

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



Centennial Pageant Ushers In Our Second Century  
see page 4

**D E C E M B E R 1 9 5 0**



DECEMBER  
1950

VOL. XXXVIII  
No. 9

# THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis  
*Manager*

Marc Green      Marie Hotton  
*Editor            Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT  
UNION STATION — CHICAGO

The Milwaukee Road Magazine is published for active and retired employes of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

## IN THIS ISSUE

	Page
We Pass Another Milestone	
By President J. P. Kiley.....	2
Conductor Carr and the Santa Claus Business .....	3
Centennial Pageant Ushers in Our Second Century.....	4
Leo T. Crowley Traces Progress in Milwaukee Address.....	10
Avalon, the Station with the Homey Touch .....	11
Grandfather Laid Out the Line.....	12
President Kiley Receives Novel Plaque .....	14
Miles City Service Club Host to Rotary, Kiwanis .....	14
Recognize Him? .....	14
Santa Claus Special .....	15
Five Year Report Shows Gain... ..	16
How Are We Doing?.....	17
Here's Why! .....	18
Pounds, Guilders, Marks, Francs.....	19
Portrait of Alexander Mitchell Presented to Mitchell, S. D. ...	20
M. L. Bluhm and C. L. Taylor Promoted .....	21
W. A. Dietze Addresses Railway Business Women.....	21
Appointments .....	21
British Welding Team Studies Our Methods .....	22
Retirements .....	22
Hiawatha Service Club Holds Fall Frolic .....	23
C. E. Schonberg, Leader in Civic Affairs .....	24
Season's Greetings .....	25
About People of the Railroad..	26

## We Pass Another Milestone

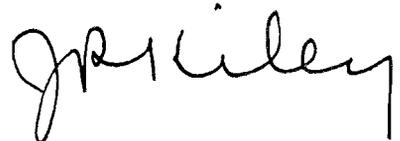
THIS month our railroad passes one of the most important milestones in its long history.

It marks the end of our 100th, and in many respects our best, year. It has been one in which we have established a closer and warmer relationship with the communities we serve—and, I hope, with each other.

This month likewise marks the end of the five-year period between the termination of trusteeship and the return of the property to direct control by its stockholders. A progress report for the period Dec. 1, 1945, to Aug. 31, 1950, appearing in this issue of the Magazine, points out that we close the period in better physical and financial condition than we have enjoyed in many years.

These are factors which bear directly on our ability to take full advantage of traffic opportunities and to compensate our stockholders adequately for the use of their money. More important, it offers the prospect of continued improvement in our physical property and, consequently, greater security for Milwaukee Road people.

On the personal side, this month is very important to me for the reason that it affords the first opportunity I have had to greet the railroad family in the spirit of the holiday season. It is my sincere wish that your Christmas may be merry and that the New Year may bring peace to the world and happiness to us all.



# Conductor Carr and the Santa Claus business

**December Is a Busy Month  
for This Terre Haute  
Good Fellow**



"There really is a Santa Claus," is the sentiment of these soulful glances from Conductor Carr's juvenile confidants.

**H**E IS ruddy faced and there's a big twinkle in his eye. He has a luxurious brush of snowy whiskers which he gives an occasional tug. His red suit is rather baggy, but that's as it should be, and his feet are encased in sturdy high-topped boots. One of his most attractive features is a hearty laugh. He is somewhat more than wonderful. He is Santa Claus!

Well, not Santa Claus *really*, but Conductor Benjamin S. Carr of Terre Haute, Ind., lives the role so completely that few children can fail to

respond to his special brand of make-believe. One evening 26 years ago Carr was persuaded to don a Santa Claus suit. That performance is now legendary and at the end Carr found himself drafted into a lifetime job as a community Kris Kringle. In the opinion of his townsmen, it was one of the best deals they ever put over on an obliging Good Fellow.

This year, as every year, Carr is one of the most prominent men in Terre Haute—and one of the busiest—during the three weeks preceding Christmas. His family sees little of him, as demands for his services keep him on the go almost every night right up to Christmas Eve. One of his big assignments is the holiday party given by the Terre Haute Division employes, another the annual Christmas party of the Rose Orphan's Home. The latter institution has been one of his regular stops ever since he has been in the Santa Claus business.

The show Carr puts on for the youngsters is Santa come to life, just as every child visualizes him—the warm smile, the jovial guffaw and the hearty assurance that all's well in his particular corner of the universe. It's Carr's role, all right, and years of practice have made him letter per-

fect. The joy reflected in hundreds of childish faces is a tribute to his artistry.

Carr started railroading in 1905 with the Iron Mountain road in Bixby, Ill. A year later he moved to a conductor's job with the Frisco and in 1909 made his final transfer to the Milwaukee. His 41 years of service put him second in line on the division seniority list (topped only by Yard Conductor E. L. Kenney).

From 1910 to 1922 he was general chairman of the B. of R. T. and was one of the group of 1,800 general chairmen who conferred with the late President Woodrow Wilson on the eight-hour day. He has also served several terms as local chairman of the Brotherhood.

Perhaps his years as a professional Santa may have something to do with the fact that time has been very good to Carr. Recently he celebrated his 68th birthday, but the idea of retirement does not figure in his plans. "It's out for several years," he says. "I enjoy good health and the job I do with the railroad is healthy for me."

In 41 years on the job, Carr has been late only once. Tardiness, of course, would violate the Santa Claus tradition.



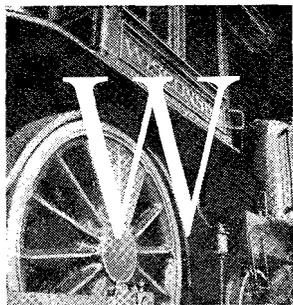
Conductor Carr reports for duty. In 41 years of service he has been clocked late on only one occasion.

# CENTENNIAL PAGEANT

*ushers in  
our second  
century*



Glenn Jorian, Milwaukee Road Choral Club director and conductor of the Centennial train, gives the signal that started it on its way.



WHEN the "Wisconsin," affectionately known on the railroad as "Old No. 1," steamed out of the pioneer city of Milwaukee

on Nov. 20, 1850, bound for Wauwatosa five miles away, the event was one of no small proportions. Thrilled by the sight of the state's first train and by the promise of progress and adventure which the new railroad held forth, the populace cheered and the press of the state hailed the occasion with enthusiasm.

Although the line had lengthened from five to 11,000 miles during the intervening years, The Milwaukee

Road's celebration of its 100th birthday bore a close resemblance to its first. The gentlemen in tail coats and whiskers, and the ladies in hoop skirts were there once more. As before, railroad and city dignitaries were present and the ancient locomotive and two museum-piece cars, roused from their long retirement, squeaked bravely off to Wauwatosa from a Milwaukee station grown surprisingly large since 100 years ago. And the press of the state, joined this time by that of the nation which the railroad had helped to build, smiled in amusement but did not fail to note the moral of the show.

As Chairman Leo T. Crowley later implied, the celebration marked the beginning of better things for the railroad. *Time* magazine, sizing up the record as it stood at the 100-year mark, stated the case more bluntly and talked of the *new* Milwaukee Road.

That, briefly, was the point of the pageant held in the trainshed of the Milwaukee station on the 20th of November. Apart from the natural human urge to make sentimental journeys was the desire to accentuate the new by contrasting it with the old.

The principal performers in the pageant were the Milwaukee Road Choral Club of Chicago, costumed in the style of 1850; the Hiawatha Service Club Band of Milwaukee; several members of the Milwaukee Players, a local theatrical group, who took the speaking parts; and, of course, the little train itself.

In the interest of keeping the record straight it should be mentioned that the locomotive was not actually "Old No. 1," as that venerable wood burner disappeared into oblivion many years ago. The Milwaukee Road is indebted to the Baltimore & Ohio Railroad for the loan of its "William

Mason," a centenarian of the same type, which that railroad not only made available for the pageant but shopped and put into operating condition at its own expense as a gesture of friendliness on the occasion of the Milwaukee's big birthday. The cars, likewise, were lent by the B&O. When the train emerged from the Milwaukee Road paint shop, bearing the name of the "Milwaukee & Mississippi Rail Road" on the bright yellow cars, and the "Wisconsin" and "No. 1" on the gaily colored locomotive, it was easy to imagine that the scene was actually 1850 instead of 100 years later.

While Milwaukee Road directors, general officers and guests watched from a reviewing stand set up in the train shed, and hundreds of interested Milwaukeeans, employes and passengers watched from roped-off areas in the "wings," the pageant began at 10 A.M. with the 50 mixed voices of the Choral Club singing a parody of "Good News."

Prior to the overture the costumed members of the Choral Club and the Milwaukee Players had gathered in front of the station to listen briefly to a concert presented by the Hiawatha Service Club Band, which played intermittently throughout the pageant performance. At the conclusion of the concert the entire group went through the station to the train-

Right: A facsimile of the souvenir ticket for the Centennial pageant and luncheon.

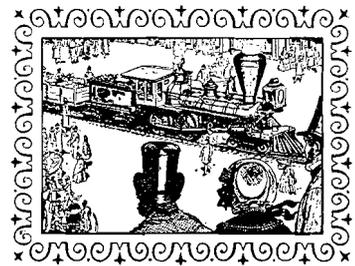
shed, where they were soon joined by the players taking the parts of 1850 dignitaries, who arrived on the scene in horse-drawn rigs.

Byron Kilbourn, the railroad's first president, quite logically took over the task of introducing the 1850 dignitaries, his tall black hat and black frock coat looking incongruous behind the modern microphone.

"Around me," he said, "are some of our directors and other good citizens who have helped to make our dream of a railroad to the West a dawning reality." Among those who stepped forward to greet the cheering crowd at his introduction were Ben Edgerton, a director; "Alex" Mitchell, Milwaukee banker and later to be president of the railroad; Rufus King, a local newspaper editor of 1850; and Solomon Juneau, founder and first mayor of Milwaukee and a director of the fledgling railroad.

As the brief speeches were concluded, the choral group sang a spirited medley of Stephen Foster selections and boarded the train, accompanied by the 1850 dignitaries. Here Glenn Jorian, director of the group, who doubled more than adequately in the role of train conductor, directed the singing of "Battle Hymn of

It was a bitter cold day but the show went on. These members of the Milwaukee Players pause to comment on the station decorations during the action preliminary to the pageant proper.



## SOUVENIR

*100th Anniversary  
of the First Railroad  
in Wisconsin*

Initial Run November 20, 1850  
Milwaukee to Wauwatosa

## THE MILWAUKEE ROAD

### BACK to 1850



*Songs of the period  
... Pageant ...  
First run of  
Old No. 1*

10:00 A. M.

at The Milwaukee Road  
Passenger Station

### *Meeting of Past and Present*



**Train of 1850  
and  
1950 HIAWATHA**



11:15 A. M.

at The Milwaukee Road  
Passenger Station

*Good for  
one  
sumptuous  
repast*



## HOTEL SCHROEDER

Luncheon \$2.00 • No admission charge

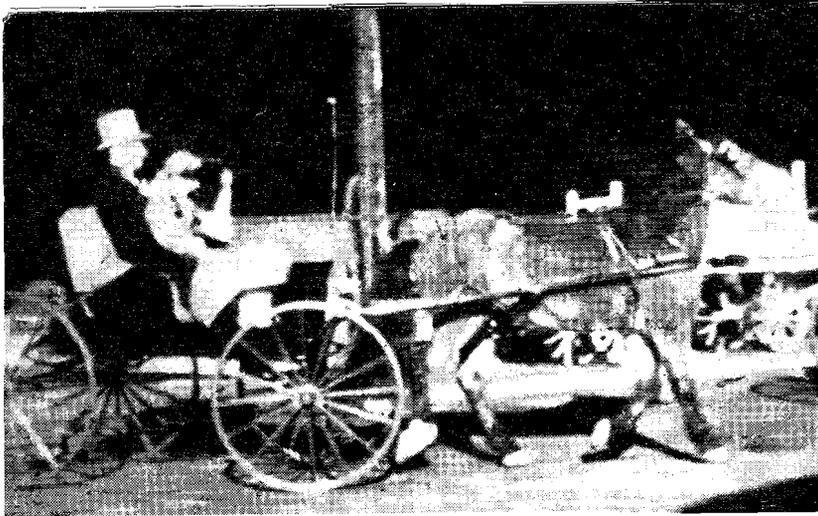
Milwaukee Association  
of Commerce Luncheon

*honoring*

## 100th ANNIVERSARY

*of The Milwaukee Road*

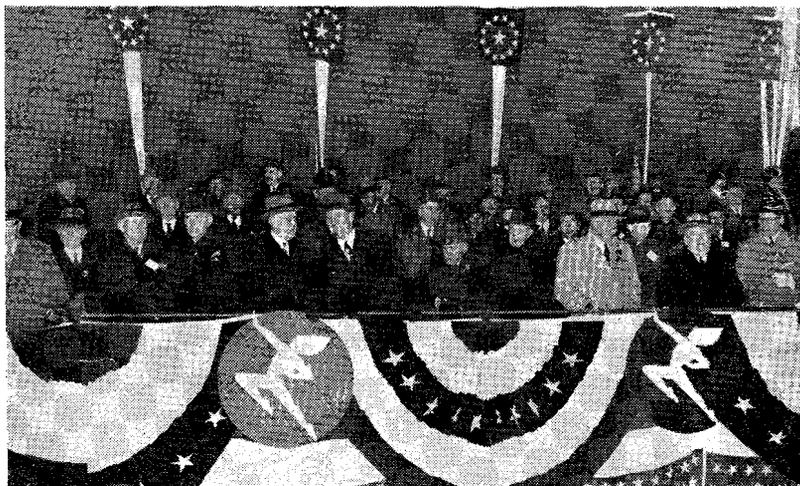
November 20, 1950



One of the horse drawn rigs in which the 1850 dignitaries arrived makes its entrance at the east end of the station.



Opening scene of the pageant, as the 1850 throng gathers about Wisconsin's first train for the memorable ride.



Milwaukee Road directors, general officers and guests watch the performance from the reviewing stand in the trainshed.

the Republic." Upon the rendering of the final "Amen," Jorian dramatically re-enacted the railroad's first highball signal and, amid shouts from passengers and spectators and clouds of steam and smoke from the eager little locomotive, the historic journey to Wauwatosa began.

The exuberant passengers, undaunted by the lack of heat in the cars, sang and added color to the brief celebration in Wauwatosa, where Byron Kilbourn greeted the 1950 mayor of that city, William B. Knuese, and invited him aboard for the return trip to Milwaukee.

A six-car train of Hiawatha equipment pulled by a powerful diesel locomotive entered the trainshed slowly from the east end to meet the little train on its triumphant return to the depot at Milwaukee 50 minutes later.

Here Chairman Leo T. Crowley and President John P. Kiley responded to the congratulations of Mayors Frank P. Zeidler of Milwaukee and William B. Knuese of Wauwatosa. The entire ensemble sang "America the Beautiful" and the air horn of the diesel blended with the musical steam whistle of the little wood burner in a deafening salute to the official opening of The Milwaukee Road's second century.

The entire pageant was produced under the capable



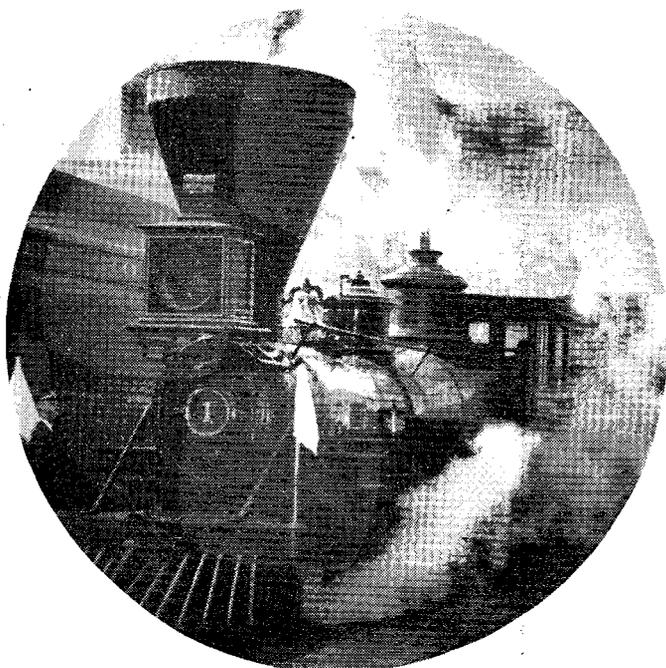


Above: President John P. Kiley (standing left center with microphone in hand) responds to the congratulations of Mayor Frank P. Zeidler of Milwaukee and Mayor William B. Knuese of Wauwatosa at the conclusion of the historic train run. Both the old and the new train remained on display throughout the day. At Mr. Kiley's immediate right is Chairman Leo T. Crowley, who also spoke briefly. At the president's immediate left is Mayor Zeidler, and the fourth man to his left is Mayor Knuese.

Below: Byron Kilbourn (at the microphone) introduces the other dignitaries of 1850.

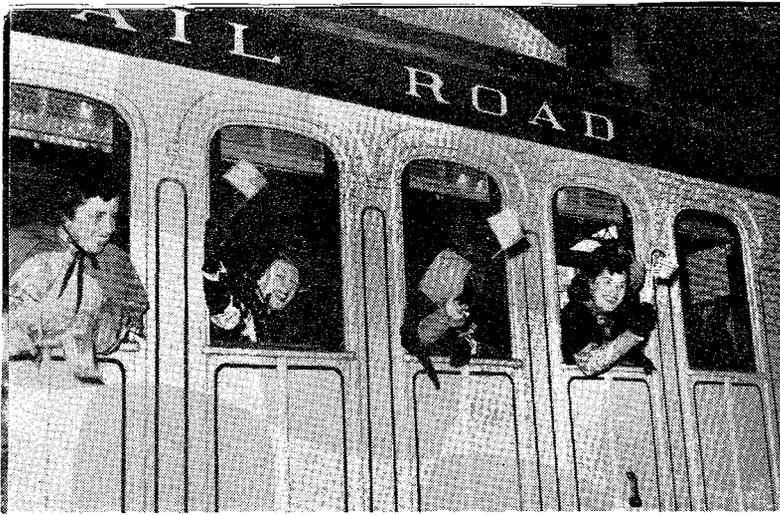


Below: Singing "The Battle Hymn of the Republic," the group boards the train.

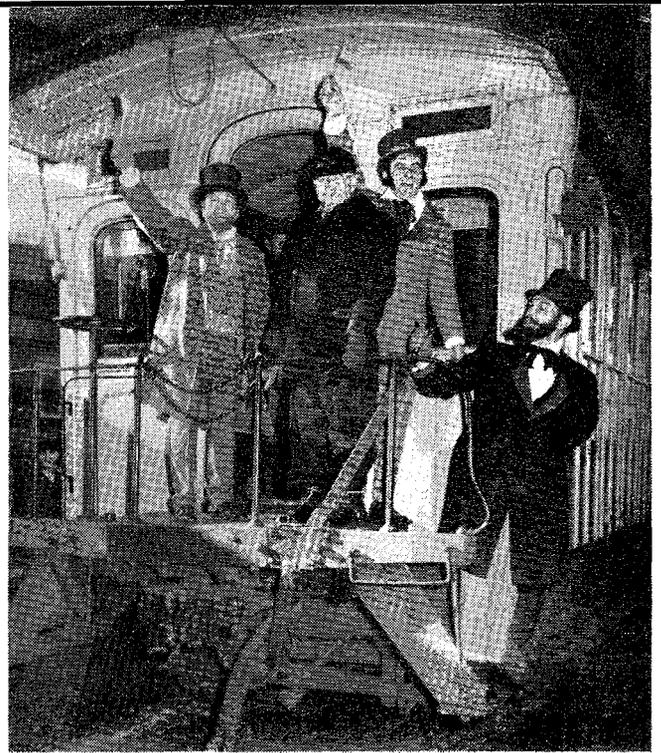


"Old No. 1," back in harness again.





Cheering and waving from the windows and from the rear platform of the train, the "members of early Milwaukee society" and a 1950 trainman make their dramatic departure from the Milwaukee station. The picture at the right shows (at the extreme left) George M. Dempsey, president of the Milwaukee Road Choral Club.



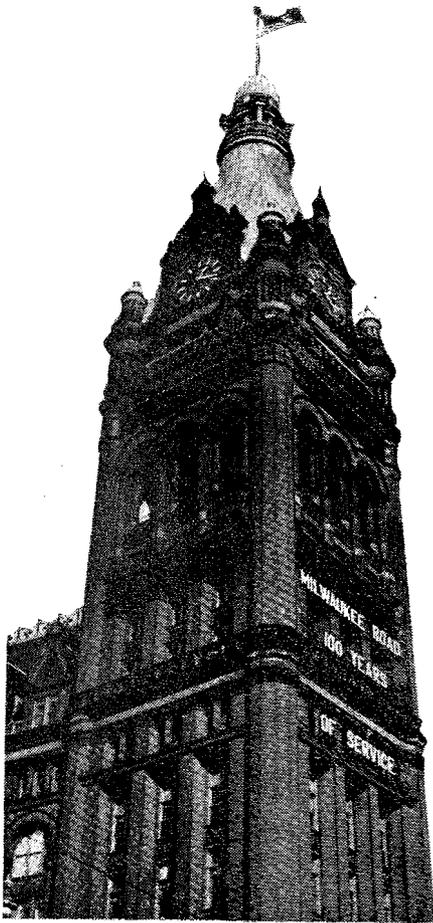
The old train presented an interesting picture as it pulled up before the modern station in Wauwatosa.

direction of Robert G. Pitman, a teacher of English at the University of Wisconsin in Milwaukee, a member of the Milwaukee Players, and conductor of the Children's Theater, sponsored by the Milwaukee Department of Municipal Recreation. Miss Gwendolyn Van Cleave, also of the Milwaukee Players, devised and executed the choreography.

At noon, immediately following the pageant, the Milwaukee Association of Commerce marked the occasion with a luncheon at the Schroeder Hotel, which was the last and largest of a series of similar meetings sponsored by civic groups in key Milwaukee Road cities throughout the Centennial year. More than 800 persons, including Milwaukee Road directors

and officers, and Milwaukee civic and industrial leaders, were present.

Lester D. Hafemeister, chairman of the Membership Forum committee of the Association of Commerce, presided at the luncheon, and brief addresses appropriate to the occasion were delivered by Paul A. Pratt, president of the association, the mayors of Milwaukee and Wauwatosa,



"Milwaukee Road—100 Years of Service," was Milwaukee's official greeting to the railroad, proclaimed by the large electric sign on the city hall.

Lawrence J. Timmerman, chairman of the Milwaukee County Board, and John P. Kiley, president of the railroad. The remarks of Leo T. Crowley, chairman of the board of directors, and principal speaker, are reported elsewhere in this issue of the Magazine.

The theme of the speaking program was the mutual importance to each other of the city of Milwaukee and The Milwaukee Road. "Our roots, which we have nurtured for 100 years, are in Milwaukee," President Kiley said. "No community has done so much to enable The Milwaukee Road to expand."

Even apart from the pageantry, the 20th day of November, 1950, was one to remember. It found The Milwaukee Road beginning its second century as it had begun its first—hand in hand with the city of its birth.

Right: Scene at the Centennial luncheon sponsored by the Milwaukee Association of Commerce, immediately following the conclusion of the pageant.



Scene in the trainshed of the Milwaukee station as the crowd surged forward onto the "stage" at the conclusion of the finale.



Back from Wauwatosa, the group sings "America the Beautiful."



