

THE MILWAUKEE MAGAZINE

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MAY 1947

MILWAUKEE SHOPS...SEE PAGE 4

NEWS HEADLIGHTS

H. A. SCANDRETT has announced that he will retire as president of the Milwaukee Road on May 13, at the close of his present term of office. The June issue of the Milwaukee Magazine will carry a more detailed announcement.

A DELEGATION of mechanical engineers representing the French National Railways visited the Milwaukee Road shops in Milwaukee on Apr. 11. Georges C. Bohl, chief of the Vitry Locomotive Testing plant of the French Railways, said that the Milwaukee Road was the first railroad the delegation had visited in this country, as the engineers were more interested in the Hiawatha trains, both the steam locomotives [now largely replaced by Diesel-electrics] and the cars, than any other train on this continent. Similar delegations from many foreign countries have visited the shops in Milwaukee during the last 12 months.

A SUM of approximately \$307,800 is being spent by the railroad to increase the capacity of the St. Paul yard so that a large volume of business, such as the Road has experienced at that point during recent years, can better be handled. Four additional yard tracks have been installed and grading is under way for four more; leads at each end of the yard will then be rearranged in such a way as to provide, in effect, a two-direction yard, one portion assigned eastbound and one westbound. The new arrangement will very nearly eliminate all interference between road trains and switching operations. The project is expected to effect substantial savings for the company.

The yards at Bensenville, Ill., have also been supplemented so as to increase the rate of switching cars and to reduce rough handling. The cost of this project is approximately \$83,000.

Studies are now in the making to determine what additional yard changes, if any, would be feasible at Milwaukee.

THE Olympian Hiawatha, the Milwaukee Road's new speedliner which is to operate daily between Chicago-Milwaukee and Seattle-Tacoma on a 45-hour schedule, will begin service on June 29.

The Road is acquiring six units of the train, each costing approximately \$1,500,000 and consisting of 12 cars. Sixty of the 72 cars are nearing completion in the Milwaukee Road shops in Milwaukee and 12 are being built by the Pullman-Standard Company. The Pullman cars are "all-room" cars with bedrooms, compartments and drawing rooms. In addition, there will be "Touralux" sleepers, built by the Milwaukee Road and featuring exceptionally wide upper and lower berths at fares less than those charged in Pullman cars. Additional exclusive features of the new train will be announced in the June issue of the Milwaukee Magazine.

Between Chicago and Minneapolis, 4,000 h.p. Diesel-electric locomotives will be used, while three-unit 6,000 h.p. Diesels, the largest and most powerful type in service in the Northwest, will draw the trains the entire distance between Minneapolis and Tacoma.

During the last two years extensive track work has been done west of Minneapolis in anticipation of improved

schedules. Heavier rail has been laid, curves straightened, bridges strengthened and improved signalling devices installed.

AS A convenience to customers, and as a means of simplifying the work of conductors, the passenger traffic department reverted, effective Apr. 15, to the pre-war practice of using identification check envelopes for through coach passengers' tickets or passes. When a revenue passenger is traveling over more than one conductor's run, the first conductor takes the ticket, inserts it in the envelope, uses the topmost portion of the envelope as a hat check, placing the check in the hat check clip so that the connecting conductor can see the number. The passenger is then given the passenger check, which is the second from top portion of the envelope. A similar procedure is followed for the handling of both annual and trip passes.

The envelopes, arranged in numerical order, are passed on to succeeding conductors, who can then work the coaches, checking the hat check and envelope numbers to make sure they correspond. In this way the passengers are not disturbed, and the advantage, particularly at night, is obvious. Additional provisions have been made for handling the tickets or passes of passengers destined to branch line or foreign line points.

THE mechanical department announces that the trucks to be used under the new Olympian Hiawatha cars are the result of 12 years of research and development work on passenger car trucks carried out at Milwaukee by building one carset of sample trucks after another and testing various devices in actual service. They will be similar to those used in the Hiawatha cars in 1942, with very flexible helical springs, hydraulic shock absorbers and rubber insulation throughout. The purpose of this truck development has been to promote safety, to improve the riding quality, and to reduce maintenance.

In the current variation on the 1942 truck, the bolster springs have been moved outward to provide better stability, particularly on curves. This also places the large bolster coil springs outside of the truck frame which greatly simplifies their inspection and maintenance. The wheel base of the new truck has been reduced from 8 feet to 7 feet to save weight, as tests have indicated that this change could be made without sacrifice in riding qualities.

CORRECTIONS: In the April issue this department erroneously stated that the Road's five new 6,000 h.p. Diesel-electric locomotives had been received from the American Locomotive Company, whereas Fairbanks-Morse should have been shown as the manufacturer.

Furthermore, the statement that the price of fuel oil for oil burning engines had increased 20 cents a gallon on the west coast was obviously made in error. The increase was 20 cents on the barrel.

The Magazine would also like to correct a mistake made in the recently-released "Facts 1946". The fine-looking group of musicians pictured on page 15 of that publication is the Milwaukee Hiawatha Service Club Band and, contrary to the caption on the picture, does not represent the Mason City Service Club. It has, however, represented the Milwaukee Road in appearances at that point and many others on the railroad.



Fireman Awarded President's Medal for Bravery

A MILWAUKEE Road fireman, Wallace G. Johnson of Tacoma, Wash., was recently honored by President Truman, who conferred on him the President's Medal of Honor, a bronze award for an outstanding act of bravery in the saving of life on railroads. The medal was presented on the recommendation of the Committee on Award of Medals of Honor of the Interstate Commerce Commission. Mr. Johnson is the 58th man in the United States to be so rewarded since Feb. 23, 1905, when the Medals of Honor Act was passed. In recognition of the same heroic act, the Carnegie Hero Fund Commission presented him with the bronze Carnegie Medal and the sum of \$250, to be used for some worthy purpose approved by the commission.

The incident which aroused this far-reaching interest in Mr. Johnson's

heroism was reported in the March, 1946, issue of the Milwaukee Magazine, which showed Mr. Johnson, over six feet tall and husky, shaking the hand of Mrs. Tillie P. Levy, 86, whose life he had saved on the previous Feb. 17, at the East 25th and D Streets crossing in Tacoma. Mrs. Levy, who is deaf, had approached the intersection with bent head and, disregarding all warning signals, had walked directly into the path of a Diesel hauling a string of empty passenger cars. From his position in the cab Fireman Johnson saw that she

was unaware of her danger. In a flash he was out on the platform, down the steps and had darted in front of the motor, which was traveling at about 10 miles an hour. Running ahead of it, he extended his right arm and swept the elderly woman from her feet just in time



The President's Medal of Honor (center) and the two faces of the Carnegie Medal awarded to Fireman Wallace G. Johnson. The reverse side of the Carnegie Medal, shown at the right, bears the inscription: "Wallace G. Johnson, who saved Tillie Levy from being killed by a train, Tacoma, Wash., February 7, 1946."

Wallace Johnson, wearing the President's Medal of Honor, receives the congratulations of J. P. Kiley, assistant to president (left), and L. Wylie, superintendent of the Coast Division. Mr. Kiley holds President Truman's letter which accompanied the Medal of Honor, and Mr. Wylie is holding the Carnegie Medal.

to clear the tracks before the engine passed by.

The engineer, A. G. Moyles, stopped the motor as quickly as possible, but it came to a standstill a full length beyond the spot where Mrs. Levy had been standing. It is his opinion that she undoubtedly would have been killed if Fireman Johnson had not acted so quickly. Two Tacoma business men who witnessed the rescue also stated that the daring action averted an accident which would have been fatal.

The award was accompanied by a letter from President Truman lauding Mr. Johnson's indifference to danger while saving the life of another person. Wallace Johnson is the second Milwaukee Road man who has received the honor. The other is Roy A. Powers, section foreman at Rockford, Ill., who was severely injured while rescuing a woman from the path of a train in June, 1943.

APPOINTMENTS

Law Department

Effective Apr. 1, 1947:

Philo I. Hall is appointed assistant solicitor for North and South Dakota, succeeding Lyman A. Melby, who has resigned to resume private practice. Mr. Hall will be located at Aberdeen, S. D., in the office of Solicitor Dwight Campbell.

Engineering Department

Effective Apr. 1, 1947:

C. L. Waterbury is appointed supervisor fuel and water service, with headquarters in Chicago, Ill.

I. C. Brewer is appointed division engineer of the Milwaukee Division, with headquarters at Milwaukee, Wis.

F. F. Hornig is appointed division engineer of the I&D Division, with headquarters at Mason City, Ia.

M. L. Bardill is appointed division engineer of the Terre Haute Division, with headquarters at Terre Haute, Ind.

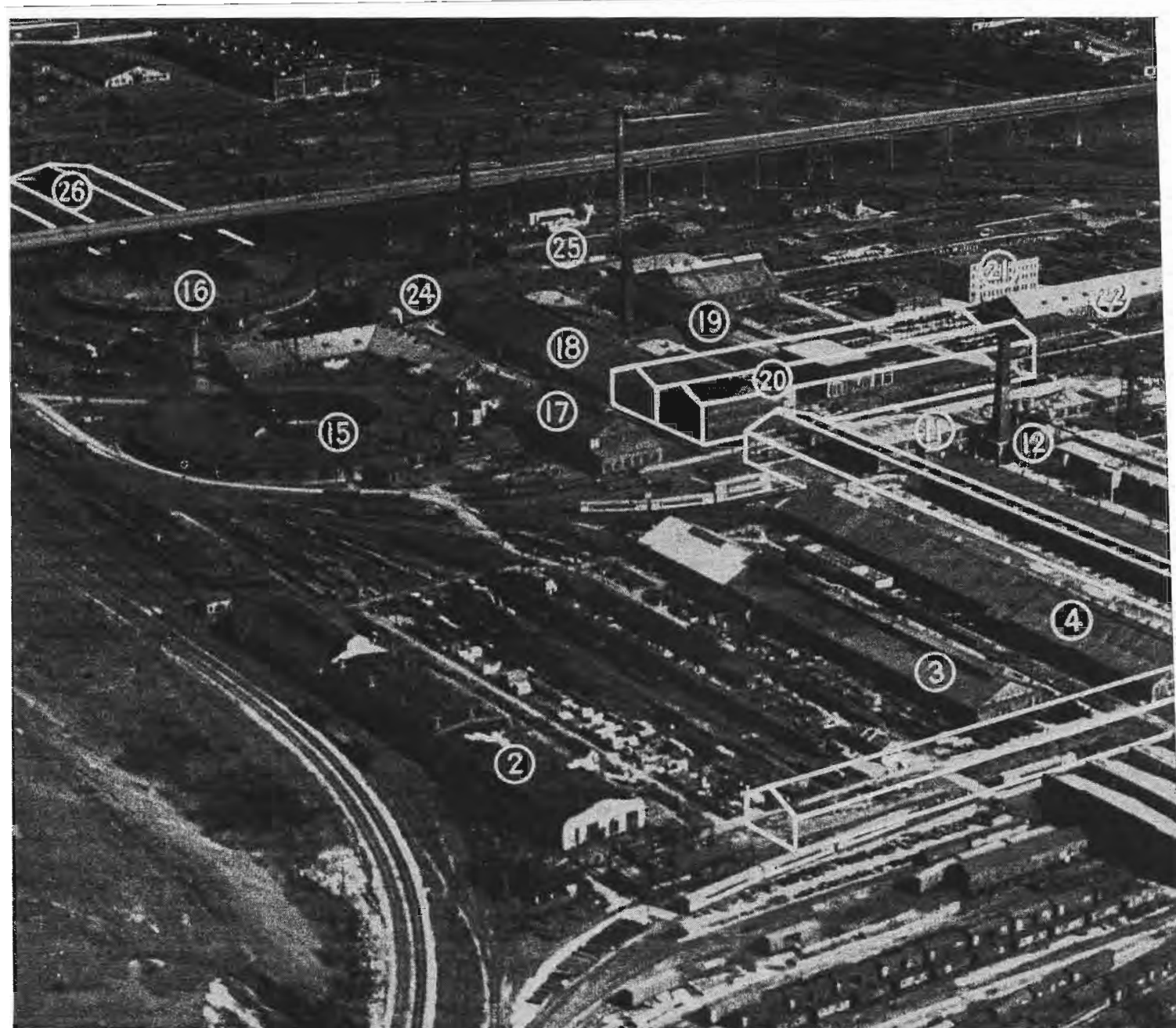
Effective Apr. 14, 1947:

J. W. McReynolds is appointed division engineer of the Kansas City Division, with headquarters at Ottumwa, Ia.

Traffic Department

Effective May 1, 1947:

T. E. Wallner is appointed city freight agent at Chicago, Ill., succeeding J. W. Hagelin, resigned.



Milwaukee Shops

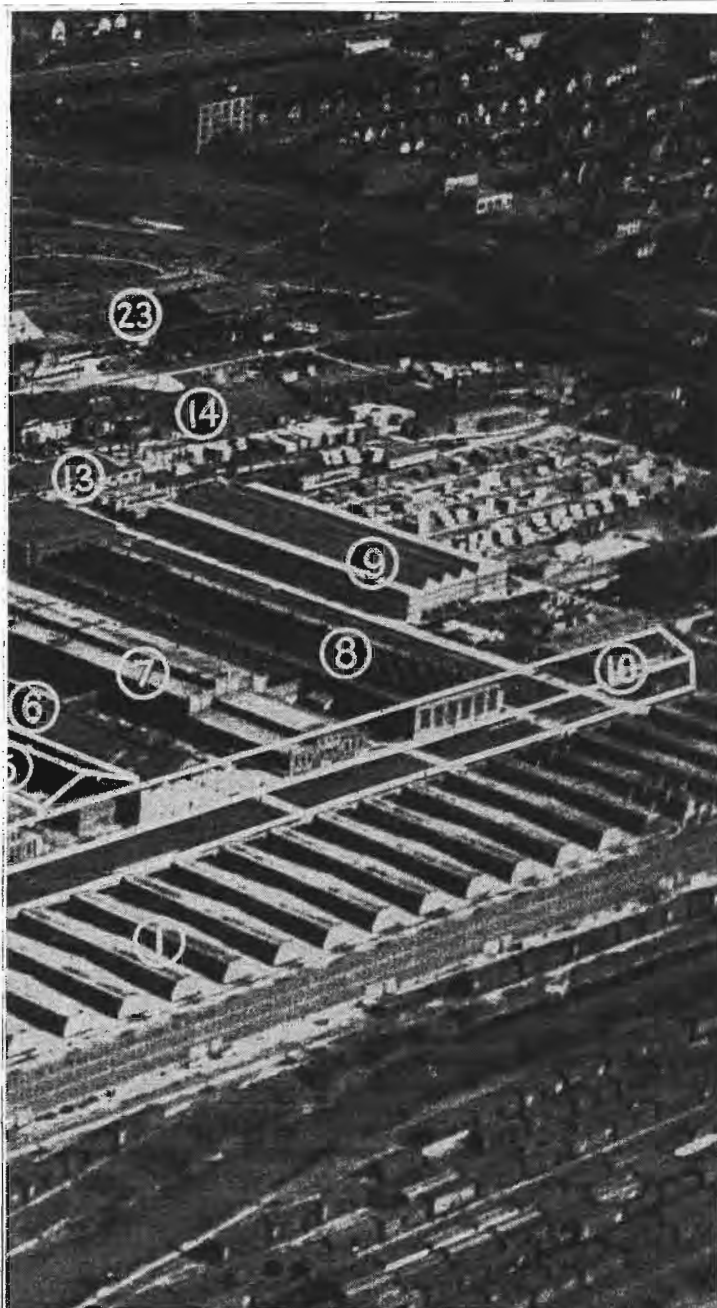
The Story of the Milwaukee Road Car and Locomotive Shops in Milwaukee

CONSIDERING the size of the Milwaukee Road and the almost limitless variety of skills required to keep it going, it would not be exactly reasonable to expect the brakeman, for instance, to know why the bookkeeper keeps his books as he does; and the stenographer can be forgiven for not knowing the machinist's drill press from a turret lathe.

That probably explains why it was news to a good many people on the railroad when the Milwaukee Magazine announced a few months ago that the Milwaukee Road builds the largest box cars in the world. It is probably news, too, that this railroad was the first in the United States to build all-steel, all-welded lightweight freight cars in quantity; that this Road has conducted research and experiments to perfect a lighter, safer truck for its passenger cars, and that as a result the Hiawathas have the reputation of being the

smoothest-riding trains in the country; that the gray iron foundry in the Milwaukee shops is one of the very few in the United States operated by a railroad; that 60 of the 72 cars for the six new trains to be known as the Olympian Hiawatha are being built from the track up by Milwaukee Road men; and that its 1947 car building program, calling for 5,025 freight cars and several hundred passenger cars, puts this railroad far ahead of all others in the United States which build their own rolling stock.

It is not to be expected that Milwaukee Road people would understand all the workings of their railroad, but in this day of car shortages, when the world cries out for greater production of everything, and transportation is needed to provide it, the Milwaukee Road's shops in Milwaukee cannot be ignored.



This aerial photo shows the Milwaukee shops as they appear today, with the larger buildings, as well as those proposed or now under construction, identified. The latter are shown only as white outlines.

1—Freight car erecting shop. 2—Car department blacksmith shop. 3—Freight car store room and garage. 4—Reclamation shop. 5—Forge and steel fabricating shop (under construction). 6—Tin shop. 7—Upholstery shop. 8—Passenger car erecting shop. 9—Passenger car paint, sand blast and repair shop (new). 10—Signal department. 11—Wood working shop. 12—Boiler room. 13—Lumber storage. 14—Dry kiln. 15—Roundhouse No. 1. 16—Roundhouse No. 2. 17—Boiler shop. 18—Machine shop. 19—Blacksmith shop. 20—Proposed locomotive erecting shop. 21—Pattern storage. 22—Store department. 23—Foundry. 24—Main store room. 25—Power house. 26—Proposed Diesel repair shop.

The long outlined area in the foreground adjoining the freight car erecting shop (1) indicates the site of a proposed covered craneway. The new passenger car truck shop stands between the upholstery shop (7) and passenger car erecting shop (8). Immediately beyond the shop area proper lies the Davies repair yard, and in the extreme distance the air line yard can be seen.

some three miles west of downtown Milwaukee, the shops stretch out over an area of approximately 160 acres between the main line of the railroad and the river itself. The shops are obviously very old in parts and very new in others. To the casual observer there is little rhyme or reason to the sprawling confusion of long, low buildings, maze-like roadways and the crash of heavy machinery; and yet it constitutes what almost amounts to a separate industry whose parts are highly integrated and whose sum total is a near-wonder of efficiency and production.

Since the late '70s and early '80s, when the shops were set up in the present location, the hum of important work has risen from them in a mounting crescendo.

Logically, the story of the Milwaukee shops begins back in that time, some 67 years ago. For their recollections of those early years, the Milwaukee Magazine is indebted to C. H. Bilty, retired mechanical engineer, and Tom Birch, air brake shop foreman. Neither of these men is old enough for his memory to reach the full span of those 67 years, but their interest in the work of the shops has familiarized them even with that part of the shops' history which they have not personally witnessed.

Shops Moved "Out in the Country"

The greater part of the area occupied by the shops was originally a marsh. It was so far from what was then the edge of town that the shopmen were outspoken in their disgruntlement at having to go "out in the country" to get to work. Gradually the marsh was filled in, and apparently more than a little of the filling was done after the first of the installations were in, according to Tom Birch, who swears that not many years ago, while excavation was under way for

Delegations of railroad men and mechanical engineers from virtually every country in the world have knocked at the door of K. F. Nystrom, the Milwaukee Road's chief mechanical officer, to ask how he does the things he does. The Milwaukee Magazine hopes to impart, in this series of articles about the Milwaukee shops, something of that same remarkable story.

