

The Milwaukee Magazine

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Merry Christmas

December 1946



UNCLE



AUNT



GRANDMA



GRANDPA



FATHER



MOTHER



BROTHER



SISTER



NEPHEW



NIECE



SON



DAUGHTER



What one gift would please them all?

No matter what their tastes . . . their hobbies . . . their likes or dislikes . . . there's *one* gift that will please them, each and every one.

That gift is a United States Savings Bond.

This Christmas, put at least one Savings Bond under the tree for someone you love.

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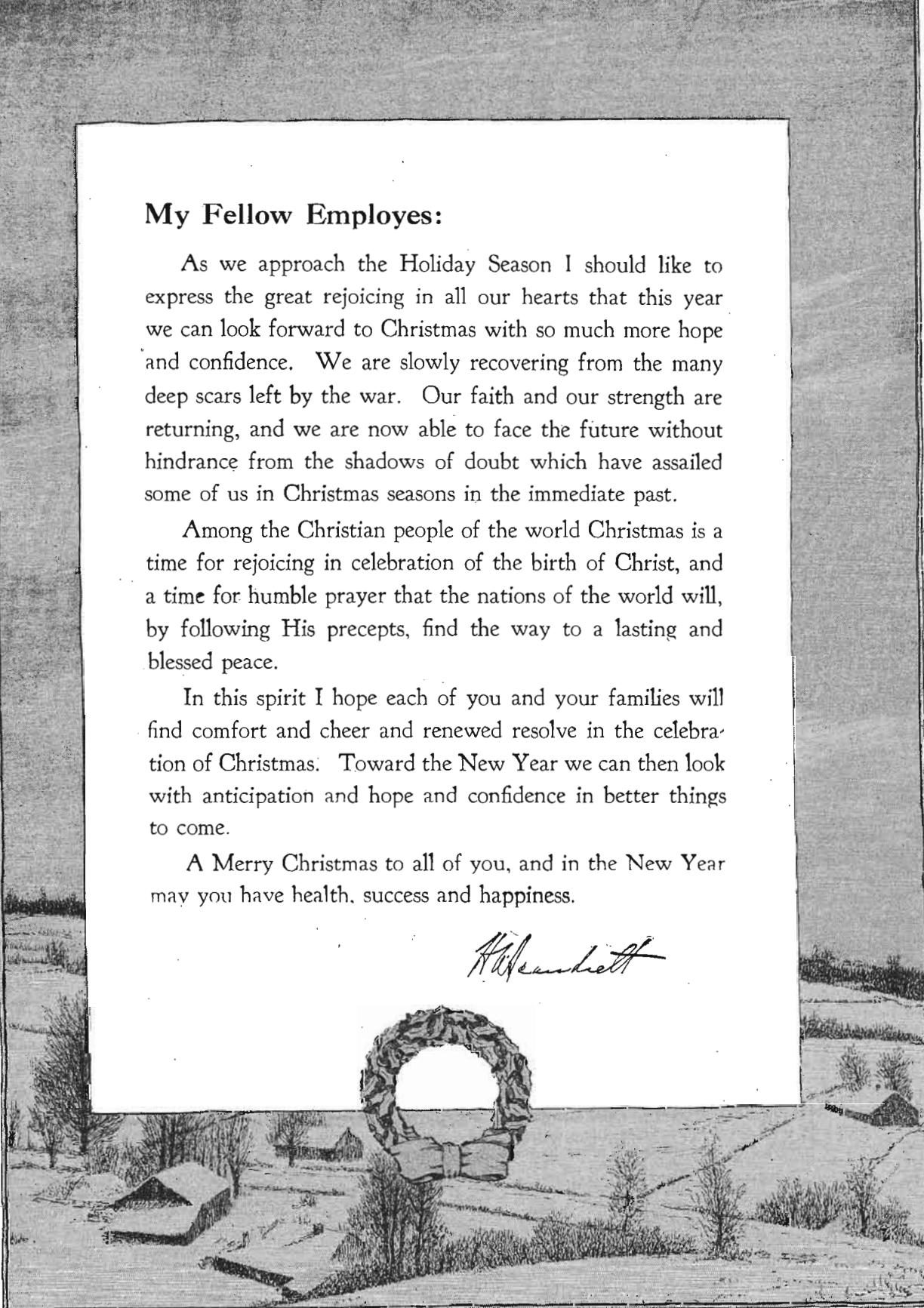
My Fellow Employees:

As we approach the Holiday Season I should like to express the great rejoicing in all our hearts that this year we can look forward to Christmas with so much more hope and confidence. We are slowly recovering from the many deep scars left by the war. Our faith and our strength are returning, and we are now able to face the future without hindrance from the shadows of doubt which have assailed some of us in Christmas seasons in the immediate past.

Among the Christian people of the world Christmas is a time for rejoicing in celebration of the birth of Christ, and a time for humble prayer that the nations of the world will, by following His precepts, find the way to a lasting and blessed peace.

In this spirit I hope each of you and your families will find comfort and cheer and renewed resolve in the celebration of Christmas. Toward the New Year we can then look with anticipation and hope and confidence in better things to come.

A Merry Christmas to all of you, and in the New Year may you have health, success and happiness.



H. H. Nease, Jr.

Nation Thrills To Peace Plea by Wife of Milwaukee Road Employe

Nationwide acclaim and the gratitude of peace-loving America came overnight to Mrs. Stanley Schnelle of Olivia, Minn., wife of a Milwaukee Road section man, when a letter which she had written was read before the Foreign Press Association by Secretary of State James F. Byrnes on Nov. 11.

Mrs. Schnelle, a Gold Star mother, had written the letter to Cardinal Spellman of New York, and although her original purpose was to request a copy of his poem, "Our Sleeping Soldiers," she wrote one of the most compelling appeals for peace ever expressed. Cardinal Spellman read the letter at the recent convention of the Veterans of Foreign Wars in Boston, and sent it on to Secretary Byrnes. When the latter addressed British Foreign Secretary Ernest Bevin, Russian Foreign Minister V. M. Molotov, and other guests at the Foreign Press Association dinner, Mrs. Schnelle's letter provided the climax of his appeal.

She did not know that it was to be read until she heard it on the radio; the State Department in Washington, D. C., had called long distance and asked her to listen to the broadcast.

The letter follows:

"Olivia, Minnesota,
"August 8, 1946.
"Archbishop Francis J. Spellman,
"New York City.
"Dear Archbishop Spellman:

"Here before me is your beautiful poem, 'Our Sleeping Soldiers,' written one year ago in Okinawa. You might have been standing close to my boy's grave. He lies there, that boy of mine. He was young, 18, a senior in high school. But in December, 1942, he said to me, 'Mom, this is my fight. I got to go. I'm no better than the boy from England or China.'

"His father and I let him enlist. He wanted to be a Marine. He had a crooked finger caused by an accident. Time after time he hitch-hiked to Minneapolis trying to enlist. No, that crooked finger kept him out. But they couldn't keep him out. He got into the Marine Corps. Later, by the same persistent method, he got to be a Marine Raider.

"When he left, and that was our last goodbye, he said, 'Funny, I'm going off to war and I don't know of an enemy.' A buddy who got back and came to see us said, 'You know, one thing about Gordon was he held no bitterness to his enemy. He said, "They think they're fighting for their country like I'm fighting for mine." That

was the kind of boy he was. Laughter came easy to him. He fought hard . . . Bougainville, the Bikinis, Guam, Saipan and lastly Okinawa on Sugar Loaf Hill. He was part of the 4th Marine Regiment, 6th Marine Division. Yes, that was one of the boys in your poem. That gallant lad.

"It was a staggering blow to me. Seemed like time and time again that I must get him back, that he must be there yet, especially so when the troop trains started bringing them back; especially when the 6th Division came home. You see, the main division of the Milwaukee Railroad goes by our yard. In my mind I knew he was dead. But it was the heart that was calling him back, reaching out across the water.

"I often wondered what Heaven looked like with those tired, weary boys coming in. I figured they would look at each other, some friend, and say, 'You here.' But I think of what they died for. I think of the work left to be done. Now it's up to us. Their work is over.

"I pray, how I pray, for God to guide Secretary Byrnes in his work. I pray for the little people. They have taken too much, wondered too long. Soon their hearts will be crushed with burdens they can't bear. I pray for a just peace treaty to come soon. I pray that all might be fed and clothed. I can't see hungry people, even if they

were enemies. Hunger doesn't make good people—it breeds hate. I've been repairing clothes. Now I'm making quilts that I can send over there whenever it may be needed. I've sent much.

"We have seven children, yet I can't give him up . . . he is one of us. We have been a poor family. I've seen times when it was hard to even make baking powder biscuits, so short were we. But we were a happy family and laughter came easy to us all—laughter and sympathy, for we all knew what it was to go without.

"Lloyd, our next boy, who is 18, is now taking his basic training as a Marine.

"And now, Archbishop Spellman, I'm asking a favor of you. That beautiful poem of yours was sent to me torn out of the Good Housekeeping Magazine. It was torn and wrinkled. I want to frame it and hang it up. Would you send me a copy of that poem, with your signature on it?

"It goes deep with me. You went over there. You gave comfort. But you didn't forget those who had given their all.

"You cared, you wrote that beautiful poem to them—and to us. Thanks for that poem, and here is one that shall never let them down. I shall see that boy . . . yes, all those boys, plunging on in mud up to their hips. Boys with their eyes on the battle but with their hearts back home. Boys that mothers' hearts cry out for long after the battles are over. Boys that sleep under white crosses. God love them, and God bless you.

"Yours truly,
"Mrs. Stanley Schnelle."



Mrs. Schnelle, a former school teacher, is shown in her home with two volumes of the writings of Cardinal Spellman and a letter of acknowledgment from Secretary of State Byrnes. Gordon, the son who was killed on Okinawa, can be identified as the largest of the boys in the photograph of her seven children. (Press Association Incorporated photo.)

Having completed the reading of the letter, Secretary Byrnes said:

"I have read this letter because I think it appropriate that a mother's plea should be heard by the Foreign Ministers' Council and by the delegation to the United Nations.

"To the representatives of other countries I say that the greatness of this nation lies not in the skyscrapers or other evidences of wealth visible in this wonderful city of New York. The greatness of America lies in the humble homes of America, and particularly with the mothers who preside over these homes. It rests with such mothers as the writer of this letter. She indicates she does not possess material wealth. But you and I know she is rich in the nobility of her soul. She prays for our enemies and is anxious to help them.

"She prays not only for her own boy but for all boys that God may like them. She prays for peace. In doing so she voices the views of all mothers.

"May God guide us to grant her prayers."

P. E. Dugan

Paul E. Dugan, Milwaukee Road industrial engineer, died in Chicago on Nov. 25 at the age of 60 years.

Mr. Dugan was born in Sedalia, Mo., on Aug. 6, 1886, but spent most of his youth in Topeka, Kans., and Arkansas City, Ark. His career as a railroad man began in 1909 when he was employed by the engineering department of the Santa Fe. Leaving that railroad in 1920, he was retained for a short time by various railroads in Chicago as land appraiser, later doing land evaluation work for the Chicago & Alton and the Baltimore & Ohio.

He came to the Milwaukee Road on Jan. 2, 1923, but for approximately two years was engaged in land sale and property management for the Milwaukee Land Company. In 1924 he became a right of way engineer in the real estate department of the railroad, his work consisting of the purchase, lease and sale of company property, principally in Minnesota and the Dakotas. At the time of the creation of the industrial development department in July, 1945, Mr. Dugan's title was changed to industrial engineer. His friendly relationship with shippers and business interests throughout the territory he served was a great asset to the railroad.

He is survived by his mother, Mrs. Cora Dugan, a brother, Frank, both of Topeka, Kans., and another brother, Medford, who lives in Clearwater, Calif. The body was taken to Topeka, where burial was conducted with Masonic honors.

Origin of the Christmas Card

It is claimed that Christmas cards are legitimate descendants of "school pieces" or "Christmas pieces." These were sheets of writing paper, sometimes surrounded by elaborate and ghastly scrolls and flourishes, used by schoolboys at the beginning of the holidays to demonstrate the progress they had made in composition and writing. In 1842 a 16-year-old English youth, W. M. Egley, made the first known etched Christmas card. This was an elaborate affair, depicting a festive party, a group of carol singers, a Punch and Judy show, a skating scene, the charitable distribution of soup and two dancing figures.

Some person in Leith, Scotland, is said to have sent out New Year's cards to his friends in 1844, bearing a laughing face and the words "A Gude New Year to Ye." In Germany illuminated cards were sent on Namenstag, the feast of one's patron saint. The German influence may be seen in the leafy trellises which divide the card into three panels. The German card was 6 by 4 inches and colored by hand.

Not until 1846 did the card idea really impinge on the public conscience. In that year Henry Cole, a founder of the Victoria and Albert Museum of London, commissioned John Horsely of the Royal Academy to design his card. Horsely came through with a rococo three-paneled job. The two end panels showed "the feeding of the hungry" and "the clothing of the naked." In the center panel sat three generations of a jolly family, each with a brimming wine glass in hand. Temperance societies raised such a hullabaloo about the wine feature that the success of Christmas cards was assured.

The practice of sending Christmas cards did not reach the United States until 1875. Here it originated with Louis Prang of Boston, who had perfected a new lithographing process of multicolored printing. Americans readily took to fads in Christmas greetings. In 1910 rosy-cheeked Dutch children adorned every card. Verses set to music were the pride of the industry in 1912.

During the 1918 Christmas season no card sold better than "My Hooverized Christmas Card," printed in red ink on cheap paper and tied with string. The era of Coolidge prosperity brought a wave of expensive novelty cards, while the depression occasioned a flood of "bread line" sentiment; cards were printed on wrapping paper or newsprint.

A form of Christmas card which the general public never sees is that which passes the compliments of the season between the post

(Continued on page 15)

One of the first Christmas cards



Railway Editors Meet, Lay Plans for Future

The 25th anniversary of the American Railway Magazine Editors Association was observed on Nov. 14 and 15 when it convened at the Edgewater Gulf Hotel near Biloxi, Miss. It was the first postwar meeting of the association, which consists of editorial representatives of the magazines and newspapers published by 39 railroads in the United States, Canada and Mexico.

The Milwaukee Magazine, now in its 34th year of continuous monthly publication, is the fourth oldest of these railroad publications, the three exceeding it in age being those of the Erie, now in its 42nd year; the Santa Fe, in its 40th; and the Illinois Central, in its 35th.

Working along the line of the convention theme, "Where Do We Go From Here?", the editors discussed at length the matter of appraising and improving the service which their publications render to the respective railroads, to railroad employees, and to the railroad industry as a whole.

Officers elected for 1947 are: President—Marc Green, editor, the Milwaukee Magazine; First Vice President—Mrs. Helen Martin, special representative, publicity department, Missouri Pacific Railroad; Second Vice President—Harold T. Freed, managing editor, Norfolk and Western Magazine; Secretary-Treasurer—Clifford G. Massoth, assistant editor, the Illinois Central Magazine.

Coronet Cover Features Milwaukee Road Station

An original painting displayed in Chicago's Union Station during the first week in November was of special interest to commuters in the Chicago area. Attracted by something familiar in the picture, thousands paused in their hurried dash through the concourse to view it and to read the placard above. Many of them immediately recognized the scene as the interior of the Milwaukee Road station at Glenview, Ill., but all were interested in the announcement

that Chicago-born artist Stanley Ekman had found in that small suburban depot the inspiration for his assignment to design Coronet magazine's first double cover. An excellent reproduction of the distinctive canvas was in wide circulation on the November issue of that publication.

Artist Ekman depicted the station's interior in faithful detail, with the exception of the wall seats, which, for purposes of composition, were changed



The artist, Stanley Ekman (left), indulges in a quip about his painting as he poses for this picture in the concourse of the Chicago Union Station with Milwaukee Road Freight Traffic Manager Edwin W. Soergel (a resident of Glenview) and Beverly Mean of the Coronet Magazine publicity department.

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Editor Manager

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to a well-worn bench. An elderly couple neatly dressed in Sunday best, their gray heads together, are shown seated on it, as they wait for the train that will take them to the city and a Thanksgiving celebration with their children. A youthful friend, evidently a rail fan, is advising them that "Here she comes," while another youthful look-out cannot tear his fascinated gaze from the window and watches the approaching locomotive with rapt attention.

The canvas conveys a spirit of irrepressible gayety. All of the familiar decorations are reproduced—the ever-present calendar, the safety bulletin and the dutiful clock—and in colors heightened by the artist's conception. In the picture above, Mr. Ekman's hand conceals the cozy fire glowing in the stout little stove and the newsstand where commuters pick up their daily papers. Incidentally, Mr. Ekman must be a Cub fan, if we believe the testimony painstakingly whittled on the bench, and three of his Glenview neighbors, G., H., and V. E. (the latter's initials in an arrow-pierced heart), will be surprised to find they have similarly defaced Milwaukee Road property.

George H. O'Brien

George H. O'Brien, general agent of the Road's Boston, Mass., office, succumbed to an attack of coronary thrombosis at his home in Dorchester, Mass., on Oct. 29. He was ill for only a short time. Funeral services were held at Dorchester on Nov. 2, with burial at nearby Wollaston.

Mr. O'Brien was a Boston representative for 26 years, entering the service of the Road on Oct. 5, 1920, as chief clerk. He filled that post until Mar. 1, 1925, when he was appointed traveling passenger agent with headquarters in Boston; he became traveling freight and passenger agent on June 15, 1931. In recognition of his splendid service, he was promoted to general agent, on Apr. 20, 1942, and occupied that position until his untimely death.

Mr. O'Brien is survived by his wife, Maria, and two daughters, Virginia and Georgina.

Buford Cited for Distinguished Service

Charles H. Buford, executive vice president of the Milwaukee Road, was awarded President Truman's Certificate of Merit on Nov. 12 for distinguished service to the nation in the field of transportation during the war. The honor was bestowed upon Mr. Buford and seven other railroad men at a ceremony in the Interstate Commerce Commission building in Washington, D. C., on Nov. 12.

A second honor, in the form of the Certificate of Appreciation of the Bureau of Naval Personnel of the United States Navy, was conferred upon him at the same ceremony.

Mr. Buford started his railroading career on the Milwaukee Road as an instrument man in 1907 and had advanced to the position of Lines West general manager when the Association of American Railroads called him to Washington, D. C., about six and a half years ago to assume the duties of vice president of the Association, in charge of operations and maintenance. He returned to the Milwaukee Road on Mar. 1 as executive vice president. He served as federal manager of the railroads during the brief period of federal control, May 17 to 25, 1946.



Mr. Buford (left) receives the Certificate of Merit from Col. J. Monroe Johnson, director of the Office of Defense Transportation.

Commuter passenger traffic represented 36 per cent of all passengers carried by American railroads in 1945, but only 6 per cent of the total passenger-miles of service.

For the production of one ton of steel, it is estimated that the railroads haul approximately four tons of ore, coal, coke, limestone, scrap iron and other raw materials.

Five to ten years of research will be needed before commercial airlines have instruments to lick weather completely, and fly as independently of atmospheric conditions as railroads run.—Pathfinder.

Safety Shoes On Wheels



With a little shove from Salesman I. S. Granstrom, another foot finds security in a safety shoe. Seated on the bench and standing are, left to right: Fireman William Cruickshank, Ticket Examiner Dan Twohey, Trainman Gilbert A. Fisher, Engineer John K. Bolton and Carman Stanley Jamrozek. The picture was taken while the safety shoe car was in Chicago Union Station.

The Milwaukee Road announces another first in the advancement of industrial safety with the installation of the safety shoe car. This mobile unit, which was put into operation at Milwaukee, Wis., on June 24 under the sponsorship of L. J. Benson, assistant to vice president in charge of safety, was designed to encourage the use of safety shoes by making them easily accessible to workmen on the job. The car is the only one of its kind in the world owned and operated by a railroad.

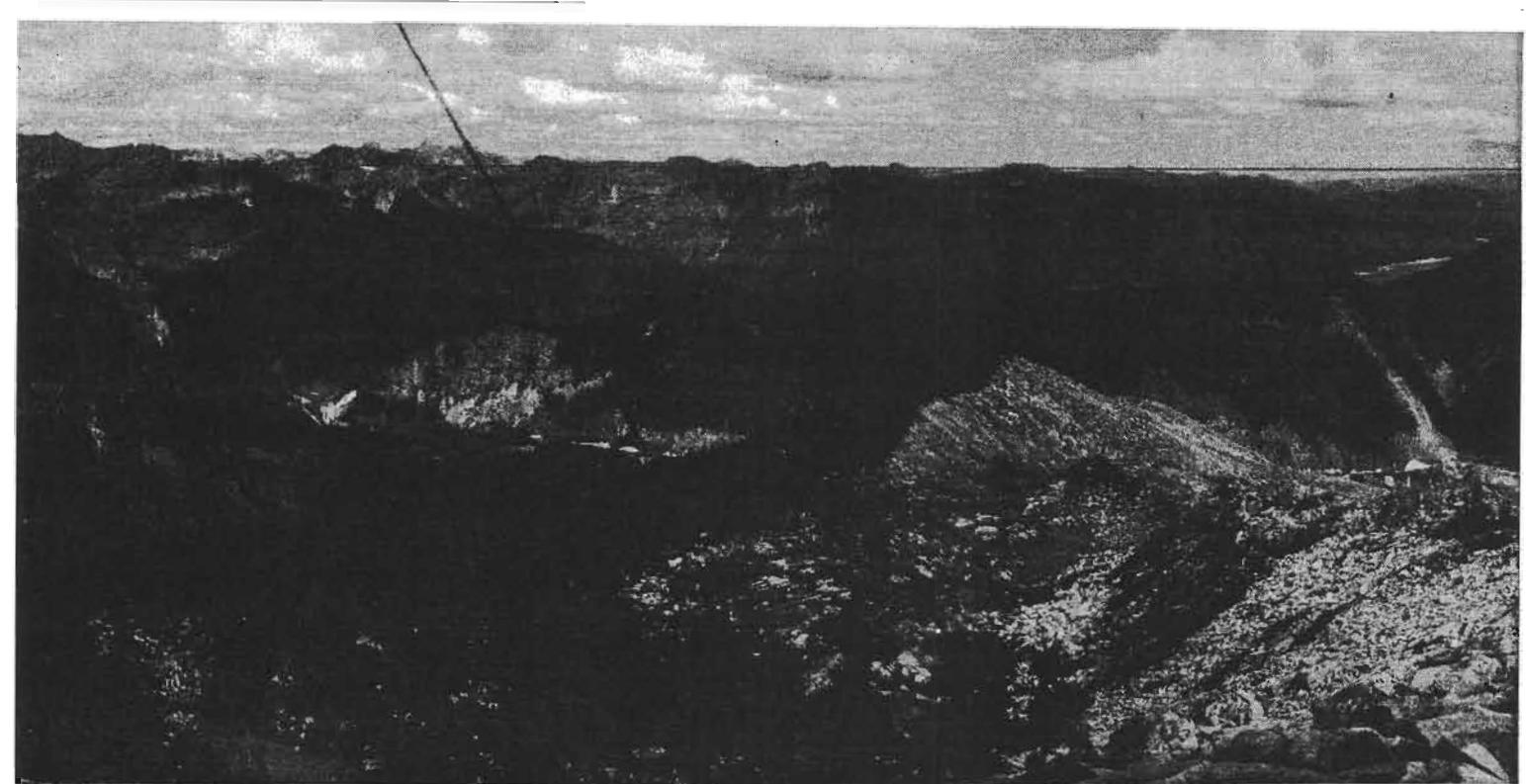
The car, a converted passenger coach, is divided into a fitting room and stock room and is attended by a representative of a safety shoe manufacturer, who is a qualified fitter. The fitting room, which occupies approximately one-fourth of the space, carries a representative display of safety footwear and is furnished like a modern salesroom, with fluorescent lights and comfortable seats, and carpeting underfoot. An appropriate decorative note is supplied by safety slogans and posters. The stockroom will accommodate about 4000 pairs of shoes, which are carried in a wide range of sizes and in styles designed for protective wear in various types of railroad work. The stock is neatly arranged in racks, and aisles extend the length of the room to facilitate selection and good service.

Employes who visit the car to buy

shoes may do so on company time and pay for them through a payroll deduction plan. To make this service readily accessible to the greatest number, the car is shunted to convenient locations near the places where they are at work. Milwaukee Terminals, where the program originated, has already been covered and the terminals in Chicago will also soon be outfitted. Minneapolis shops are next on the list of the Road's principal yards, shops and terminals which are scheduled to be serviced.

More than 1000 employes have been fitted since the car has been in operation. Safety shoe coverage has increased 15 per cent at the points visited and a much greater increase is anticipated as it travels over the system. At Milwaukee, over 71 per cent of shop employes are now equipped with toe protection. Patronage of the rolling shoe store also accounts for the increased use of safety shoes in Chicago Terminals.

The car received nationwide attention during October, when it was exhibited in Chicago's Union Station for the benefit of the delegates to the 34th National Safety Congress. Hundreds of safety experts and rail fans inspected it while it was on display and studied the Milwaukee's unique method of guarding against injuries to shop employes by bringing foot protection directly to the man on the job.



SNOQUALMIE PASS

by *Edwin Swergal*

The subordinate he [General Stevens] now depended upon was the "able engineer and resolute man" we have previously referred to, Abiel W. Tinkham. In this instance General Stevens' confidence was soon justified.

Although Lieutenant Tinkham had come with the main command from St. Paul as one of the associates of Lt. John Mullan, who explored the notable Mullan Trail across the Bitter Root Mountains by way of St. Maries on the present Idaho Division, he did not waver in undertaking the winter journey through the Snoqualmie Pass to Puget Sound. Leaving Fort Wallah Wallah on Jan. 7, 1854, without instruments other than a pocket compass, and without snow shoes, due to equipment of the command having been depleted en route from St. Paul, Lieutenant Tinkham ascended the Yakima River with Indian guides, as had Captain McClellan during the previous September.

It is of historical interest to note here that the explorations conducted by General Stevens and command west of St. Paul antedated by 23 years the Sioux Indian War in Dakota and Montana Territories, climaxed by the massacre of General George Custer and his cavalry command under an avalanche of 5,000 Sioux warriors on the bluffs of the little Big Horn River in the present state of Montana June 25, 1876. The Custer Battlefield is located 50 miles

This is the second, and final, installment of Mr. Swergal's review of the circumstances attending the first exploration of Snoqualmie Pass, which lies near the site of the Milwaukee Road's famous Snoqualmie Tunnel in the Cascade Mountains of Washington state.

Even before the Civil War, informed men throughout the country were concerning themselves with the possibility of building a rail line through to the Pacific Ocean. It was to this end that the War Department carried out, in 1853-1854, the explorations recounted in "Snoqualmie Pass." The first installment of the story, appearing in the November issue, told of the plans for the exploring of the pass and of the two abortive attempts made by Capt. George B. McClellan.

south of Forsythe on the Trans-Missouri Division.

On Jan. 21, 1855, Abiel W. Tinkham arrived at the summit of the Snoqualmie Pass with two Yakima Indian guides. Lieutenant Tinkham did not turn back. He continued through the pass, descended the Snoqualmie River and arrived at the pioneer port of Seattle

on Jan. 26, just 19 days after leaving Fort Wallah Wallah. He recorded an average of two feet of snow of light, dry texture approaching Snoqualmie Pass from the east, and an average of 4 to 7 feet in the locality of the pass. Although in his report to General Stevens he agreed generally with the technical data submitted by Captain McClellan and the possibility of building two railroad tunnels south of Snoqualmie Pass, he was not much impressed by the Indian tales of perennial snow blockades.

He reported to General Stevens that judging by his experience in exploring the region of the pass, and his personal knowledge of the heavier density of snow in the Allegheny and Blue Ridge Mountains, he had concluded that a railroad could be constructed and maintained by way of the Cascades.

When General Stevens instructed Lieutenant Tinkham to explore the Snoqualmie Pass, after Captain McClellan twice failed, it was the belief of the general that the Indians had hoped to discourage Captain McClellan with the intent to delay future progress of the white man in expansion of activities in the newly created Washington Territory.