Seated, left to right, at the Centennial luncheon sponsored by the Milwaukee Association of Commerce: L. D. Hafemeister, chairman of the meeting, Leo T. Crowley, chairman of the Milwaukee Road board, and Paul A. Pratt, Association president. Standing, from left: Mayor William B. Knuese of Wauwatosa, John P. Kiley, president of the railroad, and Mayor Frank P. Zeidler of Milwaukee.



## Leo T. Crowley traces progress in Milwaukee address

**S**PEAKING before an audience of more than 800 at the Centennial luncheon sponsored by the Milwaukee Association of Commerce on Nov. 20, Leo T. Crowley, chairman of the board of directors, presented a word picture of a railroad which has virtually been rebuilt since the close of World War II.

The occasion was one of significance to Mr. Crowley, not only because it marked the high point of the railroad's Centennial year, but also because it afforded an opportunity to deliver a very favorable report on the progress of the company during the five years since its emergence from trusteeship.

Noting that Wisconsin became a state only two years before The Milwaukee Road started in business there, he likened the state and the railroad to a "pair of ambitious lads starting out in life at the same time and both determined to make a great career for themselves."

He described the sub-par condition in which the railroad found itself at the close of World War II, and told of the task of rehabilitation that was called for.

"We have, since Dec. 1, 1945, acquired or have on order for delivery, 15,914 freight and passenger cars," he said. "Our total expenditure for both locomotives and cars received or on order since that date will amount to approximately \$115,000,000. In the same period, expenditure for additions and betterments to road property and existing equipment amounted to \$44,000,000.

"We have also in the five-year period spent \$183,000,000 in maintaining the road or fixed property, and \$210,-

000,000 in maintaining and repairing our locomotives and cars. Thus, in five years we have spent the huge sum of \$552,000,000 for new equipment, additions and betterments to road property and equipment, maintenance of way and structures, and maintenance of equipment."

Mr. Crowley went on to point out that following the close of the war only 18 per cent of our freight service, 9 per cent of our passenger service, and 35 per cent of our yard service was dieselized. When present orders are completed in the early part of 1951, 70 per cent of the Road's freight service, 85 per cent of passenger service and 70 per cent of yard service will be performed by diesel and electric locomotives.

Attributing this solid gain in large measure to public approval of the railroad's attempt to do a good job, he said:

"Years back, it was the fashion to carry good will on a corporation's books at a very sizable figure. The custom of bloating up this figure finally made it not only unfashionable but, I think, illegal. It isn't done any more.

"Then, for a while, it was the fashion to carry good will on the books as valued at \$1.00—another ridiculous figure. And the 1949 Milwaukee Road annual report doesn't list good will at all among its assets. But that's corporation bookkeeping.

"Now, when we come to human bookkeeping, that's different, and I am reminded of some words written by William James, the American philosopher, that help our understanding of what I call human bookkeeping. He said: 'No more fiendish punish-

ment could be devised, were such a thing possible, than that one should be turned loose in society and remain absolutely unnoticed thereof.'

"You Milwaukee people have not allowed our reconstruction efforts to go unnoticed. You have watched their progress. You have appraised the results. You have pronounced our accomplishments to be good. For this liberality of friendliness we give you our sincere thanks. That is the main reason for our being here—to try to thank you in the same abundant measure of your friendliness. In terms of human bookkeeping, your moral support is priceless, it stirs our pride, it spunks up our spirit, and it dignifies our efforts. . . .

"Though we do not any more carry good will on our books as an asset, we carry it in our hearts. We know full well that no man or institution can have enduring success without the good will of his fellow men."

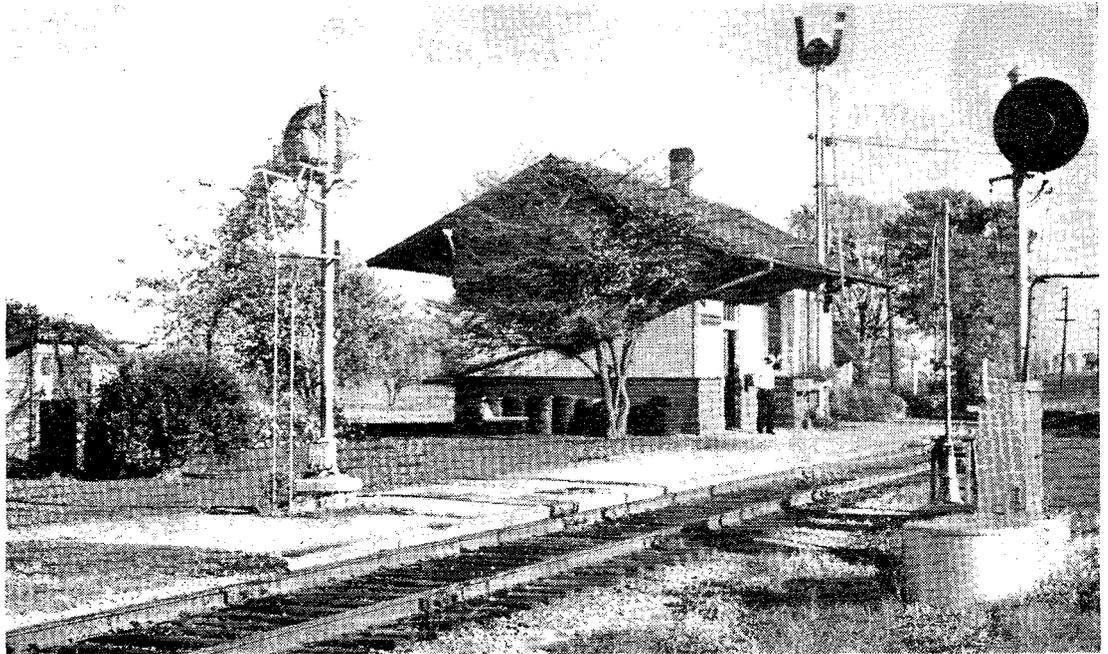
Mr. Crowley cited the parallel growth of Wisconsin and Milwaukee with that of The Milwaukee Road. He said that one-seventh of the Road's present 35,000 employees live in the Milwaukee area, and that the railroad which was started on its way in part with mortgage money from farm properties now has invested in it a sum equal to approximately \$21,000 for each person's job on The Milwaukee Road.

"Here," he said, "we have a glimpse of how our progressive democracy we call America works for the well-being of our people. Right this very hour the dreams of our forefathers—their pioneering dreams—are bountifully paying off. We, the inheritors, are the beneficiaries."

# AVALON

*the station with the homey touch*

Surrounded by a neat lawn, well trimmed shrubbery and bright flower beds, the Avalon station has some of the best kept grounds on the system.



THE atmosphere which sets the Avalon, Wis., depot apart from a thousand others in small towns is due to the enterprise of Agent James J. "Jim" Blauw. Gardening is Jim's hobby and the lawn and flower beds around the building are among the

The same homey touch is evident inside. Walls and windows are kept shining clean and the floors are covered with patterned linoleum. There are the regulation wooden benches of course, but a traveler may, if he wishes, stretch out in a comfortable chair or rocker, rest his feet on a hassock, and if there's a lull in business, listen to Jim play a tune or two on a handsome old organ.

It all happened because, in addition to gardening, Jim likes to paint and refinish old furniture. All of the work has been done on his own time and with materials which came his way, sometimes from his own home. "Understand that the station is not a museum full of antiques," he says. "I just get a kick out of refinishing good old pieces, like the organ, for instance. I know for sure that it's over 75 years old, but it still sounds good. As for the painting, I have refinished all the desks and chairs in my office, removing the old paint and varnish to expose the natural wood.

"I think it's the obligation of every agent to keep his station neat and clean, and I enjoy it, but the main thing is that I have a good paying station. We have the largest grain elevator in this part of the state, and it means that each car must be in-

spected and checked closely. In my years at Avalon I have not had a claim on any car of grain shipped from here. I would like to add that I also have a clear safety record for the 25 years I have been with the Road."

Jim started at Portage in the electric interlock tower, and with the exception of two years as agent at Libertyville, spent most of his time there until being transferred to Avalon in 1939. People who hear about his station frequently drop in to see what it looks like. The impression of neatness and cleanliness they take away has done much to earn the good will of his community.

Comfortable chairs invite travelers to linger in the home-like waiting room.



The potted plants surrounding Agent Jim Blauw at the telegraph desk are one of his hobbies.

best kept on the line. In summer the window outside his office is bright with a window box and in winter potted plants keep the station cheerful.



# GRANDFATHER LAID OUT THE LINE



Anson M. Buttles, grandson of the early Milwaukee railroad surveyor, shown with a few of his grandfather's mementos. The elk antler over the fireplace was found by the elder Buttles in the woods while he was surveying the line, and brought to headquarters, where it served as a hatrack.

Hats of Byron Kilbourn, Solomon Juneau, James Kneeland, Alexander Mitchell and other men important in the early history of the railroad adorned the prongs of this four-foot antler. Buttles holds a faded Milwaukee profile map made by his grandfather. Other such maps are on the mantel.



**B**EFORE we close the book on our first 100 years of history and put it away among the archives of The Milwaukee Road, there's a mighty interesting postscript we should add to round out this absorbing story.

It takes us far back to the very beginning of the railroad and concerns a man who surveyed the first grades and helped lay the first rails through the Wisconsin wilderness. He was Anson W. Buttles, a Wisconsin pioneer who died in 1906 at the age of 84.

His story takes on added interest from the fact that the records show

## Railroading had its troubles in 1849, too!

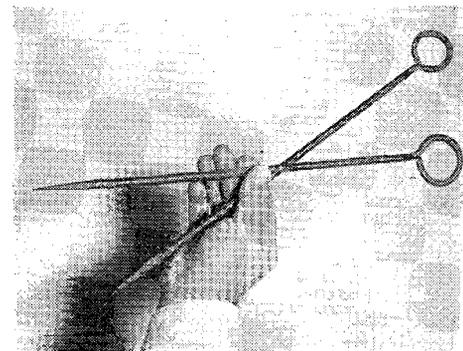
Anson W. Buttles recorded in his reminiscences that one Saturday night in the fall of 1849 the entire subgrade of the infant railroad across the Menomonee Marsh completely disappeared. For 14 days, he says, many teams were busy hauling huge trees, branches and all, to repair the damage.

Buttles was the first man to ride the Milwaukee, while his wife, Cornelia Buttles, was the first woman to ride on our railroad.

The story comes from Anson M. Buttles, a grandson, now living in Milwaukee. The grandson has in his possession some of the equipment used by his grandfather in surveying the road, several faded and timeworn profile maps, as well as letters, diaries and other records which tell of his experiences.

Anson W. Buttles came to Milwaukee from Maryland as a young man in 1843 and lived on a 160-acre farm his father purchased in north Milwaukee for \$1.25 an acre. He had been trained as a civil engineer and apparently had railroading in his blood, as he worked for the Baltimore & Ohio before coming west. He joined a Milwaukee surveying party when work on the first railroad in Wisconsin was started in the spring of 1848.

His letters to his wife speak frequently of difficulties encountered from rain and mud. They also show



Two hand-forged iron stakes which were used in surveying the very first grades of The Milwaukee Road. These stakes are about 16 inches long and are sharply pointed. It was customary to tie a strip of red cloth in the ring so they could be seen in the grade at a distance.

Byron Kilbourn, first president of the Milwaukee & Mississippi, as the railroad was then called, to have been a man with plenty of determination . . . perhaps a little of a slave driver. Buttles wrote his wife several times that he wouldn't be able to come home for Sunday, because as surely as the end of the week rolled around, "Mr. Kilbourn will invariably appear and work the party on Sundays for all they are worth, such is the anxiety to see the matter under way."

But apparently Kilbourn had a soft

Anson W. Buttles (left) as he looked about the time he ran the first grades and helped lay the first rail of The Milwaukee Road in Wisconsin a century ago. The other picture is an early photograph of his wife, Cornelia. How Buttles became the first man, and his wife the first woman, to ride on The Milwaukee Road is told in the accompanying article.



side as well. Buttles says that near where the West Milwaukee shops are now located were two fine sycamore trees, one four feet and the other three feet in diameter, reportedly the only sycamores in the state. They stood just where the survey was to run.

"Mr. Kilbourn tried very hard to save them as landmarks, but could not as they were just in line," Buttles records. A large apple tree also in the way was carefully taken up and replanted on a farm.

On another occasion, Buttles reveals, Kilbourn suffered a broken arm while assisting in the survey work. This was near Waukesha in January, 1851, and on one of those Sundays when the president suddenly appeared on the scene to see that the survey party wasn't doing too much resting.

Below: This letter, one of many that passed between Byron Kilbourn, president of the railroad, and the elder Buttles, was apparently written in response to the latter's request for his wages. Kilbourn proposes that Buttles go to the store of a man who owes Kilbourn money. "... Most all that you may want," he writes, "they can furnish to you... until we bring things about so as to pay off our indebtedness to you."

*Milwaukee Nov 9. 51*

*Anson W. Buttles Esq.*

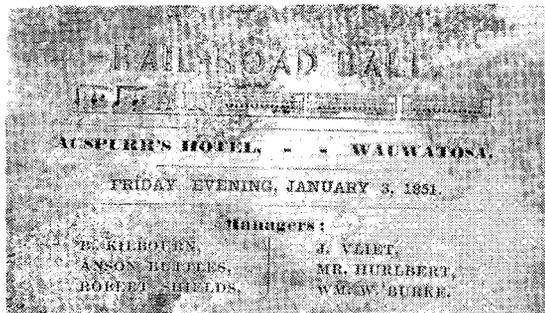
*Dear Sir*

*Your of 2nd inst has been in hand several days, but I do not as yet see I can favor you in the matter as requested - I would suggest, that you apply to Mr. Powers to give you authority to call on his partner at Polnizza for such assistance as you may need - I presume you will not require much actual cash, and that most of all that you may want they can furnish to you from their store at that place, until we bring things about so as to pay of our indebtedness to you - This seems to me the most feasible plan of getting along for the present - If you can Powell any thing, I wish you would ascertain the amount and get a R.R. order for me for it - He is considerably in my debt, and so far as this goes, you can get your pay of the Co. and pay him and he pay me, all by the same operation - This is better than to have accounts standing all around - Perhaps you had better come in some evening and attend to it -*

*Very Respectfully Yours  
Byron Kilbourn*

"We were walking down to the Rail Road to begin work," Buttles relates. "Mr. Kilbourn fell down (by stepping on a small stick) and broke his right arm. We took him up to the town (Waukesha) and went after a doctor. We telegraphed Mrs. Kilbourn and Dr. Woolcott and they came out in two hours." Buttles does not say what transportation they used to reach the scene, but since the line had been completed as far as Wauwatosa some months before, it is likely that they came part of the way by train.

The great need of a railroad is apparent throughout Buttles' letters and records. The only roads were mere wagon tracks through the woods. Buttles speaks repeatedly of walking miles through the rough timber from his farm home to the survey location. The farm was about 10 miles from



Among the present Mr. Buttles' possessions is this ticket to a "Rail-Road Ball," held in Wauwatosa, Wis., on the evening of Jan. 3, 1851, apparently in celebration of the completion of the line from Milwaukee to that point. Note that President Kilbourn and the elder Buttles were among the managers of the affair.

Milwaukee, and he often walked this distance, too.

Buttles' claim to be the first man to ride a Milwaukee train is substantiated by a statement he made in 1903, shortly before his death. In the spring of 1850, he said, a locomotive—the railroad's first—was brought to Milwaukee by sailboat.

"When it ran down on the dock from the boat, I mounted the pilot and rode down," he related, "so I claim that I was the first man who ever rode on a railroad in Wisconsin."

Apparently the arrival of "Old No. 1" provided quite a thrill for everybody, the staid Kilbourn not excepted, for Buttles continued:

"As the track had been laid out a short way, in the afternoon of the same day the engine was fired up and hitched to a car of some kind, an open one, but I do not recollect just what kind. I bro't my wife down and she with Jesper Vliet, E. D. Holton and

some other directors and myself, rode out and back a short way for a few times, so my wife was the first woman to ride on a railroad in Wisconsin."

We all know that the first official run of a Milwaukee Road train occurred on Nov. 20, 1850, from Milwaukee to Wauwatosa. Buttles' story, however, discloses that there was at least one test run of the engine at an earlier date.

Buttles was associated with the young Milwaukee Road for about four years. He did other survey work and then settled down to farm the home place (now part of an exclusive residential district), and become a leader in his community. He served as Milwaukee County surveyor, school superintendent and town clerk of the town of Milwaukee for 50 years. A compass he used in his Milwaukee survey work is now in possession of a cousin of the family residing in California. An old-time rod chain, equipped with a handle at each end, which the Buttles family kept for years among their mementos, has been lost.

While he did not continue with the Milwaukee, at least two of the elder Buttles' family connections are identified with the railroad. Edward Buttles, a nephew, served the Milwaukee as a brakeman on the La Crosse & River Division practically all his life. He died some years ago after being retired. Gilbert Alcott, schedule supervisor in the car department at the Milwaukee shops, also is connected with this fine old Wisconsin pioneer family.



## President Kiley Receives Novel Plaque

AN UNUSUAL plaque was presented to President J. P. Kiley by G. H. Snyder (shown at left above), vice president of American Steel Foundries, on Nov. 22 as a tribute to The Milwaukee Road on the occasion of its Centennial. The plaque was a novel one, consisting of a framed needlepoint "sampler" made with colorful yarn. Framed in a border of Indian design was the following quotation from "The Song of Hiawatha:"

*Westward, westward Hiawatha  
Sailed into the fiery sunset,  
Sailed into the purple vapors,  
Sailed into the dusk of evening.*

Beneath the verse was this tribute: "American Steel Foundries congratulates The Milwaukee Road on one hundred years of fine service. November 20, 1950."

### RECOGNIZE HIM?

*The customer, the fellow of first importance to any business, including The Milwaukee Road's, was the subject of some thought-provoking paragraphs in a recent issue of The Clarkson Letter, published by Clarkson College of Technology, Potsdam, N. Y. Here is a cross section of a customer, as seen by that publication.*

**A** CUSTOMER is the most important person ever in this office . . . in person or by mail.

A Customer is not dependent on us . . . we are dependent on him.

A Customer is not an interruption in our work . . . he is the purpose of it. We are not doing him a favor by serving him . . . he is doing us a favor by giving us the opportunity to do so.

A Customer is not an outsider to our business . . . he is a part of it.

A Customer is not a cold statistic . . . he is a flesh-and-blood human being with feelings and emotions like your own, and with biases and prejudices.

A Customer is not someone to argue or match wits with. Nobody ever won an argument with a customer.

A Customer is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.

### Miles City Service Club Host to Rotary, Kiwanis

THE Miles City Service Club was host to the city's Kiwanis and Rotary Clubs at a luncheon in the depot club rooms on Nov. 7. It was the second annual joint get-together sponsored by the three groups.

Approximately 120 were present, including 18 Milwaukee Road officials. Harry Stamp, division storekeeper of the Trans-Missouri Division, was master of ceremonies, while Rotary President C. E. Hood and Kiwanis President Herb Abel were spokesmen for their respective organizations. Roundhouse Foreman Jack Walter, president of the Service Club, gave the key talk of the meeting.

Sam Leo captained the kitchen crew which was composed of Dan Tedesco, Pete Leo, Roy Yates, E. A. Neiffer, Gene O'Brien, Al Perschillo, Lewis Rask and Red Yates.

# Santa Claus Special

THE caller heard it jingle  
So he grabbed his telephone.  
"I'll have a train of 80 cars,"  
He heard the YM drone.

"I'll have the train at midnight  
And it's pretty classy freight,  
So call a crew to leave on time  
For this train can't be late."

The caller checked the roster  
('twas December twenty-four)  
The guy first out was Santa Claus,  
Same as the year before.

"We'll have your train at midnight."  
The caller told old Claus,  
"So get your duds and hurry.  
Don't hesitate or pause."

Sharp on the stroke of midnight  
He eased out toward the main  
With 80 cars of fancy freight,  
A truly special train.

He watched the cars as they rolled by  
From the engine to the hack;  
Then swung aboard quite satisfied  
They'd all stay on the track.

His orders read, "Run extra  
With rights of direction and class,  
All other trains must be in the clear  
When it's time to meet or pass."

He checked through 80 waybills  
With increasing jubilation  
As he noted each car's contents  
For each separate destination.

Then Santa wrote the wheel report  
And when it was complete  
He glowed with satisfaction,  
For he thought it hard to beat.

There were ice skates and toboggans,  
Wooden blocks and books and  
crayons;  
There were bicycles and tricycles  
And fine electric trains.

There were wagons, horns and  
whistles,  
Balloons and teddy bears,  
Paper dolls and magic tricks  
And children's rocking chairs.

There were cookies, there was pop-  
corn,  
There were oranges, round and  
sweet;

There was one tank car of cider,  
And other things to eat.

At each hamlet, town or village,  
Santa jumped down from the hack

And loaded quite a lot of things  
Into a sack upon his back.

Quickly made the round of chimneys,  
Filled the stockings, trimmed a  
tree;  
He didn't waste a minute,  
He worked so rapidly.

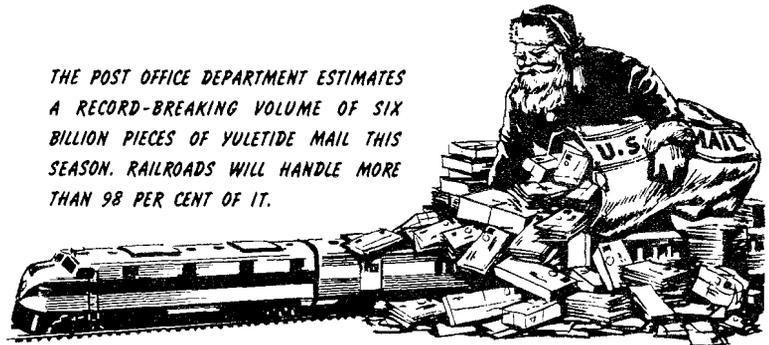
Thus he peddled all the tonnage,  
Dropping empties on the way,  
And setting out the last car  
With the dawn of a new day.

There he was at dawn of Christmas  
With an engine and a hack,  
So wearily he wyed 'er  
And promptly doubled back.

He laid off when he got in  
But said he'd mark up when  
His special would be ready  
About a year from then.

—F. T. Westmeyer

THE POST OFFICE DEPARTMENT ESTIMATES  
A RECORD-BREAKING VOLUME OF SIX  
BILLION PIECES OF YULETIDE MAIL THIS  
SEASON. RAILROADS WILL HANDLE MORE  
THAN 98 PER CENT OF IT.



## In Case You Didn't Already Know

A CANDIDATE for Congress recently made the following statement over a Cleveland radio station:

*The railroads received 189,000,000 acres of land, an area the size of France. They received this land for nothing from the government. It was simple. They elected a Congress which gave them the land.*

Of course, such a statement is far from correct. As millions of Americans know, the United States government granted some 131,000,000 acres of land to pioneer railroads in exchange for reduced rates on government troops, military supplies and United States mails. These lands were valued at about 94 cents an acre, or approximately \$123,000,000, at the time the government parted with them. In 1946, when the land-grant rate provisions were repealed, responsible government authorities estimated that the rate reductions had saved the federal government more than 10 times that sum, or \$1,250,000,000. Therefore, the railroads repaid the government many times over for every acre received.

## Twenty-Four Counties Share Montana Taxes

THE payment of the 1950 property tax bill in the state of Montana serves as a reminder of the railroad's contribution to the support of community projects in the territory it serves. The 1950 assessment amounts to \$1,186,232.88, of which the first installment was paid Nov. 30.

Twenty-four counties share the tax payment, in proportion to the Road's mileage in each county. The amounts vary from \$114,808.06 paid in Fergus County to \$4,184.98 in Petroleum County. Sparsely populated Mineral County will receive \$110,346.58.