"Railroad Factory"

The Milwaukee shops, that big, noisy, truly extraordinary "railroad factory" which is also a foundry, repair plant, storehouse and mechanical nerve-center of an 11,000-mile railroad system, presents a picture not easily reproduced in words.

Lying in the valley of the Menominee River



The top picture at the right shows the locomotive and cars of the old shop train which carried the workmen to and from the shops in the early '80s. Engineer John Sprague is shown in the cab, with Ed Cody standing behind him. The lower picture shows the shops as they appeared in 1883.

a new building, they dug up a long stretch of track—ties and all—which had been buried a good three feet under ground. With the river winding its way through the middle of the area in the early days, and getting out of banks periodically, it could have happened easily enough.

The shops are immediately west of what is, today, Milwaukee's 35th Street viaduct, but when they were first established there the city street cars went only as far west as 27th Street. Many of the shopmen back in the days before 1880 were living near the Fowler yard shops and the Humboldt Avenue shops on the northeast side of town, but these shops were practically stripped of their machines, tools and equipment when the new shop site was selected. The move wasn't what you would call popular.

It was only a short while, however, until the company put a "shop train" into service to shorten the length of time the men were required to spend going to and from the job. Old No. 598, a four-wheeled Class J switch engine, with long-whiskered Engineer John Sprague at the throttle, hauled the 17 old coaches from Fowler yards to the new shops, starting at 6:40 A. M., stopping at 12th Street and again at the "Gully," which was at about 27th Street. Some of the coaches in this train had a more or less standard seating arrangement, but with open platforms, while others boasted only one door, on the side, and had four long seats running the length of the car.

A noon shop train of a few cars was operated for the convenience of the

C. H. BILTY, whose recollections of early days in the Milwaukee shops provide a colorful background for this series of articles, was the Road's mechanical engineer during the last 33 of his 50 years of service.

His first formal introduction to the shops came in 1893 when, as a boy of 16, he took a job there as machinist apprentice. His aptitude for mechanics and drawing having asserted itself, he became a draftsman and in a short while he was elevated to chief draftsman. In 1911 he was appointed mechanical engineer over the entire system.

The Spanish American War and World War I both took him from the railroad for a brief period; during the former he served as an infantryman, and during the latter was United States Railroad Administration mechanical engineer with supervision over the northwestern region of the United States.

Probably the outstanding contribution of his career was the original conception of the streamlining applied to the first Hiawatha locomotives, which were placed in service in 1935 and were the first totally streamlined steam locomotives in the country.

Mr. Bilty retired on Mar. 1, 1943, and still makes his home in Milwaukee, where he has lived his entire life.



C. H. Bilty

officers, and there was also a Sunday train, as it was customary for the supervisory forces to put in an appearance on Sundays and holidays. That is to say, it was customary for all of the supervisors except John J. Hennessey, master car builder, who never showed

himself on the Sabbath unless an emergency arose. He can probably be credited with pioneering the six-day week, but that was not his sole claim to distinction. His style of dress, featuring a swallow tail coat, wing collar and black derby, didn't leave him in great danger of being mistaken for just anybody.

Clothes Marked the Man

At that time railroad men generally, while hardly as distinctive in appearance as Mr. Hennessey, did conform to rather formal and rigid standards of dress. A derby was the mark of a supervisor or a so-called white collar man, while switchmen and brakemen wore straight-brimmed black felt hats with round crowns. Every face was embellished with either a mustache or beard.

After the city of Milwaukee extended farther westward and its transportation facilities improved, the shop train was discontinued, but while it was in operation it kept its little locomotive very busy, Mr. Bilty recalls. He adds, however, that those early locomotives were exceptionally well built. One of the first 100-car trains hauled in the Milwaukee area was pulled by No. 199, a six-wheeled switch engine whose engineer was John Kynaston; the conductor may be remembered by a few old timers as "Black Joe." Of course, the cars in the train were of only 30,000 and 40,000 pound capacity.

The shops coal shed at that time was

The Milwaukee Magazine

A typical scene at the Milwaukee shops. In the background are the coal shed and the 35th Street viaduct.



a long elevated structure high enough that when coal was shoveled out of the cars into the pockets and the apron lowered, it could fall by gravity into the highest locomotive tender. A long incline led up to the elevated track and two engines would make a run for this incline with the loaded cars. Occasionally the engines would do too good a job and the lead car would go through the end of the coal house and topple down to the ground amid a cloud of dust and coal, making some work for the wrecking crew, whose outfit consisted of two swivel hand-operated cranes mounted on a flat car.

Two horses on a treadmill powered the circle saw used to cut wood to the proper length for locomotive fires, and in their spare time the horses hauled wagons of material around the shops.

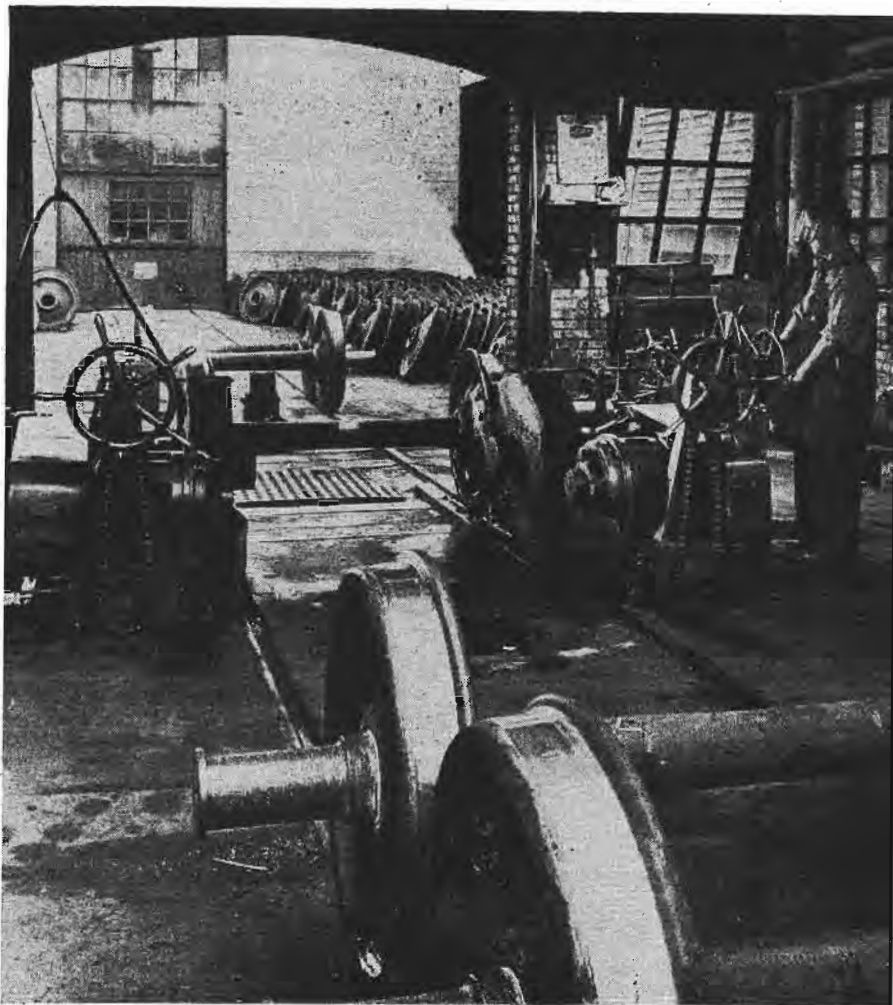
The loft of the original storeroom, which is still in use, held the patterns for various pieces of equipment and other items manufactured at the shops. Their keeper, known simply as "Old Joe," was credited with being able to put his hand immediately on any pattern called for, regardless of the fact that it was given a different resting place after each use. A modern, fire-proof pattern storage building has since been built, and a pattern record developed which enables even a stranger to find what he needs.

The iron foundry, under Superintendent Adam Barr, turned out a good grade of iron castings, the largest being a pair of locomotive cylinders weighing approximately 10,000 pounds. At that time practically all locomotive, car and B&B castings were of cast iron and the foundry consequently became a very important part of the railroad's operation. Most of the car wheels, tender

The Cover

THE gray iron foundry at the Milwaukee shops, one of the very few railroad-operated iron foundries in the country, is pictured on the cover of this issue. When it is running at full capacity, 110 old car wheels and other pieces of scrap iron are broken up and fed into the furnaces every day, are melted and reappear as new wheels or any of the hundreds of other metal parts needed in the operation of a large railroad.

Freight car wheels and assorted castings for the entire railroad originate in this foundry which can produce 350 wheels, 25 tons of brake shoes and 15 tons of other gray iron castings daily. There are only 156 men employed in the foundry at present, however, and the shortage of manpower is holding production down to less than half of capacity.



After the wheels are cast in the iron foundry and set on the axles, they are ground smooth by the machine shown above.

and driver wheels were made in the foundry. Car wheel treads, as well as part of the flange, were given a chilling and hardening treatment by immersing them in water while still hot; the small ridges left by the contracting chill were ground off.

J. N. Barr, one-time superintendent of motive power, developed the wheel treating process, as well as one of the earlier types of passenger car vestibules, an overhead vestibule buffer and several types of snow plows. After a plow was completed, Mr. Barr would square off and throw wooden balls at the flare to see whether they (and consequently the snow) would be deflected at the proper angle. Mr. Bilty recalls that Mr. Barr's pet dog not only accompanied him in his rounds about the shops but, fortunately for the men, the dog usually preceded his master by a few paces. A stranger would have had difficulty understanding why the sight of a dog made the men work so much harder.