General Stevens' reliance upon Lieutenant Tinkham, and the success of the latter evidently caused Captain McClellan to be displeased as he had been displeased with Captain Grant at Vancouver. Biographical review reveals



A panoramic view of the Snoqualmie Pass area of the Cascade Mountains, taken in a general easterly direction from Granite Mountain. In the far distance, near the middle of the picture, is Lake Keechelus. The Milwaukee Road line skirts the near (western) shore of this lake and, prior to the opening of Snoqualmie Tunnel in 1815, continued northwesterly behind the dark ridge of mountains in the middle distance, threading its way through the famous pass and then turning abruptly southward along the base of the light-faced mountain in the middle distance at the left. Now, at a short distance above the northern end of Lake Keechelus, the line cuts through the mountain, following Snoqualmie Tunnel to its western portal at the foot of the long timberless strip in the center of the picture. At the time the tunnel was constructed, this strip was cleared of trees along a line directly above the tunnel. The railroad line can be seen winding its way to the right from the tunnel portal in a southerly and then westerly direction. At the extreme right the three highest peaks are Silver, Abiel (farther distant) and Tinkham, in left-to-right order. The latter two are named after Abiel Tinkham, first explorer of Snoqualmie Pass. (United States Forest Service photo).

that Captain McClellan, until later in the Civil War period, was apparently piqued in his attitude toward General Stevens for having instructed Lieutenant Tinkham to attempt a crossing of the Snoqualmie Pass. The latter's success, immediately following the two abortive journeys of Captain McClellan, did not contribute to the graciousness of the captain.

Captain McClellan, in his final report to General (Governor) Stevens, dated at Olympia, Feb. 25, 1854, stated:

"Mr. Tinkham found but seven feet of snow at the summit on the 21st of January, yet I am of the opinion that in the most unfavorable portions of ordinary winters, the statements of the Indians will be found to be quite near the truth. At all events I do not think that any important conclusion should be based on the results of Mr. Tinkham's trip. They ought to be verified later in the year."

Snowfall Varies

A brief review of meteorological records reveals that while there are years when the total fall of snow in the Snoqualmie Pass region does average 25 to 30 feet, there are years, however, when the total fall is much less. An annual report of the secretary of state, Olympia, Wash., issued in April 1936, indicates that during a previous 17 year

period the average was 40.18 inches, or approximately 3.33 feet. This 17 year period represents a considerable range, and a more spectacular diversity of snowfalls in the Snoqualmie Pass is revealed by a comparison of the years 1941 and 1942, as recorded in the United States Department of Commerce climatological reports, the total fall being 167.1 inches in the former year and 286.5 inches in the latter, or approximately 14 feet in 1941, and 24 feet in 1942.

The foregoing officially recorded snowfall data and the construction and successful operation of the Milwaukee Road do not sustain the pessimistic conclusions of Captain McClellan in 1853-1854.

In 1857 Captain McClellan resigned his commission to become chief engineer of the Illinois Central Railroad, subsequently becoming president of the Ohio & Mississippi Railroad, the latter eventually being merged with the present Southern Railway System. He was located at Cincinnati when Fort Sumter was attacked on Apr. 12, 1861; and President Abraham Lincoln commissioned him a major general, commanding the Army of the Ohio.

To Cincinnati in 1861 came one Ulysses S. Grant of Galena, Ill., artillery graduate of West Point, class of 1845. After being stationed at Van-

couver Barracks and the Presidio of Monterey, Calif., Captain Grant also resigned his commission and at the time of his journey to Cincinnati was regarded by many as a failure due to his lack of success in mercantile ventures.

Captain Grant hoped to obtain from General McClellan official assistance in being recommissioned in the Army, with the possibility of being given a regimental command. He waited at Cincinnati two days for an audience with General McClellan but the latter was, evidently, a very busy man. He did not grant the audience, and the "failure" returned to Galena.

McClellan Becomes Commander of Army of Potomac

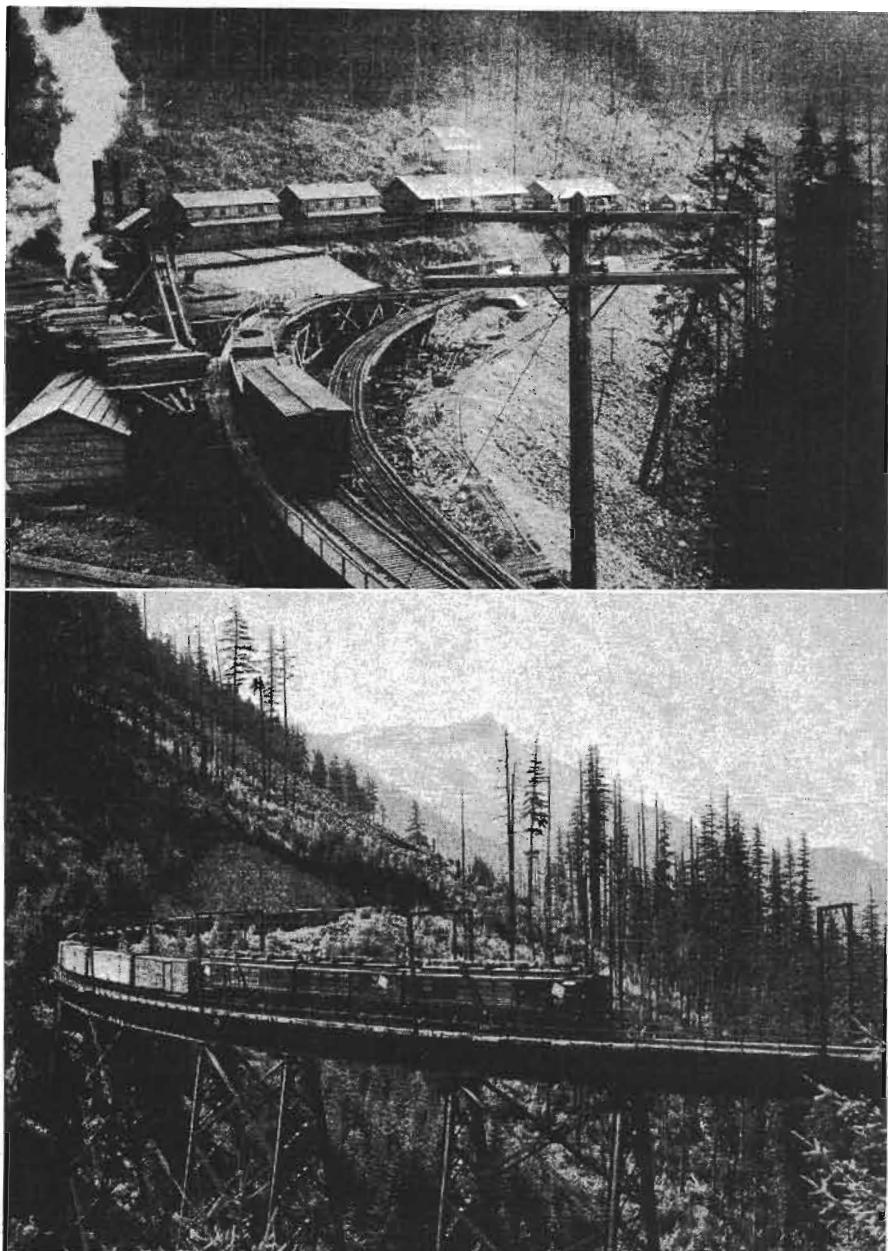
On July 26, 1861, President Lincoln appointed General McClellan to command the Army of the Potomac. The duty of this army was to defend Washington and also vigorously attack the Confederates in Virginia, with the possibility of capturing Richmond, then the Confederate capital. Although General McClellan was an able organizer and drill master, President Lincoln and Secretary of War Edwin M. Stanton could not prevail upon him to make a sustained and determined advance against the Confederate commander, General Lee. President Lincoln, after tolerant and long abiding patience, removed him from command on Nov. 7, 1862, replacing him with Gen. Ambrose E. Burnside.

General McClellan, in 1864, became the presidential nominee of the Democratic Party, one of the planks of their political platform proclaiming that the war was "lost to the Union cause," and that a "compromise should be made with the Confederacy." President Lincoln, the Republican nominee, defeated General McClellan by a large majority.

After Ulysses S. Grant's unsuccessful call at General McClellan's headquarters in Cincinnati in 1861, he was appointed to the colonelcy of an unruly Illinois regiment that political colonels had been incapable of commanding. Colonel Grant knew how to command this regiment, and as time passed he gained numerous victories and national prestige on southern fields as a major general and so impressed President Lincoln that on Mar. 10, 1864, he advanced him to the rank of lieutenant general in command of all the Union armies.

McClellan Seeks to Arrest "Vancouver Captain"

During his initial successes in the Tennessee Valley campaign he was hampered by obstructive orders from the department headquarters of General Henry W. Halleck at St. Louis. General Grant planned to make an aggressive advance upon Nashville; General Hal-



The top picture shows the camp at Rockdale, Wash., about 1913 while Snoqualmie Tunnel was under construction. As many as 700 men were employed on this huge project at one time. The narrow-gauge track at the lowest level leads into the west portal, almost directly above which the photographer stood to take this picture.

In the lower picture an electric locomotive is shown at the head of a 100-car freight train in the vicinity of Snoqualmie Pass.

leck was opposed to this and upon reporting General Grant's plans to General McClellan in Washington, who had authority as chief of the general staff, the latter suggested to General Halleck that he place General Grant under arrest. Perhaps General McClellan still nurtured his displeasure of Vancouver Barracks days. And, too, both Generals Halleck and McClellan may have thought that General Grant was unfair in not continuing to be a "failure in life." Why should a humble quartermaster of Vancouver Barracks days have the effrontery to gain worldwide fame as a military commander?

Time ordained that the Vancouver quartermaster eventually should become commander of all the Union

armies and prove that the Union could be saved, while Captain McClellan rose to a generalship and then passed from the scene.

In 1868 General Grant was nominated for the presidency by the Republican Party, was elected, and on Mar. 4, 1869, became the 18th President of the United States. There had been a lapse of but eight years since his unsuccessful request for an audience with General McClellan in Cincinnati, and less than 19 years after he had displeased Captain McClellan at Vancouver Barracks.

Why did Captain McClellan fail to cross the Snoqualmie Pass in 1853-1854? Perhaps for the same reason that he failed to make a determined advance

against General Lee in 1862, as President Lincoln instructed and expected him to do. His failure may be best accounted for by one of his biographers, R. M. Johnston of Harvard University, in his volume entitled "Leading American Soldiers." There, as one of his conclusions, he writes:

"He (McClellan) was in fact a brilliant man, but unfitted for the highest responsibility of a soldier by the lack of just one quality, the quality that is as necessary in the general as it is in the private—daring."

We now return to a final appraisal of the Snoqualmie Pass region. As this historical review is written, nearly a century later, the pass and later the tunnel bearing the name Snoqualmie have been traversed by the electrified line of the Milwaukee Road for 38 years. During the two greatest wars in history this railroad has transported millions of Army and Navy personnel and enormous quantities of equipment through this region originally explored by the United States Army.

Natural Memorials Remain

Lieutenant Tinkham, his two Yakima guides, and General Stevens, have long since passed away, but within view from Snoqualmie Pass rugged mountain peaks remain as eternal memorials.

Directly south of Hyak station is Rock Point, with an elevation of 4,000 feet. Here is the Milwaukee Road Ski Bowl. Immediately south, on the boundary line between King and Kittitas Counties are Silver Peak (elevation 5,500 feet) and two adjoining peaks, Abiel and Tinkham, the two latter approximating an elevation of 5,356 feet. These two peaks were named for Abiel W. Tinkham in 1916 by The Mountaineers, Inc., of Seattle, who have local chapters elsewhere in the state of Washington. The Mountaineers is a society of men and women who are interested in the pleasures of mountaineering and in memorializing topographic features in the mountain regions.

In order to extend a belated honor to General Isaac Ingalls Stevens, the mountain now referred to as Silver Peak should be renamed Stevens Peak. Research does not reveal his name as being identified with any mountain in the Cascades. He was not only the first governor of the Territory of Washington, but as we now know, it was he who was chief in command of the railroad exploring expeditions in the Northwestern regions. The three peaks, Abiel, Tinkham and Stevens, would stand as historic sentinels overlooking Hyak Station, the Snoqualmie Tunnel, and the nearby modern highway pass. General Stevens was a man

who was deserving of much honor. As an officer in the Union Army he died while leading a charge against the Confederates at Chantilly, Va., on Sept. 1, 1862.

An Obelisk to Commemorate Exploration

With the renaming of Silver Peak to honor General Stevens there should be placed in a conspicuous place on the Hyak station reservation, an obelisk of stone bearing a bronze plaque. On the plaque should appear the names of General Stevens and Lieutenant Tinkham, accompanied by brief historical facts such as will identify them to the employes and patrons of the railroad as the two men who were responsible for determining in 1853-1854 that the Snoqualmie Pass region could be used by the white man as a steel pathway in later days.

Stevens and Tinkham could not foresee the Olympians and the modern freight trains of today, but they had vision and courage and to them much honor is due.

Appointments

Traffic Department

Effective Nov. 1, 1946:

Charles J. Higgins is appointed city freight agent at Milwaukee, Wis.

Effective Nov. 20, 1946:

R. F. Kelaher is appointed general agent at Boston, Mass., succeeding G. H. O'Brien, deceased.

W. A. Stauffer is appointed general agent at Buffalo, N. Y., succeeding R. F. Kelaher, promoted.

Operating Department

Effective Dec. 1, 1946:

J. H. Conrad is appointed trainmaster, Union Street district, Chicago Terminals, succeeding B. C. Webb, who is being relieved at his own request due to ill health.

R. L. Hicks is appointed trainmaster, Galewood district, Chicago Terminals, succeeding J. H. Conrad, transferred.

Agricultural and Mineral Development Department

Effective Jan. 1, 1947:

O. G. Claflin is appointed agricultural agent with headquarters in Aberdeen, S. D., succeeding G. A. Dyke who has been transferred to Butte, Mont., as agricultural agent for the railroad in Montana.

Operation Pigeon

In what was claimed to be the biggest pigeon flight ever staged, 3326 homing pigeons took off from the Milwaukee Road station at Britt, Ia., on Sunday morning, Sept. 22, for their cotes in distant Wisconsin. The young birds, entrants in the great annual Futurity Race, represented the Milwaukee and Racine pigeon racing clubs, which had shipped them to Britt for release. B. R. Boldt, station agent at Britt, took charge of the Racine birds; the Milwaukee birds were in the care of Charles Krueger.

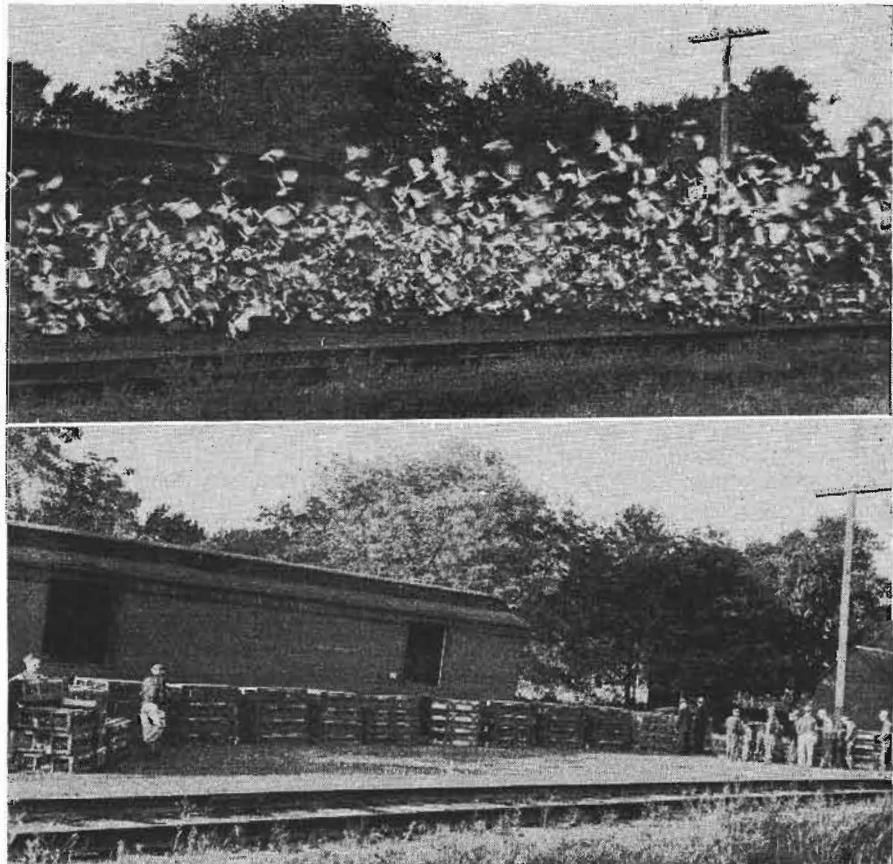
A crowd of pigeon fanciers witnessed the start of the race, which was also recorded by a motion picture company. Every bird got away safely when they were released simultaneously at 7 a.m. "Monarch," belonging to Ben Blau of the Milwaukee club, was the first to finish the 300-mile flight, covering the distance in 8 hours 35 minutes—30 seconds ahead of the nearest contestant. The winner achieved a speed of 1038.104 yards per minute, in spite of the hard east wind which prevailed all along the course. In favorable weather birds can do 60 miles an hour; under adverse conditions they average between 30 and 40 miles.

Although Monarch was apparently eager to get back home in record time, on arrival he hesitated coyly for about two minutes before consenting to enter his loft. Mr. Blau reported that it was nerve wracking to watch his swift pet just sit there, indifferent to the importance of entering the loft immediately to be clocked for the time of arrival.

The Futurity is one of the biggest races, as flights range between 40 and 50 miles. The birds were taken to the clubs the night before shipment and rubber countermarks were placed on their legs for identification. They were then placed in baskets holding from 25 to 50 birds and shipped to the starting point. A liberator accompanied them on their journey. When they were released, he called in to report the time of liberation and the weather conditions, and that was the last seen of them until their anxious owners sighted them winging down the home stretch.

Professor Einstein was admonishing his secretary to refrain from using two certain words. "One of them," he said, "is 'lousy' and the other 'swell.'"

"Well, that's okay by me, professor," she replied, "What are they?"



Two scenes at Britt, Ia., showing the pens of pigeons just after they had been unloaded, and the windy confusion as the birds were released for the race home.

VITAL FRACTIONS OF A PENNY MEAN BETTER RAILROADS

To meet higher costs, industry raised prices; so must railroads

To paraphrase a famous slogan of the war, so little has never before meant so much to so many. Railroad freight rates have become one of the most important and one of the most pressing of industrial and economic questions before the public. That is because the welfare of so many people and so many interests is involved.

Railroads are not immune to the basic laws of the American economic system. Yet, unlike other industries, they have not had the benefit of adequate relief in meeting higher costs as the nation turns to peacetime production. The paradox is that the railroads, when the war closed, were actually receiving a little less for hauling the average ton of freight one mile than when war began. Other industries have been allowed to charge higher prices to meet higher costs they could not absorb. That, too, is the only way railroads can solve their problem.

Higher Costs on Every Side

The menacing cloud over the nation's railroads is made up of these hard facts:

Railroad wages are 51.1 per cent higher than in 1939. Railroad employees, always among the best paid in the country, have had three wage increases since 1939.

It will take an extra \$1,451,000,000 a year just to meet those wage increases; that is more than \$3,900,000 a day.

Materials and supplies today are costing the railroads far more than in 1939. That means a half-billion dollars more a year. For example, the railroads are paying today 128.6 per cent more for

The accompanying article, which graphically describes the uncertain position of the nation's railroads as they face rising operating costs, is reprinted through the courtesy of the Pennsylvania Railroad, which published it recently in "Train Talks," a booklet distributed among patrons of that railroad.

crossties; 168.5 per cent more for freight car linings; 22.3 per cent more for steel rails; 91 per cent more for commissary items, such as food served in dining cars and coaches.

gency increase in freight rates recently granted.

It all sums up to a simple economic fact. The money to pay the higher wages granted railroad employes . . . to pay the higher prices for materials . . . to pay federal, state, county and local taxes . . . to pay for the repair of the tremendous wear and tear of the war years . . . and to pay for improvements and modernization . . . simply cannot be earned at present freight rates.

Railroads Ask 19 Per Cent Increase

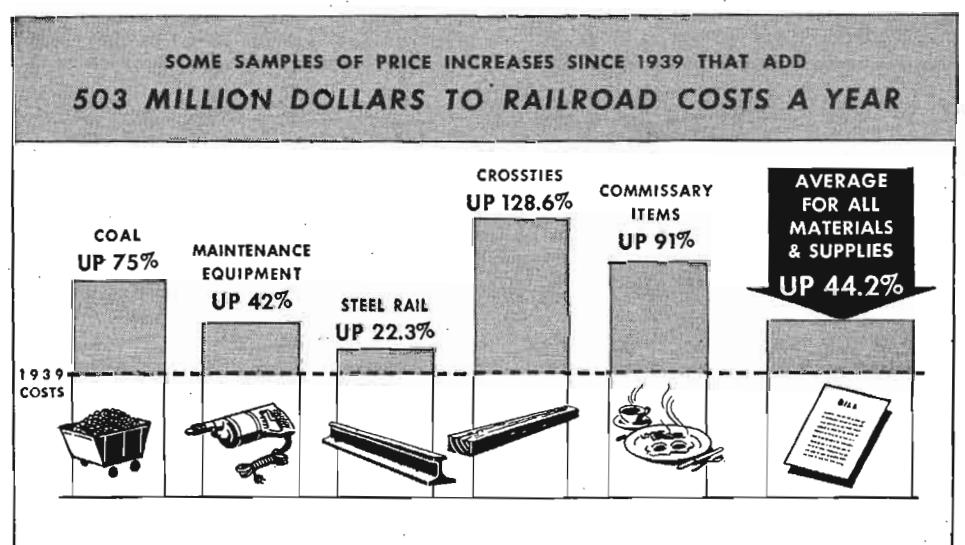
To meet today's high costs of doing business, the railroads petitioned the Interstate Commerce Commission early this year for increases in freight rates adequate to meet the urgent needs which confront them. The increases asked for averaged 19 per cent*. As an emergency measure, increases averaging 6½ per cent** were granted. Further action remains under

consideration.

The emergency increase of 6½ per cent will produce, of course, a little more revenue, but, even so, this will fall far short of the \$1,000,000,000 added to railroad costs since Jan. 1, 1946.

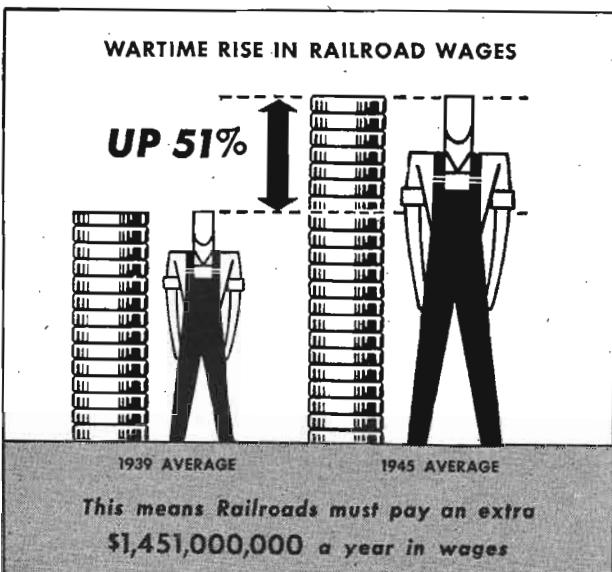
It means, in brief, that present freight rates fail by \$1,865,000 every day to meet increased costs of daily operations and provide means to satisfy the nation's need for a continually progressing and improving railroad system.

This estimated shortage takes into account the extraordinary added costs imposed by the Crosser Act, passed by Congress since the 19 per cent was asked. The Crosser Act loads immediately upon the railroads extra costs of \$90,000,000 a year for additional social security taxes no other industry has to bear. Social security taxes on railroad payrolls were already 50 per cent higher; under the Crosser Act these



*For the Milwaukee Road the increases asked for averaged 20.9 per cent.

**The increase granted averaged 4.7 per cent for the Milwaukee Road.



taxes immediately become 119 per cent higher, and in the future will be 131 per cent higher, than any other industry is required to pay. How can these extra higher costs be paid? Only through more revenue which, in turn, can come only from increased rates.

The railroads are doing a peak business, and, as in all periods of peak business, should be making peak profits in order to keep pace with the country's growth.

Railroads are never finished improving their cars and locomotives, their roadway, other parts of their physical plant and their services to the public. People expect this and railroad men themselves wish to make their services increasingly attractive to travelers and shippers. During the war this could not be done. Even a great deal of ordinary maintenance had to be deferred. Consequently, a lot of wear and tear, aggravated by intensive war use, must be made up—in addition to the new plant and equipment which are necessary to keep pace with the country's growth and the new things that railroad research is always developing.

Now is the time the railroads should be permitted, by proper rates, to go forward instead of having to pinch pennies to stay solvent. The railroads are meeting their responsibilities to the country, but the country is not meeting its responsibility to the railroads.

As the aftermath of World War II, the railroads will have to spend about as much for wear and tear and improvements as they did after World War I, when they had to borrow \$10,000,000,-

progress.

No. 1 Asset of Nation

It is important to all America that the railroads move forward. Financially sound railroads are the backbone of a financially sound, industrial, home-owning America. The railroads were the No. 1 asset of the nation during the anxious hours of the war, when the greatest needs for transportation in all history arose. The country must preserve this asset that ties all the nation together, and must encourage its en-

000 to put the roads back in shape. Unfortunately, the earnings which, during World War II, might have been set aside for these essential purposes were siphoned off in wartime taxes. It will not again be possible to borrow on an enormous scale, as was done after the first World War, nor would it be desirable. So the railroads, this time, will have to rely chiefly upon adequate revenues to provide the money needed for restoration of facilities and continued

enhancement for the future prosperity of all sections of the country.

Only through increased rates can the railroads of America establish the economic basis that will enable them to get better cars, better engines, better equipment of all kinds, and perform better and increasingly attractive service for the American public.

What do the railroads need to make this possible? They asked for what amounts to an average increase of 19 per cent in freight rates. That, if granted in full, would give them 18/100ths of a penny more for hauling the average ton of freight one mile.

Sengstacken Addresses Dude Ranchers

Assistant Passenger Traffic Manager Harry Sengstacken of Chicago and General Passenger Agent William Wallace of Seattle represented the Milwaukee Road at the 21st annual convention of the Dude Ranchers' Association held in Casper, Wyo., from Oct. 27 to 30. Representatives from seven other leading railroads were present.

The four-day session was the largest in the association's history. Considerable attention was given to the discussion of transportation and the new postwar equipment which is expected to revolutionize rail travel. Most of it will be in operation before the beginning of the 1947 dude ranch season. Among the innovations promised for the future are beautiful lounges, luxurious dining and club cars and more new high-powered diesel locomotives. Mr. Sengstacken delivered the following report on the six new sets of equipment which will go into service in 1947 on the Olympian Hiawatha speedliner:

"At the present time the coaches and dining cars are under construction in our Milwaukee shops, while the sleeping cars and sky-top lounge cars are being built by the Pullman Company. Equipped with all the latest luxuries for the comfort of passengers and enhanced by the finest materials for eye appeal, the new Olympian-Hiawatha will take its place with the leading trains of the future.

"Considerable track work is being done throughout the Dakotas and Montana, such as leveling grades, straightening the right of way and banking the curves. When the ribbon is cut and the Olympian-Hiawatha takes to the rails we will present to the traveling public the latest in the car builder's art, second to none for speed, safety and comfort."

The average capacity of a freight car is now 51 tons compared with 42.4 tons in 1920.

Editor's Note: The Interstate Commerce Commission announced on Dec. 6, after the accompanying article had been sent to press, that a general freight rate increase averaging 17.6 per cent had been granted the railroads and inland waterways, effective Jan. 1, 1947. This includes the 6.5 per cent average rate increase granted effective July 1, 1946, thus reducing the present increase to 11.1 per cent for the railroads as a whole. At the time this is written it has not been determined what the increase will amount to for the Milwaukee Road.