About half of the tax payment is allocated to the Montana school system. The balance will help maintain branches of state and local governments; police, fire, health and other public services; and public highways, bridges and airports.

# FIVE YEAR REPORT OF THE MILWAUKEE ROAD SHOWS GAINS

**I**N a special report dated Nov. 21, 1950, made to stockholders of The Milwaukee Road, the five years of operation since reorganization of the railroad are reviewed and reveal a healthy, vigorous company. The purpose of the report was to give an over-all review of the situation of the property on Dec. 31, 1945, and show the accomplishments during the period of operation since that date.

Of the more important points covered by the report, it shows that:

The Milwaukee Road is in a sound financial condition.

The condition of the property and equipment is better than at any time in the past, and we are prepared to meet any emergency that may arise in the way of increased traffic.

Deferred maintenance has been substantially overcome.

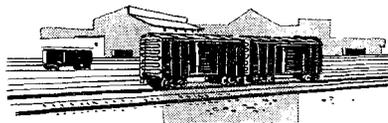
New and modern equipment has been acquired or ordered, in the period covered by the report, at a cost of \$111,970,708.

The change-over to diesel-electric power has been carried out as fast as finances permitted, facilities for maintenance could be constructed, and personnel trained in its maintenance.

The report reveals that maintaining the company on a sound footing is an uphill job, as much of the railroad's mileage is branch line with very light traffic density. The increased productivity of the property requires increased industrial expansion in our territory to provide a volume of traffic great enough to keep transportation costs within reason.

## freight traffic declines

During the period under review in the report, it is shown that immediately following the railroad's reorganization five years ago, the entire railroad industry met with severe set-backs. Freight traffic began to decline due to strikes in the auto-



mobile, steel, meat packing, electrical and maritime industries, the strike of railroad engineers and trainmen in May, 1946, and the two shut-downs in the coal mining industry. There was a nation-wide shortage of freight cars caused by the general return to a five-day work week and the inability of the railroads to obtain sufficient new cars during and just after the war.

## rates lag while costs rise

The report shows that during 1946 while the company was meeting increased wage, material and fuel costs, freight rate increases were not granted in time to offset them. When finally, in 1947, higher freight rates were in effect, another round of wage increases to non-operating and operating employes granted during that year amounted in terms of dollars to

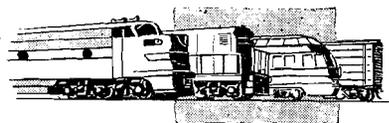
about the same amount as the added revenue from the higher freight rates granted at the beginning of the year and virtually wiped out the gains resulting from the rate increases. The time lag between increases in wage rates, fuel and material prices, and the granting of freight rate increases to offset them caused operating expenses to rise to a point far beyond what could be absorbed by the earning power of the railroad.

## labor gains during period

During the period covered by the report, railroad employes were granted a wage increase of 16 cents per hour retroactive to Jan. 1, 1946, and an additional increase of 2½ cents per hour, effective May 22, 1946, making a total raise of 18½ cents per hour. In addition, wage increases were granted to non-operating and operating employes effective Sept. 1, 1947, and Nov. 1, 1947, respectively. Wages rose again during the years 1948 and 1949. The 40-hour week for non-operating employes became effective Sept. 1, 1949. The granting of vacations to certain classes of employes, beginning in 1941, has been supplemented and expanded so that at the present time almost all employes of the road are receiving two-week vacations with pay.

It is pointed out in the report that while these conditions applied to the railroad industry as a whole, The Milwaukee Road, which operates in

a light traffic density area where the margin between profit and loss is very narrow, needs adequate relief promptly in the form of higher transportation charges to enable it to withstand the impact of increases in operating costs.



### new equipment

An interesting tabulation in the report shows that since Dec. 1, 1945, the following new equipment has been acquired, or is on order for early delivery:

Locomotives	Number	Cost
Diesel-electric .....	159	\$38,937,425
Electric .....	12	950,000
<b>Total Locomotives.</b>	<b>171</b>	<b>\$39,887,425</b>
Freight Cars .....	15,661	54,238,747
Passenger Cars .....	253	16,993,556
Work and Floating Equipment .....	13	850,980
<b>Grand Total Equipment .....</b>		<b>\$111,970,708</b>

In a section of the report dealing with our railroad's progress in dieseli-

zation, it says that when the diesel-electric locomotives now on order—delivery of which is expected to be completed early next year—are placed in service, 70 per cent of our freight service, 85 per cent of our passenger service, and 70 per cent of our yard service will be performed by diesel-electric locomotives. The report states that studies have not indicated that complete elimination of steam locomotives on our railroad can be economically justified.

Throughout the report it is reiterated that studies reveal a major need of our railroad to be a heavier traffic density to produce greater operating efficiency and lower operating ratios.

In a discussion of traffic solicitation, reference is made to the reorganizing that has been done in our traffic department to strengthen it and enable it to meet competition and the demands on it for the acquisition of additional traffic. In pointing this out to our stockholders, the report also asserts that the solicitation of traffic can be successful only if our service is as good or better than that of our competitors, and good service can be furnished only with a well-maintained railroad and sufficient equipment to handle the volume of traffic obtained.

In conclusion, the report, signed by Leo T. Crowley, chairman of the board, and J. P. Kiley, president, states: "The present indications are that the volume of freight traffic will be relatively high during the next several years. With a management that is experienced and aggressive and a property which is in good condition, and assuming rate changes commensurate with increases in labor costs, the prospects of increased net income are very favorable."



	OCTOBER		TEN MONTHS	
	1950	1949	1950	1949
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc...	\$25,400,086	\$20,714,680	\$208,315,519	\$201,292,507
<b>PAID OUT IN WAGES</b> .....	10,811,363	9,781,330	99,570,631	102,011,736
PER DOLLAR RECEIVED (CENTS) .....	(42.6)	(47.2)	(47.8)	(50.7)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance .....	667,425	596,286	6,077,147	6,259,662
PER DOLLAR RECEIVED (CENTS) .....	(2.6)	(2.9)	(2.9)	(3.1)
<b>ALL OTHER PAYMENTS</b>				
For operating expenses, taxes, rents and interest .....	10,702,395	9,047,390	92,732,239	89,639,151
PER DOLLAR RECEIVED (CENTS) .....	(42.1)	(43.7)	(44.5)	(44.5)
<b>NET INCOME</b> .....	<b>3,218,903</b>	<b>1,289,674</b>	<b>9,935,502</b>	<b>3,381,958</b>

# Here's Why!

Quotes from outstanding essays written by employes on the subject, "Why I Like to Work for The Milwaukee Road."

## It's a Pleasure . . .

I don't believe there is another place to work where safety is carried out to the extent that The Milwaukee Road practices it, especially as it is done in our shops in Harlowton, Mont. . . . The transportation of The Milwaukee Road has a tradition of being fast and safe—it is a pleasure to work for a company with such a record.

*Fred Hanzlik,  
Harlowton, Mont.*



F. Hanzlik



H. J. Honeck

## A Lesson in Democracy . . .

I'm proud of "our" company because of its good equipment, proud of its personalized service because that is what insures a steady job for me . . . proud of our supervisors because they have worked up from the ranks and are aware of the various working conditions. . . . Democracy has its shining example right here on The Milwaukee Road and I am glad to be a part of it.

*Henry J. Honeck,  
Switchman,  
Milwaukee, Wis.*

## Bond Between Railroaders . . .

I have found in my travels that there is a bond of friendship between all railroaders, regardless of whether traveling on our line or on foreign roads. When they discover that I am a co-worker, they invariably do everything in their power to make my trip pleasant. The years I have spent working for The Milwaukee Road have been the happiest years of my life.

*Dora H. Anderson,  
Cashier,  
Mobridge, S. D.*

## On the Constructive Side . . .

I get really inspired when I see a Milwaukee Road train gliding along the rails and realize that I am part of it. I like to work for The Milwaukee Road because it gives me the opportunity for self expression and impresses me with the fact that I am of real service to the community; that when I reach the end of my working years I will have the satisfaction of knowing my life has been spent in a constructive manner.

*Thomas H. Birch,  
Milwaukee, Wis.*

## No Man-Killing System . . .

I like the work system of the Road, where all that's asked is a day's satisfactory work for a day's wages, in contrast to the speed-driven, quality-sacrificing, man-killing system of the piece rate shops. Being so large an organization, there is always opportunity for advancement. The pass system also offers employes wonderful opportunities.

*G. C. Brodersen,  
Treating Plant Operator,  
Minneapolis, Minn.*

## Bulwark for 95 Years . . .

My main reason for liking to work with The Milwaukee Road is that I try to do my work satisfactorily and in return I have received very fair treatment. It has been a pleasure to work with various officials, and I cannot recall any discord during all my years of service. The combined service of father and son for 95 years should be some proof of satisfaction and contentment, of why we have liked to work for The Milwaukee Road.

*H. B. Held,  
Marinette, Wis.*

## The Future Looks Good . . .

The pension plan offered by The Milwaukee Road is one of the reasons why I wanted to work for it. I started as a coach cleaner but eventually I'll work up to being a carman. I enjoy my work now, and I'll enjoy it even more when I have the advantage of more money. What I'm working for is a future secure for me and my

family, and since working for The Milwaukee the future looks good.

*Adam Eitel,  
Sagola, Mich.*

## My Kind of People . . .

I like it here. These are my kind of people. I like to ride an engine; I like the open road; the changing scenes; the noise; the smells; the men, their gripes and hopes; the competition. The president of the road (at that time C. H. Buford) was once my superintendent. The officials know my job and they know me. They meet me on the level, listen when I talk, and call me "Joe."

*H. H. Van Brunt,  
Terre Haute, Ind.*

## From the Drafting Room . . .

As a draftsman, not a big wheel in the organization but an essential part, I have noted the careful design of each car built, freight and passenger, and know that a good car is only as good as its design and workmanship. Our cars are favorably spoken of throughout the country and it makes me feel proud to have played a small part in their construction.

*Harold J. Montgomery,  
Milwaukee, Wis.*



H. J. Montgomery



S. Schnelle

(The above picture of Stanley Schnelle was taken recently by a friend, Phillip Lenz of the Marine Corps, who was killed in action in Korea very shortly thereafter. Mr. and Mrs. Schnelle also have two sons in the Marine Corps; another son was killed during the last war while serving with the Marines on Okinawa.)

## Safety a "Must" . . .

I feel it's a worker's right to be protected from injury while at work. In this right The Milwaukee Road backs me up. To my foreman, safety rules are a "must," not a maybe, and the tools I work with are of the finest make. My work has been made more enjoyable and my mind richer by working with men who hail from all parts of the world.

*Stanley Schnelle,  
Olivia, Minn.*

# POUNDS, GUILDERS, MARKS, FRANCS . . .

*. . . but the dollar that buys a better look at the Land of the Free is money well spent*

by Mrs. P. E. Feucht

AND now I've been to Europe and can say with the English and Easterners, "Oh, yes, I've had a crossing in '50. Wonderful, the Continent and jolly old England." But they're bored. They feel their traveling is ended; nothing left to see.

"Have you seen Niagara Falls in autumn colors?", I inquire. "Or San Francisco's Golden Gate, Seattle, Mt. Rainier during a July snowstorm, Columbia ice fields at sunset, the majestic Tetons, Yellowstone's Old Faithful, Grand Canyon, Bryce, Zion, Alaska and Honolulu—fairylands of America!"

Give me a chance and I floor them. They gasp and ponder and show a gleam of interest. Maybe they should see the land we love and know.

Food I don't compare, as only in Holland do you eat. I tell them we had a car and native driver and did the back roads and villages—traveled and talked. We had a box of cookies and candy and as we visited churches, railroad stations and other places, gained much information in return for a piece of candy and a smile.

London—no humor, dull, damp and forlorn. One egg a week. I'm sick of palaces, empty and old, driving on

---

• MRS. P. E. FEUCHT, author of "Pounds, Guilders, Marks, Francs," is the wife of the western region vice president of the Pennsylvania Railroad, and a reader of The Milwaukee Road Magazine. Returning from Europe recently, filled with a new love for her native land, Mrs. Feucht set down her thoughts while they were fresh in her mind. The result was this stimulating article.

the wrong side of the street, stopping for tea, tradition, guards, royalty, cold beds, food that's tasteless and brings no joy. Hope and hard labor, the mainsprings of life, are gone!

In Holland I learned a lesson in thrift, kindness and loyalty. It filled me with pride to hear from many in The Hague of our American boys and their kindness. They have used our dollars well and honor us. It's a real garden and cannot be described or compared. It must be seen, smelled and tasted. It's a Hansel and Gretel fairytale with dikes, wooden shoes, cheese, windmills and chocolate.

Belgium—a trip via train through the small country and only a stay in Brussels, a quaint, lacey old city. Here is the place to buy some treasure of lace for a baby, bride or grandmother. Part of the city is in ruins and part extremely modern.

Germany is pathetic, sad, torn to pieces. The large cathedrals and things of one-time beauty are a study in war and destruction. A place of broken dreams and dead cities, a shocking commentary on the price people must pay for choosing the wrong leaders.

Switzerland—a land of paradise with clocks on every hand and cowbells playing tunes on every mountainside. Here is a place for movie taking. Clean air, people strange and quaint and living in Alpine villages as they did 400 years ago. Here we ate real food and drove 1,000 miles, not a one of them straight, as we twisted around mountains, lakes and valleys. I thought of the 23rd Psalm and touched Nature's head as we

climbed the Gotthard Pass. If only there could be peace everywhere as there is here!

France is a careless housekeeper with rushing, indifferent folks. But the Arch of Triumph is an experience. Twice captured and freed, France knows many American boys of two wars. Paris is a city that grasps you and waits your favor. Perfume and gloves, yard-long loaves of bread that travel unwrapped by everyone's side. Beauty, line, style—and yet the smells! You love its bridges, its Eiffel Tower, and yet find fear all around you. She loves wine, song and play—and our money. I came, I suffered.

The trains they ride are nothing compared to ours. And one must carry a passport and be "X-rayed" at every border stop. Soup, fish and salad, the same at every meal. Children's laughter is much the same in any language, but in Holland only does it ring happily. Bicycles everywhere to avoid.

Why did I go? Why did I spend the money and get backaches and blisters from cobblestones and rubble? The fact is, I wouldn't take a million for the trip, nor, having made it, give a nickel to go back.

But from it all—the confusion of beauty and ugliness, the base and the sublime—I have gained something very precious to me. I am glad, as I never was before, to be an American. I never knew until I crossed how wonderful it is to be a citizen of this great land. So it was that the Statue of Liberty made less of an impression outbound than it did as we returned.

I say count your blessings! Count them often—and thank your Maker.



The Statue of Liberty is an inspiring sight to the visitor returning from abroad.

## Portrait of Alexander Mitchell Presented to Mitchell, S. D.

WITH the exception of the meeting in Milwaukee which climaxed the railroad's 100th year on Nov. 20, and which is reported elsewhere in this issue, the last of the series of Centennial meetings held throughout the railroad this year took place in Mitchell, S. D., on Nov. 15. R. F. Johnston, general passenger agent, was the principal speaker at this meeting, sponsored jointly by the Mitchell Chamber of Commerce and Kiwanis Club.



R. F. Johnston

J. Welch, retired assistant secretary and treasurer of The Milwaukee Road, was present, having gone to Mitchell from New York City for the purpose of presenting to the city of Mitchell and the historical society known as the Friends of the Middle Border a portrait of Alexander Mitchell, former president of the railroad and the man for whom the city of Mitchell was named. The portrait had hung for many years in the New York office of the railroad.

In his address Mr. Johnston reviewed the development and growth of the state and city along with that of the railroad.

"Over the years South Dakota has grown and prospered and both its agricultural and mineral resources have multiplied many times.

"Our growth and development over the years closely parallels your own. We now have 1,735 miles of track in the state of South Dakota, more than any other railroad. We have 2,219 employes in your state and they probably constitute the largest payroll of any industry operating here. Our payroll in the state in 1949 was over \$8,000,000. In the year 1949 we paid in taxes in South Dakota \$899,014. We are the largest taxpayer in the state."

In presenting the portrait of Alexander Mitchell, Mr. Welch told several anecdotes concerning the life of the man and reviewed some of the railroad history of the 1880 period when the line was extended from Canton to Mitchell.

Bradley Young, chairman of the board of directors of the Friends of the Middle Border, responded on behalf of that organization, and Mayor Damon Clark received the portrait on behalf of the city and expressed his appreciation of the significant gift.

Earlier in the month the story of the railroad's progress through 100 years was told in different connections by Vice President L. H. Dugan of Seattle. He was the principal speaker at a meeting of the Pacific Coast International Association of

which he helped to found in 1921.

Other meetings of a Centennial nature, but which were held following the 20th of the month were sponsored by the Kiwanis and Rotary Clubs of Racine, Wis., on Nov. 22, the Rotary Club of Savanna, Ill., on Nov. 29, and the Rotary Club of Council Bluffs, Ia., on Nov. 30. L. D. Phelan, general adjuster, spoke in Racine, while R. F. Johnston, general passenger agent, addressed the Savanna meeting and Carson L. Taylor, general attorney and commerce counsel, was the principal speaker at Council Bluffs.

In a letter addressed to all vice presidents on Nov. 30, President Kiley commented on the "excellent results achieved from meetings that have been held throughout the year at various points on our railroad to mark 'our Centennial anniversary,'" and urged them to alert the representatives of the various departments to the desirability of accepting invitations to appear before similar audiences in the future.

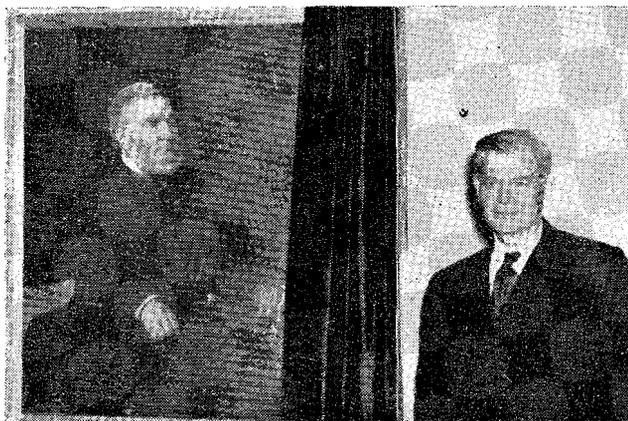
### Railroadiana Cheers Shut-In

IT APPEARS that we have two new friends in Rochester, N. Y., all because of a small favor extended to a young rail fan bedridden after an attack of polio. Through arrangements made by J. W. Jenkins of Rochester, a friend of the boy's father, we recently sent him several photographs of engine equipment and a copy of our brochure, "100 Years of Locomotive Progress." Jenkins' letter of acknowledgment told the story:

"There is a very happy lad in Strong Memorial Hospital tonight," it read, "thanks to you. You would be deeply moved to see the little fellow's eyes light up at the sight of the pictures and the booklet; the 'Ohs' and 'Ahs,' and the screams of delight at each turn of the page.

"For myself, I found the brochure splendidly done, and the photographs beautiful. I took them to be framed so that the boy will have them preserved. I am pleased to tell you that he will get well—it is a matter of time. He told me, after feasting his eyes on the pictures, that he is going to be a locomotive engineer and drive 'that engine.' It is a heartfelt 'thank you' I send you for your kindness."

J. Welch, retired assistant secretary and treasurer, is shown alongside the portrait of Alexander Mitchell, which was presented to the city of Mitchell in connection with the Centennial observation there.



"Your statehood dates back only to 1889," he said, "and in the short period since that time, you have not only come to the front in an agricultural way, but, since the discovery of the Homestake lode and the gold rush of the middle 70's, you have likewise become quite an important mining state.

Law Enforcement Officials in Seattle on Nov. 13, and also addressed a meeting of the Chamber of Commerce of Everett, Wash., on Nov. 14 in connection with that city's Railroad Day program. At the meeting of law enforcement officials in Seattle, L. J. Benson, assistant to president, was elected president of that association

## M. L. Bluhm and C. L. Taylor Promoted

THE board of directors of The Milwaukee Road, at its monthly meeting in Chicago on Dec. 13, elected M. L. Bluhm as general counsel and Carson L. Taylor as general solicitor.



M. L. Bluhm

C. L. Taylor

upon the recommendation of A. N. Whitlock, vice president and general counsel since 1945, who continues as vice president.

Mr. Bluhm has been general solicitor since 1941. A native of Indiana, he is a graduate of the University of Indiana and the University of Chicago Law School. After service in the United States Navy during the first world war, he engaged in the practice of law in Chicago. He has been with The Milwaukee Road since 1922.

Mr. Taylor has been general attorney and commerce counsel since 1941. Following graduation by the University of Iowa, he engaged in law practice in Cedar Rapids and Des Moines, entering the service of the railroad in 1913.

## W. A. Dietze Addresses Railway Business Women

WALTER A. DIETZE, public relations officer, was the guest speaker at the silver anniversary dinner of the Railway Business Women's Association of Chicago, held in the Gold Coast Room of the Drake Hotel on the evening of Nov. 18.



W. A. Dietze

In addition to the Chicago membership, the group included delegations from railway business women's groups in Philadelphia, Detroit, Buffalo and Cleveland, as well as many

Midwest cities. Special guests were Miss Sarah Barker, Minneapolis, president of the national organization, and the past presidents of the Chicago chapter.

The subject of Mr. Dietze's talk was the growing recognition of woman's place in business and professional fields. From the annals of Milwaukee Road history he paid tribute to a number of women employes who had distinguished themselves in instances calling for extremes of efficiency and loyalty. He also drew a comparison between the R.B.W.A. anniversary and the Milwaukee Road's Centennial.

"In the case of a corporation, or a club such as yours," he said, "the natural laws are seemingly reversed. The older an organization is, the better it is expected to be—with age it gains rather than loses strength . . . So it has been with your club, and so it has been on our railroad . . . We are looking to the past for the lessons our experiences have provided, and the inspiration which they give us to strive for greater accomplishment."

The Chicago Chapter of the R.B.W.A., one of the organization's largest units, numbers 1,100 members. Miss Martha A. Prestin, employed in the office of the auditor of capital expenditures, is corresponding secretary of the Chicago group.

## APPOINTMENTS

### Engineering Department

Effective Dec. 1, 1950:

I. K. Johnson is appointed chief carpenter, Coast Division, replacing Joe Maks, who has been released for other duties at his own request.

W. E. McFadden is appointed assistant chief carpenter, Coast Division, replacing E. E. Thomas, who has been transferred to other duties.

### Operating Department

Effective Nov. 16, 1950:

J. W. Stuckey is appointed trainmaster, Chicago Terminals Division, with headquarters at Chicago.

### Mechanical Department

Effective Dec. 1, 1950:

B. J. Maguire is appointed assistant to superintendent, motive power, with headquarters at Milwaukee, vice W. A. Hotzfeld, resigned.

## What Do You Know?

Test your knowledge of railroads and railroading. The answers will be found on page 42. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you get all 10 correct you probably sneaked a look at the answers.

### 1. What is known as turn-around time?

(a) the time between the placement of a freight car for loading and the placement for the next loading, (b) the time in which a freight car can be turned end to end, or (c) the time in which a freight car is unloaded and started for home?

### 2. In railway terms, what is a hostler?

(a) a man who has charge of horses, (b) a man who operates locomotives at shops and terminals, or (c) a gun pocket used by railway police?

### 3. What is CTC?

(a) conductor's train consist, (b) carload transportation charge, or (c) centralized traffic control?

### 4. What is the common unit of measurement for railway passenger traffic?

(a) passenger trains, (b) passenger-miles, or (c) passenger train-miles?

