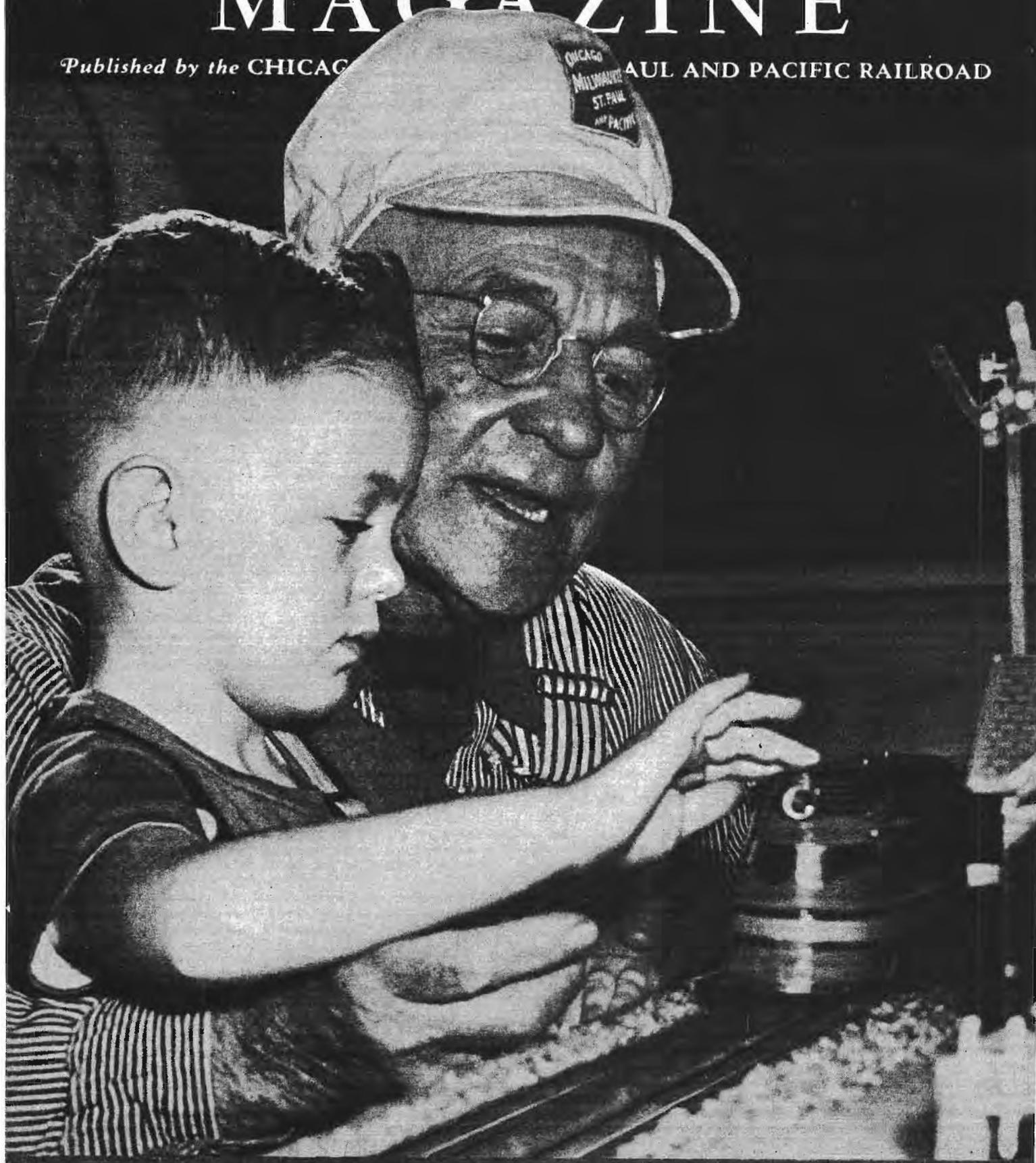


The MILWAUKEE MAGAZINE

Published by the CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD

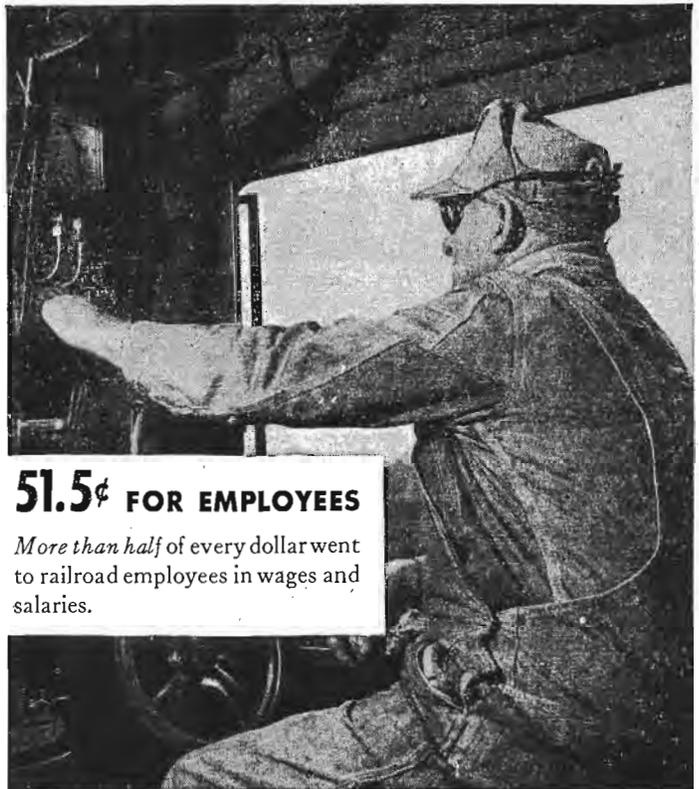


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JANUARY · 1947

WHO gets HOW MUCH of the RAILROAD DOLLAR?

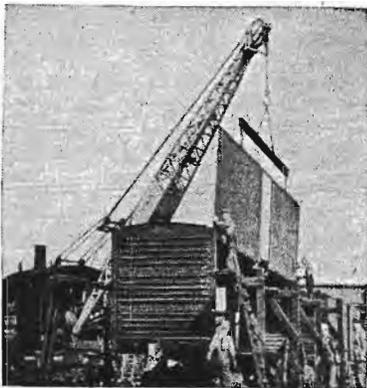
(A REPORT TO THE PEOPLE FOR 1946)

You, and all Americans, look to the railroads not only to take you places, but also to bring you things—food, clothing, fuel, and just about everything else for your home and your business. For this dependable service to 140 million people, and for hauling the heaviest peacetime traffic on record, the railroads received about 8 billion dollars in 1946. Let's see what became of this money.



51.5¢ FOR EMPLOYEES

More than half of every dollar went to railroad employees in wages and salaries.



33¢ FOR MATERIALS



Much of this 33¢ spent for materials, fuel, and other supplies was, in turn, paid by the railroad suppliers to *their* employees. So, directly or indirectly, by far the largest part of the railroad dollar goes to pay wages.

6.2¢ FOR TAXES



This part of the railroad dollar went to Federal, state, and local governments to be used—the same as your own taxes—to help maintain schools, courts, roads, police and fire protection, and for various other public services and institutions. None of this tax money is spent on railroad tracks or terminals.

FOR INSURANCE POLICY-HOLDERS, INVESTORS IN BONDS, AND FOR RENTS



6.6¢



Most of this 6.6¢ was paid out in the form of interest to those people who lend money to the railroads—including those millions of thrifty Americans who invest indirectly in the railroads through their insurance policies and savings accounts.

The average rate of interest which railroads pay on their bonds and other obligations is less than 4 per cent.



2.7¢ FOR IMPROVEMENTS AND OWNERS



And so after paying for wages, materials, taxes and necessary charges upon their obligations, railroads in 1946 had only 2.7¢ left out of each dollar they took in. Out of this they must pay for the improvements to keep railroad property abreast of public needs, before anything is available for dividends to their owners.

ASSOCIATION OF **AMERICAN RAILROADS** WASHINGTON 6, D. C.

IN PARTNERSHIP WITH ALL AMERICA

The Milwaukee Magazine

NEWS HEADLIGHTS

THE SAFETY contest for 1946 was won by the Idaho Division with an estimated casualty rate of 3.12. The Iowa Division was in second place with an estimated rate of 4.18, and the Milwaukee Division's rate of 4.33 put it in third place.

The Superior Division took first place in fire prevention for 1946 with a record of no fires chargeable to the division under the trophy contest rules.

TWO OF THE five 6,000-h.p. Fairbanks-Morse Diesel locomotives which will pull the Olympian Hiawatha have already been delivered. The third is expected on Jan. 25, the fourth on Jan. 31, and the fifth on Feb. 28. All will be subjected to a series of tests prior to entering coast service on the new train later in the year.

AN ESTIMATE recently prepared by D. C. Curtis, chief purchasing officer, indicates that the cost of materials and supplies to be purchased by the Milwaukee Road in 1947 will amount to approximately \$55,000,000. That figure represents an increase of \$11,000,000 over the cost of materials and supplies in 1946. Included in the \$55 million is an item of \$12,560,000 for materials to be used in new car construction alone. The great increase in these cost figures is due, of course, to the rising prices of commodities. Steel, for example, is up more than 30 per cent above its price one year ago. Ties, lumber, oil and coal are among other items which have risen sharply in price.

TWO COMPLETE radio outfits, consisting of sending and receiving apparatus in both the engine and caboose, as well as a "walkie-talkie" for use by a brakeman, are now in use on Diesel-operated time freights running between Chicago-Kansas City and Milwaukee-Kansas City. Additional sets have been ordered to equip four more Diesel engines, two electric motors and four cabooses. Present plans call for use of this equipment principally on the Kansas City, Idaho, and Coast Divisions. The total estimated cost is \$21,500.

CARL F. RANK, manager of the Road's mail, express, baggage and milk department, reports that during the holiday rush period, Dec. 1 to 24, inclusive, this railroad, like others in the country, carried the largest volume of mail and express in history. Post Office Department figures show an increase for the country as a whole of approximately 11.6 per cent over a similar period last year, and express traffic shows a like increase. Every day for about 10 days immediately before Christmas, we operated mail and express second sections of No. 5, Chicago to the Twin Cities; No. 58, Milwaukee to Chicago; No. 56, Twin Cities to Chicago; and a third section of No. 15, Chicago to Seattle-Tacoma.

"Carefully laid plans all worked out without a hitch," said Rank. "In my 27 years on the railroad I have never experienced a smoother handling of the heavy volume of traffic. The credit is due to all of our officers and employees who had a part in a job well done."

SIGNAL replacement work on the 864-mile stretch between Glencoe, Minn., and Harlowton, Mont., which was

begun in 1943, is scheduled to extend as far west as Mobridge, S. D., in January. Work has already begun on signal foundations west of that point. Centralized traffic control has been installed along portions of the line where traffic is heaviest; other portions will be handled by a system of modified C.T.C., and the balance will be straight automatic block. It is expected that the entire project will be completed by the end of this year.

THE ACCOUNTING department recently installed a new type of near-human accounting machine which does much of the work in connection with the preparation of statistical matter, reports to the Railroad Retirement Board and to the Treasury Department of income taxes withheld. Known simply as International Business Machines Corporation Numeric Accounting Machine No. 416, the device performs two basic operations—listing and tabulating. When listing, it prints information which has been previously punched into cards; when tabulating, it acts as an accumulator of figures punched into cards without listing each individual card.

In addition to its many other chores, it takes a hand in the preparation of payrolls, and consequently is treated with great respect by employees in the Fullerton Avenue Building, Chicago.

IN THE YEARLY survey of stockholders annual reports, recently conducted by Financial World, the Milwaukee Road was awarded a citation of excellence for the second best 1945 annual report of any of the railroads in the north-western region. The cover of that report, like the one which appeared on the 1945 issue of Facts, the annual report distributed among employees, pictured the Diesel-powered Hiawatha.

A YEAR-END check reveals that delegations from England, Belgium, Spain, France, Norway, Sweden, South Africa, Portugal, Brazil, Mexico and Canada visited our shops in Milwaukee during 1947. France, Sweden and Canada each sent several separate delegations. All of the groups were primarily interested in studying Milwaukee Road car building operations, and had nothing but praise for our methods.

TEN OF THE eighteen 1500-h.p. Diesels which the American Locomotive Company is building for the Milwaukee Road had been shipped before Jan. 1. Four more are expected in January, one in February, two in March and one in April.

As an experiment, the operating department plans to completely Dieselize the Valley Division and that part of the I&D from Canton or Mitchell to Rapid City, S. D. The 1500-h.p. Diesels will be used for both freight and passenger service. Certain advantages of this type of power have already been proved, especially with respect to the saving of road time by reduction in the number of service stops required.

At present the Milwaukee Road uses 1,500,000 gallons of Diesel fuel oil each month on Lines East alone.

Industrial Development Department Opens Advertising Campaign

A NATIONAL advertising program designed to acquaint the public with the services performed by the Milwaukee Road's industrial development department is being opened in January. The first of this series of advertisements appeared in the Jan. 5 issue of the Chicago Tribune, the Jan. 20 issue of Time, and the January issue of Nation's Business and Modern Industry.

Arrangements have been made to distribute copies of these advertisements to various points on the railroad where they will be displayed on bulletin boards and in other prominent places for the benefit of employes who may not have seen them in newspapers and magazines.

An attractive pamphlet entitled "How to Find a Home for Your Business" has also been prepared, setting forth in considerable detail the organization of our industrial development department and containing information about the territory which our railroad serves and what we have accomplished in the way of locating industries. Interested employes can obtain copies of this pamphlet from their supervisory officers.

One of the first advertisements in the industrial development department's program designed to acquaint industries with the services offered by the Milwaukee Road.



HOW TO FIND A Home FOR YOUR BUSINESS

Every executive contemplating a relocation should read this leaflet. It outlines a service that provides confidential, complete, current information on available industrial sites and plants.

Each day executives, finding a better opportunity of full-time employment at our available buildings and plant sites, is an important first step.

That's where you can see The Milwaukee Road's leader, "How to Find a Home for Your Business." It tells how our Industrial Development Department provides a service to bring new industries to communities in the twelve states served by The Milwaukee Road, to secure the greatest value available on the line.

It shows how we get industrial districts... outlines the type of sites we can provide on locations, markets, shipping and power facilities, raw materials, taxes and bonded conditions.

Whether your business is large or small, we can help you relocate. Our confidential services are available without obligation. Write for leaflet today to J. C. Eberstein, Industrial Commissioner, The Milwaukee Road, 1015 Union Station, Chicago 10, Ill.

THE MILWAUKEE ROAD
The friendly Railroad of the friendly West

In a letter released on Jan. 2 to Milwaukee Road officers announcing this new program, President Scandrett wrote:

"Our activities in industrial development during the year 1946 were exceedingly productive, and many industries selected localities not only on our property but on privately owned property adjoining our railroad. Many new plants have been constructed or are under construction and many others will be constructed as soon as materials are available.

"Since the controls of materials have been removed, we believe there will be greater opportunities for new construction in 1947 than in the past several years; consequently, we must accelerate our activities in order to obtain our fair share of industries which are so vital to the successful operation of our railroad.

"Since the industrial development department was organized late in 1945, we have received splendid cooperation from all of the Milwaukee Road people, and it was only because of this team work that we were able to obtain some of the most important industries during the year 1946.

"The purpose of this letter is to solicit your continued interest in our activities, because all of you in some way come in contact with the public and can be helpful in advising as to our industrial development service and can likewise be helpful in informing that department as to any prospective industries.

"With all of us working together, I feel sure we can do more in locating industries during the year 1947 than in any previous year."

APPOINTMENTS

Operating Department

Effective Jan. 15, 1947:

A. T. Berg is appointed superintendent, Hastings & Dakota Division, with headquarters at Aberdeen, S. D., vice F. R. Doud, transferred.

W. J. Hotchkiss is appointed superintendent, Terre Haute Division, with headquarters at Terre Haute, Ind., vice A. T. Berg, transferred.

F. R. Doud is appointed superintendent, Kansas City Division, with headquarters at Ottumwa, Ia., vice W. J. Hotchkiss, transferred.

Effective Jan. 1, 1947:

P. J. Weiland is appointed assistant superintendent, Dubuque and Illinois

The Milwaukee Magazine

January
1947

VOL. XXXIV
No. 10



Marc Green
Editor

A. G. Dupuis
Manager

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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Division, second district, with headquarters at Dubuque, Ia., vice W. M. Thurber, who is retiring after many years of faithful and efficient service.

W. E. Swingle is appointed trainmaster, LaCrosse & River Division, first district, with headquarters at Portage, Wis., vice P. J. Weiland, promoted.

Effective Dec. 9, 1946:

John Fredrickson is appointed trainmaster, Twin City Terminals, vice R. L. Thayer, who is being relieved at his own request due to ill health.

Traffic Department

A. J. McCarthy, district passenger agent, Seattle, after more than 38 years of service, retired from active duty at his own request, Dec. 31, 1946.

Effective Jan. 1, 1947:

R. E. Schaffert is appointed assistant general agent, passenger department, Seattle.

J. K. Pain is appointed district passenger agent, Seattle, succeeding Mr. McCarthy, retired.

M. P. Burns is appointed district passenger agent, Tacoma, succeeding Mr. Schaffert, promoted.

George V. Valley is appointed district passenger agent, Portland, Ore., succeeding Mr. Pain, promoted.

K. R. Coughlin is appointed city passenger agent, Butte, succeeding Mr. Burns, promoted.

Effective Dec. 9, 1946:

G. J. Sattelle is appointed traveling freight and passenger agent with headquarters at Philadelphia. The position of assistant general agent is abolished.

Effective Dec. 16, 1946:

S. C. Webster is appointed city freight agent at Philadelphia, succeeding G. J. Sattelle, promoted.

A report on accidents which occurred among 12,215 government office workers during the course of a year lists, among others, the following mishaps:

Staples stuck into fingers—134; puncture wounds from pens and pencils—87; fell down—122; walked into the wall or door or bumped into furniture—124; cut themselves on, of all things, paper—220; stuck inquisitive fingers into typewriters, desk drawers and doors, and smashed them—99.

Harry A. Lathrop Retires

IN 1856 the town of Bridgeport, Wis., celebrated two events which were important to the Milwaukee Road—the laying of the Milwaukee tracks and the birth, Mar. 6, of Harry A. Lathrop. In those days the railroads were spreading their networks throughout the state and young Harry was a rail fan, so it was not surprising that when he grew up he became the agent at Bridgeport. The surprising thing about it is that he continued at that post until he reached the age of 90, having just retired on Nov. 20, 1946, with 67 years of service to his credit.

Harry attended high school at Mazomanie and after his graduation took a job under Agent J. B. Stickney to learn



Harry A. Lathrop

the station work; Sept. 1, 1878, is the date on which he was officially listed as the new clerk and general chore hand at Mazomanie. When the Sauk City-Prairie du Sac branch was built he was sent to Sauk City as the first agent and some time later took the agency at Browntown, where he stayed for 12 years. Around that time he began to get ideas about owning his own business and tried it for a year, but the railroad won out and he returned, working as relief agent until he was appointed agent at Bridgeport on Dec. 28, 1903. Being a nature lover, Mr. Lathrop selected the Bridgeport agency for the beauty of its location, in proximity to the Wisconsin River. He has never left it.

Although Mr. Lathrop has always been closely identified with the Bridgeport community, he left it while still very young, when his parents migrated to Kansas City with a band of pioneers.

January, 1947

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

THE LAUNCHING of the pontoon bridge in the west channel between Prairie du Chien, Wis., and North McGregor, Ia., was announced in the January, 1917, issue of the Milwaukee Magazine.

"What is said to be the largest pontoon bridge in the world," the article stated, "was launched at Prairie du Chien, Wis., on Oct. 19, 1916, for the Milwaukee Railway. The huge structure slid into the water as gracefully as a bird would alight, without the slightest mishap of any kind. The pontoon, nearly 300 feet in length, has been in course of construction for nearly a year on the Prairie du Chien side of the river, in the shipyards especially prepared for its construction.

"This immense structure was constructed by the railway company's regular forces under the supervision of Chief Carpenter Neal Gregory, with Foreman Sam Ingham in charge of the work, ably assisted by Foreman Irvin Schultz, William Witz and M. McGrath. This pontoon is similar in design to the one launched in 1914 which spans the east channel of the Mississippi River."

THE LEADING article in the January, 1917, issue was entitled "Government Ownership and Operation of Railroads," and was authored by M. G. Lillig, a brakeman on the Trans-Missouri Division. He didn't like it.

Wrote Mr. Lillig: "By its [government ownership and operation] achievement we would eliminate initiative and discourage ambition . . . Are we to deify government on the ruins of the individual? Let it be remembered that that country is greatest which has the greatest individuals; this is attained by individual initiative, not by a blanket paternalism. We need to get away from the idea of seeking for someone or some outside power to do things for us, and direct ourselves to self-effort."

A CLOTHING ad on page 3 offered a handsome made-to-measure, pure wool worsted blue serge suit for \$15, including a \$4 satin lining which would be put in free. And you didn't have to pay one cent unless you were "more than pleased in every particular—in fit, in style, in workmanship and in materials."

PICTURES and brief biographies of many of the Road's senior agents were featured in this issue. Among them were J. W. Hayes, agent at Elkhorn, Wis., who had been with the Milwaukee since 1860; J. W. Hancock, veteran LaCrosse Division agent, in service since 1867; James H. Winsor, agent at Clinton, Ia., Civil War veteran, who began railroading only a few years after leaving military service; Thomas J. Hayes, agent at Maquoketa, Ia., who first started work for the Milwaukee Road in 1865 at Elkhorn, Wis.; and Nelson W. Pierce, senior agent of the Chicago Terminals, who began on the Milwaukee in 1864.

They stayed there for only a short time and then trekked to Ohio, both trips being made by ox team and covered wagon. Since those pioneer days he has traveled extensively, but more comfortably, in the United States. Several years ago he took a trip to Europe. Writing has been his hobby and among his poems which have been published are "The Yankee Abroad," "The Brownies," and "Memories of Wisconsin and Other Poems."

Mr. Lathrop's son Lewis, a stripling with only 19 years of service, carries on family tradition as the newly appointed agent.

No Job for a Diesel

"The boiler at the Oak Grove Dairy sprung a leak on Sunday and for a while Francis Trudell, manager of the plant, was in a quandary. The plant operates 24 hours a day and had to be kept running somehow. Mr. Trudell went to Minneapolis early Monday and rented a locomotive from the Milwaukee Road. It was brought out immediately and workmen had it hooked up and the creamery was in full operation again in the afternoon. Mr. Trudell expects the boiler to be in working order again by the end of the week."

—from the Norwood (Minn.) Times, Dec. 6, 1946.



Conductor Art Levens points out the sights of interest along the route of the Northwoods Hiawatha to the pupils of the Lowville Center rural school. (Milwaukee Journal photo.)

The Train Ride Was More Fun Than the Zoo

FOR MANY weeks the 12 pupils of the little school at Lowville Center (situated east of Poynette, Wis., and about 15 miles from Portage) had listened to a radio program, "Let's Go to the Zoo," which is broadcast on Sunday from the Milwaukee Journal station, WTMJ. Finally their curiosity reached fever pitch. None of them had ever been to Milwaukee and they were consumed with an overwhelming desire to visit the Washington Park zoo and verify the amazing and wonderful things they had heard on the air waves. Fortunately for them their teacher, Mrs. Etta Mae Johnson, had six youngsters at home, five of whom attended another rural school and who had been badgering her for a similar excursion. She offered to escort the whole party. The morning of Nov. 4 found the group Milwaukee-bound on the Northwoods Hiawatha for a day of sightseeing.

And did the zoo come up to expectations? Oh yes, but it paled into insignificance beside another and more exciting experience—the ride on the train.

Now it was the zoo that had made the trip possible, but a great deal of planning and contriving had been necessary. First of all, everyone in the little white schoolhouse sat down and added his bit to a round-robin letter. Next, Mrs. Johnson forwarded it to Bitker-Gerner, the clothiers who sponsor the program, and they in turn consulted Traveling Passenger Agent William J. Cycmanick of the Milwaukee Road.

Everyone concerned agreed that something would have to be done about it and proceeded to collaborate on the arrangements. That is how it happened that on this particular Sunday morning Mrs. Johnson and her overjoyed entourage piled helter-skelter into automobiles for the 15-mile ride to Portage, where they were to board the Hiawatha.

The Weather Was Bad Only for Teacher.

Nobody, except teacher, seemed to notice that the weather was distinctly unpleasant, and her attempts to herd her young charges into the depot were useless. Bubbling with energy, they eluded her and swarmed over the station platform to watch for the approach of the streamliner. The arrival was heralded by exultant shouts of "There she comes," and then a mad dash to get into line and be boosted into the special coach by Conductor Art Levens. Eager faces were pressed to the windows and before the last goodbye was waved, Porter Price H. Watson had taken care of their coats and sweaters and an assortment of hoods, scarves and mittens.

Once seated, they were shown by Trainman Edward Miller how to spin the seats around to convert the coach into an observation car, and Conductor Levens sat down and told them stories about the sights of interest which were passing in review. He entertained them until Arthur Jenkins came around with the lunch, which consisted of their usual repast of sandwiches and milk, but the sandwiches tasted different and the milk

in the paper cartons had an added zest because they were being eaten on a train which they calculated must be going "about a hundred miles an hour."

Lunch disposed of, the group inspected the train and then trooped back through seven cars to the beaver tail, where they watched as the Hiawatha ate up the miles.

All too soon they were in Milwaukee, which meant leaving the train. But with the prospect of the return trip before them, they hustled off and scrambled into taxi cabs.

Now began a whirlwind of sightseeing—a stop at the lagoon to watch the ducks, a cruise down Wisconsin Avenue, and their first view of a skyscraper, a conducted tour through the museum, and then a ride on a street car (involving some confusion with transfers) out to Washington Park and the zoo. There they saw what they had come for—real live elephants, tigers, buffaloes and giraffes. For the first time that day they were speechless. "Let's Go to the Zoo" had reserved seats for them on the platform from which the program is broadcast and, properly impressed, for a tense 15 minutes they perched on the edges of their chairs while two fighting lion cubs in a nearby cage did some very satisfactory roaring.

Experience No. 3—Chop Suey

Whether it was the brush with stark reality or the busy program of the morning and afternoon is hard to say, but it was a somewhat subdued group that boarded the green buses and headed for town and the reassuring prospect of dinner in a big restaurant. Here another new experience awaited them—Chinese chop suey, with chopsticks. Some of the youngsters grappled with the unfamiliar implements and succeeded in downing a fair amount of chop suey, but the majority used them as drumsticks. But they all liked the soup and finished up by making tremendous inroads on the ice cream.

After an exhausting day it was a fairly simple matter to round them up for the return ride on the train, which would take them as far as Madison, where their parents would be waiting to drive them home. Naturally the fathers and mothers had anticipated glowing reports of lions, tigers and zebras, but to their surprise most of the returned sightseers' conversation concerned the ride on the train, which, in their opinion, was the "best of all."