**TO MEET INCREASED COSTS AND MAKE IMPROVEMENTS,
THE MONEY THE RAILROADS TAKE IN
FALLS SHORT EVERY DAY
BY MORE THAN**

\$1,865,000

**AT TODAY'S FREIGHT RATES IT ADDS UP TO
A SHORTAGE OF \$680,000,000 A YEAR!**



Scenes at the Chicago Booster Club party. The unusual picture at the upper right was taken during the showing of the Milwaukee Road's new motion picture, "A Railroad at Work." At the lower left Mrs. William Soske is shown drawing the 10 names of the turkey winners. J. A. Balderson anxiously awaits the results and Fred A. Miller holds the box.

Booster Club Gives Party

The Milwaukee Road Booster Club, which has an enrollment of 3000 in the Chicago area, sponsored a party for members and their families in the Chicago Union Station cafeteria club rooms on the evening of Nov. 20. Although billed as a dance and card party, the principal feature of the entertainment was the showing of the Road's new moving picture, "A Railroad at Work." A large crowd, far exceeding the usual attendance, viewed the movie and danced to the music of "The Silhouettes," an all-girl orchestra.

In anticipation of Thanksgiving, 10 turkeys were distributed as door prizes. Chairman Frank S. Patterson was able to get a de luxe variety, cellophane wrapped, boned and ready for the roasting pan. The winners were W. P. Bahe, Ralph Klotz, June Rogers, J. Connery, Julia Tagine, Rose Dolan, J. Deering, M. J. Hein, E. E. Brown and W. T. Ahern.

Harstad Addresses Hiawatha Club

A record crowd turned out on the evening of Nov. 2 for the annual appreciation party of the Milwaukee Hiawatha Service Club, the largest on the system. A near capacity audience was already on hand at 8 p.m. to hear a

half-hour concert by the Hiawatha Service Club Band under the direction of Eugene W. Weber.

At the conclusion of the concert General Chairman J. A. Macht introduced Party Chairman J. J. Morrissey to the assembly. Mr. Morrissey welcomed the members and briefly explained the program planned for their pleasure. Mr. Macht then summarized the club's activities during the past year and accepted, for the club, the recog-

nition extended by the Road. "The appreciation is mutual," he stated. "The Hiawatha Service Club is proud to be so recognized."

The chairman of the club's 15 individual units and the local officers were also introduced. A piano selection by Drum Majorette Lois J. Kleist, accompanied by the Hiawatha Band, preceded the introduction of the guest speaker, O. N. Harstad, vice-president—operations. Mr. Harstad pointed out



At the Hiawatha party Vice President O. N. Harstad thanks J. J. Morrissey, party chairman, for his invitation to the annual affair. Left to right: George F. Thoms, Mr. Harstad, Paul Dahms, Mr. Morrissey, and General Chairman J. A. Macht. Thoms and Dahms were co-chairmen of the party committee.

the immense value of cordial relations between the 38,000 Milwaukee Road families and the public.

"The Service Clubs were organized with definite objectives," said Mr. Harstad. "I know you are familiar with them; they all might be stated in two words—'public relations.' When everyone of us accords the same courtesy and friendliness to the public that we would toward a guest in our home, our patrons will multiply and there will be jobs for all. I imagine that with more than 2,600 members you have the largest club of any kind in the city of Milwaukee. With such a large membership, the field is big to do the things for which the Service Clubs were organized.

"The railroads are now before the Interstate Commerce Commission seeking an increase in freight rates. A reasonable increase will permit going ahead with many improvements. It will provide work for more employees and make it possible to keep up the standard of service for which the Milwaukee Road is outstanding. Our high standards are due to the loyal and fine cooperation that is given by our employees in all branches of the service."

East End Wisconsin Valley Club Revived

Members of the East End Wisconsin Valley Service Club met at the Witter Hotel in Wisconsin Rapids on Oct. 28 to discuss a reorganization. An enthusiastic crowd heard the former chairman, George A. Bankers, speak on the cooperation of employees and the railroad, to guarantee prosperity.

The new Milwaukee Road moving picture, "A Railroad at Work," was shown and Assistant Superintendent S. F. Philpot and Roadmaster C. A. Parkin extended their congratulations on the reactivation of another club on the Valley Division.

Two weeks later the members again assembled in the Rose Room of the hotel and the following candidates were elected to office: H. C. Cleveland, chairman; Earl Hoehenadel, vice-chairman; L. W. Staeg, secretary; and George Hams, treasurer.

Stag Dinner Initiates Miles City Club Rooms

A large crowd responded to the invitation for a stag dinner, issued by the Miles City Service Club in honor of the formal opening of its remodeled club rooms in the Milwaukee depot Oct. 26. With the acquisition of the new headquarters, the members expect to extend operations. The rooms have been completely redecorated and equipped with



Chairman W. C. Glass and Secretary-Treasurer J. J. McMahon of the Southeastern Service Club insist that the wives have been responsible for the unusually successful year the group has enjoyed. Here are some of the women who have been most active. Left to right seated: Mmes. John Church, A. E. Wright and W. C. Glass. Standing: Mmes. H. T. McCown, H. E. McNary, W. H. Cravens and A. G. Duensing.

new chairs, tables, dishes, stoves and a water heater.

Forty-nine members answered the roll call at the Nov. 13 meeting. Chairman M. A. Walsh presided. The first item on the docket was a report from Financial Chairman S. W. Nelson, which was followed by a report on community activities from H. L. Stamp, chairman of the public relations committee. Mr. Stamp also gave an enlightening talk on the school situation in Montana and urged everyone present to write to his representative in the state legislature with a view to modernizing the state educational system and securing an increase in salaries for school teachers.

By unanimous vote the following officers were elected for 1947: chairman, D. C. O'Brien; vice-chairman, P. D. Burns; secretary-treasurer, J. D. Wagner. Executive committee—two-year term: John Gray, Jr. (chairman), Ray Dorland, George Williams, Louie Rask, C. W. Neptune, F. Willoughby. One-year term: Nels Hamre, H. C. Johnson, Joe Weiss and K. Yates.

Old Line Club Discusses Retirement Act

D. J. Hadden and D. A. Schmidt, field representatives of the Railroad Retirement Board, gave informative talks at the Old Line Service Club meeting at Horicon, Wis., on Oct. 23, discussing the new provisions of the Railroad Retirement Act.

Hiawatha Unit 11 Sees Railroad Film

Unit 11, store department group of the Milwaukee Hiawatha Service Club, held its annual election of officers on Nov. 16 at the North Avenue freight

house. Those elected were: Chairman, Joe Reiter; vice-chairman, Rudolph Freuler; secretary, William Fuss. This crew of go-getters is already eyeing the 1947 dues and pursuing traffic tips.

Regional Assistant Ed Hoerl of the public relations department presided at a showing of the new Milwaukee Road film, "A Railroad at Work," which was followed by music, dancing and refreshments.

Origin of the Christmas Card

(Continued from page 5)

offices of various friendly nations. Nearly every colony, as well as most countries, print these cards. There is nothing very startling about them; most are quite plain. The language generally used is French.

In the early years of the Christmas card business the design was an important piece of creative art. Until the '80s the illustration was the main thing and the only reading matter was a simple greeting or an appropriate motto. Then poetry on the cards became so popular that noted poets were brought into the field. However, Lord Tennyson, offered \$5000 for 12 short poems to be used on Christmas cards, declined the proposition.

The whole world and every race in it, including those to whom Christmas means nothing religiously, have adopted the Christmas card. Dickens may have revived Christmas, but it is the Christmas card that has put the season of kindness and goodwill into the position it holds today.

(This story and illustration are reprinted through the courtesy of The Kabelgram, published by the Kabel Brothers Publishing Co.)

RETIREMENTS

The following employes' applications for retirement were recorded during September and October, 1946

SEPTEMBER

Chicago General Offices

SIMMONS, CLARENCE
Chef Chicago, Ill.
TORNES, GUNNAR
Supt. Building & Bridges Chicago, Ill.

Chicago Terminals

BELYEA, ALBERT W.
Conductor Chicago, Ill.
BIERNAT, JOSEPH J.
Carmen Chicago, Ill.
DENNIS, CHARLES E.
Gateeman Chicago, Ill.
GURKA, JOHN J.
Carmen Chicago, Ill.
KIERANOWSKI, LOUIS
Trucker Galewood, Ill.
KILCOYNE, ANTHONY
Switchman Chicago, Ill.
KOENIG, AUGUST W.
Signalman Chicago, Ill.
MESSINA, ANTHONY
Section Laborer Chicago, Ill.
POSTLEWAIT, THOMAS E.
Yardmaster Chicago, Ill.
SANTORO, FRANK
Section Laborer Chicago, Ill.
TRIPOLI, TONY
Section Laborer Chicago, Ill.

Coast Division

HORN, PERLEY, R.
Asst. Foreman Tacoma, Wash.
JOHNSON, FRANKLIN N.
Telegrapher Sumner, Wash.
JOHNSRUD, HENRY L.
Clerk Ellensburg, Wash.
MILENDER, BENJAMIN R.
Section Foreman Morton, Wash.
NELSON, FRANK
Conductor Seattle, Wash.
WRIGHT, ROBERT E.
Loco. Engineer Tacoma, Wash.

Dubuque & Illinois Division

LIDDLE, FLOYD E.
Switchman Dubuque, Iowa
OHDE, OSCAR W.
Boilermaker Helper Dubuque, Iowa

Hastings & Dakota Division

BONGARD, CONRAD H.
Agent Ortonville, Minn.
CLEATH, HAROLD M.
Loco. Engineer Minneapolis, Minn.
EVELAND, HARLEN W.
Brakeman Minneapolis, Minn.
FULLER, THADDEUS L.
Special Attorney Aberdeen, S. D.
VAIL, MARION F.
Loco. Engineer Minneapolis, Minn.

Idaho Division

BURRILL, CORTEZ H.
Loco. Engineer Spokane, Wash.
REYNOLDS, JOSEPH
Section Foreman Spirit Lake, Ida.
SMITH, JOHN E.
Telegrapher Calder, Ida.

Iowa Division

DETTRICK, ARTHUR J.
Loco. Engineer Des Moines, Iowa
LEAMON, ROBERT L.
Dispatcher Cedar Rapids, Iowa
MATHES, LEWIS E.
Brakeman Cedar Rapids, Iowa
REEP, WILLIAM A.
Conductor Marion, Iowa

Iowa & Dakota Division

DALE, DONNIE R.
Loco. Engineer Mitchell, S. D.
HILL, JOHN F.
Brakeman Mitchell, S. D.
HOWE, DENVER T.
Trucker Spencer, Iowa
LEIBOLD, JOHN H.
Conductor Mason City, Iowa
MILLER, FRED C.
Conductor Mason City, Iowa
SHADLE, WALTER G.
Conductor Sioux City, Iowa
SHEFFER, GEORGE W.
Section Laborer Presho, S. D.

Iowa & Southern Minnesota Division

ADAMS, ROBERT N.
Section Laborer Howard, S. D.

Trans-Missouri Division

CAMPBELL, JAMES H.
Brakeman Miles City, Mont.
MURI, BENT
Section Laborer Vananda, Mont.
SCHULTZ, GUSTAV A.
Conductor Miles City, Mont.
WAGNER, GUSTAV
Section Laborer Sumatra, Mont.

Twin City Terminal

BLIXT, EDDIE A.
Switchtender Minneapolis, Minn.
BORELLI, SAMUEL J.
Section Laborer St. Paul, Minn.
BULL, EDWARD
Machinist Minneapolis, Minn.
CHRISTIANSON, PETER
Loco. Carpenter Minneapolis, Minn.
GRISWOLD, JOHN J.
Yardmaster St. Paul, Minn.
KIGHT, ELMER E.
Loco. Engineer Minneapolis, Minn.
KNOBLAUCH, JOHN B.
Machinist Helper Minneapolis, Minn.
MOLLNER, GEORGE
Boilermaker Helper Minneapolis, Minn.
SCHMECK, WILLIAM J.
Machinist Minneapolis, Minn.
WALNER, JACOB
Carmen Minneapolis, Minn.
WEINBERG, LOUIS
Roundhouse Laborer Minneapolis, Minn.

OCTOBER

Chicago Terminals

CAMPESE, DOMINICK
Machinist Helper Bensenville, Ill.
METROS, JOHN
Section Laborer Bensenville, Ill.
MORFIS, PANAGIOTIS S.
Section Laborer Chicago, Ill.
O'NEILL, JOHN J.
Demurrage Clerk Chicago, Ill.
PATCH, ROBERT H.
Loco. Engineer Chicago, Ill.
PTAK, ANDREW
Trucker Galewood, Ill.
SARTWELL, WILLIAM E.
Switchman Chicago, Ill.
WEBER, ROLAND J.
Roundhouse Foreman Galewood, Ill.

Coast Division

ASHBACH, JOSEPH
Boiler Inspector Spokane, Wash.
BRITT, MAURICE E.
Telegrapher Frederickson, Wash.
LEVDE, MATTHEW
Conductor Cle Elum, Wash.
LOWE, THOMAS L.
Loco. Engineer Tacoma, Wash.
NIELSEN, JAMES L.
Bargeeman Seattle, Wash.
PETERSON, WILLIAM J.
Loco. Engineer Spokane, Wash.
PRAVITZ, SARAH E.
Clerk Eatonville, Wash.
SCHRADER, FRANK G.
Machinist Helper Savanna, Ill.
SQUIER, WILLIAM A.
City Frt. &
Pass. Agt. Bellingham, Wash.
ZIEL, FRANK C.
Conductor Tacoma, Wash.

Dubuque and Illinois Division

HARNEY, WILLIAM F.
Conductor Bensenville, Ill.

Hastings and Dakota Division

SCHWENGLER, MICHAEL
Section Laborer Roscoe, S. D.
THOMAS, BEN
Section Laborer Aberdeen, S. D.

Iowa Division

LAKE, ELIJAH W.
Laborer Marion, Ia.

Iowa and Dakota Division

FOX, MILTON A.
Section Laborer Algona, Ia.
SCHMIDT, FREDRICK H.
Conductor Sioux City, Ia.
SIMPA, CHARLES
Agent Mapleton, Ia.
SOKNOT, STEVE
Extra Gang Laborer Sioux City, Ia.
SWEENEY, LESLIE M.
Switchman Sioux Falls, S. D.

Iowa and Southern Minnesota Division

OSTENSO, OLE
Section Foreman Lakeville, Minn.

Kansas City Division

HOOVER, HARRY O.
Agent Liberty, Mo.
TUCKER, GARRETT L.
Loco, Engineer Ottumwa, Ia.

LaCrosse and River Division

BENNETT, NEWT A.
Section Laborer Necedah, Wis.
ERDMAN, ERNEST G.
Cabinet Maker Tomah, Wis.
JOHNSON, PHILIP B.
Agent Weaver, Minn.
MORRISON, JOSEPH H.
Conductor Wausau, Wis.
NELSON, JOHN
Extra Gang Laborer. Camp Douglas, Wis.

Madison Division

McGUIRE, JAMES J.
Trucker Janesville, Wis.
McNURLEN, MABEL C.
Agent Gotham, Wis.
SIEGERT, FREDERICK A.
Engine Watchman. Richland Center, Wis.
TEHAN, WILLIAM P.
Boilermaker Madison, Wis.

Milwaukee Division

ZWEIGER, HERMAN E.
Section Foreman Ripon, Wis.

Milwaukee Terminals

AUERING, JOSEPH
Carman Milwaukee, Wis.
BRAND, HARRY
Painter Milwaukee, Wis.
BURMEISTER, CHARLES C.
Painter Milwaukee, Wis.
CHRISTENSEN, HANS P.
Switchman Milwaukee, Wis.
DALEY, LEWIS J.
Blacksmith Milwaukee, Wis.
LAMBIE, ARTHUR A.
Switchman Milwaukee, Wis.
LOVELAND, HARRY
Switchman Milwaukee, Wis.
WEISS, GUSTAVE C.
Machinist Milwaukee, Wis.

Rocky Mountain Division

BERTRAM, HENRY A.
Warehouse Foreman ... Lewistown, Mont.
DAMSCHEN, FRED J.
B&B Carpenter Lewistown, Mont.
JUSTUS, CAMMON K.
B&B Carpenter Missoula, Mont.
KERBS, JOHN G.
Section Laborer Great Falls, Mont.
PELARSKE, MICHAEL W.
Lineman St. Regis, Mont.
RIDINGS, PAUL E.
Custodian Tarkio, Mont.
SKEEL, HARRY E.
Section Laborer Two Dot, Mont.

Superior Division

BOPRAY, AMOS J.
Brakeman Green Bay, Wis.
KESSEY, HENRY J.
Car Inspector Menasha, Wis.
ROWLEY, JOHN H.
Conductor Milwaukee, Wis.
TUEL, THOMAS M.
Conductor Channing, Mich.

Terre Haute Division

ARMSTRONG, CLAUDE D.
Conductor Terre Haute, Ind.
CONDER, FRED
Carman Terre Haute, Ind.
THURMAN, DAVID H.
Section Foreman St. Bernice, Ind.

Trans-Missouri Division

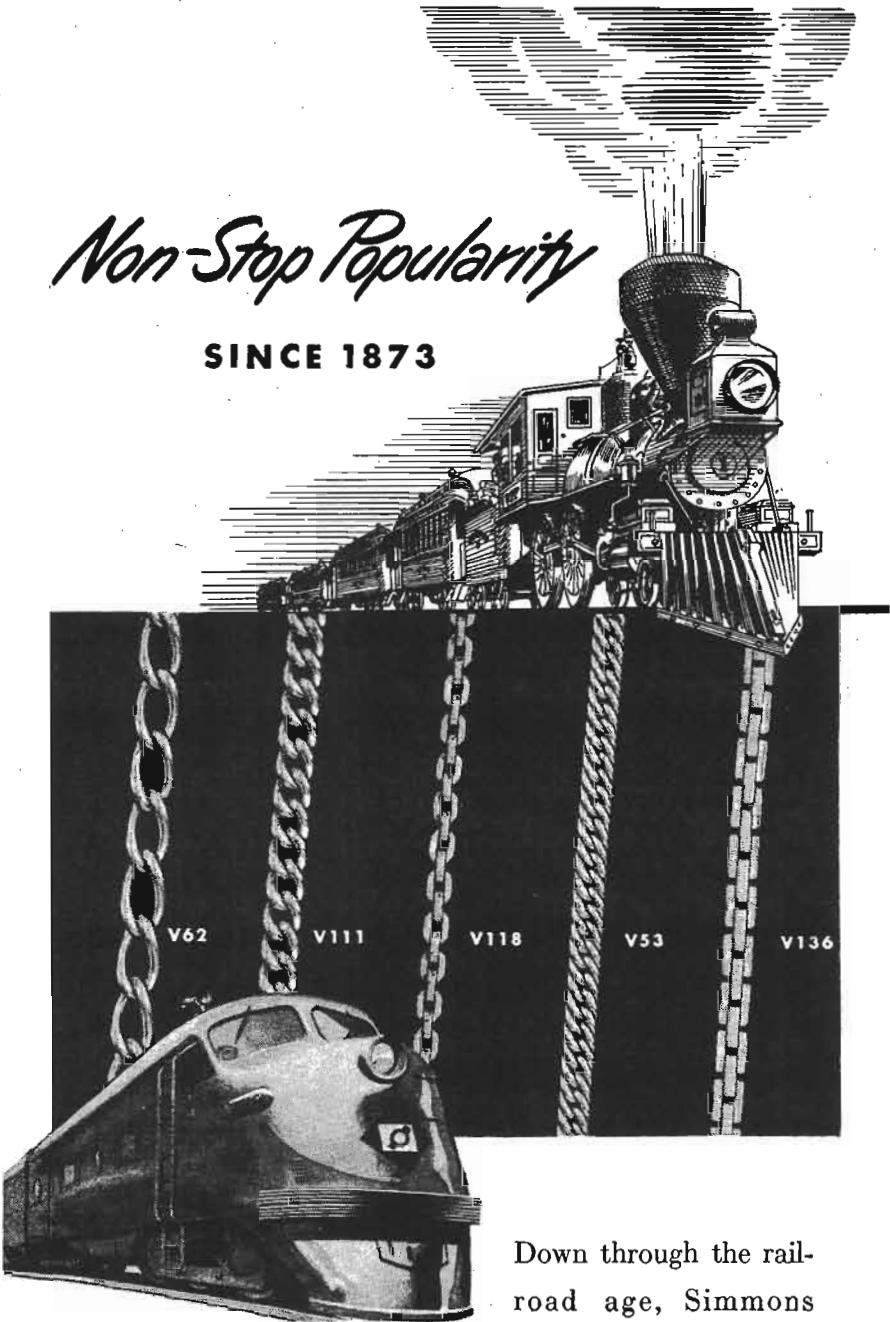
BUTTERBAUGH, JAMES
Carman Miles City, Mont.
CULLEN, WILLIAM
Chief Carpenter Miles City, Mont.
MEEHAN, THOMAS P.
Painter Miles City, Mont.

Twin City Terminal

HANSON, ANDREW M.
Machinist Minneapolis, Minn.
KIHNAST, MAX H.
Laborer Minneapolis, Minn.
KUNKEL, CARL H.
Boilermaker Minneapolis, Minn.
MURRAY, JAMES
Laborer Minneapolis, Minn.
PRIBYL, ALBERT J.
Machinist St. Paul, Minn.
TEGLAND, JOHN N.
Labor Foreman Minneapolis, Minn.
WALLS, JAMES R.
Machinist Minneapolis, Minn.

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SINCE 1873



Down through the railroad age, Simmons

Watch Chains have always been the outstanding favorites with railroad men everywhere.

The reason . . . back in 1873 Simmons started as specialists in making chains best suited for railroad men . . . Quality Gold Filled Chains that looked well and wore well.

Today, we are still at it . . . still the leaders in supplying watch chains for men on railroads the country over.

R. F. SIMMONS CO.
ATTLEBORO, MASSACHUSETTS

Employe's Wife Speaks on International Broadcast

If your radio was tuned to station WBBM, Chicago, on Sunday, Nov. 3, you may have been surprised to hear the voice of Mrs. Willie Pope, of Chicago, wife of the Milwaukee Road porter instructor, broadcasting to distant London in the interest of international



Mrs. Willie Pope. (Photo courtesy radio station WBBM, Chicago.)

friendship. Mrs. Pope appeared as a guest on the "Yours Sincerely" program of the Columbia Broadcasting System, which, early in the war, joined forces with the British Broadcasting Company to foster the interchange of American and British cultural ideas and information with their "Transatlantic Call." The Sunday program, which is now called "Yours Sincerely," has many followers on both sides of the Atlantic who contribute letters on subjects of mutual interest, ranging from diplomatic relations to cookery. The correspondents on each side of the ocean are able, by means of remote radio lines from different parts of the two countries, to read their letters in person.

The circumstance which brought about Mrs. Pope's guest appearance was a letter broadcast on the preceding Sunday by Mrs. V. Murphy, wife of a porter on the Southern Railroad [England]. Mrs. Murphy's letter, describing the domestic routine of a typical British railroad family, read as follows:

"Dear Americans: I would be interested to hear how my counterpart in America lives. My husband is a porter on the railroad [Southern] and works in shifts. We have two children, a girl of ten and a boy of six.

"We have a four-room flat and my day is spent doing housework, knitting and shopping. We go to the pictures about twice a week, sometimes taking the children. Mostly they go to a cinema children's club, on Saturday

morning. We all go to the seaside or a lido on the one Sunday in the month that my husband doesn't have to work. He works three extra days so as to be able to afford these outings and other little luxuries. Twice or three times a month he and I go dancing, as we're rather fond of it and dance well together.

"My children go to a primary school now and we have a little put away to send them to a better school later on. We hope to have them learn music and our little girl has just started to learn at the piano.

"We also take a week in the year at the seaside and hope to take two weeks when it doesn't cost so much as now. Railroad fare costs us little or nothing, as my husband is able to get free travel three or four times a year on the line that employs him and he gets cheap tickets on other lines. How does it fare with my counterpart in the United States?"

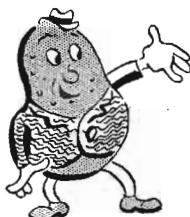
Mrs. Pope, as the wife of an American railroad man in a corresponding

position, replied with the following description of her household and her mode of living:

"Dear Britain: I am the wife of a railroad porter in Chicago, Illinois. Last week I heard Mrs. Murphy tell about life in Britain as the wife of a railroad porter. Perhaps there is a difference in the work that a porter does here in the United States, because my husband's job is confined mostly to work in the sleeping cars, where he assists travelers in any way that makes traveling pleasant for them.

"At the present time he is working on the Olympian, a great train of 15 cars that runs between Chicago and Seattle and Tacoma, Wash., a distance of 2,200 miles. This requires eight days for the round trip, including a 36-hour layover in Tacoma. However, upon his return he has seven days at home, which is just like a week's vacation.

"We too have free passes on the railroad and often go on vacation trips all over the United States. While my husband is gone on his trips I spend most of my time taking care of my home and entertaining my little grandchildren. All in all, being the wife of a railroad porter is a pretty pleasant life."



LET'S EAT MORE POTATOES

Can't get all the steak you'd like to eat? Short on sugar again? Our country, the most productive in the world, is still deficient in many foodstuffs but, as if in compensation for the shortages which still persist, we have never produced better crops. For instance, the 1946 potato harvest is estimated at 471,146,000 bushels—an all-time record, exceeding the 1945 crop by 46 million bushels, and over 98 million bushels greater than the 10-year (1935-44) average.

This record production, part of the Abundant Food Program of the United States Department of Agriculture, was the result of increased acreage and good growing conditions, yielding approximately 167 bushels per acre. Early and intermediate crops have already been marketed. The bulk of the late Irish potatoes was placed on sale in early November but an unusually large supply of excellent quality potatoes will still be available during the winter months. Although it is estimated that 11 million bushels will be converted

into starch and that there may be further industrial uses, the major portion of this crop has been allocated to human consumption.

To prevent needless waste, potato producers, distributors and the United States Department of Agriculture are cooperating in a nation-wide drive to direct this unusual output to the table. Institutions and school lunchrooms are among the larger potato consumers but some homemakers are still unaware of the excellent food value of the common "spud." Potatoes, which are recognized as a good source of vitamin C, also contain some vitamin B, iron and other important minerals, and starch.

The best kinds to buy are the firm, clean ones which have shallow eyes and are free of decay or green spots. There are many varieties, the selection depending on the recipes for which they are intended. Mealy, flaky varieties are reserved for baking and mashing; waxy varieties, which hold their shape better, are used in salads or creamed.

Cooking potatoes in their jackets

"Goo-o!" Says Pin-Up Girl in Plea for Baby Safety

Miss Safety Pin-Up of 1946 denounced the fashion world today claiming that "new fangled" diapers are twice as hazardous as the old type three-cornered variety.

She pointed out that the current rectangular brand require two (sometimes four) safety pins instead of just one needed for the old-fashioned triangular kind.

"Glub!" she added with emphasis, which can be interpreted to mean that the comfort of the new type baby-sarong makes up for the extra hazards if all mothers are careful to put the shiny pin out of reach.

Miss Safety Pin-Up is Jeane Berry, daughter of Donald S. Berry, director of the National Safety Council's traffic transportation division, and Mrs. Berry. She received the coveted title during the Council's recent Na-



Miss Safety Pin-Up of 1946. (Photo courtesy National Safety Council.)

preserves the mineral content, and boiling conserves more vitamins than baking. Regardless of the way in which they are served—mashed, browned, creamed or in salad—a preliminary boiling is recommended. A great deal of nutrition is wasted in the peelings of raw potatoes, making it advisable to keep the peelings thin. Potatoes which are allowed to soak also lose some of their nutritional value; those which must be prepared in advance should be placed in salted water. Serving them quickly and steaming hot will reduce the loss of the vitamin C content, which results from exposure to air. As vitamin loss occurs in proportion to the amount of exposure, left-overs should be covered and kept in a cold place until ready for use.

