

JANUARY 1946

The Milwaukee Magazine

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



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CHICAGO

Officers of Company Elected

Following the termination, effective Dec. 1, 1945, of the trusteeship under which the Milwaukee Road had been operated for the past 10 years, an election of officers of the reorganized company was held at a meeting of the board of directors on Dec. 3, 1945. In addition to H. A. Scandrett, whose election to the presidency of the Road has previously been announced, the following officers were elected:

J. T. Gillick—vice president, operation.
A. N. Whitlock—vice president and general counsel, law.
E. B. Finegan—vice president, traffic.
J. W. Severs—vice president and controller—finance and accounting.
R. J. Marony—vice president and New York fiscal officer.
M. L. Bluhm—general solicitor.
F. H. Jeffrey—treasurer.
T. W. Burtness—secretary.

Effective Dec. 1, 1945, J. N. Davis was appointed assistant to president, with offices as heretofore at Seattle 1, Wash., and effective Dec. 3, 1945, the following changes in title were made:

O. N. Harstad—general manager, Lines East, and assistant vice president, system.
F. H. Allard—assistant to vice president.
W. L. Ennis—assistant to vice president.
L. J. Benson—assistant to vice president.
L. K. Sorensen—general assistant to vice president.

Charles B. Sanderson

Charles B. Sanderson, vice president and general manager of the Milwaukee Land Company, a land holding company which is a subsidiary of the Milwaukee Road, died of a heart attack on Dec. 14, 1945.

Mr. Sanderson was born in Mallorytown, Ontario on Sept. 21, 1885, and began his service with the Milwaukee Land Company in Spokane as a bookkeeper in 1907. In 1918 the office was moved to Seattle and he became assistant general manager under H. R. Williams. When Mr. Williams retired in July, 1921, Mr. Sanderson became general manager, and in June, 1941, upon the retirement of H. B. Earling, who was vice president of the Milwaukee Land Company, he was appointed vice president and general manager.

In August, 1922, Mr. Sanderson was appointed forestry agent for the Milwaukee Road and in June, 1942, was made western development officer.

At the time of his death, Mr. Sanderson was vice president of the North Idaho Forestry Association, trustee in the Western Forestry and Conservation Association, and Washington Forest Fire Association, and held an office in the Clearwater, Potlatch and Coeur d'Alene Timber Protective Associations in Idaho. He was active in organizing the Ozette Timber Company in 1939, was its first vice president and later became president.

During the last two years, Mr. Sanderson worked on reforestation matters in order to produce another crop of timber on the company's lands in Washington and Idaho. He was well known and highly regarded among

January, 1946

The Milwaukee Magazine

January
1946

Vol. XXXIII
No. 10



Marc Green
Editor

A. G. Dupuis
Manager

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

Subscription rate \$1.00 Single Copies 10c

the timber and logging interests of Washington and Idaho.

Surviving are his widow, three daughters and one son.

Effective Jan. 1, 1946, J. N. Davis was appointed vice president of the Milwaukee Land Company and R. G. Sackerson was appointed western development agent of the Milwaukee Road and general manager of the Milwaukee Land Company.



Operating Department

EFFECTIVE JAN. 1, 1946:

W. J. Hotchkiss, who has been released from military service, is appointed superintendent of the Kansas City Division with headquarters at Ottumwa, Ia., vice E. O. Eckert appointed superintendent of the Kansas City joint agency with headquarters at Kansas City, Mo.

W. T. Stewart is appointed trainmaster of the Kansas City Division with headquarters at Ottumwa, Ia.

D. T. Bagnell is appointed general superintendent of the Twin City Terminals, with headquarters at Minneapolis, Minn. He will have jurisdiction over road divisions and the locomotive and car departments in all matters pertaining to transportation within the terminals, including the Duluth line.

J. J. O'Toole is appointed superintendent of Twin City Terminals, with headquarters at Minneapolis, Minn., vice D. T. Bagnell promoted.

A. J. Farnham is appointed assistant superintendent of Milwaukee Terminals, with headquarters at Milwaukee, Wis., vice J. J. O'Toole promoted.

EFFECTIVE JAN. 4, 1946:

G. E. Lanning is appointed acting assistant superintendent of the Iowa Division, with headquarters at Perry, Ia., vice A. J. Farnham transferred.

A. C. Morrissey is appointed acting trainmaster of the Iowa Division with headquarters at Marion, Ia., vice G. E. Lanning promoted.

EFFECTIVE JAN. 6, 1946:

G. F. Wilson is appointed acting assistant superintendent of the Chicago Terminal Division, with headquarters at Bensenville.

J. H. Conrad is appointed acting trainmaster of the Chicago Terminal Division, with headquarters at Galewood, vice G. F. Wilson promoted.

D. J. Herlehy is appointed acting trainmaster of the Chicago Terminal Division, with headquarters at Union Street, vice J. H. Conrad transferred.

EFFECTIVE DEC. 15, 1945:

J. S. Keenan is appointed train rules examiner with headquarters at Aberdeen, S. D.

J. J. Oslie

John Joseph Oslie, assistant general passenger agent at St. Paul, passed away on Dec. 28, 1945, after an extended illness. He was born on Jan. 17, 1887, entered the employ of the Milwaukee Road in 1908, and during his term of service worked in various capacities, including ticket clerk at Minneapolis from Sept. 27, 1920, until Apr. 1, 1922, when he was promoted to traveling passenger agent with headquarters at St. Paul. On Sept. 8, 1924, he succeeded to the position of city passenger agent at Minneapolis and on Mar. 1, 1929, was appointed assistant general passenger agent at St. Paul, the position he held at the time he was stricken by illness. Mr. Oslie is survived by his widow and two sisters, Mrs. Lois Southworth of Northfield, Minn., and Mrs. Jane Sanderson of St. Paul.

Christmas Checks Sent to Milwaukee Road Employes in Service

As many an employe in military service knows by now, the Milwaukee Road once more wished a Merry Christmas to its men and women in uniform by sending a \$10 check to each with a friendly letter from President Scandrett.

Due to the accelerated rate at which discharges were made during the latter months of 1945, and to the difficulty of obtaining current addresses of many others, a great deal of list revising has been necessary, but it can be said that approximately 4,000 checks were sent. This, compared with the total of approximately 5,400 employes in military service who received Christmas gift checks for 1944, provides a general impression of the number of Milwaukee Road people who have laid down arms in the past year. A great many of them, needless to say, have returned to the employ of the railroad.

It is interesting to note that, altogether, 6,797 Milwaukee Road men and women had entered military service by Dec. 14, 1945; of that number, we have been notified of 149 who lost their lives while in military service, and 10 who are still listed as missing in action. As near as it is possible to determine, the largest number of Milwaukee Road people actually in military service at any one time was 5,725, the number in uniform in August, 1945.

A group of American officers landed in England during a particularly rainy period. They spent their first 10 days sloshing around in an almost continuous downpour. One evening one of them looked out of a window, saw the barrage balloons tugging at their cables, and said:

"Why don't they cut those ropes and let the place sink!"

Moses Lake Emerges from the Wilderness

Irrigation Converts Wasteland into a Gold Mine for Potato Growers

SIX years ago Moses Lake, Wash., was just a closed station on a branch of the Idaho Division, hot in summer, cold in winter and dirty all the time, thanks to the fine dust and sand from the near-desert which surrounded it. There was no industry in the town and very little business except catering to hunting and fishing parties which came to the lake from which the town takes its name.

Then came Coulee Dam and the Columbia River basin project and Moses Lake began to prick up its community ears and stir its community ambition. Some of its territory lay within the projected basin, some was outside, but the business men in the town saw the opportunity which was coming and went to meet it. They began to lay plans for the future.

Possibly it was then that the two signs were put up at the two entrances of the town. On the Spokane end it reads, "Moses Lake, population 325." At the other end it says, "Moses Lake, population 376." Maybe it was a mistake, maybe it was optimism, but it makes little difference now, as the population is about five times what it was before the war.

Listening to the talk about how the land would blossom when the water from the dam was turned on it some years hence, the business men began to wonder why they should wait. There was the land and there was the lake. Why not put in a pump of their own and see what would happen?

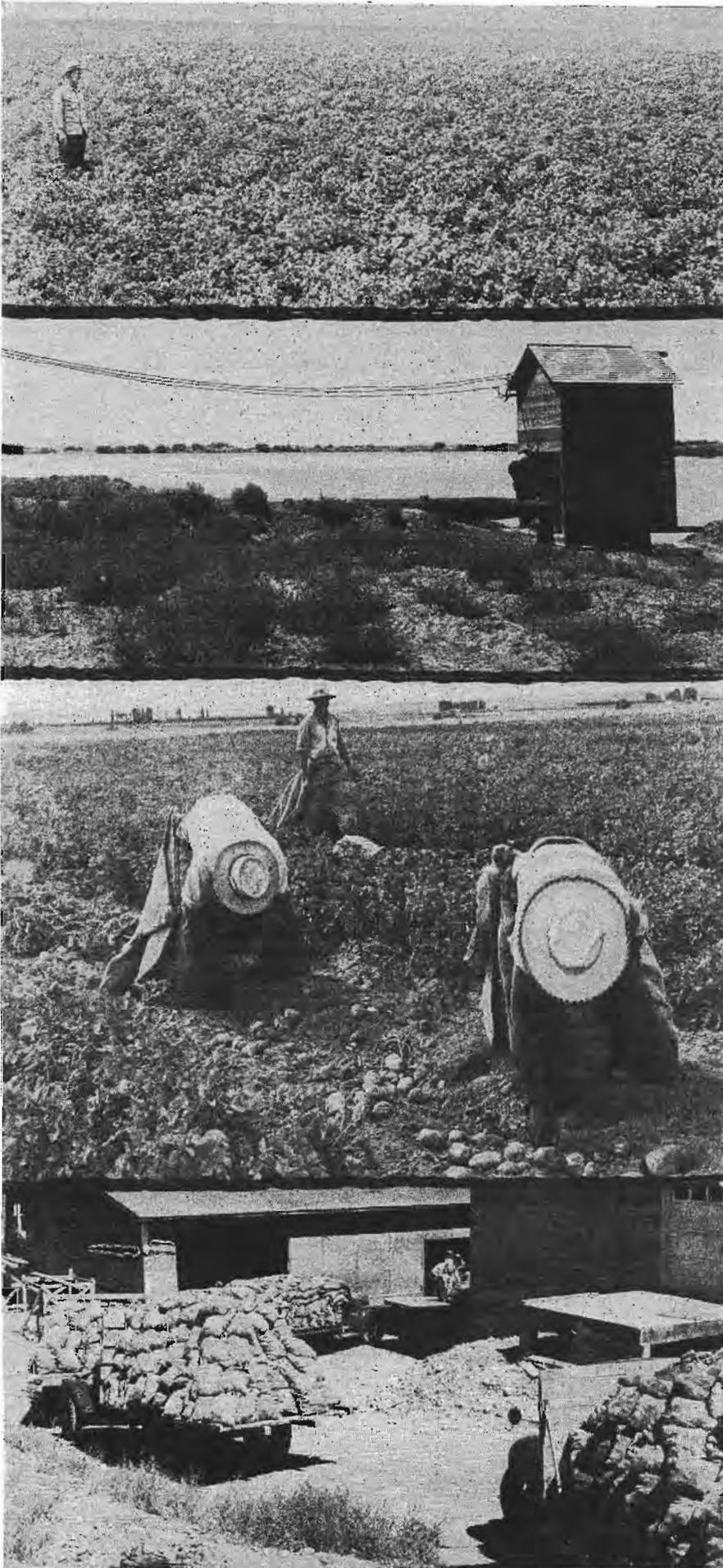
Milwaukee Road and Government Lend a Hand

Enlisting the cooperation of the Milwaukee Road's agricultural and mineral development department and state and federal agricultural authorities, these men installed the pumping equipment in 1939 and performed an experiment on 200 acres of land. And behold, the potatoes they planted flourished where only sagebrush had grown before.

No accurate records are available to demonstrate what the yield was in pounds or tons and there are no figures showing the cash returns, but they must have been heavy, for no gold mining district ever caused greater excitement in a town. In six years time, planting has increased to 6,000 acres and the 1945 cash return was expected to be in the neighborhood of \$2,500,000 to \$3,000,000, according to town figures, but government reports indicate nearer \$4,000,000.

Moses Lake may or may not have been named for the biblical patriarch, but one thing is certain—it is the promised land, the land of plenty.

Four kinds of potatoes are grown. The earliest, harvested in June and July are Irish Cobblers and Early Netted Gems, followed closely by the White Rose, the choicest ones raised and the ones which yield the big baking variety similar to the Idaho. As soon as the early varieties are harvested, Late Netted Gems are planted in the same field. It is believed that this is the only place in



The Pictures

(Left page, top to bottom.)

● One year ago this was arid land, covered with sage brush and sand. The brush was scraped off, potatoes were planted, water from Moses Lake was turned onto the soil, and presto!

● One of the pumphouses which irrigate the land. Two turbine pumps with a capacity of 4,200 gallons a minute send the water through 14-inch pipes.

● Laborers provided by the Mexican government pick up potatoes in the field.

● Around the warehouses moves a steady procession of potato-laden trucks.

(At the right, top to bottom.)

● A typical piece of ground in the Moses Lake area before irrigation.

● A two-row digger turns potatoes out of their hills and girls sort them as the machine goes along.

● As this row of refrigerator cars indicates, Moses Lake, Wash., is a busy station during the potato and onion shipping season.

● Turkeys, as well as vegetables, are profitably raised in the Moses Lake area. Shown in a "grove" of sunflowers is a part of a flock of 10,000 turkeys on the A. E. Gabbert ranch. Sunflowers provide shade, and the seed is a favorite food of the birds.

(Spokane Spokesman-Review photos.)

the United States where two crops of potatoes are raised from the same field the same year.

Land Values Soar

Six years ago the land around Moses Lake was valued at \$5 to \$10 an acre, with few takers, but now one is lucky if he can pick up a piece at \$200 an acre. A list of the Moses Lake potato growers would read like a directory of the town, for everyone has a finger in a potato hill somewhere. If they don't own land and raise potatoes, or rent the land, they work in one of the warehouses.

In Moses Lake the atmosphere is rife with true stories of how small fortunes have been made almost over night. They tell, for instance, about a man who appeared in town one day early in 1944 and rented 20 acres of ground which he didn't have the money to buy. He had no money for equipment, either, so that also was rented; and he borrowed money to buy his seed potatoes. But he did have a strong back and the determination to get ahead. At the end of the year, so the story goes, he had paid all of his indebtedness and banked a \$7,000 profit.

During the war, Mexican nationals were furnished by the federal government to assist in the harvest, but most of the help for the warehouses comes from the town.

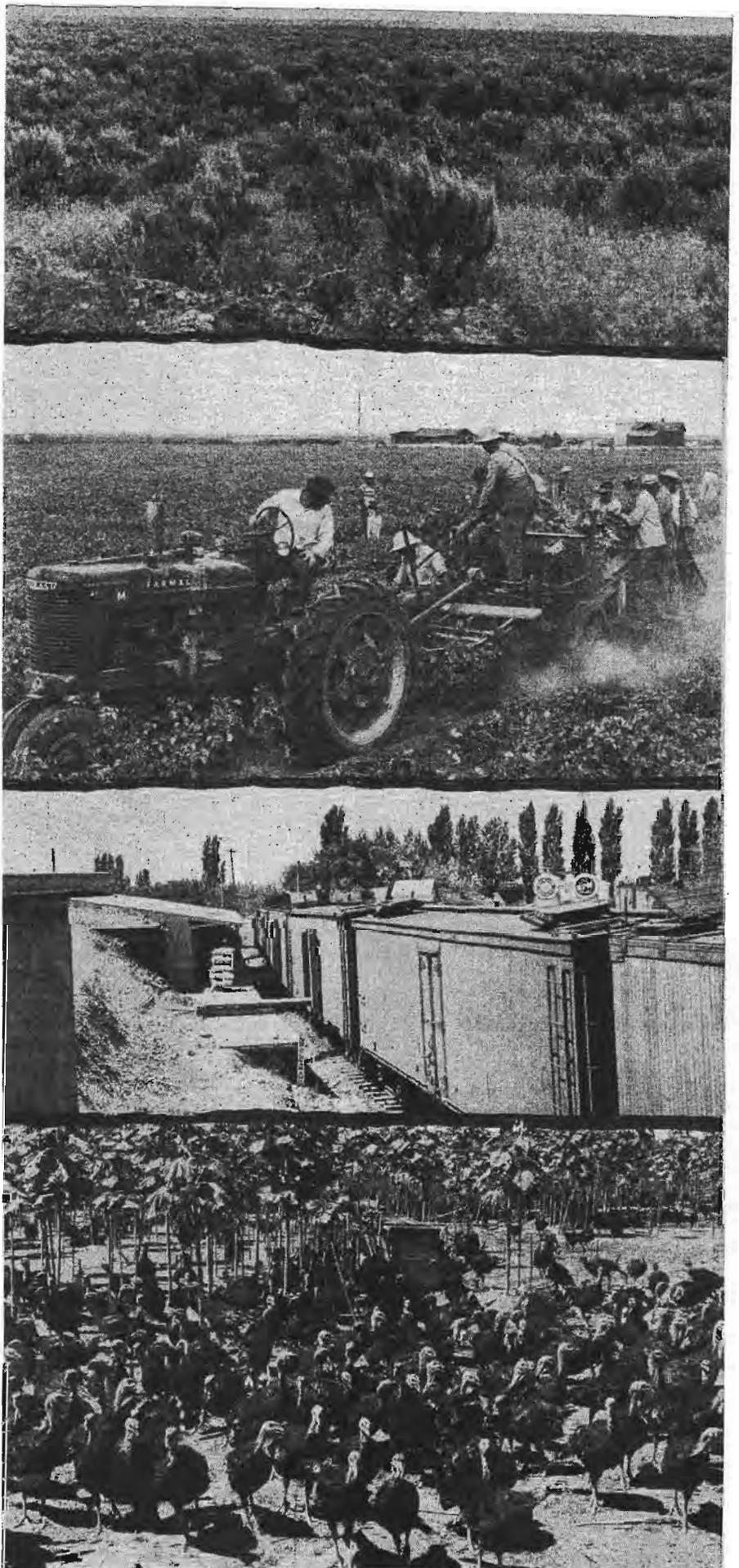
The potatoes are trucked in from the fields sacked loosely; they are then dumped onto an endless belt at a warehouse, where women stand on either side of a table and rapidly sort them as they pass. The big bakets weighing 12 ounces or more are tossed into a middle trough, the others being placed on side belts according to size, from which they drop into sacks for market.

During the season just passed, the growers experimented with a new machine which digs, washes, sorts and sacks the potatoes in the field, the girl sorters standing along its sides as a tractor pulls it along. On the potato land the growers figure \$800 an acre for the early crop and \$400 for the late.

Various Departments Cooperate in Project

The almost fantastic success of the irrigation experiment in the Moses Lake area is a tribute not only to the Milwaukee Road's agricultural and mineral development department for the assistance it gave to

(Continued on page 25)



"Did You Say Something?"

THE 26th of August, 1945, found Halsey's Third Fleet, after a week's circular and back and forth cruising, heading toward an anchorage along the shores of the Japanese homeland. The spot selected was Sagami Wan, some 30 miles south of Tokyo. This area American minesweepers had been working over for about a week pending the arrival of the larger fleet combatant ships. Ironically, many of the mines they collected were of American manufacture and were American-sewn, having been dropped there by our B-29's. The purpose at that time was, of course, to prevent home shipping from reaching Japanese-held positions.

To insure that the incoming fleet would encounter few or no mines, a rendezvous point had been arranged 50 miles from Sagami where a Jap destroyer would meet us and guide us into the bay after loaning us several of their navigators who were familiar with the waters. To facilitate this program one of our destroyers had been sent on ahead to meet the emissary ship, take aboard its foreign passengers and, acting as a floating taxi, distribute them to the various key ships of the Third Fleet.

A good-sized crowd of officers and enlisted men had gathered on the fantail to get what would be (for most of us) our initial first-hand glimpse of our enemy.

The destroyer made an easy enough approach to our cruiser, for the waters were fairly restful, as though desiring to harmonize with the great and sudden quiet of the newly stilled atmosphere. Lines, blocks and cranes were set up and the boatswain's chair, a contrivance for transferring human cargo at sea, was whisked across to the destroyer where it dangled menacingly, awaiting its first occupant.

First Jap Takes a Ride

A Japanese dressed in a gray civilian suit, his small stature dwarfed by the clumsy lifejacket he wore, was the first passenger to be strapped into the chair to take his ride. His trip was a relatively smooth one, considering other transfers we had seen effected at sea over more troubled waters. Although it might be surmised, because of his apparent civilian status, that he would be perturbed over the whole thing, this was not the case. His face bore a solemn expression which remained fixed, as though he had determined well in advance of the experience the sort of impression he must make on the American mind.

Once aboard our ship and free of his strappings, he stood up, turned around and waved his arm curtly in an "all-clear" gesture to the American destroyer. The chair was pulled back to the destroyer and arrangements were begun for the transfer of the second passenger.

Now that the Jap was at close range, we noticed his wearing apparel was in rather bad shape. His shoes, broken in spots, had apparently been worn long past the customary mileage mark and had refused now to take a satisfactory shine. The suit he

by Russell B. Larsen, CY,
U.S.N.R.

wore had, at a distance, commanded our admiration, for it had been a long time since we had seen any clothes other than military wear. Close up, however, it also showed its age. The pants were badly frayed and shabby, a state which no amount of pressing or mending could alter. Living conditions in wartime Japan were reflected in his emaciation and general shoddiness. The skin had been pulled a little too tightly over his face, accentuating the cheekbones. His dark eyes, deeply sunk and listless, had a peculiar effect. Completely inanimate though they were, there was in them no sign of defeat, resignation or bitterness, but rather a suggestion of carefully-rehearsed indifference. He took a few steps forward and made a very slight inclination of his head.

"My name iss Korishima," he said, addressing our executive officer, who had come back to receive the strange visitors, "I yom for Lieutenant Yastori intoppotuh."

He was instructed to write both his and the lieutenant's name on a piece of white paper which the exec had extended. After having painstakingly written the two names, he returned unceremoniously to the ship's stern to await the transfer of his colleague.

The Lieutenant Has a Close Call

What the civilian's ride lacked in thrills was more than made up in the one given the Jap lieutenant. When ship-to-ship transfers are being effected, it is very easy, if not probable, for a ship to lose position. A false maneuver by either vessel has a telling and sometimes drastic effect on the transfer line running between ships. With passenger

The Author

Russell B. Larsen, chief yeoman, U.S.N.R., author of "Did You Say Something?", seems to have fallen into the pleasant habit of doing his bit to brighten things for his fellow Milwaukee Road employes by contributing a light-hearted piece to the Milwaukee Magazine about this time each year. In the January, 1943, issue he sang the plaint of the navy recruit in "The Hammock, or the Lingering Death." For the December, 1944, number he wrote "The Postwar Sailor," a dark, but laughable prophecy concerning the one-time seafaring men after they have returned to civilian life.

Chief Larsen was with the railroad from March, 1940, until he left his position as file clerk in the law department, Chicago, to enlist in the navy on July 4, 1942. At present he is aboard the cruiser U.S.S. Pasadena and at last report was in Japanese waters.

enroute, the destroyer had closed us at a moment which, for the lieutenant, was particularly inopportune. The line, which had been straight and taut, became suddenly slack, casting passenger and chair sharply downward in abrupt and violent descent. A fast counter-movement was made by the destroyer just in time to pick up the slack and save the lieutenant from a dip into the ocean and into the track of a shark which had made its unexpected appearance on the scene. If the lieutenant found the experience frightening, there was no visible evidence of it on his face, which remained set in a frozen smile.

The destroyer now regained position with such speed that the line straightened out in a quick jerk, setting the chair to swinging in a series of wild and erratic bounces. The lieutenant, a squat, round-faced little man with pig-like eyes, was still grinning when the chair reached our ship. Crushed in his hand was the khaki hat he had removed from his head when the ride had become rough. He now made an effort to give it some semblance of shape and the civilian who had been standing by, his facial expression its usual blank, now ran over to the soldier and helped him out of the chair.

Somewhat unctuously he removed a brief case from under the lieutenant's arm and with his free hand patted and smoothed the wrinkles from the officer's uniform. The lieutenant's face held its monotonous smile while the civilian straightened and slapped the uniform. Throughout this rather lengthy ceremony there appeared to be no embarrassment on the part of either. Finally when he was satisfied the coat was in presentable condition, the civilian took his place alongside the officer and both men walked forward to meet the Americans. The civilian did not walk abreast of his partner but continued a short distance behind. After they had walked 10 or 12 paces, the lieutenant stopped, clicked his heels together and, in an ostentatious gesture, saluted the American colors. There was no smile now but an expression of respect and reverence which, strangely, had an unsettling effect on all of us.

The civilian made no salute nor demonstration of any kind. His eyes were raised but he appeared to be looking not at the flag but beyond it. This ritual completed, the lieutenant again turned on his smile and walked briskly on with his partner. All of us, being curious, broke out of what was tacitly understood as our boundary line and followed them.

The "Intoppotuh" Goes to Work

When he approached Commander Halloran, the ship's executive officer, the Jap lieutenant again saluted, though less pompously this time and the commander, after a slight hesitation, returned the salute. The civilian quickly stepped between the two and there was a rapid exchange of conversation carried on through the interpreter. No introductions followed and the Japs, now

strangely small in the group of American officers, walked up the ladder and on into the ship's superstructure.

We did not again see the Japs until late that afternoon. Chairs had been brought topside from the officers' wardroom and the Japs were now sitting on the communication platform and were facing the shores. A third chair was occupied by a Lieutenant Collins who apparently had been delegated as a guide and guard for the Japs. None of the three men spoke but sat erect, the two Japs silent and expressionless; Lieutenant Collins, to their left, looked bored and conspicuous. A few radiomen, unable to suppress curiosity, now stood in the doorway about a yard behind the three chairs. Word of the free show had spread quickly throughout the ship and in a short time the doorway was crammed with men.

While the Japs could not miss hearing them and feeling the crowd's nearness, they pretended not to know they were under observation. Their eyes were trained straight forward; they were sitting stiffly, their hands resting on the chair arms, and still the long, awkward silence.

A steady flow of comments, laughter and expressions of derision drifted in from the doorway behind. "Lookit the goofy uniforms they wear." . . . "Yeah, I'd like to have that sword he's got . . ." and finally, "Gee, that little guy's an ugly bastard."

The Japs continued to study the scene before them. Looming in the background was majestic Mt. Fujiyama, white clouds hanging like wadded cotton at its throat. A good portion of the British and American Fleets had been guided into the bay and now sat lazily at anchor.

His Majesty's Ship King George V had lowered its nets and a group of English sailors were splashing into the water. A seemingly endless procession of vessels of all sizes and descriptions continued to filter into the harbor. The carriers had not yet made their appearance but their planes, in obedience to Halsey's order to "show strength," roared through the skies continuously and in great number.

Lieutenant Collins shifted about uneasily in the chair and reached into his pocket for a package of cigarettes. A group of low-flying planes was now directly overhead, winging its way inland. Pretending to be absorbed in some unseen object on the shores, the Japs did not look up.

After the din had subsided, Lieutenant Collins redirected his attention to the Japs. Inclining his head toward the civilian, he asked politely, "Did you say something?"

"No," answered the interpreter, a slight tremor in his lower lip, "I say nussing."

A woman was very ill. Her doctor brought a specialist to see her. She had asked her sister to hide behind a screen in the drawing room, in order that she might overhear their opinion when in consultation after the examination.

When the doctors came into the drawing room, the specialist said: "Well, of all the ugly women I ever saw, that one's the worst."

"Ah," said the local doctor, "but wait until you see the sister."

Train Whistles

by J. C. O'Hearn

(From the March, 1945 issue of Trains)

THE locomotive whistle is probably the first thing a child establishes in his mind as being the best way to imitate a train. Those who have developed an analytical interest in railroads are ready to acknowledge that the sound of a locomotive whistle arouses a singularly fascinating emotion. In 1930, the *Camden Courier* printed an item which eulogizes the locomotive whistle and its effect upon the listener. Said the *Courier*:

"The railroad whistle is in a class by itself. It is one of the most romantic sounds one ever hears. To lie in bed, late at night, and hear some distant flyer whistling for a crossing, is to experience the feeling that one has heard the eerie horns of elfland blowing beyond the horizon. The note is haunting beyond words, with an insistent melancholy that defies description. We should be sorry to be deprived of it."

The first steam locomotive whistle came into being as the result of an accident. The Stockton & Darlington Railroad in England, the first passenger railroad in the world (1825), originally employed a man on horseback to precede its train and warn people of its approach. Soon, however, trains were running 15 and more miles an hour, and horses could not keep up with them. Consequently, the mounted escort was discharged. Accidents and near-accidents occurred, but no action was taken until 1828, when a train collided with a farmer's wagon which contained 50 pounds of butter and 80 dozen eggs. That started something.