The river originally skirted around the south end of the foundry, but as the years went by the river was pushed farther and farther away by the dumping of foundry sand and refuse on the near

bank. Eventually the river was crowded clear to the outer line of the property, but before it finally gave it up as a bad job, the much-pushed-around stream went on what must have been some very satisfying rampages. Its favorite trick in the spring of the year was to flood the entire shop grounds, moving the lumber piles to a new location and pushing the locomotive transfer table up against the storeroom. Small buildings, chicken coops and assorted debris are reported to have floated through the shop grounds on the crest of the flood. The last serious deluge came about 1917, after which the river banks were built higher with rip-rap and masonry.

Among the numerous sources of pride to the shopmen in the early '90s was a brass foundry which turned out good brass castings under the supervision of a Mr. Sullivan. As was appropriate in a brass foundry, no one got a job if he wasn't of Irish descent.

A Mr. Alexander, father of Walter Alexander, former master mechanic and superintendent motive power, was foreman of the locomotive department blacksmith shop in the days when most of the forging was done by hand, with



When the car shop is in full production, the freight cars come off the assembly line in an almost continuous parade. The gleaming cars shown here have just been given a coat of maroon-colored paint and are being pulled out of the paint shop.

the exception of some of the heavier parts such as rods, axles and frames, which were shaped under the heavy steam hammers. Some of the largest locomotive frames were made in one piece and weighed more than 10,000 pounds.

The power plant in the early '90s was part of the machine shop. The boilers were of the 60-inch locomotive type and were hand fired, while the stationary engine was of the single expansion Corliss type and the large fly wheel carried a belt to the main pulley on the main line shaft. As a matter of fact, all of the machine tools were driven by belts and the shop was littered with stringers, hangers, shafts, pulleys and belts, but

fortunate in having Ole Olson, a former salt water sailor, in its employ; when the rope broke, Ole was pressed into service as a rope splicer, a job that he did very well.

The usual work day in the early '90s was 10 hours, and apprentices started at 12½ cents an hour; the journeyman's pay was from 50 to 60 cents an hour. Pay day was the 24th of each month and payment was made by check, except for one period when gold in denominations ranging from \$2.50 to \$20 was used. The big sacks of gold were brought by train from the city and unloaded into a wheelbarrow at Merrill Park station, where a laborer took over and, with Tom Dempsey, the

these were later replaced by direct drive machinery when electricity came into use.

The only cranes in use were hand operated traveling cranes placed above the locomotives on the erecting side and a walking jib crane which operated throughout the longitudinal center of the shop. This was operated by rope drive and clutches transmitted power from rope to crane. This long rope had a habit of breaking now and then, but the railroad was

Road's gray-haired chief of police, close at his side, wheeled the gold two blocks to the shops. Dempsey, by the way, never carried a pistol. His only weapons were a fierce look and an 18-inch hickory club.

Engineers at that time were assigned regular engines, and when the engines were sent to the shop to be overhauled, the engineers usually went vacationing but it was not uncommon for them to visit the shop daily to see what was being done to the "Old Girl."

Manufactured Locomotives in the Early Days

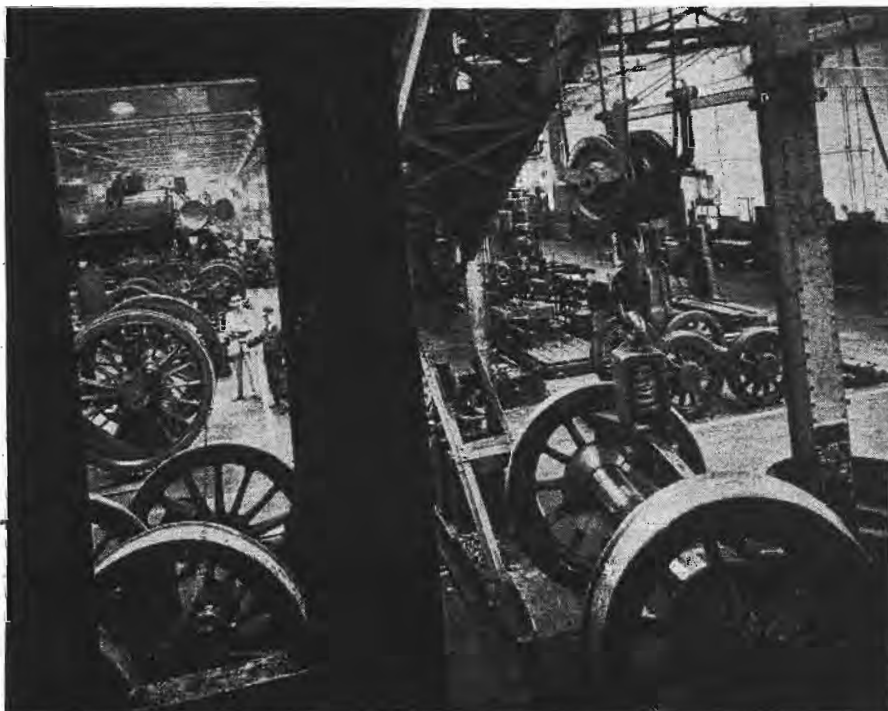
In the early '90s a new locomotive program was started with the construction of a 4-4-0 type light passenger locomotive, and others of various types followed, the largest being a Mikado type. Altogether, about 700 locomotives were constructed at the shops in Milwaukee, with one new engine being completed every three days at the peak of construction. These particular ones were of the six-wheeled switching type. It was not merely a matter of assembling the parts; the parts themselves, with very few exceptions, were made on the premises. The self-sufficiency of the shops in this respect even extended to the making of air pumps, whistles and bells.

Headlights were manufactured in the tin and copper shops, the copper reflectors being shaped and hammered out by hand—quite an art in itself. Bill Edwards, foreman of the copper shop, was a 225 pounder who rode a balloon-tired bicycle to work; he is remembered principally for his imitations of Teddy Roosevelt, a trick which he pulled convincingly and often by producing a set of porcelain teeth from his trousers pocket and popping them into his mouth.

Like turntables in all roundhouses of that period, the one in the locomotive shop was operated by hand, and as the locomotives became heavier it was necessary to call out almost half of the roundhouse force to turn an engine. About 1897, however, it was equipped with an electric motor, dubbed the "electric mule," which is generally regarded as the first one employed for that purpose by any railroad. It proved to be a tremendous saver of manpower.

The car department was a separate institution from the locomotive department, having its own blacksmith and machine shops, as well as freight shop, passenger shop, paint shop and planing mill. The original car shop, where both passenger and freight cars were repaired, as well as built new, burned down on Oct. 20, 1920, but while it stood it was a place of almost feverish activity. A capacity of 28 new freight cars a day

(Continued on page 21)



Around the shops in Milwaukee big things are moved around as if they were toothpicks. This is a view of the locomotive shop and back shop as seen from a locomotive cab.

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John T. Raymond

JOHN T. RAYMOND, 83, of Marion, Ia., who was train dispatcher at Marion from 1893 until his retirement in 1935, died in a Cedar Rapids hospital on Apr. 25.

Mr. Raymond was a native of Mobile, Ala., and was educated there and in Chicago. His service with the Road dated back to July, 1880, when he started working in Chicago as a messenger in the office of President A. J. Earling, at whose suggestion he studied telegraphy. He was promoted to operator shortly afterward and served in that capacity at Itasca, Ill., and Atkins and Van Horne, Ia. He became dispatcher at Marion in 1887. In subsequent years he contributed to the Milwaukee Magazine, serving for 26 years as a correspondent on the Iowa Division.

Mr. Raymond was a member of the Linn County Old Settlers Association and was prominent in Methodist Church affairs at Marion. It can truthfully be said of him that his life was devoted to doing things for others. Wherever he was known he was respected.

Robert P. McCord

ROBERT P. McCord, a former Milwaukee Road employe who was well known throughout the railroad, and who for the past 15 years was assistant to the president of the Union Refrigerator Transit Lines, died in Milwaukee, on Apr. 6. His widow, Mildred, a son, Robert, five sisters and a brother survive.

Mr. McCord started with the Milwaukee Road in 1910, shortly after his 15th birthday, taking a position in the car accountant's office in Chicago. In 1912 he was transferred to the office of superintendent of transportation. During the first World War he served in the Army Transportation Corps, returning to the transportation department following his discharge from military service in 1919.

At the time of his resignation in 1922 to enter the service of the URT, he was assistant chief clerk in the office of the Milwaukee Road's superintendent of transportation.

Chauveau, Haddock and Choral Club Appear on Radio Show

THE Milwaukee Road Choral Club performed for its largest audience on Apr. 5 when it broadcast from Chicago on the "Wake Up and Smile" radio program, singing "All in the April Evening," "Alleluia" and "Country Gardens." The program was on the air

was given an opportunity to let the radio audience in on some of the secrets of his trade.

Master of Ceremonies Tommy Bartlett, whose job it is to put the cast, the guests and himself through a fast-paced routine, prevailed upon Miss Rosebud Wennerberg and Mrs. Ted Wagner of the Choral Club to step forward and tell the world all about their most embarrassing moments. He asked Mrs. Wagner later to appear again, with Mrs. Violet McDonald, also of the Choral Club, both of whom were required to relate how they met their husbands.

As the pictures indicate, it all added up to a very gay affair, complete with the resounding kiss (Bartlett to Wennerberg) so popular on early morning programs. It wasn't written into the script; Bartlett and the photographer just seemed to think it was a good idea.



No early morning program is complete without one. That's the surprised Miss Rosebud Wennerberg of the auditor of passenger accounts office at the left, and the gentleman hanging onto the microphone is Master of Ceremonies Tommy Bartlett.

from 8 to 9 A.M. over the American Broadcasting Company network, the Chicago outlet of which was Station WCFL.

In addition to the 50-voice choral group, the program featured René Chauveau, Milwaukee Road dining car inspector, and Ernie E. Haddock, a Milwaukee Division conductor who was recently selected by Trains magazine as its "Railroad Man of the Month." Each



Bartlett poses with two of the stars of his show on the morning of Apr. 5, René Chauveau, Milwaukee Road dining car inspector (left) and Conductor Ernie E. Haddock.