Where it is practical, consumers, large and small, are urged to store potatoes for the future. During the winter months they will be featured in a variety of ways on restaurant menus. Attractive displays of only the highest

National Safety Congress and has been sounding off about baby safety ever since.

"Yaa—aaa!" she protested as she

cited statistics to prove that more than 600 children under five years of age are victims each year of suffocation from small objects sucked into the lungs. She explained that this is the result of babyhood's determined philosophy of life: Put EVERYTHING in the mouth.

Pounding her dimpled fists for emphasis, the safety queen asked parents to cooperate with Santa Claus in bringing safe toys. She cautioned against any small toy which could be swallowed, flammable objects, toys with small removable parts, poisonous paint on any toy, stuffed animals with glass or button eyes, and anything with sharp or rough edges.

When asked what her choices were, she named sturdy rattles with no removable parts; rubber and washable squeak toys; large soft dolls and animals with embroidered eyes; and blocks with rounded edges.

The most emphatic words of the glamour girl were on the subject of sleeping alone. She insisted she would rather be stuck in a bureau drawer alone than have to sleep with someone who might roll over and suffocate her. "Da-Blah-daaaaa!" she persisted. That is to say "Tain't safe!"

FASHIONABLE ACCESSORY

The popularity of handbags of the Corday type makes this important looking pouch style a good choice for fashion-wise women. The interesting design with the clever ring and tab closing will complement both the dressy and tailored ensemble. The bag is silky soft in texture, with a striped effect produced by the alternating use of wool and of glossy cotton, and is lined in buckram and felt. Crocheting directions are explained in detail in pattern No. 2716, which may be obtained from the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.



It's in the bag for the new handbag silhouette—the large-capacity versatile pouch.

New Twists To Old Hats

The postwar revival of interest in that most controversial article of a woman's attire, her millinery, furnished timely entertainment at the Nov. 14 meeting of the Union Station Chapter of the Women's Club. "Throw your hat into the ring," exhorted the club bulletin. "Ransack your attic for a hat you thought beyond redemption and watch as it is converted into an up-to-the-minute chapeau." Thus assured, a group of members carrying outmoded millinery congregated in the station club rooms to see a well known hat stylist, Mrs. Josephine B. Phillips of Chicago, effect the promised transformation.

As she assembled her equipment, Mrs. Phillips, an attractive woman with graying hair, aired her views on the subject of modern headgear. "Home-

made hats are all the rage now," she stated. "Women don't have time to remove their hats when they go calling. The day has passed when women sneaked in to peek at the hats on the hostess' bed to find out who made them." Her own hat, an open-crowned turban of the dressmaker type, was an encouraging sample of "a little number run up at home." The equipment, cited as all that is necessary to turn out professional results, consisted of a small steaming tea kettle, a wooden block, scissors, needle and thread and plenty of plain pins. To the query of "What do you use if you don't just happen to have a block around the house," Mrs. Phillips replied that every woman has an individual block—her own head—which will serve as a good working base.

Brandishing her scissors, Mrs. Phillips



"I think we'll change this from a poke bonnet to an off-the-face brim," says Mrs. Phillips, as she snips away at a scalloped creation for Lois Walker. Miss Walker seems confident of the outcome.



Left: Stylist Phillips (left) speculates on the possibilities of a cherished old picture hat belonging to Mrs. Linnea Ringdell.

Below: Mrs. Phillips adds the finishing touch to the completed hat as Mrs. Ringdell models it. Front row, left to right: Mrs. C. W. Eubanks, Eda Lehmann, Mrs. M. J. Eltgroth, Lois Walker, Gussie Weinrich and Mrs. George Dempsey. Back row, left to right: Mrs. C. H. Ordas, Grace Baldwin, Bodell Huss, Mrs. Ringdell, Mrs. Phillips, Clara Weinrich, Margaret Adams and Mrs. Harry L. Anderson, president of Union Station Chapter. Mrs. Anderson is wearing a hat of her own design.



speculatively surveyed the dejected assortment of hats which obviously had seen better days and selected a venerable black sailor that had given good service to Miss Gussie Weinrich. A ruthless slash and quick steaming over the kettle and the crown, turned inside out, was softly moulded to Miss Weinrich's head. The double brim, also steamed and stretched, was manipulated into an off-the-face effect with a sweeping fuchsia feather inserted at a dashing angle. An ancient but valuable velour, belonging to Mrs. C. H. Ordas, was the subject for the next demonstration. Another short session with the scissors and tea kettle, a few pins inserted, and Mrs. Ordas also had a hat which bore no resemblance to its original design.

The Right Hat for the Face

The demonstration progressed and Mrs. Phillips held the audience enthralled as, to the accompaniment of a running comment of explanation, she deftly draped their old felts into modern lines. What appeared to be the most hopeless of the lot, a battered fatigue number contributed by Mrs. M. J. Eltgroth, daughter of Mrs. Harry L. Anderson, president of Union Station Chapter, was converted into an attractive "beanie," surmounted by a soaring bow. Two of the creations which departed most radically from their original styles were the faithful old Mallory belonging to Grace Baldwin and Mrs. Linnea Ringdell's large grape felt picture hat; Mrs. Ringdell emerged from the fitting in a cloche, described as an example of the new "covered up" look.

Commenting on the seasonal changes in fashion, Mrs. Phillips urged a disregard of the dictates of style and the selection of the right hat for the individual face; small hats for delicate features and large hats for large faces

with bold features and for women with heavy shoulders. White and gray-haired women were advised to avoid indeterminate colors and to emphasize the beauty of their hair coloring with black or deeply toned hats. She also discussed the principles of steaming and blocking, the application of trimming, sewing materials with the professional touch, and the care of the finished product.

The audience and the demonstrator both appeared reluctant to conclude the performance. During the course of the meeting Mrs. Phillips revealed that hats have intrigued her since she was a child. The role of wife, mother and house-keeper allowed few opportunities to indulge her creative urge, except as practiced on visiting friends. By her own confession, no hat was safe when once placed on her bed, and luckless visitors usually went home wearing remodeled numbers or in hats belonging to their hostess. She was persuaded to demonstrate her technique before a neighborhood group and when it resulted in a repeat performance, she went into business.

While it is not probable that the enthusiasm for homemade millinery which developed at this meeting will make an appreciable difference in the national expenditure, everyone who attended considered it profitable and constructive.

Women's Club Chapter News

★ Othello Chapter

Mrs. E. R. Berkey, Historian

Our first Fall meeting was held October 1st and it seemed good to be together again, although it was a grand summer vacation and we did not completely drop our activities. The regular monthly card parties continued each month and in August Ways and Means Chairman, Mrs. Frank Schumacher, with the help of most of the voting members, prepared and served a banquet for fifty men of the North-South Highway Booster club and in September we honored the Past Presidents with a banquet and card party. All the Past Presidents of our club attended except Mrs. J. Frazier, and each one told the highlights of her term of office, giving us a very interesting history of our club. Mrs. Jas. Beatson, Past-President of the Three Forks Chapter, and Mrs. E. R. Berkey, Past-President of the Spokane Chapter, were also honored. After the banquet some of our gentlemen members joined us and we spent a very pleasant evening playing pinochle.

Our meeting November 5th was well attended. Treasurer Mrs. John Kelly reported all bills paid and a comfortable bank balance, and Ways and Means Chairman Mrs. Schumacher reported our Special flower fund, which is raised through our birthday and penny march, had grown to over \$6.00 in two meetings. Mrs. A. W.

Hays and Mrs. E. K. Reynolds, with the assistance of other members completed bringing our Honor Roll scroll up-to-date. The following officers were elected for the ensuing year: Mrs. R. O. Brown, President; Mrs. W. Tilger, First Vice-President; Mrs. A. W. Hays, Recording Secretary; Mrs. Ira Horn, Corresponding Secretary; Mrs. John Kelly, Treasurer, and Mrs. S. M. Pessein, Historian.

Mrs. John Kelly gave us a very graphic report of her trip to Chicago, the business conducted there and the excellent entertainment provided for the delegates, and made us wish it had been possible for all of us to have attended. Meeting was adjourned and lunch ribbon sandwiches, home made cake and coffee served while members planned for our Christmas holiday entertainment.

★ Ottumwa Chapter

K. M. Gohmann, Historian

Our sincere apology to any retired employee who did not receive a direct invitation to our annual party honoring all our retired men, it was hoped all would read the general invitation and announcement in the Ottumwa Courier and be among those present at the party on November 7th in the K. of C. Hall, where 200 members of the "Milwaukee" family gathered at six o'clock to enjoy another of the "famous feasts" prepared by the "Milwaukee" women and entertainment especially planned for all retired employees.

Our president, Mrs. F. L. Wilford, expressed her pleasure in having the retired employees as our honored guests and our past president Mrs. M. L. McNeerney gave a word of welcome to them. Superintendent Hotchkiss spoke briefly to the guests, expressing his pleasure in being permitted to be among them. The guests responded nicely to the request of Mrs. J. L. Frost to join in the "community sing" with Mrs. R. M. Johnson accompanying at the piano. Mrs. Wm. Fry, chairman of the entertainment committee, arranged a clever and entertaining program with a saxophone solo by Miss Ross, accompanied on the piano by Miss Shirley Baughman; also, a song by Miss Coleen Baughman; a Russian toe dance by Barbara Brunk and Joan Elsensohn; humorous readings by Richard Collins, grandson of retired Section Foreman A. R. Nicholson and outstanding this year amongst the students at Ottumwa high school as their cheer leader; tap dance by Melvin Johnson and Allen Kough. Melvin is the son of operator R. M. Johnson of the dispatcher's office. Plans for the party were formulated by Chairman Mrs. R. O. Clapp and committee.

The biennial meeting in Chicago was attended by Mrs. F. L. Wilford, president; Mmes. Harry Pyle, R. O. Clapp, Harry Nicholson, Norbert Davis, Mrs. Frank Ebberts, A. L. Love, Lloyd Frost, Robert Fulton, Bert King and H. G. Barnard.

★ La Crosse Chapter

Mrs. C. E. Berg, Secretary

The La Crosse Chapter met October 2nd. A pot-luck luncheon was enjoyed by a large gathering. Mrs. Rickard won the door prize. Club members had the pleasure of meeting Mrs. Ayers, wife of Supt. M. P. Ayers, who was recently transferred here from Miles City. After a short business meeting cards were played.

★ Marmarth Chapter

Mrs. Forrest Williams, Historian

Business meeting was held on October 10 with a good attendance. We read our motto and saluted the flag. Good Cheer reported sending get well cards to two members. Mrs. Robert Christenson won the \$1.00 bank prize and William Streibel the 25c prize. Lunch was served by Mrs. O. G. Hedges, Mrs. John Duffield and Mrs. Raymond Hadley.

★ Madison, Wis., Chapter

Mrs. A. J. Graves, Historian

First meeting of the fall was held Oct. 3rd, following a pot luck luncheon which was served to 22 ladies. Meeting was called to order by Mrs. Tomlinson, president, who graciously welcomed all back again.

Plans were made for the October card party, the first of the series starting this fall. The proceeds of these go to the disabled vets at the Mendota Hospital, at Madison. The committee appointed is Mrs. C. Allemaug, chairman, Mrs. L. Wagner Mrs. W. Cammeron, Mrs. A. J. Tomlinson, Mrs. Oscar Klein, and Mrs. Ollis Johnson.

The members were very happy to receive the award for going "over the top" on the membership drive. The president appointed a nominating committee, which consists of Mesdames John Hodgson, Carl Knope, and Gilbert Gleason. The Good Cheer chairman reported sending four cards to the sick. The club rooms look very cheerful now with the new shades, curtains and clean drapes. Mrs. E. Jenkins received the bank dollar, Mrs. Jay Shipley prize package. Decorations were fall flowers and autumn leaves of various colors. Hostesses were Mmes. Jay Shipley, chairman, John Tomlinson, George Tormey, John Hodgson, John Vanderhel.

★ Fullerton Avenue Chapter

Teresa Zopf, Historian

Regular meeting was held October 8 in the club rooms. Following reading of the minutes discussion was held on Christmas gifts for the Vets. It would be appreciated if anyone having jigsaw puzzles, crossword puzzles, playing cards, and pocket edition books, would bring them to the club rooms. These donations would be gratefully received as there are many Vets to be taken care of this year.

Following the meeting Mrs. Josephine Phillips, hat designer, demonstrated her skill in making new hats from old ones. There was a very good attendance at the meeting and many of the members went home with hats stylishly remodeled from the old ones they had brought with them.

★ Spencer Chapter

Mrs. Leo Blanchard, Historian

The Spencer Club met Monday, October 14, at 8 o'clock in Farmers' Bank basement. There were fifty present, including the men guests. After the business meeting they all joined in a lively game of Bingo. After the first set of about 20 prizes were gone the winners picked out their prizes from those already won. The late winners were the lucky ones.

A pie social followed. The men found partners by matching half a picture to a half held by some lady. He then bought his partner pie and coffee. There were many kinds of pie and so delicious that most everyone bought the second piece. This pleased the Ways and Means Committee.

★ Dubuque Chapter

Mrs. Grace Bensch, Historian

Our club resumed its fall activities on Sept. 20th. All reported a most enjoyable vacation. We held our family picnic at Eagle Point Park on July 30th with a very nice attendance. We are now holding our meetings on the third Friday at the Y.W.C.A. rooms on 11th and Iowa Sts. Our September meeting was well attended. After the business meeting a social hour was enjoyed at cards, and refreshments were served.

October meeting was held on the 18th with Mrs. P. H. McGough, president, presiding. Reports were given and approved. Upon completion of business cards were enjoyed with a prize for each table and refreshments were served.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Oct. 9th with a good attendance. The club voted to donate \$15.00 to the Community Chest. Good Cheer chairman reported that flowers were sent to a member who was ill. Several thank you cards were read. There being no other business the meeting was adjourned for cards. After the games refreshments were served by Mmes. James O'Brien, Warren Essels, John Schultz, John Zassder and Mrs. J. S. Biringer. Door prize went to Mrs. Felix Siomski.

Avery Chapter

Mrs. Wm. F. Koehler, Historian

The first meeting this fall was held Sept. 4th. An old-time dance was held this summer and \$30.00 was cleared. President Mrs. La Shell served refreshments after the business session, after which pinochle was played. This month's meeting was held Oct. 2nd. After the business session a lunch was served by Mrs. Ralph Townsend and Mrs. H. Higgins. This was followed by pinochle.

Minneapolis Chapter

Mrs. H. R. Campbell, Historian

More than 200 members attended the "welcome home" party for our veterans given jointly by the Women's Club and the Service Club. The party was held at Laidlaw Hall on Sept. 23rd and 63 former service men and their ladies were our guests.

F. P. Rogers, Master of Ceremonies, welcomed our guests, then introduced Wm. O'Neil, Chairman of the Service Club, Gen. Supt. Bagnell and Mrs. F. Webster, our president, who also added a word of welcome. Mr. Rogers next introduced Ruben Holmquist, who entertained with a group of songs. He was accompanied at the piano by Mrs. Russell Heim.

Following the program, a sumptuous smorgasbord was served. The dining hall and tables were gaily decorated in red, white and blue. Mrs. Teigh, Goodwill Chairman, her committee, and a large group of the ladies saw to it that everyone had plenty to eat. An orchestra furnished music for dancing. The party was pronounced a huge success by all those present.

The first meeting of the Fall season was held Sept. 26th at Gustavus Adolphus Hall. Reports were read. There was one welfare case during the summer. It was reported that eight persons were contacted, three phone calls made and eight cards sent during June, two persons contacted, five phone calls made and ten cards sent in July, seven persons contacted, seven personal and phone calls made and six cards sent in August. We are happy to report that our membership for this year is 1,221 and we were rewarded \$65.00 in prizes. Congratulations to our Membership Chairman and all those who worked so hard to make this possible.

Starting in October, our meetings will be held at Laidlaw Hall, 1st Ave. and Lake St., on the third Wednesday of the month. Following the meeting, the members played bingo, after which refreshments were served.

Austin Chapter

Mrs. G. L. Wood, Acting Historian

At the October meeting eight small tables were festive with Hallowe'en candles, candy and napkins. Hostesses were Mrs. O'Brian, Mrs. Malmstedt and Mrs. Siegfried. A former member, Mrs. Walter Pierson of Minneapolis, was a guest. Several new members were introduced. It was voted to hold a rummage sale the latter part of October. When scores were tallied at the end of the bridge game Mrs. Earl Long was high and Mrs. Howard Neelings low.

New Lisbon Chapter

Mrs. George Oakes, Historian

On Tuesday, Sept. 10th, regular meeting was called to order at the Park Hotel. Good Cheer report was \$27.08 spent during the summer recess, 51 personal and phone calls made, 22 cards sent and 16 families reached. Ways and Means reported that we cleared \$12.00 on our rummage sale held June 22nd, and \$14.15 from our other usual sources making a total of \$66.15. A carton of rug material was sent to Chicago for Hines Hospital. Two funeral dinners were served, four babies received gifts, six boys entering the service were each sent a box of candy.

Motions were carried to order 10 dozen dish cloths from the Sunflower Knit Cloths, Sangamon Mills, Cohoes, N. Y., and to remember our service boys with gifts at Christmas time. The auditing chairman, E. Karner, gave her report, which was accepted.

After adjournment bingo was played for five cent articles and luncheon served by Mesdames E. Karner, V. Artz, V. Robinson, J. Bogert, E. Krotzman and E. Mueller to 29 members and one guest. Voting members having birthdays in July, August and September were guests of honor.

At October 8th meeting Good Cheer report was \$6.25 spent, nine personal and phone calls made, eight cards sent and seven families reached. Net profit earned by Ways and Means was \$6.39. A box of candy was sent to one hospitalized service boy. One baby gift was sent. It was decided to have a nominating committee. We received an award check for being the first chapter in our group for going "over the top" in our membership increase drive.

It was decided to have a Christmas party. Mesdames E. Gongaware and R. Zeilsdorf are to gather information as to where to be held and who will serve, etc., and to report at our next meeting. After adjournment a White Elephant sale was held, and luncheon was served by Mesdames E. Gongaware, G. Oakes, J. McCathie, Jr., Wm. Kallies, H. Anthonisen, A. Mettall and J. Gibson to the 20 members and two guests. Voting members having birthdays in October were guests of honor.

Mitchell Chapter

Mrs. John Entwistle, Historian

The first fall meeting of the Mitchell Chapter was held Monday evening, October 9th. A very appetizing pot-luck dinner was enjoyed by the members and their husbands. After the dinner a short business meeting was held with Mrs. Paul Olson presiding. Although the Chapter took its usual summer vacation good cheer work was carried on by Mrs. H. B. Peterson, chairman.

We are happy to know our club topped last year's membership and has received a prize for doing so. Bingo was enjoyed following the meeting with high prizes going to Mrs. Frank Grace and Paul E. Olson.

Sioux City Chapter

Mrs. Ben Rose, Historian

Lovely chrysanthemums (George Kostis' gardens) and unusually odd gourds (Elmer Weiland's) lent beauty and ornament to five long dining tables, over which a squadron of yellowish-green-eyed black cats, out to outdo the FBI, arrogantly shadowed their quarry at our annual membership turkey dinner October 29. Overhead, streamers of purple and gold added a festive touch to the occasion. To Mrs. George Gaskill, a big black cat pin with diamond eyes for the original and appropriate decorations. Mrs. Joe O'Connor assisted as dining room hostess.

Gastronomically speaking, Mrs. George Wean and Mrs. Roy Whipple are herewith presented with honorary memberships in the Royal Order of Lucullus. The menu: Turkey with dressing, mashed potatoes

with gravy, peas, tossed salad, celery hearts, parkerhouse rolls and butter (Mmmm, good at 85 cents per), ice cream and coffee. A big plateful of it!!! And no food wasted.

Mrs. Art Nelson, ever the resourceful replenisher of the exchequer, raffled a turkey and a goose. Proceeds \$88. Lucky ones—Mrs. Ralph White, the turkey; John Dunham, the goose. Mrs. F. D. Morgan received a pair of nylons for selling the most chances.

Entertainment for the evening was under the direction of Jess. Jamison, assisted by Mr. and Mrs. J. D. Shea, Mr. and Mrs. T. J. Snyder, Mr. and Mrs. V. K. McCauley, Mr. and Mrs. Art Nelson and Mr. and Mrs. F. D. Morgan.

Preceding the dinner a brief business meeting was held. Our president Mrs. Jay Bailey presiding. Following the recitation of our club motto, reports from secretary Mrs. R. W. Leeper and treasurer Mrs. T. J. Snyder were approved. Mrs. V. K. McCauley, corresponding secretary, read thank you letters for sick cards sent, also letters received from Mrs. G. W. Loderhose, president general, Miss Lindskog and Mrs. J. T. Hansen expressing regret at their inability to attend the dinner. Registrars Mrs. Mike Gallas and Mrs. Elmer Weiland report an attendance of 350.

Mobridge Chapter

Mrs. Jo Willard, Historian

Mobridge Chapter held its October meeting in the club room with Mrs. W. B. McCoy presiding. Reports were heard from the various committee chairmen. Good Cheer reported nine families reached and several "Thank You" notes were read. Our president's resignation due to poor health was read and accepted, Mrs. McCoy becoming our new president.

At the close of the business meeting a musical program was enjoyed. Piano solos were played by Mary Ann Nord and David Magera. Mrs. Roy Fowler and Mrs. Jo Willard served refreshments. Mrs. Dora Anderson received the door prize.

Terre Haute Chapter

Mrs. Albert Düensing, Historian

The October meeting was well attended and a covered dish supper was enjoyed by all. The meeting was opened by the president, with all pledging allegiance to the flag and reciting the club motto.

Mrs. Pat Bailey, president, and Mrs. Oscar Bond attended the general meeting and luncheon in Chicago. Others who attended the luncheon were Mrs. Wm. Cravens, Mrs. John Church, Mrs. Joe Taylor, Mrs. Harley Taylor, and Mrs. Henry McNary.

At the November meeting a rabbit supper was served with pumpkin pie for dessert. Hostesses were Mrs. Luther Nash, chairman, assisted by Mrs. Roscoe Joseph, Mrs. Gramm, Mrs. Elmer Roberts and Mrs. Ogden. On Nov. 9 a card party was given at the club house as a get-together for all members. The committee in charge was Mrs. Camel, Mrs. Isbell, Mrs. Powell and Mrs. Elmer Roberts.

Perry Chapter

Ora De Lany, Historian

Our chapter had a family night on Nov. 1 at time of regular meeting. There were 50 members and their children present. It was strictly pot-luck with only the coffee made at the club house.

Mrs. Kitch gave a very nice report of the general meeting in Chicago. President Mrs. Ryan reported we were awarded a nice cash prize for increase in membership. The card committee reported sending 17 sick and sympathy cards, two bouquets for funerals. Help was given one family. Our next meeting will be a Xmas party.

about People of the Railroad

INFORMATION TALKS TIDINGS
EXPERIENCES BULLETINS CHATTER VERSE VIEWS HUMOR
REPORTS HAPPENINGS NEWS ANECDOTES GREETINGS BROADCASTS CH.
STORIES

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Trucker George T. Jacobs, while on his recent vacation, had the misfortune to break his hand.

Warehouse Foreman E. L. Cook is recuperating at home after another stay at the hospital. Checker Lowell Bryant is relieving until Mr. Cook resumes his duties.

Another freight house employee on the sick list is Trucker L. R. Laws, who recently underwent an operation.

Elmer Thompson, son of Carman and Mrs. Andrew P. Thompson, is home on terminal leave and will receive his discharge soon. He has been in the Navy for six years and really "saw the world," and also plenty of action.

Have you seen the new terrace at General Car Foreman T. P. Schmidt's new home? Looks wonderful, but what a job it's going to be to push that lawnmower! He did all the work himself, while on vacation, and handled that tractor like an expert.

Carman Karl Otto Larsen, who celebrated his 65th birthday on Oct. 13, was congratulated by his co-workers and received a sweater from the gang. A tasty buffet luncheon was served at his home. Otto has been in the service of the Road for 30 years.

Ada Lee Olsen and her husband are operating a farm in addition to working. Ada at the typewriter and Harry in the contracting business. (Ada has been the round-house clerk here for many years.) They are now busy planning their new home which Harry is going to build as soon as the materials can be acquired.

Council Bluffs and Omaha employees wish all a merry Christmas and a happy and prosperous New Year.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

First thing, right off the pile of news items which I did not get but which I learn about in deep dark ways, is that, as usual, Passenger Conductor A. J. Carlson and son Jim each got the limit in big game. Did not learn if it was deer or elk, or both, but if there should ever happen to be either or both within the state limits, our experience has been that no sooner sighted than the tags are on said game. Perfect shots at any distance, we hear.

Mr. and Mrs. William T. O'Riley have been visiting friends and relatives here, there and everywhere during the past month. They stopped off in Deer Lodge and Butte for a week. Mr. O'Riley was for many years chief clerk in our division superintendent's office, both in Deer Lodge and Butte; now in Spokane.

Believe it or not, this item was mailed to me, for which I am indeed thankful and hope the sender will do it again: Visitors along the Rocky Mountain Division during October were Mr. and Mrs. B. E. Van Alstine of the Tacoma sub-station. Among those who entertained them were Mr. and Mrs. W. I. McKenzie of Morel.

Engineer and Mrs. Herbert Wilcox have returned from a 10,000-mile trip by car through the East and South. About all we could learn from Mr. Wilcox was all about traffic signs and the strange creatures that lit in the car; the Mrs. threw them out, of course. I might explain, said creatures were frogs and bugs. They had a fine trip and went everywhere and saw everything.

The death of John W. Lane occurred on Oct. 29 after he had been called to go out on an eastbound freight train. After working for some time he became suddenly ill and passed away shortly after reaching his home. He is survived by his wife, two sons and two daughters. He was employed by the Road as trainman for many years, having at one time served as boardman at this terminal. We extend our sincere sympathy to this family.

Engineer John Smeltzer retired on Nov. 1 and he and Mrs. Smeltzer have moved to their lovely fruit ranch near Big Fork on the east side of Lake Flathead, than which there is no more beautiful place in the Northwest. Mr. Smeltzer has been an engineer on the Rocky Mountain for so many years it will seem odd not to see him on an engine, but he is happy and satisfied.

Engineer Sam Haffner is on one of the Butte helpers, having been assigned to the job vacated by Retired Engineer Smeltzer. Mrs. Haffner is visiting her brother in Minneapolis for a few weeks.

Engineer and Mrs. Chester Markel have returned from a short visit to friends and relatives in Wisconsin and Illinois, visiting among other places at Mr. Markel's brother's home near Chicago.

Terry Lonan has been assigned to third trick as operator at Three Forks. He will move his family here from Butte as soon as a house can be obtained.

Have you ever been lucky enough to get in on a Milwaukee Women's Club dinner at Three Forks? Get your name in right now for the next one. It took me 30 minutes to work down to a small clear place on my plate and I never did get it all eaten. By the time that serving of steamed fruit pudding arrived I was more or less in a daze and the reason we all sat around those beautiful tables so long, holding up the card party, well—we just couldn't get up. And also, we enjoyed listening to the music on the club piano, by Jack Rector. All this occurred on Nov. 12 at the regular Harvest Dinner of our local chapter.

SUPERIOR DIVISION

J. B. Phillips, Correspondent

Of late we have had quite a few retirements, especially among the conductors. Passenger Conductor John H. Rowley, retired on Sept. 17; Passenger Conductor John J. Fleming, retired as of July 29; Passenger Conductor Thomas J. Tuel, retired on Sept. 24; and Conductor A. J. Bopray, retired on Sept. 28. We hope all of them will enjoy their much earned pension.

Conductor Fleming has moved to Hot Springs, Ark., where he and Mrs. Fleming intend to spend the rest of their days. John provided for this some time ago by buying a house there and he no doubt will enjoy the warm climate after Bark River, where it really gets cold.

Conductor Emil Landry is again confined to the hospital. We hope he will soon snap out of it as he has had a long siege of sickness in the past few years.

