany, Ill.
BLOSCH, FREDERICK M.
Lead CutterDubuque, Iowa
BROWN, HARRY W.
Train DispatcherSavanna, Ill.
CEWE, WILLIAM J.
Section LaborerEast Moline, Ill.
HERNANDEZ, JUSTO
Section LaborerRoselle, Ill.
KADEMAN, FRED E.
SwitchmanDavenport, Iowa

Hastings & Dakota Division

BEHRENDTS, GEORGE P.
Ex. Gang LaborerSummit, S. D.

(Continued on page 26)

Right: Switchman Charles Warren, who is one of the key men on the Madison team, is shown in action during the recent game at Watertown, Wis.



Below: The Madison team. Leo Fiscus and Charles Warren, the players who represent the Milwaukee Road, are standing third and fourth from the left, respectively.



(Continued from Page 25)

BRYANT, LEE H.
Ex. Gang Laborer Glencoe, Minn.
FORD, EDWARD
Head Lumberman Aberdeen, S. D.
PERSON, ALFRED
Section Laborer Wegdahl, Minn.
STEENBERG, PHILLIP L.
Section Laborer Summit, S. D.

Idaho Division

HALL, HUBERT M.
Loco. Fireman Spokane, Wash.
SULLIVAN, MICHAEL J.
Ex. Gang Laborer Spokane, Wash.

Iowa Division

HULLERMAN, EDWARD C.
Loco. Engineer Perry, Iowa
KUHL, PETER F.
Section Laborer Miles, Iowa
NIHLEN, NILS E.
Switching Clerk Cedar Rapids, Iowa
STARKS, GEORGE E.
Laborer, Loco. Dept. Cedar Rapids, Iowa
STRAUBINGER, JOHN B.
Laborer, Loco. Dept. Cedar Rapids, Iowa
WICHAEL, ROY O., SR.
Switchman Council Bluffs, Iowa

Iowa & Dakota Division

KELLY, MICHAEL J.
Loco. Engineer Mason City, Iowa
VAUGHAN, HENRY F.
Loco. Engineer Marquette, Iowa
WALLIS, CLARENCE R.
Loco. Engineer Mitchell, S. D.

Iowa & Southern Minnesota Division

COPLEY, HARRY M.
Loco. Engineer Austin, Minn.
FERRIS, LESLIE H.
Conductor Austin, Minn.
MAREK, FRANK
Cashier Owatonna, Minn.
SEWARD, IRA J.
Agent Winfred, S. D.
STACK, BEN, SR.
Section Laborer Lennox, S. D.

Kansas City Division

SANFORD, JOHN A.
Train Dispatcher Ottumwa, Iowa

ZIMMERMAN, GUY A.
Operator Ottumwa, Iowa

La Crosse & River Division

BIEL, FRED
Section Laborer Gleason, Wis.
FROSCH, CHARLES J.
Loco. Engineer Sparta, Wis.
HIBARD, JOHN A.
Section Laborer Knowlton, Wis.
HOVEY, WILLIAM A.
Loco. Engineer Sparta, Wis.
KOHN, ERNEST K.
Custodian Necedah, Wis.
KOLLHOFF, OSCAR
Ex. Gang Laborer Elm Grove, Wis.
LAMBERT, TRACY
Ex. Gang Laborer Wauwatosa, Wis.
PALLAVITCH, ADAM
Ex. Gang Laborer Lake City, Minn.
PETRUCH, JOHN S.
Ex. Gang Laborer Portage, Wis.
RAIMER, CHARLES A.
Section Laborer Portage, Wis.
STOLTZ, OTTO H.
Cabinet Maker Tomah, Wis.
THOMASGARD, BEN M.
Carman La Crosse, Wis.
WALLACE, ERNEST C.
Storehelper Tomah, Wis.
WILDRIE, ROBERT J.
Machinist Helper Portage, Wis.

Madison Division

ANDERSON, RICHARD A.
Section Laborer South Wayne, Wis.
BUSCEMI, CARMELO C.
Section Laborer Madison, Wis.
SHIPLEY, FRANK, JR.
Section Laborer Madison, Wis.

Milwaukee Division

CHEADLE, CHARLES D.
Machinist Beloit, Wis.
KUBILER, LEE
Ex. Gang Laborer Kansasville, Wis.
MESSER, GEORGE J.
Roundhouse Foreman Beloit, Wis.
OLSON, OVI H.
Brakeman Milwaukee, Wis.
SCHULTZ, ANDREW M.
Conductor Milwaukee, Wis.
SPURGEON, JEFF T.
Janitor Beloit, Wis.

Pattern Requests Set All-Time Mark

RIDING along on the wave of after-holiday home sewing and needlework, requests for the sewing patterns featured in the Milwaukee Magazine hit an all-time high in January. Much of the mail included requests for patterns which have appeared during the last year, but the volume of it was for the crocheted doilies which were featured in the January issue.

So far, we have received approximately 575 requests for these instruction leaflets since that issue came out, and our supply is exhausted. However, reinforcements are on the way and we will be able to fill all of them shortly, as well as additional requests.

VANDARWARKA, ALMOND P.
B&B Carpenter Horicon, Wis.

Milwaukee Terminals

ANDRITSH, IGNATZ
Blacksmith Milwaukee, Wis.
BJORKHOLM, JOHN E.
Supt. Motive Power Milwaukee, Wis.
DAHMS, PAUL H.
Craneman Milwaukee, Wis.
JOHNSEN, BARNUM
Crossingman Milwaukee, Wis.
KALADICH, LOUIS J.
Motorman Milwaukee, Wis.
KELLY, FRANK C.
Mail & Baggage Hldr. Milwaukee, Wis.
KELLY, JAMES T.
Asst. Genl. Storekeeper. Milwaukee, Wis.
KENT, WALTER H.
Machinist Helper Milwaukee, Wis.
KOEPP, PAUL G.
Carman Milwaukee, Wis.
RUTKOWSKI, VALENTY
Cupola Tender Milwaukee, Wis.
WELNAK, ALBERT M.
Painter Milwaukee, Wis.
WEZYK, FRANK A.
Carman Milwaukee, Wis.

Rocky Mountain Division

CRAWFORD, ELLSWORTH K.
Loco. Engineer Lewistown, Mont.
IRBY, JESSE B.
Brakeman Great Falls, Mont.
MYERS, GEORGE W.
Ticket Clerk Harlowton, Mont.
RABEL, WALTER F.
Cutter Deer Lodge, Mont.

Terre Haute Division

ARMSTRONG, WESLEY C.
Brakeman Terre Haute, Ind.
HARRINGTON, WILLIS
Conductor Terre Haute, Ind.
KELLY, WILLIAM C.
Scraps Sorter Terre Haute, Ind.
McDONALD, JOE C.
Car Cleaner W. Clinton, Ind.
SMITH, JOHN N.
Conductor Joliet, Ill.
TERRY, JAMES F.
Tel. Operator Cheneyville, Ill.

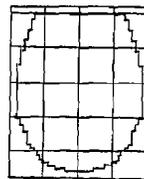
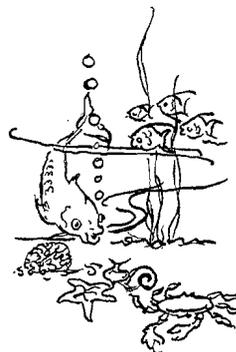
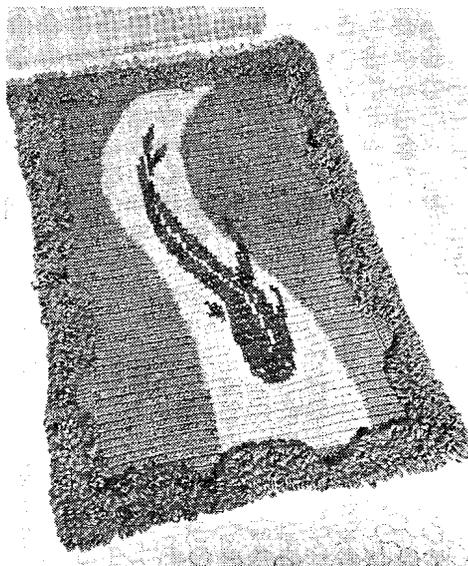
Trans-Missouri Division

BENZ, HENRY L.
Loco. Engineer Mobridge, S. D.
DRAKE, CLARENCE H.
Pump Repairer Miles City, Mont.

Twin City Terminals

DE FIELD, STEPHEN L.
Asst. Rdhse. Frmn. Minneapolis, Minn.
MURRAY, THOMAS
Laborer Minneapolis, Minn.
NELSON, CARL E.
Bill Clerk Minneapolis, Minn.
NEWMAN, MARK S.
Car Oiler Minneapolis, Minn.
SANDBERG, GUSTAF
Car Inspr. Minneapolis, Minn.

Marine Bathroom Motif



TIRED of the old bathroom scenery? This soft washable rug and seat cover crocheted in a marine motif will make an effective change. The rug is a nice size, 26 by 38 inches, including the looped border. The color scheme of the rug shown here is light and dark green, with the scallops of the border in the darker shade. For contrast, the fish which slithers gracefully down the center section is cross-stitched in black. A free instruction leaflet for "Marine Rug and Seat Cover" may be obtained by writing to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

The little girl was proudly showing her playmate her new home. "This is my daddy's den", she said. "Does your daddy have a den?" "No", was the answer, "he just growls all over the house."

Presenting Martha Moehring

(Continued from Page 11)

lying on the desk and a stack of envelopes waiting to be addressed. I run off 1,500 of each issue and the mailing list grows and grows as retired fellows see a copy and ask to be put on the list.

"As a hobby I make dolls—not only the stocking variety but also a fancier kind for college people and teenagers. A lot of grown folks like them, too. They're made of bright colored material and are stuffed partly with sand so they'll take almost any position. They have long legs and arms and long peaked noses and little peaked caps tipped with bells. I make their noses and caps and shoes out of old felt hats. 'Tinks' I call them and when I get around to retiring I want to make them as more than a



hobby, as there is a ready market for them.

"Now that's all there is to say about me, but perhaps you would like to know what has been going on out here lately. About our Rest Home, for instance, or about Mr. Wolf's bees—I'd rather talk about them. Right now they are hibernating and when there is a warm, sunny day they come out, head for his house and go for him like dive bombers every time he pokes his head out of the door."

Martha's boss can take it and thinks his clerk has a great sense of humor.

"Who, me?" says Martha. "You mean two other people."

Singing Career Ahead for Supervisor's Son

WHEN Trainmaster J. C. Jakubec of Aberdeen, S. D., was appointed assistant superintendent of the yards at Bensenville, Ill., last August, his Aberdeen friends realized that they were losing not only a good neighbor but, in the person of his 14-year-old son Ronald, a delightful entertainer.

The Jakubecs—father, mother, Ronald and Patricia Ann, 7—were stationed at Aberdeen for three years, during which time they made many friends. Ronald, who has a very promising voice, has been studying music since he was five years old. At Aberdeen he attended Sacred Heart School and studied with a member of the faculty. He sang in the Sacred Heart choir and was a popular entertainer on musical programs. Among the songs for which he receives frequent requests are the Ave Marias, "When Irish Eyes Are Smiling," and other Irish airs, and the songs of Stephen Foster.

A number of social affairs were



Mrs. Jakubec and Patricia Ann check over a musical score with Ronald at an entertainment in the Milwaukee Road Women's Club rooms at Aberdeen, S. D.

given for the Jakubecs before they left Aberdeen. They are now living in a new home in Lombard, Ill.

Cooking for a Crowd?

SO NOW you're the refreshment chairman of your garden club—camera club—PTA—Women's Club chapter! It seemed like fun when you took the job, but since you've had time to think it over—we-e-ll, you're not too sure. Take a simple lunch like cup cakes and cocoa, for instance. How do you go about making it for a crowd? Well, let's figure it out—if one dozen cup cakes take $1\frac{3}{4}$ cups

of flour, two dozen will take $3\frac{1}{2}$ cups and three dozen will take—say, this is work! And you've never made cocoa by the gallon, either!

Now don't get discouraged here, lady, because we can give you the answer, just like that! It's in a little brochure called "44 Recipes Serving Fifty." This is a handy thing to have around when you are cooking for a lot of people. The recipes in it are simple, all adapted to meet present day needs and tested in actual use by large groups. If you've been wondering what to serve for the next meeting of your club, your church group, or perhaps a family reunion, we suggest that you give it a try.

We'll be glad to send you a copy. Just send your name and address to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

A budget is defined as a method of worrying before you spend, as well as afterward.

There are two big problems before city people today—where to park and where to jump.

ATTENTION—Veterans' Association Members

THE inquiries which the Veteran Employes' Association has received recently about the payment of dues indicates that many of the members do not know to whom the dues are payable. For their information, payment should be made directly to Florence M. Walsh, secretary-treasurer of the association, Room 854 Union Station, Chicago 6, Ill., or mailed to either Miss Walsh or the Veteran Employes' Association at the Union Station address.

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

TERRE HAUTE DIVISION

Earl H. Lehmann, Correspondent

Conductor Clyde Jordan and Miss Etta Smith, of Clinton, were married in December. Clyde is the son of Conductor Wallace Jordan.

Fireman Cecil Sewell and family have gone to California to visit his brother-in-law and sister, Clinton and Maxine Asher.

Crane Engineer Harvey Johnson of Madrid (Iowa Division) arrived in West Clinton early in January to operate a crane on a work train on the south end for two months. We were glad to see Harvey again. He had worked here a few years back.

William Hewitt, who worked as car agent for the past several months, has again taken a job as yard clerk at West Clinton.

Conductor Herman Kutch has announced his intention to retire this spring. He and Mrs. Kutch plan to live in Odon.

Conductor Carl Allen, son of Conductor Vaughn Allen, has become an experienced aviator since his return from service. He received an invitation to his cousin's wedding in Brownwood, Tex., but it arrived so late that he couldn't go by train. Accordingly, he flew alone in his Sessna 140 on Dec. 27. Bad weather grounded him for a day at Springfield, Mo., and he arrived in Texas on the 29th. Coming back he was grounded for two days at the same place. We were all glad to see him come flying home.