First Whistle a "Musical Instrument"

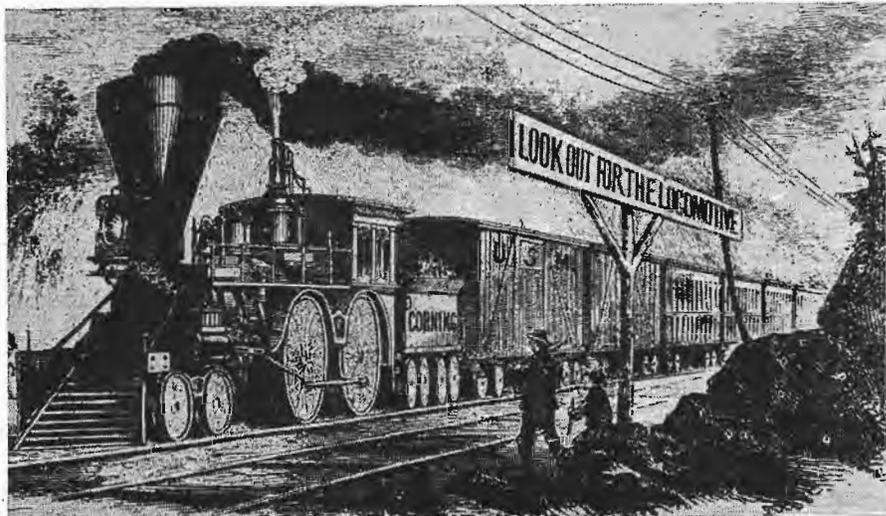
The directors of the railroad called a meeting to decide what could be used as a warning signal. George Stephenson, who had designed the locomotive, suggested a steam whistle. A maker of musical instruments constructed it, a trumpet about 18" long and 6" across the bell. It had what has been described as a "weird and shrieking" tone.

Before standardization of railroad equipment, it was common practice for an engineer assigned to one locomotive to purchase his own chime whistle. Often he would pay from two weeks' to a month's salary for his whistle and thereafter both he and his locomotive were known from one end of his run to the other. Even today it is not unusual to be able to tell what locomotive is hauling a train a mile or so away merely by the tone of that particular engine whistle. Engineers are recognized from the way they handle the whistle cord.

Many types of whistles, chimes or horns have been used by various railroads in the past. The latest trend is toward the powerful air horn.

"The sound of the whistle should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed." So states the standard code of operating rules issued by the Association of American Railroads. The code is in general use on all railroads in the United States, though many lines have modified the actual signals adopted by the A.A.R.

One such modification resulted in a controversy which lasted a number of years and caused many discussions in newspapers and railroad journals. The A.A.R. code for a grade-crossing signal was two long and two short blasts. Engineers usually modified this by giving two long, a short and a long. Residents along rights of way objected to the long-drawn last call. In 1917, Allen H. Babcock, then consulting engineer for the Southern Pacific, commented on the letters published in newspapers protesting the signal. He pointed out: "The very fact that the modified form signal tends toward a prolonged last blast indicates some operating reason, and hence that possibly an authorized modification of the standard crossing signal in this direction might produce better compliance with the rule than an attempt by discipline to drive engineers away from a procedure that apparently is based



In the early days of railroading, locomotives were largely smokestack and whistle, judging by this old woodcut print from the Bettmann Archive.

on some ground more potent than the book of rules."

Some years later the signal was changed to the one now used: two longs, a short and a long.

Whistles Used for Good Reason

Some municipalities have laws prohibiting locomotive whistle blowing. In one case, authorities established the rule and the railroad complied. Less than a week later, an automobile containing two people was hit by a train roaring through town without whistling at any of the many crossings. The restriction was lifted almost immediately.

While the grade-crossing signal is probably the most widely recognized, many other whistle signals are used by railroads. Conductors signal to the engineer by means of the train communication line, operating a valve which causes a small air whistle to operate in the engine cab. You'll find it an interesting diversion to listen for conductor-

to-engineer messages on your next trip. When you hear widely spaced hisses of air which denote use of the communication system, listen for the acknowledgement on the locomotive whistle. The most common signal sent over the communication system, especially today, is the three short hisses meaning "Stop at next passenger station." Three short toots from the locomotive mean that the order has been received.

The locomotive whistle in use today is vastly improved over the first one built by Stephenson. It has become a sound-symbol of safe railroading everywhere. As in the early days, its warning call is heeded with alacrity but now it scares more automobiles than wagons away from grade crossings. We concur with the *Camden Courier's* sentiment. We should be sorry to be deprived of it.

To be a gentleman is a worthy trait, but it's a great handicap in an argument.

Marine Corps Presents Special Award to Milwaukee Road

The following letter was recently addressed to the executive department of the Milwaukee Road by Gen. A. A. Vandegrift, commandant of the United States Marine Corps, from marine headquarters at Washington, D. C.:

"Hostilities have ceased, the armed forces are demobilizing and industry is converting from the manufacture of implements of war to the useful products of peace.

"The U. S. Marine Corps wishes to take this occasion to express its appreciation and gratitude for the part you have played in the transportation of our troops and supplies and the wonderful co-operation shown by your railroad. The successful completion of the missions assigned to the U. S. Marine Corps during World War II is in a large part due to the co-operation, initiative and all-out effort displayed by your railroad.

"With this in mind, the U. S. Marine Corps takes pleasure in awarding to you the enclosed Special Commendation as a small measure of recognition of your service to the Corps."

Mr. Scrandett replied as follows:

"I am indeed proud to accept the U. S. Marine Corps' award of special commendation to this railroad, which accompanied your letter of Dec. 20.

"The officers and employes of our railroad will be notified of this commendation and I know they will share my pride in receiving it.

"It has been a great privilege to serve the armed forces of our nation and it is most gratifying to be recognized and commended by the U. S. Marine Corps for satisfactorily performing our duty."

United States Marine Corps

Headquarters



Washington, D. C.

To all who shall see these presents, greeting:

Be it known that a *Special Commendation* has been awarded to

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD,
CHICAGO, ILLINOIS.

By reason of your unselfish and tireless efforts in fulfillment of the requirements of the United States Marine Corps, and through your cooperation and loyalty which enabled us to do our part in bringing victoriously to a close World War II, the United States Marine Corps does hereby gratefully extend this Special Commendation.

Dated 20 DECEMBER, 1945



A. A. Vandegrift
GENERAL A. A. VANDENBURG, USMC
THE COMMANDANT OF THE MARINE CORPS

W. F. Hill
MAJOR GENERAL W. F. HILL, USMC
THE QUARTERMASTER GENERAL OF THE MARINE CORPS

Invitation to Adventure

There is something about a train whistle. It is one of the links that bind a great sprawling nation together. It is puzzling in these days of graphs, polls, and things laid end to end that reach so many miles around the earth, that no statistician has figured out how many train whistles a day there are on our approximately 231,000 miles of railroad tracks.

Men and women now dwelling in teeming cities, whose ears are attuned to the rumbling roar of city traffic, jangling telephones and the impatient blare of electrically motivated car horns, remember the train whistles when they lived in a more peaceful environment. It may have been on the broad, black-soil reaches of the Midwest when the fiercer tore across the farmlands toward the distant metropolis. Many a farm lad has halted the team when turning over the brown slices of earth, or when riding the hayrake, to watch the approach of the train and wave to the engineer. It may have been on the short-grass lonely prairies, or in the sandy-soiled, piney regions of the South.

Again, it may have been in the mountains and valleys of the Northeast, and the whistle echoed back and forth among the hills as the train puffed its way up steep grades following the river valley as it wound in and out among the wooded heights. On rainy days and at night the long, lonesome, drawn-out whooo - whooo - whooo - whooo - seemed to linger over the fields and up-lands. On the branch lines farmers and villagers knew when Local 67 arrived at the Johnson's Crossing. They would look at their watches. "She's late, but she can make it up on the level stretch going into Centerville."

In the last century no one knows how many farm lads have lain in their beds and listened to the whistle as the lighted train rushed through the black night. And as they listened they dreamed youth's dream of high adventure. And always that dream included the nerve-tingling anticipation that some day they would be on that train—riding to a future of accomplishment in the world of human affairs.

—From *The New York Times*.

Housewife's Headache

*At matrons in their ermines, minks and
sables,
Their fingers all a-flame with blazing ice,
Caparisoned like princesses in fables,
I never even bother to look twice.
Their escorts, sleek as Taylors or as Gables,
Attentive as a troupe of well-trained mice,
Their town cars, yachts and private racing
stables,
All leave me cold. Oh, I'll admit they're
nice.*

*My pedigree? Well, strictly it's from Bab-
bitt,
Unsuited by a countess or an earl.
I'm just the type for chipmunk or for rab-
bit;
My permanents won't even stay in curl.
The Stork and "21" are not my habit-
at, in fact, I shun the social whirl.
Why, when it rains and I splurge on a cab, it
Makes me feel like quite a lucky girl.*

*I crave but this: My all-consuming wish is
A genie who will wash and dry the dishes.*
—MARIE HOTTON.

Do You Drink?

A Frank Presentation of Alcoholic Indulgence

(This article is reprinted through the courtesy of the *Reading Railroad Magazine*, which published it in its October issue. The author, Dr. Maxwell Cherner, is police and fire surgeon for the Medical Bureau of the Philadelphia Department of Public Safety; he is also medical examiner for the Philadelphia and Reading Relief Association, as well as for the Reading Railroad.)

INDIVIDUALS have diverse ideas about alcoholic intoxication, and many of these current ideas are false. These erroneous ideas are based on misinformation, misunderstanding, and misinterpretation. To help correct the confusion in the minds of employees, I shall endeavor to discuss the subject frankly and somewhat fully, and shall try to present the true facts and interpretations proven by science, research and experience.

My qualifications for presenting the subject to you are, first, the experience of 20 years as a police and fire surgeon in the Medical Bureau, Department of Public Safety, Philadelphia, for which I have examined a minimum of 6,000 individuals, charged by the Police and Fire Bureaus with being under the influence of intoxicating liquor, and second, an intensive study of the subject in all its phases.

The subject of alcoholic intoxication is as important, if not more important, to railroad safety as it is to highway safety. For, while the intoxicated individual in an auto jeopardizes the safety of a few, an intoxicated individual on a railroad may be the cause of a catastrophe.

Definition of Intoxication

What is alcoholic intoxication? Intoxication means poisoning, and by alcoholic intoxication we mean poisoning by ethyl alcohol. Ethyl alcohol is a chemical drug that is obtained by the fermentation and distillation of sugar in any of its forms, or from products from which sugar is obtained, such as malt, corn, molasses, fruits, barley, potatoes, hops, etc. It is consumed as a beverage, the naming of which depends upon its source, strength, and flavor. Ethyl alcohol belongs to the narcotic-depressive group of drugs, which group have their main effect on the nervous system of the body. This effect is to interfere with and to decrease the speed or timing of impulses from the brain to the organs and muscles of the body.

In the human body there exist what are in actuality two divisions of the nervous system: (a) The younger or voluntary system which controls our wishful acts; (b) The older, involuntary or automatic system which controls the intricate working and performance of organs necessary for living, e.g., our heart rate, breathing, muscle tone, co-ordination, alertness, etc. The latter system is by far the more important of the two, and is also the most sensitive to poisons. It is the system which enables us to live in this dangerous, fast-moving, machine age world, in that it permits us to act in dangerous situations before we are really conscious of the danger and are aware of what is happening.

Let us visualize the sequence of events after alcohol (ethyl), be it whiskey, beer, wine, or whatever is taken into the body. As

the alcohol is absorbed from the stomach, it enters the blood stream and is carried to the brain and other organs of the body, but because the brain is so vital, it gets a much higher share of blood and its alcoholic content, and gets it first. Thus when alcohol is ingested, the brain is the first to feel the effect of the alcohol, and of the brain, the older or automatic division is the first affected.

Four Stages of Intoxication

The effect of alcohol may be picturized in four stages, which are continuous and progressive, each stage changing gradually into the next until unconsciousness is reached. These stages may be designated as: (a) Stage of stimulation, (b) Stage of depression, (c) Stage of incoordination (involvement of the voluntary nervous system), (d) Stage of stupor and unconsciousness.

In the stage of stimulation, there is produced a rising pulse rate shown by the flushed face; the eyes shine because the automatic shutter of the eye, called the iris, is paralyzed, speech is noisy and thoughts are logical but uninhibited, with a tendency

to say things better left unsaid; there is a general feeling of well-being, the individual has had a pick-up or speed-up.

The above stage lasts but a short time, and is followed by a stage of depression, in which the individual's face becomes pale, he begins to sweat, and though his pulse remains high, it loses volume, the pupils remain dilated, but the eyes lose their sparkle and become dull and bleary, thoughts come slower, speech thickens, words are repeated and mispronounced, the individual doesn't feel so well. The pick-up is gone, the slow-up is on.

The stage of depression is followed by the stage of incoordination, where, in addition to the above picture, voluntary acts become disturbed and we have added the unsteady gait, staggering, unsteady reach, with the mistaking of distances and speed to objects. The slow-up is increasing progressively.

The stage of incoordination leads to an aggravation of his condition which ends in the stage of stupor and unconsciousness. The slowing-up process is completed.

How does the above picture check scientifically? Gettler and Tiber, Bogen and Travis and Dorsey, who conducted scientific investigations on the alcoholic content of the brain tissue, blood, urine and exhaled breath and reflex time, are all in agreement, first, that the picture presented depends upon the concentration of alcohol in the brain and blood at any specific time, and not upon the amount ingested or consumed; second, the same picture will be shown by the experienced drinker as by the novice or teetotaler,

(Continued on page 25)

The Non-Spill Coffee Cup

YOU may have seen this in *The Saturday Evening Post* of Jan. 5, 1946, or the reprint clipped to the menus in Milwaukee Road diners may have met your eye, but we are re-publishing it anyway, being rather proud of our railroad and its coffee cups. The "Keeping Posted" department of that issue contains the following:

Non-Spill Coffee

Working on a magazine like this has some of the advantages of being a small-town newspaper editor. Nobody sends us sausage or a basket of peaches, but the mail does bring in a good many friendly contributions. From Frank Newell, of the Chicago, Milwaukee, St. Paul and Pacific Railroad, comes a cup and saucer which, Mr. Newell says, is the clear-cut solution to the drinking-coffee-on-train situation which a *Post* editorial fearlessly said was not good. Mr. Newell's non-sloshing, non-spilling cup was invented and patented by Bill Dolphin,

recently retired superintendent of Milwaukee Road dining cars, and is in general use on that line. It looks like any other cup, but there is a little lip inside which acts as breakwater. The coffee starts for the customer's lap, but the waves are broken up. Mr. Newell probably feels this proves the Milwaukee Road thinks of everything. What it proves, of course, is that the *Post's* dynamic editorials get action, sometimes even before they are written. Nor do we attack merely those problems that seem to cry for solution. We attack some problems that already have been solved.



AMERICAN ADVENTURE

The Story of the Lewis and Clark Expedition

By R. H. Fletcher

PADDLING, poling and portaging up the Columbia took time and energy. The light-fingered thievery of the river Indians didn't make that portion of the trip any more pleasant either. In due time they had run the gauntlet of cascades, falls and primitive pickpockets and were back on the Clearwater in May with their good friends, the Nez Perce Indians.

Impatient to reach the east side of the continental divide, they started to cross the Bitterroots on June 15. They were well equipped with horses but finding snow drifts 12 to 15 feet deep blocking their trail, they were forced to turn back and wait a week. Starting again on the 24th with two Indian guides, they crossed the range on June 29, still bucking snow drifts, and that afternoon bathed in waters of Lolo Hot Springs. Next evening they reached their old camp ground on Traveller's Rest Creek.

The captains planned to take different routes from here and to meet six weeks later at the junction of the Yellowstone and the Missouri. Captain Lewis, with nine men, was to return to the falls of the Missouri by the most direct route possible. When they reached the old camp at White Bear Islands, three of the men were to prepare running gears to portage canoes and luggage that were to be brought down the Missouri from the cache at the forks of the Beaverhead River. Lewis and the other six men were to explore the Maria's River drainage basin. Captain Clark and the rest of the party were to go up the Bitterroot Valley and find their way back to the canoes and supplies cached at the Beaverhead forks. They were then to go down to Three Forks where Sergeant Ordway and nine men would continue by canoe down the Missouri to meet the three men awaiting them at White Bear Islands. Cap-

The first three installments of "American Adventure," appearing in the October, November and December, 1945, issues of the Milwaukee Magazine, told the story of the progress of the Lewis and Clark expedition from St. Louis, Mo., northwestward along the Missouri River to its source, thence across the continental divide and on to the shore of the Pacific at the mouth of the Columbia River. Near there, on Dec. 8, 1805, the pioneers built Fort Clatsop, where the winter was spent.

This, the last installment of the historical review of the famous expedition, tells of the return of the pioneers to St. Louis, which was, 140 years ago, the westernmost stronghold of civilization in North America. Eager to be on their way home, the party started back up the Columbia River with their flotilla of canoes on Mar. 23, 1806.

tain Clark with Chaboneau, Sacajawea and the rest of the men were to strike east from Three Forks to the Yellowstone, make canoes and descend that river to join the Lewis party on the Missouri.

Considering the distances involved and the unexplored country yet to be crossed, it was a very ambitious schedule requiring a lot of self-confidence. The amazing thing is that it went through with no serious hitch.

They separated at Traveller's Rest on July 3. The Lewis party went down the Bitterroot River to its junction with the

Missoula or Hellgate River, usually considered the main channel of the Clark's Fork of the Columbia. Crossing below the junction they then turned up the Missoula River for a few miles and camped. They continued up the Missoula or Hellgate to cross the present site of Missoula, Montana on the Fourth of July. Seven miles further upstream they reached the Cokal-ahishkit (River-of-the-Road-to-the-Buffer), now called the Big Blackfoot.

A broad trail well worn by the travois poles, hooves and moccasined feet of the Salish (Flathead) and Nez Perce Indians led up this beautiful river into the very heart of the Rocky Mountains. On July 7 they crossed the continental divide via a pass now called Lewis and Clark Pass, although Clark never saw it. It was not a difficult descent to reach a tributary of the Missouri. They were close to buffalo country again and it was all down grade going to St. Louis. The party was jubilant. Once on the flat they struck north to the Medicine or Sun River and reached its mouth at the Missouri on July 11. As they estimated more than 10,000 buffalo within a two mile radius, they had no trouble next day getting enough hides to make a bull-boat and a small canoe with which they ferried themselves and their equipment across the Missouri to their old White Bear Island camp. On July 16, leaving six men instead of three to wait for Sergeant Ordway and his nine men who were to come down the Missouri from Three Forks, Captain Lewis with Drewyer and the Fields brothers struck out on saddle horses to survey the Marias River country. They were all to meet at the mouth of the Marias on the 5th of August.

The Ordway party got to the falls on July 19. Nine days later the portage had been successfully accomplished and the 16 men were approaching the rendezvous to await Captain Lewis' return.

The Lewis side excursion across the rolling plains of the Teton and Marias river country would have been uneventful if they had not chanced to meet eight Blackfeet Indians. They held a council and camped together that night, apparently on peaceful terms. Next morning the wily reds rose early and although James Fields was awake and on guard, they attempted to make off with the rifles of the four whites. Fields seeing them run away aroused Reuben and the brothers overtook the warrior who was departing with their guns. In the melee that followed Reuben Fields stabbed and killed the Indian. The disturbance had aroused Drewyer and Lewis. Back at the camp they were in action too and managed to recover their rifles. The Indians next tried to drive off their horses. After Lewis had shouted a warning to them which they disregarded, he shot and killed one of them.

This incident took place on Two Medi-



This memorial, looking out over the Missouri River from the eminence of Rainbow Point, near Council Bluffs, Ia., depicts the meeting of Lewis and Clark with the Indians in the council which eventually gave the city its name. Although the figures on the monument are not easily discernible, behind Captain Clark is shown the figure of a mysterious adventurer believed to be a certain Samuel Wilson, later known to the world as the original Uncle Sam.

cine River about four miles below the mouth of Badger Creek. After the fracas, Captain Lewis burned the Indian lodge and the party mounted their horses and hurriedly headed southeast in a race to reach their companions on the Missouri before the surviving Indians could be down on them with reinforcements.

They rode about 120 miles in a little over 24 hours and reached the Missouri just in time to see their friends coming down the river. No melodramatic climax could have been timed more closely. The horses were abandoned and the entire party dropped 15 miles downstream by canoe and camped for the night. It was a great relief for the exhausted Lewis and his three men.

From here they made a fast run down the Missouri to reach the mouth of the Yellowstone on Aug. 7. They found a note from Clark indicating that he was in advance of them and would wait further downstream.

On Aug. 11, Captain Lewis was accidentally shot by Cruzatte while they were hunting elk. The bullet went through his left thigh just below the point of the hip, fortunately missing the bone. On the twelfth they overtook the Clark contingent and the expedition was united once more.

When Captain Clark and his men left Traveller's Rest, they went up the Bitterroot Valley to the little basin (Ross' Hole) where they had met the Flatheads the year before. Then instead of following their former route across the Bitterroot range to the Salmon River country, they turned south to cross the continental divide at or near the present Gibbon's Pass. It was a long steep climb, although Clark refers to it as a "jintle" slope, but once on the crest the descent on the east side was comparatively easy. It led to the beautiful, broad mountain valley now called the Big Hole. Bearing southeast, they crossed forks of the river they had named the Wisdom and passed the site of Bannack, Mont., on Grasshopper (Willard's) Creek. Bannack, now a ghost mining camp, was the first capital of Montana, and marks the spot where the first commercial discovery of gold was made in the Treasure State 56 years later. During the portion of the trip that took them through the mountains of Montana and Idaho, they walked over or passed close to gold and other mineral deposits that could have paid the Louisiana Purchase price a hundred times over.

Reaching the cache at Shoshone Cove, Clark started Sergeant Pryor and six men with 50 head of horses for the three forks of the Missouri while he and the rest of the party took the canoes once more. The two parties arrived at the forks within an hour of each other without mishap. As previously arranged, Sergeant Ordway with nine men continued down the Missouri to meet Lewis' men above the falls while Captain Clark with the remaining 10 men guided by Sacajawea headed east to reach the Yellowstone River.

Sacajawea led them up the Gallatin Fork of the Missouri. The country was alive with deer, elk and antelope. The beaver had built so many dams that the party was forced to hunt high ground to avoid the labyrinth of sloughs and ponds that covered

Employe a Descendant of Expedition Member

The following letter was recently addressed to the editor of the Milwaukee Magazine by W. M. Evans, the Road's chief substation operator at Kittitas, Wash.:

I HAVE been following with great interest the story of the Lewis and Clark expedition now running in the Milwaukee Magazine.

The George Shannon* referred to in the article was my great grandfather, and as a coincidence I first came west in February, 1905 and my first job was as an electrician on the fairgrounds of the Lewis and Clark Exposition at Portland, Ore. It was just 100 years between the time when my great grandfather came west and when I did: 1805—1905.

At the time of the exposition at Portland, my grandmother, who was Elizabeth Price Shannon and lived with my parents in St. Louis, Mo., and her brother, William Shannon of Maryville, Calif., were the only living children of a member of the expedition.

They were both asked to attend with all expenses paid but declined because

**"Captain Lewis, Bill Bratton, Alex Willard and, no doubt, others of the party were in their twenties, while handsome George Shannon was a boy of 18 when the expedition started. The traits and training which made the men acceptable recruits were evidenced in their later careers. Young Shannon returned to become a college graduate, then a circuit judge in Kentucky and finally United States attorney for Missouri."*



W. M. Evans

known as Peg-leg Shannon as he lost a leg due to an arrow wound on his second trip to the Mandan Indian country. As you probably know, a number of Mandan Indians were taken to Washington, D. C., and he was with the party that returned them to their homes.

I have been with the Milwaukee since 1918 when I was discharged from the navy after the first World War.

Thanks for an interesting article.

—from the first installment of "American Adventure," page 10, October, 1945, issue of the Milwaukee Magazine.

the low land. Under Sacajawea's guidance they intersected an old but plain buffalo road that crossed the present site of Bozeman, Mont. They followed this trail to the east and across the mountains via the Bozeman Pass of today and reached the Yellowstone where it turns east after emerging from a notch between the Gallatin and Absaroka mountain ranges south of Livingston, Montana.

Clark had planned to build canoes there, but finding no suitable timber went downstream with the horses about 80 miles before locating cottonwood trees large enough for that purpose. Even then the trees were so small that the two canoes which they made were lashed together catamaran style for safer navigation. They had noticed signal smokes in the distance but had seen no Indians. When 24 head of horses came up missing they didn't have to be code experts to know that those smoke signals and the disappearance of the cayuses were connected.

On July 24 they shoved off. Pryor, Shannon and Windsor had been assigned the chore of driving the remaining horses across country. They immediately ran into difficulties because those sagacious ponies had learned their buffalo hunting lessons so well that whenever they saw a herd of bison they would take after them, rider or no rider. Once in among the buffalo, the horses would get separated and it was a tedious, temper-straining chore to round them up. An additional man named Hall was transferred from the canoe division to the cavalry detail because he couldn't swim. Captain Clark said of him "(as) he was necked I

gave him one of my two remaining shirts a par of Leather Legins and 3 pr. of mockers which equipt him completely and sent him on with the party by land to the Mandans." The well dressed man of the mountains apparently needed no elaborate wardrobe.

Captain Clark really expected the horses to be delivered to the Mandan villages.

On the afternoon of July 25, the river party paused at a formation of sandstone that formed a small flat-topped butte on the south side of the Yellowstone. Closer examination showed that it had been used as a signal or lookout point by Indians and some of the walls were embellished with pictographs. Captain Clark cut his name and the date in the soft rock and named the structure Pompey's Tower, although he later changed it to Pompey's Pillar, the name it still bears. His name has been covered and protected from vandals by a metal screen placed over it by the Northern Pacific Railway.

The twin canoe arrangement made good time down river. On the 29th they passed the mouth of the Tongue River where Miles City now stands and just below there they shot Buffalo, Bear and Wolf rapids in that sequence.

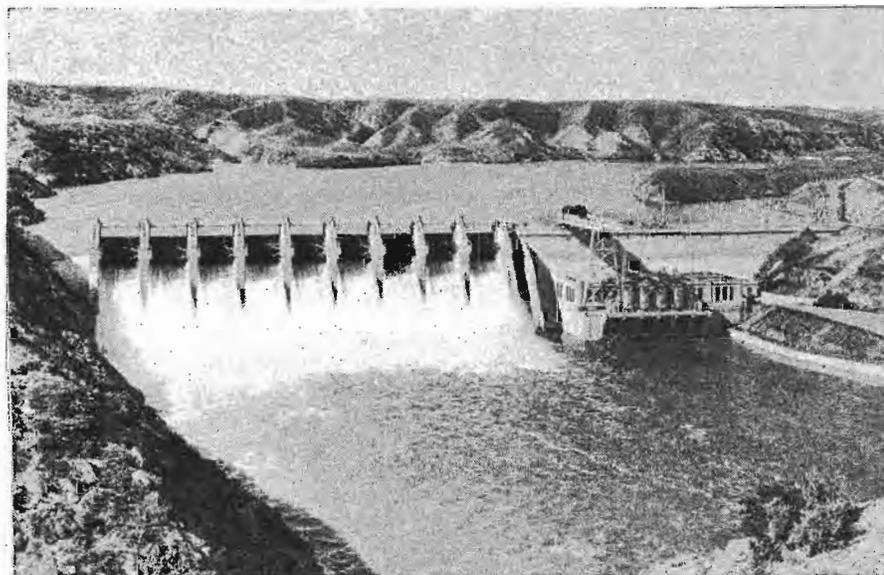
They camped just above Glendive, Mont. on the night of July 31 and just below there were delayed by buffalo herds swimming the river. They reached the Missouri on the afternoon of Aug. 3 and camped on the same spot as in April of the year before. The mosquitoes were too much for them, so leaving a note for Captain Lewis they moved downstream. Clark went ashore

on the 5th to shoot a big horn, or mountain sheep, but the mosquitoes were so numerous that he couldn't keep them off his rifle barrel long enough to take aim. His account didn't go so far as to say that they took the rifle away from him, and as the Captain's reputation for veracity has never been questioned we do not doubt his statement that the mosquitoes were thick and are convinced that they were long and tall as well.

On Aug. 8, Sergeant Pryor and his men overtook Captain Clark and his party sans ponies. Three days after they had separated, the horse-stealing Crows had set them afoot so the chagrined herders traveled by hand as far as Pompey's Pillar and there constructed two bull-boats by stretching buffalo hides over willow frames and in these bowl shaped contraptions came cruising down the river in great comfort. It certainly must have been more satisfying than forking a jugheaded Indian pony intent on mingling with every itinerant buffalo herd that crossed the trail.

On Aug. 11, the Clark outfit met two traders, Dickson and Hancock from Illinois, coming upstream on a hunting expedition. They were the vanguard of the hundreds of mountainmen to come within the next few years in search of fur. On Aug. 12, while pausing to mend a leak in one of the bull-boats, they were overtaken by the Lewis party. There was great rejoicing and many adventure tales were exchanged. Two days later they reached the Mandan villages where they lingered for three days. Here John Colter, who later became famous for his exploits in the West, asked for and received his honorable discharge so that he might join Dickson and Hancock in their fur trapping enterprise on the Yellowstone. Chaboneau was paid off and of course Sacajawea stayed with him.

She lived to be an old woman. She died among her own people, the Shoshones, and was buried on the Wind River Indian Reservation in Wyoming. Her papoose, nicknamed "Pomp," by Captain Clark, grew to manhood and was reported as a member



Morony Falls, 14 miles east of the city of Great Falls, Mont., one of a number of falls in that part of the Missouri River. The falls were discovered by the Lewis and Clark expedition.