Ethyl Hermansen, operator at Plymouth, Wis., is at present confined to the hospital at Madison, Wis., where she underwent a serious operation. We hope we soon will see her back on the job pounding the key.

Public Relations Representative Ed Hoerl has been out on the division several times showing the picture, "A Railroad at Work," which has two Superior Division employees in it, Conductor B. T. Petersen on the passenger train and Brakeman John P. Anderson. We on the Superior Division are kind of proud about it.

Milton Deacon and some of his pals are up at the hunting lodge in upper Michigan hunting deer, so we probably will have some venison in the store department when he returns.

Chief Clerk Kramer joined a bowling club this year. However, someone who figured he is not making enough progress in the profession left a pamphlet on his desk called "Bowling Tips," explaining the art in detail, under the heading, "Clear Heads Choose Calvert." Hope this will enable him to show 'em up.



Engineer Ray Morse, who retired on Oct. 24 after 45 years with the Road (38 years as engineer and 31 of those years on the Storm Lake, Ia., run), cuts the cake at the "caboose banquet" given in his honor, as his train stood by at the Storm Lake depot. In the center of the table may be seen all that was left of the chicken dinner which was prepared by Conductor R. H. Gilbert, reputed to be a mean hand with a skillet. Seated around the banquet board, left to right: Bus Driver Lyle Simpson, Freight Service Inspector A. E. Fairhurst, Marion, Ia., Brakeman Joe Grant, Fireman Clyde Ibsen, Roadmaster Verne Belles, Engineer Morse, Conductor Gilbert, Agent M. L. Fitzpatrick, Freight House Foreman Arthur Earhart and Brakeman L. N. Mincer. Engineer Morse will not reach retirement age until next March, but is taking vacation leave now. (Photo courtesy Pilot Tribune, Storm Lake, Ia.)



Surrounded by a group of well-wishing friends, Edna Greinke and Ashur P. Lutz of the auditor of expenditure's office, Chicago, accept congratulations on their approaching marriage and admire the homemaking appliances which they received from their co-workers. Standing directly in back of them are Bureau Heads H. C. Johnson (left) and M. R. Samp. Edna has been on a leave of absence since their marriage on Oct. 26 and office friends who have been guests of the newlyweds testify that she can really do tricks with that electric mixer. Correspondent Bernie Williams gives additional details in his column.

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Congratulations to R. E. Thoren, appointed bureau head of the shop timekeeping bureau on Oct. 24. Rudy has all his workers behind him in his new position.

Best wishes for Edna Greinke and Ashur P. Lutz of the accounts receivable bureau, whose office friendship bloomed into married happiness. Both Edna and Ash have been with the company over 30 years and their countless friends presented them with suitable and hard-to-get gifts at an office shower. The nuptials took place on Oct. 26 at the home of the bride's mother.

Jean Wheeler, AFE bureau, entered and exited from the hospital for repairs, but still isn't back to work. Conrad F. Ramstack, assistant AFE bureau head, also underwent repairs and is still out of action. John Oswald, statistical bureau, has not returned from a long hospital stay. Ray Keen, extra gangs, was gone for a spell on account of an operation.

John Mooney has returned from his leave of absence. Nina Moore is also expected to return soon. Both convalesced in California. Tom Walters, bill and voucher bureau head, has also gone westward for his health. In the meantime, Charles A. Payne is piloting the bureau. Martha Erickson of the payroll bureau has taken another leave of absence.

Resigning from the office in favor of household duties this month were Erna Weigt, computing bureau, and Harriet Sabcinski, bond bureau, who decided to let "Skip" take over.

Official! The engagement of John Brock and Mary Daly, Oct. 9.

Johnny Barrett, erstwhile T&E co-worker, has taken to the night shift gang of Mr. Sowle's crew in the machine room.

Jerry Debs' bubbling-over appearance of late was the result of a furlough for her fiance, Jim Hampton, from Camp Lee, Va. Ain't love grand?

Gabrielle Oberlaender left our midst on Nov. 2 to take up housewife duties. Her friends presented many useful gifts on the occasion.

The umpteenth annual Hallowe'en party thrown by the S.P.T. force came off on Nov. 1, staged with the usual goblins and witches (no offense, girls). A wonderful time was had by all and the goblins didn't seem to get anybody. Among those present, believe it or not, was "Kilroy."

Another character who has shown up is ex-Gob Fred S. Morrison, once again the CDA messenger representative (office boy). Welcome home, Admiral! Upon completion of nine weeks' bowling,

our girls' kegeling loop is tied up in a three-way tie, with the Varsity, Chippewa and Arrow crews in the lead.

Team—	Won	Lost
Varsity	17	10
Chippewa	17	10
Arrow	17	10
Copper Country	15	12
Pioneer Limited	14	13
Marquette	14	13
Fast Mail	13	14
Southwest Limited	13	14
Hiawatha	12	15
Sioux	12	15
Tomahawk	10	17
Olympian	8	19

Ann Kennedy has a single game high with a 201 and Mabel Klug second with 193, while Marian Klewer has a three-game high of 525 and Nora Kane is second with 482. The Pioneer Limited has high team game of 733 while the Hiawathas have a 3-game tops of 2056. The leaders in individual averages to date are Marian Klewer, 153.22; Mabel Klug, 153.1; Catherine Hanrahan, 139; Nora Kane, 137; Florence Steiner, 133; Ann Nixon, 131; Gert Alpert, 130; Ruth Stanley, 130; Eleanor Keen, 129; and Shirley Klein, 128.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

The cold weather ushered in Tess Farr, to announce a wee addition to the family.

Managed to round up the last of the vacationers, namely, Frank Wald, who took a trip to Turkey Run Park, Ind. He's getting in top shape to meet his new responsibility of becoming a grandfather.

Milton Croadsdale came back from a hunting trip with seven fat pheasants and brought pictures to prove it.

If the housing situation continues, Art La Rue will soon be forced to take up permanent living quarters at his desk. Does anyone have a spare closet?

There is always something interesting to report, such as Art Petri's new grandson.

The two ASA&OC entries in the bowling league came to the "battle of the century" roll-off not so long ago and, as is often the case when the opponents are well matched, the honors were divided. Gene Krupka is still glowing with pride at the 226 game he roiled, topping Jack Jennings' 217.

The only painting Bill Slodowy will do from now on will be with water colors. He recently decorated his home, which left him full of aches and pains.

Now that meat is available, Oscar Jensen has decided to get rid of his poultry and go back to steaks.

Now, a merry Christmas to everyone.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Doris Jones, stenographer and typist in the general passenger office, has been promoted to secretary to H. Sengstacken, assistant passenger traffic manager, whose former secretary, Ralph Burbank, is leaving for a position with the Chicago Rawhide Manufacturing Company in Chicago.

We have a newcomer in the shipping room of the advertising department: Angelo Pope, who is a brother of Al Pope. Al has taken a position in the purchasing department.

Louise Linzer of the reservation department was married on Nov. 2 and is now Mrs. Richard Felix.

Corrections of last month's column: Agnes Alren did not have an operation—not even a slight one. Also, we wish to state that Sam Grafensten's name is spelled without the "i."

Virginia Gort is sporting a new diamond ring on the third finger of her left hand.

Emery J. Virgin, formerly of the information bureau on West Monroe Street, is now located in the general passenger office as rate clerk.

S. M. Berg, formerly located in the general passenger office and for the summer at Gallatin Gateway Inn, now is working as ticket clerk in the city ticket office.

RESERVATION BUREAU

The co-workers of Walter "Mac" McGarvey, assistant manager of the reservation bureau, are happy about his recent recovery from the injury to his eye.

Also returned to the fold (room 342) is Mrs. Bernice Murphy, who had a serious spell of illness.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

The office of auditor of passenger accounts was well represented at the Armistice Day memorial services held at the Union Station. The observance brought back memories to our veterans of World War I. On that day in 1918 Frank Zapp was somewhere between Verdun and Metz. Charlie Trainor was in the barracks at LeMars, waiting to be sent to the front. Wallie Carrow was stationed in Troyan (Sur Meuse). Raleigh Padgett was attending army radio school at Valparaiso University. Tony Naatz was on the battleship Arkansas, anchored in a Scottish port. Howard Smith was in training at Love Field, Dallas, Tex., and Art Dryer was on the battleship Wilmette, guarding Lake Michigan.

Long, long ago

The old parlor stove may be a thing of the past. But to grandfather, the fond memory lingers—memory of its mellow warmth on that winter's night he enjoyed his first Dutch Masters Cigar—long, long ago.



DUTCH MASTERS CIGARS

The abstract bureau was all in a dither as Dorothy Fry announced her engagement to Jimmie Sedlack on Nov. 6.

The Tomahawk bowling team, composed of E. Martwick, C. Sporleder, W. Barrington, E. Kusch and H. Tobin, are proud of their 24 wins out of the 33 games played to date. They are in first place by a two-game lead and received free entry in the city tournament, which is to be held at the Bowling Lanes, Broadway and Foster.

Gus Rhode was on the sick list for a while but is back in condition again. Flo Hurless is also back on the job and feeling in the pink.

Rudy Spandeau dropped in to say hello and shoot the breeze with some of his friends. Rudy, as you may recall, underwent a serious operation.

Fred and Verle Dittman are the proud parents of a son, born on Oct. 31, and weighing in at eight pounds three and a half ounces.

The Southwest must charm the girls of the computing bureau; Cora Smith is the latest one to make the trip down Mexico way.

Ruth (Conway) Fortman resigned on Nov. 19 to take up home planning as a full time occupation.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

George Lavalle, interline, ill for some weeks, is at University Hospital for a check-up. We're hoping to see him back on the job soon.

Susan Stops, interline, after enjoying a month's rest and visit with relatives and

friends in New England states, returned to work on Nov. 1.

Little Marion Buerger, accounting machine room, left the service on Nov. 1.

Election results seem to have been the cause of resurrection of old eye shades by William "Kelly" Nash and "Stash" Tesser, rate bureau. Both say they were hard to get. Still, we are glad to see their customary smiles returning.

The bowlers are becoming active again. The powerful Tomahawks, captained by Red Sporleder, will represent the Milwaukee Road Bowling League in the city tournament, to be held at Bowling Lanes at 5221 Broadway sometime in December. Jack Jennings, star basketball coach, rolled a 211 game; W. Marshall got a big 234 one. Our own Al Larson had a roaring 219 game, showing he is still in good form.

Our basketball team is again playing in the Lincoln-Belmont "Y" league, on Wednesday evenings, at six o'clock. The team is in great shape and a successful season is expected, says Coach Jack Jennings. The team is made up of employees of Fullerton Avenue building; Ray Jennings, freight claim department, all-city Catholic league star; also, player Melandy of the same league. Player Storms of the engineering department, former University of Missouri player, will work at center; Bob Damm, freight auditor's office, and Bob Hall, freight claim department, alternating at center. Bob Rudd of H. C. Johnson's office is the new manager-player. The reserve strength is good, with Jim Dietz and Bill Rice of freight claim office, Jack Canty, record room, and J. Slikovich, car accountant's office.

Car Accountant's Office

Harry M. Trickett, Correspondent

Mr. and Mrs. George Skaja (Helen Seyan) announce the arrival of Cheryl Ann on Nov. 3. Also, on the same date, Mr. and Mrs. Harry Reinhart became the parents of a baby girl.

Another proud mother is Marian Scharlow (Preihs), who presented her husband with Rick Paul, nine and a quarter pounds, on Nov. 10.

Katherine Tague displayed an engagement ring on Oct. 26 and was the recipient of many congratulations.

Dorothy DeWald was flying high at the office on Nov. 11, wearing an orchid and exhibiting a new diamond ring.

Upon their arrival at the office on Nov. 9, Bernice Wise and Florence Hehr received the sad news of the sudden death of their mother. Sympathy was extended to them.

Mary Skiles resigned on Nov. 9 to accept a position with Mr. Lahey, division freight agent in the Union Station.

Warren Chambers, who returned to the office on Jan. 15 after overseas service, resigned on Oct. 31, as his family is moving to California.

David J. Staley, formerly of this office, has been appointed traveling freight and passenger agent with headquarters at Cincinnati, Ohio. Congratulations are hereby extended.

Mrs. Laura Whitson, who retired on June 30, writes that she is enjoying her retirement.

Marie Leike, who was convalescing after

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surgery on Aug. 31, submitted to another operation and has returned home.

Jake Lewin, who had been in a critical condition at St. Elizabeth's Hospital after an emergency operation, was reported, on Nov. 15, to be much improved.

I & D DIVISION

Margaret C. Lownsberry, Division Editor

We extend sympathy to Mrs. Theodore Pattschull on the recent death of her husband. Mr. Pattschull began his employment with the Milwaukee Road in 1906 and completed his last run as engineer on October 13, just before his illness. He is survived by his wife, two daughters and four sons.

Conductor A. M. Almklov applied for the pension on Oct. 30 after completing 40 years of service. We all wish "Ole" many years of happiness on his well-earned vacation.

Mr. and Mrs. John McGourty were honored at a family dinner given by friends at Austin, Minn. for their 40th wedding anniversary, which they celebrated on Oct. 24.

A special train left Mason City on Nov. 9 for Madison, carrying 250 Iowa football fans, en route to the Wisconsin-Iowa football game. The train returned on Saturday night with a crowd of happy people, as Iowa won 21-7.

A daughter was born, Nov. 1, to Mr. and Mrs. John Dale Simon. Dale is agent at Sexton; the grandparents are Agent and Mrs. J. W. Simon of Chamberlain, S. D.

A recent wedding was that of Naomi Kerlin, daughter of Conductor and Mrs. W. R. Kerlin, to Lawrence LaRue.

At the Victory Dinner of the Mason City Community Chest held on Nov. 12, it was reported that the Milwaukee Road went over the top in a big way. The quota set for the Milwaukee this year was \$700; a net of \$755 was raised. Mr. Sizer was chairman for all railroads operating into Mason City; they all raised their quotas.

Conductor R. U. Smith, who has been on the sick list for some time, retired on Oct. 24, after 30 years of service. We all wish him a speedy recovery.

Agent F. O. Hahn, Whittemore, is the latest employee to take the pension. We wish him a long and happy retirement.

Lisle Young, regional public relations assistant, Aberdeen, S. D., who was in Mason City on Oct. 30, was a guest of the Rotary Club at luncheon and showed travel pictures to the Rotarians.

Dwaine and Robert MacGregor, sons of R. I. MacGregor and formerly tapemen in the division engineer's office, have been discharged from the armed forces and are now attending Mason City Junior College.

Charles Montgomery, retired roadmaster, visited the office on Oct. 24.

Max Farrell, formerly instrumentman in the division engineer's office at Mason City, has been discharged from the Army and has accepted a position as assistant engineer in Tacoma, Wash.

M. V. Davenport, former instrumentman, paid us a visit recently and advised he is taking employment in Idaho, leaving the service of the Road.

Your correspondent would appreciate receiving notes of interest from the various departments and stations on the line.



BACK ON THE JOB. Willard K. Peterson, a veteran of 42 months of Army service, was released on Oct. 7 with the rank of first lieutenant and returned immediately to his old job as agent at Sanborn, Ia. Seated here at his old desk, Willard is preparing to get back into the swing of things.

Sioux Falls Line

F. B. Griller, Correspondent

Miss Laura Sievert, assistant cashier at Sioux Falls, who won \$3 on a local radio quiz program on Oct. 22, did a bit of free advertising for the Road, refusing to let the announcer get a word in edgewise. She was finally informed that the Road's paid advertising is on Sunday night.

Michael Burke, retired employee, 75, died on Oct. 16 at the home of his son in Milwaukee, Wis. Services and interment were at Sioux Falls.

A newcomer to town is a son born to Switchman and Mrs. Donald L. Galland on Oct. 20. Congratulations on number two.

Carman John Bird, Sioux Falls, went to the Black Hills during the first week of November, taking his son along to show him the art of hunting deer. After a four-day vigil they returned with a five-point deer, shot by the son. Also trying for deer was Warehouse Foreman Nick Kelley.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Emil Frank, Sioux City fireman, who has been seriously ill in Chicago for the past three months, is back in service.

Passenger Conductor Fred Gardner is back at work after an operation on his throat.

Good news: "Curly" Erickson, veteran lineman, who suffered serious injuries in a fall in September, is out of the hospital. During his absence his work was handled by Lineman Jim Layman.

Department of statistics: A son, born to Brakeman and Mrs. Rene Pomerico at Sioux City on Nov. 9, and a son born to Brakeman and Mrs. Floyd Osborn at Sioux City, Nov. 12.

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Charles J. Keane, retired passenger conductor, underwent an operation at Sioux City on Nov. 12. He is reported to be on the mend.

Glenn Houser, deputy president of the BRT, is back in Sioux City for a short rest after attending the trainmen's convention at Miami Beach, Fla. (Imagine any one needing a rest after three months in Florida!)

William E. Robinson, veteran Sioux City fireman, was seriously injured at Sioux City on Nov. 13 when he slipped from the rear footboard of a switch engine and his right arm went under the wheels. He will be laid up for some time.

Miss Helen Roth, stenographer in the office of DF&PA at Sioux City, was married recently and has gone to the West Coast to live. Miss Roth was relieving during military leave of absence of Alben McMaster, who has returned to service in Mr. Zane's office.

For the information of many inquirers, the luscious blonde relieving Miss Helen Flynn on the roadmaster's clerk job at Sioux City is Mrs. Hazel Carrigg and her husband is an ex-army top sergeant, six feet three inches tall and weighing 205 pounds.

SEATTLE GENERAL OFFICES

Shelleah Williams, Correspondent

Mrs. Violet Peterson is a newcomer to the general offices, replacing Mildred Ramberg in the industrial department. Mildred left in October to join her ex-GI husband and now lives in Tacoma.

E. C. Wilson and Douglas Carmichael are the traffic department's newest fathers. The Carmichael infant has been named Teresita, but at the time this was written the Wilsons had not yet named their daughter.

The Service Club has sponsored an orchestra which made its initial appearance at a movie for Milwaukee employees. Present members include Mrs. Henry Harris and Glenn Williamson, violin; Bill McMahan, clarinet; Bob Brinkley, piano; Carl Wohlers, accordion, and John Agner, saxophone. The group practices regularly and plays mostly "sweet" music. Judging from comments your reporter has heard, they do very well. Musicians who wish to join the group are invited to contact John Agner. The orchestra is anxious to recruit new members and is eager to play for Milwaukee gatherings.

There seems to be no limit to Bob Brinkley's musical talent. As a pianist, he has often entertained the Service Club; as a member of the newly-formed Milwaukee Road Orchestra, he surprised the audience by playing the trumpet with his right hand and accompanying himself on the piano with his left hand. People may be even more surprised to hear that when the soloist of a Capitol Hill church at which Bob serves as organist failed to show up, Bob stepped in to take his place.

Mrs. Berniece Campbell won a \$45 pool on the Army-Notre Dame football game. In accordance with a time-honored custom, she provided candy for the office.

Miss Eva Duncan is at last home from the hospital and is recuperating nicely. Readers will remember that she broke her hip the latter part of the summer.

A record number of employees donated blood to the Seattle Blood Bank on Nov. 13. The group included Betty Gordon, Myrtle Brown, Mildred Fetter, Blanche Leech, Maurene McDonald, Bob Bigelow, Bill Brundage, Doug Carmichael, "Scotty" McGalliard, Dean Swanson, Al Britzius and Harold Whatmore. Others who have donated recently are Anne Williams, Bernice and Lou Wirth, Ed Stoll, Harry Morgan, J. O. McIlvay and Bernard Shults.

Father: "Now children, tell me who has been the most obedient during the last month and has done everything Mother asked him to do."

Children: "You, Daddy!"

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KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

Engineer I. H. Rasmus and wife went to Newark, N. J., to visit their son, Capt. R. E. Rasmus, wife and their first grandson, Barton Rex.

The position of roadmaster on the Marion line was abolished on Nov. 1 and the territory of Roadmaster R. M. Loftus now includes the Marion line and the East Division. Roadmaster E. Schoech has additional territory, from two miles west of Ottumwa to the air line junction, Kansas City, Mo.

John P. Corr, son of Traveling Engineer F. P. Corr, who was discharged from the Navy several months ago after six years' service, is making student trips as a fireman.

Russell G. Scott has resumed work as assistant foreman on section gang at west yard, after several months as foreman of extra gang on the I&D and H&D Divisions.

Dispatcher John A. Sanford was ill for several weeks in the St. Joseph Hospital. Conductor K. L. Wittenmyer was a patient in the same hospital early in November.

Assistant Cashier E. R. Hammond, Ottumwa freight house, retired after 36 years of service with the Road. His position is now held by Margaret Santee.

Mr. and Mrs. R. O. Clapp announced the marriage of their daughter, Betty Jean Cochran, to Edwin J. Herring of Omaha, on Oct. 26 in the First Presbyterian Church in Kansas City, Mo. Mr. Herring, a veteran of three and a half years in the Army, is in business in Omaha, where they will make their home.

Miss Regina Corrigan was married to Kenneth D. Osterberg, son of Mr. and Mrs. G. A. Osterberg of Ottumwa, at St. Mary's Church on Nov. 9. After a honeymoon in Chicago they returned to Ottumwa to live. The father of the bride is Machinist T. J. Corrigan of west yard.

Barbara Leinhauser, daughter of Mr. and Mrs. Frank C. Harker, was married to Edwin C. Kent in the home of her parents on the morning of Oct. 12. Mr. Kent served with the Army during World War II. They will reside in Ottumwa.

Assistant Engineer Henry G. "Hank" Johnson was married to Miss Irene Edmund in the First Lutheran Church in Ottumwa on Nov. 9. Mrs. Johnson operates a beauty shop in Ottumwa. They are living at 1003 West Street, where they will have open house to their friends.

Following the retirement of E. D. Kennedy as agent at Ottumwa, Iver R. Carlson was appointed his successor; Merwin L. Taylor was appointed chief clerk. Iver assisted Agent Kennedy as chief clerk for the past two years. Both have the good wishes of their many friends on the division in their new assignments.

Alva E. Tullis, formerly of the store department at west yard, is working temporarily as stenographer and clerk to division engineer, vice Merwin Taylor, until a permanent assignment is made.

Section Laborer Berns E. Huffine re-

sumed work on the section at Sewall, Ia., on Nov. 11. He was discharged from the Army last June and was confined to the O'Reilly General Hospital at Springfield, Mo., for several months after returning from overseas duty.

Mr. and Mrs. Robert Fulton left recently for Cassville, Mo., where they will establish a temporary home. Since Bob's return from the Army he has been in ill health and was recently ordered to move to a higher altitude, which necessitated selling his attractive new home in Ottumwa.

With the closing of the station at Haskins, Ia., on Nov. 19, C. M. Blackman has bid in the agency at Powersville, Mo., vice J. O. Pauley, who goes to Newtown to fill the position vacated by the retirement of Agent H. O. Hoover.

Operator W. C. Wright and wife are vacationing in Old Mexico.

Superintendent W. J. Hotchkiss has a new grandson, born on Oct. 12—little Michael Jennings, son of Mr. and Mrs. J. D. Hotchkiss of Kansas City, Mo., where the father is a city freight agent.

Chief Clerk to Superintendent John W. Sowder is now grandfather, too; a son, Russell Glenn, was born on Nov. 7 to Mr. and Mrs. Glenn Allen of Ottumwa. Mrs. Allen is the former Lee Sowder.

Born to Mr. and Mrs. D. H. McDaniel, a daughter, Deanne Rae, at the St. Joseph Hospital, Ottumwa, on Oct. 12.

A daughter, Judith Ann, was born on Oct. 15 to Mr. and Mrs. F. L. Hobbs in Cutters Hospital at Trenton, Mo. Conductor S. P. Hobbs is grandfather to the little girl.

Engineer T. O. Vannoy has a granddaughter, Janice Ray, born to Mr. and Mrs. Harold Vannoy on Oct. 27.

Agent Jay E. Alspach died at his desk in the station at Cowgill, Mo., the morning of Nov. 5. He started on Dec. 21, 1899, as operator and was appointed agent at Cowgill on Oct. 19, 1909. He is survived by his wife and son Leonard.

Among recent deaths in the Milwaukee family was that of Mrs. James Morlock, who made her home in Ottumwa with her daughter, Mrs. J. A. Sanford. She was preceded in death by Mr. Morlock, pump repair foreman on the division for many years.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

Phil Stetzenbach was taken to the hospital last month for an emergency appendectomy. We all wish him a speedy recovery.

Lawrence Cook was put up as electrician helper and Les Leiberg as electrician, due to George Hackbart's leave of absence.

Murl Kuhn is taking Fred Tolzman's place as steamfitter helper on the night shift.

Nicholas Zivic, car cleaner on the night shift, passed away recently. We extend sympathy to his family.

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WARM MORNING COAL HEATER

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Her Royal Highness, Genevieve Dangel, 17, queen of the Montevideo High School homecoming. The regal beauty in private life is the daughter of Operator John Dangel. See Martha Moehring's column for particulars.

Chestnut St., North Milwaukee North Ave., and West Allis

Dick Steuer, Correspondent

Jim Waterman, who left a few years ago to work for the Santa Fe at Winslow, Ariz., is back in North Milwaukee. The dry climate of the open spaces was just what the doctor ordered and Jim is feeling like his old self again. The years have also changed his social standing—he is a family man now and proud of his wife and son. Jim has assumed the position held by Dick Wank, who is now a clerk in the OS&D department at Fowler Street.

Our sick list this month includes Yardmaster Buck Leaman and Yard Clerk Jim Madushaw. We understand that they are coming along fine. Henry Ohly is filling in at Humboldt yard as yardmaster, and Shirley Cary is mud-hopping at Pabst yard.

From all of us on the Beer Line, a merry, merry Christmas to all.

H & D DIVISION

W. H. Applegate, Division Editor

Superintendent's Chief Clerk W. J. Kane recently became a grandfather, when his son, John V., and wife had a daughter, Mary Teresa, born to them at Rapid City. John is employed there as maintenance engineer at Radio Station KOTA, and is also taking a technology course at the School of Mines.

W. R. (Billy) Foster, retired H&D conductor, spent several weeks in Aberdeen recently. While here, relatives held a 50th wedding anniversary celebration for the Fosters.

Mr. and Mrs. M. M. O'Riley recently celebrated their golden wedding anniversary and Mr. O'Riley's 79th birthday. Mr. O'Riley has been with the Road since 1915, most of the time in the track department, and since 1943 has been the watchman at Aberdeen's Main Street crossing.

We are pleased to report that Conductor Montague is back on the job on the Mitchell line after a long illness.

A shot fired by A. L. Davies, engineering department, Aberdeen, caromed off a tree in the Black Hills where he was hunting and killed a deer, thanks to which he

has no worries about present meat prices. Thinking he might also be lucky, Roger Middleton, of the division engineer's office is headed there on a vacation.

Picking Northern Minnesota as his deer hunting ground, Pump Repairer C. J. Prunty is vacationing there with some of his old cronies. He had a hard time convincing Mrs. Prunty he needed so much new equipment but he admired a hunting jacket so long that she finally weakened.

A deer arrived on No. 16 recently which Ticket Clerk Bill Geer, Aberdeen, claims he shot on a recent hunting trip in Montana.

Patricia Patterson of the division storekeeper's office has been hospital confined for some time and is still quite ill.

Martin Silvernail of the police department, who is trying his hand at farming during a leave of absence, really has the laugh on us now. He tosses a couple of gallons of cream in a container, pushes a button, and has all the butter he can use. He says he is getting a kick out of operating those quadruple affairs on the farm. Martin recently entertained the roundtable forum at the farm.

On the night of Nov. 2 the shop forces at Aberdeen roundhouse gave a party in honor of Machinist F. X. Springer, who has been with the company at Aberdeen since 1910, and for Machinist Helper John Morrison, employed here since 1918. Mr. Springer was presented with a rod and reel for his favorite sport and Mr. Morrison was presented with a robe and slippers.

John Morrison, former machinist helper at Aberdeen roundhouse, who retired on June 24, died of a heart attack on Nov. 5 in Aberdeen.