Terre Haute District

T. I. Colwell, Correspondent

Veteran Agent John H. Davis of Freetown passed away on Jan. 13. Our deepest sympathy to his relatives.

Traveling Engineer Clay C. Damer is still in St. Anthony's Hospital at Terre Haute. He is hoping to be taken home soon.

Locomotive Engineer George Schumaker, of Terre Haute yard, recently had the misfortune to fall in the basement of his home and fracture a hip. It has been quite a job to keep him in bed at the hospital so I suppose they will let him go home soon.

In the dispatchers' office, Jim Anderson has given up the night chief's job and returned to third trick at Spring Hill. W. C. Grandstaff took over the night chief duties on Jan. 26 and Dispatcher Harry Edwards is returning to second trick dispatcher.

"Curt" Sims, veteran agent at Elnora, Ind., has taken over the agency at Odon which was made vacant by the death of Agent McCart. Curtis C. Sims, Jr., took over his father's job at Elnora.

William Campbell, Humrick, has bid in the swing job between Cheneyville and Webster.

Claude D. Armstrong, retired conductor who is now making his home in Corpus Christi, Tex., plans to make a visit to Terre Haute and places nearby early this spring.

Division Engineer Harry Minter has moved from his apartment at Seventh and Washington Streets, Terre Haute, and is now living in a suburban home at Stop 21½ on highway 41.

During January Assistant Master Mechanic R. E. Magnuson, located at West Clinton, Ind., was transferred to Bensenville. He was replaced by B. LeBow, round-house foreman at West Clinton.

The Southeastern Service Club bowling team is finally in top place in the league. We have an idea that they are going to be hard to dislodge from this position.

I & S M DIVISION

H. J. Swank, Division Editor

Word has been received of the death of Jake Rush, former B&B carpenter, who passed away at Pomona, Calif., on Jan. 6. Mr. Rush was an uncle of Mrs. Cora Dovenberg, wife of Engineer Ed Dovenberg, Austin.

Agent Harvey Bennett, Madison, S. D., who is on leave of absence and spending the winter in California, advises that Mrs. Bennett is in the hospital at present. They plan to return around Mar. 1.

Yardmaster H. S. "Bert" Voorhees, who has been on the sick list, returned to work on Feb. 1.

Train Baggage man Rudy Berg is the proud owner of a new Studebaker.

Storekeeper Ben King, Austin, who was injured in an automobile accident while on vacation Aug. 9, is now getting about with a cane and expects to return to work soon.

Maybe I shouldn't mention it (it may bring bad luck), but our Hiawatha bowling team is now tied for first place in the Recreation League at the local alley.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

E. D. Kennedy, former chief clerk to general manager, together with Mrs. Kennedy, is vacationing in Mexico. They intend to make Mexico City their headquarters for the most of their six-week stay.

Mr. and Mrs. George Wilson are the parents of a baby girl, born on Jan. 15. Mrs. Wilson will be remembered as Mary Lou Notske who prior to her marriage was employed in the assistant to general manager's office. The maternal grandmother is Mrs. May Clinton, telephone operator in the general office.

Miss Claire Laubacher, formerly employed in the reservation bureau, was married, Jan. 7, to Ralph Berg. Mr. Berg is connected with an architectural firm. The young couple will make their home in Seattle.

Auditor J. N. Strassman underwent an emergency appendectomy at Providence Hospital on Jan. 18. He is well on the road to recovery at present.

Mrs. Eldridge Fossberg, the former Shirley Trumbull, who prior to her marriage was employed in the relay office, visited the office in January. She has been living in Honolulu for the past three years. She was accompanied by her little daughter Barbara Ann. They have been visiting with her parents and with the Fossbergs.

R. B. Abernathy, telegrapher in the Seattle relay office, spent his recent vacation in California and Chihuahua, Mexico. Mr.



Students of Rosary College, River Forest, Ill., at the Chicago Union Station on Jan. 27, bound for a week end of winter sports in the snow fields of northern Wisconsin. They rode the Hiawatha to Minocqua.

Abernathy is an ardent golfer and attended the Bing Crosby tournament at Pebble Beach, Calif. He reports it as the highlight of his vacation.

Recent changes in the reservation bureau: Ed Mason succeeds Harry Finn as reservation clerk; Mr. Finn transferred to the DF&PA's office at Spokane; Elden Weeks replaced Jack Richardson as reservation clerk; Donald Wies replaced Bob Norman as stenographer.

Mrs. Betty McLeod, stenographer in the purchasing department, has resigned her position to devote her entire time to being Mrs. Housewife.

Mrs. Ida Bunt has replaced Hal Chivers as stenographer in the office of superintendent of transportation. Hal replaced Donald Wies as stenographer in the general passenger agent's office.

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

This is the winter of the big snow, and don't let anyone tell you otherwise: not only of the big snow but of everything else that Old Man Winter carries in his bag of tricks. Never, since the oldest inhabitant can remember, has there ever been anything like it, even when we used to live almost all winter in a snow drift and shove a stick out from the front step in the morning to see where to dig out. If there is any wild game left in the great and glorious West next year for the tourists to look at, we will all be surprised. Operation Hay Lift, or whatever you want to call it, on all sides of us and you have to go around by way of Roundup to get to Logan on the bus when you go there, because that's the only way there is. One great big sheet of snow and ice over the great Northwest and Southwest from the first of November. When spring comes, if it ever does, the bare ground is going to look pretty funny to us. "Open the door, Richard," has changed out this way to "Shut the door, Richard," and do it in a hurry before we freeze to death.

Conductor and Mrs. E. A. Heier and Engineer M. F. Elliott are getting away from the cold weather in California, if that means anything. Engineer and Mrs. William Whitehead have returned from a trip to Seattle.

A wedding that was a big surprise to all of their friends here was that of Mrs. Persha Pogreba and Edward McHale early in November. They were both visiting in Spokane and are now living there. Mr. and Mrs. McHale had been old time neighbors and friends when they both lived in Three Forks for many years. We wish them much happiness.

Joe Hengle, of the trouble shooter, was called to Sioux Falls in December on account of the death of a brother there.

On Dec. 17 Cecil Testor, of Ivor Eckerberg's telegraph line crew, was taken very ill at Francis. The roads were blocked with snow and there was no way of getting him to a doctor. A light motor and cab was called at Three Forks and 35 minutes later, with Dr. Don Gumprecht aboard, it was on the way to Francis. Mr. Testor was given first aid and taken to the hospital on the first passenger train. Later he was moved to Spokane where he is doing nicely, thanks to the treatment at the time of his sudden illness.

The division was shocked on Jan. 12 to learn of the sudden death of Engineer Samuel Haffner at Las Vegas, Nev., which occurred while he was driving home after a few weeks spent at the home the Haffners have at Clear Water, Calif. Mr. Haffner had not been ill and his sudden death was a great surprise to everyone. He had been

February, 1949

Company Surgeon Veteran of Three Wars

When the Spanish American War Veterans of South Dakota celebrated their golden anniversary early this winter, Dr. John E. Dunn, Milwaukee Road surgeon, was one of the distinguished members of that distinguished gathering. Doctor Dunn is one of the few men in the United States who are veterans of three wars. He was a medical worker during the Spanish



Dr. and Mrs. John E. Dunn

American episode and a captain in the field hospital company of the 91st division in World War I. In the last war he was a lieutenant colonel in the reserves, serving with the Black Hills ordnance depot and the V. A. hospital at Hot Springs.

Doctor Dunn joined the Milwaukee Road staff in 1915, at which time he was located at Groton, S. D. He is now a rating specialist with the Veterans' Administration at Sioux Falls.

The accompanying picture was taken recently, around the time when Doctor Dunn and his wife celebrated their 44th wedding anniversary. Two of their sons are pursuing careers in medicine, one as an Army doctor, the other as a doctor in the Navy, and one daughter is a nurse, trained at Yale.

employed as fireman and engineer on the Rocky Mountain Division since 1910, except for the four years from 1925, on, when he worked as engineer for the Bethlehem Steel Company in Chile, South America. He is survived by his wife, Anna, three brothers, Dave, William and Joel, and four sisters, Mollie, Hannah, Marie and Freda, all of California; also, his nephew Walter Klahr, a fireman on this division, whom the Haffners raised from a small boy. Sincere sympathy is extended to these families.

Northern Montana

Pat Yates, Correspondent

We extend sincere sympathy to Freight and Passenger Agent C. M. Brown of Great Falls on the death of his wife during the holidays. Mrs. Brown was well known in that locality and will be greatly missed. She held the office of vice president in the Milwaukee Road Women's Club chapter.

Tyler Hanson, retired dispatcher, has returned to Lewistown to make his home. He had moved to Vancouver, Wash., to live with his son Robert but found that the climate was unsatisfactory. We are glad to have him back.

C. W. Baker, Milwaukee boiler inspector, was taken ill here on Jan. 2 and spent a week in the hospital. He is now back on the job.

Section Foreman E. Stefonoff of Montague spent his vacation in California visiting John

Petro, former yard section foreman at Lewistown and now retired.

A. E. Mitchell, section foreman of Choctaw, is laying off because of ill health. We hope to see him back on the job soon.

Brakeman E. G. Samuels has returned from a visit with his sister in Denver and a flying trip to Long Beach, Calif. He returned by train, by way of Seattle.

Mr. and Mrs. P. M. Gwinn and son Bill have returned from a two-week vacation visit with their daughter Gladys in Los Angeles. They made the trip by automobile and saw more snow in other parts of the country than they found at home. They were disappointed with the California weather, as it snowed while they were there.

After 41 years of faithful and continuous service, Engineer E. K. Crawford, better known as "Zeke" to his railroad friends, has retired. Mr. Crawford has been in the hospital and is now recuperating on his small farm on the banks of "The World-Famous Spring Creek." He held the Winnett run now taken over by Engineer Roy Gilham.

We also regret to report the death of Engineer Sam Haffner of Three Forks. Sam was on his way home from California when he was stricken at Phoenix, Ariz. He was here for several months last fall, working on the switch engine. Our sympathy to his family.

Courage is not the absence of fear; it is the mastery of it.

Rail oddities

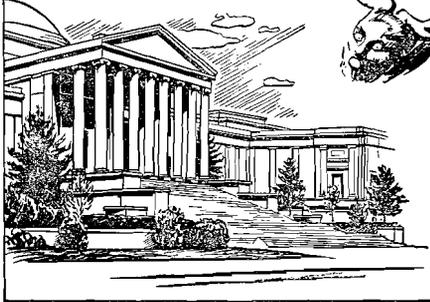


In 1855 a railroad president commissioned a poor but promising young artist to paint a picture of the company's new round-house. It was to be used as an advertisement and the price paid was \$75.00.

Years later—by an almost incredible coincidence—the artist himself ran across the picture in a second hand shop in Mexico City, and he bought it back.



The painting, "The Lackawanna Valley," now hangs in the National Gallery of Art in Washington. It is admired as one of the finest early works of the renowned artist, George Inness. (1825-1894)



ASSOCIATION OF AMERICAN RAILROADS 149

H & D DIVISION

East H & D

Martha Moehring, Correspondent

This column is being made up under adverse circumstances: the typewriter is resting on a snow bank, the ribbon is frozen stiff and the paper is all but blowing out of the roller. Winter has settled down on the H&D. A sprig of pussy willow would look mighty welcome right now.

Some of our rails, it would seem, are lucky to be in the hospital in this kind of weather. Among those on the "out of order" list are Engineers Oscar Sorby, Andy Noard and Fred Burdick and Conductor Ed Nemitz. Engineer John Nider is also laying off due to poor health. From reports, though, they will all be back running the railroad again before long.

Engineer Lawrence Reeves returned from a vacation trip to Florida and gave us first hand information on "Si" Kelly and "Happy" Johnson. They all had dinner together at Sarasota one night and everyone had a grand time. Si even went wading in the ocean.

Fireman Harry L. Ryman, Jr., got himself a housekeeper recently. She's Darline Falla, daughter of Fireman Art Falla, and she's a good little singer, too.

Otto Heckert, retired engineer, writes from Phoenix, Ariz., that they've had below zero weather around there this winter, which for Arizona, say Otto, is most unusual.

There are improvements being made around the Montevideo depot, such as new floor,

new lights, and a new paint job. The interior will now be a cool green and white.

Engineer F. T. Warner and his wife spent a two-week vacation in Los Angeles. It wasn't all warm weather there, either.

Conductor Walt Lewis is leaving in a short time for a vacation with his daughter in New Mexico. He expects to help her with the flock of chickens they have in partnership and to lie in the shade and feel sorry for unfortunate people who must spend the winter in Minnesota.

I & D DIVISION

Karen B. Rugee, Division Editor

Luda H. Nelson, ticket clerk at Mason City, is convalescing at her home following an operation in December. Lloyd Kellar is relieving at the ticket office.

Ben Murray, locomotive fireman at Mason City, was one of the fortunates who saw the Rose Bowl game on New Year's Day. He was more enthusiastic about the parade than the game; says it is really something to see.

It's twins for the W. K. Petersons at Sanborn. Mr. Peterson forgot to mention whether it's boys or girls, or one of each; probably too excited.

Cecil L. Kellar, traveling auditor, passed away at his home in Spencer on Jan. 1. We extend sympathy to his family.

A daughter was born, Jan. 25, to the Kenneth Roths. The father is employed in the Mason City store department.

Conductor E. G. Larson and his wife are vacationing in sunny (?) California. Ed has not been feeling well lately and it is hoped that the trip will do him a lot of good.

Superintendent R. C. Dodds has been confined to his home since his return from South Dakota where he spent three weeks fighting the drifts in the Black Hills territory. It was plenty tough going out in that country and our men put in some mighty hard, long hours opening the road to Rapid City. We are glad to report that Mr. Dodds expects to be back on the job soon.