★ News Headlights ★

THE waiting room of the Minneapolis passenger station was brightened this holiday season by a typical small town church in miniature, with stained glass windows and a steeple six feet high. It was perched atop the depot ticket office in a setting of Christmas trees resembling a scene on a Christmas card. Credit goes to a crew of B&B men under Chief Carpenter O. C. Denz, who made the church of plywood and assembled it in sections which can easily be stored for use in future years.

This year it was Merry Christmas multiplied by four at the home of A. S. Anderson, a tinner in the shops at Miles City.

of a fur brigade operating in Idaho about 1830.

After leaving the Mandan villages they passed the same tribes which they had encountered on the westward trip. They noticed changes in the river channel, evidence of the restless character of the Big Muddy, and when they reached the lower river found many new settlements that had sprung up during their absence.

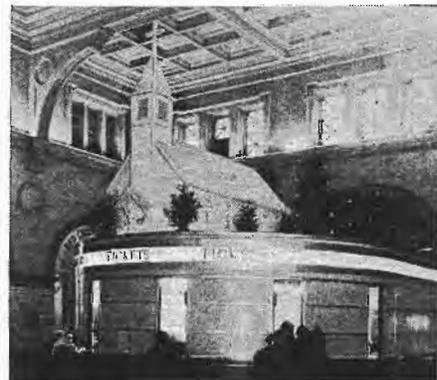
On Sept. 23, 1806 they reached St. Louis where the expedition was enthusiastically welcomed. On their way west, the captains had originally planned to dispatch messengers from the headwaters of the Missouri to convey news of their progress to Congress and the President. Their failure to do so led many people in the States to believe that disaster had befallen them. On Sept. 26, according to their own records, "We commenced wrighting &."

The members of the expedition were widely scattered in after years and had varying careers. As a group of courageous enterprising young Americans, they were of notable and significant service to their country. Their names should be revered and perpetuated.

(The End)

Three of his four sons were home from overseas and the fourth was at least in the States. Art, Andrew and Roy were around the Christmas tree with mother and dad, and Manford was safely back at his old job in Washington, D. C. Pearl Huff gives the details in her news from the west end of the Trans-Missouri Division.

Cody Bell, agent at Lennep, Mont., and late of the South Pacific, says that trying to get his and his wife's personal belongings



The little church that graced the Minneapolis passenger station during the holidays.

topside when the Lennep depot burned down over their heads recently was a lot worse than anything he went through while fighting a war around the equator. Mrs. Bell carried out the sofa pillows and threw out the mirrors, and it's said that Cody let her carry out the safe.

During a recent kegling duel between the Milwaukee Road's Chicago and Milwaukee leagues, General Superintendent H. C. Munson rolled up a towering 669 series, including a 257 game, to place himself head and shoulders above all comers. Chicago won, though.

It was to be hoped that sooner or later this would happen, and now Capt. James Pate, formerly of the public relations department in Chicago, tells us that it has. Jim, who may be a civilian by the time this is read, spent almost five years in the army, but this highlight in his military career came only last spring, a few days after V-E Day. He was assigned the duty of presenting the Silver Star and Purple Heart posthumously to the mother of an Air Corps crewman whose plane had been shot down over Germany more than a year before. On the appointed day, Captain Pate made his way to the home, where he found the mother in an almost hysterical state of mind.

"It is a great honor to make this posthumous presentation," Jim began; but the mother interrupted him.

"What does 'posthumous' mean?" she asked.

"After death."

"But, Captain," the mother exclaimed, and tears welled up in her eyes as she made a feeble gesture toward an adjoining room.

Jim looked, and there in a doorway stood the son. He had arrived unannounced



FRONT AND CENTER



Alan K. Fisher, who graduated on Oct. 8 at Scott Field, Ill., as a radio operator mechanic, has since reported to Langley Field, Va., for overseas assignment. Alan worked for the Milwaukee during his school vacations, and previous to his enlistment was employed in the engineering department of the KC Division. He is the son of Chief Carpenter Don Fisher.



Cpl. Burton Y. Weitzenfeld, who is the son of A. L. Weitzenfeld of the auditor of station accounts and overcharge claims office in Chicago, was also at one time a Milwaukee Road man, having served a short apprenticeship in the office of the freight auditor. At present Corporal Weitzenfeld is in Manila with Battery "C" of the 433rd Field Artillery.



Sgt. N. P. Van Maren Jr., a veteran of more than two years service in India, was commended by Brig. Gen. William H. Turner for his part in maintaining the giant C-46 Curtis Commandos which span the Himalayas for the Indo-China division of the air transport command. N. P. Van Maren Sr., DF&PA, has another son, Bill, in the South Pacific.



Robert Klein



Edward Klein

Robert and Edward Klein, employees of the store department in the Chicago Terminals, have both seen plenty of action since leaving Western Avenue for service overseas. Robert, a private first class, was connected with a railway battalion as a crane operator through the major part of the European invasion and is now in Texas, attached to the Infantry, while Sergeant Edward is still in the South Pacific after three years with the 503rd Paratroopers. Both are sons of Mr. and Mrs. Christy Klein of Chicago, who have two more boys in service.



Thomas Yates



Franklin Yates



Paul Yates

Arthur Yates, general roundhouse foreman at Portage, Wis., is the father of three sons with splendid military records. Lt. Col. Thomas Yates of the Signal Corps, who has been in service for four and a half years, has just returned from Germany. Previously he had been assigned to special duty in Alaska and Canada. Lt. Franklin Yates, who is a pilot in the Naval Air Corps, has been in service for four years and saw duty with the Atlantic patrol in England and Africa. At the present time he is in Alameda, Calif., awaiting reassignment. The third son, Lt. Col. Paul Yates, is still overseas with the 9th Army, attached to the 520th Mobile Unit. Paul commands a truck battalion in the Quartermaster Corps.



Sgt. Herb Witt is a grandson of retired Trainmaster J. W. Blossingham of the L&R Division, who now resides at Mound, Minn. Herb is stationed in India, but prior to entering military service was a telegrapher on the L&R. In the background is the telegraph station from which he operates for the 721st Railway Battalion.



1st Lt. Ronald McCree, before entering the army as a private on Oct. 8, 1943, was employed by the Road in Chicago as a civil engineer. His work with the Persian Gulf Command supply line to Russia led to his promotion as assistant storekeeper of the military railway division at Ahwaz. His wife and son live in Albuquerque, N. M.

morning. The Germans had imprisoned him when he parachuted behind their lines, and had failed to include him on the prisoner lists given to the Red Cross.

And that's how Jim Pate happens to be (as far as we know) the only man in the United States Army who has presented a "posthumous" decoration to the man who earned it.

Mrs. Elizabeth Shortall of the tax department in Chicago won \$66.66 on the Sinclair Quiz Club radio program Dec. 15, emulating her boss, Tax Commissioner Floyd Williams, who won \$25 on the same program

on Nov. 17. Among the pieces of assorted information Mrs. Shortall had on the tip of her tongue was the year the Duke and Wally were wed. Give up? It was 1937.

In his last years, John Barrymore's frequent sieges of sickness greatly restricted his activities.

Often these attacks kept him confined to bed. The actor was permitted to eat, drink and do very little.

Once after serving the starved Barrymore his usual crumb of dinner, his nurse asked:

"Is there anything else you would like?"

"Why yes!" he retorted. "Could you bring me a postage stamp? I believe I will do a little reading."

The Awful Truth

Writing is never a matter of knowledge, Nor does it require a degree from college, Nor is it a matter of global travel, Nor even a question of scratching gravel, Writing's applying with diligent care The seat of the pants to the seat of the chair.—

—W. L. Hudson, in the *Chicago Tribune*.

On Wisconsin Club Awards Valuable Prizes

Seven valuable prizes were awarded at the Nov. 20 meeting of the On Wisconsin Service Club held at Fredonia, Wis. H. W. Marquardt, Milwaukee, won a heavy plaid mackinaw; Otto Schulz, Fredonia, a quart of Schenley whiskey; C. T. Kampo, Green Bay, one case of Schlitz beer; Ray Watson, Plymouth, one gallon gloss kitchen paint; Ben Edwards, Waldo, one gallon flat paint; and Earl Donath, Fredonia, five gallons lubricating oil. The door prize went to Bill Hoffman, Milwaukee: a 100 pound bag of flour.

The meeting was again highlighted with a bounteous repast prepared by Mrs. O. Schumacher, wife of the club chairman. Mrs. Schumacher did admit that her brother, S/Sgt. David Willard, assisted her in the kitchen. Everything from chicken to pickles was enjoyed by one of the largest turn-outs to date. Patsy Weinreich was again on hand to provide dinner music. The ladies were extended a special invitation, and their presence and Patsy's accordion music were a challenge to dancing feet.

Superintendent F. T. Buechler paid tribute to Chairman Oliver Schumacher and the members for their support and efforts since reorganization of the club. "You have a fine organization," he said. "Employee groups such as this can be helpful in making friends for the railroad. The employe is the contact man in his respective community, be it along traffic tip or public relations lines. If the railroad and its employes are to prosper we must have sufficient business. It will be a keen competitive fight in days to come, and our Service Clubs can play a very important part."

George Savadis, trainmaster, complimented the club officers on the attractive meeting notices that were distributed.

Messrs. Herb Marquardt and Bill Hoffman, TFAs, also spoke on the value of traffic tips.

Mt. Tacoma Bond Show Presents GI Entertainers

The Mt. Tacoma Service Club sponsored a Victory Bond show the evening of Nov. 27 in the Tacoma passenger station. Ft. Lewis, which is located in Tacoma, sent a complete GI show, the "Mad Sacks" dance orchestra with Marjory Joy Miller, singer, and "Jackie" Schore, tap dancer. Miss Miller also teamed with Miss Schore in a special tap dance number.

After an hour of entertainment, Al Heath, a member of the Pierce County War Finance Commission, spoke on the necessity of the Victory Loan. His talk was so well received that following it a special booth was set up and \$1,836.50 was invested by those present in cash purchases of bonds, through the Road. Pay roll deductions were increased \$520.

Following the show, all adjourned to the Women's Club above the passenger station for refreshments of coffee and cake.

Chairman Seaman was the master of ceremonies and during the show introduced the speaker. Mr. Seaman also arranged the show and the committee working with him did an outstanding job. The committee con-

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Clubs Service

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sisted of Cecil Synder, Cecil De Guire, George Machele, and Lester Ellis.

An interesting story of a homesick GI came about during the show. As the writer was taking pictures, a young GI asked, "Are you taking these pictures for the Magazine?" and I answered in the affirmative. The GI then presented his membership card in the J. H. Foster Club of Minneapolis, Minn., and informed me that he was with the car department in that city before entering service. He had been in the army three years and was recently transferred to Ft. Lewis, when he saw an item in a local newspaper about the Milwaukee Road Service Club sponsoring a show. He immediately asked for a pass to attend, hoping to have an opportunity to meet and visit with the Milwaukee folks. He is T/5 Edward G. Ryberg of the SOU 1963 Hospital Train Unit. J. H. Foster unit take note: T/5 Ryberg proudly presented his membership card, which states on the reverse side that the club is planning one big party for all the fellows in service when they return. You can be sure that T/5 Ryberg will be present.



Jackie Schore, a tap dancer, did a few snappy routines at the Nov. 27 meeting of the Mt. Tacoma Club. She is a granddaughter of Frank Kroll of St. Maries, Ida., a retired derrick engineer, and is a niece of Bill Brautigam, master mechanic at Deer Lodge, Mont.

Mason City Group Feted at Appreciation Party

In appreciation of the activities of the Mason City Service Club, 400 employes and members of their families were guests of the Milwaukee Road at a dinner party held on the evening of Dec. 5 at the Y. M. C. A.

Superintendent Ingraham talked on the many improvements in the office as the railroads get into their postwar stride.

Brief talks were made by Rev. R. P. Murphy of the Holy Family Catholic Church, Rev. A. N. Rogness of the Trinity Lutheran Church, and Mrs. Rogness, who introduced the coffee serving program for persons in the armed forces at the Milwaukee station. S. L. Haynes talked in behalf of the Victory Loan committee. R. H. Conrad, who succeeded N. P. Van Maren, was introduced, as were M. L. Utterback, newly elected chairman of the Service Club, and Margaret C. Lowmsberry, secretary. C. E. Gilman, general secretary of the Mason City Y. M. C. A., and E. A. Norem of the Mason City *Globe Gazette*.

Lisle Young, public relations representative from Aberdeen, acted as toastmaster. Ralph Geer presented Denise Birdell, Donna Sharp and Jonan Wilts who sang three popular songs. They were accompanied by Jean Cady. Also on the docket were a tap dance by Georgia Hansen, piano solo by Bill Hurley and a vocal solo by Arlene Crowley, accompanied by Irene Sweeney. Music during the dinner was by Ralph Geer and Al Funk, who also played for the dance which followed.

Corn Palace City Service Club Holds Open House in Station

At its last meeting, the Service Club at Mitchell, S. D., voted to change its name to Milwaukee Road Corn Palace City Service Club. The organization's first social activity of 1946 was an open house on Jan. 3 to celebrate the completion of the remodeling of the Mitchell passenger station. The committee, consisting of H. B. Peterson, Louis Iliff, Maurice Shevlin, Florence Paulin, Margaret Kelly and C. Lyle Paullin, which assisted Chairman R. J. Dimmitt, was on hand throughout the afternoon and evening to show guests through the station. Refreshments were also served.

At the evening reception the Mitchell Chamber of Commerce officially presented to the Road a photo montage mural, depicting scenes in and around Mitchell. This beautiful picture is an effective addition to the interior decoration of the station, which has been designed to create a pleasant atmosphere for Milwaukee Road patrons.

Watertown Club Celebrates With Holiday Parties

The election of officers was held at the Watertown area Service Club Appreciation Party on Dec. 12. The entire staff of officers was re-elected: Walter Schuenke, chairman; Morris Crosse, vice-chairman; Mrs. Ethel Cross, secretary; and Mrs. Walter Schuenke, treasurer.

Oh Tom Turkey really suffers for Milwaukee Road Appreciation dinners. How-



Group which attended the potluck dinner and party sponsored by the Madison (Wis.) Club on Dec. 1.

ever, the result is always an enjoyable meal, especially when the wives of the members are in charge of preparations.

The party was also the occasion for a pre-Christmas celebration. Santa made his appearance in full regalia and presented gifts to all. In reality it was Mrs. Santa Claus, as revealed when Mrs. W. Schuenke came out from behind her beard.

Among the guests were Trainmaster P. J. Wieland and his wife. Mr. Wieland, the first chairman of the Ottumwa Service Club, complimented the members on the sociability that prevails at the meetings. "What you are doing for yourselves and the Road can't be measured in dollars and cents," he said. Mr. Wieland also expressed the hope that the Watertown Club would continue to help in furthering cordial relations with the public.

Santa Claus also supplied prizes for the card players, among whom was the genial Art Levenz, now conducting on Nos. 1 and 6.

Madison (Wis.) Club Treats Wives to a Night Out

A fine potluck dinner party was held on Dec. 1, for 200 members of the Madison, Wis., Service Club and their wives. The ladies all enjoyed a change from their own cooking and Simbo Puccio, George Salerno, and Cpl. Arthur Azevido, provided excellent dinner entertainment.

During the program Superintendent R. A. Woodworth remarked on the splendid turnout and interest shown. "We intend to have the two best Service Clubs on the system," he said, "Madison and Janesville." A. G. Dupuis, assistant public relations officer, stated that every time an opportune occasion presented itself the Madison Club was on its toes to take its part. "It seems that every organization needs a few spark plugs and the Madison Club certainly is not lacking on this score. We cannot expect the leaders to carry the load without full cooperation from all the members. The Service Clubs are striving to do something that will be a credit to all of us, and the past record of the Madison Club is an example of what can be done. Usually, something creditable results from getting together in a fraternizing spirit. We want to hold favorable public opinion. If we do not the job

is going to be much more difficult for the management and ourselves. The opportunity of the Service Club to make friends is very far reaching."

Mr. Dupuis complimented the club officers and Messrs. John Vanderhie and Bob Slightman. "They will get the pot boiling, to cook up activities which will be of service to the Madison Club" he said.

Harvey Roeber, chairman, thanked the members for the fine support given the officers and outlined the program for the future election.

That man, John Vanderhie, had his "Rythm Rascals" back in their pre-war groove. Their music proved to the dancers that "We did it before and we can do it again."

Joe Tomlinson and his committee did an excellent job in providing a full evening of sociable fun. Bud Kingston did the honors at the microphone.

Minneapolis Club Gives Four-Way Party

It was a combination Thanksgiving, birthday and home-coming celebration—that just about describes the Appreciation Party sponsored by the J. H. Foster Service Club at Norway Hall on the evening of Nov. 29.

A fine turkey dinner was served at 6:30 p. m. to 488 Service Club members and their wives in the large dining room after which the capacity crowd adjourned to the main

auditorium where a short meeting and program was conducted, followed by dancing at 9 p. m.

One of the guests at the party was Capt. James T. Hayes, formerly employed in the superintendent's office at Minneapolis, later assigned to Lines West, and who has for the past three years been aide de camp to Maj. Gen. Carl R. Gray, Jr. in the U. S. Railway Military Service. Capt. Hayes related some of his many interesting experiences in the European theater of war.

Lisle Young, public relations representative in this territory, explained the reason why the management of the railroad encouraged Service Club activities in general and Appreciation Parties in particular; they stimulate good will among employes, which is the first step in extending good will to our patrons.

More than 500 employes and their wives witnessed a very practical demonstration of this idea put into practice at the Appreciation Party and much favorable comment was heard particularly from new members of the Service Club who said they would have associated themselves with the club long before had they known about the good times.

The following club officers were elected for the ensuing year at the short business meeting on Nov. 29.

Chairman, Wm. H. O'Neil.
Vice-Chairman, H. E. Pitts.
Secretary, H. A. Budnick.
Treasurer, H. J. Berringer.



Queued up at the Madison (Wis.) Club's party on Dec. 1 are, left to right: John Vanderhie, Joe Tomlinson, party chairman; Pete Donis, treasurer; R. A. Woodworth, division superintendent; Harvey Roeber, chairman; Ray Corbett, vice chairman; Bud Kingston, master of ceremonies at the party. The women shown are, left to right: Mrs. E. Kingston, Mrs. W. Murphy and Mrs. J. Tomlinson.

Mississippi Palisades Club Sponsors Terpsichorean Entertainment

Almost 200 Milwaukee Road employees, their families and friends, and the business people and young folks of Savanna, Ill., attended the dance sponsored by the Mississippi Palisades Service Club at the Savanna USO on Nov. 28.

Treasurer Jack Mulder and Chairman of the Entertainment Committee Bill Scheetz formed the two-man reception line which greeted the guests at the door and gathered in the ducats. The Misses Grace Mulder, Mary Ellen Blenner and Anne Brkljack served as hat check girls.

Lawrence Morse and his orchestra furnished both "hot" and "sweet" music and many of the satisfied patrons were still rarin' to go when the party ended at 12:30 p. m.

Jack Mulder and Al Rienehr, chairman of civic affairs, organized the advance sale of tickets for the party, which was such a success that inquiries have already been received regarding a repeat performance.

Ottumwa Club Sponsors Successful Fall Carnival

"To develop co-operative relations with civic and commercial groups" is one of the Service Club objectives. Although the city of Ottumwa, Ia., has many fine organizations, it must be well aware of one now making its importance known and felt. It is the Milwaukee Road Ottumwa Service Club. The club can be proud of its splendid contribution to the community as an organizational asset and is worthy of commendation for a performance that can stand on its record.

On Nov. 17 the club sponsored a fall carnival, adding about \$85 to the treasury. Thirty dollars of this amount was spent at the Nov. 28 meeting to promote good fellowship with Milwaukee Road friends. Behind a concerted effort this group has sponsored many philanthropic activities. Listed are a few of the organizations and philanthropies which have benefited by donations amounting to \$81.50, during the past year: Infantile Paralysis Drive; Promotion and Business Builders; flowers, USO birthday

Agricultural and Mineral Development Outlined for Old Line Club

The candlelight gleaming softly on tables decorated with fruit-filled centerpieces of huge golden pumpkins created a lovely setting. The occasion was another expression of Milwaukee Road appreciation to about 100 members of the Old Line Service Club who were guests at a sumptuous banquet served at the Community House, Horicon, Wis., on Nov. 18.

Chairman John Willers, acting as toastmaster, called on several guests for short talks. Superintendent J. H. Valentine spoke of Service Clubs as the key to a new relationship between the railroad and the public and asked that the members continue working together to promote it.

L. H. Robbins, assistant commissioner, agricultural and mineral development department, Chicago, was the guest speaker. In his opening remarks he offered several definitions of "appreciation." He referred to

the appreciation we owe the boys who fought for the American way of life; to the American railroads for the technological progress which made them the "lifeline of the nation" in the war; and appreciation for our own many blessings. He then stated some facts which definitely proved that World War II was truly a war of transportation in which the old iron horse was depended upon to do the job of moving the nation's materials and at an average cost of less than one cent per ton mile. Mr. Robbins further referred to the farmer and his contributions. "We who earn our living operating trains, tamping ties, punching typewriters, and doing the other little things that make a railroad click, sometimes fail to remember that agriculture, as well as the railroads, can point with pride to having broken every past production performance during the war years. Furthermore, many of us do not know that over one-half of the freight revenue of the Milwaukee Road comes from the soil. This includes field and orchard crops, animals and animal products, forest and mines."

Far-Sighted Policy Outlined

He then explained some of the workings of the Road's agricultural and mineral development department. "Our Road prospers only in proportion to the prosperity of the people it serves. As prosperity is based on the best use of human and natural resources, the agricultural and mineral development department hopes to increase the revenue of the Road by increasing the incomes of the people it serves." Mr. Robbins referred particularly to the increase in seed potato production in our territory—of which Garden City, S. D., is the center; from a few acres in 1936, farmers in that area increased production to about 7,000 acres in 1945. He also spoke of his department's interest in the irrigation, agricultural development, and settlement of the Columbia Basin. At present it is an area with a very small population. Much has been written of the plans for irrigating 1,029,000 acres of the Basin with waters stored in the reservoir created by the already constructed Grand Coulee Dam. As our Road cuts through the geographical center of the irrigable lands in the basin, Mr. Robbins' department is especially interested in assisting in the development and settlement, which, it is estimated, should increase the population from a few thousand to approximately 1,400,000 people. The freight and passenger revenues resulting from such a change can only be estimated.

Another gigantic project in Milwaukee territory is well along in its engineering and planning. This is the proposed development of the irrigation, electric power, and other resources of the whole Missouri River Basin. A glance at the map will show why we are interested in a project that calls for the ultimate construction of over 100 dams and reservoirs and the irrigation of more than 4,700,000 acres of land, a large part of which are in areas served by the Milwaukee Road.

Quoting Mr. Robbins further: "Much of the virgin forest in the Middle West and practically all in Milwaukee-served territory



Jack Mulder (right), treasurer of the Mississippi Palisades Club, is shown with Bob Hanson at the club dance on Nov. 28.

party; waffle and sausage suppers, USO; community rest room; Christian Church Ladies Aid; Constitution Day program; overseas Buddy Boxes; Community Chest; and newspaper Christmas greeting from Service Club members.

Guests at the Nov. 28 meeting were H. H. Jacobs, TF&PA, Des Moines, and E. P. McLarnon, FSI, Kansas City. Both responded with interesting talks.



The fall carnival committee of the Ottumwa Club counts the proceeds of its Nov. 17 affair. Standing, left to right: Mrs. M. L. McNeerney, Mrs. Dave Luman, E. D. Kennedy, Mrs. E. D. Kennedy, A. G. Elder, Mrs. F. Wilford, Mrs. L. M. Fromm, Mrs. A. G. Elder, H. G. Johnson. Seated, left to right: Mrs. D. E. Chambers; M. L. Taylor, club treasurer; R. E. Boyd, club chairman; H. C. Loveless, club secretary, and F. Wilford, committee chairman.

has been cut and long since shipped to market. It is estimated that in the lake states alone there are about 12,000,000 acres of cut-over land. A major problem in this area is the reforestation of these lands and keeping timber-using plants in operation while a new tree crop is in the process of growth. One method by which a timber-using plant has been kept in operation is by the lamination of beer barrel staves. These staves are made with five to seven plies of wood. The inside woods used in these staves are the kind that a decade or more ago had little or no economic value. Today, by utilizing such wood, better barrel staves are made than were ever made before wood processors learned how to laminate them and piece them into barrel shape.

Department Encourages Use of Fertilizer

"Generally, after lands have been cropped 50 or more years, their available plant foods become so low that they are unable to produce crops of any value. Most Wisconsin lands have become so depleted in plant food that they now require liberal applications of commercial fertilizers. This department, in co-operation with soil extension specialists, county agricultural agents, fertilizer manufacturers, farmers and others, held educational meetings and conducted a large number of demonstrations designed to secure increased use of commercial fertilizers on farms. Most of the work was done in Milwaukee-served territory in Wisconsin. The results are best shown by the tons of fertilizer sold to farmers in that state. In 1936 less than 40,000 tons were sold in comparison to more than 285,000 tons sold to farmers in Wisconsin in 1945."

Following the dinner and speaking program, cow bells, fire crackers, horns and other noise-makers served to introduce the musicians and entertainers. The Hiawatha Tooters had hit Horicon.

A party such as this deserves a word for the splendid work performed by the committees. Serving were: banquet—Mesdames W. Kohl, J. Freinwald, J. Willers, and M. Noel; decorating—Mrs. F. Freinwald, Mrs. Schwanke, Wilbert Johnson, L. M. Rich; refreshments—Messrs. W. J. Kohl, L. M. Rich, J. Freinwald, F. Freinwald, W. Johnson, H. Gallenbeck; entertainment—Mrs. V. Harper, Miss H. Whitty, R. H. Porten; hostesses—Mrs. A. H. Olson and Mrs. Louis Moe.

"Mr. P. R." Discovers Friends in Nigeria

(A verbatim copy of a letter addressed to "Mr. P. R.," Milwaukee Road, Union Station, Chicago.)

Having received your full address from one of my best friends in Lagos; and I quickly made up my mind to comminate you with this letter just to ask you for a free sample of your present catalogue and your booklet. If you can send it to me as earlier as possible I shall your full recommendation to all my best friends in Lagos. Thanks in advance.

CAPTAIN W. JOSEPH,
5 Odunfa St.,
Lagos, Nigeria.



Members of the Inland Empire Club at the company-sponsored dinner dance at the Desert Hotel in Spokane on Dec. 1.

Turkey and the Trimmings for Inland Empire Club

The Milwaukee Road again said "thank you" to the members of the Inland Empire Service Club with a dinner and dance in the beautiful Roundup Room of the Desert Hotel in Spokane, Wash., Dec. 1, 1945. The menu featured turkey and all the trimmings, and music for dancing was furnished by Bob Campbell's orchestra. Bob is the son of retired B&B Foreman R. B. Campbell.

The retired employes of the Idaho Division were special guests and 22 of them were there with their wives.

D. J. Sullivan, traveling freight and passenger agent of Spokane, who is well known not only to employes but to shippers in his territory as well, was the master of ceremonies and the outstanding entertainer of the evening. Mr. Sullivan, introducing the speakers, General Manager L. F. Donald and Superintendent George H. Hill, informed them that each would be allotted 30 seconds to deliver a speech. Mr. Donald rose to the occasion and in 30 seconds expressed in no uncertain terms his pleasure in joining the Milwaukee family. Mr. Hill did likewise and was in the act of taking out his watch just as the 30 seconds elapsed. The members gave him an enthusiastic round of applause.

The party committee was composed of J. P. Downey, chairman; W. F. O'Reilly, secretary; Howard Kipp, vice-chairman; Nels Nelson, C. M. Stevens, N. Driscoll, H. H. Haas, J. R. Ramsey, D. J. Sullivan, C. Johnson, Mrs. W. F. O'Reilly, and Mrs. C. F. Allen.

Ripon Area Club Dances at Appreciation Party

Past Chairman Stephen Boese can proudly point to the fact that his tenure of office brought another Milwaukee Road Association Party to the Ripon Area Service Club. It was held at Oshkosh, Wis., where, on Nov. 19, about 75 members and their wives danced, dined, and otherwise thoroughly enjoyed an unusually fine get-together.

Election of officers was held in conjunction with the party and counting of ballots showed the following as duly elected: Harry Jeske, chairman; Frank Nigl, vice-chairman; and Al Repp, secretary-treasurer. Under this leadership, the club members look to continued activity and another fine year.

Hiawatha Club Reviews Past Program

With the beginning of a new year all 15 units of the Milwaukee Hiawatha Service Club are holding election meetings to select club leadership for the year to come. The objective of promoting civic welfare and furthering more cordial relations between the railroad and the public was reached on two different occasions during the past year. On Jan. 20, 1945, a bountiful table was set for several thousand USO visitors from the armed forces. On June 17, twelve hundred bed-ridden patients of the Veteran's Administration at Wood, Wis., were given stationery, envelopes, stamps, and pencils.

In conjunction with the election of offi-

Trainmaster George Passage and Stephen Boese, outgoing chairman of the Ripon Area Club, congratulate the newly elected officers of the club. Left to right: Al Repp, secretary; Frank Nigl, vice chairman; Harry Jeske, chairman; Mr. Boese and Mr. Passage.