Electrician Helper Apprentice James V. Murphy, Aberdeen, has been transferred to Savanna, Ill., where he will be given six months of diesel training. Jim left on Sept. 28, accompanied by wife and daughter.

James D. Ryan, former chief clerk in the car department at Aberdeen now living in Minneapolis, came out to South Dakota last weekend to bag some pheasants. Though the birds were scarce and hard to get, Jim managed to down the limit.

Al R. Davidson, retired passenger conductor of the Mitchell line, recently celebrated his golden wedding anniversary.

Among the Milwaukee bowlers at Aberdeen, the Tomahawks (your correspondent's team) have lost 12 straight games! High bowler so far this season is Don Crampton with a 240 game.

East H & D

Martha Moehring, Correspondent

And the Milwaukee Road continues to produce the lovely queens. This time it's Genevieve Dangel, daughter of Operator John Dangel, who got herself elected queen of the annual Montevideo High School homecoming. Significant is the fact that Gen only came to Montevideo from Bowdle, S. D., a couple of months ago, which speaks well for her popularity. She has been active in glee club, band and various activities, including church work.

We have another father-son combination on the East H&D. Bob Hammel, a recently promoted conductor, drew his dad as engineer on his maiden trip the night after his promotion. It was a good run.

Section Foreman LeVere Natzel purchased a plaid shirt and cowboy belt for his young son recently. It was definitely a big thrill for the little fellow and in the early dawn he got out of bed and put on his glamorous outfit. When he walked into his dad's room to show himself, LeVere discovered it was early all right—4 a.m.!

Engineer Frank Warner's son Thomas was recently elected president of the St. Thomas College Alumni Association at Minneapolis.

Engineer S. A. Brophy took a vacation trip to Kansas City, where he was a guest of Kansas City Division Engineer R. T. Cawby. The two men fired together on the K. C. Division in 1909 and "Brophy" transferred to the H&D a year later. It was a great reunion.

KID O'Sullivan SAYS

Outdoors in any weather, feet keep comfortable with SOLES as well as Heels by O'Sullivan



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Tough and Springy

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

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CHICAGO, ILLINOIS**

"For good and faithful service," says Maxine Lovhaug, clerk in the assistant superintendent's office at Montevideo, Minn., pinning a rose on Engineer Clarence Spaulding at the end of his last run, Oct. 31. Standing by, left to right, are Traveling Engineer W. G. Pierson, Fireman George Knoke and Roundhouse Foreman Pete Kamla. Magazine Correspondent Martha Moehring has more to say about it in her column below.



Calvin Sorby, son of Engineer Oscar Sorby, is back on the job as fireman after serving his hitch in the Navy.

Brakeman Jim Todt, now of the Army Air Corps, is attending radio school at Scott Field.

If you see Signal Supervisor H. J. Dunn lurking around the place with his new camera, it's a good idea to hit for cover. He has just invested in a portrait attachment and the results are definitely out of this world. We saw some of H. J. and, although ordinarily he isn't hard to look at, the portraits were otherwise. However, we have it from his own lips that he intends to make up a batch in his laboratory and rent them out to people for haunting houses.

After attending the trainmen's convention at Miami Beach from Sept. 16 to Nov. 6, Local Chairman W. H. Petrick is back among us with a good coat of tan. Bill wasn't too enthused about the weather except the day that it cooled off to 77 degrees. There was a good shower of rain every day and the day of the hurricane warning there was quite a lot of excitement. Bill was all set to roll up his trouser legs and anchor his hat with thumbtacks when the hurricane veered off and Miami Beach escaped.

Without being the least superstitious about Hallowe'en witches, Engineer Clarence Spaulding set out on his last run on the Olympian on Oct. 31. On his arrival at Montevideo, the end of the run, he was met by a delegation which pinned a rose on him for faithful services rendered since Sept. 30, 1899. He declared his last run was the nicest of all. Of his years of service, "C. L." says they were all enjoyable and he will miss the railroad but will keep an eye on things from his new home in St. Petersburg, Fla., where he and Mrs. Spaulding have an apartment. He recalled the 16-inch bar Rhode Island engines they used at the time he began working as fireman and the fact that no side curtains were put on the engine cab until after Christmas. Engineer Spaulding has done an excellent job of running the Olympians for the last 15 years, which would indicate that the nickname he picked up somewhere along the line does not refer to his head!

Engineer Robert Starbeck, who retired some time ago, called on old friends at the Montevideo yard office recently. Bob is the picture of health and we almost took him for a student fireman. He was on his way north to do some deer hunting, certainly enjoying his retirement.

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Middle H&D

R. F. Huger, Correspondent

The smoke of the hunting season is fading and, so it seems, are the pheasants. Three years ago they were plentiful but now every bird is work even for a ticket agent, which includes Bill Geer and myself. Doesn't seem natural for South Dakota.

C. D. "Bud" Mayer has been appointed agent at Westport.

Operator D. B. Rockwell has been appointed third operator at Webster. Duane recently returned from a siege at the hospital; had his appendix removed.

Barney McDonald, flagman on Nos. 5 and 6 between Minneapolis and Aberdeen, recently returned from a month's vacation in Florida.

Another lucky trainman down in Florida at the present time is Bill Petrick, conductor on the Middle H&D.

Conductor Tlickner, Nos. 5 and 6, Middle H&D, is up north for deer hunting at this time. Hope he has good luck.

James Wilcox is at Webster, S. D., in the capacity of clerk.

We regret to report the death of Wayne Wheeldon, agent at Westport, and extend sincere sympathy to Mrs. Wheeldon and relatives.

One thing nobody tires of is listening to old-timers. Mr. Ludington and George Sproat tell stories of the good old days—and can they tell them. I'll see if I can get a story suitable for printing in the Magazine.

TWIN CITY TERMINALS

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Lorine Long is back on the job after an illness of three weeks.

Arthur Lundberg is recuperating after a visit to the hospital.

Virgil Hall, a former WAC, is a new addition to the office force at the local freight.

John Seland and his wife celebrated their third wedding anniversary on Nov. 17 by taking a short trip to Chicago.

Diversion Clerk Jim Salschieder and his wife have another exemption on their income tax—a son, Jack, born on Nov. 1. Congratulations!

Mr. Bantly, former traveling freight agent who left us last year, drops in occasionally to say hello. Between his hobbies of traveling and playing bridge, he is certainly enjoying his retirement. Mr. Sinclair, who left us at the same time, went out to California to live, so we only hear from him through letters. Regards from all of us, Bill, to you and Mrs. Sinclair.

Now that the holiday season is with us again, I would like to wish everyone a very joyous Christmas and the happiest of New Years.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Roy L. Billmark, recently discharged from the Merchant Marine after three years' service, returned to the Road as a coach cleaner at Minneapolis yard on Oct. 23.

Richard Garvey, veteran of four years' service in the Navy, received his honorable discharge and returned to the Minneapolis coach yard on Nov. 4. A glad welcome was extended to both.

Fred Aronson, carman at Minneapolis shops for 31 years, retired on Oct. 16. Axel W. Johnson, carman at Minneapolis coach yard for 30 years, retired on Nov. 1. Both of them are planning a relaxed and leisurely time.

August Rosenberg, carman at Minneapolis shops, who retired on July 1, 1937, passed away on Oct. 6 at the age of 74. Sympathy is extended to his relatives.

Wedding bells, and soon, for Kathleen Breeny, stenographer in the store department office at Minneapolis shops. A gift was presented by her co-workers and a dinner at Lorraine's home was enjoyed by all. Kathleen's fiancé, now on terminal leave, is a handsome Marine.

Or yes, the pleasantly smiling gentleman pictured (center) on page 4 of the October issue of the Magazine hails from the car department—Assistant Foreman J. C. Weatherell, who is very proud of his seven-month-old grandson.

St. Paul Freight House

Allen C. Rothmund, Correspondent

A new clerk in the office is Delores Nelson of Grantsburg, Wis.

We also have with us Betty Hilger, formerly of the Omaha and Great Western lines.

We are really up to date now, as we photograph our collect shipping bills instead of billing them, same as the big-time city of Chicago. Yes Siree!

We have company; Traveling Auditor Frank Covnick and his crew are now busy checking this station.

Check Clerk Ben Barry, freight house, retired on Nov. 1.

May I wish all a very merry Christmas and a prosperous New Year.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Friends of Chief Clerk Harry Grevett will be sorry to learn that illness has forced him to retire. Harry has been ill since July and everyone hoped he would come back to work, but he is now unable to leave his bed. Those of us who have worked with Harry know what a wonderful person he is—how his sly grin and sharp wit could cheer anyone who felt low, or could make a sunny day brighter. During the years he has been chief clerk, he trained his clerks to be real "railroaders." Among his "graduates" are Joe Marshall, now general agent at St. Louis, Dennis Sullivan, now TF&PA, Spokane, Art Peterson, special coal agent at Minneapolis, and George Quinlan, TFA at Detroit.

One of those little items to be filed away for use on a rainy Tuesday: How many of you noticed in the Saturday Evening Post of Oct. 19 a two-page spread of names of companies that have advertised in the Post since 1899—and that our railroad was among the first to advertise in that magazine?

The city ticket office is now known as the "passionate department"—yup, there's a gal working temporarily in that office and the boys are having a tough time concentrating on customers while Eleanor McCullough is around.

When you buy things for a song,
watch out for the accompaniment.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

With the hunting season over, it isn't strange that we have several "big game" stories. When Yard Brakeman Wallace Prosser, Spokane, goes out for birds, he isn't particular how big his game turns out to be. This season, while duck hunting, Wallace saw a buck stalk out of the brush, just inviting himself to be shot. Having one buck slug in his pocket, Wally wasted no time in taking the aim which brought it down. The luck of some duck hunters! Wally is the son of Conductor R. W. Prosser and is a veteran of the last war, having served as radio man in the Coast Guard. He is married and has one little girl.

Another hunting story can be told by Car Foreman F. V. Kennedy, St. Maries, and a party of three hunters who went out for elk above Headquarters, Idaho, Oct. 5 and returned with two big elk. Elk steaks are very delicious, too.

Carman Lang of Spokane planned to do some deer and elk hunting in Montana. From all reports, hunting is excellent in the wilds of the Rockies.

Roadmaster and Mrs. J. W. Loftus visited relatives in Iowa, Illinois and Wisconsin. Mr. Loftus still maintains that a "Rocket Highball," the favorite drinking water around St. Maries, can't compare with the Chippewa Falls Water, which is sold by the gallon, we understand.

Laying off, due to sickness, is Agent Coplen, St. Maries; relieving him is John Maddox of Spokane. We wish Mr. Coplen a speedy recovery.

Signal Supervisor R. M. Lloyd and wife spent several days in Seattle with their son-in-law and daughter, Mr. and Mrs. John Whiteleather. While there, Mr. Lloyd had his tonsils removed. Two days later he was back at his desk in St. Maries.

Bill Clerk T. B. Coplen, his wife and two sons vacationed at St. Louis, Mo., with Mrs. Coplen's parents. Relieving him was Glen Michael, night clerk.

"Back East" seems to be popular vacation land. Joe Gengler, Sr., chief clerk to master mechanic, Spokane, took a trip back to Dubuque, Ia., via Omaha, visiting friends and relatives.

Chief Clerk W. T. O'Reilly, superintendent's office, was called to Minneapolis because of the illness of his mother.

Henry McGinnis, retired car inspector, and wife, who have lived in Spokane for 35 years, celebrated their golden wedding anniversary on Sept. 29 with a ceremony in the Central Methodist Church. A reception followed at their home. With them were four of their seven sons, two of whom are in Army and Navy uniforms.



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"The Pick of the Fields Coals"

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Iowa, Arkansas, Oklahoma,
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Christmas Greetings

to all Milwaukee Road Employees

and Members of Their Families —

The Provident

Money when needed most for the special and unexpected expenses of death, accidents, illness, hospitalization and surgery.

PROVIDENT
LIFE AND ACCIDENT
INSURANCE Since 1857
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For a FASTER FINER Railroad Future

The railroads of the United States deserve the nation's thanks for their part in the war; a tough task well done.

Now that peace has been restored, railroad officials naturally will begin planning for a faster, finer, railroad future.

Already new types of locomotives, passenger cars and freight cars have been projected, promising higher and higher speeds; greater passenger comfort; and increased freight hauling economy—with roller bearings again to the fore in helping to make the equipment designers' visions come true. The Timken Roller Bearing Company, Canton 6, Ohio.

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Phones Roosevelt 1903, all departments

W. M. Walker

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Joseph Reynolds of Spirit Lake has joined the ranks of retired employees after serving for 33 years as section foreman. Before coming to Spirit Lake he worked for the Great Northern for 14 years and for two years as clerk in the roadmaster's office. He recently received the 16-year safety service award.

An extended illness has kept Evelyn Loring, stenographer in the agricultural department, in the hospital for several weeks. We hope she will be back soon.

Also on the sick list was Baggage man H. Spetz, who had an operation on his knee, but he is again able to get around without the aid of a cane. Asked when he was going to throw away the "stick," he told us it helped him get a seat on the bus! Mr. Spetz has been made the new local chairman of the BRT, Spokane, filling the vacancy left by J. E. Gump, who is taking it easy in his lovely new home in the mountains near Metaline Falls.

Another local chairman of the BRT, A. T. Titus, Malden, Wash., is attending the convention at Miami, Fla. Mrs. Titus went along.

It is now "Grandpappy" Lore of the car department, Spokane. Leonard's son, the new father, is attending school in Denver. Being the first grandparent on the rip, Mr. Lore takes quite a ribbing.

S. Skinner vacationed from duties as traveling signal maintainer and visited his mother near Kansas City, Mo.

Yard Conductor A. F. Harry was around recently, proudly introducing his young son, Sergeant David. Dave looked very nice in uniform, with the insignia of the 68th Army Ground Forces Band. He is waiting for his discharge and plans to do a little "playing" around—he is a musician, you see.

Our apologies to A. C. Pierson, retired conductor. He is still a young man of 67 instead of 76 as shown in this column in the October issue.

Several changes were made in positions in Spokane when G. A. Janosky, formerly of Seattle offices, displaced Assistant Time Reviser Adolph Carufel, who took over File Clerk Bob Johnson's job. Bob is the new assistant cashier, displacing Minnie Weistanner, who is now in the chief dispatcher's office in place of Stenographer Gladys Crawford.

"Thanks" to Mrs. Cora (Sims) Guthridge, roadmaster's clerk at St. Maries, Mrs. Clair Mason, wife of Section Foreman Mason, and Car Foreman E. Medley for their contributions of news.

With Christmas time almost here,
We send you our greetings sincere.

THE IMPROVED FAIR RAIL ANCHOR

THIS LARGE BEARING SURFACE
PROLONGS TIE LIFE

THE P & M CO.

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WASHINGTON • ST. LOUIS BOSTON • SAN FRANCISCO

I & S M DIVISION

East End

H. J. Swank, Division Editor

We lead off the column with congratulations to Fireman Al Reinartz, who was elected sheriff of Mower County in the general election on Nov. 6, leading his opponent, the incumbent, by 1,280 votes.

We regret to announce the death of Frank J. Holmes, former Southern Minnesota trainmaster, Austin, who passed away in the hospital at Rochester on Oct. 22, after a long illness. Frank had a host of friends among the employees and the patrons along the division and will be missed by all who knew him. Our sincere sympathy is extended to the bereaved members of his family.

Our sincere sympathy is also extended to H. B. "Dick" Hinckley on the sudden death of his wife, which occurred on Nov. 18. Dick is a retired switchman, Austin.

Julius Tonder of the ice gang passed out cigars on Oct. 25, in honor of taking unto himself a wife. Congratulations, folks!

Congratulations are also in order for the following, who received "bundles from heaven" since we last went to press: Ticket Clerk LeRoy F. Williams, Austin, Yard Clerk Vernon DeFor and Yard Checker Don Bednar, Austin.

Superintendent's Steno Violet Beatty underwent an operation in Rochester on Nov. 8 and is reported as recuperating nicely.

Chief Clerk Leo McGovern attended the funeral of his nephew at Dubuque on Oct. 30. The nephew was killed in a hunting accident.

Recent appointments on the division are: L. F. Williams, ticket clerk, Austin; Ed M. Carroll, assistant ticket clerk, Austin; and Mrs. Edythe Theophilus, station helper, Grand Meadow.

The body of Pile Driver Engineer Wencel Beranek, who disappeared from the B&B gang while at Waldorf on Sept. 30, was recovered in a creek about six miles from Waldorf on Oct. 26. It was understood that Wencel had been in poor health for some time.

MADISON DIVISION

W. W. Blethen, Correspondent

Conductor Paul Kingston retired, Oct. 26, after serving the Road for 46 years. He has gone to California for the winter.

Assistant Freight Agent Charles J. Higgins of Madison has transferred to the general freight department in Milwaukee.

K. P. Thompson, rate clerk in the freight office at Madison, was promoted to the position of assistant freight agent.

Capt J. F. Conlin was recently commissioned a major. He and his wife and baby son have been visiting Freight Agent and Mrs. J. F. Conlin.

Earl Hohenadel, assistant to car foreman at Madison, has been transferred to Wisconsin Rapids as car foreman.

Conductor Leo Cooper, Janesville, while helping a friend, had the misfortune to injure his hand badly. Glad to say he is back on the Edgerton patrol.

W. M. Cameron has been appointed chief carpenter on the Madison Division. Congratulations!

Engineer Howard Erwin passed away in Milwaukee on Oct. 10 after a long illness.

We have just learned of the death of W. W. Green, retired agent, 73, who passed away on Aug. 30. Mr. Green was agent at LaFarge from 1916 to 1939, when he retired.

C. L. Davy, retired agent, 72, passed away at his home in Milwaukee on Oct. 5. Mr. Davy was a former telegrapher and was appointed agent at Eagle in 1920, the position he held at the time of his retirement in October, 1939.

Engineer and Mrs. William Coyle recently made a trip to the west coast.

Sincere sympathy is extended to Station Baggage man William Van Dyke, Madison, on the recent death of his father; also to Earl Hohenadel on the death of his father on Oct. 28 in Dubuque.

**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING
NOVEMBER, 1946, AS REPORTED BY
DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices									
Graves, Vila M.	Assistant Sec.	Chicago, Ill.			Bryant, Mrs. L.B.	Wife of Check Clnk.	Council Bluffs, Ia.	1	
Harper, Frances W.	Steno.-Clerk	Chicago, Ill.	1		Davis, E.E.	Chief Clerk	Omaha, Nebr.	1	
Hauner, Ella	Sec'y., Engr. Dept.	Chicago, Ill.			Manton, Thos.	P.F.I.	Cedar Rapids, Ia.		
Johnson, Roy	Aud. Cap.				Waln, R.A.	Sig. Maintainer	Paralta, Ia.	1	
Joymt, F.H.	Expend. Off.	Chicago, Ill.	1		Wenstrand	Legal Dept.	Omaha, Nebr.	1	
Kester, Harry H.	Traveling Aud.	Austin, Minn.	1					4	1
Mayer, Ottilia	Bureau Head	Chicago, Ill.	2						
Moss, J.W.	Clk., Frt. Aud. Ofc	Chicago, Ill.	1						
Parrott, W.O.	Telegraph Oper.	Chicago, Ill.	1						
Peterson, Carl J.	Aud. Cap.								
Roland, J.F.	Expend. Off.	Chicago, Ill.	2						
Smith, Granger	Clk., Aud. of Exp.	Chicago, Ill.	1						
Wallander, A.J.	J/F Examiner	Chicago, Ill.	1						
Whitlock, A.N.	Ch. Pass. Car Dist.	Chicago, Ill.	1						
	Asst. Aud. Cap.								
	Expend.	Chicago, Ill.	1						
	General Counsel	Chicago, Ill.	1						
			15	5					
Chicago Terminals Division									
Abrams, N.	Rate Clerk	Galewood, Ill.			Assmus, C.W.	Station Helper	Lake Andes, S.D.	7	2
Bishop, N.	Asst. Agent	Galewood, Ill.	4		Broome, A.G.	Clerk	Sioux City, Ia.	1	2
Boeck, H.F.	Chief Clerk	Galewood, Ill.	8		Calligan, T.H.	Conductor	Sioux City, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.	3		Carey, J.I.	Station Helper	Lake Andes, S.D.	13	
Brown, H.	Rate Clerk	Galewood, Ill.	4		Costello, F.L.	Clerk	Sioux City, Ia.	1	
Carter, P.	Clerk	Galewood, Ill.	1		Glander, A.M.	Ch. Carpenter	Mason City, Ia.		3
Carusa, S.M.	Clerk	Galewood, Ill.	1		Gorman, Paul F.	Agent	Geddes, S.D.	1	
Deviney, Fred	Ch. Yd. Clerk	Bensenville, Ill.	1		Hornig, F.F.	Asst. Div. Engr.	Mason City, Ia.	1	
Dyba, T.	Route Clerk	Galewood, Ill.	4		Horstman, J.E.	Delivery Clerk	Sioux Falls, S.D.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	3		Krahn, H.W.	Whse. Foreman	Sioux City, Ia.	1	
Evans, R.	Clerk	Galewood, Ill.	1		LaBreck, U.S.	Loco. Engr.	Sioux City, Ia.	1	
Ewing, J.J.	Clerk	Galewood, Ill.	4		Modereger, J.	Sec. Foreman	Tabor, So. Dak.	2	
Greenlimb, P.E.	Reconsigning Clk.	Chicago, Ill.	2		Moran, C. Grace	Secretary	Mason City, Ia.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	4		Papas, Tony	Loco. Dept.	Mason City, Ia.	1	
Krygl, M.J.	Clerk	Galewood, Ill.	1		Schiltz, Ray	Machinist	Mitchell, S.D.	2	
LeMire, G.E.	Rate Clerk	Galewood, Ill.	132		Sessions, Mark	Mach. Helper	Mason City, Ia.	1	
Lemke, E.	Clerk	Galewood, Ill.	2		Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
McKelsen, M.	Clerk	Galewood, Ill.	1		Stedronsky, R.P.	Rlf. Agent	Lake Andes, S.D.	1	1
McQuinn, D.	Clerk	Galewood, Ill.	2		Tomic, R.J.	Section Foreman	Lake Andes, S.D.	2	
Morgan, F.	Clerk	Galewood, Ill.	1		Wiedeman, Wm.	Engineer	Sioux City, Ia.	1	
Oeftering, J.J.	Rate Clerk	Galewood, Ill.	12		Wingett, E.J.	Conductor	Sioux City, Ia.	3	
Reiman, B.	Rate Clerk	Galewood, Ill.	1		Wood, Wm.	Machinist	Mitchell, S.D.	1	
Siwek, G.V.	Clerk	Galewood, Ill.	1					41	10
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.	4						
			0	199					
Coast Division									
Batson, M.E.	Clerk	Seattle, Wash.			Anderson, H.W.	Agent Oper.	Zumbrota, Minn.	1	
Briggs, Forest	Eng. Watchman	Cedar Falls, Wash.	1		Hayes, Albert	Operator	Albert Lea, Minn.	3	
Fullerton, Ruth	Steno-Clerk	Tacoma, Wash.	1		Johnson, Chas.	Agt. & Oper.	Sherburn, Minn.	1	1
Hallman, Ralph B.	Loco. Dept.	Bellingham, Wash.	1		Jones, Roy	Agent	Bryant, S.D.	1	
Henrich, L.H.	Roadmstr's Clk.	Tacoma, Wash.	1		Jones, S.C.	Agent-Operator	Bixby, Minn.	8	
Paulson, O.I.	Loco. Dept.	Tacoma, Wash.	1		Larkoski, J.A.	Roadmaster	Austin, Minn.	1	
Sommer, Wm. Jr.	Tinner	Tacoma, Wash.	1		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
			6	1	Smeby, Janet	Bill Clerk	Austin, Minn.	1	
					Severson, L.W.	Yard Clerk	Austin, Minn.	2	
					Tritchler, W.E.	Ch. Carpenter	Austin, Minn.	1	
					Werth, O.H.	Sec. Foreman	Zumbrota, Minn.	2	1
					Williams, L.F.	Ticket Clerk	Austin, Minn.	1	
					Wopat, E.L.	Agent	Chandler, Minn.	1	
								13	12
Dubuque and Illinois Division									
Dalmen, Andrew B.	Machine Helper	Marquette, Mich.			Atkinson, L.	OS&D Clerk	Wausau, Wis.	1	
Dubmeyer, A.	Cutter	Dubuque, Ia.	1		Bauer, Coreenne	Steno.-Clerk	LaCrosse, Wis.	2	
Hanlon, M.E.	Yard Clerk	Dubuque, Ia.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Horsfall, C.	Carman	Dubuque, Ia.	1		Brown, Jno. L.	Chief Clerk	Wausau, Wis.	1	
Kupferschmidt, Ila	Clerk	Dubuque, Ia.	1		Conklin, M.G.	Stenographer	Wausau, Wis.	1	
Kurt, Francis, B.	Clerk	Waukon, Ia.	1		Diebel, E.R.	Car Clerk	Wausau, Wis.	1	
Millar, Lucille	Clerk	Dubuque, Ia.	3		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Oswald, J.J.	Capt. of Police	Savanna, Ill.	1		Frye, M.J.	Clerk	Merrill, Wis.	1	
Salzer, P.D.	Asst. Foreman	Savanna, Ill.	1		Grassman, Alfred	Carp. Foreman	Tomah, Wis.	1	
Thompson, L.E.	Crane Operator	Dubuque, Ia.	1		Harris, A.C.	Store Dept.	Tomah, Wis.	1	
Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1		Marcon, Russel	Carman	LaCrosse, Wis.	1	
Withhart, F.M.	Check Clerk	Savanna, Ill.	10		Ruder, Geo. H.	W.H. Foreman	Merrill, Wis.	2	
			20	8	Ruder, Wm.	Yard Clerk	Merrill, Wis.	1	
					Schaad, Gregory	Trucker	Merrill, Wis.	1	
					Sundet, A.O.	Freight Agent	LaCrosse, Wis.	1	
					Sydow, C.F.	Clerk	Wausau, Wis.	1	
					Usher, W.W.	Station Force	Watertown, Wis.	1	
								13	6
Hastings and Dakota Division									
Bruers, A.W.	Agent	Graceville, Minn.							
Campbell, Dwight	Solicitor	Aberdeen, S.D.	1						
Coleman, Robert J.	Agent	Letcher, S.D.	1						
Davies, A. Lloyd	Instrumentman	Aberdeen, S.D.	1						
Dixon, Phyllis E.	Stenographer	Aberdeen, S.D.	1						
Ellsworth, Roy	Switchman	Aberdeen, S.D.	1						
Kaus, W.J.	Div. Chf. Clerk	Aberdeen, S.D.	2						
Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	2						
Moriarty, W.J.	Chf. Clk., Store Dept.	Aberdeen, S.D.	3						
Riedl, R.W.	Instrumentman	Aberdeen, S.D.	2						
Wahl, Chris	Carman	Aberdeen, S.D.	1						
Wilcox, F.E.	Oper. Conductor	Minneapolis, Minn.	1						
			17	0					
Iowa Division									
Graves, Vila M.	Assistant Sec.	Chicago, Ill.			Bryant, Mrs. L.B.	Wife of Check Clnk.	Council Bluffs, Ia.	1	
Harper, Frances W.	Steno.-Clerk	Chicago, Ill.	1		Davis, E.E.	Chief Clerk	Omaha, Nebr.	1	
Hauner, Ella	Sec'y., Engr. Dept.	Chicago, Ill.	1		Manton, Thos.	P.F.I.	Cedar Rapids, Ia.		
Johnson, Roy	Aud. Cap.				Waln, R.A.	Sig. Maintainer	Paralta, Ia.	1	
Joymt, F.H.	Expend. Off.	Chicago, Ill.	1		Wenstrand	Legal Dept.	Omaha, Nebr.	1	
Kester, Harry H.	Traveling Aud.	Austin, Minn.	1					4	1
Mayer, Ottilia	Bureau Head	Chicago, Ill.	2						
Moss, J.W.	Clk., Frt. Aud. Ofc	Chicago, Ill.	1						
Parrott, W.O.	Telegraph Oper.	Chicago, Ill.	1						
Peterson, Carl J.	Aud. Cap.								
Roland, J.F.	Expend. Off.	Chicago, Ill.	2						
Smith, Granger	J/F Examiner	Chicago, Ill.	1						
Wallander, A.J.	Ch. Pass. Car Dist.	Chicago, Ill.	1						
Whitlock, A.N.	Asst. Aud. Cap.								
	Expend.	Chicago, Ill.	1						
	General Counsel	Chicago, Ill.	1						
			15	5					
Iowa and Dakota Division									
Graves, Vila M.	Rate Clerk	Galewood, Ill.			Assmus, C.W.	Station Helper	Lake Andes, S.D.	7	2
Harper, Frances W.	Asst. Agent	Galewood, Ill.	4		Broome, A.G.	Clerk	Sioux City, Ia.	1	2
Hauner, Ella	Chief Clerk	Galewood, Ill.	8		Calligan, T.H.	Conductor	Sioux City, Ia.	1	
Johnson, Roy	Route Clerk	Galewood, Ill.	3		Carey, J.I.	Station Helper	Lake Andes, S.D.	13	
Joymt, F.H.	Rate Clerk	Galewood, Ill.	4		Costello, F.L.	Clerk	Sioux City, Ia.	1	
Kester, Harry H.	Traveling Aud.	Galewood, Ill.	1		Glander, A.M.	Ch. Carpenter	Mason City, Ia.		3
Mayer, Ottilia	Bureau Head	Galewood, Ill.	2		Gorman, Paul F.	Agent	Geddes, S.D.	1	
Moss, J.W.	Clk., Frt. Aud. Ofc	Galewood, Ill.	1		Hornig, F.F.	Asst. Div. Engr.	Mason City, Ia.	1	
Parrott, W.O.	Telegraph Oper.	Galewood, Ill.	1		Horstman, J.E.	Delivery Clerk	Sioux Falls, S.D.	1	
Peterson, Carl J.	Expend. Off.	Galewood, Ill.	2		Krahn, H.W.	Whse. Foreman	Sioux City, Ia.	1	
Roland, J.F.	J/F Examiner	Galewood, Ill.	1		LaBreck, U.S.	Loco. Engr.	Sioux City, Ia.	1	
Smith, Granger	Ch. Pass. Car Dist.	Galewood, Ill.	1		Modereger, J.	Sec. Foreman	Tabor, So. Dak.	2	
Wallander, A.J.	Asst. Aud. Cap.				Moran, C. Grace	Secretary	Mason City, Ia.	1	
Whitlock, A.N.	Expend.	Galewood, Ill.	1		Papas, Tony	Loco. Dept.	Mason City, Ia.	1	
	General Counsel	Galewood, Ill.	1		Schiltz, Ray	Machinist	Mitchell, S.D.	2	
			15	5				41	10
Iowa and Southern Minnesota Division									
Graves, Vila M.	Rate Clerk	Galewood, Ill.			Anderson, H.W.	Agent Oper.	Zumbrota, Minn.	1	
Harper, Frances W.	Asst. Agent	Galewood, Ill.	4		Hayes, Albert	Operator	Albert Lea, Minn.	3	
Hauner, Ella	Chief Clerk	Galewood, Ill.	8		Johnson, Chas.	Agt. & Oper.	Sherburn, Minn.	1	1
Johnson, Roy	Route Clerk	Galewood, Ill.	3		Jones, Roy	Agent	Bryant, S.D.	1	
Joymt, F.H.	Rate Clerk	Galewood, Ill.	12		Jones, S.C.	Agent-Operator	Bixby, Minn.	8	
Kester, Harry H.	Traveling Aud.	Galewood, Ill.	1		Larkoski, J.A.	Roadmaster	Austin, Minn.	1	
Mayer, Ottilia	Bureau Head	Galewood, Ill.	1		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
Moss, J.W.	Clk., Frt. Aud. Ofc	Galewood, Ill.	1		Smeby, Janet	Bill Clerk	Austin, Minn.	1	
Parrott, W.O.	Telegraph Oper.	Galewood, Ill.	1		Severson, L.W.	Yard Clerk	Austin, Minn.	2	
Peterson, Carl J.	Expend. Off.	Galewood, Ill.	2		Tritchler, W.E.	Ch. Carpenter	Austin, Minn.	1	
Roland, J.F.	J/F Examiner	Galewood, Ill.	1		Werth, O.H.	Sec. Foreman	Zumbrota, Minn.	1	
Smith, Granger	Ch. Pass. Car Dist.	Galewood, Ill.	1		Williams, L.F.	Ticket Clerk	Austin, Minn.	2	
Wallander, A.J.	Asst. Aud. Cap.				Wopat, E.L.	Agent	Chandler, Minn.	1	
Whitlock, A.N.	Expend.	Galewood, Ill.	1					13	12
	General Counsel	Galewood, Ill.	1						
			6	1					
Kansas City Division									
Baker, C.H.	Div. Time Rev.	Ottumwa, Ia.						1	
								0	1
La Crosse and River Division </									