The following poem is a tribute to "Butch," yard office pet who passed away recently:

*He was no ordinary cat,
Though pedigree unknown,
The yard office was his palace,
Dunavan's desk his throne.
The file basket is empty,
That he used for a bed,
And many hearts are heavy
Because our Butch is dead.
If there should be an extra
Desk in Heaven above,
Please give it to Butch, God,
With all of our love.*

Congratulations to Henry Troening who was married to Emma Stetz at the Holy Family rectory, Mason City, on Dec. 27. Heinie has been employed as a switchman at Mason City for many years.

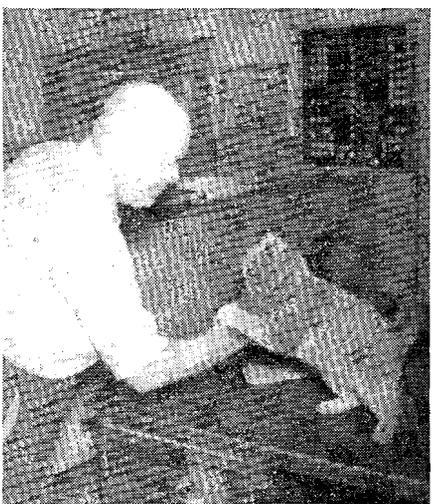
Sanborn-Rapid City

Albert J. Gall, Correspondent

Besides being the crack second trick operator at Rapid City, J. W. "Jack" Clark is getting quite a reputation as a mercy pilot. Several times during the famous blizzard of '49 he was called on to fly relief supplies to stranded ranchers at Hermosa and Farmingdale. When it became apparent that our passenger trains would be indefinitely delayed, he flew to Chamberlain to pick up the pay checks and an armful of company mail. And just to keep it in the family, his brother-in-law who owns Rushmore Flying Service, flew spare parts to our rotary plows when they were stranded at Farmingdale.

We are sorry to learn that "Bill" Hynes, retired conductor at Mitchell, suffered a heart seizure just before the new year and is still confined to the hospital.

W. K. Peterson, agent at Sanborn, is the proud father of twin boys born on Jan. 13.



"Butch," the tomcat who made his home in the Mason City yard office, has passed away, but his memory lingers on. A tribute to this pugilistic pet can be found in Karen B. Rugee's I&D news. Butch is shown here in happier days putting on the gloves with Chief Yard Clerk Carl Dunavan.

Mother and the boys are doing fine, and it is reported that the father has also made a fine recovery.

Brakeman Lorne Abbott became a father while he was out with the snow plow on the Rapid City line and was unable to get to Mitchell for the big event.

Brakeman J. P. Behrendt of Mitchell, so the story goes, was to have been married in January but had to postpone it on account of working on the snow plow out west and being unable to get in to Mitchell. Now he plans to be married just as soon as he gets a few days' relief from the pressing business of getting cars moving out west.

News is a little short this month on account of the snow storms, and now that mail service has been restored the boys are too busy to send in a little news.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Lea R. Paine, Sioux City engine foreman, was confined to St. Joseph Hospital, Sioux City, recently for the removal of his appendix which acted up while he was visiting a relative in St. Louis who was ill.

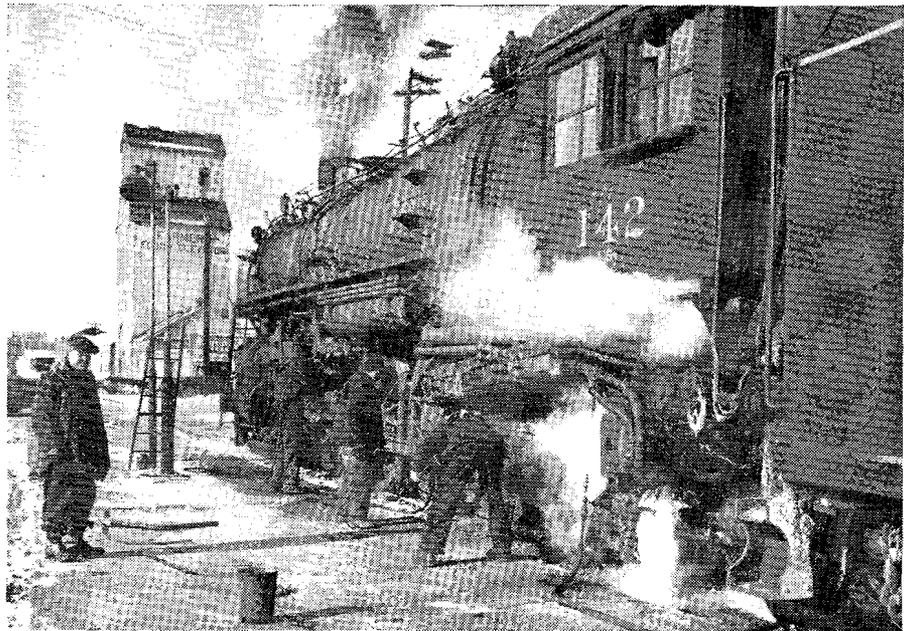
The Arrow Credit Union of Sioux City held its annual election of officers during January. The following were elected to office: M. J. Noonan, president; J. Orion Scott, vice president; George Severson, secretary-treasurer; Harry S. Pinchot, Edward R. Wagner and Philip M. Cline, credit committee; and Albert E. Scott, Harold A. Raub and James H. Bennett, auditing committee.

At the present writing Engineer Chris Henke is confined to St. Joseph Hospital, Sioux City.

A letter has been received from Emmett W. Farnsworth, retired veteran agent-operator, who reports that he is 92 years of age but confidently expects to be an old man some day.

Barney "Starvation" McGoogle, the switch shanty philosopher, says things are so bad in Hollywood that a certain studio has induced one of its actresses not to take a new husband—they're going to re-issue one of the old ones.

Your correspondent spent a very pleasant vacation in January down in the sunshine of New Orleans and Monterrey, Mexico, and then came back to the snow and 12 below zero weather of this part of the country. The current impression that your corre-



This picture lands in the Magazine this month because a photographer just happened to be around one cold day in January when the Columbian pulled into Montevideo, Minn., at noon for a five minute going-over before heading west again. Roundhouse Foreman Pete Kamla at the left is easy to recognize. The other three are, or should be (left to right), Hank Schrapp, Haakon Henstein and Clinton Paugh. (Photo by Torg Knudsen.)

spondent is slightly "teched in the haid" may have some foundation.

Albert A. Watier, retired engineer, and wife held open house at their home in Sioux City on Jan. 30 to celebrate 50 years of happy married life.

Engineer E. A. Weiland wants the item corrected that appeared in the last issue of the Magazine in which it was stated that he had been married for 35 years. All right, so it's 45 years—what's 10 years more or less to a good man like Weiland.

Wesley Gamel, veteran engineer who was running the Diesel on Nos. 503 and 508 on the Platte line, retired on account of ill health during the latter part of January. He plans to make his home with his sister in Sioux City.

Conductor Glenn D. Houser, general chairman of the B. of R. T., who has been very ill at his home in Sioux City, is now much

improved and plans to return to his job in Chicago in February.

Roy O. Brown, section foreman at Armour, S. D., has just completed 25 years of service. Brown came to Armour in 1923 for his first job as foreman. He has three children, two sons and a daughter. One son is studying to be a doctor in Indianapolis and the other will graduate from George Washington University. The daughter lives in Hillsboro, Ore. Both sons served in World War II. Mr. Brown has been a member of the fire department force for more than 20 years and has also served on the city council. He has served for over four years as vice chairman of the Service Club.

Albert Cropley, 76-year-old Sioux Cityan and a veteran of 55 years in Milwaukee Road service, retired last Dec. 31. Mr. Cropley got his first job in Sioux City as a brakeman back in 1893. Since then he has filled almost every job in his line of work. Because of failing health he had been working at the Sioux City depot for several years, switching engines. He is well known in the Sioux City area and his many friends there wish him good luck for the future.

Engineer Wallis, Mitchell Pioneer, Retires

ENGINEER Clarence R. Wallis of Mitchell, S. D., one of the pioneer railroaders in that area, retired last Dec. 31 after 44 years of Milwaukee Road Service. Wallis began as a wiper on Oct. 15, 1905. He became a fireman in July of the following year and he went on the board as engineer in September, 1910.

For a time in 1927 Wallis served as traveling engineer. In 1934 he qualified for motor car service and transferred to the Des Moines Division, on which he worked until 1943. Since then he has been in service on the west I&D, between Mitchell and Murdo, and in recent years on the switch engine in the Mitchell yard.

Wallis was elected financial secretary of the Brotherhood of Locomotive Firemen and Enginemen No. 800 when it was organized in 1910 and he is still holding down the job. He intends to resign the office on July 3, 1950, 40 years to the day after he assumed it. His hobby of woodworking now takes up a great deal of his time. The basement of the Wallis home in Mitchell is equipped with a large assortment of power tools, most of which were gifts from his sons. Two of the Wallis boys are also Milwaukee Road employes, W. C. (Wally) as assistant engineer in Minneapolis and Glen L. as general clerk in the Mitchell freight office.

A dim-witted chap in a small town had no means of support so the "boys" got together and chipped in 50 cents to create a job for him—we'll call him Lem.

In the town square there was an old brass cannon and Lem's job was to polish it every day, rain or shine. At the end of the week the paymaster would turn over seven dollars to him.

Lem polished with great zeal for about three months. Then one Saturday night he approached the paymaster with a gleam in his eye. "I'm quittin' this here job", he announced.

"What's the matter?" the paymaster asked. "Aren't you satisfied with the work and pay?"

"Oh, yes", Lem replied, "but I've been savin' my money. Yesterday I bought a cannon of my own. Now I'm goin' into business for myself."

Sioux Falls Line

F. B. Griller, Correspondent

James H. Gaines, 55, chef on The Sioux between Sioux Falls and Mason City, died suddenly at his home in Sioux Falls on Dec. 26. Gaines had been with the Road for 20 years with more than five years on this particular run. Burial services were held at St. Louis.

The annual meeting of the Sioux Falls Milwaukee Employes Credit Union was held on Jan. 18, at which time the election of officers took place and dividends were declared. A lunch was served after the meeting.

Alvin C. Burley, now clerk at Dell Rapids, and Ellen Sweeney were married at Hartford on Dec. 28. They honeymooned in the Twin Cities and are now making their home in Sioux Falls.

Another marriage which took place recently was that of Car Department Employee Robert Harmer and Miss Alice Clauson of Sioux Falls, on Jan. 14.

Corn, wheat and meat—50 cars of it—rolled out of the Milwaukee yards as part of the work of CROP (Christian Rural Overseas Program) following the dedication program at the Milwaukee station in Sioux Falls on Dec. 20. Lt. Gov. Sioux K. Grigsby presided.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Hans Hansen, retired carman, and a resident of this city for 70 years, passed away on Jan. 8 at a local hospital. Mr. Hansen retired on Mar. 23, 1937. He was 85 years of age at time of his death.

We regret to report the death of Mrs. Nelsine Hansen who passed away Jan. 18 at a local hospital at the age of 81, following a short illness. Our deepest sympathy to her husband Julius who is employed in the locomotive department at this point.

Andrew Thompson, retired carman, has been confined for several weeks to a local hospital following surgery. He is getting

along fine and hopes to be released before long.

Mrs. John Chapman, wife of a machinist at this point, recently underwent an operation and is now well on the road to recovery.

Switchman A. H. Milbourn is slowly improving at a local hospital after his recent injury.

B&B Foreman Carl Johnson and crew have completed remodeling the store room, and what an improvement! They are now remodeling the freight house.

Yard Clerk Howard Rooney is again confined to his home due to illness.

Latest addition to the store department is Jack V. Sands, son of Section Foreman V. J. Sands. Jack was previously employed as a carpenter in the B&M department.

Storekeeper Sodie Blake returned recently from Klamath Falls, Ore., where he was called due to his daughter's illness. Roundhouse Foreman Merritt Ford has also recently returned from Portland where he was called by his mother's death.

Middle, West and Des Moines

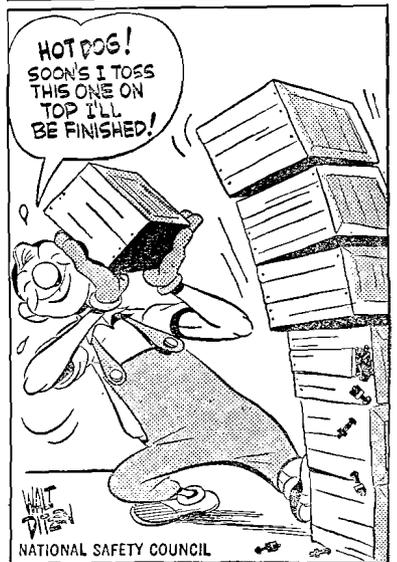
Viola Ranes, Correspondent

Skipp is dead and he will be mourned by many railroad people. Skipp was E. L. Huffaker's dog at Manilla and made his home at the depot for approximately 12 years. A fund was collected to defray the expenses of his illness and funeral. The committee in charge wishes to thank all who contributed, namely: D. W. Loftus, C. A. Conklin, J. Disburg, V. Anderson, R. P. DeVoe, J. J. McDonald, William Carothers, R. Rivey, H. Guzzle, A. Whitmer, J. Long, F. Saunders, T. Brothers, C. Agan, T. J. Rowan, A. O. Natzel, J. McClautchy, F. Bolender, E. Murphy, Ruckensky, Osborne, Wallman, Bruck, T. Crellin, Kemmish Winget, Peters, V. F. Rathje, C. R. Johnson, G. Courtney, McDevitt, Jerry Groves, Miller, J. Currier, J. Collings, Skelly, Hether and Conlin.