### 5. In railway terms, what is meant by roadbed?

(a) the right of way, (b) the complete track structure, or (c) the foundation which supports the ballast and track structure?

### 6. What is F.O.B.?

(a) free on board, (b) freight outbound, or (c) first order of business?

### 7. What is a class rate?

(a) a freight rate covering an article not covered by a commodity rate, (b) a passenger rate for different classes of travelers, or (c) a special rate on bulk shipments?

### 8. What is the weight of a 39-foot, 112-pound rail?

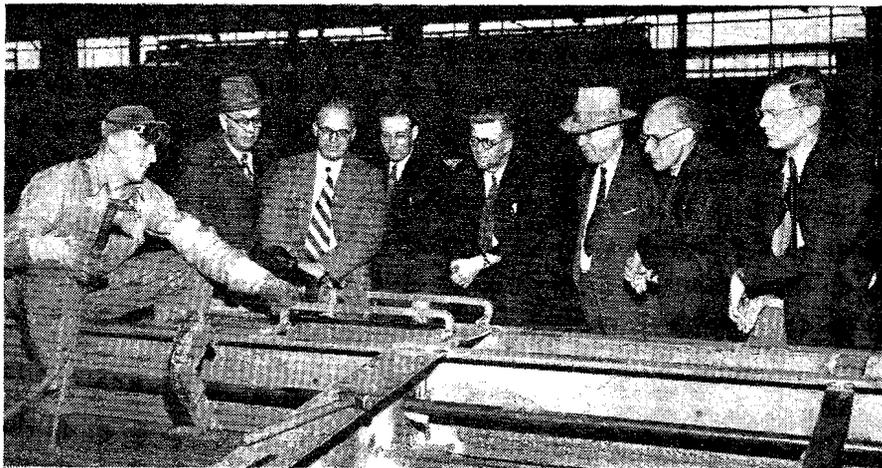
### 9. What is a bill of lading?

(a) a waybill, (b) a detailed list of goods to be transported, (c) a carrier's contract and receipt for merchandise to be transported, or (d) a bill for freight services?

### 10. What is the height of the floor of a boxcar above the rail?

(a) about 40 inches, (b) 44 inches, or (c) 48 inches?

# British Welding Team Studies Our Methods



Welder Russell Wiese demonstrates the Milwaukee Road way of doing things. Looking on are (left to right) Otto Wichert, Milwaukee Road welding inspector; J. A. Dorrat, Richardsons, Westgarth & Co., Ltd., representing the Institute of Welding; A. E. Cox, Hunslet Engine Co., Ltd., representing the Locomotive Manufacturers Association of Great Britain; G. A. Lockley, Gorton Locomotive Works; G. H. Pedersen, general chairman International Association of Machinists, Milwaukee; Dr. H. G. Taylor, British Welding Research Association; and H. Helgerson, Milwaukee Road metallurgist.

UNDER the auspices of the Anglo-American Council on Productivity, 18 British welding specialists visited our Milwaukee shops on Oct. 31 for the purpose of observing Milwaukee Road welding methods. The visit was sponsored by the Economic Cooperation Administration as part of a six-week tour of the United States in which the group was provided with opportunities to obtain constructive ideas which can be applied to plants in their respective fields at home.

Arrangements for the visit to the shops were made by A. G. Hoppe, engineer of research and development. The tour started at 9:00 A.M. and was conducted by the various shop supervisors with Mr. Hoppe in charge. In

exchange for observing our operations, the British visitors described the methods and techniques used in their plants.

The Productivity Council is a joint undertaking of management and labor leaders from the United States and Great Britain. The teams are composed equally of supervisory, technical and work shop groups. Their projects are divided into three parts: a tour of their British industry, a study of the American counterpart, and the dissemination of the information so obtained throughout the British industry. There is evidence that the interchange of ideas has resulted in improved techniques in both America and Great Britain.

## RETIREMENTS

The following employes' applications for retirement were recorded during November, 1950

### Chicago General Offices

DOUGHERTY, JAMES D.  
Cook ..... Chicago, Ill.  
FRANKENSTEIN, WALLACE L.  
Clerk, Aud. of Expend. .... Chicago, Ill.  
HAUNER, ELLA K.  
Secretary to Asst. Chf. Eng. .... Chicago, Ill.  
REED, VERNON W.  
Chf. Clk. Gen. Spt. Transp. .... Chicago, Ill.

### Chicago Terminals

LYNCH, JOHN P.  
Sheet Metal Worker ..... Chicago, Ill.  
MAZUR, AGIE Z.  
Coach Cleaner ..... Chicago, Ill.  
SCIANNA, PIETRO  
Sec. Laborer ..... Chicago, Ill.

SPRINGENBERG, FRANK W.  
Machinist ..... Bensenville, Ill.  
STANSBERRY, GEORGE  
Machinist ..... Chicago, Ill.  
WILLMER, WILLIAM F.  
Switchman ..... Chicago, Ill.

### Coast Division

GLAVAS, PETER J.  
Section Foreman ..... Ralston, Wash.  
HENRY, FRANK E.  
Carmen ..... Tacoma, Wash.  
NELSON, CHRIS A.  
Car Cleaner ..... Everett, Wash.  
PLUM, BERT W.  
Tug Fireman ..... Seattle, Wash.  
SHERIDAN, THOMAS E.  
Ex. Gang Laborer ..... Tacoma, Wash.

### Dubuque & Illinois Division

McGRAIL, JEWEL L.  
Crew Caller ..... Savanna, Ill.  
FRESHO, SIDNEY  
Mach. Helper ..... Marquette, Iowa  
REITMANN, WILLIAM C.  
Sec. Laborer ..... E. Moline, Ill.  
SMITH, GEORGE  
Ex. Gang Laborer ..... Ottumwa, Iowa  
STEFFEN, LOUIS A.  
Conductor ..... Bensenville, Ill.  
VANCE, JAY G.  
Conductor ..... Dubuque, Iowa  
WILLIAMS, EUGENE R.  
Agent ..... Walford, Iowa  
WILLIER, JOHN  
Sec. Laborer ..... Byron, Ill.  
WOODALL, HERBERT M.  
Boilermaker ..... Marquette, Iowa

### Hastings & Dakota Division

CARLSON, ALFRED E.  
Sec. Laborer ..... Aberdeen, S. D.  
CARMODY, RAYMOND T.  
Loco. Fireman ..... Aberdeen, S. D.  
ESKONEN, HEMMI  
Sec. Laborer ..... Bath, S. D.  
MATSON, MATHEW  
Conductor ..... Aberdeen, S. D.

### Idaho Division

COLGEAN, LOUIS J.  
Sec. Laborer ..... Warden, Wash.  
FORT, EDGAR T.  
Sec. Laborer ..... Avery, Idaho  
RANDOLPH, JAMES L.  
Lineman ..... Avery, Idaho  
ROLLER, JOSEPH A.  
Pump Foreman ..... Spokane, Wash.  
VanKEUREN, LEOPOLD F.  
Guard ..... Plummer, Idaho

### Iowa Division

CARLSON, OSCAR E.  
Pipefitter ..... Perry, Iowa  
JACOBS, WILLARD M.  
Conductor ..... Des Moines, Iowa  
MYERS, GROVER C.  
Sec. Laborer ..... Boone, Iowa  
SPRAGUE, FRED N.  
Loco. Engineer ..... Co. Bluffs, Iowa  
WRICE, JAMES M.  
Ex. Gang Laborer ..... Green Island, Iowa



**WORD OF CAUTION.** Christmas, with the highly flammable tree, decorations and gifts wrappings, combined with complex electrical hook-ups for holiday lighting effects, multiplies the fire hazards in the home. The most important thing to remember is not to plug in too many electric wires, lights or appliances on one extension cord. Over-plugging will cause a dangerous overload on electrical circuits. The correct way is to use fewer appliances on one circuit and distribute the load among several outlets.

The Milwaukee Road Magazine

### Iowa & Dakota Division

GRAY, CLARENCE L.  
Switchman .....Sioux City, Iowa

### Iowa & Southern Minnesota Division

BARTLEY, JACOB  
Conductor .....Austin, Minn.  
POST, EDWARD O.  
B&B Carpenter .....Austin, Minn.  
SAGVOLD, OLAF O.  
Roundhouse Laborer.....Austin, Minn.  
VOELKER, CARL J.  
Machinist .....Austin, Minn.

### La Crosse & River Division

DAMBERG, PATRICK E.  
Electrician Helper .....Wausau, Wis.

### Madison Division

SHAW, HARRY A.  
Train Baggage man .....Madison, Wis.

### Milwaukee Division

BREGGER, FRED W.  
Conductor .....Green Bay, Wis.  
KUHN, PHILIP J.  
Sec. Laborer .....Elkhart Lake, Wis.  
SCHROEDER, OTTO E.  
Ex. Gang Laborer .....Chilton, Wis.  
WOODRUFF, ELMER  
Ex. Gang Laborer.....Thiensville, Wis.

### Milwaukee Terminals

ALERICH, MICHAEL J.  
Section Laborer .....Milwaukee, Wis.  
CROWELL, CHARLES H.  
Carman Helper .....Milwaukee, Wis.  
DOMAGALSKI, MARTIN  
Crossing Flagman .....Milwaukee, Wis.  
EDER, GEORGE  
Blacksmith .....Milwaukee, Wis.  
EDWARDS, JOHN  
Helper, Loco. Foundry...Milwaukee, Wis.  
HANSEN, RICHARD  
Blacksmith Helper .....Milwaukee, Wis.  
KAVEMEIER, JOHN D.  
Molder .....Milwaukee, Wis.  
SCHOBBER, HENRY E.  
Check Clerk .....Milwaukee, Wis.  
SMOLINSKI, FRANK P.  
Clerk .....Milwaukee, Wis.  
THEMAR, MAX F.  
Delivery Clerk .....Milwaukee, Wis.  
WOLF, MICHAEL  
Sweeper .....Milwaukee, Wis.

### Rocky Mountain Division

ELMER, CHARLES H.  
Sec. Laborer .....Piedmont, Mont.  
KEE, TOM  
Business Car Attendant...Butte, Mont.  
NELSON, LEONARD G.  
Section Laborer .....Clearwater, Mont.  
SELUGA, MIKE  
Section Laborer .....Martinsdale, Mont.  
SULLIVAN, JOHN W.  
Machinist .....Harlowton, Mont.

### Terre Haute Division

JACOBSEN, SOREN C.  
Section Laborer .....Momence, Ill.  
JENKINS, ELMER  
Brakeman .....Terre Haute, Ind.  
LANE, WILLIAM L.  
Section Laborer .....W. Clinton, Ind.  
PATE, WILLIAM G.  
Conductor .....W. Clinton, Ind.

### Trans-Missouri Division

HILLEMAN, ROBERT A.  
Brakeman .....Miles City, Mont.  
SAUR, SR., FREDERICK  
Coal Dock Laborer.....Vananda, Mont.  
SCANNELL, MATT J.  
Section Laborer .....Roundup, Mont.  
SIMONDI, PAUL  
Janitor .....Roundup, Mont.

### Twin City Terminals

ANDERSON, JOHN F.  
Carman .....Minneapolis, Minn.  
BOMSTAD, JOHN A.  
Ex. Gang Laborer.....Minneapolis, Minn.  
CALLAN, ARTHUR J.  
Hostler .....Minneapolis, Minn.  
CARLSON, MARTIN J.  
Carman .....Minneapolis, Minn.  
DAVENPORT, DANIEL S.  
Boilermaker Helper...Minneapolis, Minn.  
DOLAN, BERNARD  
Ex. Gang Laborer .....St. Paul, Minn.  
LARSON, EMIL J.  
Air Brake Man .....Minneapolis, Minn.  
NELSON, THEODORE  
Freight Handler.....Minneapolis, Minn.  
ROBINSON, GUY R.  
Laborer, Store Dept.....St. Paul, Minn.  
WESTLUND, CARL A.  
Blacksmith Helper ....Minneapolis, Minn.

## Hiawatha Service Club Holds Annual Fall Frolic

THE annual fall festival of the Hiawatha Service Club, a major social event for employes in Milwaukee, was held at the South Side Armory Saturday evening, Nov. 11. A family crowd estimated at approximately 600 attended.

The affair opened at 8:00 P.M. with a concert performance by the Service Club Band. This was followed by a business meeting at which Assistant General Manager J. J. O'Toole was the guest speaker. Brief talks were also made by Public Relations Officer W. A. Dietze and Milwaukee Terminals Superintendent J. J. Dombrowski. The entertainment program got under way immediately afterward with a one-hour vaudeville show featuring professional entertainers. Dancing to a six-piece orchestra rounded out the evening.

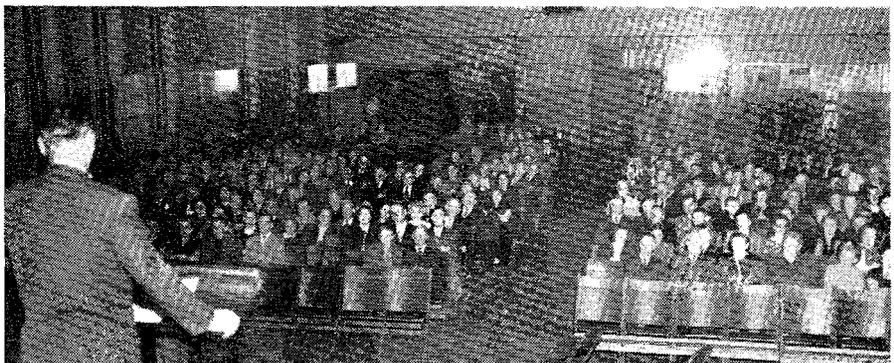
Members of the festival committee were Royal Dermody, John Sultz, John Macht, Eugene Colber, Charles



Assistant General Manager J. J. O'Toole addresses the business meeting.

Michalski and Ervin Tarnow. The Service Club closes the year with a membership of 1,600 employes.

View of the South Side Armory auditorium during the business session: Assistant General Manager J. J. O'Toole at the microphone.



### Notice to Veteran Employes

RECEIPTS for Pullman space used by veterans who attended the reunion at Minneapolis have been submitted to the Pullman Company for a refund of one-half the amount paid by the veteran. It will take a little time for the Pullman Company to complete the necessary accounting and issue checks, but refunds are assured in due course.

#### Found at the Hotel Nicollet During the Reunion

Tie pin with initial plate "E.W.C." on links  
Tie pin with initial "R" mounted on pearl piece  
Owners may have same by writing to Miss Florence M. Walsh, Room 862 Union Station, Chicago 6, Ill.

—Florence M. Walsh  
Secretary-Treasurer

Character is like a tree and reputation like its shadow. The shadow is what we think of it; the tree is the real thing.

—Abraham Lincoln

"Looks like rain today," said the milkman as he poured the customary quart of milk.

"It always does," replied the housewife significantly.

## C. E. Schonberg, Leader in Civic Affairs



Lead Carman Schonberg on the job. The picture was snapped by his son Richard, 15.

WHEN he has finished his day's work for the railroad, Lead Carman Carl E. Schonberg of Council Bluffs, Ia., has a host of civic interests clamoring for attention. Probably the most important is his post as city councilman.

Schonberg's interest in civic affairs started with his appointment to fill an unexpired term as Fifth Ward alderman in the spring of 1947. He served two months. He is now the oldest man on the city council (53), the only grandfather and the only

former councilman.

The name of Carl Schonberg is seldom absent from a committee roster. He likes church work and baseball and tied the two together by managing his church's league team until just a few years ago. He is now its business manager. For 22 years he acted as Sunday School superintendent and he has been a member of the church council. He is also actively identified with the Red Cross, the Railroad YMCA, the Community Chest and the city recreation commission.

Added to this many-sided program, Schonberg is well known locally as a singer of some talent. On an evening when he's not attending a committee meeting he likes to pile a stack

City Councilman Schonberg (left) talking with City Manager Oliver Comstock in the council chambers at City Hall. (Council Bluffs Nonpareil photo.)



of "harmony" records on the phonograph or coax Mrs. Schonberg to sit down at the piano while he warms up his booming bass on a medley of old-time favorites. He has been singing in the St. John's English Lutheran Church choir for more than 30 years and is also a regular member of a fraternal quartet that is in great demand all over southwest Iowa.

Schonberg is a veteran of 35 years of service, having started with the Road in 1915, two weeks after being graduated from high school. When World War I interfered shortly afterward, he joined the Navy and saw 14 months of duty. His present position of lead carman on the repair track at Council Bluffs is a job he knows—and among people he has known for most of his life. "Railroading is never the same from day to day," he says; "it's never routine." That's what he likes most.

## Minneapolis Shops, 1882

SET TO thinking about "the good old days" by the recent retirement of several veterans at the Minneapolis shops, James Dawson, a retired machinist foreman now living in Long Beach, Calif., dug up and dusted off some of his memoirs. Because they are so remote from the present scene, they make for interesting reading.



James Dawson

"I started as a machinist on Sept. 19, 1882, and believe I am the oldest shops employe now living," he says. "The place where the shops were

built had been a slew from which they used to cut hay—the company hauled gravel and cinders to fill it in. The first wooden floors didn't last long, as the ground was so wet that when the carpenters drove in the nails water would squirt up.

"The shops were so far out at that time that a work train took us back and forth. We worked 10 hours a day, with one hour for lunch, and nine hours on Saturday. The highest machinist pay was 26 cents an hour, and helpers received 12 to 15 cents. The pay car, I remember, was No. 8 and it was hauled by engine No. 8. Payday was the 25th of the month, but we did not always get paid on time as the engine went all over the road and sometimes had to stop for repairs.

"The first master mechanic I worked under was J. O. Pattie. He had a lot of ground to cover; Milbank, Montevideo, Aberdeen, Mitchell, Sanborn,

Jackson and Austin. I was the first night foreman in the machine shop and was later transferred to machine foreman days."

Dawson retired in 1933. He moved to Long Beach in 1935 and observed his 87th birthday there on Dec. 1.

"I have lived to see a lot of changes," he says, "from small cars, small trains and a small road to what the railroad is today. I am glad that I had a part in it. It is a good road to work for."

Andrew Carnegie was once visited by a Socialist who ranted against the possession of great wealth, and advocated equal distribution.

Carnegie cut the speaker short by asking his secretary for a statement of his holdings, at the same time looking up the figures on world population.

When the statistics were ready, Carnegie figured for a moment. Then he said to his secretary:

"Give this gentleman 16 cents. That's his share of my wealth."

# Season's Greetings



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

## TERRE HAUTE DIVISION

### Terre Haute District

T. I. Colwell, Correspondent

On Sunday, Nov. 26, during a blizzard our dispatcher had no telephone connection with any of the stations north of Walz, Ill. The employe in charge of the coal chute at Coalton reported two wires broken at that point. The lineman could not operate his motor car and highway driving conditions were hazardous. Agent-Operator V. F. Terry, located at Cheneyville, Ill., which is about two miles from Coalton, voluntarily drove his automobile to Coalton, made temporary repairs to the wires and restored our communication system to all stations. Agent Terry's action in this case is very much appreciated in that he undoubtedly averted some serious delays and made our train operation much safer during such extremely bad weather.

Frances Pettus and Christine Reichert, stenographers, visited Great Lakes naval training camp on Nov. 18 and 19. Mrs. Pettus' son Richard is in training at that point.

Dispatcher-Operator Jim Anderson visited in the Rea Building late in November. Jim is a reserve officer in training at Bainbridge Island, Port Blakely, Wash., and was home for Thanksgiving. Operator "Duffy" Nunley is in training at the same camp.

John Pearce, son of Chief Clerk Fred Pearce, now located at Camp Atterbury,



Chicago area employes Donald (left) and Jack Staples, who have enlisted for war service, Don in the Marines and Jack in the Navy. Don was employed at Rondout, Ill., and Jack, a four-year Army vet, worked at the Western Avenue coach yard. They are sons of Equipment Maintainer Floyd E. Staples, Round Lake, Ill. Another Staples son, Floyd A., is a carman at Rondout.

Ind., spent Thanksgiving with his parents in Terre Haute.

Conductor and Mrs. Thomas Mulvihill celebrated their 23rd wedding anniversary at Terre Haute in November.

Trainmaster W. F. Plattenberger has moved from his residence on South 19th Street, Terre Haute, to a larger house on the corner of 25th and Wabash Avenue.

"Doc" Craig, retired conductor, has settled down for the winter in his usual location in Guadalajara, Mexico.

Conductor George W. Goodsnow, Faithorn, is making preparations to go to Phoenix, Ariz., for a few weeks of rest.

Conductor G. L. Ferguson anticipates spending a few weeks in California during December and January.

F. C. McMasters, third trick operator at Humrick, Ill., was called to Chicago Nov. 30 for his physical examination for the Army. Earl Reints, extra operator at Faithorn, was inducted into military service in November.

Our bowlers got off to a bad start this fall and are still near the bottom of the list. However, with the class of bowling they are putting out, we are sure they will soon start climbing. Car Distributor George J. Scholl is acting as captain of the team. Other members are Chief Dispatcher A. J. Wright, Time Revisor Leo Huberti, Yard Clerk Bob Bennett and Superintendent A. J. Farnham.

F. W. Baker, formerly our division freight and passenger agent, and Mrs. Baker drove from Pittsburgh (where he is now located) to Galesburg, Ill., over the Thanksgiving holiday to visit his brother, J. Stewart Baker. Due to the extremely bad weather over the week end, the Bakers found a little time to visit old friends in Terre Haute.

Yard Clerk Bob Bennett has moved and is now located at 1438 Luckett Ave. in Terre Haute.

## CHICAGO TERMINALS

### Galewood

Norma Gunderson, Correspondent

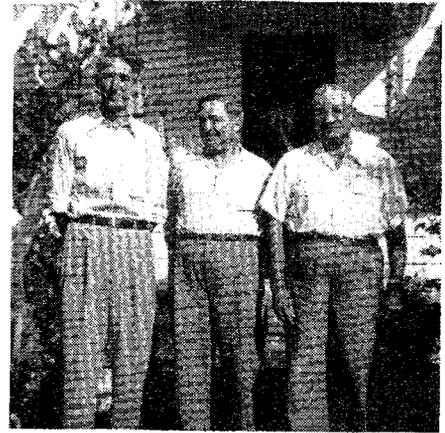
Galewood office and freight house forces were delighted by the treat given them by the Milwaukee Road Women's Club, Fullerton Avenue Chapter, on Nov. 9. Doughnuts and coffee were served by the president, Mrs. George Evans, and her daughter-in-law Dorothy.

Frances Mason, chief operator at Galewood, left for a three-week trip to California on Nov. 10.

Harry Brown, rate clerk, entered the Presbyterian Hospital Nov. 11 to undergo surgery. He is now convalescing at home.

Oscar M. Ulrich of the yard department was called home to Buffalo, N. Y., due to the death of his mother who passed away Nov. 11.

Lorraine Mugavero, miscellaneous clerk, returned to work Nov. 13 after being on



Chicago Terminals Switchman L. J. Michel (center), vacationing in the South, has his picture taken with two retired cronies, Yardmaster William A. Rieger (left) and Switchman Louis J. Hibbard. The picture was taken at Hibbard's home in Lake Worth, Fla.

leave of absence since April.

Eda Lehmann, trainmaster's steno at Galewood, passed away at Crookston, Minn., on Nov. 17.

Galewood office spread a bit of cheer at Thanksgiving time by sending a basket of fruit to its shut-ins, Harry Brown, Tom Lecture and Bob Evans. The girls sent a pretty house coat to Betty Winchell who is still ill.

Frank and Athanasia (Tommy) Dominick are the owners of a new Studebaker club coupe.