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Milwaukee Terminals and Shops									
Filut,S.G. Klatte,Beverly J. Martin,Stanley Peck,C.E. Riefoldt,F.C. Schwartz,Mrs. Martin A. Starosta,Joseph M. Tomaschko,Frank E. Tonsor,Madelyn	Chief Clerk Stenographer Chief Clerk Asst.Stockman Ret.B&B Foreman Wife of Carman Asst.Car Foreman Store Dept. Billing Clerk-Steno	Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis. Milwaukee,Wis.	1 1 1 1 1 1 2 1 1	1 1 1 1 1 1 2 1 1	Daniels,B.E.	Asst.Divn.Engr.	Terre Haute,Ind.	14 0	14
Off Line Offices and Miscellaneous Group									
Andrews,J.A.	Waiter	Chicago,Ill.	2 2	0	Blondo,Wm. Leevers,Wm.T. Messicci,J.A.	Laborer Storehelper Timekeeper	Minneapolis,Minn. Minneapolis,Minn. Minneapolis,Minn.	1 1 1	0
Rocky Mountain Division									
Allen,Eurma Foster,E.H. Zanradka,W.J.	Steno-Clerk CC to D.M.M. Chief Clerk	Butte,Mont. Deer Lodge,Mont. Butte,Montana	1 1 1 3	1 1 1 0	Geelhart,H.M. Kreager,L.V. Sather,Palmer A.	Roadmaster Sec.Foreman Sec.Stockman	Roundup,Mont. Ahles,Mont. Miles City,Mont.	1 1 1 3	0
Seattle General Offices									
Davis,J.N. Dewhirst,Ella Greengard,S. Hickey,Margaret L. Lyons,L.D. McFadden,V.R. Moore,Isaac Morgan,H.R. Strassman,J.N. Whatmore,H.R.	General Attorney Stenographer Exec.Dept. Stenographer Special Officer Jt.Facility Exam. Operator Asst.Engineer Auditor Investigator, Frt.Clm.	Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash. Seattle,Wash.	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	Twin City Terminals Division				
Brennan,E.J. Schauer,Geo.	Laborer B&B Carpenter	Green Bay,Wis. Green Bay,Wis.	1 2 3	1 1 0	Blondo,Wm. Leevers,Wm.T. Messicci,J.A.	Laborer Storehelper Timekeeper	Minneapolis,Minn. Minneapolis,Minn. Minneapolis,Minn.	1 1 1	0
Superior Division									

Industrial researchers find that breast of chicken beats all other muscle meat in niacin—ranks with pork and beef livers as a rich source of pellagra-preventer. Already sponsored is a contest for meatier birds, with hopes for a chicken with at least 10 per cent more meat by 1950.

Milk is the largest single source of United States gross farm income.

In the flush days of steamboating on the Mississippi, owner-captains attained wealth, power, and sometimes more than a little haughtiness. They tell a tale of one such captain, whose finest boat was hailed from a country landing. Veering toward the bank, the mate bellowed the usual, "Whatcha want?"

The ruralite, sitting astride his horse, took a liberal chaw of tobacco and replied, "Want to speak t' Cap'n Pursell personal." When finally the great man had been summoned and had stepped out on the hurricane roof, the countryman continued:

"Jest wanted to ask you, Cap'n, kin my hoss have a drink out of yo' river?"

Adam (with Eve in the Garden of Eden, naming the animals): "Eve, let's call this one a hippopotamus."

Eve: "Why?"

Adam: "Well, it looks like a hippopotamus, doesn't it?"



NATIONAL SAFETY COUNCIL

Traffic Tips Reported During October, 1946

Division	Pass. Tips	Freight per 100 Tips	No. of Tips Employes
Seattle General	8	9	8.9
Chicago Terminals	199	6.3
Iowa & Dakota.....	41	10	3.3
Iowa & So. Minnesota..	13	12	2.8
Dubuque & Illinois....	20	8	1.7
Terre Haute	14	1.1
Hastings & Dakota.....	17	..	1.0
Chicago General	15	5	0.8
LaCrosse & River.....	13	6	0.8
Coast	6	1	0.5
Iowa	4	1	0.4
Milwaukee	4	1	0.4
Superior	3	..	0.4
Rocky Mountain	3	..	0.3
Trans-Missouri	3	..	0.3
Milwaukee Terminals...	9	1	0.2
Miscellaneous	2	..	0.2
Kansas City.....	..	1	0.1
Madison	1	..	0.1
Twin City Terminals....	3	..	0.1
Idaho
TOTALS	165	268	1.3

"Henry," said Mrs. Glipping, in one of her tearful moods, "If I were to die, would you mourn for me?"

"Certainly I would, my dear," replied Mr. Glipping, as he scanned the market page.

"And would you visit my—boo-hoo—grave sometimes?"

"Of course. Why do you ask such a foolish question? You know the cemetery is right on the way to the golf course."

Briggs took the ticket the agent gave him, picked up his change and walked away.

A few moments later he was back again at the ticket window.

"I say," he said to the clerk, "you gave me the wrong change just now."

"Sorry sir," said the agent, with a shrug of his shoulders, "it cannot be rectified now. You should have called my attention to it at the time you bought your ticket."

"Well, that's all right, then," said Briggs, with a faint smile. "I'm not worrying. You gave me five dollars too much."

MILWAUKEE SHOPS

Car Department

George L. Wood, Jr., Correspondent

Men from all departments of the coach shop congregated on Oct. 31 to bid farewell to Carpenter William W. Stegemeyer, who retired on that date. Mr. Stegemeyer started working at Milwaukee shops over 55 years ago and during that time acquired a host of friends, as illustrated by



William W. Stegemeyer

the enthusiastic crowd that was on hand to honor him on his last day of work. He was the recipient of several lovely gifts, with Carpenter Emil Robel making the presentation, and Foreman Bill Weatherall spoke in testimony of Mr. Stegemeyer's long and efficient service.

The new man at Bill Stegemeyer's position is Jerry Wendt. We wish him a lot of luck on his new job.

A new citizen (a boy) who arrived on Oct. 19 is trying very hard to say "Daddy" to Carman Apprentice Don Dysland.

Truck Shop Employee Steve Bosanec passed away on Nov. 1. Sincere sympathy is extended to his bereaved family.

Young Bill Hetzel, Jr., who has been working in the freight shop as a carman since his return from the service, has transferred to the locomotive department and is now serving his time as an electrician apprentice.

Our machine shop reporter, Eddie Douglas, tells us that the big news of the month in his department was the marriage of Machinist Apprentice George Demitros to Miss Shirley Treutalarm on Oct. 19.

By request of the entire steamfitting department we announce that Nov. 4 was a red-letter day for Steamfitter Harry Klinger. On that date he became the proud father of a 7-pound baby girl and also celebrated his own birthday.

Welcome to Frank Fritsch, locomotive sheet metal apprentice, who is serving a few months of his time with the car department tinnery.

The electric shop makes the news this month, what with the marriage of Electrician Ray Jacobs and Miss Evelyn Albers on Oct. 21.

You autograph seekers can add to your collection by visiting Billy Erdman's tin shop. Just contact Tinner Joe Friedman, whose piano playing is featured nightly at the downtown Milwaukee Legionnaire Club.

Machinist Merle Drew left our department on Nov. 15 to accept the position of assistant roundhouse foreman, third shift.

An artist of the culinary variety is back in our midst. Marian Pokel, absent from the cafeteria for quite a spell, is back with us once more. We welcome you, Molly.

Blacksmith Len Meleski and Blacksmith Helper Al Milczarski passed out "it's a girl" cigars during the month of October, Len on the 20th and Al on the 23rd.

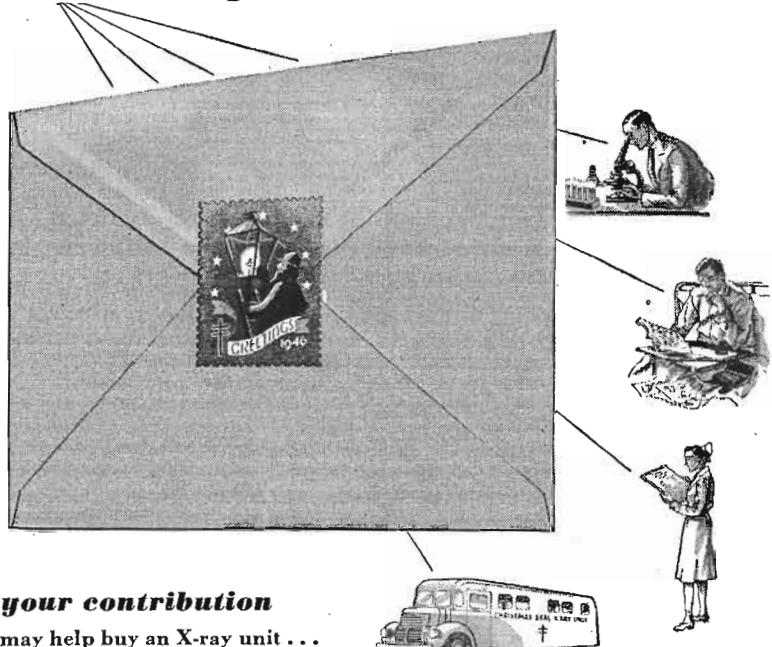
Belated, but still worth mentioning, is the news of the marriage of George L. Wood, Jr., correspondent for the car shops at Milwaukee, to Dorothy Hendryx of Austin, Minn., on Sept. 4. They were married in Austin and are making their home in Milwaukee.

—Editor.

Now that civilian products of metal are coming back on the market, put a new metal ash can on your shopping list, suggests the National Safety Council, to avoid the danger of a fire in the basement.

December, 1946

the Story behind the Seal



your contribution

may help buy an X-ray unit . . . train a TB nurse . . . finance the rehabilitation of a patient . . . or underwrite laboratory research . . . some of the many ways Christmas Seal funds fight tuberculosis the year round.

These methods have helped cut the death rate by 75% since 1907. But TB still kills more people between 15 and 35 than any other disease. So the fight must go on. So, please, send in your contribution today, however small. Nowhere else can you "buy" a greater gift . . . for the greatest number.

BUY CHRISTMAS SEALS

Store Department

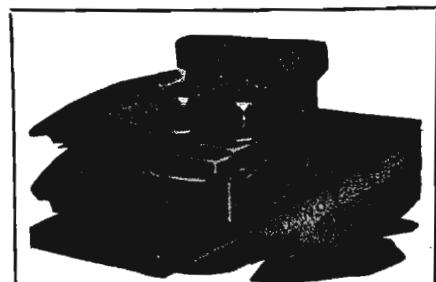
Earl L. Solverson, Correspondent

The store department bowling team, On Wisconsin, champion of the 1945 Milwaukee Road league, is in a tie for first place in the 1946 race. It consists of Bill Smith, George Voth, Ed Grisius, Charles Hohl, Walt Schindler and Captain Jerry Meyer. Charles Hohl, L&R Division conductor, and Walt Schindler of the freight house replace Jim Kozourek and Earl Marsh, who are bowling in other leagues. Capt. Jerry Meyer holds this year's high total of 649 and high single game of 269.

Harry Schopinsky of section G was married 30 years on Oct. 21. He forgot all about it until he got home and when his wife reminded him of it he had to do some tall hustling. She came out the winner with a new coat. His co-workers celebrated the next day with a cake furnished by Harry.

Skatmeister Rudolph Freuler, stockman of the freight car store, again collected top honors (\$375) at the 89th congress of the Wisconsin Skat League tournament, held simultaneously in seven Wisconsin cities. Over 1500 players participated. His son won \$13, the 143rd honor. Rudy collected first prize of \$400 at the 86th congress, during the winter of 1945. This is the first time a player has ever won the top honors twice. Rudy intends to buy a wrist watch as a memento of this event, after 25 years of play in skat tournaments. However, even the champ can be taken for a ride, as his oldest son beat him the following Sunday at a home session. So there is always hope for the rest of the skat players.

Maletta and Ruth Brimmer of the district storekeeper's office are taking a two-week jaunt to Florida in a Cadillac, start-



MORDEN SECURITY ADJUSTABLE RAIL BRACE

Standard on The Milwaukee Road.
Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE

Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Belt Switches and Security Track Designs.

Morden Frog & Crossing Works **CHICAGO, ILL.**

Representatives In
Cleveland, Ohio
New Orleans, La.
St. Louis, Mo.
Louisville, Ky.
Washington, D. C.

Happiness is that peculiar sensation which you acquire when you are too busy to be miserable.—Wall Street Journal.

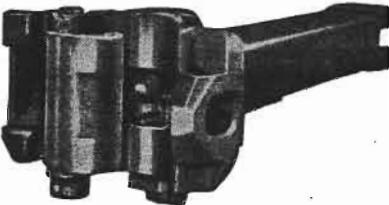
**Present Day
SAFETY Requirements
DEMAND the Best
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Questionnaire for Bowlers

Would you like to contend for the pin championship of the Milwaukee Road? Are you in favor of holding a system tournament at Milwaukee, Wis., in March or April? The Milwaukee Road Bowling League is anxious to know how you regard these suggestions. If you have an opinion, please address your reply to Arthur L. Schultz, secretary of the Milwaukee Road Bowling League, mechanical engineer's office, Milwaukee Shops, Milwaukee, Wis.

ing on Nov. 14. The boys are expecting post cards and souvenirs.

It was a shock to learn of the death of Storehelper and Chauffeur Arthur Lindner, who died on Nov. 3; he had worked the day before. He had been employed by the Road since Dec. 8, 1936; was 38 years old, and is survived by his wife and four children. His co-workers presented Mrs. Lindner with a cash collection.

Erv Koehler of the builders section has stopped worrying about the withholding tax since the arrival of a six-pound exemption, Mark C., born to his wife, the former Joyce Paulu of the DSK office on Oct. 23. The father is experiencing the usual midnight trials and tribulations.

Belated congratulations are in order for the former Isabelle Jendrzejek, who became Mrs. J. Bolanowski on Feb. 9. It's a long time to keep a secret but she has proven that it can be done.

A. J. Epp, builder's storekeeper, has been home for the past two months, due to illness. Hurry up there Al, and get back in harness. Lots'a work to do at the shops.

H. W. Stark's son, Burton, was discharged from military service after serving in the South Pacific. Home just in time for the turkey and trimmings.

Louise Gribble expects to be released from the hospital soon. Quarried for a few gall stones, they say.

Davies Yard

J. J. Steele, Correspondent

Erv Weber has recovered from his operation and is back at his duties, feeling more chipper than ever.

Congratulations to Mr. and Mrs. Ed Starosta, who were married on Oct. 24.

Our persevering Andy Schilhansl is back at his old tricks of trying to get a deer with bow and arrow. Andy has been attempting to prove for the last 10 years that the arrow is faster than the deer, but, as in the past, his trip was to no avail.

Don (Flying Dutchman) Ritzke recently flew to Detroit, Mich., to witness the Detroit Lions-Los Angeles Rams game.

Iggy Zielinski spent his vacation pheasant hunting in South Dakota. He returned with one pheasant and one duck. The following week his sister shot six geese at a nearby lake and rated her picture in a Milwaukee paper. Whose face is red now?

Al Reich spent his vacation visiting his brother at Port Angeles, Wash., and reported that he had a nice time among the tall timber.

Mr. Stork worked overtime this month, delivering bundles to the following: Mr. and Mrs. Charles Michalski, a boy, born on Nov. 7; Mr. and Mrs. Kenny Feustel, a girl, born on Oct. 14; Mr. and Mrs. Chester Wezyk, a boy, born on Oct. 14.

The man who doesn't mix kindness with business leaves out one of the finest ingredients.

H. L. Mencken.

LA CROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Francis Greoeschner, former GI, and Vernel Holiday were married on Oct. 1. Mr. Greoeschner, known as "Slim," is a carman at La Crosse yard.

Kenneth Frank, son of Machinist Al Frank, has accepted a clerk's position at La Crosse roundhouse, replacing Earl Lumley, now a fireman in La Crosse yards. Ken served with the Marines for three and a half years prior to entering Milwaukee service.

Alice Hovind, former car clerk and steno, La Crosse freight house, is now Chief Clerk Erickson's steno in Superintendent Ayars' office, La Crosse terminals.

Mr. and Mrs. Gerald Shanley are the proud parents of a girl, born on Oct. 20. Mrs. Shanley (Betty) was formerly a steno for Division Storekeeper Rieff, La Crosse.

Mr. and Mrs. Harold Starr are the proud parents of a girl born on Nov. 8. Mr. Starr is a store helper at La Crosse, recently discharged from the armed forces.

A "battle of the pins" ended in the victory of the operating department over the engineering department at La Crosse on Nov. 3. Stars for the operating department were Superintendent's Chief Clerk E. Erickson and Alice Hovind; for the engineers, Assistant Division Engineer John McReynolds and Maretta Morgan, clerk.

Otto Pokarth, 64, fire knocker for our Road for the last 30 years, passed away at St. Francis Hospital, La Crosse, Oct. 15, as the result of a stroke.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Sorry to hear about Night Assistant Superintendent George Wilson's father passing away. We all extend our sympathy.

Seems we are going to lose one of the old standbys at William Bishop's office. John K. "Kokomo" Miller bid on a job at Western Avenue and got it. "Kokomo" takes a lot of razzing from the gang on the middle trick at west yards, but just the same we'll miss him.

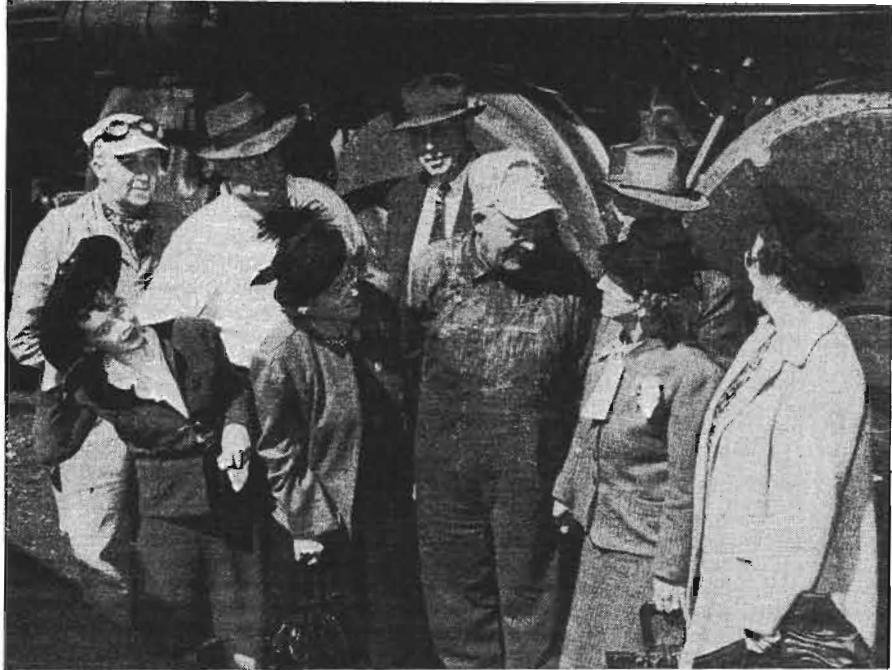
Help! There are so many new babies lately that I can't keep track of them, so let me know when the little tykes arrive. Here are a few new arrivals in Galewood families: Jerry Nevison and wife had a blessed event on Oct. 30—a darling little girl. What's this? Larry Connery and wife have a new addition—a boy. Last addition to the family was over 17 years ago, so this is really news. Edgar "Kelly" Lemke won't be outdone—a baby boy just arrived at his home. Nat Abraham and wife have a baby girl; think of all the dolls Santa can bring to that house this year. Cornelius Nevison, not to be outdone, proudly announced the arrival of a baby girl at his home. I hope I haven't missed any. If I have, I'm sorry.

Phillips and Bob Scorza had to buy larger hats and shirts during the past few months. Reason? Well, these brothers both have new baby sons to walk the floor with. Bob feels real puffed up since this is the first baby and "We got a boy." Bob and Phillips are in the west yards.

Glad to hear that Charlie Curran has returned from the Army and is back to work. Charlie was an extra tower man when he left for service. Bet Uncle Sam helped him build up a lot of good strong muscles to throw those heavy levers around.

Ray Osinske, former night crew director, has just been married and, like all newlyweds, is hunting for a place to call home.

Friends of Mabel Thompson, formerly night bill clerk at Galewood, were shocked to hear of the loss of her little six-year-old boy, Richie. Our deepest sympathy goes to Mabel and her parents, with whom she lives.



Engineer Bob Patch is congratulated by his wife and friends, in Bensenville yard at the end of his last run. Front row, left to right: Mrs. Margaret Bowles Rogers, Mrs. Bess Morgan (sister-in-law), Engineer Patch, Mrs. Patch and Mrs. Elmer Kvevli. Back row, left to right: Patch's fireman, Pat Freeley, General Foreman W. W. Jepson, Assistant Master Mechanic L. H. Koch and Engineer Elmer Kvevli.

Retiring Engineer Turns in Perfect Record

Engineer Robert H. "Bob" Patch of Elmwood Park, Ill., considered one of the most valuable engineers on the D&I Division, retired on Sept. 24 after more than 43 years in railroad service. On that morning Bob made his final run, from Savanna to Bensenville, and Milwaukee folks at both points turned out to make the occasion a memorable one. At the conclusion of the run in Bensenville yard, a delegation consisting of his family, friends and a number of employes saluted his incoming locomotive and congratulated him on his retirement. Among those in the group were associates of many years' standing, including Mrs. Margaret Bowles Rogers, a former employee of the passenger department (Bob at one time fired for her father, the late William Bowles, who was a Milwaukee Road engineer for 36 years) and Engineer Elmer Kvevli of Bensenville, his fireman for 18 years and his boon hunting companion.

Bob's 43-year service record was acquired exclusively on the Milwaukee Road. He was born in Dorrance, Kan., on Oct. 25, 1881, but came to Chicago as a young man and took a job with a section gang in 1903. Seven years later he was set up as engineer and proved to be a good one, as no complaint has ever been registered against him in 36 years at the throttle—or, for that matter, during his 43 years on the job. There was an occasion when this unblemished record seemed threatened.

It happened on one of his infrequent visits to the division office when an official called him "on the carpet," but explained that he only wanted to see the man who had never been "called on the carpet."

An additional reason for all of the entertainment tendered Bob and his family in the weeks preceding his retirement was that on the weekend following it they were leaving the Elmwood Park community, where they had lived for the last 17 years, for St. Cloud, Fla. There Bob has bought a lovely home, typical of the dream home of many retired railroad people. It is shaded by waving palm trees. Colorful bougainvillea vines frame the doorways and a velvety lawn, innocent of weeds, spreads to a grove of tropical fruit trees in the rear. The cluck of chickens does not at present disturb this idyllic retreat, but Bob intends to acquire some and also plant a small garden. Local fishing is reported to be excellent, with the really big ones only 48 miles distant by ocean highway. Hunting, his favorite sport, is in the same class, and Bob expects to get a wild turkey for Thanksgiving.

Fellow employees at Bensenville have taken a flattering interest in Bob's plans for his new home, an interest which they declare has no connection with the crates of oranges and grapefruit they soon expect to find on their back porches.