Delbert (Dinger) Cross passed away at a Cedar Rapids hospital recently following an accident. He was employed as a machine operator for the Milwaukee for approximately 15 years. He was the brother of

HAP HAZARD

HOT DOG!
SOON'S I TOSS
THIS ONE ON
TOP I'LL
BE FINISHED!



NATIONAL SAFETY COUNCIL

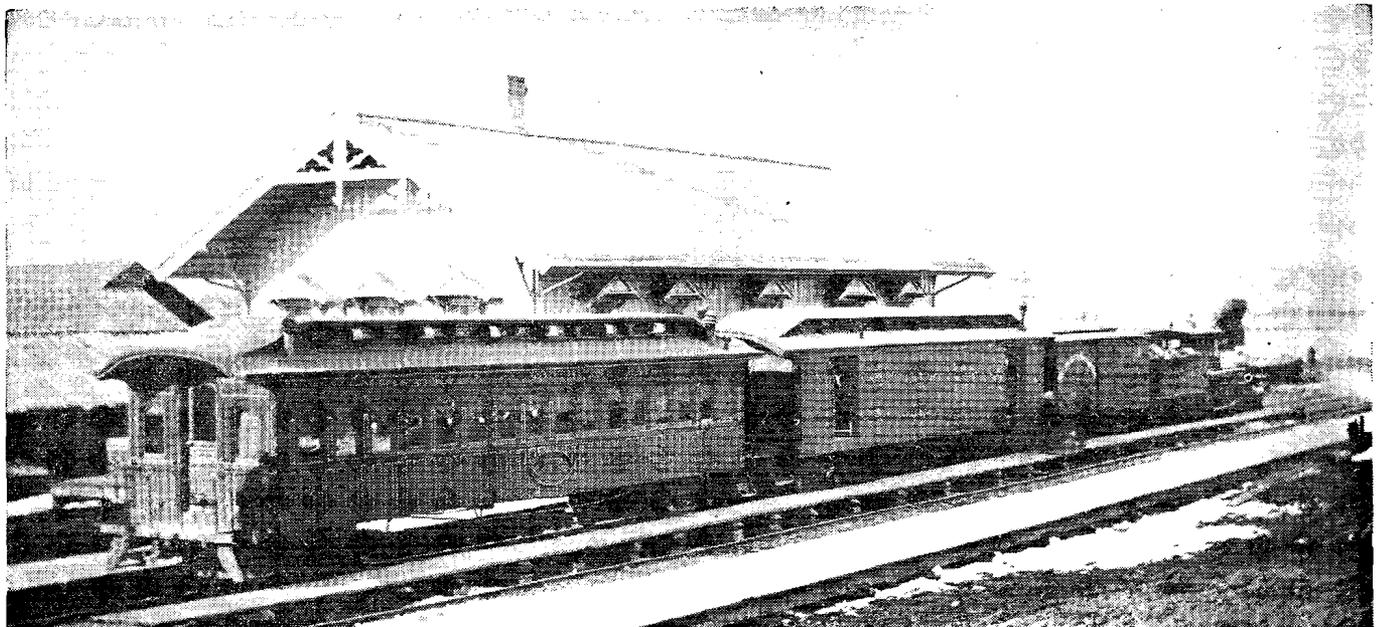
Section Foreman Leo Cross and Assistant Section Foreman Ray Cross.

Conductor M. R. Petty and wife, of the Des Moines Division, went to California the first of the year, expecting to be gone for several months. This is the first time Conductor Petty has taken such a long layoff and they have been looking forward to the trip for some time.

Gary Phleger, young son of Traveling Engineer J. T. Phleger, submitted to an appendectomy at the Des Moines General Hospital shortly after Christmas. He made a speedy recovery.

Brakeman M. W. Wolber has returned from the Veterans Hospital at Des Moines where he underwent a number of operations. He was at the hospital for three months. It will be some time before he will be able to resume work.

Engineer E. C. Hullerman made out his last time slip on Dec. 31. He had completed



Turning back a page in history, the year is 1871 and the Milwaukee & Northern Railway Company, predecessor line of the Milwaukee Road, runs the first train into De Pere, Wis. Note the slab burning engine.



Down through the ages, wise men have praised the virtues and comfort of good tobacco. But if you really want something to write about, light up a Dutch Masters and let its nut-sweet smoke and rich aroma be your inspiration.

DUTCH MASTERS CIGARS

50 years of service and decided it was time to retire. No doubt he will keep in touch with his many railroad friends.

Mrs. Paul Salzer, wife of car foreman, had the misfortune to slip and fall recently, breaking the bones in one ankle. She expects to have the cast removed soon.

Betty Hanneman, daughter of brakeman W. R. Hanneman, was one of the many travelers stranded on the Union Pacific trains in the west during the recent storms. Betty is a Northwestern University student and was returning from the California Rose Bowl game.

W. D. Higgins, retired crane operator, is recuperating at his home after an operation at Rochester, Minn.

Engineer Tom Rellihan also submitted to an operation at Rochester and is showing improvement. He expects to be home soon.

F. W. Bean, agent at Jamaica, and Mrs. Bean celebrated their 55th wedding anniversary on Jan. 9.

Bill Bollerman and Bill Johnson, both new on the Iowa Division, are employed as switchmen at Perry yard.

Dale Noack, clerk in the store department, underwent an appendectomy recently. He is convalescing at his home.

Engineer James Shirlev and wife have returned from a visit to Washington, D. C. They witnessed the inauguration of President Truman in comfort, via television at the home of a relative.

Engineer Emmett Collins is now a grandpa. His first grandchild, a girl, was born recently to Mr. and Mrs. Morris Templeton of Moline, Ill.

While working at Manilla recently, Conductor William Driskill suffered an attack of appendicitis and was brought to Perry where he underwent an operation. His condition is very satisfactory.

Ed Oehler is still at the Veterans Hospital in Des Moines. He has shown considerable improvement since he has been there.

Elvin Kibby of the store department is a patient at the Lutheran Hospital in Des Moines as the result of a back injury. He fell at his home and returned to work, but has since found it necessary to be hospitalized for special treatment.

Mrs. Santee, wife of Conductor L. R. Santee and mother of Conductor A. F. Santee, passed away suddenly on Jan. 29.

A minister was very fond of cherry brandy and one of his elders decided to play a joke on him. "I'll give you a bottle of brandy," he said, "if you will promise to acknowledge it in the church magazine."

In due course a paragraph appeared in the magazine thanking the donor for his gift of fruit and the spirit in which it was given.

East End

Benjamin P. Dvorak, Correspondent

Mrs. W. C. Wallis and two young sons were in Harvey, Ill., for the Christmas holidays with Mrs. Wallis' parents, Mr. and Mrs. William Munro. They were joined by Mr. Wallis who is now with the engineering department in Minneapolis. As soon as they dispose of their home in Cedar Rapids they will move to Minneapolis.

Mrs. M. Hildebrand of Sioux City is spending several months with her daughter and son-in-law, the N. Gormans of Cedar Rapids.

On Jan. 2 a little daughter was born to Mr. and Mrs. Robert F. Yuva of Savanna. The father is a brakeman on the division.

Storekeeper T. A. Richards of Perry has a new grand-daughter, born to his daughter, Mrs. John Wormhoudt, Jr., of Ottumwa on Jan. 3.

Helen Irene Reichert underwent a tonsilectomy in Mercy Hospital, Cedar Rapids, on Dec. 27. She is the daughter of V. M. Reichert, chief clerk to division engineer, Marion.

Baggageman Robert S. Cooper, Cedar Rapids, was off duty for several months during which he was in the Ottumwa Hospital for a cataract operation. He resumed work on Jan. 15.

Night Roundhouse Foreman George Hen-

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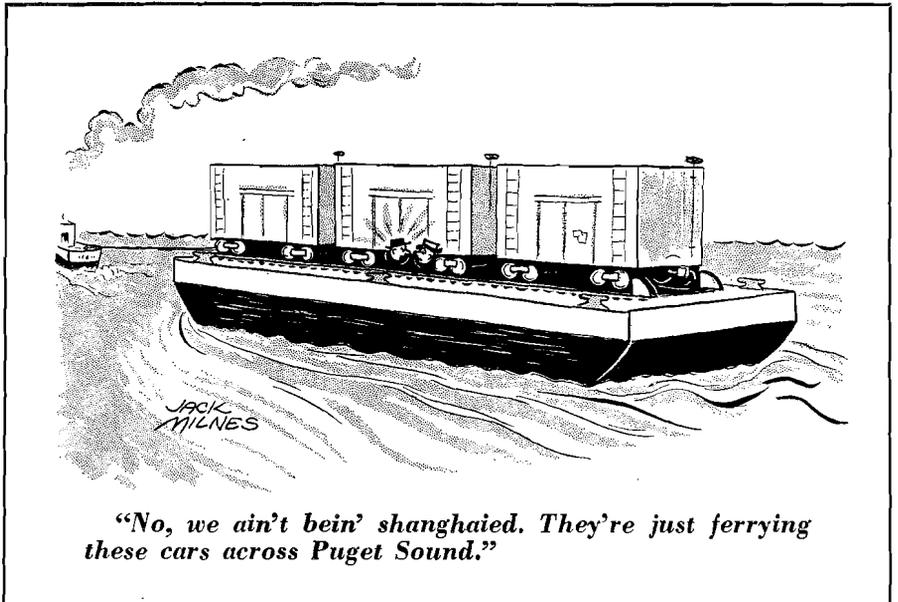


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America can never be called an ill-mannered country. According to the telegraph companies, we pay more than 10 million dollars a year in tolls to add the word "please" to our messages.



"No, we ain't bein' shanghaied. They're just ferrying these cars across Puget Sound."

nesity of Cedar Rapids, who underwent an operation in Mercy Hospital on Jan. 12, is reported to be improving.

Conductor William Keenan of Savanna who was confined for a month in Hines Veterans Hospital in Chicago was released on Jan. 15. He will be off duty for an indefinite period.

Hannah Johnson suffered a slight concussion in a fall on the ice in front of her home as she was leaving for her job in the superintendent's office on Jan. 4. She was taken to St. Luke's Hospital and was off duty for a week.

Agent S. D. Gilliland of Newhall suffered a heart seizure on Dec. 23 and died four days later. He is survived by his wife and two daughters, Dorothy and Betty of California. His son Robert, former agent at Persia, preceded him in death. Mr. Gilliland entered the service of the Road as an operator on Feb. 4, 1902. His position has been assigned to J. R. Urdill, formerly third trick operator at Atkins yard.

B&B Carpenter Merrill C. Brundage of Marion died suddenly on Jan. 3 while waiting in the station for a train to Perry, to join the B&B gang. He is survived by his wife, a sister, Mrs. L. Kennedy of Milwaukee, and two brothers, Harry of Chicago and Herman of Whiting, Kan.

Roadmaster R. H. Becker resumed his duties on Jan. 17 after an absence of five weeks which were spent in Tucson, Ariz., on account of ill health.

Instrumentman Otto H. Muller of the Marion engineering department accepted a position in the engineering department in Chicago, effective Jan. 17. He was presented with a billfold by his co-workers.

Paul A. Rion has been granted a leave of absence from the track department at Marion to take over the operation of the caterpillar tractor on the division.

Due to injuries sustained in the accidental discharge of a gun in Marion last Dec. 17, Delbert W. Cross has been confined to St. Luke's Hospital in Cedar Rapids where he has had numerous blood transfusions. For that purpose, the following Milwaukee employes were donors to the hospital's blood bank; Instrumentmen R. M. Low, R. R. Mills and O. H. Mueller; Lineman G. R. Holmes; Fireman Wilbert R. Hughes; Section Laborers Paul Bartlett and Paul Rion; Mrs. Paul Rion; Harry Kinding; B&B Employees Cecil Schantz, Clifford Malone,

Oliver Malone, Ernie Wink; and Railway Expressman Eddie Failor.

Switchman Kennedy has had to let out the buttons on his vest since he became the father of a boy.

Our line had the honor of hauling the Coe College R.O.T.C. band to Washington, D. C., for the inauguration of President Truman.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

The most restful spot in the local freight office is the new lounge on the second floor. It has been a long time in the process of furnishing but the effect is both comfortable and attractive, thanks to our agent.

Check Clerk Ray Lemke has returned to work after a long period of illness. Max Berger is still on the sick list. There is also a young lady to whom we wish a speedy recovery—the 19-year-old daughter of Mike Kurth. She is a '48 graduate of Holy Angels Academy, and won a scholarship to a college, but she has been ill since Aug. 8, following her graduation. She is slowly convalescing.

Lucille Stowell started her vacation in January, only to become ill. That, without a doubt, is life at its worst.

Mrs. Lester Veit, wife of our chief yard clerk, canal district, gave birth to baby girl on Jan. 5. The Veits now have four boys and one girl. Father is reportedly o. k.

Trucker L. Kaladich retired on Jan. 15 after 34 years of service.

Emil Ramthun, retired foreman, visited his pals in the freight house recently. He is looking hale and hearty.

Our best report—249 working days in House No. 7 without a reportable injury.

The manager was strolling through the cashier's cage when he spied an unfamiliar character briskly counting thousand-dollar bills. "You look like a bright young fellow", commented the manager. "Where did you receive your financial training?"

"Yale," said the character.

"Fine," boomed the manager, "and what did you say your name was?"

"Yohnson", was the reply.

—Cosmopolitan



Indoctrination tour for their new jobs? Mrs. G. J. Kelly, newly elected president of Milwaukee Chapter of the Milwaukee Road Women's Club (center) sightseeing at the Union Station with Mrs. George D. James, first vice president (left), and Miss Elenore Francey, second vice president. Other chapter officers are Mmes. Frank Faulkner, Charles Lingren, Ray Clark, W. D. Haggerty, Harry Walton and Herman Lohi. (Milwaukee Sentinel photo.)