Stanley J. Tabaka, chairman of the car department passenger shop unit of the Milwaukee Hiawatha Club, holds the trophy signifying that his group had the largest 1945 membership of any unit of the club. They also won first place in 1944. Left to right: Paul Bubolz, vice chairman; Mr. Tabaka and George F. Thoms, secretary-treasurer.

cers on Nov. 17, the store department and roundhouse units heard an informative talk by M. J. Clancy, managing director of the Solid Fuel Institute.

Chairman Bruno Kowalski, Vice-Chairman Hofer, and Secretary-Treasurer Roy Schmitz, were again placed in office by the members of Unit 13 at an election held the night of Nov. 24. "What is public relations?" queried Mr. Kowalski at the meeting. "It is a means of developing a more cordial relationship between the public and ourselves," he answered; "our manners over the phone or in direct contact; going out of the way to accommodate our patrons; courteous service and alert attention; smiling countenances and willingness to cooperate. A combination of these attributes is bound to produce a satisfied customer and a contented employe."

The oratorical talent of Unit 13 is not confined solely to the chairman. Vice-Chairman Henry Hofer carried on from there. "The railroad industry expects future competition to be keener than ever," he stated. "Being on the alert for both freight and passenger business reacts not only to the benefit of the railroad but to the employes as well. The employes *are* the railroad. You people have many means of contact; your organizations, your friends, neighbors, and the business people you deal with. There is no doubt that results could be obtained if these contacts were put to use." At the conclusion of Mr. Hofer's remarks each member was given traffic tip cards.

Women can keep secrets just as well as men can, they say. The only trouble is, it takes so many of them

"For years," she said, "I didn't know where my husband spent his evenings. One evening I came home early and there he was."

Janesville Club Given Well-Deserved Appreciation Party

Since its re-organization, the Janesville Service Club has developed into a splendid group. A feeling of good fellowship is always prevalent at the meetings and the boys have made several good suggestions for improving service and relations with the public.

The club was recently the recipient of Milwaukee Road appreciation. One hundred members, their wives, and guests met on Dec. 3 at the club rooms of the Veterans of Foreign Wars. They were served what seems to be the traditional Appreciation Party menu, featuring turkey with the trimmings.

In a brief speaking program Vice-Chairman Ray Dowd paid tribute to the chairman, George Hogan. Secretary-Treasurer Gil Selchert and Chairman Hogan urged the members to give the club their continued support, pointing out the business and social benefits. Superintendent R. A. Woodworth



Above. Group at the Janesville Area Club's Appreciation Party. Left to right: Jean Alonso, Hiawatha Band vocalist; Ray Dowd, club vice chairman; Gil Selchert, secretary-treasurer; R. A. Woodworth, division superintendent; George Hogan, chairman; and Eugene Weber, Hiawatha Band director.



Janesville Area Club members and members of the Hiawatha Band at the turkey dinner in Veteran of Foreign Wars Hall on Dec. 3.



Having won in the drive for the largest increase in unit membership in the Milwaukee Hiawatha Club, officers of Miscellaneous Unit No. 8 of the locomotive department pose with the victor's trophy. Left to right: John E. Breuer, chairman; Frank J. Kleinmaus, vice chairman; and Eugene F. Colber, secretary-treasurer.

reiterated his remarks made at the Madison Club party. "We have two fine Service Clubs on our division," he said, "and all of the credit belongs to the members, who are doing a wonderful job." Al Kilian, chief dispatcher, paid tribute to the work accomplished by the organization. John E. Breuer, general chairman of the Milwaukee Hiawatha Service Club, and his wife, were also guests.

Later the rollicking Hiawatha Tooters took the place by storm. Their music, entertainment, and nonsense, is well appreciated on the Madison Division. They added the finishing touch to a thoroughly enjoyable evening; the members would like to see more of them. Jean Alonso, band vocalist, added her charm and voice to the program.

Visitor: "Don't you cut yourself on this straight-edged razor?"

Mountaineer: "Naw, I been shaving with it for five years and I ain't cut myself either time."

Offhand it might seem that railroad-ing could have little to do with the career of the world's greatest pianist, but Paderewski had to wait for the completion of the first railroad to Warsaw before he met a competent teacher. The first train happened to be a freight, but Paderewski was on it, contentedly riding among the pigs and chickens en route to market.

Briefly Quoted

Tribute to "Kilroy"

I would like to bring to your attention that you have a remarkably good man working as a porter on the "Olympian." In our car we named him "Kilroy" after a celebrated character in the Army Air Force, but his real name is Robert White.

We left Seattle around midnight on Dec. 20. The coaches were crowded with servicemen, uncomfortable, and sleep was impossible for many of us. The dining car could not accommodate everyone, and trash accumulated on the cold steel floor. Our great consolation was White. Emerging often from the Pullman cars, he was always cheerful and joking, dispelling our crossness and irritability; he could handle drunks; he would turn to and sweep down the deck while we stood around and made fun of him, but he soon had volunteers to help. He also saw that we were fed, and looked after our needs all day and into the night.

Before we entered Minneapolis someone stole his hat, passed it around, and returned it to him full of money, which could express only inadequately what we all thought.

I have never before written a letter like this.

ENS. MARK L. WEHLE, USNR,
1150 Fifth Avenue,
New York, N. Y.

Special Holiday Service Draws Appreciation

(To V. L. Hitzfeld, general agent, passenger department, Chicago.)

I have often heard the expression "Corporations have no soul." This, however, does not apply to your company, for, to accommodate the many passengers who were stranded in your depot last Sunday [Union Station, Chicago, Dec. 23, 1945] you graciously supplied a 12-coach train to carry us to our destinations. While I am only expressing my personal appreciation, I know that it voices the sentiment of all those who were taken care of through this special arrangement.

I enjoy traveling on your road because of its excellent equipment, the courtesy of your personnel and the splendid dining car service.

H. B. ERNSBERGER,
37 Rawlins Ave.
Buffalo, N. Y.

Thanks for a Job Well Done

(To F. N. Hicks, passenger traffic manager, Chicago.)

A short time ago I wrote to you regarding unused portions of tickets issued by the Milwaukee Road. I want to inform you that I have received your check for a refund and wish to express my appreciation by saying that in all of the thousands of miles I have traveled on the Milwaukee Road I have yet to register my first complaint against it. Not only are the trains clean and efficiently run, but are almost always on time.

During these last years of strife, the railroads really "came through" and carried a

large part of the burden of war by transporting troops and materials from coast to coast; from Canada to Mexico. Without the splendid support of railroads like the Milwaukee, it is questionable whether we would have whipped the great powers, Germany and Japan.

Thanks for a job well done, not only from me but from 12,000,000 other fellows and girls. We really appreciate what has been accomplished by the railroads.

CPL. ROBERT J. LA PINE,
Army Air Force Eastern Technical
Training Command,
St. Louis, Mo.

Service Brings Letter of Appreciation

(To S. G. Grace, assistant freight traffic manager, Chicago.)

I have just had occasion to check our distribution schedule and note, that we have set up a program to increase our outbound canned goods movement on the Milwaukee Road to the maximum extent. The Milwaukee Road has done an outstanding job taking care of our passenger requirements all during the war and I am sure that you have tied up the bulk of our future passenger business.

Now that the war is over and we are making a mental recapitulation, I thought that you would be pleased to know that as far as we can determine our service from the Milwaukee Road, both passenger and freight, has steadily improved. The courtesy shown us leaves a soft spot in our hearts and you will probably find it more difficult to make us mad than you did in the past. I do want to say that you are one company that improved your friendship with us during the wartime crisis and difficulties, and I am so pleased that I hope we will be in a position to provide you with so much business that you will beg us to stop.

GEORGE O. TONG,
General Traffic Manager, Minnesota
Valley Canning Company.

Fan Mail for the Calendar

The beautiful calendar you gave us in 1944 hung opposite me in the kitchen where I always eat my breakfast. Almost every day throughout the year, from January to December, I looked at the calendar and resolved to send you a warm letter of thanks. Again this year in January I started the same process of mental action, thinking of you gratefully and always with the intention of sending you a letter. You can clearly see that I have had you in mind and have been thanking you every day for more than a year and a half.

The calendar is not only beautiful but is the best kind to have if it is to serve its real purpose. All through the year, three months stand out boldly in front of you—perfection.

Please accept my congratulations on the achievements of the railroads during the long war. They have been nothing less than marvelous. I am sure that they are entitled to the thanks of a grateful nation.

THE REV. NEVILL JOYNER, D.D.,
Blair, Neb.

A Sailor Gets His Wish

(To President H. A. Scandrett)

While reading the *Cosmopolitan* today, I ran across your ad. Believe me, sir, I'm a thankful GI for the kindness I received from that grand bunch of ladies at Aberdeen, S. D., in July, 1944, when I came through their great little city on your railroad. Those pheasant sandwiches were wonderful. It was the first (and last) time I ever ate pheasant and it was really grand. You both deserve a boat-load of Navy Stars for a job well done.

I'm leaving for my home to spend the holidays with my wife and daughter, so a Merry Christmas and a Happy New Year to your Road and the grand ladies of Aberdeen. Thanks again for this bright spot along a great railroad. Wish it ran to Kansas City.

WILLIAM H. MORGAN,
Chief Bgmstr., USN,
Box 205, Route 2, Liberty, Mo.

(Mr. Scandrett's reply)

I greatly appreciate your letter commenting on the pleasure you had in eating pheasant sandwiches provided by the ladies at Aberdeen, S. D., while the railroad encouraged this project and provided quarters for it, all the credit belongs to the ladies from Aberdeen and a number of adjacent towns. The pheasants were donated by hunters and others and I understand they use as many as 2,000 in a season. Members of the Milwaukee Railroad Women's Club are among the participants in this undertaking, which I agree with you is one of the finest activities of which I know.

I note you wish the Milwaukee ran to Kansas City, and you get your wish, because it does.

With all good wishes to you and yours,
H. A. SCANDRETT.

Courtesy Draws Comment from Nurse

(To H. G. Gregerson, retired agent, Madison, S. D., from his niece, who, as state director of nursing education in Massachusetts, travels a great deal by train, bus and air.)

Sorry my time was so limited that I could not include Madison in my itinerary; however, it was good to hear your voice. I'm in the Austin (Minn.) station, waiting for the Chicago train. Asked a trainman if he knew you and naturally he did—Tweet and Jim also. Didn't ask his name, but he had red hair.

This is a very nice station; the employees have some manners, too. It is almost overwhelming to find accommodating people after the abundant rudeness of the past four years.

Best wishes for a happy holiday season and a healthy, prosperous 1946.

LUCILE.

It was visiting day at the jail and the uplifters were on deck.

"My good man," said one kind lady, "I hope that since you have come here you have had time for meditation and have decided to correct your faults."

"I have that, mum," said the prisoner in heartfelt tones. "Believe me, the next job I pull, this baby wears gloves."

Retirements

The following employes' applications for retirement were recorded during November, 1945

Chicago General

- CRUMP, ROBERT C
WaiterChicago, Ill.
- PENFIELD, WILLIAM H.
Chief Engineer.....Chicago, Ill.

Chicago Terminals

- BALDAS, STANLEY
CarmanChicago, Ill.
- HJORT, AXEL E.
LampmanChicago, Ill.
- McGRANN, JOHN A.
SwitchmanChicago, Ill.
- MORRISSEY, JOHN S.
SwitchmanChicago, Ill.
- QUILTER, EDWARD F.
Locomotive Engineer.....Chicago, Ill.
- QUINLAN, FRANK
SwitchmanChicago, Ill.
- VLASAK, GEORGE
Car Inspector.....Chicago, Ill.

Coast Division

- BERG, FRANK E.
CheckerSeattle, Wash.
- BROWN, FREDERICK W.
MachinistTacoma, Wash.
- FRICHETTE, WILLIAM D.
Section Foreman.....Easton, Wash.
- KOCK, DAVID
Carman Helper.....Tacoma, Wash.
- PETERSON, JOHN
Section Laborer.....Everett, Wash.
- WARRICK, HUGH R.
Electrif. Foreman.....Seattle, Wash.
- WOODIN, COLMAN
Asst. Yardmaster.....Seattle, Wash.

Hastings and Dakota Division

- GLEASON, EDWARD
Extra Gang Laborer...Aberdeen, S. D.

Iowa Division

- BROWN, HENRY
Section Laborer....Council Bluffs, Iowa
- HOWE, JEROME B.
AgentOnelda, Ia.
- ROOD, EDWIN C.
AgentSlater, Ia.

Iowa and Dakota Division

- MILLER, WILLIAM F.
Stationary Fireman.....Mitchell, S. D.
- MONTGOMERY, GEORGE
Section Foreman.....Monona, Ia.
- SULLIVAN, DANIEL E.
AgentVermillion, S. D.

Iowa and Southern Minnesota Division

- NICHOLSON, OLAF E.
Roundhouse Foreman.....Austin, Minn.

Kansas City Division

- DAACKE, AUGUST C.
Asst. Cashier.....Ottumwa, Ia.
- DIXON, JOHN C.
Section Laborer.....Seymour, Ia.
- HAVENS, WILLIAM H.
B&B Carpenter.....Ottumwa, Ia.
- RYAN, JOHN H.
ConductorOttumwa, Ia.

La Crosse and River Division

- BARBER, LAWRENCE
Extra Gang Laborer.....Pewaukee, Wis.

- BISCHOFF, AUGUST C.
ConductorWatertown, Wis.
- JENSEN, WILLIAM A.
CashierOconomowoc, Wis.
- SCHAEFER, GEORGE
ClerkLaCrosse, Wis.

Madison Division

- NUTTER, GEORGE W.
Section Foreman...Richland Center, Wis.
- RING, CLEMENS
FlagmanMadison, Wis.
- SCHERMERHORN, HEBERT L.
SwitchmanMadison, Wis.

Milwaukee Terminals

- ADER, JOHN F.
PipefitterMilwaukee, Wis.
- BARRON, FRANCISCO A.
Stock Car Cleaner.....Milwaukee, Wis.
- BENEDUM, EDWARD C.
Carpenter, Loco. Dept...Milwaukee, Wis.
- FLAHERTY, MORGAN
Blacksmith, Car Dept...Milwaukee, Wis.
- FLETCHER, GEORGE G.
MachinistMilwaukee, Wis.
- JUSTEN, FRED E.
Clerk, Store Dept.....Milwaukee, Wis.
- MAGDA, JOSEPH M.
Carman Helper.....Milwaukee, Wis.

Off Line

- STOLTZ, GEORGE W.
General Agent.....St. Louis, Mo.

Rocky Mountain Division

- HOLLYWOOD, JAMES
Machinist.....Deer Lodge, Mont.

Seattle General Office

- SEYMOUR, ALPHONSO S.
DraftsmanSeattle, Wash.

Superior Division

- MADDY, CHARLES J.
Switchman.....Green Bay, Wis.
- PORTER, LAURA M.
JanitressChanning, Minn.

Terre Haute Division

- HUFFMAN, GEORGE C.
Locomotive Engineer..Terre Haute, Ind.
- KEMHOLTZ, FRANK R.
Section Laborer.....Stockland, Ill.

Trans-Missouri Division

- ARLIN, HENRY S.
Locomotive Engineer...Harlowton, Mont.
- KLEIN, FRED
Car Inspector.....Mobridge, S. D.
- LENTZ, FRED A.
Conductor.....Miles City, Mont.

Twin City Terminals

- BANTLY, ALBERT G.
Traveling Frt. Agent.Minneapolis, Minn.
- FRISCH, JOHN
Car Cleaner.....St. Paul, Minn.
- JOHANSON, CARL E.
CarmanMinneapolis, Minn.
- OBER, FREDERICK J.
Ticket Clerk.....Minneapolis, Minn.
- SHARVA, GILBERT C.
Carman Helper.....Minneapolis, Minn.
- SINCLAIR, WILLIAM E.
General Agent.....Minneapolis, Minn.

Major Arnemann Assumes New Command

Maj. Joseph R. Arnemann, formerly of the 858th AAF Specialized Depot at Cincinnati, O., has been appointed commanding officer of the 805th AAF Specialized Depot at Uniontown, Fayette County, Pa., with headquarters at the county airport. The 858th Depot was inactivated in December, in pursuance of the policy of returning leased industrial property as rapidly as efficient closing can be completed.

Major Arnemann, who was assigned to the Signal Corps before his transfer to the Air Force, has many friends at the Union Station in Chicago, where he was employed in the office of the tax commissioner prior to entering military service in February, 1942.

An absent-minded English bishop could not produce his ticket for the railroad collector.

"Never mind, my lord," said the conductor, "it's all right anyway, whether you find it or not."

"Oh, no, it isn't," said the bishop, turning out his pockets. "I must find that ticket. I want to find out where I am going."



Milwaukee Land Company employes from Seattle, Port Angeles, Longview, Gray's Harbor and Lewis County (Wash.) districts are shown while on an outing recently. The Milwaukee Land Company is the timber division of the Milwaukee Road.

★ Davenport Chapter

Mrs. Guy Manson, President

Davenport Chapter held a very successful turkey supper in the Illinois-Iowa Light and Gas Auditorium Dec. 10, the regular meeting night. There were 85 present and everyone had all the turkey and trimmings they could eat. The tables were very prettily decorated with evergreen branches, Christmas tree balls and red candles, and three bouquets of cut flowers donated by one of our florists. Mrs. Wayne Bowman was dining room chairman. There was a lighted Christmas tree and Santa came and gave apples, oranges and candy bars to the children.

We had a very successful turkey raffle with Mrs. Howard Harrington selling the most chances. One of her books drew the lucky number for the turkey entitling her to the chicken. Mrs. Arthur Kelsey had charge of the raffle, ably assisted by the board members and men from the different departments. Mrs. Harrington won the attendance prize.

The nominating committee asked all the members to retain their offices for another year, and the president, Mrs. Guy Manson, will appoint her standing committees later. Mrs. Don Herndon will be the new secretary, succeeding Mrs. Walter Kuhlman, who resigned, and Mrs. George Zell will be the historian, taking the office held by Mrs. George Volrath for the past two years. Installation of officers will feature the January meeting, with refreshments of cake and coffee to be served afterwards.

The club donated \$10 to Schick General Hospital, to be used for phone calls for the boys hospitalized there.

★ Mitchell Chapter

Martha Entwistle, Historian

A very fine attendance marked the Dec. 10 meeting with all of the women having more time, now that Red Cross activities are becoming lighter. Most of the club women were guests of the Service Club Dec. 6, which was an outstanding social event. A very fine dinner preceded an evening spent in dancing and cards. Mrs. D. I. Caldwell gave a detailed report on good cheer work which involved 40 calls and cards and letters to those who have been ill. Ten dollars for gifts for the Yanks was sent to hospitalized soldiers in the States.

Installation of new officers was held, with Mrs. Paul Olson as our new president. Plans were made for the children's Christmas party, an annual event, with Santa Claus arriving on the 8:15. The newly elected president, Mrs. Olson, and her committee, served a lunch at the conclusion of the meeting.

★ Sioux City Chapter

Mrs. Ben Rose, Historian

November board met at the Harmony-Ann Tea Shop Nov. 19, with Mrs. R. C. Whipple and Mrs. A. M. Nelson hostesses. In the absence of our president, Mrs. Guy Raff, who was hospitalized, First Vice-President Mrs. J. T. Bailey presided. Mrs. Burt Brashear, Ways and Means, asked for consideration of a bingo party as a year-end exchequer boost. Thanksgiving being the same date as our monthly general meeting, it was decided to hold a brief business meeting and the bingo party on the fifth Thursday evening. Mmes. B. M. Gallas, T. J. Snyder, A. M. Nelson, F. D. Morgan, and George Wean sold black-outs and otherwise materially aided in making the party a success. Mrs. J. T. Carney had charge of the tickets; cleared \$68.

Following an operation, our president became much worse and on Dec. 2 she passed away. Services were held in St. Thomas Episcopal Church on Dec. 6. Board members served the evening meal in the Raff home under the capable direc-

The Milwaukee Railroad Women's Club

tion of Mrs. Mike Gallas, Good Cheer Chairman. During the 10 months of her leadership Mrs. Raff gave much time, thought and preparation to the discharge of her duties as president. We gratefully acknowledge the card of sympathy from our sister chapter in Sioux Falls. We appreciate the very kind spirit which prompted the action. Our club sent flowers and expressions of deep regret to the family in recognition of her faithfulness and her cheerful disposition.

December board hostesses were Mrs. J. T. Carney and Mrs. Burt Brashear. Mrs. J. T. Bailey asked that we observe a moment of silent prayer for the loss we had so recently sustained. Final arrangements for the annual Christmas party crystallized at this meeting and the party was held Thursday evening, Dec. 20. A large and happy crowd of parents and youngsters gathered in time-honored custom to celebrate in true Christmas fashion. Candy being a commodity unobtainable in any great quantity in Sioux City, the kiddies were treated to popcorn balls, nuts, and apples, which seemed to be very satisfactory refreshments. Miss Margaret Wean, program chairman, really went over the top in providing varied entertainment reflecting the joyous holidays.

Officers for 1946: president, Mrs. J. T. Bailey; first vice-president, Mrs. A. M. Nelson; second vice-president, Mrs. L. E. Cotter; recording secretary, Mrs. Roy Leeper; corresponding secretary, Mrs. J. S. Suffeld; treasurer, Mrs. T. J. Snyder; historian, Mrs. Ben Rose.

★ Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Dec. 11. Mrs. Charles Conklin conducted the meeting in the absence of President Mrs. John Whaley. An exchange of gifts and cards took place, and refreshments served from a prettily decorated Christmas table featured the annual Christmas party. A plant was sent to a member who was ill. Mrs. Lawrence Nowitzke won the door prize. Hostesses were Mmes. William McEwen, Ray McEwen, William Kroplin, Charles Lehrbas, Terry Slomske, Violet La Sage and John Whaley.

★ Marion Chapter

Mrs. Robert M. Low, Historian

The club opened the fall season with a white elephant sale at the September meeting. The October meeting was a picnic supper for the families. Cards were enjoyed after a delicious meal. The chapter voted to give \$50 to Schick General Hospital at Clinton, Ia. This money is to be used to buy a micro-film projector for the boys.

For the Christmas party the club had a dessert luncheon at the K-V Cafe. Tables were decorated with red and green nut cups. The centerpiece carried out a travel theme. There was a train in the center with a truck at one end of the table and a wagon and horses at the other. Evergreen branches and Christmas candles completed the decorations.

Mrs. Archie Conklin, retiring president, installed the officers for the coming year. They are: president, Mrs. O. W. Lundquist; first vice-president, Mrs. Mabel

Conger; second vice-president, Mrs. Richard Bristol; secretary, Mrs. Warren Johnson; treasurer, Mrs. Robert Cessford; historian, Mrs. Fred Holsinger. After singing Christmas carols, the remainder of the afternoon was spent playing bridge, "500," and bunco.

★ La Crosse Chapter

Mrs. C. J. Wethe, Historian

The Nov. 7 meeting had a dessert luncheon after which the business of the month was taken up. A nominating committee composed of Mmes. Coney, Goggins and Higgins was appointed by the president. Good Cheer Chairman Mrs. Rogowski reported eight families were remembered with plants and cards. Miss Etta Lindskog, secretary general, of Chicago, was a guest and 25 members listened to the talk she gave stressing contacting new workers of the Milwaukee Road and wives of men who are and have been in service. Mrs. Foster received the door prize. At close of meeting cards were enjoyed.

Thirty-six members were present at the Dec. 4 gathering of the club, to partake of the covered dish luncheon, turkey and trimmings furnished by the club. Mrs. N. J. McGaughey, program chairman, presented the St. Paul's Lutheran Church Ladies Sextette, composed of Mmes. Longfellow, Ramlet, Hanson, Nelson, Hetland, and Steen with Miss Ellen Wangen at the piano. She gave two selections, "The Lord is My Shepherd" and "Silent Night," after which three-year-old Carl Berg III, son of our secretary, favored us with a recitation.

The business meeting was opened by Mrs. Rickard, president. The welfare chairman reported that four families were remembered. The nominating committee reported that all old officers would remain in office, except the corresponding secretary and historian, Mrs. Benjamin Day and Mrs. R. H. Kearney filling those offices. The president thanked the decorating committee, Mmes. Ritter, Saley, Jr., Johnson, and Burns, who decorated the tree, tables, and room so beautifully. She also announced the purchasing of decorations for the use of the club hereafter and the purchase of dishes and silver. The treasurer reported \$286.82 to begin the new year. Door prize went to Mrs. Day.

Business over, Santa Claus entered with a large basket, gathered the exchange gifts beneath the tree, and distributed them. Mrs. Lloyd Knutson impersonated Santa Claus in a very pleasing manner. Hostesses for the day were Mmes. Richard, Otto, Wurm, Donovan, and Day.

★ Milwaukee Chapter

Mrs. John Ehler, Historian

The meeting on Monday evening, Nov. 19, was well attended. Election of officers took place. The corresponding secretary read a letter from Mrs. Scandrett asking for ideas and suggestions on good will activities for the boys in service who are returning home. She also read a letter from a soldier who received an afghan from this chapter. A card of thanks from the Red Cross director and a card of thanks from one who received help were read. The card party at the Electric Company on Nov. 10 drew a capacity crowd—76 tables. Proceeds to date are \$153.16. Mrs. Light reported four sympathy cards sent out; Home Service fund, \$3.08; voting and contributing members, 1,054. We enjoyed a visit from Mrs. Lucas, a member from Aberdeen, S. D., at this meeting.

Mrs. Ross gave the following Red Cross report for November: seven large army sleeveless sweaters; nine pairs army regulation socks; assembling one baby afghan; assembling one large size afghan. Hours credited by groups were 361 for November.

After the new members were introduced, a discussion followed regarding the individual work of the officers. Lunch was enjoyed by all and 12 tables of cards followed. Mrs. O. J. Carey won the attendance prize.



Officers and some of the members of the Chicago Union Station Chapter. Seated, left to right: Mrs. O. P. Catlin, Miss Grace Doyle, Mrs. Harry L. Anderson (president), Mrs. C. H. Ordas, Mrs. M. J. Larson, Miss Grace Baldwin and Miss Loretta Kuhn. Standing, left to right: Miss Etta Lindskog, Mrs. L. K. Sorensen, Mrs. W. R. Dolan, Mrs. H. A. Scandrett, Mrs. G. W. Loderhose, Mrs. W. W. K. Sparrow and Mrs. Charles Weaver.

★ Harlowton Chapter

Erleen Burrington, Historian

On Monday, Nov. 12, the regular meeting was called to order by President Margaret Cass. Thirty-two members were present. A letter with check for \$30 attached was received as the chapter's membership prize for going over the top. We now have 103 voting and 80 contributing members. The penny raffle netted 56 cents. Mrs. Leary received the door prize.

Election of officers was held with Margaret Cass, president; Josephine Cox, first vice-president; Mrs. Rhine, second vice-president; Louise Edson, recording secretary; Mrs. Wirth, treasurer; Jo Colby, corresponding secretary; Erleen Burrington, historian. After adjournment a delicious lunch was served by Mmes. Mooney, Grady, Stoltz, and Goforth.

Following the meeting a white elephant sale was held with everybody bringing odds and ends from home to be auctioned off. We cleared \$16.16.

★ Othello Chapter

Mrs. E. R. Berkey, Historian

Monthly meeting was held November 6th with a large attendance in spite of the first cold snap of the winter. We were very proud to receive our \$30 membership prize check and we heartily agreed with the proposed Good Will committee idea and have already put the movement in effect. Ways and Means Chairman Mrs. J. H. Barrett reported a hilarious card party on October 27th and plans were made for a public dance very soon. Good Cheer Chairman Mrs. John Kelly reported eleven families contacted this past month, and all members now hale and hearty. She also reported the marriage of two more members, Mrs. Daniel Murray, formerly Mrs. Chas. Phillips, and Mrs. Luke Callaway, formerly Margaret Simon, to whom the club extends sincere well wishes.

The Nominating Chairman, Mrs. James Beatson, offered the following candidates, who were unanimously elected for the ensuing year: President, Mrs. Chas. Davidson; 1st Vice-pres., Mrs. W. H. Grau; 2nd Vice-pres., Mrs. A. W. Hays; Rec. Sec'y., Mrs. R. O. Brown; Cor. Sec'y., Mrs. Frank Schumacher; Treasurer, Mrs. John Kelly; and Historian, Mrs. Earl Berkey. At the close of the business meeting the Social Committee, Mrs. Frank Schumacher and Mrs. Thos. Barnes, served coffee and cake to complete a successful evening.

Under the guidance of Mrs. Frank Schumacher, Mrs. Thomas Barnes, Mrs. Wallie Tilger, and Mrs. Earl Reynolds, we enter-

tained 74 guests at dinner Armistice night, welcoming the newcomers to the Milwaukee family and our returned and furloughed service men. We were also pleased to greet Mrs. Harriet Hendershott of Deer Lodge. After dining we had games and an impromptu glee club. On Nov. 16 Mrs. Robert Tennyhill and Mrs. Thomas Para entertained at the "ladies' night" card party. Prizes were given and a dessert lunch served.

Many of our members are having light cases of "flu" so our regular meeting was sparsely attended and very brief. It was voted that we give five dollars to the Tuberculosis League, and we made plans for an afternoon Christmas party for the children and an evening Christmas party for the adults. Instructions and the charges of their offices were given the 1946 officers by Mrs. James Beatson, the installing officer.