Walter Kolazinski, retired yard department employe, visited Galewood Nov. 29.

Wishes for a speedy recovery go to Switchman W. F. Willmer who met with a serious accident early in November.

## MILWAUKEE TERMINALS

### Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Her new home at 3733 North 60th St. is the pride and joy of General Clerk Evelyn Scharest. Since moving into her two-bedroom house Evelyn has been very busy with the duties of a brand new home owner.

Jack Hannus, yard clerk at Gibson, was broken in at the right time. Just when he was mastering the duties of his new position Chief Yard Clerk Ernie Reinhardt caught a bad cold. By the time Ernie returned Jack was an old hand at Gibson mudhopping.

Frank Newhauser, relief clerk, has been ill for a month and at this writing has not returned to work.

Charles Ladwig, veteran warehouseman, passed away Nov. 22. He started at Fowler

Street in 1927 and retired in 1948, having worked his last eight years at North Milwaukee. Sympathy is extended to his family.

Olga Yerman was the successful applicant for the bill and expense clerk position at Chestnut Street. It will be like old times to have "Ollie" back, since she worked this job not very long ago.

To all our friends and their families we extend sincere greetings for the holiday season. May we hope that "Peace on earth" returns to all "Men of good will."

### Muskego Yard

Grace M. Johnson, Correspondent

Chief Clerk Fred "Poncho" Ladwig has just returned from spending his vacation in the "you-all" section of the country. We are glad to have him back even though he finds us Northerners hard to get along with. He enjoyed a fine auto trip down through Texas and the Rio Grande valley and got into Mexico—he has not told us how he managed to get out.

Our new yard caller, Robert Lindeman, comes to us from Channing, Mich. We understand he has studied and knows a lot about forestry, which should be a big help here because you're sure in the woods when you get to the wilds of Muskego.

Gary Wolenschlager, retired switchman, stopped in to visit recently. He is now a Minnesota resident.

Pinky Callahan, of the car record office, has learned that Walt Dryer is allergic to fuzzy pieces of string. We can only hope that Pinky never gets up around the cut-off at a busy time and gets Walt all ligh-strung.

Understand Earl Hardt got a deer this season but still came home "dearless." Charity begins at home and he should have waited to do some of the giving around here, especially remembering "Uncle Bulgy Goelz's" appetite.

### Fowler Street Station

Pearl Freund, Correspondent

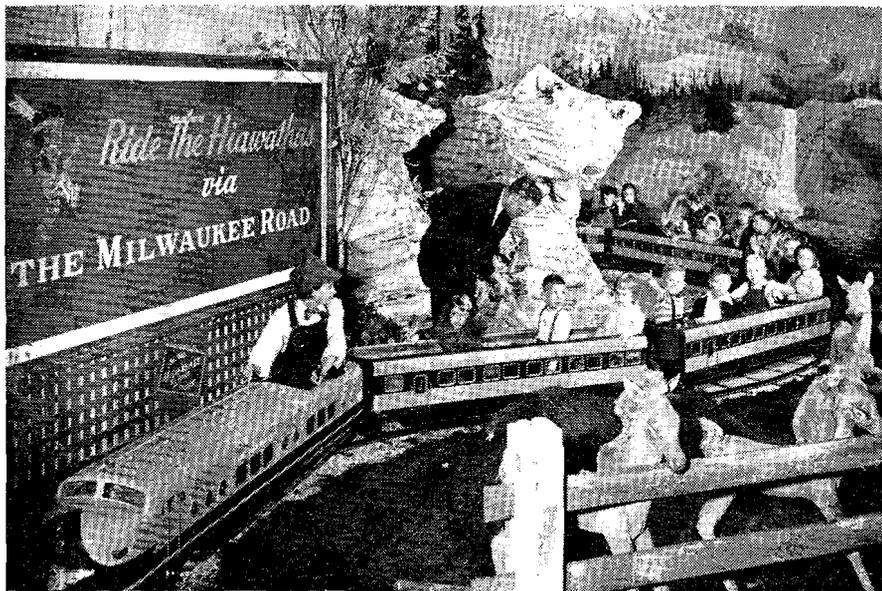
Among close acquaintances who passed away recently was Charles H. Jens, former general freight agent for the C&O at Milwaukee, who died Nov. 24. Mr. Jens began his railroad service in 1905 and retired Nov. 1, 1949.

Henderson Craft, former check clerk at House 7, passed away Nov. 15 at the age of 67. He had about 27 years of service with the Road. He is survived by his widow, three stepchildren, three grandchildren and two great-grandchildren.

Charles Ladwig, former stower at House 7, passed away Nov. 22. He had been employed at North Milwaukee station for the past few years.

Bill Wims, janitor, who retired in November, 1949, passed away Nov. 25 at the age of 71. Burial was at Topeka, Kans.

News has reached us that Marine Sgt. Kenneth E. Stelzel, who went on active duty with the Marine Corps Reserve Aug. 26, has been wounded by shrapnel in Korea. He has notified his parents, Mr. and Mrs. E. P. Stelzel, that he is in a U. S. Navy hospital in Japan. Kenneth served five years with the Marines in World War II and saw service in the South Pacific and China. He worked for some time as a yard clerk in the various districts in the terminals and more recently as auto messenger. His fiancée, Caroline Gretza, is a clerk at Fowler Street.



ALL ABOARD FOR SANTA CLAUS LAND. Toddlers get set for a thrilling ride through Toyland in Gimbels department store, Milwaukee, where a miniature "Milwaukee Road" and Hiawatha locomotive were again the holi-

day attraction. The ticket taker is Harold Gatz, a regular Milwaukee Road conductor. Gatz also served last year when 92,000 children rode the train, compared with 71,000 in 1948.

William L. Griffin, former rate clerk, is confined at Doctor's Hospital, 27th & Wells St. Bill retired 13 years ago. Mrs. Griffin died last June, victim of an auto accident. Be sure to pay Bill a visit.

Joe Jarnuz is still in serious condition at Mt. Sinai Hospital following an operation. He has been on leave from Stowell station.

A group of Milwaukee Road women employees accompanied Miss Minnie Walters to the silver anniversary dinner of the Railway Business Woman's Association of Chicago at the Drake Hotel Nov. 18. Everyone was enthusiastic over the suggestion that Milwaukee organize its railroad women and so become part of the rapidly expanding national association.

Mr. and Mrs. Russell Kickbush are the parents of a boy born Nov. 6. He has been named Douglas. There are two older children, Russell and Kathrine.

Luckiest among the deer hunters was Clem Vail who brought home a "small one," so he says. Nevertheless, the thrill was large sized.

## CHICAGO GENERAL OFFICES

### Auditor of Expenditure's Office

Betty Melnikoff, Correspondent

Mike Schlee of the paymaster's force is another of our boys to go into service.

We are losing Ruth Ladewig of the paymaster's office. She will attend commercial school.

Nellie Chadborn, formerly of the "stats" bureau, paid us a visit recently.

We welcomed back Rudy Lindahl after a long illness.

Sorry to hear that Addie Schultz' son has contracted spinal meningitis.

Katherine DeGrazio, alighting recently from a bus, stepped into a hole in the street and fractured a bone in her foot.

Ione DeCamp and Leona Dietrich spent a recent week end in New Orleans. Jimmy

Kearnes of the bill and voucher bureau spent his recent vacation at Seattle with his grandson.

Eddie Rintelman of the "stats" bureau spent his vacation deer hunting, but with no luck. Gus Dahlke of the payroll bureau also spent a week end deer hunting; same result.

Tony Ficht of Mr. Sowle's force recently celebrated 30 years of service with the Road.

Marge Talik of Mr. Sowle's office is leaving the railroad to prepare for the role of mother.

### Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

On Nov. 7 Madaline Koehler observed her silver wedding anniversary and was presented with an orchid and plant by her co-workers. Also on display was a roll of twenty-five silver dollars, a gift from her son and daughter-in-law.

Bridal showers were given for Betty Madla who was married on Nov. 4 to Leon Nowak, and for Barbara Swiontek whose marriage to John Hoffelt took place on Nov. 18.

Pvt. Everett Hopke of the U.S. Air Force writes that he has about completed his basic training. Understand that Pvt. Walter Guziec who entered with Everett has been transferred to another base in California.

Edwin Leisten was inducted into military service on Nov. 30 and presented with a cash purse.

Sophie Duckers has been on furlough since Nov. 3 on account of illness in her family.

Louise Schellenberger has been on furlough since Nov. 6 on account of ill health.

Stork showers were given for Evelyn Schmidt and Theresa Miceli, on Nov. 15 and 17 respectively, when they took leave of absence to await the blessed event.

The latest engagements announced are those of Katherine Boyk and Mary Vasilevich, who displayed their rings around Nov. 1.



**TINTYPE, 1950.** Ed Stoll, Milwaukee Road industrial engineer in Chicago, and Mrs. Stoll, members of the Choral Club, as they appeared just prior to the Centennial pageant dress rehearsal in Milwaukee. For the show itself Mr. Stoll wore a heavy beard.

### Engineering Department

*Doug Rieser, Correspondent*

Joe Kirchen, draftsman and expeditor for Mr. Burch and Mr. Lund since he was discharged from the Army in October, 1945, has been recalled to service as first lieutenant and on Dec. 1 departed for the Military District of Washington, Belvoir, Va. Mrs. Kirchen and their nine-month-old son are accompanying Joe to Virginia, where they hope to establish residence.

Both G. H. (Jimmy) Jamieson and A. O. (Art) Lagerstrom were involved in accidents recently. Jimmy's auto collision resulted in no injury to himself, but Mrs. Jamieson required medical treatment for a short period. The automobile damage was slight. Art was working on a piece of wood attached to the face plate of a lathe in his basement work shop when the wood worked loose, bounced on the lathe bed and hit him on the forehead, causing a fall which knocked him unconscious. We are happy to say that he is back in the office with no ill effects.

### Office of Auditor of Passenger Accounts

*Bill Tidd, Correspondent*

Jack Brandenburger and Grace Pflanz were married the afternoon of Nov. 25 at St. Benedict's Chapel, followed by a reception in the evening.

Dorothy Stubben and Gunnar Larson were married Nov. 23 in River Grove, Ill.

Mary Morek and Milan Hramadka were married at St. Josephat's Church Nov. 25.

Jean Petersen and George Zernick of South Bend, Ind., were married December 2. They are honeymooning at Miami Beach and will make their home in South Bend.

We extend our deepest sympathy to Manus Bloomberg in the recent death of his wife.

Christine Steggers spent her vacation at Miami Beach, Fla. Lillian Schoepf went to New Orleans for her vacation.

Mary Kent has been transferred to the Union Station.

Lucille Forrester has been appointed sec-

retary to Mr. Vraney, auditor of station accounts and overcharge claims.

Margaret Yonan is back to work after a successful nasal operation.

Bob Nielson gave his best girl a diamond. Genevieve Nosal and Mitzie Mutert have both received an engagement ring from their respective boy friends.

Roy Schiffer has been transferred to the office of general superintendent of transportation.

M. K. Darnell, superintendent of the building, has been off because of illness. We hope to see him back on the job soon.

### Freight Claim Department

*Palmer G. Lykken, Correspondent*

George Loderhose, retired freight claim agent, Arnie Holmbo, now attending Augustana College, and Walter Bone, now in the construction business, visited their old alma mater recently. We were pleased to see them looking so well.

Sympathy is extended to John Kuptz on the death of his father.

John Hamm is the owner of the latest in television sets and now restricts his evenings to "Wrestling from Hollywood." At least, that is what we hear.

Recent promotions went to George Ryan, Noreen Callahan, Catherine Wirtitsch, Elmer George and Lloyd Rugan.

Isabell Bell, Margaret Walters, Andrew Reddy and Edward Koehoe have been taken into the Milwaukee family.

Lydia Panek, dictaphone operator, has left the Road to take a position with a downtown firm.

Our department is all decked out for Christmas. Four sparkling miniature Christmas trees have been set up throughout the office.

### Auditor of Station Accounts and Overcharge Claims

*Charles W. Gillis, Correspondent*

Our office has found a new home! Yes, the A.S.A. & O/C.C. was moved to the second floor to make room for the auditor of capital expenditure force. The moving which took place Nov. 8 was supervised by Elmer Linden, with floor planning by George Aff.

Mary Lou Paschal and Dolores Stroy have sprouted engagement rings. Yes, love is in the air.

The draft is taking a toll, also. Jimmy Scanlon and Jim Cushing have been inducted into the Army. We wish these boys the very best of luck.

Pete Walton who had been confined to Illinois Research Hospital, died suddenly on Nov. 20. Sympathy is extended to his family. He is survived by his widow, Jean, sons Raymond and Robert and five grandchildren. Pete was a veteran of 28 years' service. Fellow employes acted as pallbearers.

One day a man observed that of all inventions of recent decades, he could think of only two that were all plus. The radio and telephone, he said, were part good and part bad. Wonderful at times, they were often a headache. Even the automobile, the cause of so many sudden deaths, was not all plus. But he thought the indoor toilet and the electric light were just about perfect. They make a home of a Pullman roomette!

—Pickands Mather Magazine

### Freight Auditor's Office

*J. A. Strohmeyer, Correspondent*

Robert J. Schultz wrote Tim Wood from Camp Polk, La., that he enjoys Army life, has good company and a Chicago buddy.

James Benda, rate revising bureau, returned to work Nov. 16 after a four and a half month furlough, due to an operation. Says he's now completely recovered.

Clare Linke, statistical bureau, who was on furlough for three months because of illness, has returned also. Clare says she's fully recovered and proves it by showing a lot of pep.

Robert Polk, waybill filing bureau, was called to serve in the armed forces Nov. 24. He requests that a thank you be extended to all for the cash gift to him.

Rose Bonfiglio, formerly of the accounting machine room, gave birth to a bouncing baby boy, Joseph Frank, on Nov. 3.

Stella Czarnik, waybill filing bureau, left us Nov. 30 to await a blessed event.

Ann Lamb, waybill filing bureau, who was married Nov. 10, said good by to her husband a few days later when he entered the armed forces.

Helen Papatony, accounting machine room, received a beautiful diamond engagement ring on Nov. 25.

From the bowlers: The Southwests and the Tomahawks are tied for first place at this writing, with 22 wins and 14 losses. The Thanksgiving turkey winners were F. Kurzer, S. Fay, H. Tobin and H. Maass.

The American Transportation Bowling Association tournament will be held at Battle Creek, Mich., next March and April. American Railway Bowling Association will hold its tournament at Ft. Wayne, Ind., in March.

Michael J. Jones, interline bureau, passed away Nov. 12 after a short illness. He was a veteran of 47 years of railroading and had been at Fullerton Avenue for 30 years. A funeral mass was held at St. Peter and Paul Church, Alton, Ill., the site of his baptism



Choral Club member Helen Braun, a dictaphone operator in the freight claim department, Chicago, turned out for the Centennial pageant in Milwaukee on Nov. 20.



**SAFETY THEIR SPECIALTY.** Five thousand days on the job without one instance of a reportable injury is the splendid record of this car department force at Nahant, Ia. (last reportable injury Jan. 8, 1937). Although nine of the

group are on night work, all safety discussions are backed up to a man. The occasion pictured here is a safety shoe demonstration by Car Foreman E. Dittmer (far left) and J. A. Ogden, district safety engineer.

and marriage. Surviving are his widow; sons Russell, Thomas and Richard; three daughters, Mrs. Floyd Wilcox of Roodhouse, Ill.; Mrs. Robert Keeley, Chicago; and Theresa, employed in the auditor of expenditure's office; and nine grandchildren.

### Passenger Traffic Department

*Roy H. Huntsman, Correspondent*

Had a very nice letter recently from the mother of Howy Ahrens, clerk now in Army service. I gathered that Howy is in Japan, busy shipping supplies to our boys in Korea, but expects to move closer to the scene of combat shortly. For reasons of military security we cannot furnish his address here, but it can be obtained from Yours Truly. No doubt Howy would be glad to get a letter from you.

Doris Jones, stenographer in the general passenger office, is back to work after a long illness.

Mildred Chasna, who batted for Doris while she was ill, was in the office recently and said that she is unemployed at present. Maybe someone who needs a good stenographer could induce her to come back.

James McDermott, passenger traffic department, was married to Carolyn Ker-richard Oct. 27.

## D & I DIVISION

*E. Stevens, Division Editor*

A Merry Christmas and a safe and happy New Year to you all.

A young son, James Michael, arrived in the home of Mr. and Mrs. Preston Boyd (mechanical department employe) Savanna, on Nov. 23.

Announcement of the following marriage is late, but we were all happy to hear the news: Miss Nell Claire Murphy, store department employe at Western Avenue formerly employed at Savanna, became the bride of William E. McGurk on Aug. 19, in the Church of the Blessed Sacrament, Los Angeles, Calif. Nell's new address is 4301 Melrose Ave., Los Angeles.

Miss Marita Morgan, formerly of the engineering department at LaCrosse and Savanna, became the bride of Yard Clerk Frank-

lin Daley, Savanna, in a lovely wedding in the Sacred Heart Church in LaCrosse on Nov. 11. The young couple are at home in Savanna following a wedding trip in the East.

G. R. Humphrey, retired dispatcher, passed away Nov. 1 in the city hospital in Savanna where he had been a patient since Aug. 23. Mr. Humphrey began service with the Milwaukee as a telegraph operator in June, 1893, was promoted to a dispatcher in December, 1902, and retired on March 25, 1941. Surviving are his widow and a sister.

Wallace Adams, former first district switchman and brother of Ben Adams, PFI department, and Conductor Richard Adams, Savanna, passed away in Hines Hospital Nov. 12 following an illness of many months. Surviving are his widow, two sisters and two brothers.

Miss Sadie Mullen, sister of the late Paul Mullen, DMM at Savanna, and Engineer Frank J. Mullen, Perry, Ia., passed away at the latter's home on Nov. 4.

Mrs. George Mahood, mother of Ticket Clerk R. C. Mahood, Savanna, passed away at the family home on Nov. 22 following an illness of many months.

Mrs. Joseph Zubaty, wife of caller at Savanna, passed away at the family home in Savanna on Nov. 21, following a long illness. Surviving are her husband and three small daughters.

### Quad-Cities Area

*Marion L. Arnold, Correspondent*

Sympathy is extended to Raymond Cox, car department, whose father passed away Nov. 9. Also to Fireman and Mrs. Walter Dehning on the death of Mrs. Dehning's mother on Nov. 22.

Switchman Carroll Richardson has returned to work after an illness.

Car Clerk J. C. McCaw, East Moline, has taken a 90-day leave of absence due to ill health.

Bill Clerk Agnes Gillon returned to work on Nov. 13 after being off nearly four months due to illness.

Middle age occurs when you are too young to take up golf and too old to rush up to the net.—*Franklin P. Adams.*

## IOWA DIVISION

### East End

*Benjamin P. Dvorak, Correspondent*

Miss K. M. Gohman has been on vacation taking in the sights of our fair country.

Bob Boetcher attended the Ohio-Wisconsin game at Columbus Nov. 11.

Brakeman John W. Johnson attended the convention of the Brotherhood of Trainmen in Miami.

Dispatcher N. Goran and wife visited recently with friends in Denver, including Cliff Taylor, formerly employed in the Marion engineering department.

Section Laborer F. G. Rebaschus, Strawberry Point, retired Oct. 23. The last date he performed service was July 17.

Mr. and Mrs. Blakeslee were in New York City and Westfield, N. J., recently as guests of the Bryant F. Kenney family. En route home they visited in Chicago with Mr. and Mrs. W. K. Lothian, formerly of Marion.

Phillip Smithmeyer, industrial engineer, Chicago, and family visited recently with Mr. and Mrs. Carl F. Michel, Marion, parents of Mrs. Smithmeyer. Mr. Smithmeyer was formerly employed in the Marion engineering department.

John P. Oliver, retired machinist helper, was a surgical patient in the Veterans' Hospital in Des Moines in November.

Arthur H. Postel, the three-month-old son of Mr. and Mrs. Robert Postel, died suddenly at the family home in Ames Nov. 12. In addition to his parents and brother Robert James, he is survived by his grandparents, Mr. and Mrs. Hugh Jones of Marion and Mr. and Mrs. William Postel of Olin.

Lyle Fisher, Marion high school senior, was installed as master counselor of Linn Chapter, Order of DeMolay, at the Masonic Temple in Cedar Rapids on Nov. 11. He is the son of Mr. and Mrs. D. H. Fisher of Chicago.

Alice McGuire of Marion is vacationing in Miami and other points of interest in the southeast.

J. M. Treul of the engineering department, Marion, spent the Thanksgiving holidays with his parents in Milwaukee. John

now drives a new Mercury convertible.

Assistant Engineer R. M. Low recently purchased a new Pontiac sedan.

Mr. and Mrs. Hugh E. Jones of Marion were guests of the A. E. Fairhursts at Springfield, Mass., for the Thanksgiving holidays.

Joseph Prochaska, janitor at the Cedar Rapids freight house and passenger depot, retired Dec. 1.

### Middle, West and Des Moines

*Viola Ranes, Correspondent*

Miss Ruby Eckman, chief dispatcher's clerk, left Perry Dec. 5 for New Orleans, La. She planned to sail from there Dec. 9 on the Alcoa Steamship Company's Cavalier for a 16 day cruise on the Caribbean. Scheduled stops are Ciudad Trujillo in the Dominican Republic, three ports of call in Venezuela, Port of Spain on the island of Trinidad, and Kingston, Jamaica. She will be accompanied by Mr. and Mrs. R. M. Harvey of Perry. They will return to Mobile, Ala., on Christmas Day and will visit the famous Bellingrath Gardens near Mobile before returning home. Mrs. Harold Noack will substitute for Miss Eckman while she is on vacation.

In a letter to Assistant Superintendent W. T. Stewart, Ben F. Gable, retired conductor, sends greetings to his friends at Perry. Ben worked as a freight conductor on the Middle Division for many years. He is now living in Yakima, Wash., and both he and Mrs. Gable are in good health.

J. J. Kindig, retired chief dispatcher, passed away Nov. 25 following a stroke which he suffered Thanksgiving afternoon. Mr. Kindig started working for the Road in 1902 and retired in 1949. He is survived by his sons Eugene of San Francisco and Robert of Adel, Ia.

C. E. Evitts, roundhouse caller, has returned home from Iowa City where he recently underwent surgery. "Smoke" recuperated wonderfully from the operation, but will have to remain home for some time.

Mrs. Ben Moore, wife of retired conductor, underwent surgery on her eye. She is getting along nicely.

"Lars Christian" is the name chosen for

the new son of Mr. and Mrs. Sam Legvold, Jr. Maternal grandparents are Mr. and Mrs. Arthur Cortner, paternal grandparents are Mr. and Mrs. S. E. Legvold.

Your correspondent has returned to work in the assistant superintendent's office following a two week vacation, part of which was spent visiting mother and other relatives in Oak Park, Ill. Letter received from my son, S/Sgt. William E. Ranes, advises he arrived safely in Japan. His twin brother, Lt. John E. Ranes, is stationed at Camp Ord, Calif.

Frank Keith, retired engineer of Long Beach, Calif., is visiting friends in Perry.

Conductor W. M. Jacobs of the Des Moines division retired in October. He had many years of service with the Road.

Rebecca Jane is the new daughter of Mr. and Mrs. Byron Crawford. Traveling Engineer J. T. Phleger and wife are the maternal grandparents.

Mrs. F. W. Bean, wife of agent at Jamaica, is home from Chicago. Her return was delayed as she became ill at the home of her daughter and was confined to a hospital for rest.

Mrs. H. M. Bellman, wife of retired conductor, passed away Nov. 12 in Des Moines. She had been ill for some time.