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

The one-day strike of street car and bus operators here on Jan. 5 caused no little inconvenience for the employes in this area. The luckier ones—those with automobiles—got to work on time. Those who hiked or "hitched" a ride arrived eventually. Lary Janus called for Tony Stollenwerk and Harvey Corbett in the morning and returned them again at night. Stan Martin provided transportation for Phyllis and Bruno Kowalski. Jim Madushaw rode in from the town of Lake. Other drivers were Eddy Kurtz, Elmer Keller, Bill Koepke, Bill Warner, Ed "Lefty" Eckhart and Bill Stein. Elmer Ognenoff, who lives "a stone's throw" from the North Milwaukee depot but works at Chestnut Street, hitched a ride both ways. The hikers included Frank Vail, Frank Lahn, Bill Kaegler, Tom Carney, Dick Steuer, Betty Olson, and Betty Metschl.

The most persistent case reported was that of Ed Farrell who lives in West Allis and works at the A. O. Smith yard. Starting out at the usual time, Ed was lucky to arrive at 12:30 p.m.

The annual election of officers of Victory Lodge 1233 produced interesting results. Those from this area elected for the 1949 term are Elmer Keller, president; Ed Farrell, financial secretary; Dick Schaffer, recording secretary; and Frank Vail, sergeant at arms.

An announcement in the *Journal* informs us of the engagement of Dorothy Lane Lummer and Frank Hauboldt. Dorothy is the messenger at North Milwaukee who indirectly caused a slight mishap at the A. O. Smith plant recently when a tractor driver ran into a steel column while trying to make her acquaintance.

We are happy to report the return of Bill Kaegler, yard clerk at Walnut Street, who was on the sick list for a short time.

Raymond S. Rossiter, aged 45, a retired switchman, died at Miami, Fla., on Dec. 30, 1948, following a heart seizure. Mr. Rossiter was employed in the Milwaukee terminal for 28 years. He retired from service two years ago on account of disability and moved to Miami in the hope of restoring his health. Funeral services and burial were at Miami. He is survived by his mother and stepfather, Mr. and Mrs. Conrad F. Asmuth of Miami, and his brother William of Chicago.

D & I DIVISION

First District

E. Stevens, Division Editor

Mrs. William Sheetz, wife of assistant foreman at Savanna roundhouse, fell on Dec. 16 and suffered a fractured hip which confined her to the hospital for a month. It is slowly mending and we hope to see her as good as new before long.

Charles Seitzberg, retired Savanna roundhouse machinist who suffered a stroke at his home in Peoria recently, remains about the same.

On Jan. 2, in the rectory of St. John's Catholic Church at Savanna, occurred the wedding of Miss Betty Jean Weaver, daughter of Mr. and Mrs. Henry Weaver of New Cristobal, Canal Zone, and Frank Matuska, car department employe at Savanna.

On Jan. 15 the marriage of Miss Dorothy Blumer of Camanche, Ia., and Donald E. Ringlbauer of Savanna took place in St. John's rectory at Savanna. Donald is employed in the track department on the first district.

Wee bundles of happiness who have arrived in the Milwaukee family recently: a daughter, Jacqueline, in the home of Baggageman and Mrs. Jack Everhart, Savanna; a son in the home of Mr. and Mrs. Duane Orr, the first grandchild for Yardmaster and Mrs. F. L. Orr, Savanna.

John G. Cole, retired section foreman, Lanark, passed away in Freeport on Jan. 2 following surgery. Mr. Cole retired in 1940 after 37 years of service with the Road. Surviving are two daughters and three sons, including Section Foreman Paul Cole of Lanark and Switchman John Cole of Savanna.

Dispatcher Harry W. Brown of Savanna terminated his railroad career of 52 years of loyal service on Dec. 31. In a get-together

in the superintendent's office. Mr. Brown was presented with a table radio, a gift from his co-workers, to add to the enjoyment of his retirement.

A group of the associates of L. H. Rabun gathered in the Legion Home at Savanna on the evening of Jan. 29 to celebrate his promotion to the position of district master mechanic. A dinner was served after which Toastmaster Schwartz called on various people present for short talks. Mr. Rabun was then presented with a Hamilton watch and bracelet with the good wishes of his friends.

Special Officer Ray Westfall who is on leave of absence from the police department at Savanna on account of ill health, is wintering with Mrs. Westfall in Phoenix, Ariz. We hope that the climate will be of much benefit to Ray.

Quad Cities Area

Marion L. Arnold, Correspondent

The stork hit the jack pot over this way and Yardmaster Earl Wells is the father of a seven-pound girl born on Jan. 10. She has been named Deborah Mae.

On Jan. 6, Kenny Fell's wife presented him with a baby daughter who has been named Catherine Louise. Kenny is the city freight and passenger agent in the division office.

Due to an oversight, the following item has been omitted: Switchman Gus L. Schuldt retired on Sept. 15, 1948, after 22 years of service.

Switchman Fred Kademan retired on Dec. 31, also with 22 years of service. According to a reliable source, both of these men are just loafing their way through this long, cold winter.

The infant son of Switchman W. B. Sturgeon died on Jan. 5. Our sincere sympathy is extended to the family.

Lyle Norton, the new captain of the bowling team, reports that the team is now in second place in the league. This team bowls on Wednesday night, if anyone is interested in giving it some moral support.

Friends and fellow employes of Thomas F. Gillon were shocked to hear of his accidental death which occurred at East Moline, Ill., on last Dec. 11. He had worked for the Road for 50 years. Survivors include his widow Margaret, daughter Joan of Davenport, a son Francis of Cedar Rapids, two sisters, Sadie Gillon of Davenport and Mrs.

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Beloit, Wisconsin

P. F. Meenan of Rock Island, and two brothers, John and James of Davenport. At the funeral services, pallbearers included Switchman R. E. White and Clell Moore and Yard Clerk A. D. Ceurvorst.

Mr. and Mrs. Herbert Groharing have become parents of a seven-pound girl. Mr. Groharing is employed as extra PFI at the Nahant ice house. The Groharings also have an 18-month-old boy.

MADISON DIVISION

W. W. Blethen, Correspondent

Dr. "Peggy" Virginia King, daughter of Assistant Engineer Frank R. King of Madison, became the bride of Dr. William H. Bond of Indianapolis, Ind., in a candlelight service at the Westminster Presbyterian Church on Jan. 3. Peggy was given in marriage by her father and a reception was held at the King home after the ceremony. The newlyweds are now at home in Indianapolis. Peggy was the leader of an all-girl orchestra during her undergraduate days at the University of Wisconsin Medical School where she received her M.D. degree.

On Jan. 15 St. Paul's Catholic Church at Evansville, Wis., was the scene of one of the loveliest weddings of the season when Miss LaDeane Joyce Johnson, daughter of Mr. and Mrs. Edwin J. Johnson of Brooklyn, Wis., became the bride of Locomotive Fireman Anthony R. Coyne. Following a breakfast and reception for 200 guests in the Community Building at Brooklyn, the newlyweds left for a short wedding trip. They are now at home in Evansville.

Switchman Patrick Hayes retired on Jan. 28 after 54 years of service with the Road. Pat started out at a very early age as a call boy and has been employed in the capacity of yard foreman, general yardmaster and brakeman.

Conductor John Grotzke returned recently from a trip to Southern California where he saw our friends "Marsh" Olson, former district passenger agent, and "Wally" Haddon, former ticket clerk at Madison. He says they are both looking well and are "sold" on California.

Switchman Gene Ferris who was severely injured in an accident in December, has been discharged from the hospital and is recuperating at home.

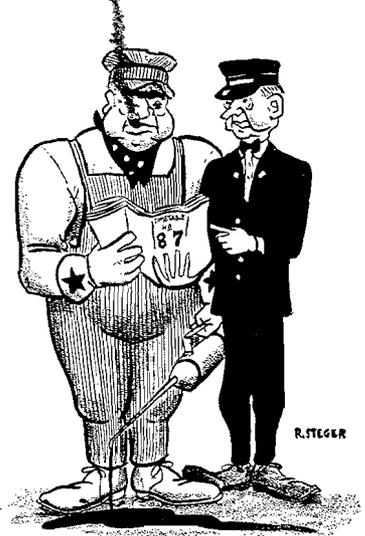
Lineman C. C. Robertson is laying off on account of illness.

Employees on the Madison Division were shocked to learn of the death of Telegraph Operator William F. Walsh of Whitewater who passed away at work on Jan. 11, his 65th birthday. Bill started with the Road as a telegrapher on May 2, 1901, and spent his entire railroad career at Whitewater. Sincere sympathy is extended to his wife and sister.

The wedding of Miss Jeanette Gehrke of Madison and Keith H. Rundell, fuel supervisor on the Madison Division, took place on Jan. 29 in the Pilgrim Congregational Church. Following the ceremony a supper was served at Kennedy Manor. The couple left on a wedding trip and upon their return took up residence at 3525 Lucia Crest.

An English cub reporter, frequently reprimanded for relating too many details and warned to be brief, turned in the following:

"A shooting affair occurred last night. Sir Dwight Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice of friends, a taxi, a pistol from his pocket and finally his life."



"This new schedule is pretty stiff. In order to arrive on time we have to skip all the stops and disconnect everything but the baggage car."

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Arthur F. Metzen, assistant general foreman, has been ill with pneumonia and pleurisy since Dec. 31. He was hospitalized for a time but is now recuperating at home. We hope to see him back on the job soon.

Howard H. Lyons, stockman in the signal store, was taken ill suddenly and has required blood transfusions. We are hoping for his speedy recovery.

Carl Wetzel, electrician in the garage, has been a patient at the Veterans' Hospital, Wood, Wis., since Dec. 29. He expects to be released soon.

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

Harold Montgomery, Correspondent

Welcome to a newcomer—and what a newcomer! Born, on New Year's Day, Peter Reinke, son of E. F. Reinke of the M.E. office. Congratulations!

Congratulations are also extended to Vernon L. Green, assistant mechanical engineer, on his appointment to assistant superintendent car department—car design and construction. V.L.G. is well deserving of his new position.

We are sorry to report the death of George W. Mulhollon early in January, after a long siege of illness. He was the older brother of Jack W. of the M.E. office and son of Wilbur H., Milwaukee Road baggageman on the Milwaukee to Madison run.

Blanche Davely of the S.C.D. office is taking a short leave of absence. She expects to be back with us after a short rest.

Glad to hear that Bernice Kruse is coming along fine and will be with us soon.

**"Distinctive, Beautiful,
A Pleasure to Ride"**

ALTHOUGH the Railroad Fair of 1948 is now history, people are still talking about it. A sample is this letter from Francis A. Jones, D.D.S., Lafayette, Ind.:

"I want to express my pleasure in a recent trip on your railroad. On a visit to Chicago for post graduate work I attended the Railroad Fair. I was so favorably impressed by the Milwaukee Road exhibit that I took time to ride one of your streamliners up to Portage, Wis., and back. I found it distinctive, beautiful and a pleasure to ride on. As a former railroad man I am happy to see roads like yours leading the train parade and keeping rail transportation on top in its rightful place."

Locomotive Department

Leone Schneider, Correspondent

Anyone with questions to ask about babies should see Papa Joseph Hurst, chipper and grinder in the foundry. He and Mamma Hurst are mighty proud of Joseph Jr., who weighed in at eight pounds six ounces on Jan. 17.

Many of you will remember Al Frederick, retired foreman who worked in the West Milwaukee shops for 35 years. We have just heard that Al passed away recently after an illness of three months. We extend sympathy to his family.

Foundry Laborer August Jastroszewski passed away suddenly a short time ago. He had visited the foundry only a few days before his death. August had been taking life easy since his retirement a year ago. Sympathy is extended to his family.

Herman Rahn, retired molder, passed away recently after a brief illness. We will all miss his cheerful visits. Sympathy is extended to his family.

George Korotkoff, chipper in the foundry, has been ill for some time. The gang misses him and hopes to see him on that road to recovery soon.

We hear that John Kozlowski, retired mason in the foundry, is ill at present.

Minister (from pulpit): "Those in the habit of putting buttons in the collection plate will please use their own buttons and not those from the cushions on the pews."

IDAHO DIVISION

Mrs. Ruth White, Correspondent

While Spokane and the surrounding territory is hoping that the sub-zero weather and snow will soon disappear, the Milwaukee Road ski bowl is enjoying a very busy season. A week end crowd is estimated at between 3,000 and 3,500 and the special events bring out an even larger attendance.

Olympic champion Petter Hugsted, who recently outpointed Art Devlin to take the Norge Ski Club jumping championship at Fox River Grove, Ill., will be at the ski bowl, competing with leading jumpers of Norway, Canada and the United States—George Thrane, Wilmar Hampton, Tom Moberaten, Gustav Raaum and others.

This isn't official, but one of our trainmen said it was 47 below at Bovill, Idaho, recently. And we think it's cold at 10 below!

Mr. and Mrs. Charles Lillwitz (retired) spent Christmas with their daughter and family at Omak, Wash., but got snowed in and their car froze up, so they returned on the bus to Spokane. Carl then spent 10 days in the Deaconess Hospital undergoing an operation.

Don Hays, who had been ill for over a year and in and out of the hospital during that time, passed away on Jan. 17. He had worked for the Road since 1919 and for the past 10 years was claim clerk at Spokane. Surviving are his wife Betty, P. L. Hays, retired chief dispatcher, and three sisters.

Engineer Schenack is still in the St. Maries Hospital and quite ill. Engineer May is up and around now after spending some time at the same hospital. Operator B. W. Colligan who has been unable to get around, is also now up and about. We hope these men will all be well on the road to recovery when spring rolls around. Of course, we have hopes that it is just around the corner.

Roundhouse Foreman Nels Stromberg, St. Maries, was released from the hospital on Jan. 20 after an operation.

Train Rules Examiner J. R. Weatherly conducted classes at terminal points during January. Saw Engineer Fred Cottingham at this time and he looked sort of pale, no doubt due to his recent visit to the hospital.

We neglected to mention in the last issue that Stower R. W. Capen of Spokane warehouse is now the checker, since Ed Gehrke has moved up to foreman.