★ Madison, S. D., Chapter

Mrs. Harvey Gregerson, Historian

A large crowd attended the social meeting held on Nov. 27, with returned servicemen as special guests. Whist was played during the evening with prizes going to A. B. Holter and Mrs. Hans Westby, and with Mrs. Joe Kutcher winning the attendance award. Lunch was served late in the evening. Arrangements were made by Mrs. Guy Winesburg, chairman of the courtesy committee.

★ Ottumwa Chapter

K. M. Gohmann, Historian

Forty-two members enjoyed the delicious turkey dinner served in the auditorium of the Ottumwa Gas Company preceding our December meeting on Dec. 6. Christmas table decorations, a Christmas program, and Christmas exchange was held. Mmes. Ulrich and Matheny entertained with piano and accordion music and several readings, while Dick Luman gave a reading of his own composition, "Moses in the Bullrushes."

Mrs. E. O. Eckert presented the club with numerous books of fiction (Book-of-the-Month Club editions) to be sent to the Schick General Hospital in Clinton, for the use of hospitalized war veterans. Good Cheer committee reported sending 18 baskets of fruit for Thanksgiving to the shut-in members of the Milwaukee family. During November, members contributed 380 hours to Red Cross and other civic activities.

With the completion of the piers for the new bridge, the contractors cleared away

the mound of dirt in front of our club house, which is again available for use and will be accessible for several more months, so that it was possible to have our annual Christmas party for the youngsters in the club house on Sunday afternoon, Dec. 16.

A gift was presented to Mrs. McNerney from the club members, in appreciation of the fine job she has done as president of our chapter; also, a beautiful handkerchief was given to her by Mrs. Frank Chrisman and a box of candy by Mrs. Norbert Davis. Mrs. McNerney has completed her second year as the leader of our chapter and has made an outstanding record. Much credit is due to her for the publicity given to the Milwaukee Road through participation in numerous civic affairs.

Engineer C. W. Becker is well on the way to recovery, after six weeks' hospitalization and a very serious operation. His wife has served most successfully for the last two years as chairman of our membership committee, and made an excellent record in securing memberships.

★ Terre Haute Chapter

Mrs. Edward Bevington, Historian

At the Thanksgiving meeting held on Nov. 15 new officers for the following year were announced as follows: Mrs. Patrick Bailey was retained as president; Mrs. Oscar Bond will be the new vice-president; Mrs. R. J. Franzwa, recording secretary; Mrs. Walter Glass, retained as treasurer; Mrs. Jack Isbel, corresponding secretary, and Mrs. Albert Duenning, historian.

The annual Christmas party for all employees and their families was held on Dec. 20 at Teamsters Temple. The supper committee for the event consisted of all officers and Mrs. Aaron Wright and Grace Stokes. The program committee included Mesdames Tim Colwell, Edward Bevington and Aaron Wright. The gift committee was Mesdames R. J. Franzwa, William Cravens, Luther Nash.

Mrs. Henrietta Boyle and Luther Nash were the recipients of the door prizes given at each meeting—\$1 to a voting member and 50 cents to a contributing member.

★ Austin Chapter

Mrs. Fred Valentine, Historian

The Austin Chapter met Dec. 6 in the club rooms for a dessert luncheon. Mrs. Dodds presided at the meeting in place of Mrs. Pauley, president. The reports of the various chairmen were read. Following the business meeting, bridge was played. Mrs. Art Reilly, Mrs. John McCarthy, Mrs. Norman Earl, and Mrs. Sam Sigfried were hostesses.

★ Iron Mountain Chapter

Mrs. Neil Schumaker, Historian

Meeting was held Dec. 17 and was our Christmas party. At the business meeting three good cheer baskets were given out. A program was enjoyed later and Christmas carols were sung. The following slate of officers was announced by the nominating committee: Mrs. Anton Noskey, president; Mrs. Frank Hill, first vice-president; Mrs. Mike Noskey, second vice-president; Mrs. Joseph Ashenbrenner, recording secretary; Mrs. Henry Larson, corresponding secretary; Mrs. Herbert Gleason, treasurer, and Mrs. Robert Baldrice, historian.

A lovely lunch was served by the committee from a table decorated with Christmas scenes. Cards were played, prizes going to Mrs. Frank Hill for bridge and Mrs. Joe Ashenbrenner for "500". The committee in charge of the party were Mrs. Anton Noskey, chairman, and Mrs. Harry Kasten, Mrs. Anton Ambrosia and Mrs. Mike Noskey.

★ *Black Hills Chapter*

Mrs. Harris Dillabough, Historian

Regular meeting was held Nov. 12 with about 25 members present. Mrs. N. O. Frizzell, our president, conducting. Election of officers was the chief order of business. Those elected were, President, Mrs. Martin Christensen; 1st Vice-Pres., Mrs. Lloyd McDonald; 2nd Vice-Pres., Mrs. Harris Dillabough; Sec'y, Mrs. Carl Zickrick; Treas., Mrs. C. L. Grube; Historian, Mrs. Matt Anderson. At the close of the evening lunch was served by Mrs. Martin Christensen, Mrs. Matt Anderson and Mrs. James Johnson.

On Sunday, Dec. 9, we held our annual Christmas party with 87 members and children present. The children were given popcorn balls, candy, and nuts. We all enjoyed a grand dinner with tables decorated to suit the occasion. Several double piano arrangements were given by Mrs. O. O. Callen and Rudy F. Beckman. All present joined in singing Christmas carols and other familiar tunes. The party was a success and "thanks" are extended to all who helped.

Monday, Dec. 10, following separate business meetings of the Women's Club and the Service Club, a joint social hour was held. Hostesses in charge of refreshments were Mrs. Ralph Colvin, Mrs. Nelz Frizzell, and Mrs. Harris Dillabough.

★ *Spokane Chapter*

Harriet Ashton, Historian

After a Christmas luncheon Dec. 11, the regular monthly meeting was held. The following officers were installed: Mrs. T. C. Wurth, president; Mrs. A. L. Meeks and Mrs. H. Fallscheer, first and second vice-presidents; Mrs. M. G. Smith and Mrs. H. Kipp, secretaries; Mrs. Ethel Perry, treasurer; and Mrs. W. T. O'Reilly, historian.

The afternoon concluded with a social hour and gift exchange in charge of Mrs. Perry. Mrs. Charles Lillwitz was installation officer, a duty she has graciously performed for many years.

The January meeting will be under the supervision of Mrs. H. Fallscheer, Mrs. W. H. Hunter, and Mrs. Harriet Ashton.

★ *Channing Chapter*

Mrs. Jack Meyers, Historian

The annual Christmas party of Channing Chapter was held on Saturday evening, Dec. 15. The club rooms were decorated in keeping with the season, the key decoration being a beautifully trimmed Christmas tree.

Games were played after group singing had been enjoyed. Prizes were awarded to the several winners. After the games, a delicious lunch was served at lovely looking tables. Before departing for home, 25-cent gifts were exchanged by those present. A grand time was reported by all.

★ *Milbank Chapter*

Mrs. George Lewis, Historian

The monthly meeting of Milbank Chapter was held Wednesday afternoon, Nov. 28. Routine business was taken care of and reports were given. The nominating committee submitted the following officers for the next year: president, Mrs. J. R. Cawthorne; first vice-president, Mrs. E. A. Phelan; second vice-president, Mrs. Amos Reeves; secretary, Mrs. Fred Happy; and treasurer, Mrs. Frank Reeves, whose election followed.

The afternoon was spent playing cards, prizes going to Mrs. Jake Hammer and Mrs. Gerald Gardener. A tasty lunch was served by Mrs. William Crowl, Mrs. J. L. Prevey, and Mrs. Leo Jorrison. Bank night award was won by Mrs. Lena Larson. A Christmas party was enjoyed at the club house Dec. 27, the children being invited for the program.

★ *Miles City Chapter*

Mrs. N. A. Helm, Historian

Our December meeting was very well attended. Mrs. Irene Gilbert, president, was back on the job after being absent for several meetings. We'll excuse her because a very nice young man has come to make his home at the Gilbert's—the first boy in the family.

Treasurer Grace Moss reported \$266.15 balance in the treasury. Welfare Chairman Mrs. Fuller reported four families were given aid. Housing Chairman Mrs. Hilderman reported \$20 taken in on rentals. Red Cross Chairman Mrs. Mildred Brisbine reported seven members made 28 kit bags and sewed 28½ hours; special service 52 hours. Canteen workers, 29 in all, worked 795 hours up to Nov. 26, inclusive.

Great news—our club house is to be renovated, floors sanded, fluorescent lights installed, and Venetian blinds are to be put up.

New officers for the year: president, Mrs. Ed Rehn; first vice-president, Mrs. M. P. Ayars; second vice-president, Mrs. Arlie Wickersham; recording secretary, Mrs. Charles Shine; corresponding secretary, Mrs. Frank Spear; treasurer, Mrs. G. Moss; historian, Mrs. N. A. Helm. Mrs. Earl Farr, bond chairman, reported she had secured workers to work every Monday during all the drives and results turned in were very favorable.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

On Nov 13 the 100th regular meeting of our chapter was called to order at the home of Mrs. K. Andrews. Reports were: 22 personal and phone calls made, five cards sent, and 30 families reached. Ways and Means profit was \$6.40. Nineteen Christmas gifts were sent, costing \$26.61. We now have 74 voting and 60 contributing members. Correspondence was read relative to our future club meetings to be held at the Park Hotel.

We were honored by the presence of Miss Etta Lindskog, who was very helpful in answering our questions and giving us needed information. We wish she could be with us more often. A motion was carried to remember our retired railroad veterans with a gift at Christmas. The nominating committee submitted the following report, which was accepted: president, Mrs. R. Alexander; vice-president, Mrs. J. Bogert; secretary, Mrs. F. Hunter; treasurer, Mrs. G. Peckham; historian, Mrs. G. Oakes. After adjournment luncheon was served by Mmes. R. Alexander, E. Karner, J. Bogert, F. Brown, E. Taylor, C. Martin, and J. Cade.

December meeting, which was a Christmas party, was held on the 11th at the Lutheran Church. A very delicious chicken supper was served by the Lutheran Ladies Aid to 39 railroad women. Tables were decorated in red and green with lighted tapers and vases of pine boughs.

The Good Cheer chairman reported nine personal and phone calls made, six cards sent and two families reached. Ways and Means profit was \$8.90. Sixteen veterans and five "shut-ins" were remembered with Christmas gifts. After adjournment, we had our exchange of Christmas gifts.

★ *Dubuque Chapter*

Mrs. George Laskey, Historian

The Dubuque Chapter met in the club rooms for its regular meeting on the afternoon of Dec. 17 and also to trim the tree and fill the stockings for the children. The Christmas party was held in the evening. The entertainment committee gave a fine program of singing and dancing. The children's treats were distributed and refreshments were served to all. We had a nice turnout and were well pleased to see so many at our party.

★ *Chicago-Fullerton Avenue Chapter*

Shirley Brandau, Historian

The December meeting was held on the 18th, members partaking of a delicious supper preceding the business session. Following reports and other business the meeting was turned over to Mrs. Lucy Martin, program chairman, who with her assistant, Mrs. Amanda Klank, became Santa Claus for a few minutes, distributing the grab bag exchange gifts brought by members as they all marched around the room singing Christmas carols. The opening of the gifts and discovering what was in each package was greatly enjoyed. Cards were played and prizes given.

Our "Christmas Open House" held on Dec. 21 during the noon lunch hour, judging from the many compliments we have since received, proved to be a huge success. It was in honor of and a welcome home to the men and women of the Fullerton Avenue building who had returned from service—at that time numbering about 55, including one Wac, Emily McDyer. The honored guests and the officers in the building were seated at small tables in one group. What a thrill it gave us to see so many of them back with us again. We are only sorry that all who left from the Fullerton Avenue building could not have been with us.

Approximately 1,300 employees enjoyed the buffet lunch of bread and butter, cold meats, egg and fish salad, pickles and olives, cake, cookies and coffee. There were great quantities of food and a second helping for those so inclined. Thanks are due our president, Mrs. Borgerson, and members of her board who so graciously and efficiently served the crowd, and we must not forget our cafeteria employees, who were also on hand and worked hard.

Our chapter wishes you all a happy and prosperous New Year.



Board members of the Chicago Fullerton Avenue Chapter for the year 1945.

Fullerton Avenue Chapter Satisfies the Inner Man

IT WAS a great day for the employees of the accounting department in Chicago when the Milwaukee Railroad Women's Club decided to assume the responsibility for supplying an adequate mid-day meal to the hundreds of people in the Fullerton Avenue office building. The railroad company had previously provided lunchroom facilities on the second floor for those who brought their lunches, and the Women's Club had arranged to furnish hot coffee, tea, and soup. The service was supplied by a catering company under the supervision of Mrs. C. H. Dietrich as lunchroom chairman, and continued for several years.

This experiment convinced the club that there was an urgent need for a cafeteria to serve hot meals and a variety of foods to employes at reasonable prices. Mrs. Harry M. Borgerson, president of the club in 1933 and also the present incumbent, organized the modest project which now serves from 700 to 800 persons daily, five days a week, and employs an average force of 14 persons. She was succeeded by Mrs. George F. Baker, Mrs. A. J. Frandsen, Mrs. E. P. Heyn, and Mrs. Henry Kraebber, all of whom were instrumental in its gradual expansion.

The volume of patronage increased to such an extent that in 1941 it became necessary to relieve the president of the active management and a new office, that of third vice-president in charge of cafeteria was created for that purpose. The first person to hold this position was Miss Harriet Kennedy of the auditor of expenditure's office and under her able direction, further progress was made. Mrs. Carl Barclay accepted the assignment in 1942 and is still in control of operations.

The financial details attendant to such an ambitious undertaking were another obstacle to be hurdled. These transactions are the obligation of an assistant treasurer appointed specifically for cafeteria business and at the present time are handled by Miss Julia Killen of the auditor of passenger accounts office. Needless to say, a venture such as this does not prosper without an occasional up-set, but through the trial and error method, plus a lot of genuine hard work the Fullerton Avenue Chapter now supports a cafeteria which is the only one of its kind on the system.

Home-Like Atmosphere for Diners

The original quarters in the north end of the building have been enlarged to include a private club—dining room for men, which is operated in direct connection with the main dining room. It is a scene of buzzing activity during the noon lunch period. Many of the satiated diners make it their headquarters for a daily pinochle game. The decorations have undergone numerous changes since 1933 and the lunchroom proper is now a very attractive room, large and sunny, with restful beige walls, and furnished with green tables and chairs. Ecu curtains at the windows give it the home-like touch which is duplicated in the preparation of the food.

A visit during the height of the two-hour rush period, when an average of 800 people file before its groaning counters, is sufficient proof that food such as this needs no advertising. A well-trained staff is in constant attendance, supervised by Mrs. Frances Rucker, who received her training in restaurant management at Omaha, Neb., before coming to the cafeteria in 1941. Mrs.

Lucy Szczewczyk, dean of KP, is a veteran of six years service, and Mrs. Helen Purchla, a cook among cooks, holds the record with 10 years behind the counter. Presiding at the coffee urn is Mrs. Emma Henderson, and salads are dispensed by Mrs. Marie Christopher. Mrs. Pauline Duhnens finds time from her regular post as checker to substitute wherever help may be needed, and the remainder of the force keeps operations moving smoothly behind the scenes.

"Make Mine Chili"

What makes for a good cafeteria? A good cook, of course, and that brings us back to Mrs. Helen Purchla, who, unlike many of her co-workers, had no previous professional



Mrs. Helen Purchla, cafeteria cook.

training, but is what is known in the vernacular as a "natural." With no experience beyond that acquired at home in the Purchla kitchen, it didn't take her long to demonstrate that here was cooking of an extraordinary character. Milwaukee service men and women, dining as guests of the Women's Club, generally select for their lunches the dishes with nostalgic associations. "Make mine chili" is not uncommonly heard; chili has always been a favorite. "Helen's soup can't be beat" might be another comment, and most of them are convinced that "Helen cooks the best roast in town." Beans, no treat to a navy man, reach new heights under her inspired touch, and certainly no lump has ever been found in Helen's mashed potatoes, so what more can be said!

While ostensibly for the use of Milwaukee Road employes, nothing can prevent an occasional postman from filtering in, and the cafeteria rates highly among Milwaukee traveling men. Certain foods, as prepared by Helen, have their own devotees. Pork Chop Day always attracts a crowd, as does Fricassee of Chicken Day. The housewife faced with the prospect of cutting up a six-pound fowl will realize the problem confronting a cook who must dismantle 130 pounds of chicken. This figure covers the consumption of one day, not one week, and requires the co-operation of the entire staff.

Chicken soup, another favorite, is downed at the rate of 30 gallons daily and the avid diners dispose of at least 12 layer cakes and 20 pies. Ten gallons of ice cream, when available, is the usual quota, and 50 pounds of potatoes must be peeled every day, rain



Mrs. H. M. Borgerson (left), president of the Fullerton Avenue Chapter, lunches in the cafeteria with Mrs. Carl Barclay (center), third vice-president in charge of the cafeteria, and Miss Harriet Kennedy of the auditor of expenditures' office.

This group of officers are among the cafeteria's regulars. Left to right: M. K. Darnell, superintendent of the Fullerton Avenue building; M. B. Mortensen, assistant freight claim agent; G. E. Engstrom, auditor of expenditures; W. Kruckstein, assistant comptroller; H. C. Johnson, chief disbursement accountant, and J. H. Gannon, chief clerk to the assistant comptroller.



or shine. Accounting department employees love their coffee and brain stimulation is supplied at the rate of 45 gallons per day. This high standard of service was difficult to maintain during the recent rationing of food and shortage of help period, but by phenomenal calculations, reminiscent of the miracle of the loaves and fishes, the management provided better food and service than most of the cafeterias which were operating under the same conditions. This was especially true in the case of the 90 pounds of meat which every day, in normal times, pass over the steam table and sandwich counter.

The Cafeteria and Welfare Work

The cafeteria has been entirely self-supporting since its inception and the salaries of employees and all other expenses connected with it are paid out of receipts. This includes the purchase of new equipment, such as an electric mixer, electric slicer, and an electric dishwasher, and replacements of silver, china, and incidentals necessary for maintenance.

Any profit realized is placed in the welfare fund of the chapter and has been the means of bringing financial aid and relief to many families of Milwaukee employees. Not much is generally known of this charitable work, as the club prefers to render assistance with as little publicity as possible. The cafeteria, however, is the principal source of income for this work and serves a two-fold purpose: providing good wholesome food at fair prices and alleviating the distress of those who are ill or otherwise helpless. Many fuel bills have been paid through cafeteria proceeds and it has furnished milk, food, and medicine in countless instances. The employee in financial difficulties, faced with a procession of doctor and hos-

pital bills, who has found in the club a good samaritan, appreciates the fact that no embarrassment is connected with this anonymous help.

A great deal has been accomplished in the last 12 years. From its unpretentious beginning in 1933 the cafeteria has developed into a full-time business which compares favorably with any industrial cafeteria of its class in the city. With their goal achieved, the committee members responsible for its success have a tendency to minimize the gargantuan effort it involved and can look back with satisfaction on a job well done.

Do You Drink?

(Continued from page 9)

if the concentration of alcohol is the same in the brain and blood of each. The only seeming difference is that the concentration will be reached more quickly by the novice than by the habitual drunk. In other words, the novice will show the effect or become intoxicated faster than the experienced user, because he will have faster absorption and will reach the maximum concentration quicker than the experienced drinker, but when the experienced drinker takes enough to reach the same concentration, he also shows in all degrees the same physical impairment of being under the influence of intoxicating liquor.

Alcohol Affects Entire Body

Their conclusions are that ethyl alcohol can be detected in any of the organs of the body; that alcohol increases reaction time, which is the time interval required to send a stimulus from the brain to the various organs and muscles; that alcohol in any quantity of concentration impairs the proper

functioning of the body and the ability to work efficiently.

While the third and fourth stages of alcoholic intoxication can be detected easily, even by children, the first and second stages are not quickly recognized, although those who are intimate or who work with the individual easily recognize changes in those imbibing alcohol.

There are many who say that one or two drinks do not impair the efficiency of the worker, but Dr. Francis Benedict, in an address before the New York Academy of Medicine, stated that as the result of work done in the Nutrition Laboratory of the Carnegie Institute in Washington, D. C., he found that "alcohol retards or slows the speed of stimuli from brain to muscle by 10 per cent in speech, sight and finger movement; memory and free association of thought were unaffected, but control and precision were affected early after taking alcohol and the full effect was noted from one to one and a half hours after taking alcohol."

If we seriously and sincerely consider the signs of alcoholism, we can all appreciate the danger of alcohol in its effect upon safety and efficiency. Since, I believe, we all recognize the danger of working for or with a frankly drunken man, it behooves all of us to realize the dangers of individuals, who, while not frankly drunk, are definitely impaired physically, and a serious danger, because they have had one or more drinks.

In conclusion, let me paraphrase the warning motto of the New Jersey Highway Department: "If you drink, don't drive! If you drive, don't drink!" and say, "If you want to work on the railroad and stay alive, don't drink, for you may not live very long if you do." *To work on the railroad, you need all of your faculties and good judgment all of the time; not some of the time.*

Moses Lake Emerges from the Wilderness

(Continued from page 5)

the local promoters of the project, but to the engineering, operating and traffic departments, which speedily arranged to provide a satisfactory outlet for the "gold" from the Moses Lake potato hills.

Seven thousand feet of side track was installed in the area, a new ice house was built at Othello, Wash., for pre-icing and icing after loading. Switching service was arranged, as was an on-time movement, the latter being particularly important with respect to the shipping of the early harvest. The traffic department cooperated with the shippers in the establishment of freight rates and the handling of the many other details which always arise in a new industry.

By Dec. 31, 1945, there had been 1,612 cars of potatoes and 135 cars of onions shipped out of Moses Lake; from Crab Creek, which lies between Othello and Moses Lake, came 55 cars of potatoes, and on Jan. 1, 1946, it was estimated that there were approximately 500 cars of potatoes and 25 cars of onions on hand awaiting shipment.

Half a million dollars is ready to modernize the town of Moses Lake, provide housing for new people and make it one of the most hustling business spots in all of Washington.



A group of light-hearted diners testify to the goodness of the food served by the cafeteria staff, shown in the background.

**Traffic Tip Cards Submitted During November, 1945
as Reported by Division Offices**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices					Kansas City Division				
Burtness, T.W.	Secretary	Chicago, Ill.	1		Baker, C.H.	Time Revisor	Ottumwa, Ia.	1	
Graves, Vilia M.	Asst. Secretary	Chicago, Ill.	1	2	Bowen, Nell	Freight Clerk	Ottumwa, Ia.	1	
McGuire, W.P.	Asst. Chf. Opr.	Chicago, Ill.	1		Dornaffe, Clyde	Loc. Engineer	Ottumwa, Ia.	1	
Reed, V.W.	Chf. Clk., Transp.	Chicago, Ill.		2	Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1	
Schiewe, E.O.	Asst. Gen. Solicitor	Chicago, Ill.	1		Hampshire, J.F.	Car Clerk	Ottumwa, Ia.	1	
			4	4	Henson, H.L.	Stenographer	Ottumwa, Ia.	1	
					Mills, J.W.	Cashier	Ottumwa, Ia.		1
					O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1
					Pohl, L.F.	Div. Engr.	Ottumwa, Ia.	2	1
					Weems, Carl	Frnt. Hse. Foreman	Ottumwa, Ia.	1	
									3
Chicago Terminals Division					La Crosse and River Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		7	Butterfield, W.E.	Asst. Foreman	La Crosse, Wis.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		4	Dietz, J.H.	Car Foreman	La Crosse, Wis.	4	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Frazier, J.L.	Rate Clerk	Merrill, Wis.	2	
Dyba, T.	Rate Clerk	Galewood, Ill.		2	Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		2	Karow, C.A.	Cashier	Winona, Minn.	2	
Ewing, J.J.	Clerk	Galewood, Ill.		3	Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	4	
Hanson, H.	Clerk	Galewood, Ill.		5	Miller, W.H.	Truck Driver	La Crosse, Wis.	1	
Hoffman, Ray	R/C Clerk	Chicago, Ill.		1	Noble, W.D.	Cashier	La Crosse, Wis.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4	Ruder, George	Wase. Foreman	Merrill, Wis.		1
LeMire, G.E.	Rate Clerk	Galewood, Ill.	108		Ruder, William	Yard Clerk	Merrill, Wis.	1	
McCrath, T.F.	Cashier	Chicago, Ill.		1	Schaad, Gregory	Trucker	Merrill, Wis.		1
Centering, J.J.	Rate Clerk	Galewood, Ill.		12	Sundet, A.O.	Freight Agent	La Crosse, Wis.	1	
Petersen, Victor	Chief Clerk	Chicago, Ill.		6	Taylor, Stanley A.	Clerk	La Crosse, Wis.	1	
Reiman, B.	Rate Clerk	Galewood, Ill.		1	Uehling, U.	Instrumentman	La Crosse, Wis.	1	
Seiler, W.	Tracing Clerk	Chicago, Ill.		4	Whalen, W.J.	Superintendent	La Crosse, Wis.	3	
Stephan, Henry A.	Rate Clerk	Chicago, Ill.		4	Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2	
Van Alstine, G.	Clerk	Galewood, Ill.		1				26	2
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		4					
			0	177					
Coast Division					Madison Division				
Anderson, Millie	Clk., Frt. Office	Tacoma, Wash.	1		Cameron, W.M.	Chief Clerk	Madison, Wis.	2	
Ganz, B.W.	Chf. Clk., S&DC	Tacoma, Wash.	1		Conlin, R.A.	Asst. Cashier	Madison, Wis.	1	
Goldsbrough, A.	Clerk	Tacoma, Wash.	1	2	Coyle, Joyce	Clerk	Madison, Wis.	1	
Olson, A.W.	Asst. Supt., S&DC	Tacoma, Wash.	1		Higgins, Betty Lou	Clerk	Madison, Wis.	1	
			4	2	Kilian, A.M.	Chief Dispatcher	Madison, Wis.	2	
					McGeen, J.A.	Clerk	Waukesha, Wis.	2	
					Neese, Ira	Cashier	Waukesha, Wis.	2	
								11	0
Dubuque and Illinois Division					Milwaukee Division				
Dubmeyer, A.	Cutter	Dubuque, Ia.		1	Bramer, John	Conductor	Horicon, Wis.	1	
Haller, D.M.	Relief Operator	Byron Tower, Ill.	2		Gallenbeck, H.	Coal Shed Man	Horicon, Wis.	1	
Herron, D.J.	Loc. Stkpr.	Marquette, Ia.	1		Harper, R.V.	Track Laborer	Horicon, Wis.	5	
Ickes, J.F.	Chf. Clk.	Dubuque, Ia.	1		Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	4	
Kurt, Francis B.	Clerk	Waukon, Ia.	6	4	Karas, K.	Trackman	Horicon, Wis.	2	
Maus, Titus	Helper	Dubuque, Ia.	1		Kohl, W.J.	Ret. Sig. Man	Horicon, Wis.	1	2
Olson, E.W.	Chf. Disp.	Dubuque, Ia.	2		Lentz, A.F.	Trackman	Horicon, Wis.	4	
Schmidel, George	Chf. Clerk	Savanna, Ill.	1		Lentz, D.	Trackman	Horicon, Wis.	1	
Tanner, George	Conductor	Dubuque, Ia.	1		Mahoney, Clara	Clerk	Rockford, Ill.		2
Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1		Nungesser, C.L.	Conductor	Horicon, Wis.	1	
Withart, F.M.	Check Clerk	Savanna, Ill.	15	1	Olson, A.H.	Roadmaster	Horicon, Wis.	2	
			31	7	Volkman, Otto	Trackman	Horicon, Wis.	2	
								24	4
Hastings and Dakota Division					Milwaukee Terminals and Shops				
Cummings, Rose	Clerk	Aberdeen, S.D.	1		Beck, John E.	Inspector	Milwaukee, Wis.	2	
Kane, W.J.	Div. Chf. Clerk	Aberdeen, S.D.	1		Burtch, B.V.	Engineering Dept	Milwaukee, Wis.		1
Mitchell, J.M.	Asst. Engr.	Aberdeen, S.D.		2	Chelhar, Anton	Fowler St.	Milwaukee, Wis.		12
Murphy, Wm. H.	Chf. Clk. to DPM	Aberdeen, S.D.	1		Doss, Mickey	Fowler St.	Milwaukee, Wis.		3
Seiler, J.J.	Chf. Clk. Div. Engr.	Aberdeen, S.D.	2		Hoerl, Jos. M.	Supvr. of Rates	Milwaukee, Wis.	2	14
			5	2	Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.	3	
					Liebnow, E.H.	AAR Clerk	Milwaukee, Wis.	1	
					Michalski, Charles J.				
					Myers, Jacob	Carman	Milwaukee, Wis.	1	
						Ret. Carman			
						Helper	Milwaukee, Wis.	2	
					Rieboldt, Fred	Ret. Painter	Milwaukee, Wis.	2	
					Scharest, Evelyn	Fowler St.	Milwaukee, Wis.		1
								13	31
Idaho Division					Off Line Offices and Miscellaneous Group				
Brotchie, F.W.	Police Dept.	Spokane, Wash.	1		Di Lustro, P.T.	Rate Clerk	New York, N.Y.	1	1
Lent, J.E.	Lead Boilermaker	Othello, Wash.	3					1	1
Peterson, C.E.	Engineering	Spokane, Wash.	1						
			5	0					
Iowa Division					Rocky Mountain Division				
Bruce, F.O.	Rate Clk. & Opr.	Council Bluffs, Ia.	1		Cedarholm, Bruce	Operator	Lewistown, Mont.	1	
Miller, L.J.	Agent	Springville, Ia.	1		Finkbiner, F.W.	Carman	Lewistown, Mont.	1	
Nelson, Malcolm H.	Mech. Dept.	Perry, Ia.	1		Foster, E.H.	C.C. to DPM	Deer Lodge, Mont.	1	
			3	0	Mundt, Ed.	Car Foreman	Lewistown, Mont.	1	
					Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1	
			4	6				5	0
Iowa and Dakota Division					The Traffic Tip Bulletin is the tippers' HONOR ROLL—are YOU on it?				
Bailey, J.W.	Time Revisor	Sioux City, Ia.	1						
Blanchard, L.C.	Roadmaster	Algona, Ia.	1						
Broome, A.G.	Demurrage Clk.	Sioux City, Ia.		5					
Brown, James W.	Gen. Agt., URT	Mason City, Ia.	1						
Leach, W.F.	Chief Caller	Sioux City, Ia.	1						
Lonseth, Leonard	Tariff Clerk	Sioux City, Ia.		1					
			4	6					
Iowa and Southern Minnesota Division									
Dosey, E.H.	Cashier	Bloomington, Minn.		29					
Hayes, Albert	Operator	Albert Lea, Minn.	3						
Heidtko, B.J.	Sec. Foreman	Brownsdale, Minn.	2						
Johnson, Chas.	Agent-Operator	Sherburn, Minn.	2						
Swank, H.J.	File Clerk	Austin, Minn.	2						
Wahlm, Wm. G.	Agent	Matawan, Minn.		1					
			9	30					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Seattle General Offices					Trans-Missouri Division				
Boydston, M.L.	Tax Agent	Seattle, Wash.	1		Revling, O.O.	Conductor	Miles City, Mont.	2	
Crane, E.S.	Princ. Asst. Engr.	Seattle, Wash.	1					2	0
Davis, J.N.	Asst. to Trustee	Seattle, Wash.	3		Twin City Terminals Division				
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1		Andren, Joel S.	Clerk	St. Paul, Minn.		33
Harris, H.E.	C.F.A.	Seattle, Wash.	1		Bell, Harry	Machinist	So. Mpls., Minn.	1	10
Hickey, Margaret L.	Stenographer	Seattle, Wash.	1		Corway, E.F.	Capt. of Police	Minneapolis, Minn.	1	
Jones, H.M.	Steno-Clerk	Seattle, Wash.	1		Neumann, Wm.	Car Dept.	St. Paul, Minn.	2	43
Kennedy, E.D.	Chf. Clk. to Gn. Mgr.	Seattle, Wash.	2						
Meyer, N.A.	Supt. Transp.	Seattle, Wash.	2						
Morgan, H.F.	Asst. Engr.	Seattle, Wash.	3						
Nelson, Mildred	Traffic	Seattle, Wash.	1						
Reynolds, F.D.	Seattle Relay Tel.	Seattle, Wash.	2						
Strassman, J.N.	Auditor	Seattle, Wash.		5					
Swanson, W.D.	Industrial Dept.	Seattle, Wash.		1					
			19	6					

Superior Division				
Brossel, C.H.	Agent	Menasha, Wis.		2
Bublitz, Ben	Carman	Green Bay, Wis.	1	
Buechler, F.T.	Superintendent	Green Bay, Wis.	3	
Bundy, Otto	B&B Carpenter	Marinette, Wis.	1	
Engels, Pete	Carman	Green Bay, Wis.	1	
Friess, I.A.	Train Dispatcher	Green Bay, Wis.	1	
Herman, M.B.	File Clk. & Steno.	Green Bay, Wis.	1	
Kasten, Harry	Tel. & Sig.	Milwaukee, Wis.		1
Matthews, H.K.	Supt's Stenog.	Green Bay, Wis.		19
McLean, W.H.	Whse. Foreman	Green Bay, Wis.		1
Neveu, J.J.	Station Force	Menasha, Wis.	9	23

Terre Haute Division				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		22
West, A.L.	Operating	Manhattan, Ill.	1	
			1	22

Junk It

Junk something every day . . . Junk your worries, junk your fears, junk your anxieties, junk your little jealousies, envies and hatreds. Whatever interferes with your getting up and getting on in the world—junk it.