With an assist from the master of ceremonies, the Choral Club warms up in the studio before the broadcast.





Idaho Division Awarded Safety Trophy

*Superintendent Hill Receives Award for Division
Which Rose from 14th to 1st Place in One Year*

AT A banquet featuring Washington, Idaho, Utah and Oregon specialties, along with such delicacies as "Safety Always Parfait," approximately 600 Idaho Division employees relaxed on the night of Apr. 17 and enjoyed the fruits of their 1946 safety campaign.

On hand to celebrate their winning of the Road's sixth annual safety contest in 1946 with a record of only six reportable injuries and no fatalities, these men and women, the largest group of railroad employees ever assembled in Spokane, completely filled the beautiful Marie Antoinette room of the Davenport Hotel and overflowed onto the mezzanine. In addition to division employees, the group included many of the Road's general officers, as well as all of the safety engineers and other guests.

Although this was the sixth time the safety trophy had been awarded, it was the first time this particular one had passed from the hand of President Scandrett to the superintendent of a winning division. Last year the Milwaukee Division won the original cup "for keeps" by outranking all others on the railroad for two consecutive years (1944-1945) and thereby complying with the requirement for permanent possession of the coveted trophy.

Presiding at what one of the Spokane papers referred to as the "Oscar party," was A. N. Whitlock, Milwaukee Road vice president and general counsel, of Chicago. Seated with him at the speaker's table were the following officers from Chicago: H. A. Scandrett, president; C. H. Buford, executive vice president; J. T. Gillick, vice president-consulting; O. N. Harstad, vice president-operations; L. J. Benson, assistant to vice president; and R. J. Middleton, chief engineer. Also at the speaker's table were G. H. Hill, superintendent, Spokane; Joshua Green, director, Seattle; J. P. Kiley, assistant to president, Seattle; L. K. Sorensen, general man-

ager, Seattle; J. N. Davis, general attorney, Seattle; H. J. McMahon, district safety engineer, Tacoma; Hon. Arthur Meehan, mayor of Spokane; W. P. Payne, commissioner of public safety, Spokane; and L. J. Sorenson, vice president for traffic and transportation, National Safety Council, Chicago. A number of these men addressed the gathering briefly.

Judging by the way everyone appeared to be enjoying himself, the entertainment provided for the banqueters could not have been improved on. As a matter of fact, the show was all

but stolen by three little eight-year-old girls from St. Maries, Idaho, billed as the "Belles of St. Maries," who dressed themselves like engineers and came frolicking out to sing the old standby, "I've Been Workin' on the Railroad," and other songs. At the point in their routine where they all produced snuff boxes, every railroader in the hall roared with laughter.

Joshua Green, a director of the Road and chairman of the People's National Bank in Seattle, can be credited with the surprise of the evening, and a delightful one it was. He explained that when his adopted granddaughter learned that he was to be at the safety award banquet, she asked him to be sure to take a present to "Uncle Larry" (L. J. Benson) for her, he being one of her great favorites. So saying, Mr. Green presented the surprised Mr. Benson with an antique silver basket filled with red roses.

The basket was inscribed as follows: "To Uncle Larry with affectionate wishes from his little adopted niece, Frances Scandrett Green." The child was named in honor of Mrs. H. A. Scandrett, wife of the president of the railroad.

The climax of the evening was the presentation of the safety trophy to Superintendent Hill by President Scandrett. The following is quoted from the remarks the latter made at that time:

"There is no occasion during the round of my activities to which I look forward with more pleasurable anticipation than the annual banquet at which



The tuneful little "Belles of St. Maries". They are, left to right: Joy Monson, Patricia Nichols and Joan Durgin.

President H. A. Scandrett (left) presents the safety trophy to Superintendent G. H. Hill. Between them is L. J. Benson, assistant to vice president. Seated at the right is Executive Vice President C. H. Buford, and behind Mr. Scandrett is A. N. Whitlock, vice president and general counsel.



Scene in the Marie Antoinette Room of the Davenport Hotel in Spokane, Wash., during the safety award banquet. Many of the 600 who attended do not appear in the picture.

Standings of Divisions in Safety Contest

Entire Year 1946					Standings Entire Year 1945	
Rank	Division	Fatal	Casualties Report- able	I.C.C. Casualty Rate	Rank	Rate
1	Idaho	—	6	3.21	14	9.40
2	Iowa	1	16	4.26	9	6.76
3	Milwaukee	—	14	4.36	1	2.12
4	Kansas City	—	8	4.71	3	5.01
5	Coast	1	26	5.74	5	5.72
6	Dubuque & Illinois	3	23	5.822	4	5.27
7	Trans-Missouri	2	20	5.826	10	6.95
8	Twin City Term.	2	36	5.833	12	7.66
9	LaCrosse & River	1	33	6.51	7	6.23
10	Iowa & Dakota	1	37	8.38	8	6.36
11	Terre Haute	—	28	8.56	17	12.44
12	Rocky Mountain	1	36	8.87	13	9.21
13	Iowa & Southern Minn.	—	22	9.19	2	4.50
14	Madison	1	16	9.46	11	7.28
15	Superior	1	19	10.77	6	5.84
16	Hastings & Dakota	1	52	11.40	16	12.41
17	Milwaukee Terminals	1	158	13.30	15	12.25
18	Chicago Terminals	1	168	16.30	18	15.34
	Others (Incl. S&D, Police, Gen. Off.)	1	61	5.33	—	4.97
	SYSTEM TOTAL 1946	18	779	8.65	—	8.54
	SYSTEM TOTAL 1945	19	843	8.54		
	1946 Increase or Decrease	—5%	—8%	+1%		

I have the honor of awarding the safety trophy to the division which has made the best record in the work of accident prevention. The reason for this is that all through the years nothing has been closer to my heart than the safety work. No one can measure the hardships and the heartaches that follow in the train of a serious accident, and a management that is indifferent to this situation is not fit to manage. But management cannot do it alone. A railroad can be a safe railroad only if everyone on it is alert—thinks safety and acts safely.

"In my first year on the Milwaukee, 1928, there were 49 fatalities, and 2,718 reportable injuries; our casualty rate was 23.17, and among the 20 largest railroads we ranked 19th. I was aghast when these appalling figures were compiled, and we decided to do something about it.

"We reorganized the work, placing Martin Flanagan in charge, and he did a great job in inspiring us all to greater effort. His first year, 1929, the casualty rate was cut in two, and we ranked 14th. The next year the casualty rate was 3.75, only one-sixth of the 1928 rate and we ranked third. In the 11 years, 1930-1940, under Mr. Flanagan, Mr. Meyer and Mr. Benson, our casualty rate was never as high as 5 and our rank was second, third or fourth.

"Since then, to our deep regret, we have slipped. In the past six years our casualty rate has ranged from 5.79 to 9.72 and our rank from fifth to seventeenth. We were thirteenth in 1946. That is not where the Milwaukee belongs.

"The reasons for the poorer showing are difficult to determine. Of one thing I am sure, and that is that it is not due to any lack of effort of the head of our safety organization and his staff. Mr. Benson has worked hard, with great ability and utmost fidelity.

"I think one contributing factor has been the much larger turnover in recent years . . . In 1946 over 35 per cent of our injuries were to employees who had worked one year or less. Some of these accidents I am afraid were due to inadequate instruction and supervision. You older men can do much to improve this . . .

"Now I come to the Idaho Division—the reason we are here tonight—and the picture is entirely different. From 14th place and a casualty rate of 9.40 you jumped in a single year to first place with a casualty rate of 3.21. It's a splendid accomplishment and one in which you may take great pride, but which I fervently hope will not satisfy you because it's very dangerous to become satisfied with one's performance in any walk of life. I referred to what you have done as an accomplishment because records such as yours do not *just happen*. They are made by united, sustained study and effort."

Scandrett Awards Trophy

At this point Mr. Scandrett presented the trophy to Superintendent Hill, saying: "You would be the last to claim you did it, but I am sure your diligence and your quiet but sure leadership had much to do with the result that brings such great credit and happiness to every one on the division. It's another vic-

tory for team work, about which I have talked much in the 19 years that it has been my good fortune to be on the Milwaukee team.

"My warm congratulations go, through you, to every man and woman on the Idaho Division. I hope the division makes an even better record in 1947. In 1946 you had a comfortable lead, but I think I should warn you I have information that the Idaho Division is regarded by some of the other divisions as an upstart, and they say they will cut you down to proper size in 1947.

"All I have to say is, may the best team win! And so, goodnight and God bless you."

Hill Responds

In accepting the trophy, Superintendent Hill assured Mr. Scandrett that the credit should go to the men on the job in all departments, and that they were all very proud of the division's accomplishment. He continued as follows:

"I have been asked what moved the Idaho from one of the lower rungs up to the top of the ladder. There were many reasons.

"Evidently the employees, as well as the officers, decided to get out of the rut and go places.

"There was more strict adherence to our transportation code of rules, many of these rules having been written as a result of accidents that happened because somebody failed to do the right thing. Through the year many safety devices have been adopted with the idea of protecting against accidents, yet there will always remain the human element, for which no substitute has been found. As a human element guide, these rules were written, and in boiling them down we find the essence in the first item in the book—'Safety is of the first importance in the discharge of duty.'

"This we consider our first commandment, and how it is observed by the men was demonstrated a few years ago when things were more unsettled in the mountainous territory and heavy rains sometimes caused rocks to slide onto the track. One of the night passenger trains left St. Maries on time and arrived in Avery 20 minutes late. The train dispatcher, not knowing of any adverse weather conditions in that territory, asked the engineer what caused him to be 20 minutes late into Avery. His reply, based on our first commandment, read 'We hit a rain storm between Calder and Pocono and I figured it would be better to go into Avery 20 minutes late than into the St. Joe River on time.'