Pump Repairman Fred Carlson retired shortly after Jan. 1, as soon as he could be relieved. He had some 30 years of service. His associates presented him with a piece of luggage and several cans of "Copenhagen" for luck. Mr. and Mrs. Carlson plan a trip to Arizona as soon as the weather permits.

Miss Jean McGee, daughter of Mr. and Mrs. George W. McGee (retired), was married, Jan. 25, at Miles City to Robert Conway of that place. After a wedding trip they will live in Miles City.



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CHICAGO, ILL.

Miss Doris Beal was given in marriage by her uncle, our Chief Dispatcher F. B. Beal, when she became the bride of Richard McNamara of Portland recently. The wedding took place in Tacoma and a reception was held at the home of Riley Beal, another Milwaukee employe.

Of interest to several of us who knew Pat O'Hara, is her marriage to Arthur McQuillan, formerly of Irvington, N. Y., on Jan. 12. Pat was well known at the Union Station where she was employed by the Union Pacific. Her mother is one of our telephone operators, Mrs. James (Stella) O'Hara.

G. (Joe) Perrone, section foreman at Spokane yard, had the misfortune to be robbed on New Year's Day. At the same time he received a bad skull fracture which kept him hospitalized for several weeks. He is recovering at his son's home and Vincent is taking over the duties of foreman. His men are kept busy removing ice and snow from switches and rails in Spokane yard. Yesterday as I looked out of the office window I thought Mount Spokane had been moved to town. But it was only a flat car loaded with snow!

KANSAS CITY DIVISION

Chester Miller, Division Editor

Traveling Engineer F. P. Corr has been assigned to the Diesel board of the Association of American Railroads in Chicago. J. L. Tarbot is taking Mr. Corr's place on the Kansas City Division.

W. M. Stockman has been assigned to the agency at Parnell, Ia.

G. D. Sanders has been assigned to the second trick in the dispatcher's office at Sherman Street.

J. D. Duncan has been assigned the third trick at west yard.

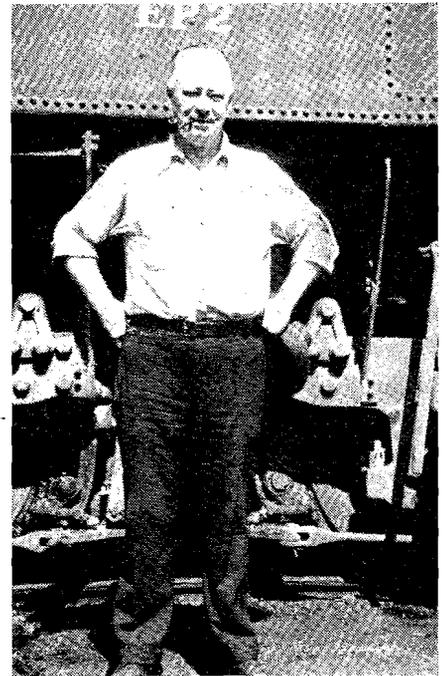
Glen Anderson has been assigned to the agency at Farson, Ia.

Mrs. Hank Johnson has gone to Texas for a visit. Hank has received word that she was marooned in Dallas for a short time, due to ice and snow. Guess Iowa is not the only place that has weather trouble in the winter time.

The December meeting of the Ottumwa Service Club was held for the purpose of installing new officers. The following were installed in office: chairman, D. D. Fisher; vice chairman, Don Coleman; secretary, Maynard Leighty; treasurer, R. R. Hopkins. For refreshments, the former chairman and vice chairman (myself and Harold Scully) fried hamburgers for the bunch. If I do say so myself, the "burgers" were great.

Some people are like blotters. They soak it all in, but get it all backwards.

A Bear of a Tale



William E. Jones

WILLIAM E. "Bill" Jones, a retired engineer on the Coast Division, is currently in the process of exploring a new interest—poetry. Bill, who retired several months ago, had 47 years of service and knows many stories about old times on the Coast. He calls the following saga of the rail—

Efficiency Plus

There are strange things done on the cold,
steel rails

By the men who man the trains
And every road has a host of tales
That tell of brawn and brains.

We remember well and will try to tell
Of old timer Bill DeNine
Who worked for years with the engineers
On the great "Milwaukee" line.

The night was cold, the wind was bold,
The tall trees moaned and sighed,
As Bill looked aghast at Eagle's Pass
Where No. 913 had died.

The steam was low and a slide of snow
Had blocked the road for rods.
Bill's pulse beat slow; his morale was low
As he viewed this "act of God".

He scanned the hills, the rocks and rills,
Then espied a huge black bear,
A beast made bold by chills and cold,
With woodticks in his hair.

With a lusty whack on the old bear's back
Bill laid poor Bruin out cold,
Then carved him up on the railroad track.
In a manner brave and bold.

His fatty meat was full of heat.
Bill crammed the firebox full,
And the 913, once again a-steam,
Rammed the slide like an angry bull.

The snow gave way, Bill saved the day
And cleared the old main line!
Every train got away without delay
Thanks to "Black Bear" Bill DeNine.

COAST DIVISION

Harry W. Anderson, Division Editor

George B. Hutchinson, a boilermaker and foreman for the past 46 years, retired on Dec. 31. George was well liked by everyone. He was very active in sports, especially bowling. We wish him many years of happiness during his retirement.

Francis Kirkland, timekeeper in the superintendent's office, is in the hospital suffering from a diabetic ailment. The latest reports are that he is getting well and hopes to be out of the hospital shortly.

Esther Delaney is back in the superintendent's office relieving on Mr. Kirkland's job. We are glad to see Esther back. Her ready smile and personality put pep in our organization.

It is with deep regret that we report the death of Eugene Duchaney, as a result of burns received when his home burned recently. Eugene worked at the shops and was captain of the roundhouse bowling team.

Albert Wright, son of Bob Wright, retired engineer, passed away on Jan. 20 at Portland, Ore.

Engineer William E. "Bill" Jones, retired several months ago after 47 years of service. He started his retirement by taking a trip to Cuba, from which he has just returned. We wish him the best of luck for the future.

Ruby Baker, stenographer to Chief Carpenter Joe Maks, who was injured in an automobile accident several months ago, returned to work for a few weeks but had to go back to the hospital, as it was found that she had a crushed vertebra. We wish her a speedy recovery.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Richard Dahl is a new addition to the local freight office. His seniority dates way back to Jan. 3, 1949, when he took over the position of messenger in place of Carl Wohlers who has gone to the maintenance of way department as temporary timekeeper.

We are glad to learn of the promotion of Bruce Kibble from the position of car service agent to that of assistant chief clerk to general manager. We are proud to say that Bruce received his early training at the local freight and yard offices. During the recent war he was trainmaster covering branch lines on the Coast Division.

Louis Knowles, joint interchange clerk, and wife returned recently from an extended trip to Texas and Missouri. While in Missouri they attended the 50th wedding anniversary of Louis' brother, where they danced to the tune of the Missouri Waltz.

Madeline Givins, retired timekeeper, and

Daisey Heester, cashier's clerk now resigned, were recent visitors at the local freight.

Willa Lindsey, who was on sick leave for about six weeks, has returned to her position as timekeeper.

Watchman Jim Donahue was hospitalized in January on account of an eye infection. He is now reported to be doing nicely. His place was taken by another Irishman, Joe Dennihan.

Mrs. Charles Randall, widow of Charles Randall of the Milwaukee team track, is visiting with her daughter and family in Duluth.

Word was received recently from Charles Ganty, retired switch clerk who now lives in San Bernardino, Calif. He sent picture proof that he is now a real carpenter and is building a house. He also wrote for his old overcoat.

Many will be interested to hear that Audrey Bush is now playing in the Salt Lake Symphony Orchestra and has also been added to the faculty of the University of Utah as instructor of the bass violin.

William K. Snyder, retired clerk, and wife are spending the winter at Fort Ord, Calif., visiting their daughter and family.

Your reporter was glad to hear from Frank Berg, retired waterfront supervisor who now lives in Austin, Tex., with his wife.

Dolores Niehoff, former secretary to Agent Ludwick, is now located at Palm Springs, Calif. She was a recent visitor at our office.

Francis Kneuhman, secretary to Chief of Police Guy Truscott, recently returned from a vacation trip to California. While in the South Francis visited Ralph Washburn and wife at Temple City. Ralph was captain of police in Seattle before his retirement a number of years ago.

Martha Dougal, former clerk and now on sick leave, is reported to be much better. She was a visitor at the office recently.

We are sorry to report the illness of Auditor Joe Strassman. He has been confined to the hospital for some time.

Many will be saddened by the death recently of Theodore W. Meckstroth, 80, freight agent for the Northern Pacific. He was born in Wakefield, O., lived in Seattle for 59 years and was an employe of the Northern Pacific for 49 years. He retired from service in 1939.

Mrs. J. R. Ludwick, wife of our agent, was called to Montana recently on account of the sudden death of her brother.

A milk bottle fished out of the Pacific Ocean was found to contain a piece of water-soaked paper. On the paper was some mysterious writing which the finders could not decipher. Clearly it was a case for the FBI.

In the FBI laboratory tests were made and various chemical agents applied. At last six words stood out clearly: "Two quarts of milk—no cream."

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Tacoma

R. A. Grummel, Correspondent

The freight office, warehouse, passenger station and yard office were well represented at the safety rally held in the Odd Fellows Temple on Jan. 27. The attendance was 488. With good weather we could have topped Milwaukee which is still high with 550. The meeting was a success and the talks left in the minds of those present a serious consideration to protect themselves from injury during the coming year. With the cold weather continuing, and with sidewalks and grounds covered with ice, it is necessary to exercise special care in walking and driving. George Dempsey, general inspector division of safety, led the group in song.

We were pleased to hear the praise given to the record of the freight department employes on the Coast Division, which includes Tacoma.

Although our Tacoma employes are much interested in bowling and basketball, they have not forgotten the recent Minnesota-University of Washington football game in Seattle. Bill Ellis, son of Storekeeper Ellis, who had been working part time for the Milwaukee while going to Washington State College, may have put his finger on Minnesota's power when he discussed the game with Doctor McCaully of the First Presbyterian Church—Doctor McCaully being an old Minnesota tackle. Bill said: "The reason Minnesota was stronger and faster was because of the comfort and rest the men had on our easy riding passenger train and the quality of the food which gave them the necessary 'oomph' to wallop Washington."

Ticket Clerk Glen Russell, who had been on the sick list, is much improved and back on the job.

Yard Switchman Julian Sanvold is passing out cigars. It was a girl, Linda Hope.

Our feathered friends at Tacoma yards have been well taken care of during this freezing weather. Yard Clerk Johnny Lucchesi has kept food and water out for them and Car Foreman Delaney came over and added his contribution.

Henry Ford, manufacturer, Dearborn, Mich.: "Being greedy for money is the surest way not to get it, but when one serves for the sake of service, for the satisfaction of doing what one believes to be right, then money abundantly takes care of itself."

Al Pentecost, Coast Veteran, Retires



Al Pentecost

FROM now on, Al Pentecost, general foreman at Tacoma shops, can disregard alarm clocks and time schedules, for after 55 years of railroad-ing he has decided to call it a day and give himself a long vacation.

The derby hat, the cigar and the friendly grin which are his trademark were all in evidence after his last day on the job as he lounged at home in the new jacket and slippers (parting gifts from fellow employes) and discussed his retirement. "You know, I enjoyed every minute of my work," he said. "Yes, I can say that I've really enjoyed living. Now I'm just going to take it easy for a while."

In his earlier years Al punched time clocks at most of the big railroad shops in the country, starting with the Northern Pacific at Edison, now South Tacoma. Eventually he worked back to Tacoma and in 1909 signed up with the Milwaukee Road at the newly built shops on the tide flats. A regular guy, they called him, and a tireless worker. During 32 years as a foreman he never missed a day on the job—and for 25 years he by-passed a vacation.

During those 32 years Tacoma shops had only two reportable injuries, a record for which Al can take a great deal of the credit. Safety devices and warnings he designed are all over the place and many of the men there will concede that they owe their present good health to safety measures which he introduced.

About nine years back Al's name broke into the big-time news when it became known that he had built a memorial—a sort of private cemetery—for "Shawndu," his pet Boston terrier who was killed in an accident. Animal lovers and humane societies all over the country wrote eulogies about it. The memorial is located just outside the store department building in Tacoma, a gesture of affection from one good friend to another.

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Seattle Yard

F. J. Kratschmer, Correspondent

Heartfelt sympathy is extended to Carman Helper Homer I. Moore on the death of his wife in Seattle on New Year's Day. Burial was at Council Bluffs, Ia.

Johnny Fall has taken over the third shift at Seattle roundhouse.

Congratulations to Hayden Weber, car write-up man, and wife on the arrival of their first born, a bouncing seven-pound one-ounce girl on Jan. 7.

Conductor Barney Lucas of the Renton turn showed up recently behind the wheel of a brand new Nash.

Jack Webb, chief clerk to general yardmaster, suffered a severe injury to his right ear when he fell down stairs at his home early in January. He was hospitalized for several days.

Storekeeper Earl C. Killips of Avery, Idaho, and myself challenged two "hot shot" bowlers from Tacoma shops while in that city on Dec. 27. Our opponents were Diesel Engine Supervisor George J. Girard and Secretary Louie P. Seaman. And did we trim them! After five games the score was added and Killips and I were—one pin ahead!

G. Don Hendrixson is now working on the day shift in Seattle yard, checking cars.

Jim Muir, retired carman, who now lives on Vashon Island, dropped in to say hello in January.

Quite a number of Seattleites went to Tacoma on Wednesday night, Jan. 26, to attend the farewell party given in honor of Al Pentecost, general foreman of Tacoma shops, who retired on Jan. 1. On the following night they made the trip again to attend the regional safety first meeting held there.

The traveling nut and bolt tightening crew under Foreman Anderson spent about a week in Seattle yard in January, after which it moved on to Auburn and Tacoma.