Every night before you go to sleep put in the junk heap all your disappointments, all your grudges, your revengeful feelings, your malice—junk everything that is hindering you from being a big strong, fine character. The great trouble with most of us is that we haven't any junk heap of this sort. We pull all our mental enemies, all our handicaps, our discouragements, our losses, our misfortunes, our troubles, worries, and trials, along with us. That eats up more than fifty per cent of our vitality and energy, so that we have only the smaller amount left for the great achievement of making life a success.

Note on Life in Colorado

Whether the chickens of Fruita (Colo.) are so healthy that they function as well without heads as with them is becoming a matter of speculation with the report that a second beheaded bird has been alive at the Pete Landini ranch in that section for 29 hours.

The chicken, a two-month-old speckled rooster, was marched to the block Sunday morning at 10 o'clock by Mrs. Landini and after its beheading got up and walked away—and it has been walking ever since, according to Miss Carmel Landini. "We've tried to keep the bird in a box," Miss Landini said, "but it is pretty lively. It keeps getting out, walking around and bumping into everything."

Miss Landini said the comb and bill of the bird were chopped off, and that the manner of beheading seems to be much the same as that effected on Mike, the cockerel who has been headless now since Sept. 10.

—From the Dec. 15 issue of *Rio Grand Green Light*.

On Waiting for a Train

Most of the inconveniences that make men swear or women cry are really sentimental or imaginative inconveniences—things altogether of the mind. For instance, we often hear grown-up people complaining of having to hang about a railway station and wait for a train. Did you ever hear a small boy complain of having to hang about a railway station and wait for a train? No; for to him to be inside a railway station is to be inside a cavern of wonder and a palace of poetical pleasures. Because to him the red light and the green light on the signal are like a new sun and a new moon. Because to him when the wooden arm of the signal falls down suddenly, it is as if a great king had thrown down his staff as a signal and started a shrieking tournament of trains. I myself am of little boy's habit in this matter. They also serve who only stand and wait for the two fifteen. Their meditations may be full of rich and fruitful things. Many of the most purple hours of my life have been passed at Clapham Junction.

(From "On Running After One's Hat" by G. K. Chesterton).

Youthful Student from "Down Under" Requests "Pen Pal"

While reading the advertisements in the September issue of *The National Geographic Magazine* I came upon the opportunity offered by your company for a free booklet

("Postwar Veterans' Victory Vacations").

I am a student at Canterbury High School, the largest in Sydney (Australia), and among my studies find geography the most interesting. This year is my last at Canterbury and next year I desire to go to university to become a teacher of geography, so, to tell the truth, I am not writing to you from a postwar desire to take one of these vacations but purely from a geographic point of view.

In my course I learn little of your country except cattle ranching, cotton, corn, wheat, and manufacturing in the Pittsburgh-Great Lakes, as well as intensive study of New York City and I have a great desire to learn more. I have found from previous experience that the most interesting manner to learn the geography of a region is by tourist pamphlets and booklets.

Also, if it is not too much trouble, could you possibly find for me a boy or girl about 15 or 16 years of age who is desirous of communicating with someone in a distant land, and ask them to write.

Thanking you in anticipation,
DONALD W. TATTERSALL,
22 Fortescue St., Bexley North,
New South Wales, Australia.

There is nothing noble in being superior to some other person. The true nobility is in being superior to your previous self.

INFORMATION TALES TIDINGS BULLETINS CHATTER VERSE VIEWS HUMOR
 EXPERIENCES ABOUT PEOPLE of the Railroad
 REPORTS HAPPENINGS NEWS ANECDOTES GREETINGS BROADCASTS CHAT STORIES

CHICAGO TERMINALS

Bensenville

Howard L. Lawrence, Correspondent

A little late, but this correspondent wishes everyone the best New Year possible.

William J. Hillebrand, Jr. (Bud), former leverman in the Chicago terminals, has returned from the war with an enviable record. Enlisting on Apr. 18, 1941, he went overseas Nov. 8, 1943, and was discharged as a staff sergeant on Nov. 21, 1945. He has a whole chest-full of campaign ribbons, including the pride of every GI, the pre-Pearl Harbor. We certainly are proud of Bud.

Guy (Kickapo) Sampson, retired train director, was again the first to send in his 1946 Booster Club dues and in recognition of his promptness he was assigned card number 814, which might not mean very much if we did not pause to explain that it stands for August and the 14th day of the month—the original V-J Day.

Ralph Phillips, former switchman in the Chicago Terminals, is back at work again. Ralph enlisted in the navy on Apr. 7, 1942, and was discharged on Nov. 17, 1945, as a SF2/c. He served for 17 months in the North Pacific and 24 months in the South Pacific. He wears campaign ribbons galore and saw more action than the average sailor. Welcome home, Ralph.

Don Casino is also back at the switches after doing his bit in the army. We haven't seen him but no doubt he is glad to be home with his wife and youngsters.

A late flash tells us of the discharge of Norbert (Shadow) Gallery and George (The Golfer) Shaw, both former employes under General Car Supervisor Cameron,

who have done more than their bit toward the maintenance of freedom.

Vern Weidenbacher, who recently underwent a major operation, is progressing satisfactorily and hopes to visit soon his old haunts in the vicinity of Cleveland Avenue.

Received an interesting letter from former SC&D Division Conductor W. B. Anderson, now residing in Beverly Hills, Calif.

Western Avenue

T. A. Finan, Correspondent

A welcome visitor was Maj. Earl Ewin, who has been discharged from the army. Our deepest sympathy to Edward Adams on the loss of his wife.

Harry Wlodarczyk and Theodore Palmer have returned to the boulevard roundhouse from the armed service.

Don Beak, K. Kelley, John Bolton, and Ralph Blue, terminal firemen, have returned from the service.

Carpenter Alex Carpenter died suddenly during the month.

Our deepest sympathy to Earl Ewin and family on the loss of Jack Ewin.

Congratulations to Grayce Faustmann on her marriage, Nov. 20, to W. W. Wilcox, who has returned after two and a half years overseas.

William Ranallo, general foreman at Halsted Street, retired after 40 years on the Milwaukee. He was presented with a check by his fellow employes at a party held in his honor.

Tony Picorrio and Frank Mariano have also retired.

H. Newlin, retired clerk in the signal department, is confined to his home in Niles, Mich., due to illness.

Joyce M. Enger is the new stenographer in Mr. Strate's office.

Our best wishes to Ben Webb, who is confined to the hospital. We hope to see him up and around soon.

We take this opportunity to wish all readers a very prosperous New Year.

Union Street Freight Office

Virginia Zielin, Correspondent

Mrs. Mae Jensen is happy these days, as her husband and three brothers are all safely home from overseas.

William E. Geldart has returned to Union Street and his old job after several months in Europe with the army.

John H. Miller shot himself in the foot recently while hunting. He has been in the hospital quite a while but expects to be back soon.

Willis Hathaway of Glenview, Ill., who has been retired since Apr. 1, 1945, dropped in for a visit recently and everyone was glad to see him.

I & D DIVISION

Margaret C. Lownsberry
 Division Editor
 Mason City, Ia.

Changes and more changes. We are sorry to report that Agent L. E. Martin is leaving to take up his new duties as agent at Freeport, Ill. Mr. Martin started working for the Milwaukee Road on June 5, 1917. He came to Mason City as agent on April 1, 1943, from Harvey, Ill., where he had worked in the same capacity. Mr. Martin is well liked and we join with a host of his friends on the division in wishing him continued success.

We regret to announce the passing of Engineer John W. Humphrey, who died at a local hospital at the age of 81. He retired on May 6, 1937. Mr. Humphrey started his railroad career in 1881 as engine wiper, and was promoted to fireman May 2, 1882. In 1887 he was promoted to engineer, continuing in that capacity until his retirement.

Congratulations to Mr. and Mrs. Fred Hornig on the arrival of a daughter.

Something new has been added: three loud speakers to the passenger station at Mason City, to assist in announcing the arrival and departure of passenger trains.

PFI Bert Brand is confined to a local hospital by illness.

We wish to welcome R. H. Conrad as our new DF&PA, succeeding N. P. Van Maren, and H. K. Williams as traveling freight and passenger agent, succeeding R. H. Conrad. Mr. Williams came to the I&D Division from Kansas City.

Sioux City and Western Branch Lines

Fred Costello, Correspondent
 Asst. Superintendent's Office
 Sioux City, Ia.

Retired Conductor Guy Bushnell, who has been seriously ill with a heart ailment, is much improved.

Burton O. Johnson of the engineering department in Chicago was a recent visitor at Sioux City.

Neal and Glenn Erickson, sons of Line-



Mrs. Louis Steffen cuts the cake at the Alka-Seltzer National Barn Dance Railroad Men's Party on Nov. 10. Left to right: Conductor Louis Steffen of Bensenville, Ill., Ken Trietsch, Mrs. Steffen, Hezlie Trietsch and George Arney of Bensenville, an engineer. Both Steffen and Arney are Milwaukee Road men.

man Al Erickson, were both home for the holidays. Neal, who is a technical sergeant in the army, has re-enlisted and will be stationed in San Francisco. Glenn, who was a captain in the marine corps, has received his discharge.

A new public address system has been installed in the Sioux City passenger station. Martin "Silent" Noonan of the police department, was unanimously appointed broadcaster.

Jay Bailey, time revisor of the assistant superintendent's office, was confined to the Wesley Memorial Hospital for several weeks. During his absence Mrs. Fay Ness, formerly of the Sioux City freight office, helped out with the work.

Engineer Floyd Bond has been off duty for several months with neuritis. At last reports he was recovering.

Glenn Houser, conductor on this division and now on leave of absence while acting as assistant vice-president of the Brotherhood of Railroad Trainers, spent Thanksgiving in Sioux City.

Richard J. Tester, engineer, who was recently seriously injured, is now able to be out and around on crutches.

Former employes who have been off on furlough in the armed forces and who have recently returned to service include J. C. Calligan, switchman, of



Above. The annual Santa Claus train which the Milwaukee operates into Sioux Falls is shown arriving on the evening of Dec. 22 as a large crowd awaits it in sub-zero weather.

Below. Santa Claus does his duty by 125 children of employes. Each received a box of assorted goodies and a crisp \$1.00 bill.



Sioux Falls; Paul F. Gorman, agent, Geddes, S. D.; Marion F. Woods, fireman, Sioux Falls; Kenneth E. Burdette, fireman, Sioux City; Wayne W. Preston, switchman, Sioux City; Donald C. Ainslie, switchman, Sioux City; and Francis D. Griffin, fireman, of Mitchell, S. D.

Charles Henry Stanbra, switchman of the Sioux City yard, died at Sioux City on Dec. 10. Mr. Stanbra had been ill since Oct. 16. He entered the employ of this company on Aug. 20, 1919, and at the time of his death had filed application for retirement. Mr. Stanbra's genial disposition had made him very popular in the terminal and his loss will be keenly felt by his associates and fellow workers.

Ed Cussen, in freight service as conductor on this division for many years, has secured a uniform and from now on will be in passenger service.

Jimmy Bennett, formerly dispatcher in the Sioux City dispatcher's office, helped out in the Sioux City office as car distributor, while on leave from the navy. Jimmy lacks a few points of being eligible for discharge and his attempt to turn in a few red points his wife had left over from food rationing to make up the deficit

did not meet with much co-operation from the Naval Department; in fact, Admiral Nimitz said that until he and Halsey had a little more time on their hands. Jimmy would simply have to stay in uniform.

Martin Conway, formerly second shift crew caller at the Sioux City roundhouse, has transferred to the ticket office at Sioux City as ticket clerk, under the tutelage of his former associate, Max Cline. "Conny" is doing right well.

Harry Bahr, formerly agent at Utica, has taken over the third trick operator's job at Yankton.

Ed Harkrader, operator at Sioux City west yard, has been off duty for some weeks on account of illness.

John Trang, pump repairer at Sioux City, is equipped with a new set of store teeth, and now, instead of cutting pipes he simply bites them in two.

A touch of glamour has been added to the Hewarden station in the person of Miss Ella Zambo, training under Agent Elmer Taylor as a student telegrapher.

Kenneth G. Peters, the new student telegrapher at Delmont, is a grandson of retired Section Foreman William Gremmert.

Sioux Falls Line

F. B. Griller, Correspondent
Sioux Falls, S. D.

John Bird, carman, Sioux Falls, made his annual trip to the Black Hills for the deer season and at a point south of Lead, S. D., secured his supply of venison within 50 minutes.

The Sioux Falls ticket office lost its information clerk, Evelyn Feyder, on Nov. 29, when she was married to Sgt. John B. Myers, just recently discharged from the service. Evie was a beautiful bride, as witnessed by her co-workers and friends.

On Dec. 22 the annual Santa train arrived at the Sioux Falls passenger station and as it is in the process of being razed and rebuilt, Santa was a bit confused by the impression that the third atomic bomb had been released.

Pfc. Warren J. Bahr, son of Roadmaster A. W. Bahr, Yankton, is reported with the 7th Regiment of the 1st Marine Division and was stationed at Okinawa prior to the landing at Tientsin, China.

Ina Mae, daughter of Train Baggage-man Chester M. Belknap, was married at Sioux City to S/Sgt. Robert J. Thornton, recently discharged from the 9th Air Force.

MILWAUKEE TERMINALS

Fowler Street Station

Mickey Doss, Correspondent

Bright shirts, loud ties, and smart sport jackets are the garb of the returned soldier. Eddie Schloeman, Fred Coerper, Wally Neumeister, and John Brower are the boys. John took a little jaunt down to Florida before coming back to the office and when this goes to press Wally Neumeister will be honeymooning in California, having been married in Sheboygan on Jan. 12.

Another returned serviceman is R. J. Foulks, check clerk at House 7, who received his discharge Nov. 3. He served in the South Pacific as a gunner on a carrier-based torpedo bomber.

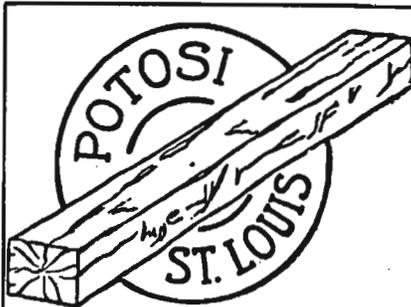
Kenny Stelzel, who is with the marines in China, sent us a fine picture. He's taller and looks very well.

Here we are speaking of marines and in comes ex-Cpl. Virginia Knowlton, now a civilian. Virginia expects to return to school.

Steve Chevanic, check clerk in House 7, died after a long illness. Our sympathy is extended to his family.

Charlie Schmidt of the warehouse is still telling the story of his bear-hunting vacation. We don't doubt his veracity but the next time we would like to see some specimens.

Introducing the "Over 25 Club" and Frank Schlosser, who began his railroad-



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Group of Milwaukee Road and foreign line passenger representatives who attended a party given in their honor on Dec. 6 by E. H. Bannon (center, with cane), superintendent of Milwaukee Terminals. The party was a gesture of appreciation for the work done by these people during the war.

ing some 40 years ago with the Green Bay and Western before working for the Milwaukee at Monroe, Madison, and Green Bay, and coming to the OS&D department as a clerk at \$85 a month. (It was considered a good salary in 1912). A short time later he was appointed head of the billing department in the days when the billers often caught the owl car home. He later joined the rate department where 25 years ago he was made inbound rate supervisor, the position he still retains. He is the father of two lovely daughters; a man who likes his home and appreciates his wife's fine cooking. For many years he spent his vacation with his guns. Here at the office he spends his lunch periods relaxing at his hobby and beating his colleagues.

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

Dick Steuer, Correspondent

Our travelling navy man, Wally Holz, who mudhopped in the Chestnut Street district and served as correspondent for the Fowler Street office, was in recently. Besides growing a little taller and adding a few ounces to his weight, he still wears that ever-present smile. Wally expects to be back with us very soon.

The bulletin board is generally surrounded by clerks, anxious to know if they have been bumped by someone with more "whiskers." Bulletins fly thick and fast. Russ Kickbush has returned to North Milwaukee, after serving in the Air Corps a few years. Beatrice Englehart is now clerking at Fowler Street. Bob Owsley left his tracing duties at Fowler to fill the temporary vacancy of Armella Gill, who is ill. Beverly Schwei is the new stenographer at Chestnut Street, and our former steno is now on the billing desk. Yard Clerk Alice Bienenstok has been replaced by Edith Tesch. Edith comes from "the other side."

And now for some plain chatter. Returning to his 10 by 10 shanty after checking the Walnut Street yard, Bill Kaegler found snow on the floor. We hear that

yard clerks are always resourceful, and Bill was no exception. He swept the excess snow out and scrubbed the floor with the little that was left. The result—a spick and span floor that drew the admiration of Agent Leahey, who happened by at the moment.

When Stanley Martin reported sick one morning things looked pretty bad. Max Woelfl and Betty Metschl also called to report that they couldn't make it that day. However, when Stan walked in at noon his condition was much improved—so much that Bill McGrath ordered, "Stop the collection, boys!"

We ran across this bit of logic and would like to pass it on:

Great minds discuss ideas,
Average minds discuss events,
Little minds discuss people.

It is understood, of course, that the above excludes correspondents.

Coach Yard

*Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.*

Phil Stetzinbach is again back on the job. Phil was in the hospital for an overhauling job and was away for seven weeks.

Harry Gustapaglia recently received his discharge from the army. Harry was the stationary fireman here before entering the service.

Mel Hokland, a former employe in our electrical department, has received his discharge from the navy. Mel didn't change while away.

Joseph "Mike" Magda, carman helper, recently took his pension. He started here in 1918 and when he left was steam man in the yards.

Tony Weiland, formerly the air man, now retired, paid us a visit recently.

The bowling team in the yards lost two of its men due to a change in jobs. However, Ed, the captain, picked up Jim Crowley, who bowled with the team last year. Come on, gang, let's go over and give our men some real backing to help them get that first place lead!

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ALL ALONE

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DUTCH MASTERS CIGARS

MILWAUKEE SHOPS

Locomotive Department

Ray Stuart, Correspondent

Locomotive Shops

Machinist George Beaver has returned from New York, where he attended the I. A. of M. convention. George represented the machinists of Lodge No. 234, Milwaukee shops, and did a good job.

George Quivey, who was a delegate to the I. A. of M. convention from Tacoma Lodge No. 497, visited at the shops. All were glad to see him.

George Beuscher, who has been stationed at Leyte, Philippines, with a railroad battalion, was transferred to Korea.

If anyone wants information on how to wash clothes, he should see Machinist Charlie Mayer, who found that it doesn't pay to wash all of them together.

Roundhouse

On doctor's orders, Caller Larry Ewart has gone to Arizona. Caller George Flood, who has been working on the third shift, is taking his place on the second shift, while Larry is in Arizona.

Superintendent Motive Power

The SMP office is happy to welcome Arno J. Bartz, who returned to civilian life in August and after a short rest resumed his job as a steno-clerk. He was stationed at general headquarters in the Pacific area. "I'm glad to be back home," he says.

Otto Moeller, material clerk, and Mrs. Moeller, recently celebrated their 25th wedding anniversary. They observed the occasion by going to Detroit for Thanksgiving.

Maj. Earl Austin, former night roundhouse foreman, visited us and said that he expects to be back at work the first part of the year. He certainly looked grand.

Dorothy Pettel, steno-clerk, has acquired a car and learned what tough luck is. It has been having flat tires, battery trouble, and the like. She now knows what the woes of a driver are.

During the month, two more employes enjoyed delayed vacations. Marie Helfer, personal stenographer to D.M.M., spent her vacation around Milwaukee and also took a day trip to Chicago. Emmett Kelly, clerk, went to Philadelphia to visit his brother, who has been sick.

A few nights before Christmas the Emmett Kelly family sat with their ears glued to the radio. It seems that Kelly wrote a letter to Santa Claus for his little girl, Kathleen, and Billie the Brownie selected it to read over the air. It was a big thrill for Kathleen, and for Kelly, too.

Foundry

The navy is now supplying the foundry with returning service men. They are Roman J. Zolinski, Robert Wohlfard, and Earl Stuart, all Pacific area men. Welcome back, boys.

How easy it is the night before to get up early the next morning.

Store Department

Earl L. Solverson, Correspondent

Roman J. Schott, storehelper in section G, retired on Nov. 30, at the age of 73 years. He had been employed five years by the C&NW and 23 years by the Milwaukee Road. A party was tendered him on Dec. 6 by the car and store departments at the North Avenue freight depot, and his co-workers presented him with a Victory bond.

It is with regret that we report the death of Mrs. Myrtle Lexow, née Myrtle Bishop, daughter of John Bishop, foreman of the signal laboratory. Myrtle was formerly employed in the district storekeeper's office at Milwaukee shops. She is survived by her 27-month-old daughter, Judy Ann, and her husband, who returned on Oct. 16 after more than two years overseas.

T/5 Harold Stremlau is located at Ft. Benning, Ga., and hopes to be released soon.

Received a nice letter from S/Sgt. Walter E. Neulreich who has been transferred to Peterson Field at Colorado Springs. He is enjoying some of Colorado's beautiful scenery and writes that he has ridden on many types of trains but maintains that Milwaukee Road has the finest personnel and the cleanest and fastest service. Hopes to be discharged in the spring, after four years of military service.

Pfc. Norbert Kubiak's last letter indicated that he was making the best of his stay around Manila, busy with his baking and cooking. He enjoyed a 6-day vacation



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at a rest camp, swimming, fishing, and sleeping, and trying to get a pass to Corregidor, across the bay, to see what it looks like.

Received letters from the Kempinger brothers, John at Okinawa and Frank at Ft. Sill, Okla. John writes that he is always glad to get the Sentinel and the Magazine as they always contain the latest news. He expressed his thanks to all the committees sending news and gifts to the boys and hopes to be home around March or April. Frank also writes from Ft. Sill that he enjoyed their Turkey Day dinner. Received the newspaper and passed it along to others. He is doing line work for the Field Artillery, laying telephone wires, operating switch boards, radios, and telephones.

The store department bowling team "On Wisconsin" is leading in the first half of the series by four games with only six more to bowl. With the next two teams tied and bowling each other, they are assured of first place. The team consists of Jim Kozourek, Eddie Grisius, Bill Smith, Earl Marsh, George Voth, and Captain Jerry Meyer.

S/Sgt. Glen Lang was discharged on Dec. 12 and called at the shops on Dec. 17. He enjoyed a reunion with his brother, Pfc. Arthur, in Korea, for the first time in three years and learned that they were stationed only 300 miles apart. Another brother, Sgt. Neal Lang, is in England. Glen has been in service about three years, mostly in the Pacific islands. He served as a lead scout.

Sign in a Delicatessen: "If you don't smell it, we ain't got it."



Edward J. Fricker (center, in dark suit) of the auditor of expenditure's office, Chicago, receives congratulations and a whopper of a cake, together with other gifts, from a group of fellow employees on his 65th birthday, Dec. 13, 1945. Left to right: William Stegman, Marie Meyers, T. N. Walters, head clerk of the bureau, C. A. Payne, J. F. Johann, Mr. Fricker, G. A. Williams, N. J. McGinley, Lydia Wedekind and S. F. Akers.

Car Department

James M. Mehan, assistant superintendent of the car department with headquarters at the Milwaukee shops, retired on Jan. 1 after more than 57 consecutive years of service. Mr. Mehan is strictly a Milwaukee product, born in Milwaukee on July 22, 1874, educated in Milwaukee schools and a resident of the Wisconsin Hotel. His entire railroad career, which dates back to Aug. 28, 1888, has been spent in the employ of the Milwaukee Road and almost exclusively at Milwaukee shops except for a short interval between 1920 and 1924, when he was transferred to the terminals and Davies repair track. Starting as a messenger in '88, he subsequently worked in clerical capacities, as general car foreman, and in 1927 was appointed to the position he occupied at the time of his retirement. Since 1903, Mr. Mehan has also served on the arbitration committee of the Association of American Railroads.



Rosemary Milles of the freight claim department, Chicago, is shown at the Hotel Sir Francis Drake in San Francisco with her husband, Roger (at her right), and a friend, Don Busch.

CHICAGO GENERAL OFFICES

Freight Claim Department

Ray Allen, Correspondent

No doubt you all have unwound yourselves from the Christmas wrappings and brushed the pine needles from your hair—all set for a big New Year. Did you all make a lot of good New Year's resolutions and are you living up to them? Don't answer that!

Marion Wyletal, dictaphone operator, was married to Bill Alexander on Nov. 28. Bill just returned from the South Pacific where he served with the 4th Marines at

Saipan, Tarawa, Iwo Jima, etc., receiving two Purple Hearts, one at Saipan and one at Iwo. Frances Ehlen and Julia Korbellas from the typing bureau attended the reception and said it was just beautiful, and that the bride and groom made a very good-looking couple. We all wish Marion and Bill a long and happy married life.

Elfrieda Bruns has enrolled at the Art Institute for a 15-week art course.

Elaine Rutkowski left the freight claim department Dec. 8 to accept a position as a secretary with the Pascal Equipment Co.

Esma King is planning another one of those trips to the hills of Missouri. Her home is just a hoot and holler from "Marge of Sunrise Farm."