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Western Avenue

T. A. Finan, Correspondent

Ed Blair is on vacation and hopes to snare some pheasants.

Joe Hogan is all swelled up again; it's another grandchild.

George Powers, retired switchman, was a visitor from Clinton, Ind.

Congratulations to Switchman Roy Harstad and Mrs. Robert Cooney on their recent marriage.

Charles "Whitey" Kay is in Alexian Brothers' Hospital with a foot infection. Dick Ruggets is a patient at Wesley Memorial Hospital. A speedy recovery for both.

George Hartley has returned to the car department office after his Army service.

Hank Baisler, who is on sick leave in Arizona, was a Chicago visitor during November.

We wish everyone a very merry Christmas and a happy and prosperous New Year.

Horace S. Good, 86, retired yard conductor of the Chicago Terminals, died at his home in Libertyville, Ill., on Oct. 27. Mr. Good had a long service record, beginning in February, 1887, and had retired on his 75th birthday, June 3, 1937. At the time of his retirement he was cited for his outstanding safety record. He is survived by his wife, Laura A., to whom he was married for 63 years, a daughter, Mrs. Irene Oistad of Sioux City, Ia., and a son, Fred W.

Sleeping and Dining Car Department

Marie Keys, Correspondent

A few changes have been made in the personnel of our department as a result of the resignation of several employees. We are glad to welcome to our group Miss Norma Schacht, clerk-stenographer, and Mrs. Mabel Rechsteiner and Charles Morris, payroll clerks; also Robert Buetow, who has returned to work in the commissary.

L. C. Kusch attended the American Association of Dining Car Officers' convention at Boston, Mass., Oct. 6 to 9.

June Summer visited her husband, Wilfred, former laundry manager, while he was stationed at Fort Belvoir, Va. It was good to see how well he looked on his short stay in Chicago.

A group of office friends gave Margie Lambin a farewell luncheon at the Edgewater Beach Hotel, at which they presented her with a gift. The same group

enjoyed a very pleasant evening at her home.

With deep regret we report the sudden death of Walter Ellenberger, stenographer at Tacoma.

Best wishes are extended to Steward J. H. Lowell, Porter Bunyan Harris, Waiter Louis Capshaw and Chef Clarence Simons, who retired from service.

Porter J. A. Landry has returned to work, following a long leave of absence.

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent

We are very glad to have Fireman Jack Buell back with us. He had been in service for 18 months, spending about 11 months of that time in Germany. Jack is the son of Roundhouse Foreman "Wink" Buell.

Sorry to report that Conductor A. E. Ringger is on the sick list. We wish him a speedy recovery.

Here's wishing everyone a Merry Christmas and a happy and prosperous New Year!

Terre Haute District

T. I. Colwell, Correspondent

While Extra 337 south was passing over the Dewey interlocking plant with two loads, 128 empties, on Oct. 24 at 3:30 a.m., Operator W. C. Grandstaff, who was on the ground inspecting the train, noticed fire flying about one-third of the way back and immediately took action to get the train stopped. After stopping, one of the cars was found to be badly off center. The quick action on the part of Operator Grandstaff no doubt prevented a serious accident.

Operator Hehman, second trick at Dewey, enjoyed his vacation in Ohio and points east. He was relieved by Extra Operator Mathews.

Dispatcher Jack Wright spent his day off hunting around his home near Seymour with Operator Anderson. Presume there will not be much use to hunt in that territory now.

New Operator Daubs is working third trick at Faithorn while job is bulletined.

Operator Earl Wagner is back from telegraph school, which he attended for six months after coming out of the Army, and is working second trick at Webster during the absence of Agent Dwight Milljour. Agent Milljour is in California visiting his daughter, who is quite ill. Operator Pickett is pinch-hitting for him.

During vacation Operator Malcolm Petrie is relieving Agent Hugh Burns at Lewis and Art Mathews is relieving Jack O'Neill at Jasonville.

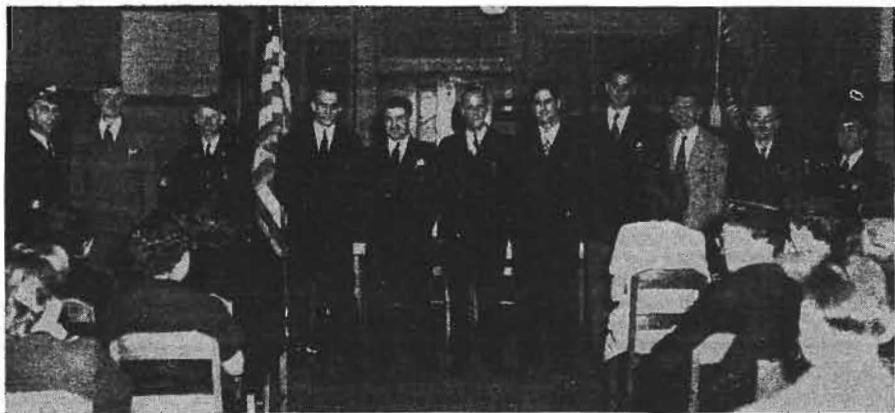
We regret to report the death, on Nov. 4, of Peter M. Fagan who for many years was division freight and passenger agent of the Terre Haute Division. Pete had many friends on the Terre Haute and other divisions. He had been retired for several years.

Bruce Glimpse, a clerk at Bedford station and a Milwaukee Road veteran, died on Nov. 14. Our deepest sympathy is extended to his family.



It happens every time he throws in a line, says Agent William E. Bashford of Momence, Ill., and these are by no means the largest ones he has caught this year; one of his prizes this season was a five-foot northern pike. Don't tell anyone, but he fishes in the Kankakee River.

Hiawatha Post Installs Officers



Newly installed officers of Hiawatha Post 934 and Legionnaires who assisted at the rites. Standing, left to right: Fred Pepper, senior vice-commander of the 9th district; Anthony L. Heckl, commander of Hiawatha Post; Al Swenson, senior vice-commander; Merle Bucholtz, first junior vice-commander; Charles Bihun, junior vice-commander; Larry Janes, finance officer; Brad Petersen, chaplain; Barney Dummer, sergeant at arms; Al Grabb, adjutant and service officer; James Stein, housing chairman; and L. Skowers, installing sergeant at arms.

Hiawatha Post 934 of the American Legion, department of Illinois, which is composed almost entirely of Milwaukee Road employees in the Western Avenue, Galewood and Bensenville yards, held an installation of officers in Northwest Hall, Chicago, on Saturday evening, Oct. 19. About 250 persons witnessed the impressive rites.

The dedication of the flag was made by Comrade Harmon, past commander of the Melin-Roamer Post. Comrade Fred Pep-

per, senior vice-commander of the 9th district, presided at the installation, assisted by Comrade Skowers, sergeant at arms of Cook County Council.

Hiawatha Post was chartered last March and has approximately 100 members. Veterans who wish to affiliate with it should apply to Commander A. Heckl at the Western Avenue commissary, who is in charge of membership, or any member of the post.

West Clinton Area

Earl H. Lehmann, Correspondent

L. F. Donald visited West Clinton and the Terre Haute Division in October. Everyone was glad to see him again, as he was on our division as superintendent a good many years ago.

Carman M. E. Carmody and wife visited in Florida in October and returned home through Arkansas and the Ozarks.

Chief Clerk Homer T. McCown was on vacation during the latter part of October.

West Clinton employees were sorry to hear of the illness of Trainmaster Clawson and hope he will soon be back in 100 per cent condition.

An October wedding of interest to West Clintonites was that of Conductor Vernon Botner to Miss Lorraine Lane, a niece of Engineer John Gambill. We extend congratulations to this young couple and the best of luck to "Butch."

There is usually plenty of room at the top because some of those who get there go to sleep and roll off.

COAST DIVISION

Harry W. Anderson, Division Editor

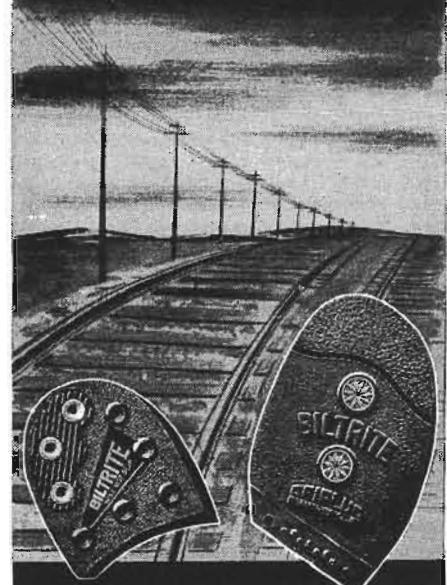
Trainmaster James O'Dore left recently to take the position of assistant superintendent at Lewistown, Mont. This location used to be his stamping grounds. Congratulations, Jim. Hate to see you leave here, but glad to see you going up.

Assistant Trainmaster Eddie Herzog was appointed to the position of trainmaster at Tacoma. Congratulations!

Franklin N. Johnson, retired operator at Sumner, passed away at St. Joseph's Hospital at Tacoma on Oct. 18 at the age of 74, following an illness of several months. He leaves his wife and son Oliver. Mr. Johnson had been with the railroad since 1918.

Alice Alden, sister of Gertrude Alden, clerk to Chief Carpenter T. E. McFadden, passed away after a lengthy illness. Funeral took place at Spokane. Alice was loved by everyone who knew her for her wonderful disposition and pleasant personality. Our sympathies are extended to those left to mourn her loss.

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CHICAGO, ILL.

"Lyle R. Burke returned to the Road as yardman after more than two years of Army service. He was released with the rank of lieutenant. Assistant Superintendent Al Thor returned from a pleasant vacation spent in Chicago and visiting his folks in Minneapolis. Al was very glad to find them in good health and happy. On the way back he must have had quite a visit with Elliot Metcalf, sports writer, according to the writeup in the Tacoma Times.

Agent C. M. Owens of Sumner and his wife took a trip to New York and Chicago. While there Mrs. Owen entered a quiz program and won \$15 and a 17-jeweled wristwatch.

Speaking of vacations, we might mention that Frank McConnell, hostler at Tacoma, enjoyed one recently. Nothing unusual in that but the fact it was the first one in about 40 years of railroading made it a big event in Frank's life. Frank was just about the first Milwaukee employee on the tide flats, as he was on the job when the shops were built; on Nov. 20 he was with the Milwaukee for 37 years. He is also local chairman of the Brotherhood of Locomotive Firemen.

Barbara Brownlee, telegraph operator at Morton, and Don Dodreil of that city are contemplating a high dive into the sea of matrimony, and Dec. 21 has been set as the date of the wedding. Barbara is the charming daughter of our also charming Frances Sommers, stenographer in the superintendent's office.

The Tacoma Service Club held its appreciation party at the Fellowship Hall on Saturday night, Nov. 9. The motion picture, "A Railroad at Work," was shown by Mr. Dede, public relations representative from Spokane, and was followed by dancing, cards and refreshments. Needless to say, a good time was had by all. Another interesting feature of the party was a huge painting of the Milwaukee streamliner in the mountains. It was painted by George Delano, painter foreman at Tacoma shops.

Lou Wiltrot, retired train dispatcher, has taken a job for the General Electric Company at Richland, Wash.

In my list of married bowling couples in the last issue I forgot to mention the Clifffords.

BELLINGHAM

The Mt. Baker Service Club held its regular monthly meeting on Oct. 4 and entertained the Northern Pacific and Great Northern employees at a baked salmon supper, served by the ladies of the club. We are looking forward to the time when the men don aprons and demonstrate their much-vaunted culinary ability.

Ticket Agent W. A. Squires has taken an extended leave of absence and bought a house trailer. He was last heard from near Sonora, Calif., heading south.

Conductor Jess Walton vacationed during

RECEIVING and FORWARDING POOL CAR DISTRIBUTORS

the past month in Kansas and various southern states.

Conductor Herb Bowers has gone east to visit his son, who is in the Navy.

Roundhouse Foreman Jim Kimose and family drove to Salt Lake City. They report a very enjoyable trip.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Richard E. Peterson of the Navy was a visitor at the local freight recently. Richard expects to be separated from service in November, after which he will return to his old position in Seattle yard.

William Warren, 5 pounds 15 ounces, arrived at the home of Mr. and Mrs. William Woodard on Oct. 15. The parents are former employees of the local freight office. Mr. Woodard is now in business in Seattle.

We have just learned through the office of Captain of Police Guy Truscott that Special Supervisor George Walkup has been promoted to the position of lieutenant of police, taking the place made vacant recently by the death of Charles Clemens. Leonard Lyons will succeed Mr. Walkup as special supervisor.

The "blessed event" in Dorthee Malm's life was the arrival of Nancy JoAnn, baby girl, on Oct. 20. Mrs. Malm held the position of outbound LCL billing and rate clerk during the war.

Miss Mae Zamper, chief expense bill clerk, resigned on Oct. 23 to move to California with her family. Her position has been taken over by Gwen Carvooso. A fairwell dinner was given Miss Zamper at Crawford's and she was presented with a set of beautiful earrings.

Dan Buchanan, retired warehouseman, died in bed on Oct. 29. Dan served the Milwaukee for many years prior to his retirement a few weeks ago. Our sympathy goes to his bereaved family.

John Morgan, check clerk at the warehouse, recently relieving Bert Roberts as perishable freight inspector, resigned on Oct. 31 to accept a position in Spokane with the Bonneville Power Authority.

Time Roll Auditor L. A. Montgomery was a recent caller at the local freight office, checking time rolls. Mr. Montgomery takes the place of Tom Hughes, who died about two years ago.

Charles Houck, B&B carpenter for many years, retired on Oct. 24. We will miss his smiling face and helpful hand and hope he will come to see us often.

Ted Hermann, check clerk at the warehouse, resigned on Oct. 31 to attend school in California. Ted was separated from service a few months ago.

Just keep your eye on the correction desk now. Marie Roessler is sporting a beautiful large diamond on her left hand.

Perishable Freight Inspector Bert Robert has received his 16th Supervisor Service award card. Not an accident in his department from 1930 to 1945, inclusive. This is something to shoot at.

An entirely new atmosphere on the tug "Milwaukee" was recently brought about by the addition of a lady cook, Mrs. Maude F. O'Malley. The feminine touch was just what was needed to put that ship in a "new deal" order.

A sad-looking man went into a druggist's shop.

"Can you give me," he asked, "something that will drive from my mind the thought of sorrow and bitter recollection?"

The druggist nodded. He put him up a dose of quinine and wormwood and rhubarb and Epsom salts, with a dash of castor oil, and gave it to him. And for a week the man could think of nothing in the world except new schemes for getting the taste out of his mouth.

Sixty-Year Veteran Retires



Assistant General Manager H. C. Munson congratulates Conductor John Steinbeck as the latter prepares to go out on his last run.

John Steinbeck, conductor of the 6:47 a. m. commuter train between Elgin and Chicago, and on the 5:10 p.m. special which took the Elgin commuters home at night, ended a railroading career of exactly 60 years and 60 days when he made his last run on Nov. 23. Steinbeck, who lives in Chicago with his wife, said that they planned on leaving immediately for a long stay in Florida, after which they will return to Chicago and he can settle down to some serious fishing.

The veteran conductor was born in Blue Mound, Wis., on Jan. 7, 1868, and went to work for the Chicago and North Western about five years before coming to the Milwaukee Road as a brakeman on June 6, 1891. He was set up as a freight conductor on Oct. 31, 1895, and, after 15 years of the rough and tumble routine which was the freight conductor's lot in those so-called good old days, went into passenger service on May 8, 1910.

Tacoma

R. A. Grummel, Correspondent

Assistant Claim Clerk Kenney Alleman departed in a blaze of glory for a vacation trip which will take him from Miami's coral strands to the frozen regions of the North around Montreal. With all that extra money, after winning third prize of \$50 in the recent slogan contest, we are wondering if he will get back. Tom Norwood is reliving on his desk and Dorothy Clover was recalled from a furlough to replace Tom in the cashier's department.

Hazel Gottlieb has not given out any \$25 rewards for a place to live in. Believe it or not, she took off a few days to move into a very nice apartment in a select neighborhood.

Our genial messenger, Milo Rau, looking much refreshed, returned from a leave of absence during which he visited relatives in the East and Southeast.

We are sorry to report the death, on Oct. 26, of the father of Cashier Ivar Berven. Interment was in Spokane, where the family made their home for many years.

Chief Claim Clerk Tom Dolle, who for many years has operated an apple orchard south of Tacoma, sprung a surprise on the

office recently by lugging in for their consumption several gallons of sweet apple cider freshly processed at the home ranch. On this occasion Millie Anderson furnished the doughnuts.

Switching Clerk John Gates passed around the candy and cigars in honor of a new daughter, Judith Susanna, born on Oct. 17.

Carl Tveter has returned to his duties as ticket clerk in the Tacoma passenger station after an absence of about six weeks, during which he relieved R. D. Shively, ACYC, who was visiting in the East.

YARD OFFICE

We have been informed that Car Clerk Johnny Lucchesi doesn't get enough railroading during eight hours a day and spends his evenings at home building model trains and tracks. If this continues we are afraid Johnny will have to build a new home, as the top floor is already occupied by models.

Seattle Yard

F. J. Kratschmer, Correspondent

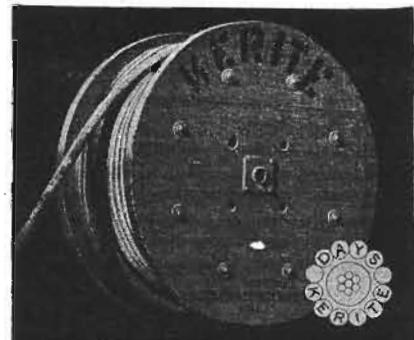
Our sympathy is extended to Car Inspector Ted Beaumont and family for the recent death of Ted's mother at Deer Lodge, Mont. Ted was called to Deer Lodge on Oct. 29 on account of her serious illness. She survived only a few days after his arrival.

Night Car Inspector Martin Buske met with foul play as he was coming to work on the night of Oct. 12. He was slugged and received serious head injuries, which have confined him to the hospital.

Congratulations to Mr. and Mrs. R. A. "Dick" Parrett on the occasion of their golden wedding anniversary, for which they held open house on Oct. 29 at their home in Seattle. Dick was an old-time engineer and hostler on the Milwaukee Road, having taken his pension about 1942. He was locomotive engineer on the Willapa Harbor line during construction and later hosted the passenger trains between the Union Station and Seattle yard. With them on this happy occasion were their three children, J. Cleon Parrett, M.D., Polly Parrett and Mrs. Jack Hueston (Vivian Parrett), all of Seattle, three grandchildren and two great grandchildren.

Matthew Engels, new night car inspector, had quite a time getting started. He was in an auto accident on the first night he started to work and on the second day he received word that his son, who was east of the mountains on a hunting trip, had been accidentally shot in the leg.

From the postal cards received from



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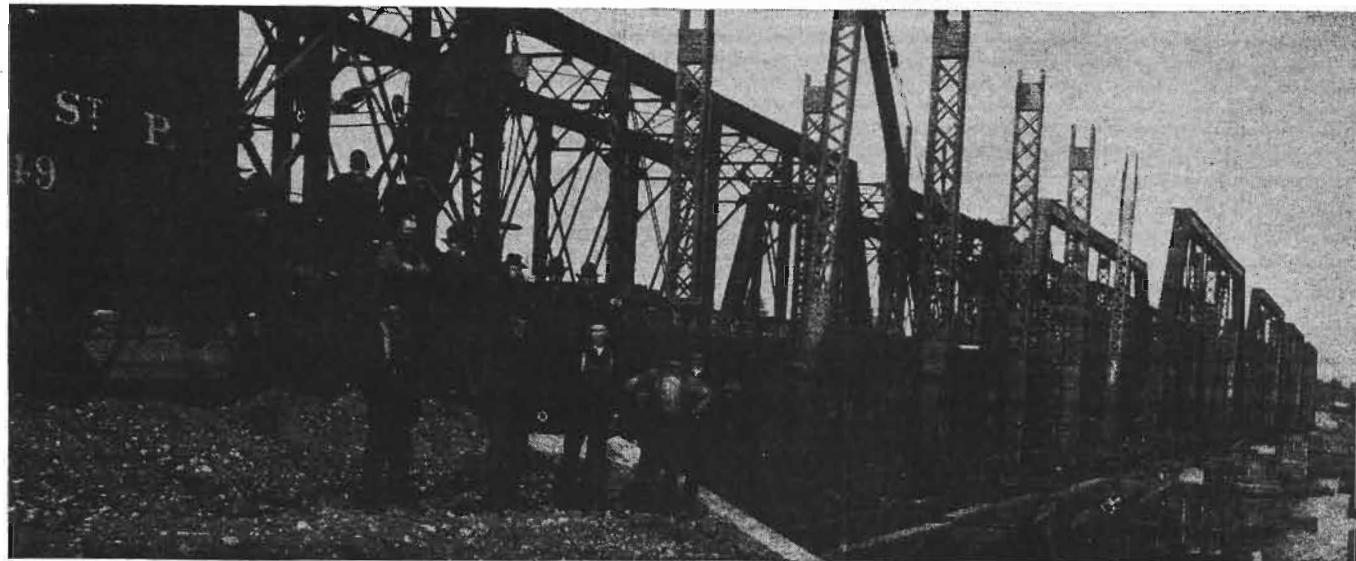
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This old picture, showing a group of construction men and a work train crew, was taken at the site of the bridge which was being built across the Rock River east of Byron, Ill. The time, summer of 1905. Only a few of the men are identifiable. The three at the right end of the middle row are, left to right Guy Danford, then a brakeman in work train service, but now a conductor on the suburban run between Chicago and Elgin; Jess Worley, assistant foreman of the steel gang; and John Steinbeck, holding up his watch for easier identification as work train conductor, who during recent years was a conductor on the Chicago-Elgin suburban run. An account of his retirement appears on page 41 of this issue. At the extreme left of the front row is John Melchior, foreman in charge of bridge construction.

dude ranches, bathing beaches, wild west shows, etc., it would seem that Car Inspector Steve Cage had the time of his life while sojourning in Sunny California, Arizona and the South. Some of those beauties weren't half bad, Steve, but say, was your wife along?

Ernest Scheibel was recently transferred from the car forces at Butte, Mont., to Seattle. Ernest, who rides a motorcycle to and from work, has participated in several motorcycle races.

Machinist Helper John Fall of the roundhouse is back on the job after an absence of about two months. He is on the night shift.

D & I DIVISION

First District

E. Stevens, Correspondent

During the war years our boys in the Army, Navy and Marines kept me supplied with items of interest and of late the brides and grooms have been keeping pace, but, as Nora B. Decco of the Rocky Mountain Division says, "If I left anyone out of this, don't blame me, write me!" And here we want to say to Nora B. that we have enjoyed her interesting column in the Magazine these many years and hope she accomplishes the many things she has planned for the years ahead after her colorful railroad career.

Vernon Buswell, son of Dispatcher and Mrs. H. P. Buswell, Savanna, was married to Mary E. Truninger, daughter of Mr. and Mrs. Herman Truninger, also of Savanna, at a ceremony in the home of the bride's parents on Oct. 26. After a wedding trip to Winnipeg, Can., they are making their home in Savanna.

Pauline Gregory, stenographer in the freight office at Savanna and daughter of Mrs. Josephine Gregory, became the bride of Joseph E. Isenhart of Thomson on Nov. 9 in St. John's Catholic Church. Isabelle Irons of the superintendent's office was a bridal attendant. Those of us who were unable to attend the reception enjoyed some of the bridal cake and ice cream on Monday.

Switchman G. Y. Mitchell, Savanna, was married to Mrs. Clara Lynn in St. Peter's Lutheran Church, Savanna, on Nov. 2. They were attended by Miss Norma Lynn, daughter of the bride, and Robert Mitchell, son of the groom.

A newspaper clipping from Pomona, Calif., telling of game hunting by Dan Airhart, retired car department employee of Savanna, who now resides there: "One of the most successful of Pomona's 1946 crop

of big game hunters is Daniel Airhart, a 69-year-old retired railroader. In the Airhart freezing locker are 685 pounds of Colorado elk and deer meat taken near Durango, Colo., on a trip to that country in September. Disregarding the opinion of friends that he might be a little old for the rigors of a winter hunt in the Rockies, Mr. Airhart drove his car and trailer to southwestern Colorado in time to open the elk season, Oct. 12. On Oct. 13 he got his elk, a two-year-old weighing 500 pounds, and on the next day got his mule deer, weighing out at 185 pounds dressed. Joining another group of hunters, he packed into country as high as 10,000 feet elevation and reports the mercury dropped at night to as low as 13 degrees above zero." Which proves that you are only as old as you feel.

Congratulations to Chief Dispatcher's Clerk and Mrs. Frank Cimino, Savanna, on the arrival of a son, Frank Stephen, on Oct. 25. We enjoyed the candy and cigars.

We regret to report the death of Genevieve Baird of the freight office, Davenport, on Oct. 31, at her home in Davenport, following a serious illness. Gen started

her railroad career in 1918 and continued until 1933, resigning after her marriage, but returning to the freight office during the war years. For the past few months she had been on leave of absence on account of illness. Sympathy is extended to her husband and daughter.

Walter Graham, retired second district conductor, Dubuque, passed away quite suddenly at his home on Nov. 10. Mr. Graham was a familiar figure on the Savanna-La Crosse runs and had completed 50 years of service at the time of his retirement in January, 1944. Funeral services were held in Dubuque with burial at Savanna. Surviving are his wife and son.

Mrs. Elizabeth Mullen, mother of Iowa Division Conductor Orville Mullen, Mrs. George Rupp and Mrs. J. H. Pulley, died at the Rupp home in Savanna on Nov. 9 at the age of 96. She was Savanna's oldest resident.

Mrs. L. A. Winston, wife of Switchman L. A. Winston, Savanna, died suddenly at the family home on Nov. 12. Surviving are her husband and two sons.

John Lazo Sends "Allo"

In the mountains of Macedonia not many miles east of the border of Albania is the little city of Bitol which lies in the now troubled country of Jugoslavia. John Lazo lives in Bitol. Back in 1919 he worked as assistant section foreman at Montevideo, Minn. That was when laborers received 45 cents an hour and the assistant foreman was paid 67 cents.

John has nothing but fond memories of the country in which he lived so long ago, and recently a letter from him found its way to his former friends in Montevideo. At the time John lived in the Minnesota city a very kind man named Phil Calmenson who owned a men's clothing store befriended him and some of his workers. That was when they had lost their clothing in a fire and Mr. Calmenson outfitted them with new clothing. Phil is dead now, but the letter reached Mrs. Calmenson out in San Francisco, and she forwarded it to his friends in Montevideo.

It is a friendly letter and full of happy memories of John's years spent in this country. Here are excerpts in his own charming style:

"Allo Mister Philip Calmenson Clothing Store. Your customer John Lazo working in C. M. St. P. company. I am glad if be good you and you famely and yours pathner." [There follow greetings to his friends the butcher man, the stor man, the man at the banc, the doctor, the coal ched and car shop and section men whom he recalls by name.] "Every ich man Montevideo tal him allo becas I never forget this world this town. 15 yrs I work Montevideo yard Milvacy Co. I very thencful from company and Montevideo too. I never forget all man this Coundri. Tank from every think. Allo for everybadi. Yours friend."

If there were more people like friendly and wholehearted John Lazo with his "thencful feelings" for former associates and the foreign country in which he spent 15 years, our chances for a lasting peace would be more than plans written on paper.

—Martha Moehring, correspondent, Montevideo, Minn.

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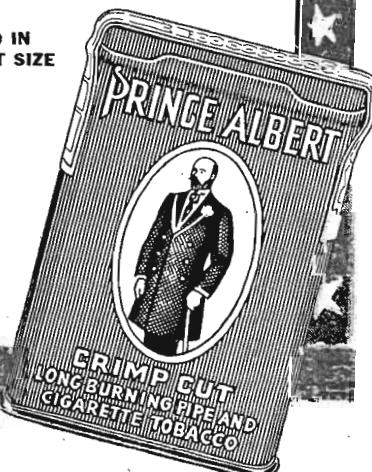


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