"Extensive improvements made on
(Continued on page 21)



Officers who attended the safety meeting in Chicago on Mar. 27.

Series of Special Safety Meetings Opened

REVIVING a practice which has not been followed for a number of years, general officers met with division officers from the Dubuque & Illinois, Iowa, Kansas City, Terre Haute and Chicago Terminal Divisions in Chicago on Mar. 27 for a special safety conference. A similar meeting was held in Minneapolis on Apr. 10 and others were scheduled for later dates.

In an attempt to throw as much light as possible on every aspect of the Road's safety performance, most of the men present were given an opportunity to express their opinions or to pass on to the others some idea which they be-

lieved would effect an improvement.

At the Chicago meeting Executive Vice President C. H. Buford emphasized the need for improving the Road's safety record and pointed out the responsibility each officer bears in the accomplishing of this goal. In his appeal, General Manager L. F. Donald asked that everyone present give serious consideration to making a resolution along the following lines:

"When I go back to my division, I am going to lead the way in this fight for safety. I am going to devote the necessary time and effort, regardless of my other duties, to stop these accidents.

I am going to devise methods which I have not thought of before, to keep up interest in safety. Every officer on my division will be impressed with the idea that accidents can be eliminated and that they are to accomplish it."

The Minneapolis meeting was attended by general officers, as well as officers from the Iowa & Dakota, Iowa & Southern Minnesota, Hastings & Dakota, and Twin City Terminal Divisions.

Like the Chicago meeting, this one was opened with inspiring talks by L. J. Benson, C. H. Buford, O. N. Harstad and L. F. Donald, followed by panel discussions and talks on a number of specific aspects of safety.

Each of these all-day safety meetings was a factual, detailed, down-to-brass-tacks attempt to solve a problem which is, or should be, uppermost in the mind of everyone on the railroad.

Officers who attended the safety meeting in Minneapolis on Apr. 10.



The Way to Better Rail Transportation

What Happened During the War, and What Has Happened Since, Clearly Show That:

1. *This country must have adequate rail transportation.*
2. *Adequate rail transportation costs money—but inadequate transport costs far more.*
3. *The way to better transportation, and cheaper in the long run, is through giving the railroads a chance to make adequate earnings now.*
4. *Such earnings should not be less, as an average for railroads as a whole and over the years, than the 6 per cent which nine out of ten persons think is no more than a fair return.*

The facts which bear out these conclusions are discussed briefly in this article.

DURING 1946, when the railroads handled the heaviest peace-time traffic in their history, their earnings—represented by the money they had left after they paid all of their operating expenses—amounted to 2¾ per cent of their depreciated investment in transportation property, materials, and supplies. Out of this meager operating return, they had to pay their interest, rents, and other charges, and finance improvements. The comparable rate earned by the Milwaukee Road during the same period was less than 2 per cent, from which similar charges had to be met.

In the past quarter of a century, in which the railroads have made great improvements in their plant, equipment, and operations, the wages they pay have gone up more than 80 per cent, the prices they pay for supplies and fuel have gone up more than 50 per cent, and their taxes have been increased. In the same years, the passenger fares and freight rates which the public pays the railroads have gone down and the return earned by the railroads on their investment has been cut virtually in half.

The public wants improved railroad service, and the railroads are anxious to supply it. In the months since the close of hostilities the railroads have ordered more than twice as many new

freight cars as they have been able to get. They have ordered as many new passenger cars as were bought in the 10 years just before the war. They plan further improvements in their tracks, stations, yards and terminals, signals and communications, and other fixed facilities.

To make such improvements with borrowed funds is neither desirable nor, in many cases, possible. It is even less feasible on the basis of present earnings, to finance these improvements to any extent from the sale of stock. The only way the country can enjoy major railroad improvements is to let the railroads earn enough to pay for improved facilities, either out of earnings or out of credit which the earnings will support. There is a very close relationship between the earnings of railroads and their expenditures for improved plant and equipment.

Manufacturing industries and other lines of business earn about two and a half times as much as do railroads on their invested capital; even other regulated industries such as telephone companies and electric utilities get a return on their investment about twice as much as that earned by railroads.

Return Must Assure Confidence

If the railroads are to continue for long their program of improvements they must, as the Supreme Court has said, have a return "sufficient to assure confidence in the financial integrity of the enterprise, so as to maintain its credit and to attract capital." That would mean a rate of return which will average for the railroads as a whole, and over a period of years, not less than 6 per cent with which to meet the cost of making improvements, paying rents and interest and other charges.

Railroad earnings all remain in the stream of business and economic activity. The greater part of what railroads take in is paid in wages to those who work for the railroads directly and to those who make the 100,000 articles which railroads buy and use. A large part is paid in taxes which are spent for general public service and which benefit cities, counties, and states all over the nation. A small portion is used to pay interest for the use of money borrowed from insurance companies and other trustees of public funds, as well as from individual investors. This money, too, continues to flow in the main stream of business. Another portion of railroad earnings, provided they are adequate, is spent to improve the

transportation plant and make possible better service at lower real cost.

This country can neither wage war nor carry on business successfully without adequate rail transportation. The only way to have such transportation is through continued investment in improved rail facilities. The only way to insure this needed investment in the future is to allow railroads to earn not less than 6 per cent on what is invested in their properties. Six per cent is approximately double the rate which railroads are expected to earn in 1947. The railroads must, therefore, seek a return comparable with the earnings of other industries, and sufficient to insure adequate transportation in the future.

Healthy and adequate rail earnings to support an efficient, economically operated rail transportation system will go far toward insuring the future of agriculture, industry, and commerce in the United States. In the interest of their investors and of the public, the railroads have determined to do their utmost to obtain recognition of their need for a return of 6 per cent on their investment.

Retired Conductor Wins "Pot o' Gold"

THE pot of gold at the end of the rainbow, which is the stuff that dreams are made of, is a dream that came true for John J. Lally of Minneapolis, retired Milwaukee Road conductor. Fortune smiled on Mr. Lally the evening of Mar. 26 by selecting his particular telephone number from among the millions in the United States for the \$1,000 prize offered by the Pot o' Gold radio program to its faithful followers.



John J. Lally

The telephone was answered by Mr. Lally's daughter, as he sat within earshot listening to the radio. Since Mr. Lally listens frequently to that program, he sensed what the call was about and quickly tuned in on the broadcast. Sure enough, he heard his name announced as the possible winner, and so was able to claim the prize.

Among Mr. Lally's Milwaukee Road friends it's the universal opinion that he deserves the windfall. He is a veteran of 48 years' service with the Road, 1897-1945. His first job was in the car department at South Minneapolis and he worked for several years on the Minneapolis Eastern Railway, a subsidiary, but he is best remembered on the H&D Division, where he started as a brakeman in 1901.

Grover M. Doody Retires

IT WAS the fall of 1903, Teddy Roosevelt's administration, and a young man in Chicago was considering a choice of positions for his initial venture into the world of big business. As is often the case in large families, the matter called for a conclave, with the deciding vote being cast by his mother. "Grover," she said, "you better take that railroad job; it pays \$27 a month." That settled it. Grover accepted the job at the Illinois Northern as a call boy, and so began his railroad career.

This anecdote, as related by Grover M. Doody, delivery bureau head in the purchasing department, Chicago, and a good talker, was just one of many with which he regaled the banqueters at the party in Chicago's famous Como Inn on Mar. 31, in honor of his retirement. The affair was attended by approximately 35 co-workers.

When the news of his retirement got around, the switchboard in the Union Station began to buzz, for this red-haired Irishman has friends all over the city, many of whom have known him since he was just a freckle-faced youngster playing and swimming on the spot where the Union Station now stands.

He Came by It Naturally

The choice of railroading was a natural one. Grover's father, the late Pete Doody, hired out to the old Union Stock Yards & Transit Company as soon as he came over from Ireland. Incidentally, Mr. Doody's retirement brought out the little known fact that his name is also Pete—Peter Michael Doody—but he grew up as "Grover" and that is the name by which he is known. Two more of the Doody boys were rail minded. Joe is now traveling freight agent for the Pennsylvania Railroad, in the Union Station, and Tom is general superintendent for the Pacific Fruit Express in Chicago. Grover also has two brothers-in-law affiliated with the industry. One is a retired Pennsylvania yardmaster; the other, Jack McKenzie, general agent for the Western Pacific at St. Louis.

Getting back to Grover's railroad career, he was at the Illinois Central for only a short time when he went over to the Pennsylvania Lines. He worked there for about 12 years. In 1915 he ventured into private business but gave it up at the beginning of World War I to enter the Navy. After the war he resumed his business and married his childhood sweetheart, Annie. They have been married for 26 years now and Grover says he has only one regret—the many years he wasted in a long courtship.

In 1925 Grover decided to take another flier at railroading, and that is when he entered the purchasing department of the Milwaukee Road. Here he utilized the experience of his earlier railroad training and his obvious ability brought about an appointment to head the delivery bureau. When the Road built the first Hiawathas, Grover handled all of the materials. The rush of orders sometimes kept him on the go 14 to 15 hours a day. He regards that job as his greatest achievement and is proud of the fact that he was one of the guests on the first test trip. Whatever Grover did was done to the limit of his capacity and when he states that he knows everything about handling materials, anyone who has had dealings with him will concede the point.

At the beginning of World War II Grover offered his services to the procurement division of the Army, but the date on his birth certificate was against him. However, he found plenty to be done in his home town of Elmwood Park, Ill., and served throughout the war as chairman of the local ration board. In appreciation of this service, members of the community presented him with a Longine watch. He and Mrs. Doody have always taken an active part in civic affairs.

Grover Doody will not be easily replaced, but all of his co-workers are glad to see him take a long and well-deserved rest. As a token of their esteem they presented him with a handsome wristwatch.

John O. Stoll

JOHN Otto Stoll, 46, of Northbrook, Ill., a director of the Milwaukee Road, died on Mar. 24 in Homestead, Fla., while on vacation. He had been suffering from a heart ailment for nearly a year.