Allen "Daddy Boy" Rank thought when he got out of the navy that his "night watches" were all over, but his new son has changed his mind on that score.

Angeline Cacioppo and Irene Rohde of the O.S.&D. bureau recently spent their vacations seeing the bright spots of Chicago.

Eddie Ewald celebrated his birthday in November. It also marked the completion of 27 years of service with the company. Clarence Johnson also had his 27th service birthday. Congratulations, fellows—three years to go for the pension.

Mamie Reed enjoyed a two week leave, visiting the folks down in Virginia. Mamie says she had a nice trip except for the last 25 miles which had to be traveled from tree to tree.

The following freight claim department employes spent the holidays out of town visiting home or friends. Elfrieda Bruns—Ann Arbor, Mich., with Mom and Dad; Letha Baker—Youngstown, Ohio, with a host of other Bakers; Lorraine Held—Black River Falls, Wis., with all the Wisconsin Helds, and judging by the size of the crowd, Lorraine said everybody had been raising plenty of "Helds"; Dorothy Zaddock—Suring, Wis., visiting friends, and Emmie Miller—Channing, Mich., to see all the relatives. Everyone had an elegant



The Milwaukee Road Choral Club is shown during one of several concerts of Christmas music it gave in the main waiting room of the Chicago Union Station on the four days preceding Christmas.

time and received "just scads" of lovely gifts.

Marion Matteson entertained friends from Iron Mountain, Mich., during the holidays. Lovey Names' soldier boy friend Freddie was in on furlough, which made Lovey's Christmas just a little more special.

Edith DeWulf's husband returned from Pearl Harbor and was discharged from the service in time to get home for Christmas. Edith said it was just what she and her little boy had asked Santa to bring. Doris Patterson wasn't so fortunate though, as her husband, 1st Lt. Curt Patterson, is still on the high seas, his third Christmas away from home. We all hope it's different next year.

Rosemary Milles has returned from San Francisco where she visited her husband while he was in port. A big time was had by all as you will note from the picture appearing in this issue.

To the rest of you boys from the freight claim department still in service, you better hurry back, as you will note from the snapshot that Wally Mulinski really has his hands full—and loving it. Believe it or not, but that bevy of beautiful babes all work in the freight claim department. Things have sure changed, eh?

Freddie Westlund has returned to work after serving three years overseas with an anti-aircraft unit. Freddie



This snapshot of a group of freight claim department employees, taken outside the Fullerton Avenue building recently, shows left to right: Letha Baker, Beatrice Chalupka, Marilyn O'Donnell, Phyllis Brodd, Wally Mulinski, Evelyn Williamsen, Marge Julian and Grace Selig.

saw plenty of action and says it certainly is good to be back in the States. We're all glad to have you back, Freddie, and thanks for a swell job overseas.

Emily Dohm Price, A.F.C.A. Mortensen's former secretary, visited the office in December. Emily and her husband are going to locate in Detroit, Mich.

Boomer Bill Stewart's Corner

Coach Clarence Johnson and Timekeeper Bill Stewart morale-supported the freight claim department basket-teers who fearlessly challenged the Milwaukee Road basketball team to a duel in early December. Fighting hard for dear old F.C.D. were Ray Allen, Ralph Burton, Wayne Helwig, Jim Dietz, Allen Rank, Bill Thomas, Rudy Levy, Bob Wurth and Dan Mayhall.

The debacle started off at a rapid pace, our men cheered on loyally by Rooter-Tooters Letha Baker, Norene Callahan, Mary Gegner, Grace Selig, Jean Perlich, Jane Baur, John Kuptz, Elfrieda Brauns, Pauline Gris and Frances Ehlen.

When the dust settled at the end of the first quarter, our stalwarts found themselves with a slight lead over their adversaries.

The timekeeper's whistle, a cross between a chirping pip-squeak and a leaky tire valve, sent our men crashing into the second quarter. A furious battle ensued—a potpourri of grunts, legs, arms and bouncing ball. The whistle at the half brought the boys home sighing like the Hiawatha at the end of a run, and trailing on the score board.

A hard fight through the third and fourth quarters ended in a score, 20-21 or 16-34, favor our opponents, depending on whose side you were on.

Things noted during the game—Jim losing his shoe in a crucial play. Powerhouse Allen in a cornfield meet with an opponent.

Things worth crowing about—The Rooter-Tooters rootin' and tootin'; a great help indeed.

Things conspicuous by their absence—El Kuehn and Herman "Boomer" Grell, a Chicago newspaper photographer, a water boy.

There are only two times when a young baby will cry—when it is in pain and when it isn't.

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Car Accountant's Office

Harry M. Trickett, Correspondent

S/Sgt. Stanley Scott, who had been overseas for many months, visited the office on Dec. 6. He left Germany on Nov. 16, and upon arriving in the States was given an honorable discharge.

William Dinoffria, HA2/c, is now located on Pelew in the South Pacific, about 525 miles from Guam. He is working in a naval base hospital, which is the only thing on the island, and being near the equator, is very warm. He is in good health, and thinking of the good Chicago winter weather. He sends Christmas greetings to all.

Eddy Colby, S2/c, writes from New Guinea, where the weather is hot, that the temperature is 149 degrees. He expects to arrive home by the end of December and is grateful that he can again return to civilian life.

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Julia Feindt, who has been ill since Dec. 1, is still confined to her home.

Margaret Norris, who returned to work on Nov. 26 after a month's furlough due to ill health, is again ill.

Viola Asa, who has been on furlough since Nov. 13, expected to return on Jan. 1.

John Bove, formerly of our office, appeared on the Morris B. Sachs amateur program on Nov. 25, with a vocal solo and his own accordian accompaniment, for which he was awarded second prize of \$40 and a watch.

Last report of Pfc. Warren Gearhart indicated that he is on his way home from Germany.

Geraldine Stubing, who was married on Dec. 29, has the best wishes of her co-workers for a lifetime of happiness.

Sympathy is extended to D. B. Chandler in the sudden death of his father on Nov. 22.

Mrs. Florence (Nelligan) Dillman, formerly of our office, proudly announces the arrival of a baby boy on Dec. 4.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Eleanor Hottat, L&IB bureau, was married on Dec. 15, to August Beutler, formerly of the Merchant Marines. Their home will be at 3008 Clybourn Avenue after Dec. 17. Friends at the office presented them with a beautiful satin blanket. Eleanor plans to return to work soon.

James Murrin, review bureau, spent a few days in Colorado, during December, enrolling his daughter in college at Boulder. He had a brief visit with Matt Sweeney, former review bureau employe, now retired, at his home in Denver, and reports that Matt is getting along nicely with the aid of a crutch.

Sgt. Roy "Frosty" Peters wrote from Korea, where he arrived recently for military occupation. Weather there is much like Chicago. People wear odd clothes and very few can read and write. Contact is made with a song and dance sign language. Their street cars have no seats so they can haul more passengers.

A farewell dinner was given for Eleanor Caffero on Dec. 12 at "Ye Olde Cellar." Her fellow workers in the machine room for the past 17 years gave her a "mum" corsage and a corde bag. She left us Dec. 15 to take up more important duties as a full-time housewife.

We extend sincere sympathy to Elizabeth Iwanski, machine room, on the death of her mother, Nov. 27, and also on the death of her father a week later.

Richard Dennis is the name of Dorothy Evanson Fleming's brand new boy born Nov. 25. Dorothy worked here about seven years, and was in the interline bureau at the time she left the service.

Gertrude Krause, machine room, on furlough, reports the arrival of a new son, Dean Eugene, born Nov. 23. Her husband, wearer of the Purple Heart, was recently discharged from the armed forces.

Cpl. Walter Nichols, a former freight auditor's office employe who worked with Henry Rothman on tariff and division files, paid us a brief visit Dec. 13 to say "hello." He has been discharged from the 4th Division of the Marines, and had but two injuries after four D-Day landings along Okinawa and finishing at Iwo Jima. He looked great.

Back on the job as rate revising clerks: Sgts. Warren Berg and William Beck. Warren saw much African and European service and Will spent a few years in Alaska. Marine Sgt. Allan McSween is a per cent clerk in the interline bureau. M. R. Noelting, a visitor Dec. 14, hopes to return to work soon.

Maj. Joseph Boehm, A.C., who saw service in Africa, Sicily, Italy, France, Luxembourg, Germany and Austria, visited us Dec. 12. He was a messenger here some years ago before entering college.

The Milwaukee Road Chicago bowlers took the Milwaukee, Wis., league into camp on Dec. 16, defeating them by 427



BACK ON THE JOB. Ted Livas, a veteran of three years in army service, has just returned to the office of the chief disbursement accountant, Chicago, as a clerk in the bill and voucher bureau. It's a welcome change to Ted, who is more than happy to be back after the rigors of European campaigning. His overseas service called for plenty of action, including the storming of Anzio Beach.

pins. All Chicago teams trimmed their opponents. Highlight: H. Munson of Milwaukee with his towering 669 series, including a 257 game. Others who highlighted: Ed Rumps, 563; E. Martulick, 546; and Ed Rome and G. Hermes, 202. E. Zabel took low with a rip-snorting game of 106. The affair was enjoyed by all and the Chicago bowlers are looking forward to a return match with the Milwaukee boys at their home town in February, at Milwaukee, the home port of Gertie the Great.

MILWAUKEE BOWLING LEAGUE—

Team standing Dec. 15:

Team	Won	Lost
Sioux	31	14
Chippewa	27	18
Marquette	27	18
Hiawatha	26	19
Arrow	25	20
Olympian	24	18
Copper Country	24	24
Southwest Ltd.	21	21
Traveler	19	26
Pioneer Ltd.	19	26
On Wisconsin	16	29
Tomahawk	11	34

Individual leaders: Martwick, 183; Peterson, 168; Fisher, 167; Hettinger, J., 166; Carey, 165; Lawrence, 165; Miskell, 164.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Our latest list of discharges includes Jimmy McCauley, Johnny Groppi, Hans Klemmer and Art Sommers. It's great to see them again and swap stories and experiences.

Mabel Bengston has returned after a long siege of illness. Jane Karch is progressing very nicely and will probably be back to work by the time this article reaches you.

Marge Stromberg and Virginia Larson resigned last month. Both received a very nice remembrance from their friends.

Wedding bells rang out for JoAnn Herberg and Bill Parker on Dec. 22. JoAnn resigned because she and her husband, who is still in the navy, expect to make their home in the East temporarily.

This Christmas was a very merry one for the Nape family, as their daughter, Noreen, who has been in the hospital for the past 11 months, came home Christmas Eve. Tom's friends at work gave Noreen

a baby doll and wardrobe to celebrate her homecoming and birthday, which was Dec. 26.

Marg Lechman went to Julesburg, Colo., to be in her sister's bridal party. Upon returning, she said, "I sure hope the next wedding I attend is mine."

Tom McDonald has returned to work after many months in the European theater of war.

Purchasing Department

Josephine O'Hara, Correspondent

Perhaps the biggest piece of news to greet the purchasing department in some time was the announcement from Mr. and Mrs. James Maloney of the birth of twin sons on Dec. 10. Congratulations on the new arrivals are most sincere and the boys are already the pride of the department.

A shower was given by the girls at Martin's restaurant on Nov. 29 in honor of Marjorie Martinus Miskell and Lorraine Byers Nihill. Marjorie became the bride of Owen F. Miskell, EM3/c, in St. Beatrice's Church, Schiller Park, on Nov. 24. Owen, a veteran of 27 months' service overseas, is stationed at Great Lakes, Ill. Lorraine was married on Dec. 22 in St. Catherine of Siena Church, Oak Park, to former T/Sgt. James Nihill, who recently returned after serving three and a half years in the Pacific theater.



BACK ON THE JOB. Veldon J. Gray, who had trained for six months with the 729th Railway Operating Battalion, was one of the 8000 troops aboard the Aquitania when she sailed from New York on July 8, 1943, with the first 500 Wacs assigned to overseas duty. It turned out to be quite a pleasant trip. After landing in Scotland, he was busy operating trains in the British Isles until V-Day, when he was sent to France with the first railway unit to enter after the invasion. From that time until his release from service, things were never dull. First, he was the target of robot bombs at Antwerp, Belgium; then to Germany where, under fire by the elite SS troops, he aided in the construction of the bridge over the Rhine at Greifeld; and later to oppressed Holland to continue rehabilitation. Then came the Happy Day and Gray sailed from Antwerp after 27 months on European soil, and returned to the States on Oct. 13. He immediately resumed his old position on the section at Osgood, Mo., under Foreman Sam McCullough.

January, 1946

Yes, there is a new brightness about our office, and, although our brides do provide a part of the radiance, we must attribute some credit to the new fluorescent lights. Their addition to the venetian blinds has made the office a pleasant room in which to work, as well as proving the slogan, "Better Light, Better Sight."

Two cards were received from Bob Nordin, FC2/c, who wrote to us from Shanghai, China. One, a very artistic card, sent us Christmas greetings from China, and the other contained a picture of Bob's ship, the *USS Abatan*.

Jean Lathrop Ryan was hostess at a Christmas party on Dec. 15 for the girls of the office in the home of Kate Karsten, Elgin, Ill. A white elephant grab bag was held and games were played under the direction of Billie Galbreath.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

We bade farewell, as they say in books, to Florence Gleich this month. Favorite standby of the payroll bureau, Mrs. G. decided to turn all her services over to the home, after 20 years of railroad duty.

Papa once, and now papa twice. That's Teddy Jones of the paymaster's force. Mrs. Jones presented him with a fine seven-pound boy on Nov. 23 and Ted did a fine turkey-strut in keeping with the holiday. Congratulations, parents!

Three more servicemen are back in their old stalls at the office; they've been gone a long time—Gorski, Litka and Harter. Bob Gorski settled in the material bureau, Ray Litka in the bill and voucher bureau, as did "Hankus-Pankus" Harter.

Visitors included Capt. Johnny Asplin, the Minneapolis medic, and the Biggott boys, Lennie and Dick of the navy.

The admiral from Perry Iowa, who accounted for the rise in telephone dividends, turned out to be ex-Iowan "Chuck" Yost of Detroit, Mich., who placed that beeyoo-ti-ful solitaire on the correct finger of Elaine Nelson of the typing bureau. Thus, once more we realize the importance of Mr. Bell's and Don Ameche's great invention.

The hunting season for deer is over now, and maybe it's better that way. Seems like August "Gus" Dahlke was a trifle hard on the farmers, taking care of the meat shortage in this own little way.

A little "hurry up and recover" note for Margaret Callaghan, who underwent an operation for appendicitis recently. What a heck of a Christmas present.

The "big day" of the month came Dec. 13, when Edward J. Fricker and the rest of the office celebrated Eddie's 65th birthday. A cake, gifts, etc., decorated the bill and voucher bureau and we had everything but the after-dinner speeches.

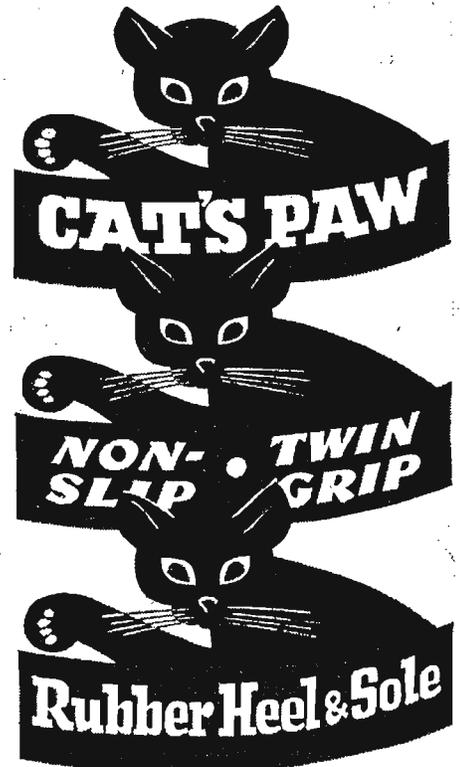
KANSAS CITY DIVISION

*K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Iowa*

J. F. Hampshire, car clerk, retired on Nov. 24 because of ill health. He was employed for 37 years at the freight house in Ottumwa. His position was assigned to Q. M. Haseltine, recently discharged from the army, who was a yard clerk at west yard, previous to entering service. Robert Hopkins has assumed the position of second trick yard clerk at west yard.

Mr. and Mrs. Edward J. McLaughlin celebrated their 50th wedding anniversary on Nov. 25 in Minneapolis. At 7:00 p.m. they renewed their nuptial vows at St. Charles Borromeo Church. The attendants were their son, District Adjuster H. J. McLaughlin, and their daughter, Evelyn. A reception followed, attended by 300 relatives and friends.

An outstanding pianist of Ottumwa,



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St. Paul, Minn.

Little Willie turned an owl loose in the schoolroom—a distinct violation of the rules and regulations. The master gave Willie a warming with a hickory stick and the next day Willie's mama came to remonstrate.

"My dear Professor Robbins," she said in accents cultured, "I am quite perturbed by your harsh treatment of William. Don't you think a mother's tears and prayers would have been far more effective than the punishment you inflicted?"

"My dear madam," replied the sorely-tired prof, "I didn't have any mother's tears, so I used what I had."

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BACK ON THE JOB. Kermit R. Steinbeck was discharged from the Navy Air Corps on Nov. 7, 1945, at Jacksonville, Fla. He was called for service in September, 1943, and received his wings at Corpus Christi, Tex. While



assigned to duty with the south Atlantic fleet, Kermit also instructed a class in radar bombing. Immediately after his separation from service he returned to his old job as a section laborer at Rubio, Ia.

Katheryn Booth Carlson, was presented in recital by the Ottumwa chapter of the American Guild of Organists on Nov. 23 in the First Presbyterian Church. Her husband, Iver Carlson, is chief clerk to the freight agent at Ottumwa.

Recent visitors were retired General Agent W. E. Sinclair of Minneapolis and his wife, who were guests of Engineer F. W. Sinclair. W. E. Sinclair was a telegrapher on the KC Division in 1894 and at one time was operator at Cedar Rapids. He and Mrs. Sinclair were en route to Los Angeles, their future home.

Pipefitter James B. Davis of the roundhouse at west yard had an emergency appendectomy on Nov. 19. His son, Billy, of the navy, arrived home on Nov. 21 for a two-week leave. He had been on overseas duty and later reported to Great Lakes for further assignment.

In early December Operator J. W. Nolan resumed work at west yard after nine weeks in the Veterans' Hospital in Des Moines, following injuries sustained in a fall down the basement stairs in his home.

Mrs. F. M. Barnoske is at home convalescing after an operation in St. Joseph's Hospital. Another patient at the hospital was Mrs. A. L. Love. Glenn O. Williams, signal maintainer, is a patient in the Ottumwa Hospital because of an infection.

Our day ticket clerk at Sherman Street station, Norma Ann Sowder, returned from her vacation wearing a diamond ring. Her fiance, Cpl. Leroy L. Van Auker of the Army air force, was discharged on Nov. 19. Norma visited at his home in Clinton during November.

Death saddened several Milwaukee homes recently. Retired Clerk M. J. Whalen, aged 76, who had served the road for 35 years, died at St. Joseph's Hospital on Nov. 23. He retired in October, 1937. Charles H. McCrum, aged 73, retired locomotive engineer, died at his home in Kansas City on Nov. 27. He retired on Sept. 1, 1942, after 35 years of service. On Dec. 3 death claimed retired Conductor Roy N. Sisk at his home in Kansas City, after a lingering illness. He retired in September, 1944, after 41 years of service. Previous to his retirement he was conductor on the Southwest Limited between Kansas City and Davenport.

Time out occasionally to go to the mountains to hunt wild boar and deer, and now and then fishing for trout, give Pfc. R. E. Smith some recreation while he is stationed in Germany, close to the Swiss border. He is with the 752nd Railway Operating Battalion, checking cars. He is the son of Conductor H. B. Smith and worked as brakeman before entering the army in November, 1943.

A letter from former Storekeeper C. J. Sellens informs us that he expects to be in India for some time. His job is the collection of all the floating equipment, valued at \$20,000,000. He is also now Captain Sellens.

S/Sgt. R. M. Hypes wrote that he recently left Manila and is now in Korea. He hopes to be home soon and back on the job in the store department at west yard.

James Allen, S1/c, son of Walter Allen of the maintenance of way department at west yard, who spent two and a half years in the navy—six months on sea duty—has received a medical discharge and has returned home.

In late October Joseph W. McCright was discharged from the navy, in which he enlisted on Oct. 10, 1942. Louis W. Cupp, MMM2/c, and his wife, the former Arlene Deaton of Long Beach, Calif., returned to Ottumwa to visit his mother, Mrs. William Foy, after his discharge in October. Both Cupp and McCright were firemen on the division before entering military service.

Chief Commissary Steward Clarence G. Albertson of the Seabees, former brakeman, was discharged on Nov. 25, and joined his wife in Ottumwa. He expects to resume service soon.

On Dec. 7 William H. Crutcher, a native of Kansas City, where he was formerly employed as a brakeman, was discharged from the navy. He had been in service since September, 1943.

Harry A. Martin, QM1/c, son of Night Ticket Agent Glen Martin, Sherman Street station, is home on leave. He will report to the Armed Guard Center, Brooklyn, N. Y., for his discharge.

Lt. Harold E. Peters was discharged recently from the Army Air Force at Santa Ana, Calif. He is the son of Engineer E. F. Peters and is a veteran of 55 months service in the Air Force, with service in Iceland as a B-26 pilot.

For the past two years, Sgt. D. D. Gustavson served with the 726th Railway Operating Battalion, maintaining a supply line on the Ledo road in the China-Burma-India theater. He was recently discharged and has been visiting in Des Moines.

Lt. W. A. Zlogar (Wallie), who enlisted in the Seabees in July, 1942, received his release on Nov. 9. He has accepted a position with Arthur H. Neumann Brothers, Inc., of Des Moines.

"Dearest," sighed the young man, "couldn't you learn to love me?"

"I might," said the girl. "I learned to eat spinach."

COAST DIVISION

Tacoma

(The following news is submitted by R. A. Grummel, agent at Tacoma, Correspondent R. R. Thiele being ill.)

With the ending of the lumber, sawmill, door, and plywood strike in Tacoma, business is again showing an improvement on the Coast Division. However, it caused considerable loss of revenue to the railroads by the closedown of plants which were dependent upon logs and lumber supplies. Sixty per cent of all railroad revenue from Tacoma to the East is derived from lumber, therefore we are glad to see resumption of operations.

The Milwaukee Road passenger station is a busy place these days and the baggage room help has been increased to take care of the heavy traffic caused by the return of veterans from the Pacific area. One night the boys loaded 15 truck-loads of baggage, mostly barrack bags. The platform was covered by almost 400 passengers waiting to board the equipment when it backed into the station. Mr. Cardle and the boys in the Tacoma local warehouse are also very busy handling much of the household goods which is being sent East by the veterans.

Mrs. O'Letta Irvin is taking a 30-day furlough for her health.

Mrs. Hazel Gottlieb is back again on the comptometer desk after several months in Grand Rapids, Mich., with her parents, who have been very ill.

William Burroughs, depot ticket clerk at the local depot, is taking a three-month leave of absence due to eye trouble and is having a little vacation in the East at the same time, his doctor having advised him to rest.

William M. Kelso, agent at Auburn for a number of years, suffered a stroke on Dec. 1. He is now confined to St. Joseph's Hospital at Tacoma, and we are happy to report that he is greatly improved.

A. C. Bowen, aged 73, retired dispatcher, died at his home near Bellingham in Octo-



BACK ON THE

JOB. Arthur B. Miller, who returned to his old job as section laborer at Polo, Mo., on Oct. 15, fought through the last 42 days of the European war with the 86th Infantry,

otherwise known as the Blackhaws. This finished the Continental business of the 86th, which had already campaigned through France, Belgium, Holland, and Austria, and Sergeant Miller's division was the first to be redeployed to the Pacific Theater. The Blackhawk's record discloses that it captured over 100,000 German soldiers and was instrumental in releasing 114,000 Allied prisoners of war.



BACK ON THE JOB. Section Foreman Hal Edwards of Newton, Mo., feels that he is very lucky to have both of his sons back home to stay after their hazardous experiences with the armed forces. Bernard F., who was a section laborer at Newton prior to his induction in May, 1942, served in the Pacific with the 7th Infantry as a surgical technician. He engaged in four major battles and wears the Good Conduct Medal, the Asiatic-Pacific Theater Ribbon, four Battle Stars, the Philippine Liberation Ribbon with Star, a Bronze Service Arrowhead and the Distinguished Unit Badge. Sgt. Forrest D. Edwards, also a former section man at Newton, wears his share of decorations too, souvenirs of his service with the amphibious engineers. They include the European Theater Ribbon, the African-Middle Eastern Theater Ribbon with Bronze Arrowhead, the Combat Infantry Badge, a Presidential Citation, and four Bronze Stars for the Normandy, northern France, Rhineland, and central Europe campaigns. Bernard and Forrest both returned to the section in November after a period of recuperation.

ber. He leaves a wife and two sons. Mr. Bowen was division superintendent at Miles City at one time and his last assignment was chief dispatcher at Bellingham.

B&B Carpenter Joseph B. Emard, who has worked for the Milwaukee Road since 1908, died at his home in Seattle on Dec. 2, after a short illness.

Fred Daigneault returned from the south Pacific and has been discharged from military service. He has been appointed water service foreman in place of Rud Roller, who retired on account of ill health.

Congratulations to the J. L. Errigos on their new daughter and to the E. S. Cramblets on their new son.

Brakemen R. S. Howard and S. L. Liddane have marked back to the trainmen's board, having been discharged from military service.

Trainman Mel Sanvold's son, who was in the navy, is back home again, after an operation to reset his arm. It was broken and improperly healed during his internment in a Japanese prison camp.

Conductor H. W. Cooper retired upon the completion of his run on No. 864, Nov. 29. Our sympathy is extended to Yardman

Howard and wife, whose infant daughter passed away recently.

James S. Griffith, a veteran employe, died suddenly at his home in Tacoma, Wash., Dec. 26, 1945. He was born in Babcock, Wis., Nov. 1, 1879, and entered the service of the Milwaukee Road in 1896. With the extension to the Coast he was transferred in 1907 to Lines West as a locomotive engineer and was appointed traveling engineer of the Trans-Missouri and Musselshell Division in 1916. In 1922 he became assistant superintendent of motive power of the Puget Sound system at Tacoma and in 1931 was promoted to chief fuel supervisor, the position he held at the time of his retirement, Nov. 1, 1944. He is survived by his widow, a son, and three grandchildren. Mr. Griffith was a member of several fraternal organizations, among them the Moberidge Masonic Lodge, Affili Temple of the Shrine and Tacoma Chapter, O.E.S.

Seattle Local Freight Office and Marine Dept.

*F. W. Rasmussen, Correspondent
Local Freight Office*

The position of trainmaster held by Bruce Kibble during World War II has been abolished, and Mr. Kibble has taken back his former position of traveling car service agent, under N. A. Meyer, superintendent of transportation. He displaced J. N. Dyer, who has been appointed agent for the Port Townsend Railroad at Port Townsend, Wash.

Carl Wohlers, former messenger, who has been with the Puget Sound Navigation Company for some time, has taken over his old position at the local freight, displacing Frances Lyons, who resigned to attend college.

Joe Emerd, B&B foreman for the Milwaukee Road in Seattle, died on Dec. 3 of a heart attack; he had been ill for some time. He began working for the Milwaukee on Aug. 8, 1908. He is survived by his wife.

Ed Martin, assistant port captain and one of the fellows who directs the marine activities of the Milwaukee Road on Puget Sound, fell off the ladder while washing windows at his home and suffered a broken collar bone and broken ribs. He is getting along well.

Sgt. Steinthor Hermann returned to work at the local freight warehouse on Dec. 6, after three and a half years with the army in the Pacific area. He says it is pretty nice to dig into a nice soft bed instead of a fox hole.

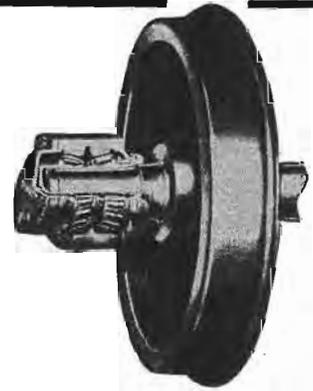
Chief Import and Export Clerk Helen Hasslinger recently took off by air for Mitchell, S. D., where she was called on account of the illness of her sister.

Your correspondent has been rather slow in finding out about the arrival on Sept. 24 of Joseph John Kibble, third son of Bruce Kibble of the transportation department. We are glad to have another car service agent on the way up.

Tom Hughes, retired traveling time

TIMKEN

TRADE-MARK REG. U. S. PAT. OFF.



**THE BEARING
THAT KEEPS 'EM ROLLING
FASTER,
SMOOTHER
FOR CONSISTENT ON-TIME
PERFORMANCE**

**THE TIMKEN ROLLER BEARING
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Ordinary Batteries
Often "Go Dead" Lying Around
In Your Flashlight

But

**RAY-O-VAC
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Flashlight Batteries

STAY FRESH FOR YEARS AND YEARS

And

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION

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DIESEL LOCOMOTIVES

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PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.

auditor, died at his home in Spokane on Nov. 3. He was born in Dublin, Ireland, and came to the United States in 1894. He went to work for the Milwaukee in 1910, and has been at Spokane since 1914. Mr. Hughes retired about a year and a half ago.