While admitting that the zoo had come up to expectations, one blissful little girl voiced the feelings of the entire party with an ecstatic "Oh, I just loved the Hiawatha!"

Conductor Vanderwalker Turns Pressman for a Day

SINCE THE FIRST spike was driven into a rail the industry has offered excitement and adventure to boys of all ages, many of whom nurture a secret desire to pilot the snorting locomotives, dispatch trains or wear the gold-buttoned uniforms and punch tickets. It sometimes happens, too, that the men who perform those coveted duties look with the same envy at other men's jobs.

Such was the case of Conductor Orlie George Vanderwalker of the Rocky Mountain Division, for it was recently discovered that "Van," as he is known on Lines West, has for years been attracted by the odor of printer's ink and has always wanted to operate one of the presses in a newspaper plant. But, what's more to the point, he is one of the lucky ones who has been able to do something about it. A short time ago Van traveled all the way from his home at Deer Lodge, Mont., to Seattle for the privilege of pushing the button that starts the Seattle Times' giant presses.

The story of how Van achieved his ambition had its beginning last fall on his regular run on the Olympian, between Harlowton and Deer Lodge. Anyone who travels with Van is his guest and, in his opinion, is deserving of the best attention he and the Road can provide. So, following his usual custom, he circulated among the passengers and in a short time had become acquainted with a Mr. and Mrs. Cahill, who were bound for their home in Seattle. Before they had traveled many miles together the Cahills knew a lot about Van—that

he was a native of Michigan but had moved out to Montana in 1910 and had been working for the Road ever since, with 20 years on the Three Forks-Deer Lodge freight run. They, in turn, introduced themselves, Mr. Cahill as general manager of the Seattle Times and Mrs. Cahill as a housewife.

Later, recalling that Van had displayed a flattering interest in his account of the operation of a large newspaper, especially in his boast of the tre-

mendous speed of the presses, which are the most powerful in the Northwest, Mr. Cahill urged him to visit the printing plant. As an added lure, he extended the honor of pressing the magic button that sets the presses in pulsing motion, a privilege which until that time had been reserved for employes. Van accepted the invitation gladly, but it was Dec. 6 before he arranged to get out to Seattle and take him up on it.

When the big moment finally arrived, Van appeared rather awe-stricken as he lifted a finger hesitantly and, under the direction of a veteran pressman, started the presses rolling on the Times' first edition. Then, with General Passenger Agent William Wallace of Lines West beside him, he watched as the tachometer needle of the Goss high-speed press climbed to record 35,000 copies an hour. The noise was deafening. Slowly, as he pressed additional buttons, the needle advanced until it reached the maximum of 52,000 copies an hour. Van just stood there, smiling from ear to ear and

relishing every minute of his part in it.

Away from the thunder of the machinery, Van wiped the perspiration from the band of his conductor's cap and said, with an obvious air of satisfaction: "For nearly 10 years I've stood hundreds of times and watched a press roll, over in Spokane. There's something about them that fascinates me. I've always wanted to get close to one. In all my life I never dreamed I'd get a chance like this."



Conductor Vanderwalker at the controls, pressing the button that starts the presses of the Seattle Times. (Seattle Times photo.)

Ashes of the Christmas Tree

*When Christmas trees at last are burned,
Upon the hearth, they leap and flash
More brilliantly than other wood,
And wear a difference in the ash.*

*They do not lie in pallid gray,
But rise above the flames—oh, see!
They lift like clouds of silver moths,
For they have been the Christmas tree.*

—Yetza Gillespie.

Want to Build a Railroad?

If you want to build a mile of railroad, buy a bit of land that long and 150 feet wide for your right-of-way; grade to desired height and level, provide for ditches, culverts and bridges, then install 3,250 chemically-treated ties, 6,500 metal tie plates, 271 steel rails, 2,700 rail anchors, 13,000 spikes, 1,084 bolts and many tons of heavy ballast. Add signals and switches as needed. And there you are. And if you're still not groggy, multiply those figures by about 240,000 and you'll get an idea what railroad tracks mean all over the United States. One more sweet thought:

If all this is too much, make it easy for yourself—start a truck line. All you need is the truck. The silly taxpayer will already have built your right-of-way; and he won't even charge you for use of it.

—Railroader Magazine.

Material

Vernus Pyle, author of this poem, is an instrumentman on the Trans-Missouri Division. The poem appeared previously in a 1927 issue of *Railway Age*.

*The railroad trains and the right of way
Are built of iron and steel,
And painted wood with fittings gay,
Which clever thought reveal.*

*But the permanent way and the speeding
trains
Would still be trees and ore
Without the work and careful pains
Of men who are no more.*

*The many miles that the stock has rolled
Would total up to naught
Without the thousands; brave and bold,
Who schemed and bled and fought.*

*Oh the railroad trains and the track
that winds
Through prairie and the glen
Are fashioned from the brawn and
minds
Of our country's finest men!*

A man without mirth is like a wagon without springs, in which one is caused disagreeably to jolt by every pebble over which it runs.

—Henry Ward Beecher.



Passengers boarding a train at northern Kyushu station. Occupation forces do not ride the cars which these passengers are boarding but are provided with special reconditioned ones which are identified by the white stripe.

Operating Japan's Railroads the American Way

THE OFFICERS and men of the Transportation Corps' Third Military Railway Service are writing an important new page of military railroad history in their operation of the Japanese railroads. This unit assumed control of the Japanese rail system and its 17,275 miles of track on Aug. 31, 1945, and has demonstrated the effectiveness of streamlined American methods.

The railroads, in addition to transporting Japanese nationals and Japanese freight, are running special military trains and cars on regular commercial trains to supply the occupation forces, handle troop movements and provide tourist service for GIs traveling to and from rest centers. Among the types of special military trains in use are four all-GI units; hospital trains, special troop trains and specially reconditioned cars on Japanese trains. The Military Railway Service has also established rail transportation offices in all major stations, with ticket and red cap service and with lounges and rest rooms for the use of the Allied personnel.

The extent of the Japanese rail service is illustrated in figures supplied by Col. A. W. Lyon, director and general manager of the Third Military Railway Service, who says that an average of 268,000,000 people are moved 4,150,000,000 miles each month and that approximately 1,100,000,000 freight-ton miles are covered in the same period. While these figures seem staggering, it must be borne in mind that the railroads offer practically the only means

of transportation in Japan; motor roads are very poor throughout the country. The average passenger rides much more frequently than in America, though the average ride is of much shorter length.

A rough traffic survey reveals that five per cent of train passenger travel is on public business and 10 per cent on private business. The movement of dispersed persons is responsible for 35 per cent and travel for the purpose of obtaining food accounts for no less than 25 per cent. The remaining 25 per cent is considered nonessential. Allied forces account for only one-half of one per cent of the total passenger traffic.

Doing It The American Way

Japanese railroads are government controlled, under the organizational

title, "Imperial Japanese Government Railway". All actual operations are performed by the competent Japanese railway organization, but strictly according to rules and regulations prescribed and enforced by the Transportation Corps railroaders. The gauge is of the narrow three and a half foot type and the maximum operating speed is between 40 and 50 miles per hour.

In the south, connecting the island of Kyushu with Honshu, the Japanese have an excellent two-way undersea tunnel route, the Shimonoseki-Moji tubes, which are laid 150 feet below the Inland Sea and are one and a half miles long. In the north the situation is different, the weak link in the system being the ferry service between Honshu and the northern island of Hokkaido. Bombing attacks, combined with a flurry of poor navigation and seamanship last winter, served to reduce the fleet of ferries from twelve boats to one. Two American LST's have been converted to handle rail cars until additional Japanese vessels can be put into service.

An immediate investigation by military railway service experts in August, 1945, revealed that rail facilities were substantially intact, with relatively little damage from bombing and shelling attacks, but that maintenance of equipment and rolling stock had been neglected during the war. These conditions created a backlog of shop work and the lack of necessary materials presented a serious problem.

To see that the needs of the occupation forces were met, the military railmen organized a system of freight handling, routing and scheduling. A com-



Japanese workmen re-work the roadbed on a track leading into Hiroshima.

plete and detailed plan for immediate issuance of orders and schedules of rail movements was formulated and Japanese personnel were instructed in operations by Army Transportation Corps officers. It was the duty of these RTOs, among whom are many enlisted men, to interpret for the Japanese the rail requirements of the Allied forces.

The conduct of the occupation has first priority. The Japanese share of traffic movements includes such heavy jobs as shipping equipment for reassembling the factories which are to produce needed materials. The load on the system caused by occupational forces freight shipments accounts for a bare five per cent of the total freight tonnage moved. The full freight capacity of the system has never been used since the shutting down or the destruction of the major industries. This means that after cars have been allocated for civilian and military freight movements, a large number are still available. When bases are closed and units deactivated, the resulting piles of surplus equipment can be immediately loaded on rail cars and held "on wheels" in regulating yards until called for by the various depots. Tables of car requirements are flexible, so substitutions can be made on orders for particular types which are not immediately available.

British Establish Same System

When the British Commonwealth occupation forces took over a zone of the country and part of the rail system fell under their supervision, they established an identical set-up. The British RTOs have control only over local traffic. On that originating or terminating outside the British area they coordinate with and under the United States Army RTOs.

The Americans have added a few individual touches not included in the book of rules, which may confuse the Japanese but which have done much to create the homelike feeling of working back in the States. For instance, a club car, equipped with snack bars and lounges by the American Red Cross, rolled over its first run under the name, "Ah So Stateside." The special which carried Lt. Gen. Robert Eichelberger was named "The Eichelgonian" and a southbound train has been christened the "Dixie Special", perhaps in deference to the fabulous Senator Claghorn. If, however, the Senator should be compelled to make the return trip, in which case it is assumed that he would ride backwards, he will have to take the "Yankee Limited" and like it.

"When did they open up that sidewalk cafe I saw you in last night?"

"That was no sidewalk cafe, that was my furniture."

About Dividends

IF YOU HAD savings you wished to invest in some business, you would look for something that gave reasonable assurance of a return on your investment. You would be sorely disappointed if, after having made your investment, you received no interest or dividends and eventually lost your money.

A railroad is no different from other lines of business, so far as its need for money supplied by investors is concerned. To obtain the new capital which it requires from time to time, it must build up and maintain credit. To do this it must meet its obligations, must pay interest on its debt and demonstrate a reasonable prospect of dividend payments to those who invest in its stock.

The Milwaukee Road paid no dividends for the years 1918 to 1943, inclusive, a period of 26 years, and, because it could not pay interest on its outstanding bonds, it was forced into receivership in 1925. It emerged from that receivership, financially reorganized, in 1928 but in 1935, after a few years of the depression, its financial condition was such that it was necessary to go into bankruptcy. On Dec. 1, 1945, it came out of bankruptcy under a plan of reorganization which greatly reduced its financial obligations. In connection with this reorganization, the Interstate Commerce Commission and the federal courts, including the Supreme Court of the United States, decided that the stock of the company was worthless and the old stockholders received nothing in the reorganization and lost their entire investment in the stock.

For more than a year the Milwaukee Road has been out of bankruptcy. Its future depends upon establishing and maintaining a sound credit. It is also important that it demonstrate its ability to support the plan under which it was recently reorganized.

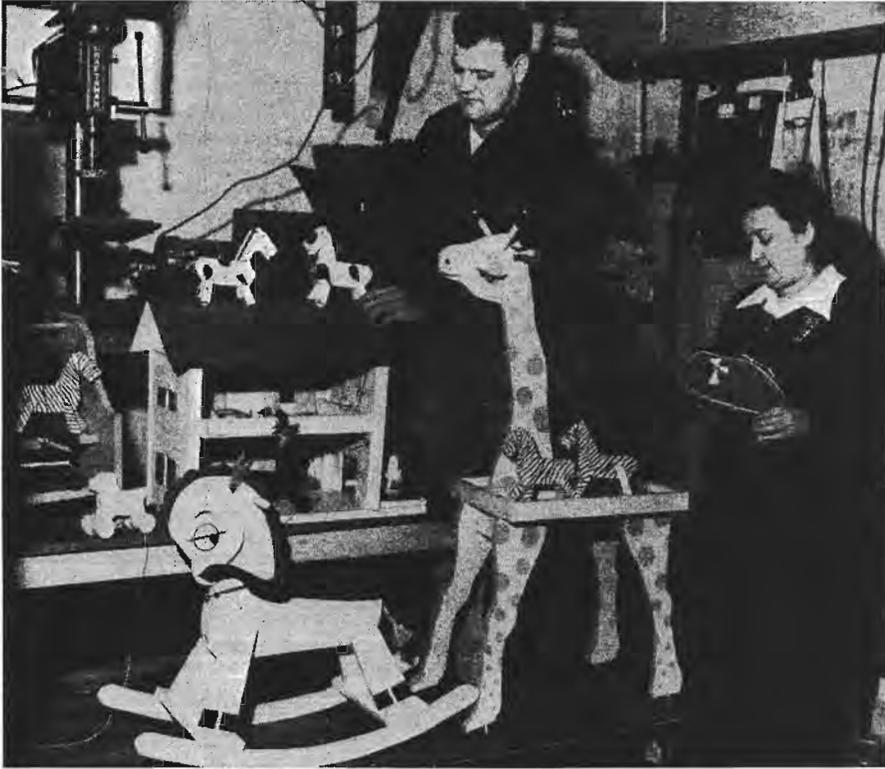
Not long ago some railroad employes suggested that instead of reducing its expenses the railroad should borrow money and improve its service. They did not take into account the fact above referred to—that in order to borrow, it is first necessary to demonstrate to investors that they probably will receive a return on their money. No business can be expected to operate for the sole purpose of paying operating costs and taxes. Moreover, they doubtless did not know that the total of the bonds and stock of the company now outstanding represents the capitalization fixed in the recent plan of reorganization by the Interstate Commerce Commission and the courts as a proper capitalization which the company could reasonably be expected to support. Under that plan of reorganization, the bondholders made substantial sacrifices and one large group of bonds received only new common stock for the bonds which they surrendered. All of the new preferred stock issued under the plan went to those who were formerly bondholders.

During the years 1944 and 1945 the earnings of the company were sufficient, after meeting all prior charges, to pay dividends on the preferred stock for those two years. The dividend for 1944 has been paid out of earnings for that year and the dividend for 1945 has been declared to be paid out of earnings for 1945. No other dividends have been declared to date. These two years were both war years of good earnings and during both years a high level of employment was maintained. It seems fair that under such circumstances the holders of preferred stock should receive a portion of the amount earned on their investment.

The dividend for 1944 amounted to 2½ cents out of each dollar of earnings in that year, as compared with 42½ cents received by employes engaged in operating the railroad. The dividend for 1945 amounts to 2.4 cents out of each dollar taken in during that year, as compared with 43 cents paid to employes.

The test frequently applied in determining a sound and healthy business corporation is that under normal conditions there should be a reasonable probability of the payment of dividends to its stockholders. In such years as 1944 and 1945, a dividend on preferred stock of the Milwaukee is fully justified. The payment not only represents a fair return to those who have invested their funds, but it helps to establish and maintain the credit of the company which is so necessary for its successful operation in the future—which, in turn, is essential to the welfare and happiness of all its employes.

The Camps' Design for Living



The Camps display some of the Christmas gifts produced in their workshop. Mrs. Camp is especially proud of her work on the hobby horse in the foreground. The supercilious giraffe, which doubles as a clothes horse, has a clothes brush tail and horns made of old rubber balls.

THERE IS no age limit on hobbies. Eight-year-olds who collect match covers and millionaire collectors of old masters pursue their objectives with equal enthusiasm. But Joe and Dorothy Lee Camp, Milwaukee Road employes at Bensenville yard, have a spare time occupation that is guaranteed to maintain a perennially youthful outlook. Dorothy, who is night bill clerk in Mr. Bishop's office at the new yard, is already known to Milwaukee Magazine readers as the young woman who reported the Bensenville news for several months past, while Joe, brawny ex-football player, is a switchman on the night shift.

A visit one morning shortly before Christmas to the basement workshop at their home in River Grove, Ill., found both of them hard at work on their avocation—making toys. Joe had just completed a string of reindeer which, come Christmas, would prance in silhouette across their living room windows, while Dorothy was trimming an elephant's trappings with red and silver paint.

Toys were everywhere—horses, dogs, zebras, birds—all intended as Christmas surprises for deserving youngsters. Some were educational, among them a "tot trainer" decorated with nursery figures, and strings of kindergarten

beads which had been made from discarded spools. Dominating a group of larger toys was a two-story doll house, which Dorothy had outfitted with yellow draperies and hand crocheted rugs. Santa Claus had evidently selected it as one of his stops, for there he was, right under the porch light, peering in the door.

Dorothy exhibited with pride a hobby horse with a flirtatious eye, although Joe considered a dainty-hooved giraffe their masterpiece. The disdainful expression on this animal's face may have been due to the fact that in addition to being a toy he also served as a playroom table and a clothes horse. In the role of clothes horse he sported out-size hat rack horns tipped with played-out rubber balls and flourished a neat whisk broom tail. The professional finish on all of the toys was achieved by the use of a spray gun, but the decorating details were applied by hand.

It was hard to believe that the toys were homemade, but a further inspection of the workshop disclosed that the Camps are equipped to turn out almost anything in the way of wood handicraft. Starting out with an 8-inch bench saw, Joe now has a drill press, a lathe, a jig saw and a planer. The two large work benches which support the machinery

are made of discarded pipe and rip track which he salvaged from the yards. They are very sturdy and the Camps consider them far superior to any which they could buy. The enthusiasm for their hobby has made every anniversary or birthday an occasion to augment their equipment. Dorothy revealed in an aside that Joe, who in former years looked forward to the husband's usual Christmas gift assortment of shirts, socks and ties, was going to be surprised with a new planer and a small wood lathe.

For the benefit of the skeptics who consider toy making an idle occupation, let it be known that the Camps have also turned out some very useful objects for their home. They have made picture frames, household gadgets and furniture and Joe has just completed an ingenious work table and yarn winder for Dorothy's tireless knitting. In the days before she became interested in carpentry, knitting was her principal relaxation. She has no idea how many garments she has made, placing a conservative estimate somewhere around 65 sweaters and countless mittens, scarves and infants' clothes. During the war she did a prodigious amount of knitting for the Red Cross. In addition, she knits for Joe, who is a pretty big fellow, and as he was formerly "privileged" to hold the yarn, he is rather pleased with his invention.

Joe has been with the Road for 11 years. Dorothy started about three years ago during the wartime help shortage. She was on a night shift at that time, too, and had to rely on a River Grove police force escort to get to work. Between carpentry, knitting and the care of her home, she also finds time for experimental photography. Joe has some inventive ideas about plastics and is also experimenting.



"It's out of my hands now," says Joe, eyeing the contraption which relieved him of his one-time job as yarn holder. The combination yarn winder and work table is his handiwork.

TAKE A BOW

A Helping Hand

A current advertisement for the Midwest Hiawatha states that its swift silent speed "makes most destinations but a few fleeting hours away. And they're pleasant hours, thanks to the friendly atmosphere of this fine train." Creating a friendly atmosphere seems to be the special consideration of Conductor Andy O'Laughlin of the streamliner's crew, as was discovered by Safety Engineer C. W. Riley under the following circumstances:

"I was at the Des Moines Union Station recently when the Hiawatha arrived from Madrid. After the passengers had been de-trained, Conductor Andy O'Laughlin went back into the coach to assist an aged blind couple safely down the steps. He guided them to the depot, found them a seat and then went to the baggage car for their Seeing Eye dog. After he found they would require a taxi to reach their destination, he ordered it and stayed with them for about 20 minutes in order to assist them when it arrived."



Andy O'Laughlin

The Value of Courtesy

General Agent J. E. Marshall of St. Louis and the crew of the Hiawatha can take a bow on this one. The satisfied customer is John W. Peisker, purchasing agent of the Mississippi River Fuel Company, St. Louis, Mo., which recently shipped 130 carloads of pipe out of Milwaukee, Wis., for the 265-mile gas line which it is constructing between St. Louis and Monroe, La. Mr. Peisker writes:

"This little memo is an appreciation of the service and courtesies I was shown on your railroad on my trip to Milwaukee. I have never before been on any railroad that is as courteous in its service. Now I understand fully why the Milwaukee Road has such a good reputation, and I assure you that in the future I intend to give your company plenty of business."

A politician was interrupted by a man in the crowd, who repeatedly shouted "Liar!"

After about the twentieth repetition, the speaker paused and eyed his tormentor.

"If the man who persists in interrupting," he said, "will be good enough to tell us his name instead of merely shouting out his profession, I'm sure we shall be pleased to make his acquaintance."

Good Samaritan

It was with some trepidation that Mrs. William E. Thompson of Deer Lodge, Mont., informed the Milwaukee ticket agent, on the morning of Aug. 4, that she needed a section on the Olympian due at Deer Lodge on that afternoon, to take her mother and her father, who was seriously ill, to Seattle. To her relief, Billie Mellon, who was in charge, not only procured the desired section but also took charge of the sick man, placing him in the care of the train crew. Mrs. Thompson, extremely grateful, writes that "Porter Virgil Overstreet was perfectly wonderful to my father, staying up with him all night. He was a great help to us." In spite of her anxiety, "The entire trip was made pleasant by his courteous treatment and by the help given to us when we arrived in Seattle."

Mrs. Thompson's father recovered and she has since returned to Deer Lodge—on the Olympian, of course.

Dawson Reporting

Mrs. Karl Frederickson of Chicago states that she has always been satisfied with Milwaukee Road service but that the latest evidence of it really exceeded all previous experiences. She writes:

"I had to send a friend's little boy, who had been visiting me, to Minneapolis over your road on Oct. 12. The little fellow, five years old, was put on your Hiawatha and in the care of your porter, George Dawson, who seemed very reliable. What topped your service was when, on his return, Mr. Dawson called me up to tell me how good the little fellow had been and that he was met in Minneapolis by his mother."



George Dawson



Steward F. L. Burns is shown with his children, Richard and Louise, at their home in Chicago as he relaxes between runs.

Everything Was Fine

During the course of a recent 8000-mile rail tour, John G. Eager of Phoenix, Ariz., took his fifth ride on the Olympian and declared that it was the best to date. Here is what he had to say for the Olympian's crew, with a special bouquet for Steward F. L. Burns:

"Mrs. Eager and I have traveled over 100,000 miles by rail during our married life, but never have we received more courtesy and finer service than we did on the Olympian that left Seattle on Aug. 17. Your steward, F. L. Burns, was tops every minute of the way and added so much to our traveling pleasure. In all our travels we have never found his equal for courtesy.

"Everyone on the train, from the conductor to the porter, was on the job every minute and I had the pleasure of meeting the engineer who pulled a special train that I ran from Milwaukee to the Dokey convention at Portland in 1923. At that time I rode in front with him, through the Bitter Roots."

The best place to find a helping hand is at the end of your arm.

I have known a great many troubles but most of them never happened.
—Mark Twain.

OUR SAFETY RECORD

FIRST ELEVEN MONTHS, 1946

	Employee Casualties			Total Man-Hours Worked	Casualty Rate
	Fatal	Injured	Total		
1946	17	700	717	84,874,885	8.45
1945	15	753	768	93,164,294	8.24
Incr. or					
Dec.	+2	-52	-51	-8,289,409	+0.21

Miniature Railroad Puts Perry Service Club Back in Business

THE SMALL GROUP of employes and former employes who got together in Perry, Ia., on the night of Dec. 12 to consider ways of reorganizing the local Service Club came up with an idea that was even better than they at first thought. As a matter of fact, all agree that if everything the club does in the future is just half as successful as their opening stunt, they will have a livelier organization than the one which became a casualty of war.

Jerry Hunter, former Milwaukee Road fireman and a miniature railroad hobbyist of the first order, proposed

that the group might start the old ball rolling anew by staging a miniature railroad show during the pre-Christmas shopping rush in Perry. The group voted in favor of the idea, figuring that it would not only advertise the Milwaukee Road but stimulate enough interest among employes to serve as a starter for the club; also, by charging admissions of 10 cents for children and 15 cents for adults, they expected to raise \$50 or so, which would be enough of a fund to begin club operations with.

Multiply by Fourteen

The trouble with their calculations

was that they failed to multiply by 14. Here's the story:

The idea was born on Dec. 12. The local Elks Club donated the entire first floor of their building, which had formerly been occupied by the Woolworth Store; the right-of-way platform was built, track was laid, signals installed, roundhouses, stations and other buildings were put up; the size of the job can be gauged by the fact that more than 80 pounds of crushed granite ballast went under the ties. A speaker system was set up for luring the public with whistle sounds, train calls (courtesy of Conductor Clayton West in full regalia), and the click-clack of rails on switches. The Perry Chief cooperated whole-heartedly with stories about the new railroad that was a-building. On Dec. 18 the line was in operation.

At last report, made on Dec. 23, the closing day, they were still counting the proceeds and the \$50 they had expected to make looked more like \$700. The attendance, including many out-of-townners who heard accounts of the Perry show from the Des Moines radio stations, totaled approximately 4,000. Some individuals are known to have been counted twice or more, however, as a number of Perry fathers talked their children into being taken back to see the choo-choos. On the opening day 450 people were admitted in six hours. Three hundred and fifty of them were adults.

The back half of the long room was curtained off and converted overnight into a theater where W. C. Wallis, regional public relations assistant, conducted a continuous showing of the



Above. Officers of the Traffic Club of Green Bay, Wis., (seated) and the Green Bay Service Club (standing) at the party which the Service Club gave for the traffic men on Dec. 12 in the attractive club rooms over the freight office. Seated, left to right: R. F. Jaseph, H. A. Quehl, L. C. Gaffney, G. W. Stoik, Lee Krueger and G. G. Miller. Standing, left to right: Service Club Treasurer Dan E. Bronoel, Second Vice-Chairman William F. Kramer, Chairman George H. Buntin, First Vice-Chairman Ed Soboda and Secretary H. K. Matthews.

Below. Group at the Rapid City Service Club's recent appreciation dinner.



The Cover

Charley Sinclair, retired Milwaukee Road engineer, and his friend, Bobby McClellan, son of Lineman James McClellan present a typical after-Christmas study on the cover of this issue. The young and the old, working together on the Living Room R.R.; they'll do it every time.

In this case, however, the picture was taken a few days before Christmas, and the scale replica of the Midwest Hiawatha was the featured train in the miniature operation which played before a total of 4,000 people in Perry, Ia., the week before Christmas. Mr. Sinclair did most of the carpentry work in setting up the railroad right-of-way, and then acted as ticket taker when the crowds began pouring in.

(The cover picture was taken by John Neagle of the Des Moines Register, and is used through the courtesy of that newspaper.)



As ticket taker at the Perry affair, Charley Sinclair got acquainted with every kid in town. (Perry Chief photo).

Road's new moving picture, "A Railroad at Work." Those who could tear themselves away from the speeding replica of the familiar Midwest Hiawatha, the long freights and the switching engines, filed into the theater as another group filed out.

Gerald S. Hunter, who fathered the miniature train idea and operated the line, also provided most of the equipment from his collection, which he values at about \$4,000. Some of the equipment was lent by Ralph McHenry, former Milwaukee Road fireman and now a farmer. He also helped operate the line.