Miss Maxine Koch, daughter of Engineer and Mrs. A. Koch, passed away recently. She had suffered from heart trouble for several years. She is survived by her parents and a brother.

Larry Harvey of Bayard is a new operator for the railroad! When Larry was born 18 years ago his father was depot agent at Manilla. The Perry Daily Chief, carrying the usual birth announcement, also said that if Larry followed in his father's footsteps he'd be asking for a job on the Milwaukee in about 1950. Miss Ruby Eckman, chief dispatcher's clerk, was the fortune teller who gave the news item to the Chief 18 years ago.

**Our business in life is not to get ahead of others, but to get ahead of ourselves—to break our own records, to outstrip our yesterdays by our today, to do our work with more force than ever before.**

—Stewart B. Johnson

## My Duty

*'Tis not for fame or wealth I wield  
the pen,  
But for the good, the uplifting of men.  
If I can teach some brother what  
is right,  
If I can show some wanderer the light,  
If I can help someone to know his  
worth,  
Then I have done my duty here  
on earth.*

—submitted by a retired employe  
who signs himself "An American"

## Council Bluffs Terminal

*Agnes Kinder, Correspondent*

The Omaha and Council Bluffs employes take this opportunity to wish all of our readers a very merry Christmas and happy and prosperous New Year!

A second child was welcomed into the family of Carman Helper Elmer Thompson on Nov. 5. The newcomer, who weighed seven pounds twelve ounces, has been named Patti Jo.

We hear that Howard Moore, locomotive employe, recently underwent an operation for appendicitis but is now fully recovered.

Lowell Bryant, warehouse foreman who was a patient at Wesley Memorial Hospital in Chicago during October, has returned to work.

Mrs. Paul Rentenio, wife of section employe, was confined to a local hospital recently. She is now recuperating at home.

Terminal Trainmaster E. E. Smith's daughter Marjorie got the surprise of her life recently when she was notified that she had won a Westinghouse television set.

Switchman Lionel Knoble was hospitalized in November. Understand he will not be back to work until Jan. 1.

New carmen helpers here are Henry V. Hansen and Oscar Neighbors. Also new on the job are Laborers Johnnie Adkins and Guy Nowlin.

## I & D DIVISION

*Karen B. Rugee, Division Editor*

W. F. Millard, agent at Garner, Ia., is in the Veterans' Hospital at Des Moines for treatment.

R. R. Saengling has been appointed agent at Spencer, Ia., and H. E. Brownman has again taken over first trick operator's job.

E. M. Isaacson and M. P. O'Loughlin were delegates to the train dispatchers convention in Chicago.

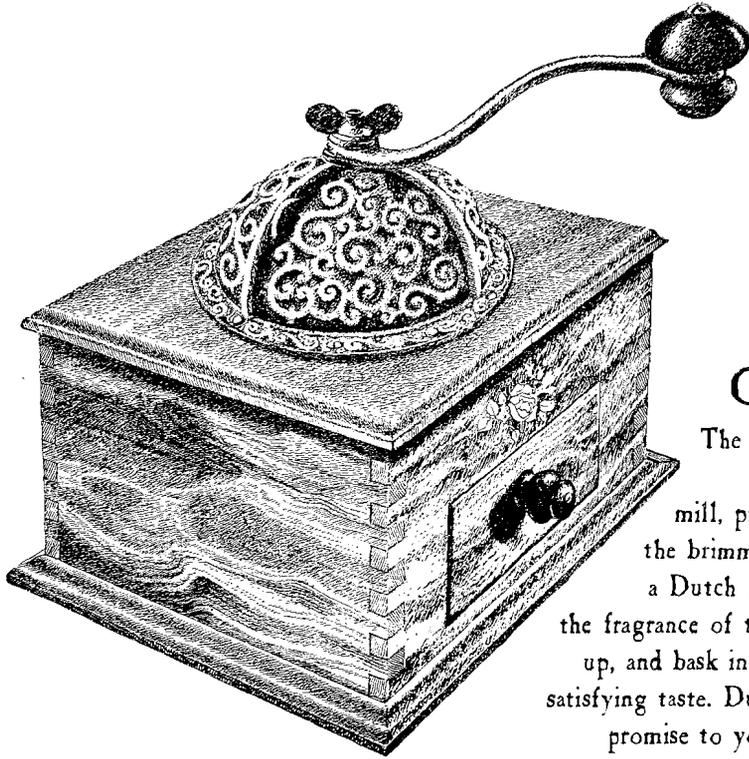
Engineer Harry Gustafson is on leave of absence due to ill health and is spending a few months in Florida.

A new occupant has moved into the Mason City roundhouse. She is "Lady," and we understand she is taking her duties as watchdog very seriously. Between the roundhouse dog and the yard office cats, our menagerie is increasing.

Engineer Chris Leemkuil dropped into the division offices recently to say "hello" and "goodbye" at the same time. We hadn't seen Chris for several years and now he has decided to retire and take things easy while he is still young enough to enjoy life. He started to work for the Milwaukee as a fireman in 1906.

It is reported that a number of employes who waited to take their vacation during the pleasant season found that the pheasants



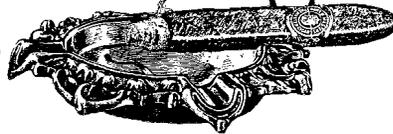


## Coffee Mill

The fragrance of the bean, ground in the old coffee mill, promised rare pleasure in the brimming cup. So it is with a Dutch Masters Cigar. First savour the fragrance of the leaf. Then light up, and bask in the aroma and completely satisfying taste. Dutch Masters keeps its promise to you—every time!

# Dutch Masters Cigars

2 for 25¢ and up



were apparently taking their vacation at the same time.

Conductor F. L. Hopkins does not recommend taking a two and a half-mile jaunt in three degree weather. Result—two badly frozen ears necessitating several days in the hospital. He is now recuperating at his home at Sanborn.

Word from Warren Bean, train dispatcher at Mason City, indicated that he was leaving shortly for Japan. For reasons of military security his address cannot be given here but it can be obtained from this correspondent.

### Sanborn-Rapid City

*Albert J. Gall, Correspondent*

Agent C. E. Maertz of Boyden is visiting his daughter in Baltimore and Agent E. L. Hathaway of Chancellor is spending his vacation at Excelsior Springs; Mr. Estee relieving.

Denny F. Moran, agent at Pukwana, is vacationing in the state of Washington, and Charles E. Forrest, retired engineer of Rapid City, is spending some time visiting in California. Emil Yirka and wife are vacationing in Washington, D. C.

Engineer Ed Kirch and wife are making quite a trip along the eastern seaboard, from New York to Washington, D. C., Atlanta, Jacksonville, Cincinnati, Chicago, and back home to Mitchell.

Orman Willey, the new clerk at Rapid

City, recently became the father of a baby boy. Willey took the place of George Lunt, who went to Spencer.

Baggage man Davis, Operator Clark and wife, Conductor Callen and Cashier Jack O'Neil, all of Rapid City, flew to Mitchell on Nov. 5 for a hunting trip in Clark's private plane.

Jack O'Neil will spend Christmas with his mother and sister in Chicago.

Warehouse Foreman Paul Nehrenburg of Rapid City is at Niagara Falls, N. Y., visiting relatives, at least that's the way we heard it.

### Second District

*Fay Ness, Correspondent*

Assistant Superintendent J. D. Shea returns to Sioux City Dec. 4 after having served as assistant director of the North-western Region, Transportation Corps, for the operation of the railroads by the Army.

Acting Trainmaster L. V. Anderson, who has been located at Sioux City during Mr. Shea's absence, leaves for another assignment. We all enjoyed working with him during his short stay here.

Engineer Perl Lackey retired Nov. 20 after 43 years in engine service on this division.

Passenger Conductor John W. Dunham retired Dec. 1 after 49 years in train service, all of which had been on this division.

Engine Foreman A. J. Barrett also retired Dec. 1, completing 33 years in yard service at Sioux City. We understand that he and his wife contemplate a trip to Ireland.

Funeral services were held in Sioux City for Harry C. McClute, retired switchman, who died at Oakland, Calif., Nov. 5.

Conductor E. J. Wingett is out of the hospital after surgery and expects to be back to work shortly after Jan. 1. He is looking fine.

Gus Erickson, veteran boiler foreman at the Sioux City roundhouse, retired Oct. 31, which happened to be his 65th birthday and the birthday of his daughter Joyce. All three events were celebrated by his family and friends. Mr. Erickson had been in service 41 years.

Tom Erickson, our ticket agent at Sioux City, is quite a guy when it comes to "swinging on the corner like swinging on a gate" and has been elected president of one of the square dance clubs here.

Sympathy is extended to the family of Trainman Roy E. Bruce who was fatally injured while on duty at Manilla, Ia., Nov. 10. Tragedy has struck twice in this family, as a daughter passed away in September.

When you take baby to church or on the train, be sure to have plenty of cookies and chloroform.



*Buy Spares*  
**THEY STAY FRESH!**

**RAY-O-VAC COMPANY**  
Madison 10, Wisconsin

Present Day  
**SAFETY Requirements**  
**DEMAND the Best**  
Equipment

**LAKESIDE FUSEES**

Fill the Bill  
**SAFE DEPENDABLE EFFICIENT**  
**LAKESIDE RAILWAY FUSEE COMPANY**  
Beloit, Wisconsin

THE *Nalco* SYSTEM  
RAILROAD  
WATER TREATMENT

Chemicals • Equipment  
Blowdown Systems  
Laboratory Analyses  
Testing Kits • Field Service  
Research • Surveys

**NATIONAL ALUMINATE CORP.**  
6216 West 66th Place • Chicago 38, Illinois

## Sioux Falls Line

*V. L. West, Correspondent*

Eleanor Griffiths, O.S. & D. and ticket clerk, and Fireman Luverne Kelly were married Nov. 4 at the Griffiths home. Eleanor is the daughter of the late W. D. Griffiths who was general agent at Sioux Falls.

Operator and Mrs. Jesse Grimes were honored the evening of Nov. 6, when they had a famous dinner guest in the person of Glenn Cunningham, holder of the world record for the indoor mile. Mr. Grimes and Cunningham both hail from Elkhart, Kans., where their families were close friends.

Switchman Don Galland is taking an indefinite leave to manage the Firestone store in Flandreau, which he has purchased. A surprise party was held Nov. 28 at the Galland home in honor of his departure.

Mr. and Mrs. Roy Davis, car department employes, had a visit from their son Ronald who was on furlough from the Army. He left for Japan after his furlough.

## SEATTLE GENERAL OFFICES

*Margaret Hickey, Correspondent*

The first fall luncheon of the Milwaukee Service Club was held Nov. 16 in the banquet room of the Y.W.C.A. with 75 attending. B. E. Lutterman, newly appointed chairman, was in charge of the meeting and L. Wylie, electrical engineer, was master of ceremonies. E. H. Pim, manager of the transportation department of the General Electric Co., was guest speaker and showed two sound films, "Jet Propulsion" which demonstrated the principle and development of the most modern form of power, and "Railroading Down Town," all about metropolitan transportation.

Chief Clerk Guy Montgomery of assistant general agent's office announces the arrival of a baby girl, Constance, on Nov. 17.

Sympathy is extended to Mrs. Mildred Nelson of the traffic department on the death of her mother, Mrs. Raymond Weeks, on Nov. 10 in Seattle. Mrs. Weeks was the wife of retired DF&PA.

Mr. and Mrs. H. A. Robinson are the parents of a baby boy born Nov. 29. He has been named Paul. Mr. Robinson is assistant chief clerk in the traffic department.

Tom Quinn, chief car distributor, transportation department, is the proud owner of a 1951 Ford.

Kew Nelson, lieutenant j. g., former assistant chief clerk to western traffic manager who left Seattle Oct. 9, is now on duty in Korea.

If history repeats itself, and the unexpected always happens, how incapable must man be of learning from experience.

—George Bernard Shaw.

## LACROSSE & RIVER DIVISION

### First District

*K. D. Smith, Correspondent*

A claim prevention meeting was held recently at Portage. Members of all crafts were present and the talks by Mr. Ennis, Mr. Scott and Mr. Palmquist left no doubt that little mistakes result in big claims. After the meeting a movie of fishing and dog training was shown by a representative of the Conservation Department and a delicious lunch was served by the freight house force, with Bob and Herb Manthey serving and Wilcox and Pfeiffer doing the cooking. You should have been there to appreciate how fast the refreshments disappeared.

Mr. and Mrs. Julius Lawrenz celebrated their golden wedding anniversary on Nov. 3, a party being given in their honor at the Trinitatis Church. Mr. Lawrenz is a retired conductor with 42 years of service with our railroad. His chief hobby is fishing at which he is an expert, especially when it concerns walleyed pike.

A new boss arrived Nov. 9 at the J. W. Reidelbach home in Wisconsin Dells, a seven pound six ounce baby daughter named Patricia Lynn. Jim, who is the swing relief operator at Portage, says everybody is happy but they had a boy's name picked out.

Understand that Valeria Schultz, agent at Morrisonville, takes a leading part in civic activities at her station, being leader of several organizations, such as the Girl Scouts, W.C.T.U. and Ladies Aid society.

### Second District

*H. F. Ogden, Correspondent*

John B. Hahn, retired machinist, LaCrosse, died at the age of 80 on Nov. 21. He was a life member of the International Association of Machinists.

H. P. Tackaberry, passenger brakeman, 38 years of service, died suddenly Nov. 8 at the age of 58.

Switchman James Pretasky, LaCrosse, is a proud father again—another boy.

Tom Marlow, yard clerk at LaCrosse, is back on the job after several months of illness.

Andy Hayes, crew caller, LaCrosse, is back on the job after being off due to injuries received in an auto accident.

A. M. Anderson's angle bar gang is now on the second district, having started at LaMoille.

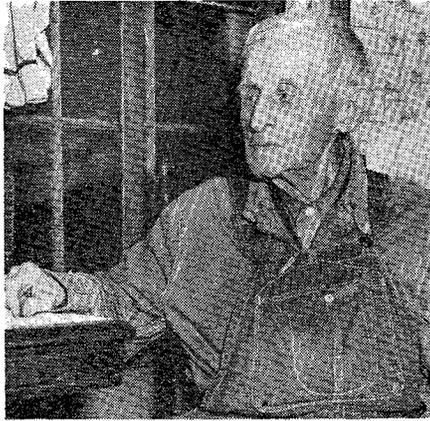
Charles Harris, 61, engineer on Red Wing switch engine with 36 years' service, died Nov. 24. He became suddenly ill Nov. 17. He was a member of the Brotherhood of Locomotive Engineers and Minnehaha Masonic Lodge, AM and FM, No. 165, Minneapolis.

## 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

## Almost as Old as the Railroad



John J. Green (La Crosse Tribune photo)

A BIRTHDAY to capture the imagination is reported from Hokah, Minn., where John J. Green, a retired engineer, turned 98 on Nov. 18. The railroad's Centennial anniversary following two days later served as a reminder that when Green was born in 1852 The Milwaukee Road lacked just two days of being two years old!

Green is a Hokah pioneer, having moved there from Hudson, Wis., with his parents when he was 14. Fascinated by the railroads which he saw pushing back the frontier, he got a job at 17 as an engine wiper. In six months he was a fireman and three years later he became a full-fledged engineer. Except for a few years when he was obliged to turn his hand to braking and firing, he operated the big locomotives until his retirement in 1916.

During his long service Green was involved in only one accident. That was the time his engine went through a 27-foot trestle. He stood and held the throttle until someone blocked the drivers. He joined the Brotherhood of Railroad Engineers in 1877 and before his retirement held every office in the organization.

The veteran railroader makes his home with his daughter, Mrs. Ann Stohlfus—Mrs. Green died in 1946 after living to celebrate with her husband their 72nd wedding anniversary. There are three grandchildren and five great-grandchildren. Green enjoys a good session of railroad talk with the neighbors. As can be imagined, his stories of the early days are in a class by themselves.

The leader of the downtrodden married men's group was introducing a resolution which called for the members to revolt against the petticoat rule of their households.

"Are we mice or are we men?" he shouted.

One browbeaten member stood up. "Doggone it", he said, "we're men. If we were mice we could scare our wives once in a while."

## Third District

M. G. Conklin, Correspondent

Crossing Flagman Godfrey Paulus was the honored guest at a party given by his relatives to celebrate his 66th birthday. A purse of silver was presented to him.

Jimmie Nyholm, son of Engineer Frank Nyholm, is right halfback on the Wausau freshman football team and has been given considerable credit for the unbeaten record of the team this fall.

Mrs. S. E. Herzog has been visiting in Seattle, having accompanied her mother on an automobile trip to that point.

Acting Chief Dispatcher Fredrich has returned from his vacation, part of which he spent at Star Lake. He is one of the many lucky hunters who returned with a deer.

## ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Congratulations to Mr. and Mrs. Jewel Osterholm on the arrival of a baby daughter on Oct. 28. The young miss has been named Linda Sue. Mr. Osterholm is second trick operator.

George G. Wilson, operator from the main line, has bumped in here as relief operator.

Mrs. Pete Zwolle has returned from a trip to Bremerton shipyard in Washington where she visited her husband, Brakeman Pete Zwolle, who is stationed there with the Navy.

We were saddened to hear of the death of J. M. (Pat) Sheedy of Spokane. Pat came to the Milwaukee in 1915 as a carman and was later promoted to wrecking foreman at Harlowton, where he retired in 1937. He was well known up and down the railroad. He was buried in the Harlowton cemetery.

I will have to tell you a little story about a safety shoe. Bert Solk, roundhouse employe, was preparing to remove a side rod from a two-wheeled transfer truck. The rod, covered with grease, slipped from the truck and hit the toe of his shoe. He didn't even know it had dropped on his toe until he started to walk away and found he was anchored to the floor. He told me that his safety shoes have really paid for themselves.

A spendthrift fellow named Hi Who'd charge everything he could buy, Said, when hailed into court With his bank account short— "The Government does, why can't I?"

## WEHR STEEL COMPANY

2100 South Fifty-Fourth St.  
Milwaukee 1, Wis.

Carbon and Alloy  
Steel Castings

Carefully Controlled  
Heat Treating

Pattern Making and  
Machining Facilities

## EDWARD KEOGH PRINTING COMPANY

Printers and  
Planographers

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

## BUCKEYE CAST STEEL PRODUCTS FOR RAILROADS

Truck Side Frames

Truck Bolsters

Couplers

Yokes and Draft Castings

Miscellaneous Freight Car Castings

Six- and Eight-Wheel Trucks

THE BUCKEYE STEEL CASTINGS CO.  
COLUMBUS 7, OHIO

OPERATING 161  
MOTOR TRUCKS,  
TRACTORS AND  
TRAILERS

RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS

ESTABLISHED 1880

*P. D. Carroll Trucking Co.*

CHICAGO, ILLINOIS

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing  
 T-Z Front End Blower Nozzles  
 T-Z Smoke Preventer Nozzles  
 T-Z Tender Hose Couplers  
 T-Z Blow-Off Valve Mufflers  
 T-Z Automatic Drain Valves  
 T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

**T-Z Railway Equipment Co.**  
 8 So. Michigan Avenue  
 Chicago, Illinois

OVER \$250,000,000 PAID IN BENEFITS  
 ALL DEPTS.

Best for all on the Milwaukee Road

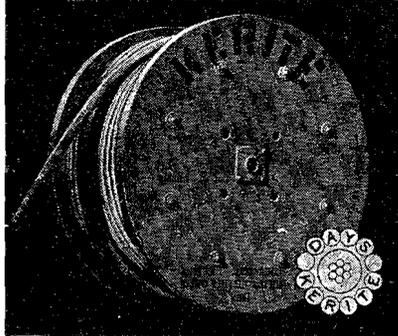
There are no assessments at any time

**"RAILROADER'S BEST FRIEND"**

Your Continental agent provides Income Protection that pays when you are sick or injured . . . he is your "best friend" when money is needed most.

Ask Our Milwaukee Road Agent or Write

**Continental CASUALTY COMPANY**  
 General Office: Chicago



THE CAREFUL INVESTOR JUDGES A SECURITY  
 BY THE HISTORY OF ITS PERFORMANCE

**KERITE**

IN THREE-QUARTERS OF A CENTURY OF  
 CONTINUOUS PRODUCTION HAS ESTABLISHED  
 A RECORD OF PERFORMANCE  
 THAT IS UNEQUALLED IN THE HISTORY OF  
 INSULATED WIRES AND CABLES

**THE KERITE COMPANY**  
 NEW YORK - CHICAGO - SAN FRANCISCO

## MILWAUKEE DIVISION

### First District and Superintendent's Office

*J. E. Boeshaar, Correspondent*

Superintendent W. J. Hotchkiss and wife have returned from a Caribbean cruise which touched Cuban and Latin American points.

Train Dispatcher Hal Cone has been off since Nov. 1, due to the serious illness of his brother-in-law.

Conductor Axel Jensen who returned to work recently after recovering from an operation, retired Nov. 30. He hired out as a brakeman in September, 1907, was promoted to conductor in November, 1912, and had been a passenger conductor since 1925, mostly on the C&M main line trains.

Agent J. P. Hanna and wife of Walworth are vacationing in Florida.

Recently passing rules examination for promotion to engineer were Joseph Bendick, Joseph Elleseg, Leonard Stuebner and Gerald Hughes.

Christmas hints: Ruth Habegger is looking for a plastic shoehorn to enable her to get into the bus at her corner. Chief Dispatcher H. L. Martin would like a blank 7 A.M. report. Train Dispatcher Merritt is looking for hours when trains 6 and 16 don't operate. Agent L. H. Rosenbaum needs some sauerkraut (preferably in cans) and Conductor Carl Tranter a vase for his flowers.

### Second District

*M. B. Herman, Correspondent*

John Mogan, one of our Channing conductors, was married to Rosemary Frickleton of Iron Mountain on Dec. 2.

Sympathy is extended to Engineer Elmer Hansen on the recent death of his wife.

Passing of cigars in the yard office has brought to light the news that Switchman W. G. Erdman has a new arrival in his family.

The wife of Theodore Hansen, engineer on this division, passed away recently after a long illness.

The boys at Iron Mountain decided to have a little get-together recently. They planned to hold a short meeting to discuss safety, claims and other topics, and last—but not at all least—have a venison lunch. Some of the boys must have been lucky in their deer hunt.

Switchman John T. Landry and his wife went deer hunting recently and each got a deer. Al Lindner, Art Lynn, William Londo and Ray Gegare also report getting their deer.

Brakeman Bob Landry, having been in the Marine Reserves, has been called back to duty.

Henry Derouin, engineer for many years, passed away recently after several months of illness.

Conductor Fred Bregger has retired from service.

### Third District

*D. A. Dunning and H. G. Brown, Correspondents*

Edward Norenberg, crane operator at Fox Lake, Ill., has finished an enjoyable vacation with relatives and friends in Beaver Dam and Milwaukee. Ed is an annual visitor to these parts and has a host of friends who are looking forward to his coming again next year.

Howard Horn, former section worker in Beaver Dam who later worked out of Cambria, Wis., was killed in an automobile accident Nov. 30.

## TWIN CITY TERMINALS

### Minneapolis Local Freight and Traffic Department

*G. V. Stevens, Correspondent*

Sympathy is extended to George Baker, chief clerk in the traffic department, on the death of his mother.

A. G. Bantly was in the commercial office on Oct. 30. He and Mrs. Bantly had just returned from an eight-week trip to Lions Head, Ont. He did not stay long—was anxious to get home and take a swim in Lake Calhoun. It was a warm day, but imagine swimming in October!

Mr. Wareham, our former chief clerk now supervisory agent at Crane, Ind., was a visitor at the local freight the Friday after Thanksgiving.