Mr. Stoll, who was prominent in the newspaper and magazine distribution field was president and director of the J. O. Stoll Company and of the Publishers News Company, both of Chicago, and was connected with similar companies in Denver, Toledo, Pittsburgh, southern Illinois and Louisiana. He was also a director of the Trustees System Discount Corporation and was well known in sporting circles, being vice president and director of the Arlington Park Jockey Club.

Surviving are his wife, Margaret; two daughters, Elizabeth Ann and Margaret; and three sons, John Otto, Jr., Richard and Stephen.

Schurtz Was Short Shirts

THEY say it happened at Harlowton, Mont.; that a checker named Schurtz checked out a consignment of dry goods which included several cartons of shirts and shorts. While checking the shorts, Schurtz discovered a shortage and checked two cartons of shorts short. Later developments showed, however, that the shorts Schurtz checked short should have been shirts; that actually Schurtz was short shirts, not short shorts. In other words, Schurtz was shirt shorts—no, shorts shirts—no, Schurtz—oh nuts!



Chief Purchasing Officer D. C. Curtis (left) presents Grover M. Doody, head of the department's delivery bureau, with a wristwatch while a group of purchasing department well-wishers look on. The presentation took place after the dinner given in Mr. Doody's honor at the Como Inn, Chicago, on Mar. 31, the eve of his retirement.

Ottumwa Service Club Presents Miniature Rail Show

ANYONE interested in finding out exactly what the worth of a Milwaukee Road Service Club can be—what it can do for the betterment of the community in which its members live, and what it can mean to those employe members and their railroad—will find all of the answers in the Ottumwa (Ia.) Service Club.

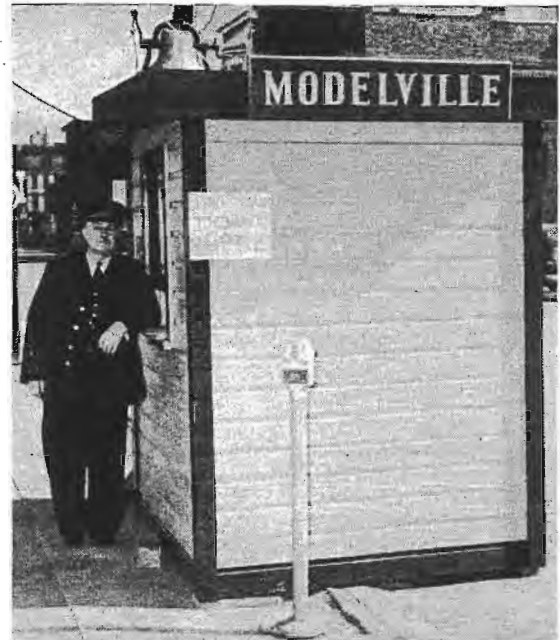
It cannot honestly be said that the Service Club alone is responsible for having made that little city "Milwaukee Road conscious," as much of the credit should go to the railroad's personnel generally at that point, who are for the most part progressive representatives of their railroad and responsible citizens of the community. The Service Club, you might say, unifies and gives direction to their desire to build their city and at the same time reflect credit on the Milwaukee Road.

Under the chairmanship of H. C. Loveless, the club added another feather to its cap recently by donating \$430 to the Wapello County Welfare Fund, a charity designed to meet the immediate needs of unfortunate people pending action by the tax-supported agencies. The Service Club's contribution was the first made to the fund by a civic organization. The money was raised by a sure-fire method—they staged a miniature railroad show, with beautiful, sleek

Hiawatha scale models and a small fortune in other equipment of the very latest design.

Gerald S. Hunter, a former Milwaukee Road fireman, and a miniature railroad hobbyist of the first order, brought the expensive and extensive layout from his home in Perry, Ia., where he gave a similar show last December.

The sales room of the Reeves Auto Company was donated for the show by the owner, John Harter, and a small army of Milwaukee Road men and women contributed time and effort to setting it up. The result was very eye-catching, particularly with the tiny Modelville station set up outside as a box office. The show opened on Mar. 22 and ran for 10 days. Thanks to the fact that it was an intriguing novelty and the added fact that the Ottumwa Courier saw to it that the people in Ottumwa and vicinity knew all about it, Mr. Hunter's under-sized railroad played to a full house at practically every performance. A total of 3,357 adults and 1,908 children paid



Conductor M. L. McNerney, one of several Milwaukee Road conductors who served as official ticket takers at the model railroad show in Ottumwa, passes the time of day with the ticket seller at "Modelville station" during one of the rare periods of slack business. Standing on the parkway in front of the Reeves Auto Company, where the show was held, the tiny station attracted a lot of attention.

to see the show, and on Mar. 30 a free show was given for 250 children. Twenty-five children and three adults from the American Home Finding Association were also guests of the club at a free performance on Mar. 26.

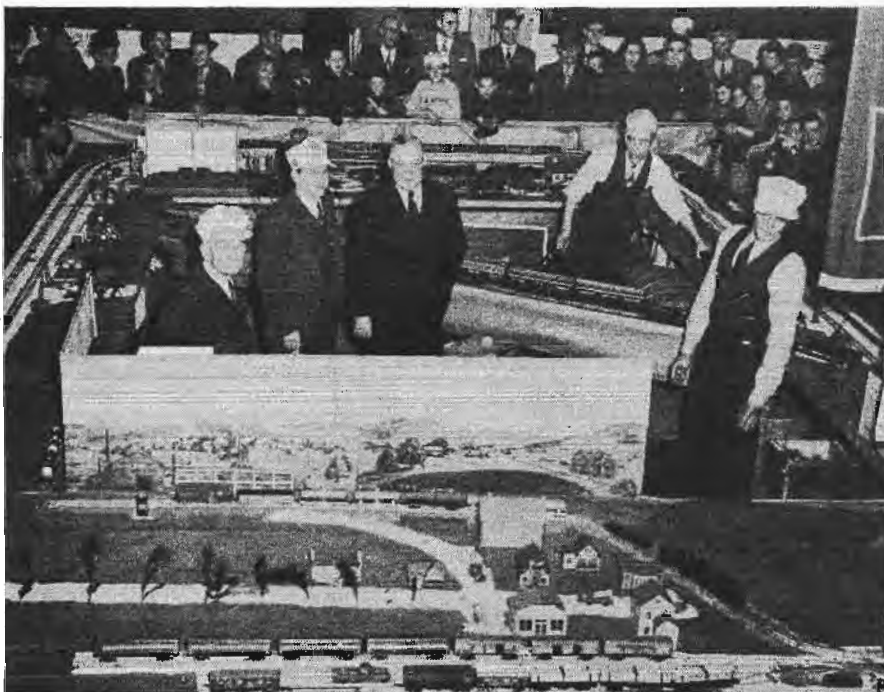
Even if the venture had not been the financial success that it was, it still would have been worth the time and effort, in the opinion of Chairman Loveless. "It's worth something just to see that many people enjoy themselves," he said.

Old Line Meets in New Legion Headquarters

THE American Legion at Horicon, Wis., has opened new and tastefully decorated headquarters, thanks to members who rolled up their sleeves and did the work at small expense to their organization. These fine facilities have been made available to the Old Line Service Club, which held a potluck dinner there on Sunday, Mar. 23, for about 60 members.

The business before the meeting that night was the election of officers and, despite their protests, the incumbents were steam-rollered back into office. Those guilty of doing their jobs too well were Maurice Whitty, chairman; W. W. Johnson, vice chairman; and Mrs. Harriet E. Noel, secretary-treasurer.

On Apr. 11, the club sponsored a card party for the American Legion Auxiliary, which proved to be one of their most successful ventures.



Most of the miniature villages, main line and yards in the Ottumwa miniature railroad show appear in this picture. Shown in the center of the layout are, left to right: F. L. Willford; H. C. Loveless, chairman of the Ottumwa Service Club; John Harter, owner of the Reeves Auto Company, who donated space in his sales room for the attractive display; Jerry Hunter, owner and operator of the miniature railroad; and H. K. Hill.

East End Wisconsin Valley Club Takes Potluck

MEMBERS of the East End Wisconsin Valley Service Club who attended the Apr. 14 meeting at Pittsville sat down to a potluck lunch before the business session. Treasurer George Hams, as official host, prepared coffee for the crowd and was complimented on an excellent brew.

Two motion pictures were shown later in the evening, followed by dancing and a session at the card tables.

Watertown Meetings Feature Guest Speakers

CHAIRMAN R. F. McLaughlin of the Watertown (Wis.) Service Club has arranged for a number of capable speakers to address the members at the regular monthly meetings.

On Mar. 12 Richard C. Jaye of the Syncomatic Corporation in Watertown talked to the group, reviewing the interesting history of his organization. The correct use of electricity in the home was the subject of talks given on Apr. 9 by Mr. and Mrs. B. T. Jaeger of the Wisconsin Gas and Electric Company, who accompanied their remarks by a demonstration of the proper use of electrical appliances. E. T. Hornickle, manager of the utilities company, and TF&PA J. J. Casey also spoke, Mr. Casey using the occasion to announce that Watertown rates third on the LaCrosse & River Division in the matter of earnings.

After the speaking program the mem-



These are the men who acted as producers for the highly successful miniature railroad show in Ottumwa. Left to right: H. K. Hill, M. L. Fromm, I. R. Carlson, W. G. McGowan, Dave Leuman, H. C. Loveless, C. H. Baker, John Harter, P. M. Loftus, Chester Miller and M. L. Bardill. Others who took an active part in the arrangements but were not present for the picture were: C. W. Riley, R. C. Dueland, Lloyd Frost, H. G. Johnson and M. L. Taylor.

bers viewed two motion pictures, "Twenty-fifth Anniversary of Radio Broadcasting," a resumé of broadcasting from its beginning to the present time, and "America, the Beautiful." The latter film, which depicted the scenic wonders of our country and the wholesome way of American life, was shown through the courtesy of the Wisconsin Gas and Electric Company, the United States Treasury Department, and Mrs. John W. Keck, state chairman of government bond sales.