Views of the Perry Club's miniature railroad layout. In the bottom picture, Ralph McHenry (left) and Jerry Hunter, owners and operators of the equipment, explain some of the fine points of their hobby to a group of Perry employees who were chiefly responsible for the success of the project. Shown in the background, left to right, are: Malcolm H. Nelson, club chairman; Ruby Eckman, club treasurer; Albert W. Nicholson; Clayton West; D. W. Loftus, committee chairman; Marvin V. Cunningham, D. K. Dollard, J. I. McGuire, C. F. "Buck" Ellett, and R. L. Audas.





At a recent Seattle Club entertainment, Magician Norman Lusk (dark suit) looks on while an assistant from the audience works with the cards. Beverly Wimpee, Mr. Lusk's regular assistant, is at the left.

After the banquet Lisle Young, regional assistant of the public relations department, showed the Milwaukee Road motion picture, "A Railroad at Work," to a large and appreciative audience.

The election of officers held after the film showing resulted in the selection of the following new leaders: Lawrence A. Hindert, chairman; Frank J. Hardy, vice-chairman; Henry A. Rudnick,

secretary, and Louis Muir, treasurer. This group has demonstrated by past performances its ability to take charge of the club activities.

North Woods Celebrates First Annual Party

ALTHOUGH IT SEEMS like a short time since the North Woods Hiawatha Club added its star to the Service Club banner, it qualified for an appreciation party on Dec. 12, at the North Star Club, Wausau, Wis. Chairman J. L. Brown, who has been assisted by Vice-Chairman R. E. Cham-

berlain and Secretary-Treasurer Earl E. Hazelwood, has supplied some interesting social programs and with the prospect of another good time in store, over 100 members and guests accepted the invitation.

A splendid dinner, which was followed by a short speaking program and dancing, provided the Valley Division employes with the makings of a good party. Assistant Superintendent S. F. Philpot thanked the group for recognizing the value of an employe club, in view of the fact that other transportation agencies are persistent in asking for public support to help keep them in business. "Self preservation is the first law," he said, "and the railroad man must work to preserve his own interests."

Streamliner Portrait Unveiled at Mt. Tacoma Party

AN IMPORTANT event in Service Club activities, the annual appreciation party, was celebrated by the Mt. Tacoma Club on Nov. 8.



George Delano, painter of the Olympian Hiawatha's portrait.

The occasion was observed with a dance in Fellowship Hall of the Masonic Temple, with Red Sypher's Orchestra furnishing the music. Refresh-

ments of punch, cake and coffee were served.

A 20-foot oil painting representing George Delano's conception of the Olympian-Hiawatha dominated the fes-

Hunter, the record shows, was only one year old when he got a miniature train for Christmas; it was an Ives tin-plate, spring-wound model which he still has in a collection of old fashioned tin-plate trains, some of which have come from foreign countries. Today, at 42, he owns a rolling stock of more than 400 tiny cars and coaches, 35 locomotives and thousands of feet of track. Since it would take 30 days to set up all of the equipment, he moved only enough of it out of his basement to reproduce the rail layout in the Perry area.

The stars of the Service Club show were the nine-coach model of the Midwest Hiawatha, every bit of which Hunter made by hand, locomotives that whistle and puff real smoke, and one in particular which is controlled by radio, obediently going through its paces in response to Hunter's spoken orders.

The Perry Service Club has not said definitely what it plans to do with the proceeds of their show, but there is a strong likelihood that next summer it will treat the people of Perry to a Railroad Week festival which won't be soon forgotten.

Minneapolis Group Sees Rail Film

THE J. H. FOSTER Service Club, Minneapolis, Minn., entertained more than 350 members and their wives at its annual appreciation party, which was held on Nov. 20 at Laidlaw Legion Club.



Mr. Delano's conception of the Olympian Hiawatha can be seen serving as a back drop for the orchestra at the Mt. Tacoma Club appreciation party.



She wouldn't give her name, but she danced off both her shoes at the Mt. Tacoma Club party. Her feet hurt, she said.

tive decorations and aroused much favorable comment. It was in four sections and Mr. Delano had the assistance of his co-workers in the mechanical department and car department employes in assembling it and setting it up. It was an ambitious undertaking, the huge canvas requiring most of his spare time for some time past.

Chairman T. A. Norwood and Treasurer J. F. Bryan assisted Program Chairman George Michell with the details of the party arrangements.

"Ancient" Toy Trains Featured at Old Line Party

ONE HUNDRED AND SIX members of the Old Line Service Club and guests enjoyed the hospitality of the Milwaukee Road at a dinner in the Community House at Horicon, Wis., on Sunday evening, Nov. 17. The banquet hall was decorated with an eye-catching display of fall flowers, leaves and shrubs, and each guest received a small pine from the Valley Division. The toy trains which supplemented the table decorations were loaned by Paul Lehman, Carl Otto and Webster Kuhaupt. Mr. Otto's train was 60 years old. Mr. Lehman's, which was of cast iron construction, was another curiosity, dating from his sixth birthday.

After a typical Thanksgiving feast, Chairman Maurice Whitty, acting as toastmaster, called on the speakers, Lloyd Wright, publisher of the Horicon Reporter; Dr. J. H. Karsten, local and company doctor; Roadmasters M. E. Noel and A. F. Carlson; and Trainmaster G. E. Passage.

The Women's Club Junior Trio, Mrs. Marquardt, Mrs. Baerwald and Mrs. Gardner, accompanied by Mrs. Backhaus, followed the speakers with songs, and the Hiawatha Tooters from Milwaukee tooted. The new Milwaukee Road film, "A Railroad at Work," was also on the program.

Quad Cities Club Gives Pre-Holiday Party

THE QUAD CITIES Service Club, which has a reputation in Davenport, Ia., for its excellent parties, made short work of the business before the Nov. 3 meeting to allow more time for the dancing and entertainment which was scheduled to follow. Chester W. Wylie, head doorkeeper, took in approximately 125 tickets for the attendance prize drawing. The prize, a hand woven rag rug, was made and donated by Mrs. George E. Secoy, wife of an equipment maintainer at Davenport. Mrs. C. A. Holt was the winner.

Groceries and canned goods, also offered as prizes, were won by Marion Johnson, stenographer; Agent W. E. Biggs, Rock Island; Car Inspector L. W. Norton, Nahant; Switchman William Kelsey, Nahant; and Crossing Flagman Otto Sohl, Davenport.

H. T. Hadaway, chairman of the committee which planned the party,

being a member of the King's Post Singers, secured their services for the entertainment. The chorus sang during the dance intermission.

Club Chairman Ed Dittmer reported that the party was a financial success and everyone had fun.

Iowa Clubs Hold Annual Parties

A NUMBER of Iowa Service Clubs which recently gave appreciation parties have featured the Milwaukee Road film, "A Railroad At Work." Among those which have shown it are the Austin Area Club, Nov. 18; the Dubuque and Albert Lea Area Clubs, Nov. 20; and the Mason City Club, Dec. 4. The attendance at all these affairs was large.

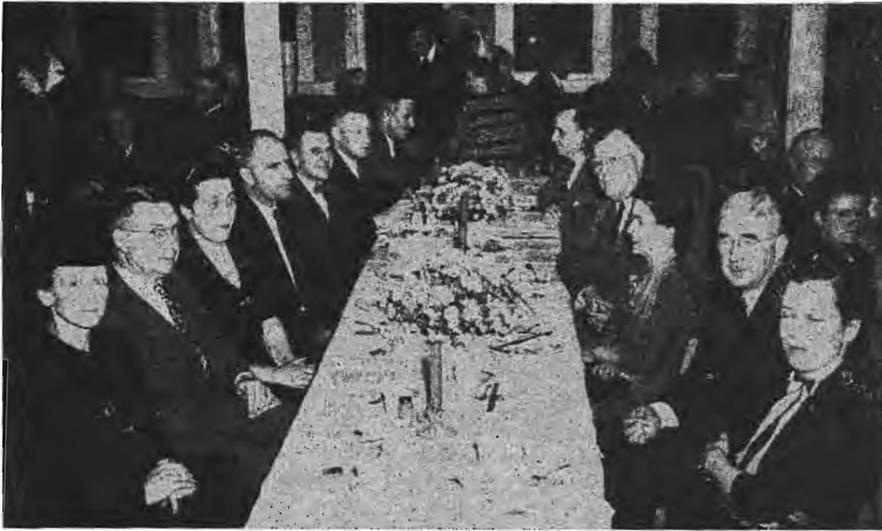
At the Austin party 175 members were on hand. Dinner was served in the community rooms of St. Augustine's



Above. Retiring officers of Unit 12 of the Hiawatha Service Club, Milwaukee, Wis., congratulate their successors. Shaking on it, left to right: Walter C. Wolf, chairman-elect; John I. Crowley, vice chairman-elect; Helen Dodson, retiring secretary-treasurer; Rudy Koch, retiring vice chairman; and Richard E. Abrams, retiring chairman.

Below. Unit 12, depot group of the Hiawatha Service Club, treats itself to a pre-holiday party at the Moose Club in Milwaukee on Dec. 5.





Shown around the head table at the Ottumwa appreciation party are (clockwise from the left foreground): Mrs. C. A. Phillips; C. A. Phillips, secretary of the Ottumwa Chamber of Commerce; Mrs. L. F. Pohl; L. F. Pohl, division engineer; H. C. Loveless, club chairman; Iver Carlson, agent; H. H. Jacobs, division TF&PA; M. L. Taylor, club treasurer; Mrs. M. L. Taylor (face obscured); Frank J. Newell, assistant public relations officer, Chicago; Mrs. W. J. Hotchkiss; Superintendent Hotchkiss and Mrs. H. C. Loveless.

parish by Mrs. Steve Koleckner's committee. The diners then adjourned to K. of C. Hall, where the film was unreeled. Headliners on the same entertainment bill were John and Susan Tramountine, playing the violin and piano, and Kenny Bertilson on the piano-accordion. Richard Nordin and Peter Richardson also gave a sleight of hand demonstration. The program ended with the inevitable



many old favorites, such as the circle two-step and the "butterfly." C. A. "Cap" Hanson, former agent at Hayward who now works at Fairmont, was noted among the out-of-town guests. "Cap" still maintains his membership in the club and frequently attends the meetings. Chairman T. W. Burke headed the arrangements committee and about 130 members attended.

Two hundred seventy-five members attended the Mason City Area party held in the VFW Hall. It started with a turkey dinner, followed by a song program featuring Mrs. Fern Larson, with Conrad Hagen at the piano. Trainmaster R. E. Sizer and W. C. Wallis, regional assistant of the public relations department, gave short talks preceding the election of officers at the business session. The following leaders were selected for 1947: chairman, Section Foreman James A. Woonas; vice-chairman, Walter G. Thompson; secretary, Margaret C. Lownsberry; treasurer, Herman Frazee. The Hawkeye Band played later for the dancing.

Everyone who attended the annual party at Ottumwa, Ia., on Nov. 25 told Chairman Herschel C. Loveless that it was a dandy, but he wouldn't know about that—he was too busy. Approximately 145 guests sat down to dinner, which was served in the Riverside Boat Club, and the group swelled to about 170 before the entertainment started. Mr. Loveless, doubling as toastmaster,

Left. Shown left to right (foreground) at the recent Mason City appreciation dinner are: R. H. Conrad, DF&PA; F. R. Lewis, agent; J. A. Woonas, section foreman and new chairman of the club; Margaret C. Lownsberry, Milwaukee Magazine correspondent and secretary of the club; R. E. Sizer, trainmaster; and Walter G. Thompson, carman and new vice chairman of the club.

Below. View of the banquet room at the Mason City party.

dancing and cards. Agent E. J. Full of Austin served as chairman of the party committee, assisted by L. L. McGovern, H. J. Swank and R. H. McCoy, with Superintendent R. C. Dodds, as official greeter. Incidentally, Locomotive Engineer Albert Reinartz, who was appointed chairman when C. A. Capon was transferred to Minneapolis, took on the job of sheriff of Mower County on Jan. 1 in addition to his club work.

Chairman W. Keck presided at the Dubuque party, which was held in the Veterans of Foreign Wars Hall. A. G. Dupuis, assistant public relations officer, spoke before the meeting on the importance of the Service Club movement in community affairs. An exhibition of magic tricks and a ventriloquist's act were amusing features of the entertainment.

The Albert Lea Area party, which was held in the armory, was begun with a dinner and several speeches, after which the film was shown. The group then turned to dancing and revived



introduced the speakers and guests, which included Superintendent W. J. Hotchkiss, Traveling Freight and Passenger Agent H. H. Jacobs, Assistant Public Relations Officer Frank J. Newell and C. A. Phillips, secretary of the Chamber of Commerce.

About 30 prizes were distributed to the winners at bingo, which was in charge of Charles H. Baker. The entertainment included tap and toe dancing by Melvin Johnson, Alan Kough, Carol Ann Santee and Madeline Celanis. Mrs. M. L. Taylor led the group singing, with Mrs. R. J. Johnson at the piano. The dancing, which started out in modern rhythm, soon turned into a square dance, with Engineer William Franklin doing the calling. Those who could not be induced to leave the card tables played bridge. Details of the party and a report on the Service Club movement were publicized on the morning news broadcast over Radio Station KBIZ.

Ripon Area Party Features Speakers

THE RIPON AREA Service Club took over the recreational facilities of the Berlin, Wis., city hall for the celebration of its annual appreciation party on Nov. 19. Chairman Harry F. Jeske was unable to attend, due to illness, but Party Chairman Walter J. Shebelske, agent at Berlin, and Trainmaster George E. Passage carried out the arrangements, which called for a dinner, speaking program, music, and the showing of the Milwaukee Road film, "A Railroad At Work."

After the welcoming address, Toastmaster Shebelske introduced the speakers, Trainmaster G. E. Passage and William H. Patey, editor and publisher of the Berlin Journal. Mr. Passage's talk enlarged on the importance of being a good, friendly neighbor. "When we help our fellow employes we help ourselves," he stated, "and as all of us are members



Snapped at the annual appreciation party of the Austin Area Service Club on Nov. 18. Seated in the foreground, left to right: Agent E. J. Full, Mrs. Full, Mrs. O. E. Peed and Chief Dispatcher O. E. Peed. Across the table, left to right: Mrs. L. L. McGovern, Chief Clerk I. L. McGovern (face obscured), Mrs. Albert E. Reinartz, Mr. Reinartz, acting Service Club chairman, W. C. Wallis, regional assistant public relations department, Mrs. R. C. Dodds and Superintendent R. C. Dodds.

of the Milwaukee Road family, we should work together to establish good relations with the public."

Mr. Patey's topic, "What to Do About Russia," was based on an address by the Honorable Karl E. Mundt, congressman from South Dakota. Mr. Patey had heard this address while attending the state teachers' convention in Milwaukee and had been impressed by Mr. Mundt's views. Being a fine orator, his quotations from the congressman's speech held the strict attention of the audience.

Janesville Holds Annual Party

THE ROAD expressed its thanks for the work of the Janesville Service Club with a party at the Vets Club on Dec. 10. About 100 members turned out. Several out-of-town guests also attended and were introduced by Chairman George E. Hogan, acting as toastmaster. The list included Superintendent R. A. Woodworth and wife, Trainmaster R. A. Middleton and wife, Division Storekeeper R. K. Baker and wife, and E. P. Kingston, ex-chairman of the Madison club, and wife. Mr. Hogan

also introduced his two hard-working assistants, Vice-Chairman Ray T. Dowd and Secretary-Treasurer G. W. Selchert.

After the showing of the Milwaukee Road sound film, "A Railroad At Work," the group danced to the music of Mrs. Lottie Somerville and Glen Sweet. George J. Barry then took charge and called the square dances. While the dancers paused for intermission Mrs. Somerville accompanied Mrs. Morris McCarthy, J. W. Higgins and George Barry in a program of singing, which included such old-time favorites as "Silver Threads Among the Gold," "When Irish Eyes Are Smiling" and the "Beer Barrel Polka." The song-fest was concluded with some spirited community singing.

North Montana Club Elects 1947 Leaders

THE meeting of the North Montana Service Club at Great Falls on Dec. 12 was highlighted by the election of officers. It has been understood for the past two years that the Irishman who furnishes most of the good humor at the meetings should be the nominating chairman. The Irish member referred to, TFFPA George Flynn, and his committee presented a good bill of candidates; Robert Ziegler was elected chairman, J. F. Steiner vice-chairman, and D. V. Phare secretary-treasurer. In reporting the committee's selection, Mr. Flynn said that no opposition was suggested for Mr. Ziegler's post, since Joe has never missed a meeting. In naming Mr. Phare for secretary he requested that the title be changed to secretary-treasurer because the treasury is empty and he wanted to give Mr. Phare something to do in addition to writing the minutes of the meetings.

After the business session the Milwaukee Road film, "A Railroad at Work," was shown and a lunch was served by the Women's Club. Despite bad weather the attendance was the



Speakers at the annual Ripon Area appreciation party, held in the Berlin, Wis., city hall on Nov. 19. Left to right William H. Patey, editor and publisher of the Berlin Journal, Chairman Walter J. Shebelske, the Reverend Bruckwick, Berlin, Wis., and Trainmaster George E. Passage.

largest the club has had for some time, in deference to Chairman Brown's retirement from office. Under his leadership the club has greatly enlarged its scope of activities.

Hiawatha Tooters Entertain Watertown Party

THE CONSTRUCTIVE Service Club activities of the Watertown Area Club were acknowledged on Sunday evening, Dec. 1, when about 100 members and their friends dined at Moose Hall as guests of the Road. Among the out-of-town guests were Division Trainmaster P. J. Weiland and General Chairman J. A. Macht of the Milwaukee Hiawatha Service Club, and Mrs. Macht. The rollicking Hiawatha Tooters made their initial Watertown appearance at this meeting.

Chairman Walter A. Schuenke, an able toastmaster, summoned the crowd to the festive tables about 6:30 p. m. The excellence of the cuisine seemed to confirm the rumor that the dinner committee was making a bid for reappointment.

As guest speaker, Mr. Weiland delivered an address on the inequalities of the transportation policy. "With the general apathy toward railroad prosperity, it is heart-warming to see railroad employes taking up the standard," said Mr. Weiland. "We, as individuals, know from experience that our dollar won't do the things it did several years ago. Prices have gone up, but not the price of transportation. The railroads as taxpayers, purchasers and employers are asked to be ingenious economists when everyone knows it just can't be done. We, as employes, needed relief to make ends meet—the railroads as employers are in the same predicament. As employes we can act as salesmen in the field; as members of the Service Club we can serve in a united and concerted effort to bring about a remedy."

After Mr. Weiland's speech, the Milwaukee Road film, "A Railroad At Work," was shown to the gathering. Chairman Schuenke then brought on the jolly Milwaukee musicians and George Shephard led the community singing. Between the music, jokes and fun, the Watertown area enjoyed one of its best parties.



Officers of the Watertown Area Service Club do justice to the dinner served at the annual party on Dec. 1. Left to right: Walter A. Schuenke, chairman; Mrs. Schuenke, treasurer; Morris A. Cross, vice chairman; and Mrs. Cross, secretary.

Need a Place to Live?

IN VIEW OF the fact that many Milwaukee Road employes who find it necessary to change their place of residence are being greatly inconvenienced by the acute housing shortage, the Milwaukee Magazine plans to offer a service which may be of assistance.

Our plan consists of calling to the attention of the Magazine readers the names of individuals who are seeking living quarters, and where they hope to locate. In that way, any employe who knows of living quarters which are available at the time or which will be in the future, can help some fellow employe by letting him know about it.

The following samples indicate the way the listings will be set up:

Name of Homeseker	Railroad Title or Occupation	Address	Needs Home in
John Doe	Traveling Freight Agent	_____ St., Sioux City, Ia. Phone: _____	Minneapolis, Minn.
Geo. P. Smith	Auditor	_____ St., Chicago, Ill. Phone: _____	Chicago, Ill.

The service will appear first in the February issue and will be continued as long as the need for it exists. No deadline is set for this material; instead, employes are asked to send information (as shown in the above samples) to the Milwaukee Magazine, Room 356, Union Station, Chicago, and all names received before the Magazine goes to press will be included. Those arriving later will appear in the following issue.

Each listing will appear once; if it does not produce results and the employe wants his name to appear again, he must notify the Magazine again, giving all of the required information.

Retirement Board Notice to Employes Who Elected Joint and Survivor Annuities

THE RAILROAD Retirement Board has notified all employes who are known to have elected a joint and survivor annuity under the Retirement Acts of 1935 and 1937 that unless they reaffirm their election before Jan. 1, 1948, it will not continue to be effective. The following text of a letter from the director of retirement claims of the Railroad Retirement Board, 844 Rush St., Chicago, Ill., is published for the guidance of individuals who may be affected by this change in the law brought about by the amendments recently made in the Railroad Retirement Act:

"The privilege of electing a joint and survivor annuity accorded to employes by the Railroad Retirement Acts of 1935 and 1937 was withdrawn by the amendments of July 31, 1946. These amendments also provide that a joint and survivor election made before July 31, 1946, by an employe whose annuity begins to accrue on or after January 1, 1947, will continue to be effective only

if it is reaffirmed before January 1, 1948. In such cases, if the election is not reaffirmed by that date, the annuity will be awarded in single life form; that is, the employe's annuity will not be reduced in order to provide a survivor annuity for his widow.

"Form RL-9d . . . has been sent to all employes known to have made elections before July 31, 1946. However, as each joint and survivor election was incorporated in the employe's individual folder when the election was made and as these cases are interfiled with approximately one and one-quarter million case folders, it is likely that some employes did not receive Form RL-9d. Therefore, this communication is being directed to all covered employes in order that they may, if they so desire, publicize the new provisions in their

Story with a Moral

THIS MONTH'S lesson in good judgment is taught by Machinist Edward A. Marshall of Bensenville roundhouse, who recently wrote as follows to Safety Chairman Robert Urie:

"On Nov. 20 I was using a curved round-nose chisel and small air hammer to chip a cylinder bushing for removal from Engine 682.

"As I had to work inside the cylinder, some of the chips would hit the back cylinder head and ricochet in every direction. One large chip struck the left

lens of my goggles, which are prescription ground. The lens was broken, of course.

"Even if I hadn't already been convinced of the good sense of wearing safety goggles, this certainly would have proved their value, especially the value of prescription ground bifocal lens goggles, such as I was wearing and which I wear all the time. I fully realize that if it had not been for these goggles my eye would have been lost."



Machinist Edward A. Marshall and a close-up of the safety goggles which saved his eye.



magazine or other publications, or by bulletin.

"The receipt by a widow of a survivor annuity under a joint and survivor election does not affect her right to receive any insurance annuity or lump-sum payment to which she may be entitled under the 1946 amendments to the Railroad Retirement Act. The two types of benefits are independent of each other.

"Any officer or employe who has a joint and survivor election on file and who desires to have it continued in force should so inform the Board before January 1, 1948."

"Why do you have such a high bed for your little boy?"

"So we can hear him if he falls out."

These are difficult times when we have to do without the things our parents never had.

Safety First

Laura Svendsen, author of this poem, is the daughter of Pipefitter Helper Carl Svendsen, Miles City, Mont.

If everyone who drives a car should lie a month in bed,
With broken bones and stitched up wounds or fractures of the head,
And then endure the agonies that many people do,
They'd never need preach safety any more to me or you.

If everyone could stand beside the bed of some close friend
And hear the doctor say "no hope" before that fatal end,
And see him there unconscious, never knowing what took place,
The laws and rules of traffic I am sure we'd soon embrace.

If everyone who takes the wheel would say a little prayer,
And keep in mind those in the car depending on his care,
And make a vow and pledge himself to never take a chance,
The great crusade for safety then would suddenly advance.

Thought for the New Year

*Give a little, live a little;
try a little mirth;
Sing a little, bring a little
happiness to earth.
Pray a little, play a little;
be a little glad;
Rest a little, jest a little
if the heart is sad.
Spent a little, send a little
to another's door;
Give a little, live a little;
love a little more.*

Balance Your "Good Will" Checking Account Each Day

Every executive and every employe in every firm has a personal "good will checking account" which should balance at the end of each day's work.

On the credit side should go every smile, every courtesy, every little attention which has been extended to the customer. On the debit side should go every sign of inattention, every scowl, and every mean spoken word.

As a business closes at the end of each day it is the duty of each co-worker to balance his own accounts. The conscientious person will find that he has built up an enviable balance in a set of "invisible books"; the person who has cut corners will find that he has issued an "overdraft" against himself and that those with whom he does business will seek the aid of others.

It is important that all persons maintain this daily running inventory of their relations with their fellow employes and with the public because the sum total of this daily ledger is both a man's reputation and the reputation of the firm by which he is employed.

—from Nordberg Progress

Impressions

A corporation may spread itself over the whole world, may employ one hundred thousand men, yet the average person will form his judgment of the corporation through his contact with one individual. If this person is rude or inefficient, it will require a lot of courtesy and efficiency to overcome the bad impression. Every member of an organization who, in any capacity, comes in contact with the public, is a salesman. The impression he makes is an advertisement—good or bad.

—courtesy the Weyerhaeuser Timber Co., Tacoma, Wash.

Women's Club Chapter News

★ Black Hills Chapter

Mrs. Harris Dillabaugh, Historian

Our first fall meeting was held Sept. 9. Ella Christensen presided. Reports of the various chairmen were given. Many thanks are extended to our Good Cheer Chairman, Mrs. Geo. Saxer, who was on the job all summer. Hostesses were, Mrs. Carl Anderson, Mrs. Ira Wintrode, and Mrs. Carl Zickrick. October meeting was held on the 14th with our first vice president, Mrs. Lloyd McDonald conducting. A check of \$52.50 received from the General Governing Board as membership prize was reported. Lunch was served at the close of the meeting by Mrs. Art Berger, Mrs. Anton Bitz, and Mrs. O. D. Callen with the table decorated in a Halloween scheme.

At our November 11th meeting officers were elected for 1947: Mrs. Martin Christensen, president; Mrs. L. A. McDonald, first vice president; Mrs. Harris Dillabaugh, second vice president; Mrs. Carl Zickrick, secretary; Mrs. Clifford Smith, treasurer; and Mrs. Anton Bitz, historian. Mrs. Thos. Hixon, of Chicago, formerly of this chapter, was a guest. Refreshments were served by Mrs. Stanley Core, Mrs. Joe Feuerhelm, and Mrs. Fred Diehl.

★ Iron Mountain Chapter

Mrs. Robert Baldrice, Historian

Purple and yellow pansies decorated the white place cards given the 30 members of Iron Mountain Chapter who attended the annual dinner served at Benso's Grill. Yellow candles in crystal candelabra illuminated yellow, purple and bronze-colored chrysanthemums which made up the centerpiece of the table. Mrs. Henry Hadey, program chairman, announced readings given following the dinner by Mrs. Roland Schwalenberg, Mrs. Otto Grade and Mrs. Joseph Ashenbrenner, Jr. The club voted to hold a bazaar and silver tea in December. Prizes for cards went to Mrs. Mike DeFiore in bridge; Mrs. Arthur Flom in 500, and Mrs. William Conery in buncos. Mrs. Michael Noskey was in charge of the dinner arrangements and the decorations.