Joel Enrico Guariz arrived at the home of Bertha and Joe Guariz on Dec. 8. Bertha was formerly a clerk in the local freight office. Baby and mother are doing fine and even Joe is getting along pretty well.

Isabelle M. Morgan, former secretary to General Freight Agent R. C. Sanders and prior to that employed in the local freight office, was married on Nov. 24 at Butte, Mont., to James J. Garvey, who was recently discharged from the navy. They will make their home in Anaconda, Mont.

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

With deep regret we announce the passing on Dec. 2 of our fellow employe Joseph B. Emard, assistant B&B foreman at Seattle. Joe had been on this position since 1910 and was one of the oldest employes in years of service at this point. He had a host of friends over the entire Road and was always willing to help out the other fellow. He is survived by his wife and stepson, to whom we tender our sympathy.

Pier 28, commonly known as the ocean dock, Seattle, will be returned to the Milwaukee Road by the government for operation after Jan. 1. This is the dock where we load ocean liners for the Orient.

H. J. McClellan, former extra gang timekeeper in Tacoma, bid in the time-keeping position for yard track force in S. O. Wilson's office, Seattle, and relieved Mrs. S. M. Smith on Nov. 5. Mr. McClellan has been in unusually high spirits. His son, Harold, Jr., a lieutenant in the marine corps, was expected to return for Christmas dinner.

A. W. Magill, yardmaster at Seattle, took a leave of absence for several months effective Dec. 1 and left for California, where he joined his family. Mac has been troubled with asthma for some time and believes the warmer climate will do him good.

The troop train movement out of Seattle has been so heavy that some days the car forces barely show up on the repair track. New water and air pipe lines have been installed between yard tracks 15 and 16 to accommodate a 17-coach train.

Mrs. Melba Batson, clerk in the car department, is back from a trip to Chicago where she went to meet her husband.

While there they purchased a used car and drove back over the southern route, going through some cactus and sage brush country. They also visited in Missouri and the Middle West.

A. L. McDonald, second shift yardmaster in Seattle, is back on the day job, relieving A. W. Magill who is on a leave of absence.

Joe T. Nordquist is back at the old stand as chief clerk to the general yardmaster, replacing Jack Cole, who is now chief at Van Asselt yard.

Mrs. Myrtle Meyers of the local freight office, left on Dec. 19 to visit her parents in South Dakota. We were wondering why Myrtle was constantly humming that "White Christmas" song.

Yardmaster Frank Hanley was off the early part of December to undergo a minor operation on his nose.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent
Miles City, Mont.

Christmas in the home of Mr. and Mrs. A. S. Anderson of Miles City was a real homecoming this year; three of their four sons who had been overseas were home and the fourth was in Washington, D. C. 1st Lt. Art Anderson, who served in the Air Corps in the Pacific and has been in Tokyo, is home on furlough, accompanied by his wife and son. He had been in the army since 1937 with the exception of a two-year interval, and overseas 18 months. Manfred Anderson, who served with the 7th Headquarters in Germany, is back at his old position with the government in Washington, D. C. He served 21 months in the ETO. Andrew Carmen Anderson, Ch.M.M.M., is on his way back from Tokyo. He has been overseas nearly two years and in the service nearly three years, most of the time in the Pacific. Roy E. Anderson served with a photographic unit of the M.P. and received his discharge after 21 months in Italy and the ETO. He is back in Miles City, employed by a local photographer. Their father has been a tinner at Miles City shops for many years.

Richard Iholts, in the navy 19 months, and who was in the naval hospital at Corona, Calif., following an attack of rheumatic fever, has been honorably discharged and returned to the home of his parents, Mr. and Mrs. I. J. Iholts, at Miles City. He plans to start the winter term at college.

Ralph Jensen, WO J.g., who has been in service since February, 1941, received his honorable discharge from service and is at the home of his brother, Dick Jensen, at Miles City. Prior to entering service he was a telegrapher for the Road. He served in England and plans to enter college.

Pfc. Thomas T. Wolfe, son of Mr. and Mrs. Ted Wolfe, was transferred recently to the separation center at Lowry Field, where he expects to be discharged from service, after 39 months as clerk, radio mechanic, and linesman in the Army Air Corps.

MADISON DIVISION

W. W. Blethen, Correspondent
Superintendent's Office
Madison, Wis.

Engineer and Mrs. Cash Allemang of Madison recently returned from a visit with their son, T/Sgt. Don Allemang, at Vieterville, Calif. They also visited friends in Los Angeles and Long Beach.

Freight Service Inspector C. E. Mahaffey and Ticket Clerk Walter Haddon of Madison are recuperating at their homes, after undergoing surgery.

Assistant Roundhouse Foreman William F. Kline of Madison is laid up at home with rheumatism.

Telegraph Operator Stanley C. Joyce has been discharged from the army and is working the third telegraph trick at Stoughton.

Harry Lathrop, agent at Bridgeport, is confined to the sanitarium at Prairie du Chien.

Train Dispatcher C. H. Agner and Machinist Helper Pete Donis of Madison are receiving congratulations on becoming grandpas.

Retired Engineer Otto Shicker succumbed at his home in Milwaukee on Nov. 18. Mr. Shicker retired in January, 1938, after 53 years with the Milwaukee Road.

John J. Seery, retired switchman of Madison, passed away at his home on Nov. 20. Mr. Seery retired in March, 1940.

Retired Section Foreman Charles Nohms, aged 69, died at his home at Geneseo, Wis., on Dec. 7, after a few days' illness. Mr. Nohms retired on Dec. 1, 1945.

An ugly disposition twists the finest features. An unselfish heart illumines the plainest face.

Remember, son, beauty is only skin deep.

'S deep enough for me. I ain't no cannibal.



NATIONAL SAFETY COUNCIL

The Milwaukee Magazine

TWIN CITY TERMINALS

F. P. Rogers, Division Editor
Superintendent's Office
Minneapolis, Minn.

Due to the fact that tempus has been fugiting rapidly during the past months, we have been deprived of the privilege of chatting with our Twin City readers, but couldn't let this opportunity pass without saying hello to that grand gang who comprise the Milwaukee Road family in these parts, and wishing them, even at this late date, the best of health and happiness during 1946.

The J. H. Foster Service Club is planning a "welcome home" party for returning veterans. No definite date has been set but the party is planned for spring or early summer. Announcement will be made well in advance so all veterans of World War II may be present.

A general safety rally was held in Minneapolis and St. Paul during the week commencing Nov. 26. Staff meetings were addressed by George Dempsey for the benefit of department heads, foremen and supervisors. The sessions continued throughout the week until every employe had the message of safety brought directly to his personal attention. The following engineers assisted in conducting the campaign: M. L. Medinger, Cliff Riley, F. M. Washburn, Otto C. Stainer, W. A. French, and Roy A. Dahms.

We wish to extend our appreciation to the correspondents of the Magazine in the Twin City Terminals who have carried on so well during the past year. The work was done on their own time, at no small personal sacrifice, and for it we are deeply grateful.

The Minneapolis *Star-Journal* Choral Club of 35 voices rendered Christmas carols in the main waiting room of the Minneapolis passenger station on the evening of Dec. 21. Recordings were made by the *Star-Journal*.

South Minneapolis Locomotive and Store Departments

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis

A newcomer at the terminal, Paul Bridenstine, has begun to think he is living the life of a nomad, or should we call him "Gypsy" Bridenstine? Anyway, he is the new terminal trainmaster. Our own E. P. Snee is trainmaster at Southtown with R. F. Fairfield as his assistant. R. F. has been a local switchman at South Minneapolis since 1937, and is the son of Dick Fairfield, for many years yard conductor at Minneapolis.

On Dec. 6, former Minneapolis Blacksmith Foreman John Erickson celebrated his 89th birthday. He was visited by a number of his old friends and side kicks from the locomotive department at South Minneapolis, and, as usual, received a letter from former General Superintendent of Motive Power L. K. Silcox, extending



good wishes. Mr. Erickson is enjoying particularly good health.

Brace yourselves and we'll quote the brain child of a member of the South Minneapolis yard office personnel, too modest to claim ownership:

"As a beauty, I am no great star,
There are others more handsome by far.
My face, I don't mind it,
Because I'm behind it.

It's those out in from whom I jar."
And, have you heard that Boilermaker Helper John Belasco is now second mate on the good ship "Matrimony"?

A Presidential Unit Citation awarded to three Minnesota men for heroism in action against the German submarine U-505 off French West Africa puts South Minneapolis in the limelight. One of the men was George D. Gunnon, now living in St. Louis, son of the T.C.T. switchman bearing the same name. During the torpedoing of the carrier *Guadalcanal* in the North Atlantic in the summer of 1944, Gunnon was hurled against the ship's rail, suffering internal injuries which hospitalized him for several weeks. However, he volunteered for sea duty again. Attached to the *Guadalcanal*, the unit of nine men awarded the citation captured the submarine June 4, 1944, after it had been forced to the surface with depth charges. Aware that the submarine might sink or blow up, the men boarded it and kept it afloat for the long tow across the Atlantic.

It's good to see our men coming home to their families and jobs. Cpl. John Kocisko, after four years and seven months with "communications" in New Guinea and Luzon, came home on the USS Admiral Rodman. John says he's glad to be home again, and back on his old job at the Minneapolis roundhouse.

Pfc. Otto P. Madson, who has been maintaining rolling stock for the 765th Railway Shop Battalion, has again joined the machinist force at Minneapolis shop.

Understand former Machinist Apprentice Kenneth Gordier has his discharge from the army and is attending the University of Minnesota.

L&R Fireman J. D. Busterud, 749th Railway Battalion, had a regular flying vacation on his trip home from Manila, stopping at Guam, Johnson Island and Hawaii—actual flying time from Manila to Hamilton Field only 40 hours. Jimmie has been road foreman of engines over there for about two years.

Some of the other men who are back in town are William A. Hotzfield, special apprentice, T.C.T., who as you know was a first lieutenant with the 757th railroad unit as shop superintendent of diesel repairs; Herb Allen, chief clerk to the shop superintendent, who has also been with the 757th in charge of a supply outfit; as well as Machinist Apprentice Garfield H. Stafford, Machinist Helper Francis C. Wilson, Apprentice William Sirotiak, Boyd C. Rohl, Willard E. Swenson, Frank J. Pasiuk and William C. Quirk. George Kerner in the Minneapolis roundhouse told us that his brother, Boilermaker Apprentice Carl Kerner, expected to be home for Christmas.

Machinist Apprentice Paul Erickson is back apprenticing after four years in the navy, as is Lawrence C. Krogh, both at Minneapolis back shop.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Speedy gal that I am, I get around to holiday greetings an issue late. Well, in spite of my negligence, I hope Santa Claus was good to all of you, and that this new year will bring that postwar happiness we all dreamed of.

Now, what gives in the St. Paul news department, you ask? Very little, thank you. My reporters must all be wearing earmuffs so they hear no evil, blinkers so they see no evil, and gags for you-know-what.

I do have one bit of news. By the time this article is perused, our former rate clerk, Capt. Jack Maher, will be back in the United States after a year in India and China, and probably sporting one of those gold eagles in his lapel.

Until the next issue of the magazine, I can say no more; my news tap just ran dry.

St. Paul Freight House

Allen C. Rothmund, Correspondent

H. Dahm, our revising clerk, died suddenly on his way home from work the evening of Nov. 28.

Otto Bork has taken over the duties of the revising desk.

Math Young is the new man on the expense desk.

Sam Adams, window cashier, retired on Jan. 1.

Pfc. James R. Leslie, oldest son of G. M. Leslie, was expected home for Christmas. Mr. Leslie has two other sons in the service and the fourth son will join the army next year on his 18th birthday.



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SAN FRANCISCO
LOS ANGELES

SEATTLE
PORTLAND
PHOENIX
VANCOUVER

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

The local freight office welcomes back to the fold Bob Guyer, Milton Kutz and Emmett Keenan; it's beginning to look like old times. Bob Keenan, discharged veteran, who formerly was employed at South Minneapolis, has taken over the RI job at the local. Laurence Johnson is another discharged veteran who has returned but has not had the chance to really get back on the job as his mother passed away a short time ago. Our sympathy is extended to him.

Bill Bentley, chief grain clerk, has retired after faithfully serving the railroad since 1913. Our best wishes go with him.

Elizabeth Hessburg took a quick trip to Omaha; must have been someone important.

Lt. Donald H. Rudd, son of Henry Rudd, was married on Nov. 10 in the chapel at Camp Edison, N. J., to Wac Pfc. Vernal J. La Fond of West De Pere, Wis. The bride wore her dress uniform and a corsage of white roses. The attendants were Lt. Wm. C. Kellogg of La Jolla, Calif., and Miss Patricia Keating. A reception followed at the home of Lt. Arthur L. Skinner at Manasquan. Lieutenant and Mrs. Rudd are honeymooning in the Pocono Mountains. They will reside in Manasquan.

The city ticket office welcomed back two veterans, Bob Adams and Joe Thorne.

Congratulations to George E. Benz, who, following the retirement of Mr. Sinclair, has taken over the job of general agent in the commercial office. Also, to G. L. Cottrell, now traveling freight agent, and Ray Kolhoff, who is now city freight agent.

I would like to wish all, especially the boys still in service, a very Happy New Year.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Many former employes returned to work on Dec. 1, following their discharge from service. Oscar Nelson, who served with the Army Medical Corps in England, Africa, Italy and France, returned, as did Harold R. Anderson, who served with the Naval Aviation Corps on an aircraft carrier in the south Pacific. Jerome C. Schurstein, who had been in the navy, returned from Atlantic waters, and Donald C. Johnson, after service with the Infantry in India, is also back on the job. Robert Carlson, who served with the Marines in the south Pacific, resumed his former position in November, and Val Hernandez, who had been in service in Asia, also returned to the Milwaukee in November. Warrant Officer Orville Nelson, who was

in the Philippines, is on terminal leave and will resume work soon. Sgt. Robert Ingvaldsen, who served with the Engineers for more than two years in India, expects to return after the first of the year. Sgt. Edward Ryberg, who was with an army hospital train maintenance corps, expects his discharge in December and will resume work in the new year.

Bengt O. Lindberg, a carman for 25 years, retired on Dec. 1.

Best wishes to all for a Merry Christmas and a Happy New Year.

IOWA DIVISION

Iowa Division—Middle, West and Des Moines

*Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.*

Several new members were added to the Milwaukee family recently. There is a new baby in the family of Fireman Oliver Nead, born on Dec. 13; a new grandson for Machinist Harry Nead and for Engineer Arthur Cortner. Mr. and Mrs. Franklin Hunter have a new daughter, the first grandchild in the family of Archie Hunter, well driller. Mary Jane Stewart was married to Robert Ott, following his release from the army. Robert is a son of retired Engineer Charles Ott.

Among the new firemen who have been hired since their release from the armed forces are several railroad scions: Earl Green, son of Conductor Edward Green, who is on sick leave; Billy Baker, son of the late Engineer Earl Baker; Kenneth Laborde, a son of Engineer Harry Laborde; Mickey Moolick, grandson of retired Engineer I. J. Chubbuck; and Charles Stromquist, son of Arthur Stromquist of the shops force.

A total of 125 years of service with the Milwaukee was represented by the last three men to retire. During November, Engineer I. J. Chubbuck retired with 47 years of service, Engineer George Starliper with 35 years and George Bell of the car department with 42 years. E. C. Rood, agent at Cambridge, also retired recently.

During the last month two old employes passed away. Joseph Kirkwood, an engineer on the Hiawatha, died following a few days of illness, and Otto Pohl, boilermaker at the Perry roundhouse, died of a heart attack.

Two serious home accidents resulted in injury to members of the Milwaukee family. Engineer O. G. Emerick's wife fell while going down the basement stairs, and broke several bones in her leg. Fireman Carl Draisey lost the sight of one eye and severely injured the sight of the other when he broke a bottle of muriatic acid while he was washing. He had been using the acid in electrical work.

Train Dispatcher F. S. Bauder of the Perry office and Engineer D. R. Wagner's wife were patients at Rochester, Minn., recently.

Council Bluffs Terminal

*Agnes Christiansen, Correspondent
Car Foreman's Office*

Machinist Al LaHeist was extremely happy the day his son, Vernon, arrived home and we were all glad that he paid us a brief visit. Vernon had been a Japanese prisoner for over three years.

General Car Foreman T. P. Schmidt received word from his son, Teddy, that he is on his way home from China. In a letter to his folks he described a dinner to which he had been invited. Teddy and his crew flew a wealthy, prominent Chinese citizen, Mr. Wang, to Shanghai, and when they arrived at their destination, Mr. Wang invited all of the crew members to dinner at his home. The dinner was, of course, quite elaborate, but there was one catch—it had to be eaten with chopsticks. Mr. Schmidt was recently in St. Paul for a few days due to the illness of his daughter, Betty, who is now recovering from pneumonia.

Grapevine has it that Virginia Schonberg, daughter of Lead Carman Carl Schonberg, is wearing a diamond. Mrs. Schonberg made a quick trip to Richmond, Va., where she attended the wedding of their son, Robert Schonberg, SK1/c, which occurred Dec. 8.

We welcome back to the division Leslie Hansen, who was recently released by the army. Leslie says it seems good to be home and back at the job again.

Our rip track sailor, Russell (Red) Bolton, is back from the navy. Red has been in the service since October, 1942, and served in the Philippine campaign in advanced CASU, later being transferred to AROU. He and Eddie Kinder, also one of our boys, dropped in to say "hello" to the gang on Dec. 12. Welcome home to both of you! Eddie entered the army June 1, 1942 and just arrived home from France on Dec. 11. He served with a railway battalion in England, Germany, and France.

Geneva Larsen, coach cleaner, finally had her wish come true. Her soldier husband, Raymond, a former employe of this company, arrived home on Nov. 28. As Raymond is going to start working soon, Geneva handed in her resignation so she can stay at home and keep house. Her attendance record should have honorable mention. Since Sept. 3, 1943, she has worked every day, including Sundays, and even on her vacation time, which she kept in reserve for Ray's homecoming.

Quite a few of our boys were able to spend the holidays at their homes for the first time in four years, for which we were all very thankful. Now, with the new year staring us in the face and the war over, we should all have a more cheerful outlook and a brighter smile for the coming year.

One of our faithful workers, T. B. Felton, resumed work after a long absence, due to illness.

Two new coach cleaners, David Fairchild and Leonard Sorensen, are in our midst. Fairchild had been previously employed by this company. Two new laborers, Everett Fifield and Robert Vinson,

were also hired recently.

John Pitzer, new fireman, is quite handy with a camera. During the parade which was held here recently, he snapped several excellent pictures of the Milwaukee float.

ROCKY MOUNTAIN DIVISION

*Nora H. Decco, Correspondent
Operator Three Forks, Mont.*

Retired Trainman E. B. Grey and Mrs. Grey celebrated their golden wedding Nov. 28 and also attended the Harvest Dinner put on by the Milwaukee ladies at the club house. They held open house at their home during the afternoon and evening and almost all of Three Forks attended. Our best wishes to this well-known couple. Chauncey A. Warner of Three Forks passed away at Townsend on Nov. 25. Mr. Warner had worked on the Rocky Mountain, both here and on the northern Montana, for 35 years and was known to everyone. His wife and daughter Frances survive him and to them we offer our sincere sympathy.

Clarence F. Martin, EM3/c, who spent the past several years in the Pacific, has returned home. He has been discharged and was married in Spokane, Wash., Nov. 11, to Dorothy Gearhart of that city. Clarence is the youngest son of Signal Maintainer and Mrs. Clarence Martin of Willow Creek and are they happy!

Conductor Charles Steel is a patient in the Townsend Hospital. He has been quite ill but is much improved at this writing.

A daughter was born to Brakeman and Mrs. George McPhail in Townsend Dec. 11, and they will call her Gwyn.

Well, best New Year greetings to all.

On the afternoon of Nov. 18, more than 150 people attended the farewell party at the Milwaukee club rooms in Alberton, Mont., for Paul Zuelke, who retired from his position as boardman, which he had served faithfully since Sept. 1, 1918. A large committee, representative of his many friends, arranged the huge buffet lunch, consisting of ham, turkey, and all the trimmings, which was followed by a musical program, and friends from Spokane, Deer Lodge, Avery, Missoula, and almost the entire community of Alberton were represented in the testimonial gifts presented to him. After entering train service at Savanna, Ill., in 1905, Mr. Zuelke occupied positions at Mobridge and Deer Lodge, but after the loss of an arm at Bonner Junction in 1910 he purchased a hotel in Miles City which he operated for eight years before returning to the Milwaukee Road. His marriage in 1921 to the

late Rose Brennan was the first to be solemnized in the town of Alberton and he is the father of four children, three of whom are veterans of the recent war. His son, Jack Zuelke, is also a Milwaukee Road employe, who recently returned to his old job as signal maintainer after two and a half years in the army. After winding up a long career with the Milwaukee, Mr. Zuelke plans to make his home in Stratford, Wis., with his sister and brother.

TERRE HAUTE DIVISION

Faithorn District

*Berniece Sparks, Correspondent,
Faithorn, Ill.*

B. J. McCanna is now located in Frankfurt, Germany. Prior to his entry in the armed forces he was employed as an extra gang foreman. He is the son of Clerk McCanna at Chicago Heights.

Jack Buell is spending a 30-day furlough with his parents, Mr. and Mrs. C. W. Buell, after which he will report at Ft. Sheridan. His brother, Bob, was recently discharged from the army after four years of service.

John Exo and Joel Manwaring had quite a get-together in Honolulu. Both boys are former Faithorn switchmen.

A hearty "welcome home" is extended to John Hopkins, Jr., who has been discharged from the army and is now ready to resume work as a switchman.

Engineer Houston Mann has retired after 29 years of service. He plans to spend the majority of his time at Hot Springs, Ark.

"Chunky" Minard has decided to follow in the footsteps of Howard Sanford and transfer to the H&D Division.

Terre Haute District

*T. I. Colwell, Correspondent
Superintendent's Office
Terre Haute, Ind.*

Conductor Ernest Hopewell, on Extra 312 south, Dec. 4, felt a jar when his caboose passed Hooper Chute, stopped his train and found 12 inches broken out of a rail. Mr. Hopewell was commended for his alertness.

Operator C. R. Longcor is having a siege of "flu" and Operator C. C. Winters is relieving him on first trick at Spring Hill. Operator C. C. Sims is relieving Operator O. E. Alviz while Al is taking a vacation from his duties as second trick operator.

Operator W. E. Chapman, our competent instructor at Dewey, should be proud of

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his ability to teach telegraphy. "Chappy" has given us some very good operators and some of the latest to get diplomas are Operator R. E. Swindle, now working third trick at Humrick; Operator M. L. Tyler, holding down first trick at Delmar; and Operator D. L. Gore, who is working as relief dispatcher at Terre Haute.

Clerk Richard Meeks, recently discharged from the army, has returned to work in the division engineer's office and was welcomed back to the Rea Building forces. Gilbert Howe and Cecil Lawlives, section foremen, are also back on the job after being discharged from military service.

Section Foreman J. B. Bond is retiring on Dec. 1, after many years of loyal service with the Milwaukee Road, and we wish him a happy retirement.

Operator C. D. Nunley, recently released from the navy, displaced Operator R. C. Chapman on third trick at Faithorn and resumed work on Nov. 25. Operator Chapman is now in the army and is stationed in Florida. 1st Lt. C. C. Sims, Jr., also back from the army, displaced Operator C. C. Fish on first trick at Crane, Ind., and was back on the job Dec. 5.

M. C. Faris, who recently retired from the position of agent at Terre Haute, comes in to see us quite often. We appreciate that he thinks of his poor working comrades while he is "taking it easy" in his big rocking chair on his little farm.

Roger Bitner has assumed the duties of assistant cashier in the Terre Haute freight house. He was formerly employed in the Elwood Ordnance Plant not far from Manhattan, Ill.

Ruth Pierson, stenographer in the division engineer's office, was confined to the hospital by illness in November and December. We all wish her a speedy recovery.

It's a bouncing baby girl for the C. R. Adelbergers, the store department representative at Bedford, Ind. Congratulations.

Nelson (Red) McDonald returned to

work as a storehelper, after serving in the navy and sailing the seven seas.

Due to the absence of District Safety Engineer Stainer, the November monthly safety meeting was conducted by Walter C. Glass, stockman. In addition to the monthly meetings, Division Storekeeper C. W. Pearce also holds a weekly Monday morning meeting with his key men, which should reflect an improvement in store department safety records.

Christine H. Reichert, stenographer in the supintendent's office, spent a few days of her vacation in December in Kalamazoo, Mich., with her husband, who has just been discharged from the army.

It is expected that the stone business at Bedford will increase soon, now that the Oolitic stone quarries are resuming operations. Also, the new Maumee No. 28 coal mine, south of Terre Haute, has been put into operation. This mine has a 25 cubic yard drag line, one of the 12 in operation in the United States.

The chief clerk in the traffic department was married on Nov. 30, and we extend our best wishes to Mr. and the new Mrs. Johnson.

New Hoists from Crane, Ind. (Contributed by R. D. Hayes, Clerk)

C. C. Fish, first trick operator, is back with us, after a month's absence due to sickness. Claude reports that he is feeling like a new man and even looks the part, having given up most of his teeth, via extraction.

The naval ammunition depot informs us that all construction contracts are to be completed and not canceled as previously reported.

W. N. Girdley was conspicuous by his absence a short time ago. Close detective work develops that he has taken unto himself a secretary of war, more commonly known as a wife.

The big smile on Chief Clerk Bert Brown's face is really a dandy. The reason? He became grandpa to a bouncing boy in late November.

Looking Ahead from West Clinton, Ind. (Contributed by Earl H. Lehman, Clerk)

Conductor C. N. Blake has moved to Clinton, Ind. Next we'll be hearing that he is mayor of Fairview.

Burl Wright has returned from Phoenix, Ariz., and is again working at the roundhouse.

Brakeman Leroy Hale returned from service in the South Pacific the latter part of November.

Engineer M. H. Inman submitted to a major operation in November. We hope for his speedy recovery.

The assistant master mechanic's office has been transferred to West Clinton. R. M. Blackwell also returned to us in this transfer. We are glad to have "Rollie" back with us.

A number of officials visited West Clinton in November. In the group were Messrs. Harstad, Kiley, Jackson, Anderson, Berg, Clawson, and Kirschbaum.

Junior Chambers, son of Conductor "Mack" Chambers, and an employe of the car department, returned from India on Nov. 30. He had been away for three years.

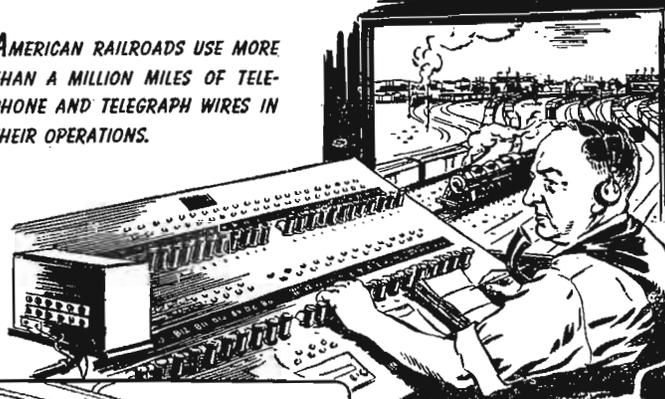
Bill Vorek returned from the navy during the early part of December and is back at his old job as yard clerk.

Charles Doane, son of Yardmaster C. H. Doane, returned from overseas Dec. 6. He had been away for nearly four years.

Sympathy is extended to Mervin, Ward, and Bruce Pearman, of the car department, in the death of their father, Dec. 4. Mr. Pearman was an employe of the car department several years ago.

Rail oddities

AMERICAN RAILROADS USE MORE THAN A MILLION MILES OF TELEPHONE AND TELEGRAPH WIRES IN THEIR OPERATIONS.



LAST YEAR THE PULLMAN COMPANY PURCHASED 227,000 SHEETS, 461,000 PILLOW SLIPS AND 1,700,000 HAND TOWELS. THEIR LAUNDRY BILL CAME TO ABOUT \$5,000,000.



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41% FOR WAGES

This money, paid to 1,400,000 railroad employees, buys homes and furniture, food and clothing, education, insurance—helps make local business prosper.

32% FOR MATERIALS, ETC.

More than two-thirds of this was paid to a broad cross section of industry which furnishes railroad supplies. This money helps to make better business and more jobs in every state and almost every county in the country.

16% FOR TAXES

Railroad taxes are spent for the support and services of government—national defense, public safety, schools, hospitals. None of this money is used to provide tracks for trains—although some of it is spent by government to help provide and maintain the highways, waterways, and airways used by other forms of commercial transportation.

6% FOR INTEREST, RENTS, ETC.

The greater part of this was paid to those who have loaned money to the railroads and receive interest in return—including the millions of men and women who have an investment in railroads through their life insurance policies, savings bank deposits and the like.

3% FOR DIVIDENDS

This three cents out of each dollar was paid to about a million individual citizens who have invested their savings in railroad stocks—helping to provide the "tools" with which railroad employees do their work.



2% TO WORK FOR THE FUTURE

That last 2 cents of the railroad dollar is for investment in the better railroads which continuing research is making possible—better equipment—better service—more jobs—to help provide, *for us all*, in better and better fashion, the rail transportation upon which this nation depends.



AMERICAN RAILROADS

The Milwaukee Magazine