CHICAGO GENERAL OFFICES

Auditor of Station Accounts and
Overcharge Claims Office

Lois Johnson, Correspondent

Our sincere best wishes are extended to Mary Rose McDonnell and Thomas Burke, who were married at a beautiful ceremony in St. Gregory's Church on Nov. 13. The couple honeymooned in New Orleans—most romantic of places. Taking up the job of cooking must be a challenge to Mary Rose after dining at Antoine's.

Notes from the Choral Club

Violet McDonald, Correspondent

AFTER the rush of the Christmas season the Choral Club is now deep in preparations for the annual spring concert. I am not going to tell you about the program, but I fully expect it will be the best we have ever given.

Our most recent concert was given for the St. Leo's Women's Club, at St. Leo's High School Auditorium, Chicago, on Feb. 17.

We greet as new members Helen Helwig, Doris Petersen, Dolores Janowski and Felicia Kasiba.

As members are enrolled, it is apparent that the women employes of the Road outnumber the men in responding to our call for new members. Men, don't underestimate your talents. We know that many of you have good voices and we would like to have you join us at Monday night rehearsals.

We are happy to welcome back Al Wackrow after his long absence.

Two former abstract machine operators, Clare Wiercioch and Grace Vucko, resigned recently to await the arrival of the stork.

Mary Jane Corbett is spending a month out in California. Wonder whether she wasn't a little surprised to find winter there, too.

Charlie Brossman is still convalescing after his accident last August.

Charles O. Johnson passed away on Dec. 21, having been in ill health for several months but confined to his home for only a few weeks. Mr. Johnson had been with the Road for 32 years, starting as a revising clerk in the freight auditor's office in October, 1916. He became a rate clerk in the overcharge department in April, 1924, which position he held at the time of his death. Our deepest sympathy is extended to Mrs. Johnson.

Cecil L. Kellar, traveling auditor, died at his home in Spencer, Ia., on Jan. 1. He had been in poor health since last September. Funeral services were held in Spencer on Jan. 4. His widow, Catharine, survives. Mr. Kellar was born May 23, 1895, at Glendale, Wis. He entered the Milwaukee Road service on March 1, 1920, and after working at various positions—cashier at Mason City, Ia., and chief clerk at Mitchell, S. D.

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 CROSS TIES
 SWITCH TIES
 PINE POLES**

Potosi Tie & Lumber Co.
 ST. LOUIS DALLAS

—he was appointed traveling auditor on May 19, 1928, in which capacity he served up to the time of his death. He was a resident of Spencer for 18 years. To Mrs. Kellar we extend our deepest sympathy.

Murray Whyte, our traveling claim adjuster, has been on the sick list since early in December. The latest report is that he is getting along fine and hopes to be back soon.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

The office force congratulates Raleigh Padgett on his promotion and welcomes Arl Montgomery as the new assistant auditor of passenger accounts.

Ruth Stanley and Walter Dwojakowski were married on Jan. 8 at St. Hyacinth's Church. They honeymooned in Florida.

Ed and Clara Rumps are spending a second honeymoon in California.

In a previous issue I stated that Ed Rumps was champion bowler, but on New Year's Eve he relinquished the crown to Jack Brandenburger by a score of 203 to 198.

Lillian Schoepf has returned to work after spending several months in California.

Gene and Stephanie Tucholski are the parents of another daughter, Judith Marie, born on Jan. 11.

Tim Martin may now be considered a big game hunter since disposing of a mouse, thereby saving the girls in the computing bureau several fawns.

Arron Mellick, our chief bell ringer, was on the sick list lately but is back in the pink again.

John J. Groppi graduated from Northern Illinois College of Optometry on Feb. 4. We all congratulate him and wish him the success he so richly deserves.

Gunnar Drangsholt has been called to Washington, D. C., again as a witness in the Axis Sally trial.

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

Adelaide Taylor, typist in the valuation bureau, and her husband Bryant received and invitation to the inaugural ball in honor of the Governor Elect Adlai E. Stevenson. However, they were unable to attend.

Jack Roland, who underwent an appendectomy recently, is back on the job again.

J. R. Early and W. E. Marten are five dollars richer this month. Each of them received that amount in the drawing of the Milwaukee Road Booster Club for December, 1948.

Girl of the month (4): Martha Karch completed 30 years of service with the Milwaukee Road in November, 1948. She is a



NATIONAL SAFETY COUNCIL

stenographer for the valuation, order 3 and accounting bureaus. Martha lives in Deerfield, Ill., with her two sisters, Jane of the Fullerton Avenue typing bureau, and Laura (Mrs. Paul Dietz of Deerfield). She is a third generation Milwaukee employe. Her grandfather, Peter Karch, was a foreman in the Portage, Wis., shops and her father, the late George P. Karch, was a veteran locomotive engineer on the Madison and Milwaukee Division. Martha has had many interesting trips in the United States and Canada and is now contemplating a trip to either Mexico or Alaska. Her favorite pastimes are the theater, movies and books, and in the summertime, gardening.

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Our office has more than its share of nuptial news this month. Bernice Kaiser, of the computing bureau, became the bride of Ernest Brezinski on Jan. 20. She received a blanket as a gift from the office force.

Engagements announced this month were Virginia Southwick, of the typing bureau, to Kenneth Jednackowski. Jean Binder and Rosemary (Pat) Williams of the payroll bureau also expect to take the matrimonial step in the near future. Kate Crowley is flashing a sparkler on that certain finger, gift of Robert Gorski, AFE bureau.

Back from the winter snows in California are Mary McCormick, Vickie Mackreth, Rose Marie Elwart and Bill Stegman. All claimed a wonderful time, despite the snow and freezing weather.

Frank Morrissey, our genial friend in the assistant comptroller's office, retired on Jan. 31. Mr. Morrissey has a long record with railroads, having started out in 1892 with

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St. Louis	Washington	Seattle	Duluth	Buffalo	Montreal
Indianapolis	Pittsburgh	Portland	Superior	Phoenix	Havana

Watchman's Hobby Aids Polio Fund

A. O. (Allie) Miller's job as watchman at the Cedar Street crossing of the Milwaukee Road in Rockford, Ill., has a sideline that helps to support the National Foundation for Infantile Paralysis. The wherewithal comes from—of all things—hubcaps!



Miller displays some of the hubcaps he has salvaged and hung in the shack at Cedar Street. (Rockford Morning Star photo.)

In January, 1947, Miller picked up two hubcaps which had bounced off of automobiles at the crossing and hung them in the watchman's shack. There they gathered dust until a passing motorist noticed that one would fit his car and offered to buy it. Miller wouldn't accept payment, but the stranger insisted. Miller finally said, "Make it 50 cents," while an idea began to take hold.

Lost hubcaps were turned in regularly at the shack. If they could be salvaged for some good cause? Say The March of Dimes?

The word was passed and soon trainmen all along the line were keeping their eyes open for lost hubcaps and dropping them off at Rockford. Miller reconditioned them in his spare time. The motorist who got one to fit his car told another and Miller's little activity became well advertised.

Contributions to the fund ranged

from 25 to 50 cents and were forwarded in \$5 installments. An audit at the end of 18 months showed that the Foundation had benefited to the tune of \$100 and that more than 200 cars had been fitted with replacements.

Miller has been a railroad man for 20 years, starting with the C&NW at Madison, Wis. The loss of an arm many years ago in a farming accident does not interfere with his enjoyment of several hobbies and at his home in Rockford he raises bees, flowers and rabbits. He has been stationed at Cedar Street for about seven years.

the Great Northern. He came to the Milwaukee in 1915. Best wishes are extended to him by his many friends at Fullerton Avenue.

John Trojan, who came to Chicago when the consolidation took place, has accepted a position in the freight car shop office in Milwaukee and is no longer commuting between Milwaukee and Chicago.

Pearl Nerroth, of the B&V bureau, left on Feb. 15 to await a blessed event.

R. P. Kauppi's appointment as supervisor of stations started a chain of promotions. Succeeding him as assistant auditor of expenditure is Raleigh H. Padgett, former assistant auditor of passenger accounts. A. B. Montgomery, chief clerk in the auditor of expenditure's office, succeeds Mr. Padgett and U. F. Budzien will be the new chief clerk. Marvin D. Brick, traveling time inspector, has been promoted to chief traveling time inspector in place of Mr. Budzien.

Sympathy is extended to Mrs. Helen Matros of the bookkeeping bureau and to Mrs. Lorna Schubert, former employe of the shop timekeeping bureau, in the loss of their husbands in January.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Agnes Alren is still on the sick list. She is confined to bed and has had a hard time of it. Our best wishes for her early recovery.

Howard Ahrens, of the reservation bureau, was inducted into the Army on Jan. 21. His first stop is Camp Breckenridge, Ky. A purse from his fellow employes was presented to him at the train the night he left. Our best wishes go with Howy. His position was taken over by Eunice Rettig.

Youngstown Steel Slides for Repairs to Freight Cars
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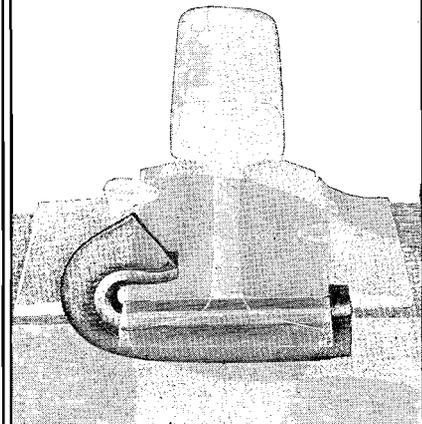
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- Secure grip on rail.
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CHICAGO

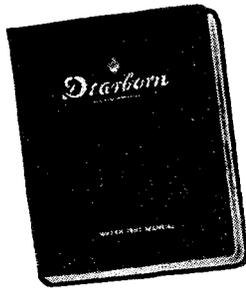
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DEARBORN CHEMICAL COMPANY
310 S. Michigan Avenue,
Chicago, Illinois

Car Accountant's Office

Harry M. Trickett, Correspondent

On Jan. 29 E. J. Knoll was tendered a dinner at the Union League Club in recognition of his retirement, Jan. 31, after more than 47 years of faithful service. Mr. Knoll expresses his appreciation for the fine dinner party and for the gifts and flowers he received; also, for the flowers sent to Mrs. Knoll who is convalescing at home after an operation.

Effective Feb. 1, C. W. Meier was appointed auditor of equipment accounts and D. B. Ramsay was appointed as his assistant. The title of "car accountant" was abolished as of that date.

Mr. and Mrs. Chester Szyjewski (the former Janet Tabor) announce the arrival of a son, John Chester, on Dec. 1.

A baby shower was given for Helen Swantek on Jan. 29 and for Rose Hodal on Jan. 31, when they resigned to await a blessed event.

Rex Wright, formerly of this office, was a visitor on Jan. 13. He has been employed by the State for the past several years.

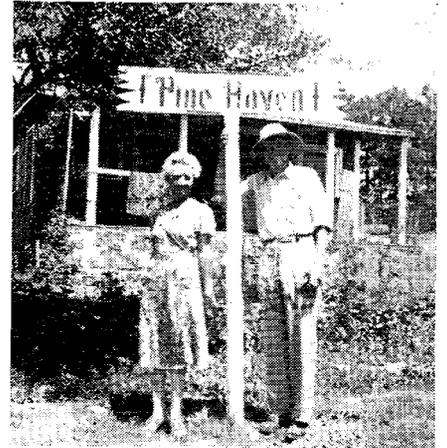
Edward Marx, formerly of the freight auditor's force, accepted a position in our office on Jan. 11.

Alice Johnson was honored with a bridal shower on Jan. 20 and was married on Jan. 22 to Raymond Hobs of Morton Grove. They will live in that suburb. Alice's sister Mary Louise was maid of honor and a younger sister was a junior bridesmaid.

Helen Burdsall, together with her sister, Violet Wickman, returned to work in our office on Jan. 12 after an absence of four years.

—♦—
No man is too big to be kind and courteous, but many men are too little.

An Ozark Idyl



Mr. and Mrs. H. B. Olsen

H. B. OLSEN, for many years an agent at Lake Andes, S. D., is the first retired employe of the Road to answer the request in the January issue of the Milwaukee Magazine for stories about retirement projects. We hope that many others will follow his lead. Pictures to illustrate the stories are particularly welcome.

—Editor

AIRCO

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IMMEDIATELY after my retirement in September, 1947, Mrs. Olsen and I departed for the Ozarks where we had previously purchased a small acreage, with a house and small buildings.

Our "farm," Pine Haven, is located 13 miles north of Clarksville at a 2,000-foot elevation in the hills. A scenic highway with 89 hairpin curves passes our door and provides many beautiful views. The climate is ideal, both winter and summer, and one can raise almost anything in the line of fruits and garden truck. Our 10 acres are nestled in the timber and mountain tops and everything thrives on them. We have an abundance of grapes and wild berries and next year we can expect to get production from our orchard of 53 assorted fruit trees.

The people here are fine neighbors and a lot of visiting goes on. They never fail to offer assistance where it is needed. This winter we had no snow, but we did have a lot of rain. However, the rains are usually warm and we don't mind them.

This is what we call a perfect life, for never have we felt so well. We play and work when we like, take trips through the mountains, fish and hunt. Could life be more beautiful?

—♦—
The managing editor was very explicit in his instructions to the cub reporter and among other things he emphasized that names must be obtained in writing all items. "Names are essential," he repeated.

The next item the reporter handed in read as follows:

"Last night lightning killed three cows belonging to Ike Davis, northwest of town. Their names were Rosie, Isabel and Mabel."

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

It is a sad task for us to report the sudden death of our good friend Walter F. Helwig, of a heart attack on Jan. 21 at the age of 55. Walter was well known for many kindnesses and courtesies to fellow employes during his 38 years of railroad service, 33 of them with the Milwaukee Road. At the time of his death he was assistant head clerk, local and interline balance bureau. Previously he served in a supervisory capacity in the freight auditor's office, the typing bureau, and in the office of assistant comptroller. That he had many friends among employes in the Fullerton Avenue building was shown by the attendance at the funeral rites on Jan. 25. Many of us will miss him, his good fellowship and friendship.