Mrs. Antone Noskey, president, and Mrs. Bert Shields attended the convention in Chicago.

★ Aberdeen Chapter

Mrs. Iver Bothun, Historian

At our October meeting announcement was made that a bowling team had been formed, with Mrs. Pete Ziegler in charge, also that the rummage sale held was a success and that the drawing on the nylon hose, for which tickets were sold during the summer, netted the club a neat profit of \$25.00 was donated to the polio fund. The committee in charge of gathering material, advertising and other essentials for the household book "Food Harmonies" gave its report. Copies of these books were given to members at our Christmas party. This project netted the club a profit of \$70.00.

Mrs. Radabaugh, president, gave an interesting report at our November meeting of the convention in Chicago. Mrs. Mary Karr, who also attended, reported informally on her trip. The Nominating Committee presented its slate and the following officers were elected for 1947: President, Mrs. Mary Karr; first vice president, Mrs. R. L. Marlett; second vice president, Mrs. John Mattern; treasurer, Mrs. A. E. Hatten; recording secretary, Mrs. L. E. Larson; corresponding secretary, Mrs. Art Schrieber; historian, Mrs. Jack Seiler; assistant historian, Mrs. Alice Templeton. The officers-elect were then introduced by Mrs. Radabaugh.

The Milwaukee Magazine

★ Milwaukee Chapter

Mrs. John Morrissey, Historian

Our fall birthday dinner preceded meeting Nov. 18. The tables were attractively decorated with harvest favors. We were honored by the presence of Mrs. H. M. Borgerson, president, and Mrs. W. D. Stuebner, Good Cheer Chairman, of the Chicago-Fullerton Avenue Chapter. Election of the following officers followed the presentation of the nominating slate: Mrs. C. C. Steed, president; Mrs. Wm. Coleman, first vice president; Mrs. L. Geckler, second vice president; Mrs. H. Walton, treasurer; Mrs. E. Francey, recording secretary; Mrs. Chas. Lindgren, assistant recording secretary; Mrs. John Morrissey, corresponding secretary, and Mrs. F. Whitty, historian.

Helen Dodson won the rug which was raffled at the meeting; latest report on annual card party receipts \$255.00. October and November Red Cross report 486 hours worked, 14 large sweaters and 15 pair cast socks made. Cards were enjoyed.

President Mrs. C. C. Steed represented our chapter at the Biennial meeting in Chicago, also 82 members from our club attended and enjoyed the General Get-Together Luncheon. Patients of the Veterans' Hospital sent a sincere message of thanks for cigarettes, clothing and other useful articles received. They are very grateful for our donations and contributions. All members assembling scrap-books are to be commended for their splendid efforts.

Mrs. Schulz, Mrs. Preis and Mrs. Poldolski were welcomed into our club. Mrs. J. Ehler acted as attendance prize hostess for October, Mrs. H. Mau was the lucky winner. Happy Birthday greetings were sung for Mrs. T. Lucht in honor of her birthday. The Annual Card Party held at the Electric Company netted \$201.05 to date; \$3.13 was collected for the October Sunshine Fund.

★ Mason City Chapter

Mrs. C. S. Pack, Historian

Fifty voting and contributing members met the evening of October 1st at the club-rooms for a pot luck dinner. Harold Casey played piano selections while the guests were being served. Following the dinner Mrs. Marlowe Evans, music chairman, led in community singing, with Mr. Casey and Mrs. Tierney providing piano and violin accompaniment.

Cards were played, prizes going to Mrs. Casey in contract and Mr. Casey in auction. Mrs. O. T. Anderson, Mrs. Paul Hurley and Mrs. Carl Anderson were the dinner committee, and Mrs. Charles Smola was program chairman.

★ Lewistown Chapter

Mrs. Charles H. Koch, Historian

We met November 7th with a good attendance and enjoyed a delicious pot-luck luncheon at 1:15. The nominating committee submitted the following officers for the next year, Mrs. Ole Haanas, pres.; 1st vice-pres., Mrs. Dana Mathews; 2nd vice-pres., Mrs. W. G. Byrne; treasurer, Mrs. Otto Davey; secy., Mrs. R. M. Hale; asst. secy., Mrs. L. E. Mortiz; cor. secy., Miss Mable Newbury; historian, Mrs. Charles H. Koch. They were duly elected to serve for the coming year.

It was decided to hold an evening meeting once a month in order to give the men folks

an opportunity to attend. The rest of the afternoon was spent in contract.

Our Dec. 5 meeting was preceded by a nice dessert luncheon served by Mrs. Earl Short. Mrs. Ole Haanas presided. Secretary's and Treasurer's reports were read. Many calls were reported and several thank you cards received were read. Cards were enjoyed following business session.

★ Sioux Falls Chapter

Mrs. Don L. Galland, Historian

A "Hard Time" party was held Oct. 24th to reopen the club rooms for all the members of our chapter and their families. Halloween decorations were carried throughout. The entertainment and lunch was taken care of by a committee headed by Mrs. Kenneth Bjerke and assisted by Mrs. E. H. Miller and Mrs. Earl Seibold. Mrs. Nick Kelly won first prize for her costume and our president, Mrs. Galland, won the door prize.

Hostesses at regular October meeting were Mrs. John Horstman and Mrs. E. B. Hansen. A very tasty lunch and cards were enjoyed following business session.

Election of officers was held at our November meeting. Mrs. A. J. Spencer, Nominating Chairman, submitting the following report: Mrs. L. L. Galland, president; Mrs. Earl Seibold, first vice president; Mrs. E. J. Erickson, second vice president; Mrs. Wm. Logan, secretary; Mrs. O. B. Thompson, treasurer; and Mrs. Don L. Galland, historian. These officers were elected.

A get-together luncheon was held in our new club rooms Nov. 19, with Miss Etta Lindskog and 45 members of Sioux City Chapter as guests. Upon arrival each guest was presented with a pheasant feather corsage made by our members. Table decorations were yellow and white fall flowers and tall white tapers. Miss Lindskog gave a brief-resume of the Chicago convention, Mrs. Jay Bailey, President of Sioux City Chapter, also spoke briefly. Mrs. Joseph O'Connor delightfully entertained us with original readings in the Norwegian dialect. Cards and visiting followed, and light refreshments were served before departure of our guests on the Arrow.

★ West Clinton Chapter

Mrs. Wallace Jordan, Historian

October meeting was held on the 16th with a good attendance. Supper was served by Mmes. Benny Connor, George Holloway, Charles McCauley and John Bailey. Mr. and Mrs. Frank Stout were honored guests, celebrating their Golden Wedding Anniversary. On Oct. 18th Mrs. Reed McGinnis, president and Mrs. J. E. Kelsey attended the biennial meeting and luncheon in Chicago. Other members attending the luncheon from West Clinton were Mmes. Ora Reed, Donald Bain, Charles Weyrauch, and Arthur Stout. We went over the top in our membership drive with 188 voting, and 328 contributing, total 516.

November meeting was held the 20th and a delicious chicken supper was served by Mrs. Reed McGinnis, Mrs. Harold Skelton, and Mrs. Jess Dunn. Officers selected for 1947 are President, Mrs. Wallace Jordan, First Vice President, Mrs. Reed McGinnis; Second Vice President, Mrs. Jess Dunn; Recording Secretary, Mrs. Carl Stout; Corresponding Sec'y, Mrs. John Bailey; Treasurer, Mrs. Donald Bain; and Historian, Mrs. Ivan Dale Hutson. Games were enjoyed by all.

★ *Butte Chapter*

Mrs. David Ehrlich, Historian

Butte Chapter presented its slate of new officers at the November meeting. Mrs. Peter Alsen, president; Mrs. J. A. Crawley, first vice president; Mrs. Jim Hays, second vice president; Mrs. Victor Petersen, secretary; Mrs. Jack Weatherly, treasurer, and Mrs. Neil B. Lupton, historian.

It was decided in order to stimulate attendance at meetings, to draw at each meeting for a door prize of 50c. If three names are drawn, and these members are not present, the 50c is carried over and added to next month's prize.

★ *Sparta Unit Tomah Chapter*

Sparta Unit was very active last year, giving much of its time to the flower beds and window boxes of the depot property. Again hundreds of plants were donated by club members; men as well as women were ready to help with the planting and transplanting. We thank all who were entrusted with the project, also the caretaker Ray Gamble, who gave much time and pride to the lawn and keeping window boxes attractive, which completed our summer's project.

After a summer recess we again resumed our activities September 19. Our meeting was held at the home of Mrs. Anna Dux, with Miss Emma Draves assisting hostess. Another flower committee was appointed for 1947. Plans will be made during the winter months for our flower beds and depot grounds improvement.

Quilting Committee, Mes. Ray Gamble, Amelia Duvie, Jess Cross and Wm. Hovey are taking charge of the wool patches that have been collected to be made into knee throws for Veterans' Hospitals. Sparta Unit appreciated being invited to Tomah's September meeting and to take charge of their auction. Mrs. Geo. Kiefer, of Sparta, Auctioneer, dressed in her humorous regalia, was the highlight of the evening, and a special sum of money was realized for Tomah's Ways and Means collection. Ten Sparta ladies and three men attended the meeting. A fine afternoon was spent in exchanging canning and pickling recipes, a helping hand was offered to our committees if help was needed in their undertakings. A delicious lunch was served and enjoyed by all.

★ *Ottumwa Chapter*

K. M. Gohmann, Historian

May the New Year be a happy one for all "Milwaukee" families.

Thirty guests were served at our noon luncheon on Dec. 6 preceding monthly meeting. Officers elected were president, Mrs. J. L. Frost; first vice president, Mrs. I. H. Rasmus; second vice president, Mrs. Wm. Hake-man; recording secretary, Mrs. Harry Nicholson; corresponding secretary, Mrs. Jos. Palmer, and treasurer, Mrs. Norbert Davis. A Christmas exchange was held at close of meeting. Mrs. E. E. Whited served as chairman of the luncheon committee, assisted by Mes. H. C. Loveless, H. G. Barnard, and P. M. Loftus.

It was the pleasure of our club to finance the breakfast served to the members of the Hiawatha band at the American Legion home by the ladies' auxiliary of the Legion on Sunday, September 15, when the band made its appearance on the opening day of the Iowa Centennial celebration in our city.

Our October 4 meeting was well attended. 43 were served at the luncheon previous to the meeting. We voted to contribute \$25.00 to the Ottumwa Community Chest drive.

★ *Marmarth Chapter*

Mrs. Forrest Williams, Historian

November meeting was called to order with Mrs. Childers presiding. Officers for the coming year were elected: Mrs. Chas. Berty as president; Mrs. Earl Ekholm, first vice president; Mrs. Junior Finneman, second vice president; Mrs. Newton Flor, treasurer; Mrs. O. G. Hedges, secretary; and Mrs. Roy Keating, historian. Following business session a nice lunch was served by Mrs. John Chumura, Mrs. Roy Keating, and Mrs. Louie Larson.

★ *Alberton Chapter*

Lola Chadwick, Historian

Alberton Club met for its November meeting with president, Mrs. McClain, presiding. Election of officers was held, Mrs. Guy Lovely being elected unanimously as president; Mrs. Harry Brusck as first vice president, Mrs. Joe Dunlap as second vice president, Mrs. A. Byrnes, treasurer, Mrs. Chas. Roch, secretary and Mrs. Geo. Hickeroth, historian. Cake and coffee were served by Mrs. McClain following the business session.

★ *Terre Haute Chapter*

Mrs. Albert Duensing, Historian

The committee in charge served a delicious tame rabbit supper with pumpkin pie for dessert at our November meeting. There was an unusually good turnout and a good time was enjoyed by everyone. On the committee were Chairman Mrs. Elmer Roberts, assisted by Mes. Campbell, Isbell, Graam, Joseph, and Nash. The following officers were elected for 1947: Mrs. Oscar Bond, president; Mrs. Geo. Huffman, vice president; Mrs. Pat Bailey, treasurer; and Mrs. Franzwa, secretary. The get-together party on Nov. 9 was also well attended and greatly enjoyed.

★ *Miles City Chapter*

Mrs. N. A. Helm, Historian

Miles City Chapter met for its December meeting with 45 members present and Mrs. Ed Rehn, president, presiding. Reports of various chairmen were given and a further report of the Nominating Committee gave the names of Mrs. Leonard Kerchoff as treasurer and Mrs. Dick Jensen as recording secretary, and they were unanimously elected. A beautiful door prize donated to the club by "Arthur's" was won by Mrs. Earl Farr.

★ *Marion Chapter*

Maude Holsinger, Historian

On October 10, our regular meeting was held in Memorial hall. At six o'clock a chicken dinner was served in honor of our returned service men and women. About 85 were in attendance. A short business meeting was held. The remainder of the evening was spent with cards and other games. Billy Mills gave several readings.

November meeting was held at the K. V. Cafe, commencing with a 1:30 dessert luncheon. President Mrs. O. W. Lundquist gave a very nice report on the general meeting in Chicago. The Nominating Committee submitted the following officers for 1947: President, Mrs. Ernest Woolley; first vice president, Mrs. Mabel Conger; second vice president, Mrs. Richard Bristol; secretary, Mrs. Don Fisher; treasurer, Mrs. Rose Cessford, and historian, Mrs. Fred Holsinger. These officers were unanimously elected. A White Elephant Auction at close of meeting added a nice sum to our treasury. Cards were then enjoyed.

★ *Savanna Chapter*

Mrs. Raymond Schreiner, Historian

Election of officers for the coming year took place at our Dec. 11 meeting; President, Mrs. Wm. Doherty; first vice president, Mrs. Albert Lahey; second vice president, Mrs. Albert Haberbush; treasurer, Mrs. H. P. Buswell; recording secretary, Mrs. Clyde Kinney; corresponding secretary, Mrs. Steve Deises. Delicious refreshments were served by the hostesses, Mes. Buswell, Fields, and Evans.

At our October meeting it was announced that Savanna Chapter had received a certificate from the Savanna USO Center for good work done by our members during the war for servicemen stationed at Savanna Ordnance depot, also passing through our city. Games were enjoyed following business session and delicious refreshments were served by the hostesses, Mrs. Chas. Ferris, Mrs. E. A. O'Neal, and Mrs. Otto Kolfe. Mrs. Albert Lahey and Mrs. Richard Adams attended the convention in Chicago. Several members attended the get-together luncheon.



Santa Claus distributes popcorn, candy and balloons at the Christmas party which Austin Chapter gave for the children of employes in its club rooms on Dec. 21. About 100 small guests and their mothers were present. Mrs. R. W. Graves, president, Mrs. M. T. Seyedge and Mrs. E. E. Long arranged the program.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

The White Elephant Sale held at our October meeting we were told at our Nov. 12 meeting netted us \$7.21. Good Cheer report was \$5.57 spent, 18 personal and phone calls made, 14 cards sent and six families reached. One funeral dinner was served. Ways and Means \$2.84. One Christmas gift was sent overseas. A report on the Biennial Meeting in Chicago was given by our president. Voting members having birthdays in November and December were guests of honor.

Nominating Committee submitted following report, which was accepted unanimously: President Mrs. R. Alexander; vice president Mrs. R. Zielsdorf; secretary Mrs. V. Artz; treasurer Mrs. J. Bogert; historian Mrs. G. Oakes. Bingo was played for five cent articles and luncheon was served by Mmes. E. Wescott, G. Peckham, J. Shabatka, E. Tierney, R. Oakes, E. Agena, and Miss Mary Southworth.

★ *Spencer Chapter*

Mrs. Leo Blanchard, Historian

November 11 we gathered at the Carl French home, the men arriving after a bowling game. They played cards and enjoyed the lunch served by Mrs. French and Mrs. C. Cook.

Good Cheer Committee reported one basket and three calls. Ways and Means Committee announced \$8.00 cleared from pie social last month. The following officers were elected: president, Mrs. V. G. Rose; vice president, Mrs. Floyd Merchant; secretary, Mrs. Bill Rohde; treasurer, Mrs. Henry Rohde; historian, Mrs. Bud Anderson. Mrs. Merchant and Mrs. French reported on the convention in Chicago.

★ *Great Falls Chapter*

Mrs. J. F. Steiner, Historian

At meeting held Nov. 14 the following officers were nominated and unanimously elected for the year 1947: Mrs. Mildred Washburn, president; Mrs. C. M. Brown, vice president; Mrs. Anne Hawkins, secretary, and Mrs. Allen Barth, treasurer to succeed the present officers.

★ *Wisconsin Rapids Chapter*

Mrs. Chas. Flanigan, Historian

Wisconsin Rapids chapter held its November meeting at the home of Mrs. Chas. Flanigan, Mrs. Clarence Brave was elected president, Mrs. H. Schumann, vice president; Mrs. Leonard Kroll, secretary; Mrs. Howard Gibbs, treasurer and Mrs. Chas. Flanigan, historian. Bunco was played. Lunch was served by the hostess.

★ *Tomah Chapter*

Mrs. Frances Brown, Historian

We met in the Legion Hall on Nov. 6, with our president, Mrs. Archie Ruff, presiding. Good Cheer Chairman reported six baskets of fruit given, one funeral, one baby blanket given, 35 calls made and eight cards sent. After the meeting The Better Brush Co. had their demonstrator entertain us. The club was given a certain amount for each member present, also ten percent of the sales. The Hostess prize will be auctioned in the near future for our relief fund. A committee of ladies served a nice lunch.

A dance was held at the Tomah Armory, at which time a round-trip ticket on the "Hiawatha" was given as a prize. A nice profit, which was divided between the club-house fund and the treasury, was realized.

★ *Portage Chapter*

Mrs. B. A. Gothompson, Historian

Portage Chapter has again closed a very successful year, carrying on the usual activities and many others in the interest and welfare of the membership. Through the efforts of our membership chairman our club has gone over the top and earned the membership prize. Those acting in the capacity of chairmen for other departments have fulfilled the duties devolving upon them. Altogether the year has been a good one, our officers and the general interest being responsible for the success.

Perhaps one of the outstanding events was our Harvest Home dinner, the committee in charge being members of the board, decorating committee Mrs. J. Shoemaker, Mrs. Burns and Mrs. Scott. At our regular October meeting, Mrs. O. Schultz drew the door prize and Mrs. F. Miller the attendance prize, Mrs. C. Pratt and her committee served refreshments.

★ *Davenport Chapter*

Mrs. George C. Zell, Historian

Our September meeting was well attended with Mrs. J. Van Bockern and Mrs. Earl Harper as hostesses, and our October meeting was held with a covered dish supper, with about 50 attending. In spite of the severe shortage of meat it was surprising to see what a lovely supper could be arranged. The tables were pretty with Hallowe'en decorations. Cards were enjoyed.

Our President Mrs. Guy Manson and Mrs. Wayne Bowman attended the convention in Chicago, and a number of our members attended the get-together luncheon following. All reported a most wonderful time.

★ *Wausau Chapter*

Mrs. A. W. Kasten, Historian

Wausau Chapter met Nov. 12 with a very good attendance. Mrs. O'Brien gave an interesting account of the meeting in Chicago. Good Cheer chairman reported one bouquet sent. Mrs. Henry Vachreau won the door prize. Following meeting cards were played and a delicious lunch was served by Mmes. Leo Ziehell, Ray Schultz, Henry Vachreau, Wm. Adamscheck, and Aug. Krueger.

★ *Dubuque Chapter*

Mrs. Grace Bensch, Historian

We had a pot-luck luncheon at our November meeting which was enjoyed by a large number of members. During the business session which followed reports were given and election of officers for the coming year was held: president, Mrs. J. Litscher; first vice president, Mrs. Laskey; second vice president, Mrs. McGough; recording secretary, Mrs. Leutka; corresponding secretary, Mrs. Hobdi; treasurer, Mrs. Widman; historian, Mrs. Bensch. A social hour of cards was enjoyed.

★ *Marquette Chapter*

Mrs. Stanley Hunter, Historian

Regular meeting was held on Nov. 13 with election of officers. Mrs. Joe Kluss will be our new president, Mrs. Fred Reetz vice president, Mrs. Arthur Henthorne secretary, and Miss Hazel Barr treasurer. Following business session "500" was played. Our hostesses were Mrs. Arthur Rehm, Mrs. Herbert Cole, and Mrs. P. E. Cleveland. A delicious lunch was served by them. The door prize was won by Mrs. Gerald Connell, Jr.

★ *St. Paul Chapter*

Mrs. Wm. T. Giles, Historian

Regular meeting was held Nov. 20 in I. O. O. F. Hall, our new meeting place. Pot-luck supper was served to 40 members. Ways and Means chairman reported \$14.10. Mrs. A. L. Barnes, Good Cheer, 14 calls and 11 cards sent. Mrs. F. M. Washburn, membership chairman, gave us a fine report of going over the top with 405 members, 106 voting, 299 contributing. A hearty thanks to Mrs. Washburn and her committee.

Mrs. Julius Schorer, Nominating Chairman, read proposed slate of officers, which was approved. Attendance prize was won by Mrs. J. Schorer. A silent tribute was paid to Mrs. Geo. Schlutz, a member who passed away suddenly. She was the mother of Mrs. E. A. Biechler, one of our former presidents, and many remember her. Our deepest sympathy goes to members of her family and friends. A social hour followed.

Board members met at the home of Mrs. R. A. Burns, Dec. 2. A delicious lunch was served to the 19 members present. An exchange of gifts gave a Christmas atmosphere to the occasion. A Happy New Year to all.

★ *Tacoma Chapter*

Mrs. Clinton P. Miles, Historian

Tacoma Chapter held its November meeting on the 26th. A very delicious lunch was served by Chairman Mrs. J. H. Soeck and her committee to more than one hundred members. We were fortunate to have with us Mr. Cole, of the Railroad Retirement Board. He explained the new retirement act and ably answered many questions. A party for the soldiers and sailors convalescing at the Madigan Hospital was planned for the near future. Mrs. Sowles, president, reported on the biennial meeting and told of many interesting events which transpired and of her enjoyable trip home with other delegates from Lines West.

Mrs. A. Buchan, Nominating Chairman, presented nominating report, and the following were elected to serve for 1947: Mrs. Carl Hoffman, president; first vice president, Mrs. R. E. Joiner; second vice president, Mrs. F. J. Linville; secretary, Mrs. Taylor; assistant secretary, Mrs. H. A. Mosher; treasurer, Mrs. Wm. Sommers; historian, Mrs. E. G. Tallmadge.

We are sorry to be losing one of our very faithful members to another division, Mrs. J. O'Dore, whose husband has been promoted to the position of assistant superintendent at Lewistown. A beautiful lace tablecloth was presented to Mrs. O'Dore from the officers, and all join in wishing her happiness in her new home. We are wishing a quick recovery to those who are ill and a Happy and Prosperous New Year to all.

★ *Madison, S. D., Chapter*

Mrs. Earl Allen, Historian

Election of officers for 1947 took place at our November meeting. Officers elected: President, Mrs. Hans Westby; first vice president, Mrs. Leslie Beck; second vice president, Mrs. Earl Allen; recording secretary, Mrs. Milo Potter; corresponding secretary, Mrs. Art Vogel; treasurer, Mrs. H. G. Gregerson; historian, Mrs. A. D. Walker. A very interesting report was given by Mrs. Milo Potter, president, on the biennial meeting held in Chicago. Cards were played and light refreshments served.

On Nov. 24, the club had a pot-luck supper, entertaining the men. More than 50 guests were present. A bountiful meal was served. Whist and bridge were played.

(Continued on page 42)

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Builder's Storekeeper Alphonse J. Epp, 55, died on Nov. 20 and was buried on Nov. 25 at Grafton, Wis. Al had a service date of July 23, 1913. He is survived by his son Howard and daughter Marian and three sisters. Al's hobbies were hunting, fishing and playing skat; he was vice-president of the National Skat League. Many of the store department employes attended the last rites. All extend their sincere sympathy to the surviving kin.

Gladys Rosenow received a diamond solitaire on Nov. 30. The lucky boy is employed at the Ladish Drop Forge Company. We are looking forward to the big event in the near future.

Ruth and Maletta Brimmer state that they enjoyed their trip to Florida. They liked the modern cabins, affording them a daily change in scenery and comforts. They hope to make a longer stay on some future occasion.

Received a letter from Pfc. Frank Kempinger, who is stationed in Frankfort, Germany. He writes that the greater part of Frankfort was demolished and nothing of interest is left standing. He received his first issue of the Milwaukee Magazine and hopes they will continue to come so he can keep pace with the doings at the shops. His brother John, of the freight car store, who served three and a half years in the Army in the Pacific Theater, has been back at the shops for some time.

We regret to report the double tragedy in the family of Assistant Foreman Jake Gettleman of the Scrap yard. Jake lost his wife on Nov. 29; aged 63 years. She was ill for only a short time and they had been inseparable companions. Two weeks later Joe also died, at the age of 64. One of the boys at the scrap yard visited him on Dec. 14 and Jake said then that he expected to rest up a bit and would return to the job after the first of January. He died early on Dec. 16. Jake was eligible for retirement early in 1947 and had planned to do so. He had worked in various positions, including the lumber yard, foundry store, diesel store and scrap yard. A son, Kenneth, survives.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

A happy New Year to all! A few New Year resolutions heard around the office: Elmer Reinke is going to stop eating candy (at least once a day); Rudolf Broeksma is going to quit murdering his English; Henry Kundert is going to quit counting money; The SCD office is going to quit its present quarters; Martin Drinka is going to quit getting that "B" along with his four "A"s at M. U.; The Tomahawk bowling team is going to quit getting kicked around in the second half of a split season; Jack Armstrong is going to quit holding his average down and open up, starting Jan. 1; Merle Benzer is going to try for high man in the

daily skat game, in place of his perpetual low.

Hail the Marquettes, winners of the first half of the Milwaukee Road bowling league. These boys are steady and turned the tables on the stronger favored teams. In a reversal of form, the Milwaukee Express lost three games to their ancient rivals, the Copper Country Limited, giving Marquette the opportunity to win. Members of the winning team are John Deglman, Mike Lilach, Capt. Blackie Andy Lewis, George Hegedus, Joe Stoss, L. Koukanen, and Cliff Rammelt; won 29—lost 16. Milwaukee Express finished second, with a 27-18.

Did you ever see a 7-10 split? Well it was done at Bensinger, Dec. 17, by our William Kilmann, who didn't even see it himself. Bill shot at the 7 pin and seeing he was going to hit it turned around to return to his seat. The ball hit the pin and the pin hit the kickbacks, bounded off the ball

in the pit and hit the 10. It was legitimate and Bill goes down as one of the few who can say they did it.

Elmer Tellefsen, son of Pattern Shop Foreman Al E. Tellefsen, is finishing his apprenticeship with several months on the book.

James Borrer, Minnesota graduate, is continuing his Milwaukee Road career as draftsman for the car department.

Butch Weber's "53" was the big winner in the Remington 12-gauge pump gun raffle.