Other travelers over the holiday were Anne O'Toole Stary, who had turkey at her brother's home in Lincoln, Ill., Jennie Goss who visited her sister in Omaha, and Ruth Lindegren who visited with her brother at Madison, Wis.

We welcomed back Johnny Hemingson who has returned to the local freight after his discharge from the Navy.

Thanksgiving at the Marrin house must look like the annual Service Club turkey dinner. "Marty" says that his family totalled 35 to feed this year, and he was chef for the day.

### South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent*

District General Car Foreman J. Hansen and Mrs. Hansen recently enjoyed a vacation trip to Tacoma, Spokane and Vancouver.

Capt. Richard Weatherall of Army Medical Corps has returned from the Korean front due to the ill health of his mother, Mrs. J. C. Weatherall.

Congratulations to Car Cleaner Michael B. Henson who was married Oct. 28.

Congratulations to Air Brake Man Edward L. Mitchell and wife who have a new baby girl born Nov. 8.

Stenciller Harry Hauger is "grandpa" now, delighted by the birth of a boy to his daughter Denise on Nov. 20. We remember when Denise was in a doll buggy parade at

Youngstown Steel Sides for Repairs to Freight Cars  
 Youngstown Corrugated Steel Freight Car Doors  
 Camel Roller Lift Fixtures

**Youngstown Steel Door Co. & Camel Sales Co.**

332 S. Michigan Ave.  
 Chicago

—OFFICES—  
 The Arcade  
 Cleveland

—PLANTS—  
 Hammond, Indiana • Youngstown, Ohio

500 Fifth Ave.  
 New York



the South Side Picnic about 15 years ago. Retirements account disability have been granted to Steve Humenanski and Gustav Arthur Peterson, car cleaners formerly at the coach yard; also to Martin John Carlson, carman at the shops, who has been ill since June.

Retirements were requested recently by Carman John Ferdinand Anderson of the coach yard, Air Brake Man Emil J. Larson of the shops, and Fred Sliva, carman at St. Paul repair track, who have over 25 years of service.

Death of Andrew S. Anderson, retired car oiler of Minneapolis train yard, was reported on Nov. 8. He would have been 95 years of age on Nov. 10. He had been retired since June 1, 1931.

Clayton Walter Sylte, train yard oiler, reported for Army service Nov. 27.

Married just three days, Dean Dahlin, trucker at the terminals, was an honored guest on the popular morning radio program, "Ladies Fair." Mr. and Mrs. Dahlin were in the WGN studio in Chicago when master of ceremonies Tom Moore selected the bridegroom to appear with him on the air. For his vocalizing of "The Best Things in Life Are Free" Dean won several gifts that will come in handy in the Dahlin home, including an easy chair and matching ottoman.

### St. Paul Freight House

Allen C. Rothmund, Correspondent

Marion Cashill is back on the job as PBX operator at St. Paul after acting as relief clerk in Minneapolis. Clara McKenna and Nellie Hennessy acted as relief at St. Paul during Marion's absence.

Harry Carr received notice that he is to report to the Navy Jan. 2: a deferred date.

Somebody in our roundhouse is driving a new Chevrolet. Who?

We had a visitor recently, none other than our president, Mr. Kiley.

With Christmas closing in, may I wish all a Merry Christmas and a Happy New Year?

Postal clerk: "Does this package belong to you? The name is obliterated."

O'Brien: "No, that isn't my package. My name is O'Brien."

### St. Paul Traffic Department

Brooksie Burk, Correspondent

'Tis said that old news is better than no news, but this is probably news only to me. Vic Barquist, assistant ticket agent, has returned to the St. Paul city ticket office to replace Bob Adams, now a chief petty officer in the Navy. If I hadn't seen Vic in the ticket office and on streetcars lately, I might never have known that he left Minneapolis. My spies have been scolded properly for failing to report.

The Dec. 2 issue of the Saturday Evening Post has our general agent, R. A. Burns, about to burst with justifiable pride. Page 40 has a half-page picture of Mr. Burns' younger son Gene at his work as parole supervisor of the Youth Conservation Commission of the State of Minnesota. The article describes the work being done by the Commission, and of particular interest to us was the portion devoted to Gene's work with unfortunate youngsters who have run into trouble with the law.

For a change, guess I'd better send Christmas wishes from all of us to all of you in this issue, instead of waiting for January. Happy New Year, too.

### I & S M DIVISION

H. J. Swank, Division Editor

Congratulations to Mr. and Mrs. C. M. Olson (operator Northfield) on the arrival of a seven pound-three ounce boy at the Faribault hospital Nov. 26.

Rex Beach, yard clerk at Austin, received an offer of a position as weighmaster with the C.G.W. in Chicago. We were sorry to see him go.

F. J. Olson, agent at Good Thunder, is now Master Sergeant Olson, 330th Army Band.

Congratulations are in order for Train Dispatcher Harvey E. Otterness and Betty Welch, who were married at Sioux Falls on Nov. 24. They honeymooned at various places in Iowa, Wisconsin and Illinois.

Robert T. Johnson, who is assigned to submarine service, spent the Thanksgiving week with his parents, Conductor and Mrs. George A. Johnson at Austin, returning to San Diego on Nov. 27 for further assignment.

## Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

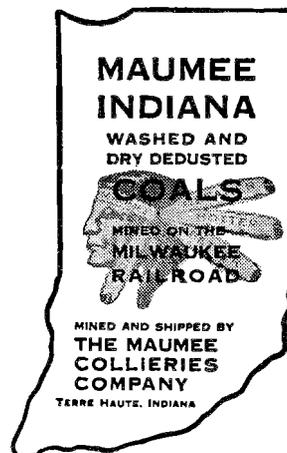
332 W. Wisconsin Ave. Milwaukee, Wis.

Official Watch Inspectors  
for

The MILWAUKEE ROAD

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service



## DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

## ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION  
LA GRANGE, ILLINOIS, U. S. A.

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

Three Forks Creamery Co.  
THREE FORKS, MONT.

**CREOSOTED  
MATERIALS**  
and  
**COAL TAR  
PRODUCTS**

Republic Creosoting Co.  
Minneapolis

**LOCOMOTIVE:**

**FEED WATER HEATERS**  
(The Locomotive Water Conditioner)

**BLOW-OFF EQUIPMENT**

**COMPRESSED AIR  
RADIATION**

(ALL-Cast Directional Finned  
Aluminum Elements)

For

Interstage or Final Cooling

**UNIT HEATERS**

**WILSON ENGINEERING  
CORPORATION**

122 So. Michigan Ave., Chicago

Switchman Joe Vacura suffered an injury to his right foot while working in Austin yard the morning of Nov. 5. He is still confined to St. Olaf Hospital at this writing.

Brakeman Bob Corkill entered the Veterans Hospital in Minneapolis Nov. 30, due to an attack of jaundice. He will be confined there for about a month and will appreciate hearing from friends. His address is Ward 1, Room 257.

Ed F. Lucas, agent at Edgerton, Minn., was the subject of a very complimentary write-up in the Edgerton Enterprise the early part of November, when he celebrated his 20th anniversary at that station. Although Ed has always done a first-class job as station agent, he has found time to take an active part in the affairs of the community which he serves, and for the past three years has been the secretary of the Edgerton Civic Club. He is also a camera enthusiast and has become an expert at developing film for himself and others.

Attention, bowlers! The annual Hiawatha bowling tournament will be held at the Austin Bowl, Austin, Minn., the week ends of Mar. 31-Apr. 1, and Apr. 7-8. Entry blanks will be mailed within a short time and the committee is hoping for a good number of entries from all points on the system. More details next issue.

**MILWAUKEE SHOPS**

Car Department—Office and Shop  
Superintendent

*Vincent O. Freihofer, Correspondent*

Oscar Potter, former carman, is now in Korea with the Army Engineers. Also in the Korean war is Ralph Canitz, former carman helper.

The majority of our employes in the shops have been working six days a week since early in November. The freight shop is in the process of converting 50 box cars into express cars.

Henry "Heinie" Imhauser, ex-carman, is

now living in Miami where he is airbrakeman for the Florida East Coast Railroad. Heinie likes everything about Florida except the hurricanes.

Welder Frank Beno making his annual pilgrimage to the North Woods in search of deer, had quite an experience. After he shot the deer he had to make a flying tackle and landed on top of it, as he said, "The darn thing tried to get away." At any rate, Frank brought back his deer. Also a successful deer hunter was General Foreman Al Tellefsen.

Recent promotions went to John Duty, who is now assistant sheet metal foreman, and R. E. Baum, who is now assistant shop foreman.

John Beck, inspector here at the shops, has been out on the road as traveling car inspector. His position here is being filled temporarily by Joseph Valesano.

William J. McCarthy, retired upholsterer who had 55 years of service at the shops, passed away Nov. 2. August Hoffman, retired cabinetmaker, passed away Nov. 26.

Proud father of a baby girl born Nov. 16 is William Nennmann, cabinetmaker.

Carman John Armbruster recently sold his old model car to Cutter Henry Strzykalski and is now driving a new 1950 Chevrolet.

General Foreman A. M. Guschl of the machine shop recently attended a meeting of the AAR Wheel Committee, of which he is a member.

**Locomotive Department**

*Leone Schneider, Correspondent*

Your correspondent wishes to thank everyone for the many cards and telephone calls received while she was ill.

If you hear the name of Linda Sue, you can be sure that Grandfather Herman Mau (foundry foreman) is doing the speaking. Baby Linda Sue arrived Nov. 7.

The Angelo Valerio family recently welcomed a darling baby girl. Daddy is so proud that he doesn't stand still long enough to answer questions, so I didn't find out her name. Daddy is a molder helper apprentice.

Baby Pamela arrived recently at the home of Charles Fiene. Her daddy is beginning his service as a wheel molder helper.

Coremaker Walter Piatek is on the road to recovery and is now at home. Cal Kent, molder in the foundry, is back to work following an operation. We hear also that Machinist Walter Straub is on the road to recovery.

News comes to us that Erecting Foreman E. A. Ryan, who has been ill, is greatly improved.

Machinist James Kelly is ill at this writing.

Steam Fitter Helper Edward Starrett has gone into military service. We know that the young lady he recently married is mighty proud of him.

Foundry Molder Arthur Zabel is ill and news comes to us that he is in a hospital.

The foundry has lured Clerk Oliver Weisenborn back to the fold. Oliver worked at the SMP office for a spell, but the work at the foundry was on his mind and he decided to change.

We said good bye to Jim Esperseth who did such a wonderful job on my work while I was ill. It was greatly appreciated.

Foundry Foreman William Porsow and his wife had a wonderful family reunion when their daughter and son-in-law came from Arkansas to make their home with them. They are busy making plans for a gay Christmas.

**THE IMPROVED FAIR**

CHICAGO **THE P. & M. CO.** NEW YORK



**Coach Yard**

*Richard Flechsig, Jr., Correspondent*

There is one hunting story we will have to believe, the one that George Laetsch told, and he had an eight-point buck in his car trunk to prove it!

Foreman George Schneider had Thanksgiving dinner in New York with his son who is a doctor at the Rockefeller Institute.

Jim Palmer, once a foreman on the night shift and now at La Crosse, was in town over the Thanksgiving holiday.

Roy Bonneville's wife recently presented him with a baby girl. It is their second child.

The coach yard has again kept its good record in Safety First and hopes to finish out the year that way.

**Davies Yard**

*J. J. Steele, Correspondent*

Joseph Dorn, inspector, passed away Nov. 13 at the age of 69. He had been an employe of the Road since Jan. 3, 1913.

George Eder, blacksmith, retired Nov. 15 after 42 years of service.

Harry Gehrke recently celebrated his 62nd birthday. Thanks for the cigars, Harry.

Pardon our dust—Grace Grassl is the owner of a new car.

Anyone interested in selling a farm should get in touch with Catherine McConville. Rumor has it that Kate is in the market.

We are happy to report that all of the Davies Yard deer hunters had good luck. The names on our honor roll are Alex Sawdy, Rudy Brugger, Andy Schilhansl, Iggy Zielinski and Al Horn. Iggie's buck was the granddaddy of all. Imagine our Daniel Boone's surprise when on relieving Mr. Buck of his overcoat he discovered that said buck had false teeth and a hearing aid.

Best wishes for a happy and prosperous New Year.

Don't be a misfit. Maybe you are a square peg, but that does not necessarily mean you must become round to fit into the accepted pattern of round holes. No indeed! You can find square holes where you will fit in perfectly.

—Shirley Spencer, grafologist, in *The Chicago Tribune*

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

*Harold Montgomery, Correspondent*

On Dec. 2 Catherine Bayer became Mrs. Eugene W. Kruger. Yes, our "Little Butch" deserted the bachelor ranks at long last.

The Arthur L. Schultzes celebrated their 25th wedding anniversary Nov. 17 with a family party.

Robert Hoffman proved that they do come back, with a deer, that is. How the "animule" was accounted for is not to be questioned. The main point is, he got it and now has it neatly tucked away in his deep freezer.

Ed Mueller, Don Mueller and Ed Watts also went a-hunting. Just to prove that hunting is easy near Ed's property at Crivitz, Wis., all three came back with a deer. Ed says it's also very nice up there in the summer.

Two young ladies recently paid us their annual visit to renew acquaintanceships. Rosemary Wood, majoring in sociology at the University of Colorado, graduates this term. Shirley Polz graduated this year from the University of Wisconsin—majored in history—and is now taking a post graduate course which will equip her for teaching.

Like "Old Man River," our Walt Marshall just keeps rolling along. His 185 average leads the Milwaukee Road bowling league at this writing. "Big John" Rogutich is next in line with 182. George Frank with 181 and F. Faulkner with 180 are the top "biffers." The Arrows and Varsity are tied for top honors, the Tomahawks rank second.

Sorry to hear that Rudolph Broeksma, draftsman, lost his wife. Mrs. Broeksma passed away Nov. 28.

Ray Molling wants all to know that he got his second 500 series this year in the K. of C. League.

Edith Hamann is back again after an enforced vacation due to an accident to her nose. Marie Moch took care of Mrs. Hamann's duties.

Joe V. Miller is back with the Road. He is now production engineer in the car department. He had been living recently in Miami, Fla.

A cynic is a man who, when he smells flowers, looks around for a coffin.—H. L. Mencken.

**Buddy Lee Railroad Dolls now available in unbreakable plastic**  
IN LIMITED QUANTITIES



These famous dolls are dressed in blue denim Lee Overalls, Overall Jacket, Engineer's Cap and Red Bandanna. Stand 14½" high, including cap; come individually boxed.

If your Lee Dealer cannot supply you, write nearest Lee factory for information.

**MORE PEOPLE WEAR WORK CLOTHES BEARING A LEE LABEL THAN ANY OTHER BRAND**

**THE H. D. LEE COMPANY, INC.**  
Kansas City, Mo. • South Bend, Ind.  
Minneapolis, Minn. • Trenton, N. J.  
San Francisco, Calif.



WORLD'S LARGEST MANUFACTURER OF UNION MADE WORK CLOTHES

*Specialties*

**DELICACIES FOR THE TABLE**  
Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables

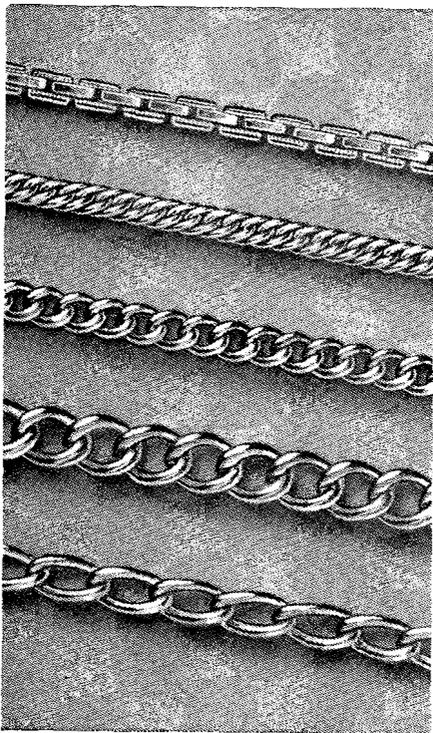
**E. A. AARON & BROS.**  
CHICAGO, ILLINOIS

**UNION REFRIGERATOR TRANSIT LINES**

**4206 N. Green Bay Ave.,  
Milwaukee 12, Wisconsin**

# Veterans of the Road

## SIMMONS CHAINS



When it comes to watch chains, there's no question about the seniority of Simmons Quality Gold Filled Chains. They're true and seasoned veterans... yes, three star veterans to be exact. Since 1873, they have been the number one favorites with railroad men everywhere. Naturally, because they look well and wear well, year after year after year. Your nearby jeweler sells them.

**R. F. SIMMONS  
COMPANY**  
ATTLEBORO  
MASS.



## H & D DIVISION

### East H & D

*Martha Moehring, Correspondent*

Brakeman Orville Oswood of Ortonville has left the railroad temporarily and is now in the armed forces.

Sympathy is extended to Engineer B. F. Donovan who lost his wife recently after a long illness.

Bill Baseman, retired roundhouse laborer of Becida, Minn., dug himself out of the snowbanks in northern Minnesota and came down to spend Thanksgiving with his daughter. The Basemans report that the snow was knee deep in the woods when they went out to cut a Christmas tree to bring back with them.

Agent L. L. Phelps of Abercrombie is on leave of absence due to ill health but he's coming along fine and expects to be back on the job before long.

H. O. Klefstad, section foreman at Ortonville, has developed a hobby of building fish houses. They are complete with cupboards, chair, stove, wall paper, everything but a television set. Klefstad fish houses are much in demand out Ortonville way and you can spot them all around Big Stone Lake.

Harold Martin, son of Engineer Frank Martin of Milbank, has been wounded in action in Korea but latest word is that he is on the mend. He is in the Marines.

Engineer Hans Lilleskov, who is confined to Veterans Hospital in Minneapolis, is on the mend but will be there for some time.

Gerry Weis, relief operator at Montevideo, was returning to work from his home in Bird Island one night recently when one of Santa Claus's reindeer bounded across the highway in front of him. Gerry couldn't avoid hitting it and his new car looked pretty stiff and sore for a few days but is all healed up now. The deer must have gotten away, because he didn't find it when he went back to check the next day.

Those giant gopher holes being dug in the Montevideo yard by Foreman Larson's B&B crew are for the purpose of installing fuel tanks for Diesel engines.

### Middle & West H&D

*R. F. Huger, Correspondent*

V. L. Parker has been appointed agent at Ortlej permanently.

C. A. Tassler has been appointed agent at Corona, S. D.

J. L. Faeth, clerk in the superintendent's office at Aberdeen, recently became the grandfather of a little girl. The father is Richard Faeth, brakeman on the West H&D now attending school under the GI Bill of Rights.

Leo "Jackie" Dewalt is taking apprenticeship schooling for the position of auditor. He was formerly ticket clerk at Aberdeen.

Clarence Hehn, former messenger at Aberdeen, is working the second trick ticket clerk position during Leo Dewalt's absence.



Three doughty veterans of H&D passenger service, Conductors Ben Bishop (up front), "Buzz" Humphrey and Fred King. The picture was taken by "Scotty," the Appleton druggist who is well known as a collector of plain and fancy railroad souvenirs.

Mrs. Mark Rasdall is working the relief position left vacant by Mr. Hehn.

W. L. Mayer, extra dispatcher, is on vacation accompanied by his wife, Operator Beatrice O. Mayer. N. B. Geving is substituting for Mrs. Mayer.

Agent Hudson, Barnard, recently underwent surgery at the Veterans' Hospital in Minneapolis. Understand he is coming along fine. He is being relieved by M. H. Heiser.

## COAST DIVISION

*Harry W. Anderson, Division Editor*

Francis Kirkland (familarly known as Kirk), assistant time revisor, passed away suddenly in a Tacoma hospital. The news came as a great shock to all of us, as he had been working up until just a few days before his death. Kirk was an old timer on the Milwaukee having been in service on Lines East since 1907 and coming to the Coast Division in 1924. A strange incident occurred at the cemetery, which happens to be near a railroad. The burial services were momentarily interrupted by a train whistling by—a sort of a last tribute to a railroad.

Charles H. Scott, 82, who had been a conductor on the Milwaukee for 51 years, passed away recently in Monroe, La. After Mr. Scott retired about 12 or 13 years ago he and his wife lived for a time in New Orleans, before moving to Monroe. He leaves his wife and three step-children.

Had a card from Frank Zeil, retired conductor, and saw that he had been doing a little traveling, visiting Minneapolis, Madison, Chicago and Houston.

Brakeman H. G. Brock found a wallet containing 18 dollars and some personal papers in the depot at Aberdeen, Wash., recently, and returned them to the owner who turned out to be a retired Union Pacific employe. Needless to say, he was very happy about it.

Two grandpas celebrated in November: Fay Clover, car distributor, on the arrival of a six-pound grand-daughter, and Bill

## FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs  
Our Specialty  
Phones Roosevelt 1903, all departments

W. M. Walker

213-215 S. Water Market Pilsen Station  
Cor. Racine Ave. and 14th Pl. CHICAGO

Meade on the arrival of a grandson.

Substation Supervisor E. K. Randle, who had quite a siege of illness which wound up with an operation, was back on the job Nov. 27.

Time Revisor W. J. Fitzgerald, who had been seriously ill for two weeks, is back on the job.

### Shops, Car and Store Departments

Fred Willoughby returns to his old stamping grounds as car foreman, replacing W. L. Delaney, who was promoted to general car foreman, Tacoma shops.

Bob Schwanke, roundhouse foreman, is on an extended vacation with Mrs. Schwanke in Florida.

Alice Peterson of Miles City is J. V. Anderson's new stenographer in the store department.

Jack Rogers, coach yard painter, returned from a two-week vacation in the East and drove back a new Dodge car.

Walter Jennings, loading foreman in store room, is still the leading bowler in the Milwaukee with a 178 average.

All the old timers celebrated Al Pentecost's birthday on Nov. 30 at the "Top of the Ocean." Nobody knows how old Al is, but he is just as active as a teen-ager, in fact, he says he hardly has time to do what he wants to do. He took in the World Series games, then traveled through 26 states, winding up at Tia Juana, Mexico, and flew back home from there, arriving ahead of the post cards he had mailed.

George Marincin and John Kovel, apprentice boys, were called to the Army on Nov. 30. George was in the upholstery shop and John in the signal department.



Peter Malsom, recently retired locomotive crane engineer at Aberdeen, S. D., and his granddaughter Carol.

### Seattle Yard

F. J. Kratschmer, Correspondent

Congratulations to Switchman John Nelson whose wife presented him with their first born, a bouncing boy, on Nov. 19.

Ted Beaumont, car inspector, said he made a trip to his farm near Deer Lodge, Mont., the week of Nov. 6. We have our doubts about this. Before he left Ted was worried about who would be the new manager of the Seattle baseball club next year, and he was gone only a few days when we read in the papers that Rogers Hornsby had been signed up.

Roundhouse Foreman R. W. Janes took his wife to Eugene and other Oregon points on Nov. 27 and they spent two weeks visiting with friends.

Switchman Roy Gilluly has been in a local hospital for a complete check-up.

Some of us in Seattle journeyed over to Tacoma by auto on Nov. 16 to attend a safety meeting conducted by L. J. Benson. On the way over we picked up Al W. Kaeding, former car foreman.

Les Shigley, coach cleaner at the car department, recently purchased a piece of property at Warm Beach, near Everett, where he intends some day to settle down.

Locomotive Engineer Bob Stambaugh took a two-month layoff on Dec. 1. He will rest up and take care of a lot of business which has been running behind.