Shirley Buerger of the accounting machine room bureau gave birth to a baby girl, Janet Ethel, on Jan. 4; weight eight and a half pounds.

LaVerne Speers, of the local and interline balance bureau, is on furlough.

Fred Miller, review bureau, is back on the job after several weeks' illness. Walter Ducret, interline bureau, at Alexian Brothers Hospital, is reported on the mend. Murray Whyte, formerly of this office but now in the office of W. P. Heuel, A.F.O.C., is also improving. Good reports on Ted Peterson and Dan McCarthy who are also on the sick list.

Bowling: Our teams are participating and want cheering fans to help out in their competition at the annual Milwaukee Road bowling tournament, Feb. 26-27 and Mar. 5-6 at Lake View Recreation.

The boy who does his best today will be a hard man to beat tomorrow.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

John K. "Kokomo" Miller, yard clerk at Western Avenue, is now the owner of a pair of goats. The rumor is that he will one day be the "goat king" of Irma, Wis. I can see that Louie Mendell's hand in that rumor. Louie is a switchman in the north yard at Bensenville and "Kokomo's" neighbor up at Irma.

Lee Hegge, switchman at the Chicago terminal, and Adeline Melzer were married at the Humboldt Park Evangelical Brethren Church in Chicago on Dec. 11. After a brief honeymoon they are at home in Chicago.

A new face has been added to Mr. Bishop's force—new at least, to the 3 to 11 shift—Vincent Schraub is now first train clerk.

Ed and Margie Meiers are now the hubby and wife team at the Bensenville yard office. Marge is expense bill clerk, working with Lou Freeman and his cigars, and Ed's doing his bit as second train clerk with Johnny Lemont.

Rate Clerk Harry Brown stopped in for a visit at the office recently and May Graney, clerk at Galewood, passed on the welcome news that he will return to work soon.

Kate Foreman, night bill clerk at Galewood, was married, Jan. 29, to Stanley Durachta. She was presented with a lovely gift from the gals of the Galewood office.

Ellen Woods, of the Galewood office, was called home to Arizona where her husband Elmer, former switchman in the Chicago terminal, underwent an operation. Last report has it that he is getting along nicely. His two sons will remain with him while he is under the doctor's care and Ellen will return as soon as the doctor approves.

Lester B. Robert and Margaret Jones were married in Mount Carroll, Ill., on Dec. 22. They honeymooned in Savanna, Ill. Lester is a switchman at Galewood.

Looking back over the past year Did You Know: Did you know that Relief Phone Director Frank Mueller and his lovely bride set up housekeeping the latter part of October? And that "Kokomo" Miller has sold one farm in Irma, Wis., and bought another?

Al "Peachie" Coltrain is back at the Bensenville office after a long absence. He was working out of Mr. Ennis' office for about a year.

Did you see the big smile Janitor Danny O'Herron is wearing? His son Dan and daughter-in-law Margaret presented him with his first grandchild, Kedvin Daniel O'Herron, on Jan. 22.

Walter Lemke, statistician of Galewood office, has taken a 90-day leave of absence.

On Jan. 28, Frank Roche, messenger at the Galewood office, treated the night force to a delicious birthday cake his mother had made. That reminds me that I'm in the dog house—I forgot to report that Irene Con-sior had a birthday in December and gave a lovely early morning party here at the office. She was presented with several lovely gifts.

Mrs. William Snip, wife of Pullman conductor for the Milwaukee between Chicago and Tacoma, left on Feb. 2 for Tucson, Ariz., to join your correspondent's mother, Mrs. Sherwood, for the month of February. A side trip into Mexico is planned for part of the vacation trip.

Conductor Bill Luke, of the Chicago terminal, has been off for some time following an operation but at this writing is doing nicely. Switchman Ike Hedges has also been laid up for some time as the result of a fall on the ice. Edmund McLean, Soo line

MAGNUS METAL CORPORATION

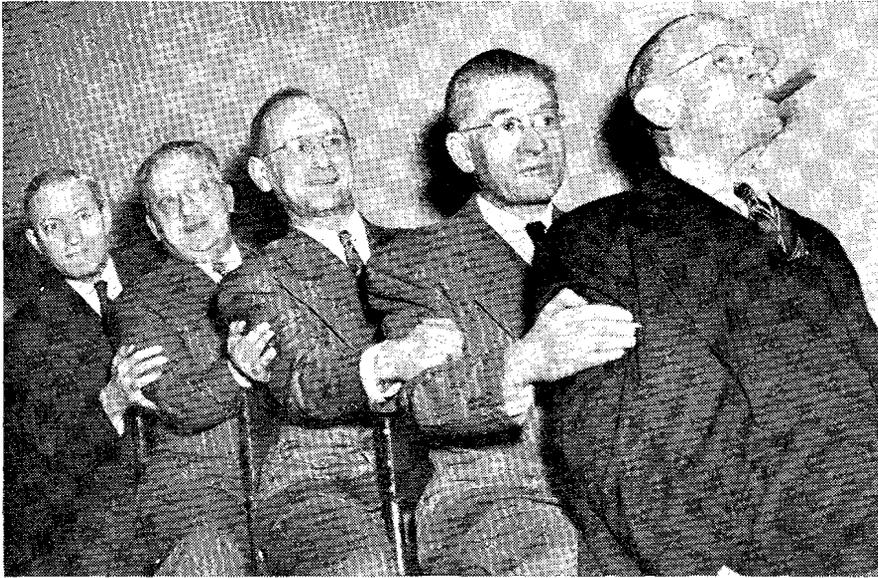
*Journal Bearings and
Bronze Engine Castings*

NEW YORK

—:—

—:—

CHICAGO



Ticket Clerk William Wais of St. Paul, center of this group of traffic men, is the newly elected treasurer of the Railroad Passenger Club Association of St. Paul. The picture was snapped at the annual dinner and election of officers on Jan. 19 and shows, left to right: L. J. Bartholomew, district superintendent of the Pullman Company; R. F. Wendt, general passenger agent, C&NW; Mr. Wais; Edward J. Trettel, NP; and E. C. Brobst, St. Paul Union Depot Company. (St. Paul Dispatch photo.)

tower man, suffered a back injury during January, also due to a fall on the ice.

Virginia Hanahan, night bill clerk at Galewood, left for sunny (we hope) California on Feb. 7, expecting to stay for a month.

Pablo Moreno left for Texas in a hurry on Jan. 25. His wife called to say that his sister in Texas is very ill and her brothers and children had all been called to her bedside.

Conductor Fred Wang, of the Illinois Division, has again been on the sick list. He called recently to say he is some better but still unable to return to work.

Pauline Wamsley, mail clerk at Galewood, was ill the entire month of January.

Ed Mickelsen, night clerk at the Galewood train desk, was taken ill in January, and at the last report it looked like mumps.

Cliff Conley, of Mr. Bishop's force, is now an afternoon yard clerk for the Galewood train desk. It's good to see Cliff back at his old stamping grounds.

We are wondering how Fred Wiggerman, formerly in charge of the Galewood train desk, likes his job driving the new Mercury bus being used for the night transportation of the railroad.

TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

On Monday, Jan. 17, Ray S. Jarrett of Britton, S. D., came to our town. What's so exciting about that, you say? Well, with him he brought the largest individual consignment of livestock ever handled by the South St. Paul stockyards—612 cattle and 2,719 sheep, all of which rode to South St. Paul in 50 cars over our line. This breaks the record set last year by Mr. Jarrett—a 25-car shipment. We were told that Mr. Jarrett spoke very appreciatively of our railroad on the noon-time stockyards news broadcast.

Now let's get back to St. Paul proper. "I see by the paper" that Ticket Clerk Bill Wais got himself elected as treasurer of the Railroad Passenger Club Association at its annual dinner on Jan. 19. In this issue

of the Magazine you'll find a picture of our Bill with four of his "playmates." (Congratulations, Will'm, and if you have any trouble managing the finances of the group, just let me know. I don't mean that I'll help spend it, either—I'm getting a lot of practice at such work, being bookkeeper for my husband's two record stores in my "spare" time.)

We had a welcome visitor recently, our editor, Marc Green. It kinda helps to have a talk with "the boss." He has many ideas for making our Magazine the best in its field and I'm willing to cooperate. How about your help?

St. Paul Freight House

Allen C. Rothmund, Correspondent

Nice hearing from Jack Griswold, a former St. Paul yard master, and Pat Madigan, a former trainmaster here. Both are retired and at present are located at San Diego, Cal.

Burt Prentiss, retired St. Paul yard conductor, is located at Budaha, Ill. He informs us he misses the Minnesota fishing.

Jim Dougherty, another retired yard conductor, is taking it easy at Alma, Wis.

Lee Tucker of our Prior Avenue station tried his luck one evening recently on a "Talent Find Programme," via radio.

Since the freight yard repair track kiten ball team defeated the St. Paul coach yard it has been turned down for other games. The boys now inform me that a challenge for a bowling game has not been answered.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Those gay ties from California! Carman Gerald Hollingsworth saved his vacation for December and traveled to Los Angeles; also tells as how he raked in a few bucks at Santa Anita.

Clerk George Ward of the store department office is taking some time off due to ill

health. He will recuperate at Hot Springs, Ark. Miss Jean Lindberg, stenographer, has returned to relieve on his position.

Nellie Hiddleston, stenographer in the locomotive department, has been ill but is recovering nicely. We hope to see her on the job soon.

Friends of Mrs. Jacob Hansen, wife of general car foreman, will be glad to learn that she is on the way to recovery following an operation at St. Mary's Hospital.

A welcome to Lieutenant of Police George Beguhl who has returned to work following two months of illness.

Congratulations to Mr. and Mrs. Robert Reuper on the arrival of a baby girl, Mary Jo, on Jan. 4. Congratulations also to Mr. and Mrs. Virgil Schwenn whose baby girl arrived on Jan. 7. Bob is a helper in the light repair yard and Virgil is a torch operator in the schedule shop.

Best wishes for a quick recovery to Susie Hollingsworth, daughter of Carman Donald Hollingsworth of the light yard, who sustained a fractured leg while playing recently.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Frank Corcoran, general car supervisor, retired on Jan. 1 after 45 years of service with the Road. He is now spending the winter in California. Joe G. Messicca succeeded him as general car supervisor.

Mike Martin, of the local freight office, has been appointed to the position of chief rate clerk in the traffic department left vacant when Elmer Lund accepted a position with the Minneapolis Traffic Association. Larry Johnson is filling the position vacated by Mike and Syl Smith has taken over Larry's position.

Bob Keenan, who has been working in Chicago, is back at his old position in the local freight.

Yours Truly and Mrs. Irene Burchard attended the dinner given by Chicago chapter of the National Railway Business Women's Association in Chicago the week end of Feb. 12.

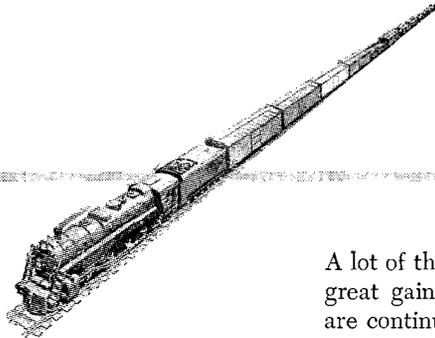
Alma Cottle visited California on her vacation and liked it so well that she has decided to make it her home.

There's one sure thing about luck, it's bound to change.





Just a minute... while we move a mountain!



Yes—we mean just that! The freight-hauling job the railroads are doing these days is equivalent to moving more than a million tons of freight a mile every minute of the day and night.

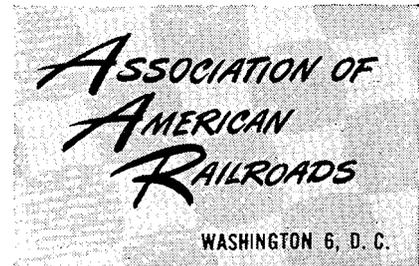
Moving this mountainous load every minute calls for the most efficient possible use of cars and locomotives—and the railroads are using them today so efficiently that the average train turns out transportation service equivalent to moving 18,212 tons of freight a mile every hour. That's nearly two and one-half times as much as the average train did just after the first World War.

A lot of things helped bring about this great gain in efficiency. Among them are continued and expanding research in better transportation tools and methods—and huge investment in providing the better facilities necessary to do an ever better job. This investment has averaged, over the past quarter of a century, more than \$500,000,000 a year. And in 1948 it was well above one billion dollars.

For the future, the railroads plan to keep on investing in new cars and engines, better shops and signals, better tracks and terminals, and all the other things that mean better service to the public.

The only way railroads can get the money to pay for these improvements is

through their earnings. To keep abreast of the needs of the nation they must make earnings which are in line with today's expenses and today's costs. That would be your best insurance that the American people and American business will continue to have the most efficient, most economical, most dependable rail transportation in the world.



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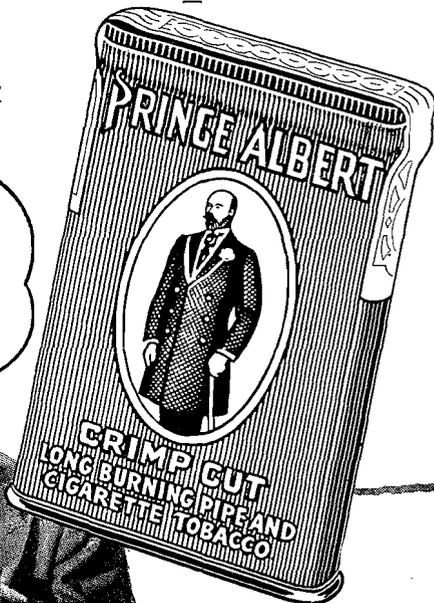
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