Car Department

George L. Wood, Jr., Correspondent

To mention all the C. D. deer hunters' stories would be an impossibility but the best we heard concerned Hammersmith Jerry Zuzanek, who did not bag a deer but did bring back a 290-pound bear.

The smoke had little time to clear this past month what with the numerous cigar

Anton Kania Celebrates 50-Year Anniversary



A. G. Hoppe, general superintendent locomotive and car department (left) and K. F. Nystrom, chief mechanical officer, pin the over-size 50-year button on Foreman Anton A. Kania at the dinner held in the latter's honor.

IN COMMEMORATION of his 50th anniversary with the Road on Dec. 18, Foreman Anton A. Kania of the car shops at Milwaukee was the guest of his associates at a banquet in the North Avenue Auditorium. Approximately 65 of his friends attended, including a number of mechanical and car department heads, and seven retired supervisors.

A troupe of musicians, composed of Eugene Weber, Art Schultz, Michael Moritz and Robert O. Burr, started the program in Mr. Kania's honor with a resounding "For He's a Jolly Good Fellow," and then H. A. Grothe proposed a toast. K. F. Nystrom made a

talk in which he complimented Mr. Kania highly. A. G. Hoppe made the presentation of the 50-year button and A. M. Guschl provided an amusing diversion by presenting a second button—an out-size one made especially for the occasion. Mr. Kania also received a plaque, presented by J. A. Deppe, inscribed with the names of all who were present.

An interesting review of incidents in Mr. Kania's 50 years on the job was given by J. E. Mehan, retired assistant to superintendent of the car department, and G. A. Greeman made the formal presentation of a set of pipes and smoking appurtenances,



The Milwaukee Road Choral Club as it appeared during one of the Christmas concerts in the Chicago Union Station. Director Stanley Martin is seated at the piano. The three young mascots in the foreground are, left to right: Carol Dempsey, Judy Mayer and Judy Jepson.

Milwaukee Road Chorus Presents Christmas Concerts

DURING the last Christmas season the Milwaukee Road Choral Club, following a practice established eight years ago, again sang Christmas carols in the main waiting room of the Chicago Union Station. The concerts, directed by Stanley Martin, were presented on Dec. 20, 21, 23 and 24 and were enjoyed by thousands of holiday travelers and the employes of railroads which have offices in the station.

The programs featured traditional and sacred music, lightened by songs which have become favorites in recent years. Three young robed mascots circulated among the people who congregated to listen and distributed souvenir folders containing the words of the carols with descriptive program notes. Pictures of the massed chorus appeared on the front page of the Chicago Sun and in the Chicago Daily News.

dispensers. Upholster Henry Penkalski passed them out first, for the arrival of a baby girl on Nov. 16. The smoke hadn't cleared when we were firing up again, on Nov. 17, when Blacksmith Helper Steve Gagliano became the father of a seven-pound son. Welding Inspector Matt Plamenig was the next donator, occasioned by a baby daughter who put in her appearance on Nov. 29. Carman Eddie Wasielewski rounded out the month, passing out "It's a Girl" cigars on Dec. 7.

Sincere sympathy is extended to the family of Carman Martin Vavra, who passed away on Dec. 11.

Talk to a Montanan and he'll tell you that a blacksmith is a man who shoes horses. Let us introduce you to just such a man. He's Art Klug of our C. D. blacksmith shop, who in his spare time runs a horse shoeing establishment on the outskirts of downtown Milwaukee.

Bits of Milwaukee Road history came to light and were dusted off following the announcement that Foreman William Heaney had retired. Thumbing through the files we

found that Bill served at Milwaukee shops since 1893 and retired from active service in November, 1946. Upon the announcement of his retirement, his fellow supervisors presented him with a gift and farewell message enclosed in a frame. The message, which follows, was written by Assistant Shop Superintendent H. A. Grothe. "May you enjoy your well-earned rest to the full. Your loyalty, industry and friendliness have been an inspiration to us all through the years of our association. Your fellow supervisors think of you fondly, Bill, and extend their wish for many days of peace and contentment."



William Heaney

The bigger the bank roll, the tighter the rubber band.

CHICAGO GENERAL OFFICES

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Mary Gunderson, formerly of the advertising department, was in to visit us. Her new baby, Mary Lou, is doing fine.

Eleanor Bloomfield, Mr. Cooper's stenographer, has resigned to take up the duties of a housewife. Mary Bilgart has taken over her work in the office.

John Duane and Alice Nolan were married on Dec. 14. John is on delay en route orders and will leave for Japan early this year.

Hazel Collins of the reservation bureau is now in the information bureau in Mr. Hitzfeld's office.

Fred J. Carney is now stenographer in Mr. Sengstacken's office in the position vacated by Doris Jones' promotion.

Have you seen Doris Healy's new earrings? A lot of the girls liked them so well that Doris had to get them some.

William Clemens has been promoted to stenographer in the general passenger office.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Elmear Martell was the last of the girls from this office to take a trip southwest. She spent a wonderful two weeks in Old Santa Fe and the surrounding country.

Vera (Snapp) Moffett spent Thanksgiving Day in Roswell, N. M., where her husband is stationed.

Doug Elder left the service of the company.

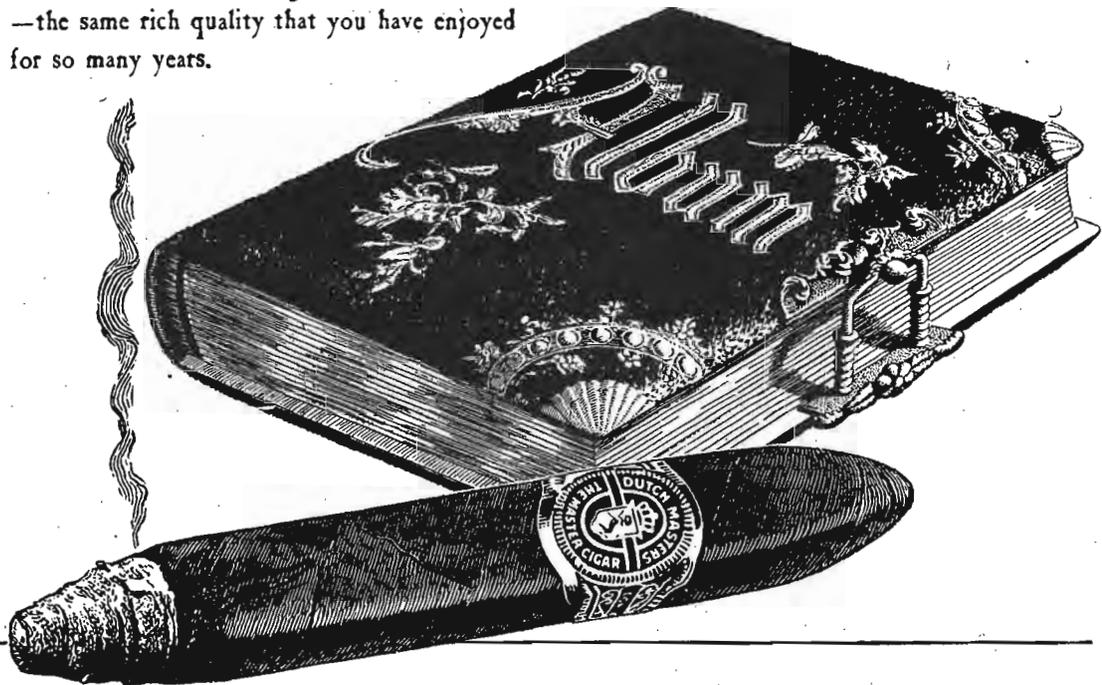
Christine Steggers spent her vacation in New Mexico and enjoyed every minute of it.

Pioneer Post 768 of the American Legion will hold a "shindig" at the Lakeview Bowl Lodge Hall on Feb. 1. Everyone is welcome.

Because the news is so short this month, I'll use this paragraph to wish you all a happy New Year.

Memories

When you leaf through the family album, there are so many good things to remember—your first Dutch Masters when you were 21, for instance. Yes, time rolls by, but the nut-sweet taste of this fine cigar remains the same—the same rich quality that you have enjoyed for so many years.



DUTCH MASTERS CIGARS

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Jessie Douglas, one of our jolliest co-workers, passed away on Dec. 14 after a lengthy illness. Jessie, a native Chicagoan, was with the old Southern District accounting office and was later bureau head of the computing bureau. She worked in the shop timekeeping bureau before leaving us. Miss Douglas is survived by her mother, who is seriously ill, two sisters, Mrs. Margaret Miller and Lillian Douglas, and three brothers, Robert, John and Thomas.

The marriage mill is at work again, and what production! Cupid never gets a vacation, it seems. Pearl Scherer of the bill and voucher bureau became Mrs. Al Nerroth on Nov. 9 at St. Paul's Lutheran Church. Bloom's Hall was the scene of the large reception following the ceremony and the newlyweds honeymooned in Florida.

Ruth Christensen of the accounts receivable bureau and David Soutar, Jr., took their vows at St. Timothy's Lutheran on Dec. 7. The happy couple motored to California on their honeymoon—in a new 1946 model at that.

Alice Peterson of the typing bureau became Mrs. Robert Erickson on Dec. 14. The ceremony was at the Philadelphia Church, with a reception following, which was attended by a gathering from the typing bu-

reau. The newlyweds honeymooned in Seattle.

Anne Petrovich and Bob Wall announced their engagement on Dec. 8, with marriage plans set for February, 1947. Congratulations!

Berenice D'Alton pulled a "quickie" on Dec. 2, returning from her lunch period with a dazzling engagement ring. Frank Tesselar was the lad who couldn't even wait until after lunch, not to mention Christmas.

Two CDA ex-GIs, Charley Dietrich and Jimmy Dunne, have said farewell and will try other fields. We'll miss them, but wish the boys the best of luck.

Girls bowling standing:

Teams	Won	Lost
Copper Country	24	15
Varsity	23	16
Chippewa	23	16
Arrow	23	16
Marquette	21	18
Fast Mail	18	21
Southwest Limited	18	21
Sioux	18	21
Hiawatha	17	22
Tomahawk	17	22
Pioneer Limited	16	23
Olympian	16	23

Individual leaders after 39 games are Marian Klewer, 149; Mabel Klug, 145; Catherine Hanrahan, 140; Nora Kane, 136; Ruth Stanley, 136; Florence Steiner, 132; Shirley Klein, 131; Gert Alpert, 129; Emily Dodovich, 128; Ann Kennedy, 127; and

Pauline DeKeckler, 127. A mixed bowling tournament at the Lakeview Bowl recently, for the men and women's leagues, ended with Bernice Koss and Harold Parker as champs with a 1201 series between them. Bee gives Harold all the credit.

Two more of our ex-servicemen have decided on further education. The scholars under the GI Bill of Rights are Quentin Robinson, who has chosen the University of Illinois, and Robert Wilson, who will enter MacAllister College, St. Paul, Minn., and transfer later to Minnesota. The golf league loses two good men, including the defending champ, although he may be able to continue playing as he will attend the Navy Pier branch of the U. of I.

Century and 76

One day in December the six employes of the tax department in Chicago applied their arithmetic to themselves and came up with the startling conclusion that they probably have the greatest number of service years per person of any group of employes on the Milwaukee Road.

Claude Culver has 46 years to his credit; Floyd Williams, 41; Roy Bunde, 36; Harvey Mussweller, 26; Elizabeth Shortall, 21; and Leonard Norberg, 6. The total is 176 years of service, or an average of 29.33 years each.

CONTINENTAL SERVICE

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Car Accountant's Office

Harry M. Trickett, Correspondent

Carol Craggs was honored with a bridal shower in the office on Dec. 14 and was married to Wayman L. Strother on Dec. 20. Following a honeymoon down South they expect to live in Miami Beach, where Mr. Strother will be an instructor at the university.

Geraldine (Stubing) Dhamer was presented with many gifts on Dec. 7 when she retired from her position to await a blessed event.

We understand that soon after Jack Culver retired, on Aug. 30, he was married, but no details are available.

Caroline Heiser, who resigned on July 20, announced the arrival of a baby boy on Dec. 4.

At the Booster Club raffle, Nov. 20, Rose Dolan and Julia Tague were two of the lucky persons to win turkeys. Last report was that Rose is keeping hers frozen until she is able to get her price.

Jake Lewin has returned home following an operation at the hospital on Nov. 15.

Marie Leike, who has been convalescing for the past four months, is expected to return to work in January; also, Mary Oehm, who has been on furlough since Sept. 16.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Pauline Fisher, for a number of years freight auditor's secretary, and C. Warren Burg, L&IB bureau clerk for many years (except when helping to win the war in North Africa, Italy and Germany), were married, Dec. 11, at Barrington, Ill., and at this writing are honeymooning in Seattle, Wash. Their wedding gift from fellow employes was a five-place setting of sterling silver. They will live in Barrington. Hearty congratulations and good wishes to them from all of us.

Florence S. Krella Steiner and our good friend Sherman Arp have something in common each year. They participate in a deluxe birthday celebration on the same date, Dec. 18. This has been their custom since they became Milwaukee Road employes many years ago.

On Nov. 18 Assistant Head Clerk Bill Boedecker, rate revising bureau, did a bit of reminiscing, it being the 30th anniversary of his loud "I do" when, as he claims, he married the sweetest girl in the world.

Caroline Hartel, switching bureau, has returned to work with a fine tan acquired while vacationing and seeing interesting sights in and near Mexico City.

Francis Haffey, L&IB bureau, left the service of the company on Dec. 21.

Elaine Bobzien, rate revising bureau, left us, Dec. 14, to make her home in Manitou Springs, Colo. From her office friends she received an orchid, a pen and pencil set and many good wishes.

Bowlers: Winners at Thanksgiving week

Navy Flyer Finds Milwaukee Magazine in Shanghai



Many surprising things have happened to Ensign John A. Benson, Bombing Squadron 124, since he left the auditor of expenditure's office for the Navy Air Corps, but recently, in Shanghai,

he encountered a new one. In a letter to G. E. Engstrom, his old boss, "Red" wrote that after a hop from Okinawa to escape a typhoon, he dropped in at the Army officer's club in Shanghai and, to his amazement, sighted three recent copies of the Milwaukee Magazine on the reading table. It was like a message from home.

Ensign Benson has been stationed in the Pacific area for a long time and saw combat duty aboard the aircraft carriers Hornet and Enterprise. He hopes to be back in the States soon.

feather party were A. McSween, Chuck Woelffer, George Fisher, Ed Martin and J. Gross. League members are getting in shape and all pepped up for the ARBA national bowling tournament, to be held in March at Floss Main Bowling Arcade, Buffalo, N. Y.

Our men's basketball team is going strong, standing in third place in the Lincoln-Belmont "Y" Industrial League (a seven-team league) on Dec. 12. Lee Storms, our star, leads the league in points, with an average of 36 for three games.

COAST DIVISION

Harry W. Anderson, Division Editor

Our news items for this month are rather scarce and while your correspondent has large ears and hears a lot he still has to depend on what people tell him, so I wish that the railroad folks on the Coast Division, if they hear of anything interesting, would drop me a note; just the details, I will take care of the rest.

Old Man Winter's advance agent paid us a visit on Nov. 18 and the samples he handed out were not welcome in the Evergreen State. For nearly a week everything was white with about 16 to 18 inches of snow, which kept the railroad crews busy, especially the telegraph line men and trolley crews. Frances Sommers, who lives in Adelaide where the electricity was cut off, had quite a time on account of her igloo being entirely electrified and there was no heat or water, so the snow came in bandy.

The engineering office has a new addition to its force in the person of Max J. Farrell, who has just returned from military service.

WEST COAST WOOD PRESERVING CO.

[[We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers.]]

Office: 1118-4th Avenue, Seattle, Wash

Plants: Eagle Harbor and West Seattle

Ray Herwin, formerly of the engineering department and now in the Army, was home on a furlough to visit his folks, Mr. and Mrs. Al Herwin. He left the day before Thanksgiving for San Francisco, from where he goes to Korea.

As the bowling season nears the end of the first half the interest increases. At the present time the general office holds top position but there are several teams pressing close, especially the boilermakers, who are tailing by only one game. The women have been doing fine, considering that most of them are new at the game. The Olympians are in the basement and the Hiawathas in seventh place. Evelyn Herzog tops the women with an average of 158. Charles Collins is on top of his list with a 182 average.

Train Dispatcher H. A. Mosher has returned from a trip to the East, visiting in Chicago. He also visited his son in Colorado.

Herb Davis of the engineering office, who is lead off man for the general office bowling team, is a grandpa again. The stork left a baby girl at the home of his son Jack.

This has been quite a hectic month for the railroad. First we had snow and at the present time we have flood conditions. Steady rain, combined with warm weather, is melting the snow in the mountains and has brought the rivers over their banks. Eatonville was practically marooned and many people had to be evacuated from the valley near Auburn and Kent and the tide flats area at Tacoma. All crews are having a merry time but have been doing a wonderful job under adverse conditions.

BELLINGHAM

Now that the hunting season is over, things around here can settle back to normal. Conductor D. L. Guthrie went hunting as far east as Deer Lodge, Mont. Conductor P. L. Silver did his share of hunting but stayed a little closer to home.

The Mt. Baker Area Service Club enjoyed a showing of the Milwaukee Road moving picture, "A Railroad at Work," at its November meeting. A lunch consisting of baked apples, doughnuts and coffee, was served by the ladies. The tables were decorated with autumn leaves and pumpkins and a large witch on a broomstick, which was donated by Conductor W. B. Nicolay.

Yard Foreman G. L. Cross drove to Idaho recently and returned with a bride. Congratulations, Red, from the entire Bellingham line.

Seattle Yard

F. J. Kratschmer, Correspondent

Roundhouse Foreman R. W. Janes and wife celebrated their 40th wedding anniversary on Dec. 26 with open house at their home in Seattle.

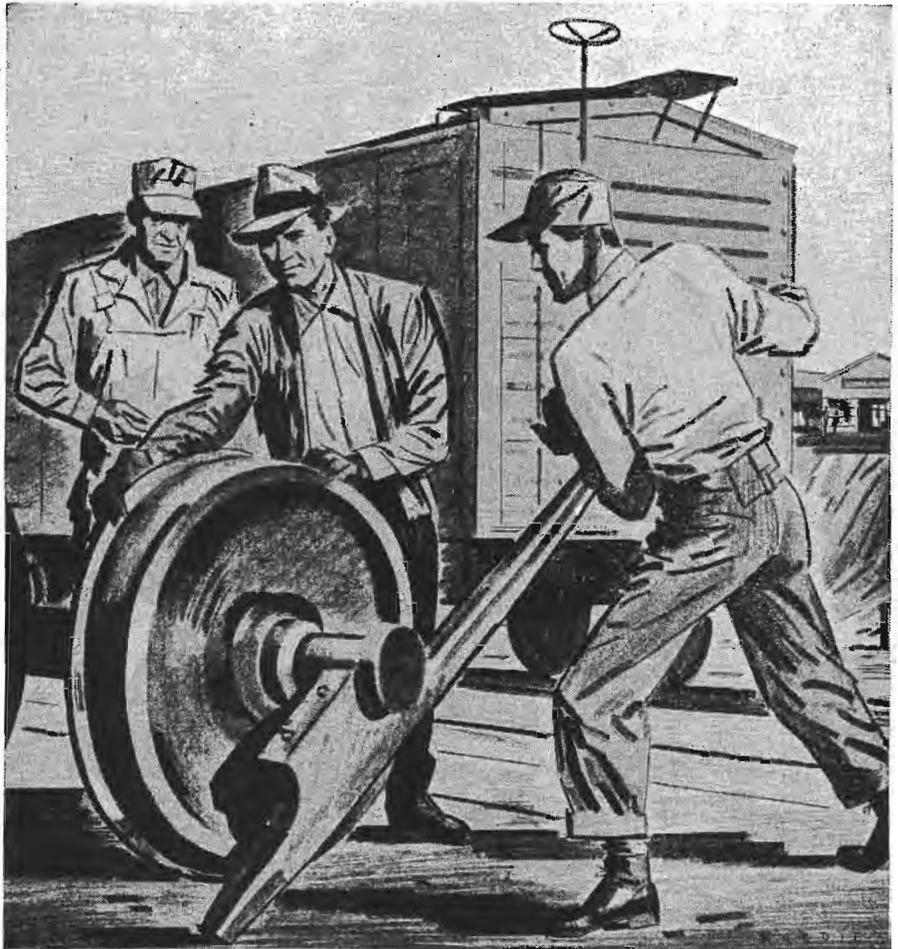
Switchman Joe Byrne was the winner of a brand new Chevrolet car in a recent church raffle held in Seattle. Considering that some 15,000 chances were sold, it is apparent that Lady Luck was with him.

Yard Checker Frank "Slug" Shugrue has taken a few months' leave of absence. He is being displaced by Richard Peterson, who was recently released from the Navy after serving about three years.

Margaret McNeilly has won the distinction of being the Number 1 mouse trapper around the yard.

The housing situation seems to be improving. Latest report from the car foreman's office is that both Foreman A. W. Kaeding and his clerk, Melba Batson, were successful in purchasing homes recently. Mr. Kaeding bought on the Des Moines highway about 12 miles out while Mrs. Batson will be located at 3902 40th Street.

Yard Checker Danny Cartwright spent a few weeks at his home in Malden, Wash.,



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PASSENGER, FREIGHT
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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.

during December. He had been suffering with a stomach ailment and went home to rest. Frank Shugrue carried on during his absence.

Here is your Doctor IQ sketch. Who is he? He has been on the west end with the Milwaukee Road since the days of construction. He is one fellow who is not hard to get along with. At present he is really doing things around the yard. Petty sicknesses or aches do not keep him away from work—he is practically always on the job. Knowing just a little about everyone's work, even to stoking the fire or fixing the lights, makes him a real handyman around the yard. When he isn't answering his own phone he may be seen at some other desk taking a message for someone who may be absent. No phone rings twice when he is around. Almost daily, rain, shine or snow, he may be seen hopping across the tracks, bare headed and in shirt sleeves, looking for someone who may be wanted on an important call. In short he is one of those fellows who just can't do too much for the other guy. Who is he?

George E. Dutrow, after spending several months at his home in South Dakota taking care of crops and doing a little trucking, etc., is back at his old job of repairing cars in Seattle.

Night Car Inspector Martin Buske has been released from the hospital and is convalescing. Also on the car department sick list are Harry Bennett and George Turner, car repairers.

Switchman Louis Dillman, who spent the late summer with his brother in Canada helping harvest crops, dropped into the yard office on Dec. 9, considerably worse off for his experience. He got mixed up with a combine and had his arm and hand severely mangled.

Tacoma

R. A. Grummel, Correspondent

Your correspondent took a few days' vacation in December and accompanied several Milwaukee Road customers into the hills of southeast Oregon and Nevada for wild geese. The trip was well enjoyed and he brought back the limit. Game was plentiful in the district, but, like all wild birds of this type, wary and hard to get. Everyone in the party of 10 got the limit in Canadian honkers, as well as two white geese each,

weighing out all the way from eight to 19 and a half pounds.

Chief Revising Clerk Al Goldsbrough, one of the old old timers, is confined to a hospital. We are glad to report that at this writing his condition is improving and we hope he will soon be with us again. During his absence Loren Cowling has taken over at his desk and Loren in turn is being relieved by Mrs. Dorothy Clover.

Kenney Alleman returned from his vacation, all smiles and with many wild tales to tell of the adventures he met en route.

Mrs. Velma Wheeler of the cashier's department, who is on leave of absence due to ill health, paid a brief visit to the freight office and brought several dolls she had dressed with exquisite and delicate hand-work.

Jack P. Bashey, our morning messenger, severed his connection with the Road on Dec. 7 to accept a civil service position with the city of Tacoma.

Oil Dock Foreman Carl Wiemar is a proud and happy grandpappy, with the arrival of a grandson, Frederick, at Tacoma General Hospital in December.

YARD OFFICE

William J. Meade, checker on the afternoon shift, was taken suddenly ill recently and will not be back in service for some time.

Helen Alleman's daughter Donna was married, Nov. 21, to Capt. Bruce Palmer of the Foss Launch and Tug Boat Company.

Raymond Haskins, ACYC, was called to Madison, Wis., suddenly on account of the death of his mother, Dec. 8. During his absence his desk in the yard office is being ably filled by veteran Mrs. Anne Beaumont.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Russell Herth, who was separated from Army service on Nov. 24, went to work as joint interchange clerk on Dec. 2. He served overseas two years and has been married since entering service.

Mrs. Gerald Brundage (Peggy), wife of Chief Clerk Gerald Brundage of Auburn, Wash., gave birth to a baby girl on Nov. 29, which died on Dec. 2. We extend our sympathy.

Mrs. Faye Blackburn, former statistical clerk in the local freight, resigned on Nov. 13 to devote her time to her home.

Mrs. Thomas Webb, mother of Assistant Chief Clerk Jack Webb, died on Nov. 18; funeral service through the North Minster Presbyterian Church on Nov. 20. Sympathy is extended to the bereaved family.

Miss Marie Roessler, assistant correction clerk, was married on Dec. 7 to Lyall Higbee of Seattle. After a short honeymoon in Canada they will make their permanent home in Seattle.

Mrs. Joseph Meade, wife of the assistant engineer of the tug "Milwaukee", died on Nov. 13. They had been married for 47 years. Our sympathy to Mr. Meade and his family.

Mina Dow is taking the place of Reclaim Clerk Peggy Brundage, who is on a leave account of sickness.

Our sympathy to Zone Switch Clerk Charles McKean, whose father died on Nov. 10. The elder Mr. McKean had lived a full and useful life.

Walter Zahren, who joined the Coast Guard early in the war, has returned to the Road, this time taking a position in the OS&D department. Before entering the service he worked in the billing room and demurrage. Since entering service he has been married and now has two fine children.

Mrs. Blanche M. Stetson, widow of Jack Stetson, former switchman, and mother of

Can You Top It?

On the first day of December, 1945, F. W. Ahrens of Elgin, Ill., took on a two-round-trips-a-day assignment as conductor on the Elgin-Chicago suburban run, and on Dec. 31, 1946, one year and one month later, turned in a perfect record. He hadn't missed a single trip. That record may not sound like a world beater, but you ought to try it sometime.

Six days a week during those 13 months he left Elgin at 5:15 in the morning, and his last run brought him back to Elgin at 5:05 in the evening.

Ahrens, who has 44 years of service to his credit, says that any conductor who goes to work in broad daylight is practically retired.

Carlton F. Stetson of the recoper department (with whom she made her home) died on Dec. 13. Sympathy is extended to the bereaved family.

Willa Lindsey, who during the war was statistical clerk in the traffic department, had her position abolished and has returned to her first job in the local freight office, this time as chief expense bill clerk. Miss Lindsey's mother died a few months ago.

Joseph Kelly of the freight house and his wife were recently called to Indiana on account of the sudden illness of Mrs. Kelly's mother.

Mrs. Genevieve Roberts was called suddenly to California on account of the illness of her mother. She expects to bring her mother home with her. In the meantime Bert is trying to mix up the mulligan himself and is reported to be doing a pretty good job of it.