Joe Samione, Jimmy Howden and Norbert Montoya, box packers, were recently put on in the car department to take care of increase in business.

We were agreeably surprised on Nov. 15 by a visit from Al Pentecost, formerly general foreman at Tacoma shops. He was in Seattle to help bury one of his old time school day companions.

### Tacoma

R. A. Grummel, Correspondent

This station is beginning to get a part of its share of imported zinc concentrates at Tacoma for destinations Anaconda and Black Eagle, Mont. These large import shipments create extra work and those taking part are doing an excellent job. The ore is heavy—its texture is fine, like sugar or flour, and hard to keep in gondolas unless such equipment is well coopered and papered. General Car Foreman Delaney is doing an excellent job; also General Yardmaster Montague. Shipments are in bond and Chief Clerk O. R. Powels is supervising as to rules and regulations of Customs. Al Goldsbrough and his crew in the billing department are furnishing the waybills that move the cars and Chief Yard Clerk Shipley is supervising carding, issuing switch lists, etc. Of course all this work could not have

## Still Greater PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE  
FRICTION DRAFT GEARS

to absorb vertical shocks

CARDWELL FRICTION BOLSTER  
SPRINGS

to absorb vertical shocks

CARDWELL WESTINGHOUSE CO.  
CHICAGO  
CANADIAN CARDWELL CO., LTD.  
MONTREAL

## Grain Doors Railroad Cross Ties Hardwood Lumber Timbers

Webster Lumber Company

2522 Como Ave., West

St. Paul, Minn.

CARTER BLATCHFORD, INC.  
80 E. JACKSON BLVD.  
CHICAGO

## RAIL JOINTS

Reformed and heat treated to  
meet specifications for new  
bars.

# MARSH & McLENNAN

INCORPORATED  
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago	New York	San Francisco	Minneapolis	Cleveland	London
Detroit	Boston	Los Angeles	St. Paul	Columbus	Vancouver
St. Louis	Washington	Seattle	Duluth	Buffalo	Montreal
Indianapolis	Pittsburgh	Portland	Superior	Phoenix	Havana

**Complete  
Banking Service**

at

**13 Convenient Offices**



**FIRST WISCONSIN  
NATIONAL BANK**

of Milwaukee

Established 1853

Member Federal Deposit  
Insurance Corporation

begun until Car Distributor Moyles picked out the equipment.

Passenger, freight office, warehouse and yard employes of this department enjoyed a safety rally in Tacoma the evening of Nov. 16 at the Odd Fellow Temple. L. J. Benson of Chicago, assistant to president, who is in charge of the Road's safety department, was the principal speaker. We were glad to see a large number of pensioners present. Refreshments were served.

Assistant Claim Clerk Kenney Alleman is the last one in the freight office who is vacationing, visiting in Florida, Chicago, New York and Boston. We did not receive our daily postal card from Kenney due to weather conditions in the East.

We shipped four carloads of Christmas trees from Frederickson, Wash., to Los Angeles, which will bring a lot of joy to the people in California where such trees are not grown. It may be that we are just a little pessimistic, as we do feel sad to watch this operation year after year with the feeling that some day these little trees would have grown into sturdy ones, helping to build new homes. However, no doubt new trees will be planted and nothing will be lost.

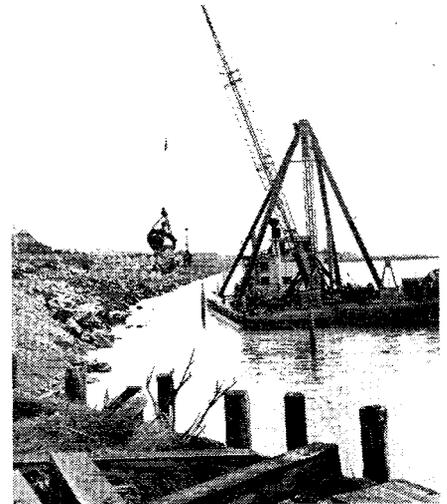
Ticket Clerk Glen Russell advises that Engineer Riley French showed up at the passenger station recently with a bride—said he was married Nov. 11 to a pretty Tacoma gal. Did not catch the name and he was leaving for Raymond, Wash., where he had just bid on a job. Congratulations.

Our passenger department is doing a good job of encouraging the young grade students of Tacoma and Seattle to ride our passenger trains and become acquainted with our fine equipment, food and service. Recently No. 15 brought in 80 first grade students of Issaquah Grade School, accompanied by about 10 adults, making an educational trip in the coaches to Tacoma and returning on No. 16 the same day. Tacoma passenger station business has increased 300 per cent over the same month last year. Morey Burns is doing a fine job.

**Seattle Local Freight Office and  
Marine Dept.**

*Elizabeth Gosha, Correspondent*

Friends were invited to a tea at the home of Mr. and Mrs. Arthur DeGarmo (retired perishable freight inspector) on Sunday, Nov. 12, to celebrate their 50th wedding anniversary. The DeGarmos were married in Delta, Ia., moving 28 years ago to Seattle where they have since made their home at their present address. They have



**COAST DIVISION PROJECT.** Along the line near Port Angeles, Wash., a floating derrick places rip rap as part of a filling and rip-rapping job. The filling, comprising 40,000 cubic yards of dirt, was done by Milwaukee Road forces, while the Larsen Construction Co. placed 9,000 tons of rock rip rap.

three children, Gerald and Marie of Seattle and Paul, a professor of engineering at the University of California.

Frank Walker, team track clerk, has been confined to his home with a bad attack of lumbago. John Bechler of the warehouse is taking his place.

Mr. and Mrs. Walter L. Seabloom of Kirkland, Wash., are the parents of a baby girl, Nancy Susan, born Nov. 22. Mrs. Seabloom is the daughter of Agent J. R. Ludwick.

The local freight employes entered into the Thanksgiving spirit with their usual enthusiasm. For several days previous to the holiday, lunch hour conversation revolved around recipes, the best way to prepare The Bird, and friendly arguments about the superiority of dry crumb dressing as opposed to the moist sage-y variety. Most of our crowd had family dinners at home or with relatives. Those who spent the holiday out of town were Mabel Goldie who was on vacation in Spokane, Betty Rasmussen who visited her mother in Butte, and Ida and Herman Zehnder who had dinner with relatives in Puyallup.



**SOLID FUELS  
OF  
REAL MERIT**

**REPUBLIC COAL & COKE CO.**

General Offices: 8 S. Michigan Avenue, Chicago 3

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

We are glad to report that Gertrude Creviston who has been in the hospital is showing great improvement.

George Bahl, waterfront checker, passed candy and cigars to celebrate the arrival of a baby girl born Nov. 24. Alice Louise is the name chosen for the young lady who joins a little brother and two sisters in the Bahl household.

Mr. and Mrs. Bert Roberts returned recently from a vacation trip which covered a large part of the United States and a distance of 6,000 miles. On the way east they picked up a new Nash car at Kenosha, Wis., and went on to Kentucky to see friends and visit historic sites. On the trip home they stopped in Iowa to see Bert's mother, then proceeded by the southern route, stopping at points of interest along the way and visiting in California and Oregon. Bert is a perishable freight inspector and Jennie is on the car desk at the local office.

The freight office was proud to be so well represented at the Chrysanthemum Show held in the Civic Auditorium Oct. 28-29. Maureen McDonald won several ribbons for her exhibits. Ernest Leech, husband of Blanche Leech, demurrage clerk, also had some prize-winning entries.

Virginia Tuson James and baby daughter paid us a visit recently. Jennie is a former employe of the local freight and a daughter of Vera Tuson of the cashier's office.

## IDAHO DIVISION

Mrs. Ruth White, Correspondent

An interesting leaflet relating to the painting, "Custer's Last Stand" has come to my attention. This painting is now being exhibited in the club rooms of Hellgate Lodge 383, B.P.O.E. at Missoula, Mont., and is one of many painted by the late Edgar S. Paxson, resident of Montana for more than 50 years, who had made a thorough study of the history of the Sioux Indian War of the 1870's. The picture is reputed to be the most authentic painting of the Battle of the Little Big Horn ever produced by any artist. A reproduction appeared in the August, 1949, issue of the Magazine in conjunction with the featured article, "Keogh and Comanche," by Ed Swergal. If you have an opportunity to view this painting, it will be well worth your time.

The Service Club at Spokane held its annual turkey sale and entertained about 50 members with a program arranged by Mrs. Blanche Allen. Among the performers was Sheryle Sears, the grand-daughter of Mr. and Mrs. A. T. Titus, who did a dance. The Green children, Mary Lou and Dickie, received much applause and were among the hits of the show. Turkeys were awarded to Mrs. Ethel Sprinkel, Agent Schlatterer of Worley and District Safety Engineer H. J. McMahon of Tacoma.

Car Foreman Earl Medley took to the air Oct. 23 to attend his mother's funeral in Mobile, Mo., near Kansas City. Time was short, making it necessary to fly to Minneapolis and return. His mother was 88 years of age.

V. C. Carroll has moved his family to Butte since taking the job of relief dispatcher between Spokane and Butte. His former position of second trick operator at St. Maries is being filled by Operator Don Wetzel.

Since the closing of the station at Clarkia, Idaho, Agent F. E. Socwell is working at Warden in that capacity. E. M. Hartman is working the operator's job there.

The Bill Mileys of Malden welcomed a baby girl on Nov. 8. Mr. Miley is a fireman.

A baby son was born recently to Mrs. Al Johnson, wife of Brakeman Johnson of Malden.

S. W. (Chubby) Lang of the car department went hunting as usual around Deer Lodge, Mont. No "meat treats," so guess hunting was not successful.

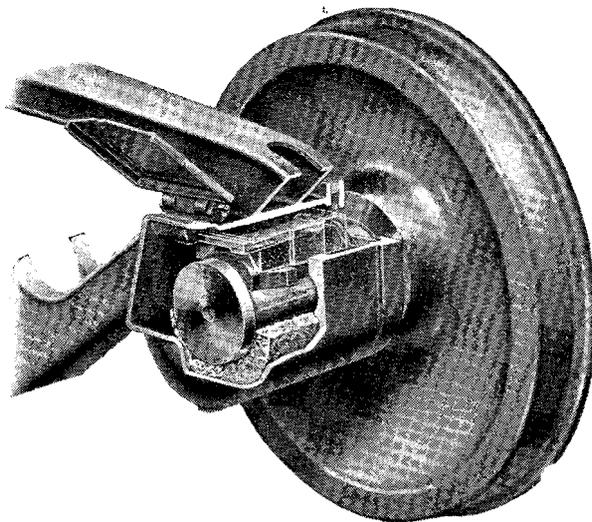
Lead Car Inspector Roy Evans visited his brother's ranch near Kalispel, Mont., and

friends in Othello the night before and complained of not feeling well. When he did not show up for his regular shift that night, investigation was made. A heart seizure was the cause of death. He leaves his wife and two small children.

The Army has taken Fireman Richard Maxwell.

Mrs. Anna Smith, formerly of Port An-

## STANDARD for Rolling Stock—



### This AAR Solid Bearing Assembly!

Wherever AAR solid journal bearings are used (on about 2 million U. S. freight cars) loading gets the fastest, smoothest ride available today. That's because this simple assembly for rolling stock is unrestricted as to speed and load and inherently provides flexible control of lateral shocks. Moreover, it provides a remarkably high degree of efficiency at lowest possible cost.

In operation the solid bearing glides on a single film of oil, like a skater on ice. The only "bearing friction" is within this film, between the almost infinitesimal molecules of oil. In fact, over a whole run the resistance of solid bearings is equal to or less than

that for so-called "anti-friction" bearings in railroad service.

#### Facts Now Published

Free copies of a new, 20-page illustrated booklet—"The Facts About AAR Solid Journal Bearings"—will be sent to any railroad employees or officials who write, postcard or letter, to the Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; or 80 E. Jackson Boulevard, Chicago 4, Ill. This booklet will clarify for you many misconceptions that have been created in recent years. There's technical data to be sure—but simplified and related to many other aspects of train operation. Send for your copy today.

(Advertisement)

brought out a deer.

Jack Simpson, relief car inspector, has sold his farm north of Spokane, near Blanchard, and is living the life of an aristocrat, having moved to an apartment in town.

Sam Pessein, night roundhouse foreman at Othello, was found dead in his home Oct. 31. His wife and children were visiting in Seattle and Mr. Pessein had visited with

geles, is on the job of bill clerk in the Spokane freight office.

The laying of new 100-pound rail has been completed on the freight line from Plummer Junction, Idaho, to Revere, Wash. The work was done by steel gang No. 1, supervised by Foreman V. A. Shipley, with an average of about 135 men who made a very fine showing, as work was started about Sept.



### NEW SPUR TRACK AT MOBRIDGE.

The completion in November of a \$13,000 spur track to connect with the new \$2,000,000 power plant being built by the Montana-Dakota Utilities Co. near Mobridge, S. D., was marked by a golden spike driving ceremony. The new spur, which will connect the utilities plant with a coal storage lot, has electric deck-type winches located at each end to facilitate moving of coal cars with a long steel cable.

Wielding the hammer in the picture above is G. T. Hanson, superintendent

of the Trans-Missouri Division. Witnesses to the ceremony are, from left: E. H. Warner, Milwaukee Road policeman and city alderman; Judge Harris, superintendent of the Stearns-Roger Construction Co.; Bruce Harris, chief power plant engineer; H. L. Pearson, M.D.U. Co. vice president; Roadmaster A. F. Manley; Roadmaster Paul Bridenstine; N. S. Patterson, M.D.U. division electrical superintendent; and B. W. Durant, division manager of the M.D.U. at Mobridge. (Mobridge Tribune photo.)

is and completed about Nov. 25. The gang has now moved to Corfu, Wash., where about 50 men are putting on new angle bars. L. A. Timberman's gang is picking up the old rail on the freight line.

## TRANS-MISSOURI DIVISION

### East End

*Dora H. Anderson, Correspondent*

Dispatcher Tom King of Mobridge retired Nov. 30. He was born at Appleby, S. D., Nov. 21, 1885. His father was agent-operator for the Northwestern at Conde, S. D., so Tom grew up around the depot where he learned telegraphy when he was 10 years old. In 1900 he began relief work as agent and operator for the Northwestern at Conde. Tom started to work for the Milwaukee in 1943 as operator at Green Bay and later at Aberdeen, S. D. He came to the Trans-Missouri Division in 1943 as dispatcher at Mobridge where he has since made his home. A group of friends held an informal gathering for Tom at the Country Club on Nov. 29 and he was presented with a desk lamp and an electric clock. The Milwaukee office girls also gave a farewell coffee party for the Kings on Nov. 30. They left Dec. 1 for Conde where they will make their home.

Elsie May, roadmaster's clerk, spent her recent vacation in Detroit, Mich., and Downers Grove, Ill.

Mrs. W. F. Wands, wife of engineer, was called to Trona, Calif., by the sudden death of her brother, Wayne Williams.

Agent Everett Price and wife of Haynes, N. D., have taken their daughter to Johns Hopkins Hospital, Baltimore, Md., for treatment.

Selmer Simonson of Ortonville, Minn., is the new extra man at the Mobridge relay office.

Mrs. Paul Nylén met her sister, Mrs. Ray Ylitalo, and family at Washington, D. C., recently on their return from Finland. The Ylitalos will make their home in Washington.

Mrs. Irvin Schueler, president of the Women's Club chapter, and daughter Bonnie Jo were recently called to Brookings by the illness of another daughter, Mrs. Wayne Himmrich.

Mrs. Don Arvidson has returned to her home in Philadelphia after a two-month visit with her husband's parents, Car Foreman A. W. Arvidson and wife.

Miss Margaret Rushford, nurse at the Milwaukee Road hospital, spent her recent vacation in Seattle.

Mrs. R. W. Miller, wife of conductor, recently took her Girl Scout troop on a trip to Minneapolis. In the group were Donna Kay Miller, Kay Reis, Carol Ann Hilton, Patricia Miller, Norma Jean Bastian, La Ver Davidson, Karen McClellan and Patty Wilhelm.

Mrs. Edna Sparks of Van Nuys, Calif., recently visited her son, Brakeman Neal Sparks, at Mobridge.

Martin Hettle of Miles City, retired water service foreman, was in Mobridge recently to take in the Lutefisk supper and visit friends.

Dispatcher Lynden Bailey is back on the job, looking good after his recent illness.

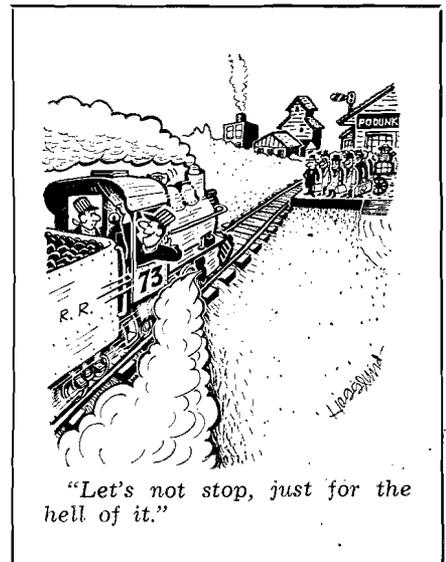
Conductor J. W. Middleton has moved his family from Kirkland, Wash., to Mobridge where they are comfortably settled in the Kulman Apartments.

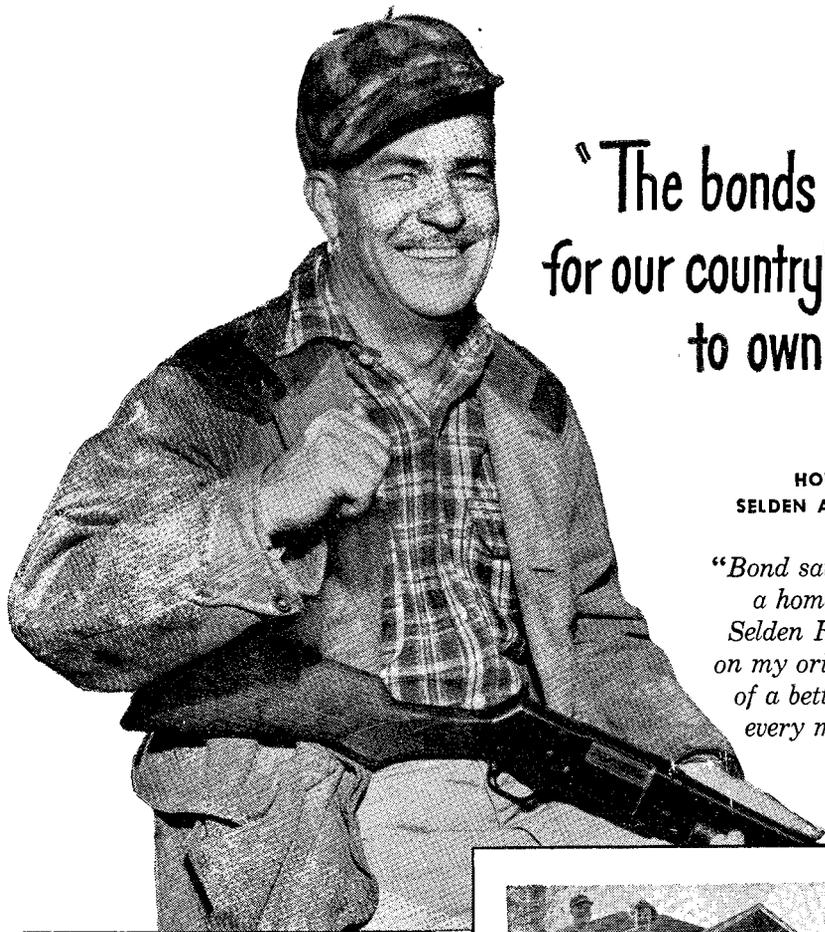
Christmas is right around the corner, so we take this means of wishing all a joyous and blessed holiday season.

Don Campbell, file clerk in the superintendent's office at Miles City, was November prize winner in the monthly contest sponsored by Railway Progress (published by the Federation for Railway Progress, Washington, D. C.). The magazine awards a \$10 prize for the best suggestion published each month. Don's entry, which appeared under the caption, "Here's An Idea for Railway Progress", read: "I suggest the railroads provide souvenir stubs on tickets which passengers may keep after they complete their trips. They would be especially desirable for special occasions such as tours to national parks, conventions or on vacations. Many persons collect various kinds of railroadiana and a colorful souvenir ticket stub might find a place in a scrap book or collection. They would furnish continuing advertising for the railroads which issued them and the industry in general."

### ANSWERS TO "What Do You Know?"

1. The time between the placement of a freight car for loading and the placement for the next loading.
2. A man who operates locomotives at shops and terminals.
3. Centralized traffic control.
4. Passenger-miles.
5. The foundation which supports the ballast and track structure.
6. Free on board.
7. A freight rate covering an article not covered by a commodity rate.
8. Fourteen hundred and fifty-six pounds.
9. A carrier's contract and receipt for merchandise to be transported.
10. About 44 inches.





**"The bonds Lila and I bought for our country's defense helped us to own our own home!"**

**HOW U. S. SAVINGS BONDS PAID OFF FOR SELDEN AND LILA ROBINSON OF DENVER, COLORADO**

*"Bond saving made it possible for me to become a home owner," says engineer-sportsman Selden Robinson, "then helped me to improve on my original investment through the purchase of a better home. My story should encourage every man who dreams of a house of his own."*



**"We started our bond buying program before the war, purchasing two \$18.75 bonds a month through the Payroll Savings Plan at the Stearns-Roger Manufacturing Co. When war came, we gave up our dream home for the duration and were glad our bonds went for our country's victory."**



**"Bonds paid \$2800 down on a house in 1945. They provided \$500 toward a new car. And this year when we traded our first house for a new brick one, bonds paid the difference. We had the money only because of our systematic bond buying program."**



**"We've saved \$4,000, and now we're buying bonds toward a college education for our two daughters, Emily, 15 and Carol, 8. There's no surer savings program than Payroll Savings and U. S. Savings Bonds which are backed by the greatest nation on earth!"**

## The Robinsons' story can be your story, too!

**FOR YOUR SECURITY, AND YOUR COUNTRY'S TOO, SAVE NOW— THROUGH REGULAR PURCHASE OF U. S. SAVINGS BONDS!**



You can make your dream come true, too—just as the Robinsons did. It's easy! Just start *now* with these three simple steps:

- 1.** Make one big decision—to put saving *first*, before you even touch your income.
- 2.** Decide to save a regular amount *systematically*, week after week or month after month. Even a small sum, saved on a systematic basis, becomes a large sum in an amazingly short time!
- 3.** Start saving automatically by

signing up *today* in the Payroll Savings Plan where you work or the Bond-A-Month Plan where you bank. You may save as little as \$1.25 a week or as much as \$375 a month. If you can set aside just \$7.50 weekly, in 10 years you'll have bonds and interest worth \$4,329.02 cash!

You'll be providing security not only for yourself and your family but for the free way of life that's so important to us all. And in far less time than you think, you'll have turned your dreams into reality, just as Selden and Lila Robinson have done.

Your government does not pay for this advertisement. It is donated by this publication and Foote, Cone & Belding in cooperation with the Advertising Council and the Magazine Publishers of America.

# A Welcome Gift!



R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

*The National Joy Smoke*

Say *Merry Christmas* to every pipe smoker on your Xmas shopping list—or to any man who likes to roll his own cigarettes—with a big, full, one-pound tin of Prince Albert!

Choice, crimp cut, mild, flavorful tobacco—all ready for Christmas in a colorful, gift-packed Yuletide package... with a built-in gift card right on top!

# Prince Albert

AMERICA'S LARGEST-SELLING  
SMOKING TOBACCO