Word has been received from John "Snapper" Bechler and wife that they are enjoying themselves visiting their daughter and family in Cleveland, Ohio.

We have just received a letter from C. E. "Shorty" Coburn of Long Beach, Calif., saying that he and his wife are back in the sunny state after several delightful weeks in Seattle and vicinity.

Not long ago your correspondent received a letter from Roy F. Rader of Enumclaw, Wash. The last position that Roy held was that of agent at Bellingham. His health is not the best and he will appreciate it if his old friends who may be driving through Enumclaw will call on him at his home, 1106 Pioneer Avenue.

Superior Service Award cards for perfect safety records for 16 years, ending Dec. 31, 1945, have been received by Albert S. Howes, supervisor of oil docks, Seattle, and Patrick Keenan, import and export inspector. Sixteen years is a long time and a wonderful record to shoot at.

Fare Enough

NEW YORK, Nov. 4—(UP)—An elderly woman who got on a New Haven railroad train at New Rochelle, N. Y., told the conductor, "I didn't buy this ticket today."

The date on the back was September, 1898. The ticket was good, too, because at the time it was bought there was no time limit on when it could be used.

—Chicago Daily News,

D & I DIVISION

First District

E. Stevens, Correspondent

Dr. J. B. Schreiter of Savanna, surgeon for the Milwaukee Road at Savanna for many years, was feted at a dinner party given by the Savanna city hospital staff and physicians and surgeons of Savanna and the surrounding community to honor his half a century of service as physician and surgeon. He was presented with a gold wrist watch. Dr. E. C. Turner, also a surgeon for the Milwaukee at Savanna, was toastmaster. Dr. Schreiter took his pre-medical course at the University of Wisconsin and was graduated from Rush Medical College, Chicago. He served overseas in World War I, holding a commission as colonel in the Medical Reserve.

Dispatcher and Mrs. Z. G. Reiff, Savanna, have announced the engagement and approaching marriage of their only daughter, Beatrice, to Capt. Arthur G. Michels of the Army Medical Corps. Beatrice, now a senior cadet in nurse's training at Wesley Memorial Hospital, Chicago, will graduate in March, 1947. The wedding was to take place in Savanna on Dec. 28.

It is with deep regret that we report the passing of one of our co-workers, Dispatcher H. P. Buswell, Savanna, who died shortly after 6 p. m. on Thanksgiving Day in the home of Mr. and Mrs. J. F. Staackman, west of Sabula. "Buzz" entered the service as a telegraph operator on the Iowa Division on Oct. 8, 1907, was promoted to a train dispatcher at Perry, Ia., on Oct. 26, 1917, came to Savanna on Feb. 8, 1925, as night chief and was appointed chief dispatcher on Feb. 1, 1940. He gave up that position on account of ill health and resumed the duties of train dispatcher, holding first trick at Savanna until the time of his death. Surviving are his wife, son Vernon, daughter Audrey and grand-daughter Judith.

Thomas Freeman, retired conductor, brother of Conductors William and James Freeman, passed away at his home in Bensenville on Dec. 4 after a year's illness. Mr. Freeman entered the service as a brakeman in 1909, was promoted to conductor in April, 1918, and continued in that capacity until his retirement, July 3, 1945. Surviving are his wife, two brothers and a sister.

Leroy Hummel, clerk at Spaulding station, submitted to eye surgery in Marshalltown, Ia., the latter part of November.

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin



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RAIL BRACE**

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

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Specialties

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CHICAGO, ILLINOIS**

Ordinary Batteries
Often "Go Dead" Lying Around
In Your Flashlight

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**RAY-O-VAC
LEAKPROOF**

Flashlight Batteries

STAY FRESH FOR YEARS AND YEARS

And

Are GUARANTEED Not to Damage a
Flashlight by Corrosion or Swelling

A New Flashlight FREE if One Ever Does



**FINGERS DO NOT GROW
ON TREES...**

**WATCH WHAT YOURS
ARE DOING PLEASE!**

NATIONAL SAFETY COUNCIL

Dispatcher L. A. Carter, Savanna, is confined to the Milwaukee Hospital in Milwaukee. We hope it will not be long before he is back handling a trick at Savanna.

We overlooked saying "Merry Christmas" so now we say "a Happy New Year to you all," and may it be a safe and happy one for everyone.

MADISON DIVISION

W. W. Blethen, Correspondent

The marriage of Miss Marilyn Dempsey, daughter of Storekeeper and Mrs. Frank J. Dempsey of Madison, to Robert M. Wasko took place in St. Cyril and Methodius Church, Kansas City, Kans., on Nov. 23. The bride wore a gold-colored suit with white accessories and carried an all-white colonial bouquet. Attendants were Miss Anita Wasko and F. J. Dempsey, Jr., and Patricia Ann Dempsey, six-year-old sister of the bride, who was flower girl. Marilyn was employed in the superintendent's office prior to entering St. Margaret's Hospital at Kansas City for cadet nurse's training.

Telegraph Operators V. B. Homb, who was discharged from military service at Ft. Lewis, Wash., and J. A. Preston, who was discharged at Ft. Sheridan, Ill., have returned to railroad service.

Conductor Wilbur McConnell is all smiles over the arrival of a little grandson, Greig Geiger, born to Mr. and Mrs. Marlow Geiger (Eleanor McConnell).

Dolores McNulty, daughter of Cashier and Mrs. F. J. McNulty of Madison, is recuperating at her home after an operation at St. Mary's Hospital on Nov. 26.

Fireman and Mrs. H. E. Maki of Madison announce the arrival of a baby girl on Dec. 4. Congratulations!

Miss Wilma C. Schwab of Madison became the bride of Paul J. Kingston, retired conductor, in a simple ceremony at St. Raphael's rectory on Dec. 9. Best wishes and congratulations.

SUPERIOR DIVISION

J. B. Phillips, Correspondent

We are sorry to report the death of Conductor Emil F. Landry, who passed away on Nov. 21. Emil was very much liked on the division. He had two sons employed at the present time as brakemen and was a past chairman of the Green Bay Service Club. Our heartfelt sympathy goes to his family.

The following employes have decided to take their pensions: Conductor W. R. Albert, retired Nov. 29; Conductor C. E. Chapman, retired Nov. 30; Carman Tony Lauterbach, retired Nov. 30, and Conductor Edward Kurth, retired Dec. 16. We hope all of them will enjoy their much earned rest for a long time to come.

Switchman Earl Procter, who has been confined at home for some time on account of illness, has decided to retire. We all hope Earl will regain his health.

Telegraph Operator Ethyl Hermanson, who has been confined to the hospital, is at the Wisconsin General Hospital at Madison, Wis. She has undergone several operations. The employes on the Superior Division collected a sizeable purse for her and she has asked to have her thanks expressed, via the Magazine, for the generous gift and their thoughtfulness. We all hope Miss Hermanson will soon be well and around again and wish her the best of luck.

Samuel J. LaValley has been appointed agent at Menominee, Mich., in place of Carrol P. Devereaux, who has taken the vacant agency at Oconto, Wis. Sam is one of our youngest operators and recently returned from military service. We wish him and Agent Devereaux a lot of luck on their new assignments.

We extend to all the season's greetings and hope that 1947 will be a better year for news from the Superior Division. This can be done with the proper support from employes, especially those in outlying points, from whom we would like to hear more often.

You may call a woman a kitten, but never a cat.

You may call her a mouse, but not a rat.

You may call her a chicken, but not a hen.

You may call her a duck, but not a goose.

You may call her a vision, but not a sight.

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BOSTON
WASHINGTON

CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON



This fine specimen of a king salmon was caught by Mrs. William F. Brown, wife of a section foreman at Elk River, Idaho, while fishing near Edmonds, Wash., with her son Roy, railway mail clerk at Seattle. Before giving up the struggle the powerful fellow gave her a 20-minute battle, during which he broke the pole and almost got away. Mrs. Brown is an accomplished sportswoman and is always able to account for a deer during the hunting season.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

During the month of November we had more snow in this vicinity than in any year since 1917. There were 16 inches on the north end of the Pend Oreille line, making it necessary for Roadmaster C. F. Allen to operate the flanger; the first time this has been necessary in that month for many years.

Despite the inclement weather Mister Stork was busy delivering bundles to homes of Milwaukee employes. Yard Conductor Wallace Prosser and wife gave their little daughter Kathleen a brand new baby sister on Nov. 16. Her name is Lorraine Barbara.

Passing out cigars was Fireman W. R. Ferrier. Mrs. Ferrier presented him with a baby girl on Nov. 22. Connie Ann is the name chosen for the new member of the family.

By mail comes the announcement of the arrival of Karen Louise, weight eight pounds, Nov. 17, to the home of S/Sgt. and Mrs. Cal McAnear (Virginia McAnear, who you will remember as former stenographer to chief clerk in superintendent's office, Spokane) at Fullerton, Calif., where they are making their home while Sergeant McAnear is stationed at a nearby Marine post.

That makes three girls, but here come the male of the new arrivals, with P. R. Smithmeyer of the engineering department becoming the father of a baby boy. Isn't Gregory Lee a nice name? The candy was very good.

To even the score, making it three to three, sons were also born to Brakeman and Mrs. Warren Carroll and Conductor and Mrs. H. B. Broyles. Ray Bennett Broyles was born on Dec. 4 and Richard Lee Carroll on Dec. 5.

Mrs. Charles Hankins, wife of Engineer Hankins, was confined in Deaconess Hospital, Spokane. We wish her a speedy recovery. Also on the sick list recently was Mrs. Delbert Fifield, wife of section foreman at Lost Creek. First Class Carpenter Tom Denny, who does tramp carpenter work on the Idaho Division, was off on account of

sickness. Relieving Pump Repairman Fred Carlson, Spokane, who was off several days due to illness, was Ernest Brunning, of Parsons' bridge crew.

Other members of Parsons' crew have been at Moses Lake for some time installing a water system for the new icing platform, to facilitate the potato movement next year. Also at Moses Lake is Foreman Williams' extra gang which is renewing ties on the Warden line for Roadmaster C. E. Moore. There is a large amount of work in sight for the gang in this vicinity, due to the work on the Columbia Basin irrigation project. Bulldozer Operators Babinski and Tuers are grading for the new "spud" tracks and the section men from Dishman, Rathdrum and Coeur d'Alene have been busy removing the old "lumber" track at Atlas, materials to be used on the work at Moses Lake.

Speaking of rails, the fast track between Plummer Junction and Manito is being put in shape for the streamliners. Extra gang 959, in charge of General Foreman Vincent Perrone, is making a fine showing on this job, having relaid a number of the curves and is now engaged in replacing the old angle bars.

Betty Jean Poole, daughter of Engineer and Mrs. Theo May, became the bride of Robert Wayne Adsero, son of Mr. and Mrs. Lew Larson of Coeur d'Alene at St. John's Cathedral, Spokane, on Dec. 5. The couple will reside in Moscow, where the groom is attending the University of Idaho.

Conductor and Mrs. R. W. Prosser left Spokane on Dec. 20 to spend the holidays in Detroit with their son. They expect to return in early January.

Following a stay on the Coast, Charles W. Little, retired conductor, is again living in Spokane. He likes the climate around here and has purchased a home to remain permanently in Spokane.

First Trick Operator G. W. Myers, St. Maries, and his wife Clara enjoyed a two-week vacation, visiting their son-in-law and daughter, Mr. and Mrs. Bernard Heaney, Colton, Wash., and relatives at Lewiston, Uniontown and Genesee.

The untimely and accidental death of Conductor C. F. Donovan, Jr., son of Conductor and Mrs. C. F. Donovan of Malden, has taken one of the most promising young railroaders on the Idaho Division. It takes a tragedy of this nature to wake the rest of us to the realization of how careful we must be.

Mrs. Branda S. Gustafson, wife of Engineer A. R. Gustafson, passed away in a Spokane hospital early in December. We extend our sincere sympathy to the bereaved families.

The new expense clerk at the Spokane freight house is Mrs. Betty Whalen, former yard clerk at Othello. We hope she will enjoy working with us here.

Agent Schlatter, Worley, Idaho, went for his usual hunting trip into the Bitter Root Mountains out of Alherton, Mont. The success of the hunt was not reported but we just bet it was a good one.

The Malden bunkhouse has just had a thorough renovation and is under the capable supervision of Mr. and Mrs. T. E. Akey.

After work on the new well at Plummer, Idaho, was completed Foreman Warn's crew put up a new smokestack for the St. Maries roundhouse.

The B&B department has removed stringers from quite a number of filled bridges on the St. Maries and Pend Oreille lines, in line with the company's plans for permanent improvements. Foreman Wohlk's crew has been unloading these stringers at St. Maries and Engineer W. E. Blake's ditcher machine has been busy ditching on the POR line and St. Maries branch for Roadmaster Loftus.

A GREAT FORWARD STEP IN RAILROADING

RAILWAY EXPRESS AGENCY SPECIFIES TIMKEN ROLLER BEARINGS FOR 500 NEW EXPRESS REFRIGERATOR CARS

An extract from Railway Express Agency's announcement of the awarding of these cars to the American Car and Foundry Company reads as follows:

"TIMKEN ROLLER BEARINGS will reduce the starting friction, locomotive fuel consumption and delays caused by journal maintenance."

The TIMKEN "QUAD" BEARING application will be used on these 500 cars. This type of application not only is used in new cars, but because it fits into existing narrow truck frame pedestal openings, it makes possible the conversion of existing friction bearing cars with pedestal type trucks to Timken Roller Bearings.

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NATIONAL ALUMINATE CORP.
6216 West 66th Place CHICAGO, ILLINOIS

H & D DIVISION

W. H. Applegate, Division Editor

An evergreen tree with appropriate decorations adorned the waiting room of the Aberdeen passenger station during the Christmas holidays.

Some of the H&Ders had to go away from home to get their turkey dinner on Thanksgiving. Superintendent and Mrs. Doud got theirs while visiting with their daughter and son-in-law at Milwaukee.

Division Engineer K. L. Clark and family spent Thanksgiving with parents in Missouri.

Mrs. Pearl Hopp, superintendent's office, spent Thanksgiving with her son William and family at Fargo, N. D.

Mary Kaufman of the legal department entertained her niece, Mary Lou Hunter of Sioux Falls, during the Thanksgiving week. Mary Lou is the daughter of Quintin Hunter, night yardmaster at Sioux Falls.

W. J. Kane, Jr., who is attending college at Lincoln, Neb., and Steven G. Kane, university student at Vermillion, spent Thanksgiving at Aberdeen with their parents, Mr. and Mrs. W. J. Kane.

A report comes to us that Assistant Engineer Charley Boland, maintenance of ways department, is in the hospital at Milwaukee following an operation on Nov. 19. We wish him a speedy recovery.

We regret to report the death on Dec. 3 of Car Inspector George Daeschel, Aberdeen, who died following a recent operation. Mr. Daeschel formerly worked for the company at Othello, Wash., and entered the car department here around July, 1944.

It's good to see Conductors E. D. Crooker and B. C. Hishop running on the East H&D main line again after a number of years spent on the Fargo line.

Bronzed by the sun, Conductor C. R. Mitchell returned, Nov. 9, from the trainmen's convention at Miami, Fla. He took over the Edgeley line run again on Nov. 14.

George Buchanan, former H&D freight conductor, died recently in Minnesota. Burial was at Montevideo.

W. J. Lyons, brakeman on 15 and 16, is at home recuperating from a recent operation. Hope to see him back on the Olympians soon.

We regretfully said "so long" to Chester Miller, clerk in the signal department at Aberdeen, who, on Dec. 1 went to Ottumwa, Ia., as clerk in the engineering department. Chester was secretary of the Aberdeen Service Club and will be missed by his many friends here.

The Marquette bowling team of the Milwaukee League couldn't hang on to Darrell Newcomb, chief clerk to the division freight and passenger agent. He is leaving us to take over the duties of chief clerk to General Agent Burns at St. Paul. The team loses a good bowler and we lose a friend.

Coming to Aberdeen to replace Darrell as chief clerk to Division Freight and Passenger Agent F. W. Baker is Robert Bach, from the freight department at Minneapolis. Welcome is extended.

Ed Whitman's steel gang finished up at Andover on Dec. 14 and moved to Aberdeen to lay steel east of here. Roadmaster Gus Carlson says it looks like a million dollar railroad on his territory now.

Assistant Division Engineer Walt Fuhr will bid goodbye to landlords, rents and fears of evictions around Feb. 1, when he moves into his own swell bungalow on South Main Street.

Miss Nora Pringle became Mrs. Nora Gilbert, wife of L. C. Gilbert, instrumentman in the division engineer's office at Aberdeen, on Nov. 9 in Chicago. Congratulations!

Chief Dispatcher Verne Sohn recently

spent a 10-day vacation with relatives in Iowa.

P. K. Nystrom, recently returned from service in the Army Air Corps, has bumped in on the second trick operator job at the dispatcher's office, Aberdeen.

Operator Joyce Udseth is relieving the agent at Ipswich.

Rollie Marlett has been missing as first trick dispatcher and also from the bowling alley on account of being ill.

Congratulations are in order for Johnny Meier, West H&D fireman, on his recent marriage to a Eureka girl.

Engineer Carroll Dietz, West H&D, just returned from a deer hunt in Pennsylvania, empty handed and with all his shells. Which just goes to show that the West has more to shoot at.

A. C. Zick, retired H&D passenger conductor, Aberdeen, is taking his family to California for the winter, where he will pluck roses and smile while we grit our teeth and battle the blizzards.

Another who has heard California's call is A. R. Davidson, retired locomotive engineer, West H&D. After recently celebrating their 50th wedding anniversary, the Davidsons have moved to California.

Mrs. Gulbranson, wife of the roundhouse storekeeper, is at present working in the division storekeeper's office in place of Patricia Patterson, who is still recovering from a long siege of illness.

Recently out of military service, Locomotive Fireman Duane E. Bush is back on the job, first taking out time to get married and spend a honeymoon on the West Coast.

Wedding bells also rang recently for Archie Bolan, machinist helper at Aberdeen.

J. H. Rankin, retired boilermaker, still has the Milwaukee spirit and has been seen around the local plant greeting old friends.

Robert J. Faeth, S 1/c, former West H&D brakeman, and son of John L. Faeth of the superintendent's office, has been assigned to the USS Princeton, aircraft carrier, and is touring the Pacific. His dad recently spent a week's vacation at Bison, S. D.

The pins continue to fly at the local bowling alley during the Wednesday night sessions of the Milwaukee League and the Olympians are leading the pack. As to high men, it's the same old story again; Russell Blake with 163 average and Joe Moffenbier with 160, although Division Engineer K. L. Clark is threatening with a 158.

The old rocking chair days are fast approaching Boiler Foreman Erig Kinder and Master Mechanic's Chief Clerk W. H. Murphy, Aberdeen, who recently became grandfathers on the same day.

Mr. and Mrs. Donald Kinder of Aberdeen have a baby girl, and Mr. and Mrs. James V. Murphy of Savanna, Ill. (formerly of Aberdeen) have a baby boy.

East H & D

Martha Moehring, Correspondent

Several buttons have been found around the yard office at Montevideo the past couple of days. They've popped off the vests of Lloyd Williamson and W. E. Hocum, who acquired a daughter and a son. We mean one apiece!

To add to that, on Dec. 7 Roadmaster Bill Fuller took on added dignity when after much floor pacing the doctor told him that he had become a grandfather. The grandson is such a little husky that Bill is thinking of entering him in the current Golden Glove tournament.

Yardman Harold Natzel has acquired a new chair to sit on when he eats his lunch. This honor came after years of sitting on a splintered, weary-looking affair in the yard

office. Harold is so proud of the new equipment that anyone caught using it without his permission is practically in line for an investigation.



Frank Phelan

If everyone could chalk up as fine a record as retiring Section Foreman Frank Phelan of Milbank, it would be something to hang up and admire. Frank began his long career in Milwaukee Road service in 1895 as a laborer on the section at Milbank. Two years later he became section foreman and

until 1916 was in charge of the gangs during the construction of the double tracks on the H&D. Upon the death of his father in 1923 he became roadmaster on the Fargo line, where he remained until 1931 when he returned to Milbank as foreman. He held this job up until Dec. 1, 1946, when he retired. He is the oldest man in years of service on the division seniority roster and his record is one of faithfulness and dependable service. The force at Milbank had a testimonial dinner for him at his retirement. We wish him a long and happy vacation.

George Null, former conductor on the H&D, passed away recently in Minneapolis. He leaves two sons, George and Harold, to whom we extend sympathy.

The deer season met with success among the boys on the division. The first two that we admired were brought down by D. R. McReynolds and Cliff Bofferding, both of the yard office force. Good eatin' it was, too.

The Christmas season was again properly observed around the Montevideo office. Maxine and Martha put up a tree for the boys to admire and then the annual cookie and coffee party was on the calendar of events. The girls reported that there was a marked improvement among the men the past year and Santa Claus ought to do right well by them.

Engineer Bill Hasleau is waxing poetical. Just what is bringing it on nobody knows but here's a little "safety first" ditty that he thought up in his spare time:

"If you finish each job to which you're assigned

And don't quit when half way through,
When an accident happens to somebody else
It cannot be charged to you."

Middle H&D

R. F. Huger, Correspondent

Our congratulations to Agent and Mrs. Lee Caldwell, Holmquist, S. D., on their first, a boy. The cigar was fine.

The extra gang has been in our territory for some time and, despite the weather, is really making progress. When this column comes out they should be all through for the year and will more than likely be back in the spring to ballast. They were a good gang, as was Krusick's distributing gang, and we hope to see them all back next year.

Agent Scott, Webster, S. D., has gone to sunny California to visit his son, who is stationed there with the Navy. He expects to be gone for at least six weeks.

A. E. Mayer has bid in temporary agency at Wahpeton, N. D.

Section Foreman Pete Peterson, Bristol, is taking a well deserved vacation. In his absence Eddie Donahue is acting foreman.

For many employes this was the first Christmas and New Year at home for several years, and to them and everyone on the division, we extend our sincere wishes for a Happy New Year.

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Iowa Division				
Bachmann, C.J.	Engineer, Dept.	Chicago, Ill.	1		Boettcher, Lester R.	Asst. Engineer	Marion, Ia.	1	
Benson, L.J.	Asst. to Vice Pres.	Chicago, Ill.	1		Cooper, W.E.	Rd. Hse. Foreman	Cedar Rapids, Ia.	1	
Dolan, W.R.	Dist. Adjuster	Chicago, Ill.	1		Diask, Milo	Checker	Cedar Rapids, Ia.		1
Klug, Edw.	Equip. Engr.	Chicago, Ill.	1		Eischeid, E.P.	Engineer	Council Bluffs, Ia.		6
Langer, F.X.	Travel Auditor	Minneapolis, Minn.	1		Fraser, W.C.	Legal Dept.	Omaha, Nebr.	1	
Marquiss, E.M.	Clerk	Chicago, Ill.		1	Miller, L.A.	Conductor	Des Moines, Ia.	1	
McNicholas, M.J.	Mail, Exp. Bag. & Milk	Chicago, Ill.	1		Searight, Nancy M.	Clerk	Council Bluffs, Ia.	1	
Oberg, Erma B.	Bridge & Bldg. Dept.	Chicago, Ill.	1		Waln, R.A.	Sig. Mntr.	Paralta, Ia.	4	
Rosier, Grace	Clk., Car Acc't.	Chicago, Ill.	1		Wenstrand, W.W.	Legal Dept.	Omaha, Nebr.	2	
Spengler, W.H.	Adjuster	Chicago, Ill.	1					11	7
Vraney, J.E.	Ch. Trav. Auditor	Chicago, Ill.		2					
Weichbrodt, B.J.	Claim Invest.	Chicago, Ill.	1						
			10	3					
Chicago Terminals Division					Iowa and Dakota Division				
Abrams, N.	Rate Clerk	Galewood, Ill.	1	4	Blanchard, L.C.	Div'n Rdmstr.	Mitchell, S. Dak.		1
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Broome, A.G.	Yd. Clerk	Sioux City, Ia.		1
Boeck, H.F.	Chief Clerk	Galewood, Ill.		8	Brunson, F.H.	Engineer	Sioux City, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		4	Burnett, M.L.	Trmstr's Clk.	Mason City, Ia.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Carey, I.J.	Helper	Lake Andes, S. Dak.	12	2
Carter, Paul	Clerk	Galewood, Ill.		1	Gaetze, J.J.	Clerk	Mitchell, S. Dak.		1
Caruso, S.M.	Clerk	Galewood, Ill.		1	Hladky, L.	Sec. Foreman	Wagner, S. Dak.	6	1
Doyle, W.E.	Chief Clerk	Bensenville, Ill.	1		Hoelwarth, Ed.	Revising Clerk	Sioux Falls, S. Dak.		2
Dyba, T.	Route Clerk	Galewood, Ill.		4	Kvidahl, Marie	Rndhse. Clk.	Sioux City, Iowa	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		3	Lagan, Wm.	Revising Clk.	Sioux Falls, S. Dak.		3
Evans, R.	Clerk	Galewood, Ill.		1	Lonseth, Leonard	Tariff Clk.	Sioux City, Ia.		1
Ewing, J.J.	Clerk	Galewood, Ill.		4	Murphey, E.A.	Pass. Conductor	Sioux City, Ia.	4	
Greenlmb, P.E.	Reconsign. Clk.	Galewood, Ill.		1	Nihlen, N.E.	Perishable Frt. Inspector	Sioux City, Ia.		1
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4	Paulsen, J.C.	Agent	Ravinia, S. Dak.		2
Krygl, M.J.	Clerk	Galewood, Ill.		1	Simon, J.D.	Agent	Sexton, Iowa		1
Lemke, C.	Clerk	Galewood, Ill.		1				25	16
LeMire, G.E.	Rate Clerk	Galewood, Ill.	127						
Lemke, E.	Clerk	Galewood, Ill.		1					
McQuinn, D.	Clerk	Galewood, Ill.		1					
Mickelson, M.L.	Clerk	Galewood, Ill.		1					
Morgan, F.	Clerk	Galewood, Ill.		1					
Oeftering, J.J.	Rate Clerk	Galewood, Ill.		11					
Reiman, B.	Rate Clerk	Galewood, Ill.		1					
Rowan, F.L.	Loco. Engr.	Galewood, Ill.	1						
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		4					
			2	189					
Coast Division					Iowa and Southern Minnesota Division				
Anderson, Millie	Clerk-Frt. Off.	Tacoma, Wash.	1		Bruha, Mrs. F.H.	Wife of Agent	Dexter, Minn.	1	
Cobley, W.H.	Frt. Agent	Lynden, Wash.	1		Hayes, Albert	Operator	Albert Lea, Minn.	2	
Cowling, P.L.	O.B. Rev. Clerk	Tacoma, Wash.		1	Holm, Wm. S.	Yd. Office Clk.	Austin, Minn.	1	
Geelhart, Mrs. O.A.	Widow of Sec. Foreman	Cumberland, Wash.	1		Johnson, Chas.	Agt. & Operator	Sherburn, Minn.	2	
Janes, R.W.	Loco. Dept.	Seattle, Wash.	1		McCarthy, Inez	Clerk	Austin, Minn.	1	
			4	1	Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	2	
					Peterson, R.A.	Agent & Opr.	Winnebago, Minn.		2
					Rasmusen, E.L.	Section Foreman	Minnesota Lake, Minn.		1
					Tritchler, W.E.	Chf. Carpenter	Austin, Minn.	1	
					Woolworth, B.E.	Agent	Waldorf, Minn.		2
								10	5
Kansas City Division					La Crosse and River Division				
Atkin, F.W.	Rate Clerk	Kansas City, Mo.	1		Auman, Frank	Police Dept.	Wabasha, Minn.	1	
Cain, Kathleen L.	Steno-Clerk	Kansas City, Mo.	2		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		Cravy, Perle H.	Car Clerk	LaCrosse, Wis.		1
Pearson, Hilma L.	Stenographer	Ottumwa, Ia.	1		Fauver, Ira	Machinist	Tomah, Wis.		1
			5	0	Fick, Carl R.	Chief Clerk	Tomah, Wis.	1	
					Fishback, E.B.	Agent	Welch, Minn.	1	
					Frazier, I.L.	Rate Clerk	Merrill, Wis.		1
					Fritsvold, P.	Agent	Coon Valley, Wis.	1	
					Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
					Hazelwood, E.E.	Ch. Clk. to Asst. Supt.	Wausau, Wis.	2	
					Miller, W.H.	Truck Driver	LaCrosse, Wis.	2	
					Nee, Pearl G.	Steno-Clerk	Wausau, Wis.	1	
					Ruder, Geo.	Wise Foreman	Merrill, Wis.		2
					Ruder, W.	Yard Clerk	Merrill, Wis.	1	
					Schaad, Gregory	Trucker	Merrill, Wis.		1
					Semmelheck, N.J.	Operator	Merrill, Wis.	1	
					Toohy, J.P.	Stockman	Tomah, Wis.	1	
								14	6
Hastings and Dakota Division					Madison Division				
Austin, Helen J.	Secretary	Aberdeen, S. Dak.	1		Glenn, W.H.	Retired Flagman	Madison, Wis.	1	
Bothun, Mrs. I.	Wife of B&B Carpenter	Aberdeen, S.D.	1		Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	1	
Grandpre, R.E.	Clk., Car Dept.	Aberdeen, S. Dak.	3		McCann, Wm.	Switchman	Madison, Wis.	1	
Kaufmann, M.L.	Secretary	Aberdeen, S. Dak.	1					3	1
Moriarty, W.J.	Ch. Clk., Store Dept.	Aberdeen, S. Dak.	3						
Murray, Margaret	Rdmstr's Clk.	Aberdeen, S. Dak.	1						
Wilson, S.F.	Loco. Engr.	Aberdeen, S. Dak.	2						
			12	0					
Milwaukee Division					Milwaukee Division				
Benzing, Henry	Equip. Mntr.	Horicon, Wis.	3		Benzing, Henry	Equip. Mntr.	Horicon, Wis.	3	
Krummel, W.J.	Car Foreman	Racine, Wis.	2		Krummel, W.J.	Car Foreman	Racine, Wis.	2	
			5	0				5	0

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
Milwaukee Terminals and Shops					Trans-Missouri Division				
Healey, John E.	Carman	Milwaukee, Wis.	1		Brady, James W.	Asst. Time Rev.	Miles City, Mont.		1
Kabacinski, C.M.	Lead Inspector	Milwaukee, Wis.		1	McHarry, R.F.	Store Laborer	Miles City, Mont.	1	
Kutter, Wm. J.	Sec. Stockman	Milwaukee, Wis.	1		Ross, Mrs. Wm.	Wife of deceased			
Meehan, Katherine	Stenographer	Milwaukee, Wis.	1		Sather, P.A.	Agent	Miles City, Mont.	1	
Mulholland, L.	Carman	Milwaukee, Wis.	4			Sec. Stockman	Miles City, Mont.	1	
Rieboldt, F.C.	Retired Foreman	Milwaukee, Wis.	2					3	1
			9	1					
Rocky Mountain Division					Twin City Terminals Division				
Aleson, C.L.	Special Super.	Spokane, Wash.	1		Berg, O.H.	Law Dept.	Minneapolis, Minn.	1	
Cedarholm, Bruce	Operator	Lewistown, Mont.	1		Cook, J.W.	Loco. Fireman	Minneapolis, Minn.	2	
McElwain, Lee	Stat'y. Engineer	Deer Lodge, Mont.	1					3	0
Ranney, H.J.	Stat'y. Engineer	Deer Lodge, Mont.	1						
Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1						
			5	0					
Seattle General Offices					Traffic Tips Reported During November, 1946				
Brundage, W.W.	C.F.A.	Seattle, Wash.	1						
Goodman, C.F.	Asst. Ch. Clerk	Seattle, Wash.	1						
Greengard, S.	Exec. Dept.	Seattle, Wash.	1						
Jones, Helen	Stenographer	Seattle, Wash.	1						
Kennedy, E.D.	Ch. Clerk	Seattle, Wash.	1						
Mahoney, John S. Jr.	Asst. Ch. Clerk	Seattle, Wash.	1						
McGauiard, S.O.	Investigator	Seattle, Wash.	1						
Merritt, L.C.	Chief Clerk	Seattle, Wash.	1						
O'Meara, J.J.	C.C.	Seattle, Wash.	1						
Pinson, J.F.	Asst. Engr.	Seattle, Wash.	2						
Sanders, R.C.	G.F.A.	Seattle, Wash.	1						
Schultz, O.H.	Employment Agent	Seattle, Wash.	1						
Strassman, J.N.	Auditor	Seattle, Wash.		9					
			13	9					
Superior Division					Division				
Andrews, Lester E.	Loco. Engineer	Green Bay, Wis.		1					
Gotto, Florence F.	Cashier	Green Bay, Wis.		2					
Kasten, Harry F.	Sig. Maintainer	Iron Mountain, Mich.	1						
Kramer, W.F.	Chief Clerk	Green Bay, Wis.	1						
Margraf, R.P.	Electric Welder	Green Bay, Wis.	1						
			3	3					
Terre Haute Division					No. of Tips per 100 Employees				
Daniels, B.E.	Asst. Div'n Engr	Terre Haute, Ind.		10					
Talkington, E.	Agent	Westport, Ind.	1						
			1	10					

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

Dr. Joseph F. Gale was recently appointed as assistant company surgeon at Laredo, Mo.

After three and a half years in the Navy, serving on the submarine "Swordfish" in the Pacific area, Vern Lee Farley, EM 3/c, has returned to the home of his parents in Ottumwa. He is the son of Chief Carpenter L. M. Farley.

Agent L. A. Summers, Ardon, was a patient in the University Hospital, Iowa City, for several weeks; he sustained an injury to his leg. During his absence C. M. Blackman, former agent at Haskins, Ia., worked as relief agent. With the abolishing of the agency at Haskins Mr. Blackman bid in the position at Powersville as agent and will take up his duties there on the return of Agent Summers.

Edward McGuire, son of Dispatcher E. L. McGuire, has been elected secretary of Delta Chi, national social fraternity at State University of Iowa. He is also a member of the executive council, governing body of the fraternity.

The arrival of the Southwest Limited in Kansas City the morning of Dec. 9 terminated the railroad career of Locomotive Engineer William J. Holsclaw after 47 years' service. Mr. Holsclaw expects to put in some of his leisure time in fishing and hunting, his favorite sports.

Phyllis L. Elder, daughter of Dispatcher

and Mrs. A. G. Elder, became the bride of Doyle Vandament, son of Mr. and Mrs. C. W. Vandament of Sigourney, Ia., on Nov. 29 in St. Mary's church, Ottumwa. A reception in the home of the bride's parents followed the service. The groom served with the 8th Air Force.

Word comes from Amana, Ia., of the recent marriage of Elsie Osterle, youngest daughter of Agent C. L. Osterle, to Joseph Mattes, son of Mr. and Mrs. M. Mattes of Iowa City. They were married at St. Patrick's church in Iowa City. The bride is a graduate of Cedar Falls Teachers College and had been employed as secretary at the Amana Society Refrigeration plant, where Mr. Mattes is also employed.

Section Laborer Tony Grenko of Mystic died unexpectedly on the evening of Nov. 12. Because of a heart attack he had not been working for several weeks and was returning from town when he dropped dead in front of his home. He is survived by a sister, Mrs. D. Glosas of Rathbun, and a brother, Frank, of Chicago.

Johnnie Summy, F 1/c in the Merchant Marine, is visiting at the home of his parents, Mr. and Mrs. A. H. Summy, Hedrick. A family dinner was held recently, with Engineer Frank Sinclair and his grandson, Jack Delano of Ottumwa, among the guests.

Wilbur M. Mefford, S 2/c (Y) former section laborer and son of Section Foreman C. Mefford, Galt, was discharged from the Great Lakes Naval Hospital and spent 20

days leave with his parents. He reported late in November to the naval receiving station at San Francisco, Calif.

Section Laborer Russell E. Gillen, in the Army since May, 1945, and discharged on Nov. 4, 1946, resumed work as a laborer in the section at Blakesburg on Nov. 21.

Lt. Col. Robert Nevins recently visited with his family in Ottumwa, en route to Ft. Riley, Kas., where he will be in charge of the maintenance division and ordnance department of the cavalry school.

W. A. Kelsey was assigned to the permanent position of second trick side table operator in the dispatchers' office, Sherman Street station.

Because of a change in climate prescribed by the doctor, several Milwaukee families will be residents of Florida during the winter. Robert Boyd and family left recently for Miami; also, Charles Gould, wife and youngest son, and Mr. and Mrs. J. L. Jobe.

A new employe in our engineering department is Chester Miller, who comes from Aberdeen, S. D., where he was employed in the engineering department. His wife and little daughter, Sherie Lee, have joined him. Chester has the position vacated by Merwen L. Taylor, now chief clerk to Agent Carlson at Ottumwa.

Glen P. Harrod bid in the job of checker at the Ottumwa freight house and Arlo Selix, Jr., is back on the job as the night baggageman at Sherman Street station.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Trainmaster F. G. McGinn, formerly stationed in Terre Haute, has been transferred to the Faithorn district.

Trainmaster O. L. Clawson has been ill for a short time and Chief Dispatcher Ed Bevington has been pinch-hitting for him. While Ed is on the trainmaster's job Dispatcher Jack Wright has been taking care of the chief dispatcher's position.

At the time this item was written Ralph Holley, chief clerk to the agent at Bedford, was very ill at Mayo Brothers Hospital. We hope for an improvement in his condition.

Dispatcher Ralph Hunt is also on the sick list. We hope to see him back to work soon. Extra Dispatcher Hehman is working as second trick dispatcher during Ralph's illness.

Extra Operator Russell is relieving at Faithorn, due to Operator Daubs leaving to accept employment with the C&E.

Operator Bob Warren is relieving at Whitaker, Ill., while Agent Willett is taking a short vacation.

The traffic department at Terre Haute recently acquired a new grandpa in the person of Eddie Hollis, a daughter having arrived at the home of his son Paul and wife in the early part of December.

W. A. Ramey, second trick operator at Humrick, and wife took a vacation ride over our Road in November. They visited in Seattle, Portland, Astoria and Spokane and also took a boat ride to Victoria, B. C.

Shortly after Agent Dwight Milljour, Webster, returned from a visit with relatives in California he received information that a daughter residing in California had been trapped in a burning building and had sustained fatal burns. Our deepest sympathy is extended to the Milljour family.

Peter M. Fagan, former division freight and passenger agent at Terre Haute, who retired in 1940, died at St. Anthony's Hospital in Terre Haute on Nov. 5. He was 70 years old. Funeral services were held at St. Patrick's Church with burial in Calvary Cemetery. Mr. Fagan had been in railroad service for more than 45 years, starting with the Southern Indiana Railway Company. Sympathy is extended to his wife and sister.

Field Engineer A. L. Burt of the division engineer's office, Terre Haute, retired effective Jan. 1. Mr. Burt was with the Milwaukee Road for more than 45 years, starting around 1900 when they were making the survey for the cut-off from Sabula, Ia., his home town, to Green Island. He left Terre Haute in December to spend the winter in California with his son Gordon.

West Clinton Area

Earl H. Lehmann, Correspondent

Conductor Card Ditto underwent an operation at the Clinton Hospital on Nov. 14. He wishes to thank his many friends for the cards he received.

A happy surprise to everyone here was the wedding recently of Erwin Good, retired carman, and Mrs. Frank Dunn. We extend our congratulations.

Jack Chambers of the car department has returned from the Army. Glad to see you, Jack.

The little son of Engineer and Mrs. Rendle Endicott is very ill. We sincerely hope Tommy will soon regain his health.

Harold Meyers of Bellevue, Ia., is here firing on the crane with Operator Harvey Johnson. They expected to complete their work here about the middle of December and then spend Christmas with their families in Iowa. In the meantime Operator Johnson is looking for a good coon dog.

Dispatcher "Doc" Heller made a trip over the north end, Nov. 29, and stopped at West Clinton.

Brakeman Jim "Red" Hill and wife have returned from the Rocky Mountain Division where "Red" was on a passenger run for some time.

Hunting season is on in full blast here. Rabbits and quail are being thinned out and one evening recently Brakeman "Red" Hill, Machinist Charles Avenati and Engineer Sutton went down west of the yard office and before we knew it were back with a 20-pound raccoon.

Assistant Car Foreman Carl Reuter and family spent Thanksgiving Day with relatives in Chicago.

Curtis Sims, Jr., is relieving the telegraph operators at this station on their respective rest days.

Brakeman David Amerman is enjoying his new Ford. It's a beauty, Dave!

Unable to celebrate their sixth wedding anniversary on Nov. 16 as planned, Brakeman George Elder and wife happily observed the occasion on Nov. 18 by attending the Sonja Heinie ice carnival at Indianapolis.

A new Clinton telephone has been installed in the roundhouse office, which will help greatly in calling crews.

Foreman Pat Ragle with his camp cars and men arrived about the middle of November to put in a new sewer at the roundhouse. Pat came from Elnora, Ind., where a lot of the old rails hail from.

Elbert Fultz, retired brakeman, and family stopped in to greet old friends about the middle of November. Elbert now resides in Sheldon, Ill.

Due to slack business, Yardmaster Cy "Torpedo" Bodle was cut off and General

Yardmaster R. T. Davis was changed to nights. Agent McCandless has charge of the yards during the day. No doubt these employees will be back on their regular assignments within a short time.

West Clinton boys who retired during the year were Engineer Edward Acton, Carpenter Homer McMillian, Engineer Edward Doyle, General Yardmaster Guy Kelly, Brakeman D. S. Wellman, Engineer Jesse Davis, Section Foreman Dave Thurman, Carman Erwin Good and Brakeman Elbert Fultz. Good luck and a happy 1947 to all of you.

Faithorn District

Berniece Sparks, Correspondent

A farewell dinner was given, Dec. 6 for Trainmaster R. L. Hicks, who was transferred to Galewood on Dec. 1. Lots of luck, Mr. Hicks, in your new territory.

We welcomed our new trainmaster, F. G. McGinn, who comes to us from West Clinton. Mr. McGinn at the present time is very much concerned about finding a home.

Congratulations to Bud Thunherst and his wife, the former Martha Cushman of Crete, who were married on Nov. 24. Bud is the son of Special Officer "Speed" Thunherst.

Sorry to report that Conductor Albert E. Ringer is confined at the Will County Tuberculosis Sanitarium at Joliet. We wish him a speedy recovery.

MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

Freddy Butz calls himself "Chicken Foot Pete." He tied this handle on himself recently when, on one of his weekly visits to Chestnut Street, he shook hands with everyone while holding the foot of a luckless chicken. The effect on the ladies was most spontaneous. Now, when a fellow retires, as Fred did some years ago, and visits the boys every week, that is something to write about. But Freddie goes further than that; he always has something for the gang. We have been served carrots, prunes, raisins, pretzels, cheese crackers, mints and graham crackers, to name a few.

The sick list has been reduced somewhat. Yardmaster Buck Leaman is back with us, feeling as good as new. Yard Clerks Hugo Gastel and Jim Madushaw should be with us very soon.

Reports from the north indicate that Bill Koepke is going in for ice cream sodas in a big way. It used to be hamburgers and french fries when he went out with the boys.

George Hardina is filling in at Cherry Yard in the absence of Hugo Gastel.



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Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Evansville
Lake Michigan Dock at Milwaukee

Muskego Yard

Grace Johnson, Correspondent

Engineer and Mrs. Joseph H. Petrie returned from northern Wisconsin with a fine deer. To date no one has been able to discover where they got it but although it might have been shot with silver dollars, a dozen friends had an enjoyable dinner with them on their return.

Engineer James E. Carlin is confined to the hospital at this writing.

Engineer Guy W. Rhoda was a visitor at the roundhouse recently. He has a fine place up north in the state, where he has lived since his retirement.

Engineer John Enders and wife have returned from a visit with relatives and friends at Madison and Portage.

Terminal Conductors David Freedman and

A. Bakke are each sporting new Packard cars, and are they new. Be careful boys, you can't handle them like you do freight cars.

Yardmaster "Buck" Leaman has been on the sick list for some time. We'll all be glad to see him back on the job and wish him a speedy recovery. Henry Ohly is up at Chestnut now, doing the honors until "Buck" returns.

If you miss Ed Baumann around the yards nights you will probably find him at home enjoying his evenings there, after spending a good many years on night jobs. Ed is now day yardmaster on the A. O. Smith job.

For a while it looked as if Caller Larry LaRue would have to put one of our box cars on a trailer and take it out to that 40 acres, but news is now that production is really under way for the new LaRue abode. Good luck with your new house, Larry, and if you need help, a lot of the boys are capable of raising the roof.

Coach Yard

Richard Flechsig, Jr., Correspondent

Olga Gruetzmacher, former cleaner who left us in May, 1944, because of sickness, paid us a short visit.

Phil Stetzenbach, who was off for some time because of an appendectomy, is back on the job.

The bowling team has won 16 and lost 26 games so far this season. Ed Berndt is high man with a 161 average, George Laetsch has a 157, George Schneider 156, Ray Stark 156, Jim Crowley 142 and Les Leiberg 123.

Eugene Waszak, an apprentice, was married on Dec. 28. We all wish him happiness.

LA CROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Anthony Joseph is the new heir in the Martin Breuer household. Mr. Breuer is assistant timekeeper at La Crosse.

Carman Leo C. Bozosky, La Crosse yards, went deer hunting during his vacation. Result—one bad cold.

Albert A. Muetzel, former carman at La Crosse who retired in November, 1939, after 27 years' service, visited his old haunts recently—the first time in five years.

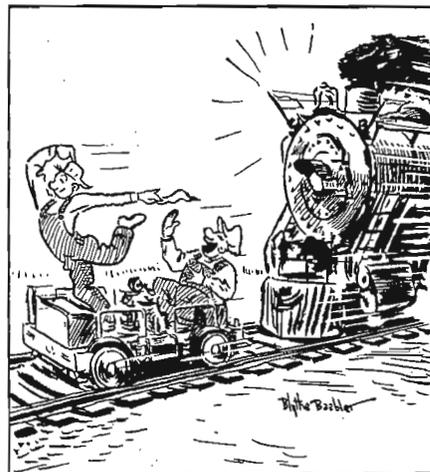
"Stoney Bank," the picturesque home of Edna Schroeder at Dresbach, Minn., was the setting for the Christmas party of the fair sex of the La Crosse general offices. The guests included Corine Bauer and Alice Hovind, Superintendent Ayar's office; Marietta Morgan, division engineer's office; Fayne Duresky, freight house; and Marge Reidelbach and Bess Grube, division storekeeper's office.

The following employes have passed away during the past months: O. T. Balgord, veteran telegrapher—entered service Feb. 7, 1917—died on Feb. 11, 1946; Guy Bean, veteran telegrapher—entered service May 16, 1917—died on June 20, 1946; Telegrapher J. A. Bilty—entered service June 26, 1938—died on June 21, 1946; L. C. Boyle, veteran agent—entered service March 4, 1875—died on June 14, 1946; T. J. Regan, veteran telegrapher—entered service July 8, 1910—died on April 13, 1946; Dwight Haskins, veteran telegrapher—entered service June 27, 1911—died on July 13, 1946; Train Dispatcher J. H. Jungwirth—entered service Jan. 5, 1926—died on June 20, 1946. Our sympathy is extended to their bereaved families. All were men with enviable service records.

La Crosse Carman Dwight Brown's mother died in California, aged 90 years.

Friends of Conductor Frank Wurm will be glad to know he is on the mend.

Mud thrown is ground lost.



"Ha, Ha! You'll be the death of me yet, Bolts."

(Cotton Belt News)

SEATTLE GENERAL OFFICES

Shelleah Williams, Correspondent

Mrs. George W. Wilson (Mary Lou Not-ske) resigned from her position in Mr. Arnold's office in favor of becoming a full-time homemaker. Mrs. Ida Bunt, formerly of the transportation department, replaces her. Mrs. Bunt's former position is being filled by Fred White, who comes to the railroad from business school.

The city ticket office has changed a little too. Walter Miller is now city passenger and freight agent at Bellingham. Laura K. Bahl, daughter of our retired general passenger agent, replaced Clifford Carlson, who relieved Walter Miller. We have also heard that Bill Cole is working out of Mr. Wallace's office now, devoting all his time to the Milwaukee ski bowl.

N. A. Meyer, retired superintendent of transportation, spent a day last month visiting the general offices. It was pleasant to see him looking as fit and cheerful as ever.

Fred Fakler, new to the Milwaukee Road, has filled the vacancy in the freight claim office caused by the sudden death of George Baker in November. Mr. Baker started with the Milwaukee as a messenger in 1930. He served in the Army during the war and returned to the Road in 1945. He is survived by his wife, father and brother.

Bob Brinkley, J. P. Kiley's secretary, vacationed last month, visiting his brother at Fort Dix and spending a few days in New York City. Lucille Oldenberg, who is now working at the local freight, filled in while Bob was away.

The Olympians, the recently organized Milwaukee orchestra, now boasts eight members, the new ones being Elvin Kristjanson, who plays the trumpet and trombone, and Mertin Randell, who plays the horn. However, the welcome sign is still out for new members. The Olympians did a very nice job of providing music for the Service Club's Christmas party.

J. F. Bahl, retired general passenger agent, has had a bit of hard luck. He planned for many years to move to his home at Angle Lake after his retirement but before that dream could be realized the house burned to the ground.

Seattle's December dampness spoiled E. D. Kennedy's golf record. A faithful weekend golfer, he was forced to call off a game for the second time in '46. It was rumored that Henry Williams dickered for a rowboat so he could find the flooded course. However, it seems unlikely that Mr. Williams would go to such lengths for a game of golf.

The Milwaukee Magazine

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ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

The Milwaukee Women's Club gave a nice Christmas party here on Dec. 10, their regular meeting date for the month. A nice addition to the planned program, and which was a complete surprise to the club women, was the showing of the film, "A Railroad at Work," with J. B. Dede of Spokane in charge. This film is showing all over the railroad to employes as well as various civic organizations, schools, etc. It is a splendid picture and starts with a fine talk by President Scandrett, and if the Wilding Picture Corporation of Chicago, which filmed it, have missed anything on our railroad, I did not notice it. We were especially pleased with the showing of our passenger trains with the electric motors in Jefferson Canyon, and I might say a murmur of pleasure passed through the audience at the showing of the railroad pay checks rolling out of the mill. Yes, there was a telegraph operator, but it was a man and he was sending a message and copying a train order at the same time, or so it looked to me.

Covert A. Dyke of Aberdeen, S. D., has arrived in Butte to take up his duties as agricultural agent for the Road and will have his office in connection with that of H. B. Broenell, assistant general freight and passenger agent here. Mr. Dyke succeeds N. A. Jacobson, who has resigned from the Milwaukee force.

We are glad to report the improvement of Lineman Paul Simmert and Clarence Remer, both of whom are in hospitals in this vicinity, Paul in Bozeman and Clarence in Townsend. Paul Simmert was injured while working on the trouble shooter and Mr. Remer was moving a tractor on a ranch near here when it turned over, breaking his hip.

Mr. and Mrs. S. C. Vanderwalker of Deer Lodge are spending the holidays with



Bob Brue (center), a prospective bridegroom, appears to be getting moral support from Special Officer Bill Stuckrath (left) and Yard Clerk Tony Martinek, co-workers at Bensenville yard. The huddle took place just a few days before the wedding and, bolstered by their fatherly advice, Bob pulled through the ceremony in good condition. Details will be found in Dorothy Lee Camp's Bensenville news.

relatives in Bozeman. This is a long-time annual custom of theirs.

The death of James M. Dennis of Deer Lodge occurred Dec. 10 at the family home, after a long illness. Mr. Dennis was at one time roundhouse foreman at Three Forks, later moving to Deer Lodge, where he was also roundhouse foreman. He entered the service of the Milwaukee Road in 1894 and retired in October, 1945. He is survived by his wife, a son and daughter and relatives in the East. We extend our sympathy to this family.

By now you know who gave you that tie and no doubt you are figuring which of those other presents you can use next year; and "Look what she gave me, and after what I sent her!" Well, that is part of it and we love it anyway. After a Merry Christmas, here is wishing everyone a very Happy New Year.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Our sympathy to the family of Switchman George Krueger, who passed away on Dec. 10.

Gene Webb is confined to Wesley Hospital, due to a head injury.

Charles Anderson is recuperating from his recent accident and is expected to return to work in the near future.

Yardmaster W. L. Tessendorf has returned to work after being laid up for a month with a chipped elbow.

Let's follow the advice of Safety Engineer Otto Stainer and have a 100 per cent safety record for 1947.

Carl Barclay imagines himself quite a guy now. The reason? A brand new grandson.

We take this opportunity to welcome R. L. Hicks, our new trainmaster.

Bensenville

Dorothy Lee Camp, Correspondent

Wilma Wimsett of Bensenville and Ethel Gibbs of Galewood had to spend some time in hospitals to undergo surgery, but are getting along nicely. Both gals have many friends in the Galewood office who are hoping to see them back on the job soon.

Robert Brue and Kathryn Haugland were married on Dec. 3 at St. William's Church in Chicago. Kay looked stunning in a blue suit with pink accessories and a corsage of pink camelias. The happy bride and groom spent their honeymoon in Milwaukee, Wis., and are now at home to their friends at 1938 Neva, Chicago. You see that they finally found that apartment we were trying to locate for them.

Kenneth "Prof" Haubenschild visited with his old friends in the west yard office the day after Thanksgiving. Ken used to be yard clerk in Mr. Bishop's office in his spare time



These brothers—Phil (left) and Bob Scorza of Bensenville west yard—look like that because they are both new fathers of bouncing boys.

—after teacher hours in the Bensenville High School. Early this fall he and his family moved to Green Bay, Wis., where he is teaching in a vocational school. From his happy smile and the eager handshake he had for his old friends we can really believe what he has been telling us in his letters: "I surely do miss the old bunch and the nice times we had at the office."

Dave Fillips of tower B17 went deer hunting but didn't have any exciting stories to tell, for not a deer got close enough for a shot. Well, at least he had a grand time, but gee, those steaks would have been welcome.

Pablo Moreno, PFI man at the ice house, raised some ducks for your correspondent. They surely were delicious. Pablo is some farmer! With a little less than two years on his small farm he has chickens, ducks, turkeys and a nice cow. He was able to raise most of the cow's feed, too. He's done all this in addition to the time he puts in at the ice house.

We extend our sympathy to Mrs. George Krueger on the death of her husband the first part of December. George passed away leaving five little tykes for Mrs. Krueger to care for. He also left many friends on the Milwaukee Road. Yard clerks, road men, yard crews and officials chipped in with their dollars to give Mrs. Krueger a little lift with her task. From the size of the list you can tell how many friends will be missing George.

The 3 to 11 and 11 to 7 shifts in the new yard office were going to have a Christmas tree and Christmas box this year, with presents for everyone. We drew names to see who to give our presents to and I was given the job of buying most of them. I will let you know how it turned out, if I am alive to write for the next issue. Until then, a Happy New Year to the Milwaukee family.

Howard Lawrence reports the following: We have just heard from an old friend, J. W. Goberville. All the readers of this column should recall old Joe, "Hi yah pal," whose face was always smiling, no matter how tough the going. He is located on a farm at Crozet, Va., raising, among a lot of things, some very fine apples. We are sure

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of this one item because we recently had a sample of them. If anyone wants to get in touch with him, his address is route 1, box 58, Crozet, Va.

Have just been reminded by Guy (Old Kickapo) Sampson of Twenty-Nine Palms, Calif., that the new year is upon us. He is always first with that dollar for a year's dues in the Booster Club and this year is no exception. Old "Kick" had a rather unusual experience back in July of this year. A cloudburst in the mountains south of his home (imagine that in sunny California) released flood waters that came down one of the highways two hours later and met him face to face. He was stalled in the water from 2:30 to 4:30 p. m. before it went down sufficiently for him to crawl out of his trusty Oldsmobile. The water came up about a foot over the running boards but the car doors helped to keep it out of the inside of the car. After getting out he locked the car and waded back, looking for help to pull it off the highway. He said the car was a mess after the water subsided but he suffered no ill effects.

**Sleeping and Dining Car
 Department**

Marie Keys, Correspondent

At a recent safety meeting it came out that Chef Ernest Lobsiger has 31 years of service without an injury. This is an outstanding record.

Margaret Sohmer was the envy of many of her co-workers when she attended the Army-Navy football game at Philadelphia on Nov. 30. It would have been perfect if Navy had been victorious, as her nephew is a midshipman at Annapolis.

T. J. Rowley's vacation was spent in Chicago, as was that of June Sommer. Wilfred Sommer, who was in Chicago on delayed orders, is now basking under Italian skies.

Waiter Frank Barnes has returned to work after more than a year's illness. We are also glad to learn that Porter Sam Bell's illness is not serious.

We are sorry to report that Buffet Attendant Fred Cashier, who was apparently recovering from his illness, died on Dec. 15.

Our deepest sympathy is extended to Assistant Superintendent A. W. Olson, Tacoma, who was called to Chicago because of the death of his brother. We were also sorry to hear of the death of Bunyan Harris, Dec. 5, less than two months after his retirement.

First Dumb Hunter: "How do you detect an elephant?"

Guide: "You smell a faint odor of peanuts on his breath."

The man who boasts he runs things around the house is referring to the lawnmower, washing machine, vacuum cleaner and errands.

I & D DIVISION

Margaret C. Lownsberry, Division Editor

Welcome is extended to Brakeman Walter V. Close on his return to company service on Dec. 2, following 21 months in the Army.

Sympathy is extended to the family of Mrs. Etta H. Smith, who died at the home of her daughter in Hot Springs, S. D., recently. Mrs. Smith was the wife of Frank H. Smith, former train dispatcher, of Mason City. Mr. Smith died on Jan. 8, 1942.

Mr. and Mrs. O'Donnel Lien are the parents of a baby girl, Margaret Susan, born Dec. 1. Mrs. Lien was the former Phyllis Woodhouse, daughter of Time Reviser D. W. Woodhouse of the superintendent's office.

It's a baby boy, arriving at the home of Brakeman and Mrs. Harold W. Nolan. Conductor A. J. Peterson is the grandfather of the new arrival.

Brakeman Dean H. Davis was married Nov. 24, to Miss Marly Ione of Clear Lake. We congratulate this young couple.

Yardmaster F. H. Dickhoff spent part of his vacation deer hunting in northern Minnesota.

R&D Clerk George B. Eppens retired on Nov. 1 on account of disability.

B. H. Bothmer bid in on the permanent vacancy at Whittemore, Ia., relieving F. O. Hahn, who retired to take the pension.

Operator James C. Searls, son of Agent C. C. Searls, Postville, has returned home after spending 2 years in the armed forces.

Assistant Division Engineer F. F. Hornig and Train Dispatcher E. M. Isaacson have purchased new homes and are busy moving into them.

In the last issue of the Magazine we neglected to congratulate Safety Engineer F. M. Washburn on his new title, "grandpa." A son was born to Mr. and Mrs. Vincent Washburn at Minneapolis.

Chief Dispatcher V. P. Sohn, Aberdeen, paid his former co-workers a short visit recently.

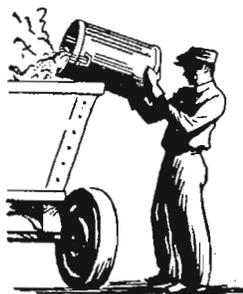
If you need any dental work done in a hurry, contact Operator J. L. Burns. Jack has taken up dentistry as a side line.

A son was born to Lt. and Mrs. Sidney Ingraham, Nov. 16, at Houston, Tex. Sidney is the son of Superintendent and Mrs. W. F. Ingraham.

Congratulations to Mr. and Mrs. Harry Kinney who celebrated their 25th wedding anniversary on Nov. 20. Harry is chief clerk in the freight house.

2nd Lt. Alice L. Pomey has been appointed acting adjutant of squadron 724-5, Civil Air Patrol, Mason City, according to announcement received here from the Iowa wing, CAP, Des Moines. Alice is employed as steno in the store department.

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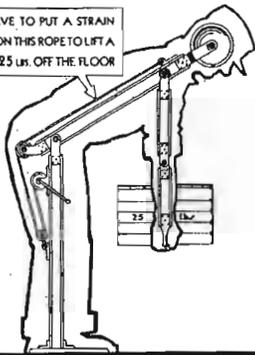
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NATIONAL SAFETY COUNCIL

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Roadmaster A. W. Bahr of Yankton, S. D., went to Chicago recently to undergo treatment by Doctor Metz for a troublesome hip and back condition.

Vital statistics since our last issue: babies—born to Fireman and Mrs. John Simmers, Machinist and Mrs. P. J. Lynott, Conductor and Mrs. Roy Welcher and Machinist Helper and Mrs. Robert Dutton, all of Sioux City.

Mrs. Jerry T. Hansen, daughter Judy and son Jack were recent visitors in Sioux City.

Brakeman Kenneth Urquhart, Sioux City, was operated on at the Wesley Memorial Hospital in Chicago on Dec. 4. Now reported to be convalescing nicely.

Jerry Bradbury, 7, son of Conductor Vic Bradbury, was struck by a truck and fatally injured at Sioux City on Dec. 6.

Miss Marie Kvidahl, the "Dorothy Lamour" of the Sioux City roundhouse, recently spent several days in Chicago visiting her sister.

Clifford P. Leach, retired engineer, and wife, now residing in Bellingham, Wash., recently visited their son Willard, chief caller at the Sioux City roundhouse.

Conductor Kenneth E. Bushnell, Sioux City, recently secured his license from the Department of Commerce as an airplane pilot. We hear he has extended invitations to several of the boys to take an aerial joy ride. No takers have appeared yet, we understand.

Engineer William E. Robinson died in a hospital at Sioux City on Dec. 11 of a heart attack. Mr. Robinson was in the hospital at the time, recuperating from an injury to his arm suffered on Nov. 8 while getting off a switch engine after completing his tour of duty. He entered the service of this company on Nov. 8, 1910, as locomotive fireman. He was a brother of Conductor George S. Robinson.

Yard Clerk John Warnke, Sioux City east yard, was operated on at St. Joseph's Hospital, Sioux City, on Dec. 16.

When a woman's toe sticks out of her shoe, she's fashionable. When a man's toe sticks out, he's a bum.

Magistrate: "Is the prisoner a known thief?"

Constable: "A known thief? Why, he'd steal the harness off a nightmare."

January, 1947

Samborn-Rapid City Margaret Kelly, Correspondent

Everyone around Mitchell was sorry to see Roadmaster H. F. Larson leave us to return to the River Division. Lars is a good track man and proved it during his five years in this territory. We all wish you the best of luck, Lars. You left many friends here and we hope you will come back to see us.

We welcome L. C. Blanchard as the new roadmaster and hope he will like his new surroundings. (He probably won't if he doesn't find a place to live pretty soon.)

Engineers Charles Farris and Emil Yirka went out to the Hills recently to hunt deer. We hear they chased a few.

Engineer Chris Luimkuil is working into Mitchell after a number of years on the east end.

We understand that O. J. Andres and D. R. Dale, retired engineers, get around each month to check the registers for mileage.

Engineer Charles Griffin spent his vacation hunting geese at Chamberlain. He had pretty good luck but evidently earned every goose he got.

We regret the loss of Howard Ben Steck, temporary section foreman, who died of heart failure on Nov. 10. He was a dependable and conscientious worker. Sympathy is extended to his family.

From all reports, Engineer D. A. Kemrling, Jr., is back to normal following the arrival of his new daughter.

TWIN CITY TERMINALS

South Minneapolis Car Dept.
and Coach Yard

Oriole M. Smythe, Correspondent

Kathleen Breeny, former stenographer in the store department office, was married to Henry Barron, ex-Marine, on Nov. 16 at St. Mary's Basilica, Minneapolis. The bride looked lovely and the groom handsome—so say her co-workers who attended the wedding and the reception at the King Cole Hotel. The happy couple will live in Minneapolis.

Congratulations to Electrician Paul Turnquist and the Mrs. on the arrival of a new baby at their home. Also, congratulations to Mr. and Mrs. Herb M. Kassin, who reported the arrival of a baby girl on Nov. 13.

Vacations were late this year—Lois Barrett spent a week at Davenport at her former home, Ella Siegler vacationed at home and Chicago and Smythe just passed the time in the Twin Cities.

Any employe can make himself worth more, worth less, or worthless.

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A wide range of styles
available thru your local
storekeeper.

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St. Paul Traffic Department

Brooksie Luth, Correspondent

Hooray—a news item! There are more changes in the city ticket office, all begun by Cashier John Carney, who decided to make use of his experience as a court reporter in the Navy. John now has a fine job in that capacity in the Rochester, Minn., court, with a salary in nice fat figures.

Frank Engebretson, formerly reservation clerk, is chief moneytender in the office now and Leon Stelling leaves AGPA Larson's office in Minneapolis, where he was a stenographer, to take Frank's desk. The hubba-hubba gal, Eleanor McCullough, who worked in our ticket office temporarily not long ago, has taken Leon's pencil and notebook and is taking Mr. Larson's dictation.

Last year I vowed that I'd remember to get my "Merry Christmas" wishes in the right issue of the Magazine this year, but I slipped again. However, I think "Happy New Year" is still accepted during the first part of January—so to those who hesitate near this column now 'n' then, I hope this new year is filled with good things for all of you.

The empty chair in our office, caused by the illness and retirement of our chief clerk, Harry Grevett, is finally filled. Darrell Newcomb, formerly chief clerk at Aberdeen, has come to take over Harry's work. Welcome to ya, chum.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Irvine Rothmund of the St. Paul roundhouse just got back from the Mayo Hospital at Rochester and is again enjoying good health.

Walter Peterson, employed at the roundhouse for many years, passed away suddenly in November. He was the father of Marlow Peterson, fireman at St. Paul yards.

Ed Hansen enjoyed Thanksgiving day at Moorhead, Minn., visiting his son, Reverend Hansen.

Yard Clerk Jim Fitzpatrick, St. Paul new yard, died suddenly in the early part of December.

I just asked our relief telephone girl, Betty Jaspersen, if she had any news and as her answer was "NO" that's all for this issue.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Gladys Mirocha Johnson, former correspondent, resigned her position on Dec. 1. The girls of the local freight gave a farewell party for her and presented her with a white



Our career girl of the month: Miss Virginia Jacobsen, daughter of Car Inspector Nels C. Jacobsen, Council Bluffs, Ia., who is an FBI stenographer at Army headquarters in Berlin. Virginia formerly held a government position in the United States but transferred to the European Theater in January, 1946. During her vacation last October she traveled on the continent and while touring Denmark visited her cousin in Copenhagen.

blanket for the "bundle from heaven" which is due in the near future.

Mr. and Mrs. Jim Shea of Sioux City, Ia., were recently in Minneapolis to attend the Iowa-Minnesota football game. Bea Shea worked in the local freight while her husband was overseas.

Jean Diehl, former local freight employe, is back in Minneapolis. We understand that she and her husband intend to make their home here.

Marlene Floody resigned her position and said "I do" to Oliver R. Ogdahl at Trinity Lutheran Church on Dec. 21.

Darrell Newcomb, former chief clerk at Aberdeen, S. D., was transferred to the St. Paul traffic department as chief clerk, effective Dec. 16. He replaces Harry Gravett, who resigned on account of ill health. Bob "Louie" Bach of the commercial office is going to Aberdeen as chief clerk to Mr. Baker.

Agricultural Agent S. J. Oberhauser is going to Florida this month with a group of Iowa farmers to attend some convention meetings. Boy, oh boy, who wouldn't be an agricultural agent.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Martin P. Schmidt, retired general car foreman, celebrated his 89th birthday on Nov. 22. Relatives and friends met at his home and renewed old acquaintances on that day.

Brakeman John Cone, Marion, Ia., has a new addition to his household. If you want to see his eyes light up just ask about Dutch, his four-month-old thoroughbred daschund. Until recently Mr. Cone preferred bulldogs, but not anymore; since Dutch made his appearance—why, 10 bulldogs couldn't be swapped for this particular dog.

Machinist John Chapman recently returned from his vacation. Hear he went pheasant hunting.

Henry Hansen, his wife and son Robert recently returned from their vacation; Mr. Hansen is employed in the locomotive department. They went to San Antonio, Tex., visiting their daughter Adeline and her family. Henry and his son and son-in-law went on a six-day hunting trip in the mountains and, guess what—first shot fired by Henry and—believe it or not, there fell a deer. He brought back a snapshot for proof.

A new employe in the locomotive department is Vernon Larsen, to whom we extend a hearty welcome.

Wayne Anderson, former lieutenant of police at this station, recently left the service of the company to live in Minnesota. His position has been filled by Charles Clawson, formerly with the police force of

Council Bluffs. Rumor has it that there won't be a meat shortage around the Anderson place. Understand there is swell hunting up their way and good fishing. If you like beautiful scenery, a sandy beach for swimming, comfortable housekeeping cottages with lights and gas, good beds and home-cooked meals, then you will love Butternut Point Resort, at Whitefish Lake, Pequot Lakes, Minn. The proprietors are none other than Wayne and Gladys Anderson.

I was just going to close with "That's all, folks," when the postman brought in a Christmas card addressed to the car department, from Wayne Anderson and family. I want to pass the message along: "Hello, fellows: Well, here I am in Minnesota, enjoying myself. I have been ice fishing and get several dandies every day. I got a 200-pound buck deer and it's swell eating. This is the life for me."

Just now heard that Roundhouse Foreman M. A. Ford was seriously injured in an automobile accident, which occurred the evening of Dec. 6 when he and Mrs. Ford were returning from Sioux City. He is confined at the Jennie Edmundson Hospital here. We all wish him a speedy recovery. Jack Allavie, night roundhouse foreman, is taking Mr. Ford's place.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

We hope our readers had a Merry Christmas and that the New Year will be a happy and prosperous one for the Milwaukee family.

Engineer Roy C. Herschleb retired on Nov. 6 after 36 years' service with the Milwaukee Road. He was a railway employe for 48 years. As a member of the B. of L. E. for 40 years, he was awarded a 40-year honor badge. He began his railroad career as call boy for the Wisconsin Central Railway at Stevens Point, Wis., in 1898. He served his fireman apprenticeship there and was promoted to engineer before leaving Wisconsin. He moved to Mobridge in 1910, where he worked the north and south passenger run for several years, taking the Olympian runs in 1945. Mr. Herschleb is proud of the fact that he ends his career with a clear record.

A beautiful wedding took place at the Congregational Church at Mobridge on Dec. 2 when Miss Helen Currah, only daughter of Engineer and Mrs. Frank Currah, was united in marriage to Robert G. Gross of Ipswich, S. D. Miss Currah has been a



Roy C. Herschleb

teacher in the Ipswich schools and Mr. Gross is state's attorney there.

Machinist Frank Schneider and wife were called to Menominee, Mich., by the death of Mrs. Schneider's father.

Conductor Louis Larson and wife of Marmarth, N. D., spent Thanksgiving with old friends and relatives at La Crosse, Wis. At this time Mr. Larson is on the sick list but we hope to have him back on trains five and six again real soon.

A distressing accident occurred at McLaughlin on Dec. 5 when Section Laborer Leon F. Axtell was struck by the second section of train 16, while at work in the yards. He was taken to the Mobridge hospital and passed away on Dec. 6.

Our sympathy goes out to Baggageman Bernie Wrenn, who is again suffering with a severe attack of mailitis and who will be unable to return to work before some time in January.

James L. Caldwell, retired yardmaster, and wife started out in their new Chevrolet car and have been touring the southern states. They are now at Los Angeles with their daughter, Barbara, who is an air stewardess there.

Emil B. Johnson, retired yard conductor, and wife of Chippewa Falls, Wis., spent two weeks here with relatives and enjoyed the pheasant hunting.

Conductor L. H. Larson, governor of Moose Lodge of Mobridge, held a state meeting here on Dec. 7 and 8. Many state officers from other lodges and the grand lodge attended.

Postmaster A. Atha of Linton, N. D., spent Thanksgiving here with his son, Chief Dispatcher A. Atha and family.

Dispatcher L. H. Bailey and wife enjoyed a visit from Mrs. Bailey's parents of Wilmet, S. D., and her sister and brother-in-law of Minneapolis. They were driving through, en route to California to spend the holidays.

Engineer William Leaf of the Olympians is taking a month off and will spend it in Seattle with his daughter and family.

Yard Conductor Bob Wolfgram and wife spent their vacation with their daughter, Grace, and her husband at Milwaukee, Wis.

Mrs. John Hardcastle, wife of Conductor J. Hardcastle, spent several weeks visiting her relatives and friends at Janesville, Wis.

Agent W. J. Widmoyer, Watauga, S. D., left for Rochester, where he will receive medical treatment. During his absence his position is being filled by Don Klepper of Mobridge.

Engineer Pearl Pengray of Marmarth, who is ill with pneumonia at the Holy Rosary Hospital at Miles City, is reported to be improving. Ed Jensen, roundhouse employe at Marmarth, is also a patient at Miles City.

William Boyle, son of Agent William Boyle, spent his Thanksgiving vacation here. He is a student at the School of Mines, Rapid City, S. D.



BACK ON THE JOB. Albion P. McMaster, Jr., stenographer in the office of Division Freight and Passenger Agent Clyde Zane at Sioux City, Ia., is a Marine Corps veteran, having entered military

service on Nov. 25, 1942. The intelligence-planning unit to which he was attached was assigned to the Pacific Theater, in the combat areas of the Marshalls, Philippines and Marianas. He was discharged on Jan. 15, 1946, with the rank of line sergeant.

I & S M DIVISION

East End

H. J. Swank, Division Editor

Having heard nothing to the contrary, it is to be assumed that Ticket Clerk Johnny Schultz is enjoying a much needed rest under sunny California skies.

Our sympathy is extended to the bereaved relatives of Herman L. Wehn, former agent at Mazeppa, Minn., who passed away on Nov. 28 after a brief illness.

Water Inspector Steve Kloeckner is the proud papa of a new Chevrolet panel truck. Understand Chief Carpenter Bill Trichter is patiently awaiting the arrival of a "blessed event" also, a new car to replace the station wagon.

Recent appointments on the division are: Edward Carrol, appointed assistant ticket clerk, Austin; James E. Hanscom, clerk at Pipestone; Mrs. Edythe Theophilus, station helper, Grand Meadow; and Norman Lund and Dick King, check clerks, Austin.

F. M. Mohr, former agent at Garden City, was senior bidder for Romona station, to replace Joseph E. Felker, who has retired from service.

Roundhouse Foreman Harry Keck, Austin, was off for a couple of weeks to undergo a check-up at the Mayo Clinic.

Engine Watchman Woodrow Chrz, Albert Lea, has requested a 90-day leave of absence to receive treatment at the Vet's Hospital. Jake Decker, former store helper, Austin, will relieve Woody.

Agent Ray J. Whipple, Blooming Prairie, is off for 90 days due to his son's health. Pat Finnegan from Castle Rock will relieve during Whip's absence.

Understand that Trainmaster Bob Graves consented to pinch hit for a certain old gentleman at a children's party given by the Women's Club on Dec. 1.

Your correspondent wishes every one of you a happy and prosperous New Year.

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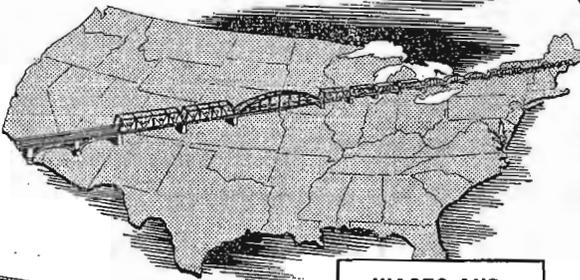
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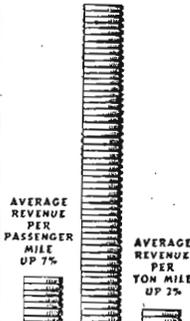
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Women's Club Chapter News

(Continued from page 22)

★ Benseville Chapter

Alice Sturm, Historian

There was a delightful Christmas spirit in our clubhouse the afternoon of December 3, when our monthly meeting was held. A beautifully decorated tree and holiday table added to the enjoyment of those present. There was a prayer, followed by the singing of Christmas carols, a short business meeting and an exchange of gifts. Door prize was not forgotten, also the drawing of the lucky number on our chance books. The afternoon came to a close with a lovely solo by a small girl from our own village—a perfect ending for a lovely year in our club.

★ Montevideo Chapter

Mrs. Pat Maloney, Historian

You haven't heard from us for a long time, but our historian has been on the sick list. The chapter has been quite busy, holding a rummage sale which netted it \$73.70, a Halloween dance, with everyone going in costume, which was more of a success socially than financially. Sandwiches and coffee are always served at midnight at our dances and really "hit the spot." Good Cheer and Welfare Chairmen have been busy with flowers and cards to the sick and help to one family due to prolonged illness. Our president attended the general meeting in Chicago.

Election of officers was held at November meeting with the following duly elected:

President, Mrs. Geo. Daniels; first vice president, Mrs. H. Helgerson; second vice president, Mrs. W. Albrecht; secretary, Mrs. Marvin Standahl; corresponding secretary, Mrs. Floyd Ashburn; treasurer, Miss Rose Rush; historian, Mrs. Ben Nordquist. After the meeting Mr. Leslie, of the Naval Recruiting office, showed movies of the bombing of the aircraft carrier Ben Franklin, also of our own fiesta last summer. They were greatly appreciated.

Our annual Christmas party was held Dec. 6, with a tree and a nice fat Santa who distributed gifts. Each person attending was given a holiday corsage from the president. A long table was beautifully set and decorated with evergreen and red lighted tapers. Hostesses were Mmes. Alsted, Standahl, Hodge, and Ashburn, who served a bounteous Christmas lunch. Cards were played.

★ Avery Chapter

Mrs. Wm. F. Koehler, Historian

November meeting was held the 6th. Mrs. Hardy Pears gave an interesting report on the Chicago convention. Officers elected for 1947 are: Mrs. Earl Husaboe, president; Mrs. Frank Lashelle, first vice president; Mrs. Hardy Pears, second vice president; Mrs. Adam Dratz, treasurer; Mrs. Roy Peterson, secretary; and Mrs. Bernice Jacobson, historian.

December meeting was held on the 4th, lunch being served by the hostesses Mrs. Alma Koehler and Mrs. Ruth Lindow, following business session, pinochle was played. Our Christmas party was held on the 11th. Pinochle formed the evening's entertainment. A nice lunch was served by the hostesses Mrs. Al Morris, Mrs. Earl Shook, Mrs. Frank Lashelle, and Mrs. Guy Esmay.

Back Platform Drama

The job of the President of the United States requires a great deal of travel by rail and many interesting minor incidents have occurred during the course of these political jaunts. It was the privilege of an ex-railroad man, the late Col. Edmund W. Starling, who as a member of the Secret Service guarded the public appearances of the Presidents from Wilson to Roosevelt, to observe the following, which are quoted from the introduction to his memoirs, "Starling in the White House":

"The back platform of a Presidential train is frequently the scene of historical drama—some of it tragic, some of it comic. Wilson stood on the back platform outside Pueblo, Colo., fussing with his secretary about an appointment to speak at the fair grounds in Pueblo. His secretary said that he (Wilson) had approved the program. 'Any damn fool who was stupid enough to approve such a program has no business in the White House,' said Wilson bitterly. That night he collapsed; for the rest of his life he was an invalid.

"That trip of Wilson's which ended in defeat had its moments of grandeur in the beginning. Wilson was fighting for the League of Nations, and the people as a whole were with him. Once as a speech from the back platform ended and the train began to move, a small boy rushed forward, handed an American flag to Mrs. Wilson and said, 'Give it to him!' Another boy ran forward and held up something. The train was moving more rapidly, so Starling hooked his leg through the rail and bent down to the boy. 'Give him this!' said the lad. Into Starling's hand he pressed a dime.

"Coolidge made his shortest speech from the back platform of a train. Just as he was introduced the train began to move, 'Goodbye,' he said, and waved his hand.

During the Hoover-Roosevelt campaign, Hoover stood on the back platform of a train at Miami and a Negro band, trained only in Democratic music, played 'Happy Days Are Here Again,' the Roosevelt theme song, as the train pulled out. Out west, during the same campaign, Hoover's Secretary of the Interior, Hubert Work, stepped out on the back platform to make a speech. After saying he had passed many happy hours in the little city which lay before him, he turned to a Secret Service man and whispered, 'Where the hell are we?' A microphone happened to be close by and at that moment a broadcasting employe turned it on. Everyone in the gathered crowd heard Mr. Work's question. He was given an ovation of laughter and applause."

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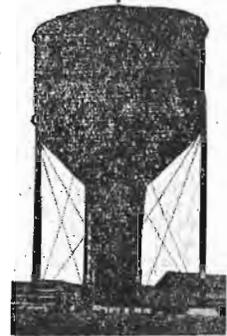
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