At the conclusion of the meeting, the club presented Hans Hansen with a birthday cake and a gift in recognition of faithful service. A tasty lunch fol-

lowed, served by the hostess' committee: Mrs. Arthur Marquardt, chairman, Mrs. Gladys Ortelle, Mrs. R. F. McLaughlin, Mrs. Carl F. Meckes, Mrs. Kenneth Bornitzke and Mrs. Herbert Nickels.

Hiawatha Board Convenes with Milwaukee Supervisors

EXECUTIVE board members of the Hiawatha Service Club in Milwaukee, Wis., met with Milwaukee terminals and shop supervisors on Mar. 21 for a discussion of matters of mutual interest. A social gathering followed the meeting, with the two groups sharing the spotlight for the fine cooperation given to the Service Club movement. J. E. Bjorkholm, superintendent of motive power, and G. A. J. Carr, district storekeeper, spoke for the supervisors, with Stanley J. Tabaka, general chairman of the club, and J. A. Macht, past general chairman, representing the executive board.

Chairman Tabaka appointed the following new committees: Picnic—George Thoms, Joe Reuter, Ed. McDermott. Resolution—Ed Douglas, Phil Stetzenbach, Paul Dahms. Membership—Herb Wisch, Walter Graczyk, Walter Wolf. Auditing—Eugene Colber, Elmer Bubolz, Fred Dudley. Award—Charles Winter, Len Shulta, Frank Kleinmaus. Fall Festival—Larry LaRue, John Marquardt, Roy Schmitz. Civic—Archie Graff, John Crowley, Bruno Kowalski, Eugene Weber.

If we accept the philosophy of an expanding American economy, and today we have 59,000,000 persons employed and wanting to buy things, then we are going to need more and not less rail transportation.

S. M. Felton, President
American Railway Car Institute



Jerry Hunter, owner and operator of the miniature Milwaukee Road show in Ottumwa, explains the construction of a Hiawatha locomotive to Stephen Harter, Sharon Arlene Fry and Richard Harris who were among the Service Club's guests from the American Home Finding Association in Ottumwa on the night of Mar. 26. Other children from that institution can be seen in the background.

TAKE A BOW

East, West, Olympian's Best

WHEN a traveler who has just returned from a five-month visit in Europe pronounces her ride on the Olympian "the happiest and best part of the trip," we have something to crow about. Mrs. M. A. Hanson of Seattle, Wash., said just that in a recent letter, from which we quote some of her com-



Richard Willis

plimentary remarks about the Olympian's crew:

"My family and I had the good fortune to ride in car A-15 in care of your porter Richard Willis, and to be waited on in the dining car by Jim Tate, with Mr. Little as steward. We



C. C. Little

had the best time, and we received the most courteous treatment from these gentlemen that we have ever received from anyone. These men are working for the Milwaukee Road as well as for themselves. They are tops."



Jim Tate

Traveling Man's Opinion

WHEN it comes to putting the stamp of approval on traveling conditions and service, no one is in a better position to deliver a sound opinion than a traveling man. Ralph T. Gaumer of Chicago, who admits that he did his share of complaining during the last few years, has evened the score by acclaiming the Milwaukee Road his favorite. "So many nice things happened to me on it."

Incident No. 1 occurred at Savanna, Ill., in December, 1944, when he pulled into town too late for the Dubuque connection. The temperature was below zero, and the prospect of being stranded there was uninviting. However, he had reckoned without the resourcefulness of the agent, who changed his ticket and had him taxied to the Burlington station in time to catch the next Dubuque train. Mr. Gaumer states succinctly, "That's service!"

On another trip, flying from Butte to Chicago, he was grounded at Billings, Mont. He called our agent at Miles City who told him to "come right over" and he would get him on the crowded Olympian somehow. The promise was made good and Mr. Gaumer finished his trip in comfort.

Frequently he orders reservations at Green Bay and has found our service much superior to that of competing lines. At Chicago, when he has found it necessary to make last-minute changes in reservations it has always been accomplished pleasantly and without argument.

These are just a few instances. Mr. Gaumer says there have been many more. The most recent occurred last Dec. 21, when he boarded the Hiawatha at La Crosse with his arm in a sling.

The conductor evidently expected him and had arranged everything for his comfort.

"That's service in this day and age," says Mr. Gaumer, "and I want the folks on the Milwaukee Road to know it is appreciated."

The Warmed Bottle

IN HIS "Scuttlebutt" column appearing in the *Mosinee Times*, on Apr. 2, the so-called Ol' Man tossed the following bouquet at the Milwaukee Road:

"We couldn't help but note on a recent trip to Milwaukee that some of the old time service and courtesy is beginning to re-appear on the railroads. We took the afternoon Hiawatha down, and it was a pleasure to see how the train personnel put themselves out to warm the bottle for a mother whose baby was kicking up a little in the car. They did everything they could to be of assistance to older people and mothers with youngsters and a number of traveling bags."

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

SPRING, 1917, saw the entire nation girding for war with Germany. Like thousands of other publications, the *Milwaukee Magazine* for May, 1917, published President Wilson's stirring "Appeal to the Country". That portion addressed to railroad employees asked them to be watchful of subversive activities, as it was feared that the enemy would attempt to cripple transportation. As in World War II, the President acknowledged the country's dependence on the railroad industry: "To the men who run the railways of the country . . . let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."

AT THE request of the National Council of Defense, 45 railroad presidents met in Washington, D. C., and appointed five of their number to assume control of all railroads in the country. This move in the general mobilization for military and economic coordination called for the operation of the nation's \$17,000,000,000 of railway property as a single unit. We quoted from the *New York Times*: "Surely the display of a common patriotism . . . by the great industries must create new understandings that will outlast the war. The railroads, for example, so ready to serve the country in war, may be allowed to serve it in peace and get a living wage for it."

THE drive to conserve the national food supply and increase home production met with full cooperation from the Milwaukee Road, which proffered the use of company property to all employees in a position to cultivate home gardens. In an open letter, President Earling offered his personal prize of \$1,500 to amateur gardeners; first award for the largest yield per acre in any single commodity; second for the best all-around vegetable garden.

KNITTED and crocheted articles of clothing were solicited for the men going into military service. The Magazine printed full directions for knitting an army sock; the demand was for sizes 10, 10½ and 11. To assist in the national economy campaign, the Magazine installed a question box on home economics for women readers. "Miss Look Nice" of Milwaukee, for example, submitted her patriotic problem and was told how to renovate old white spats.

Women's Club Chapter News



Minneapolis Chapter

Evelyn Manlove, Historian

Our March meeting was held the 19th at Laidlow Hall with a fine attendance. After the meeting we all joined the Service Club, with Mr. Davis, of the Pension Board, as guest speaker. The men served a very delicious smorgasbord lunch.

A letter of appreciation was received from the Veterans at Fort Snelling for the photographic equipment bought with funds raised by our chapter last year especially for that purpose, and donated to the Veterans' Hospital. This is the letter Mrs. Brown, our president, received:

"U. S. Veterans' Hospital,
"Minneapolis, Minn., March 21, 1947.
"Milwaukee Railroad Women's Club,
"Minneapolis, Minnesota.
"Dear Mrs. Brown:

"We wish to express our most sincere appreciation for the photographic materials and equipment that your club provided for our use and instruction. This has aroused an interest in photography in several of the boys and has made it possible for several who were already interested to obtain some advance training.

"Many of us are getting training that will eliminate the blunders usually so discouraging to amateurs in this field. If you could see the enthusiasm displayed in the use of this equipment, you would know how very welcome this contribution was.

"Gratefully yours,
"The Patients in Building 7.
"U. S. Veterans' Hospital.
"Richard W. Stanton.
"William J. Skelly.
"Maurice T. Stackson.
"Howard Martin.
"Morgan E. Everett.
"Arthur D. Stuart.
"Orville Gunderson.
"Curtis W. Johnson.
"Peter Ries.
"Bill Remily."



Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

A meeting was held on March 11th at the home of Mrs. Art Vogel. It was decided to offer an attendance prize at each meeting hereafter. The price limit is to be 50c. Due to ill health, Mrs. Hans Westby presented her resignation. Mrs. Leslie Beck, first vice president, succeeds Mrs. Westby as president. Visiting and cards were enjoyed until lunch was served by the committee.

A pot-luck supper was planned for the social meeting but was postponed due to the death of Mrs. Westby, who had previously resigned as president of the club. Deep sympathy is extended to her family. We shall all miss her a great deal.



Lewistown Chapter

Mrs. Chase H. Koch, Historian

Lewistown Chapter met April 3 for a delicious luncheon, with Mrs. Otto Davey as hostess. Mrs. Ole Haanes, president, presided. In the absence of Mrs. Hale, secretary, Mrs. L. E. Moritz, assistant secretary, acted. Reports were given and thank you cards were read. Members voted to hold an afternoon card party on April 17 and our annual pot-luck dinner May 1. An enjoyable time was had visiting the remainder of the afternoon.



Marion Chapter

Maude Holsinger, Historian

A dessert luncheon served to 30 members preceded the monthly meeting of Marion Chapter on March 13. The tables were beautiful with spring flowers. Our Vice President, Mrs. W. E. Smith, acted as secretary pro tem at the business session. Card games were enjoyed, first prize in bridge going to Mrs. John Fosdick, second prize to Mrs. W. T. Stewart; first prize in "500" to Mrs. Olive Cooper, and second prize to Mrs. Chas. Westcott.

April meeting was held on the 10th, members gathering at 1:30 o'clock for a dessert luncheon. At the business meeting which followed plans were made for our annual May breakfast. The usual card and bunco games, with prizes awarded, supplied the afternoon's entertainment.



Austin Chapter

Inez McCarthy, Historian

March meeting of the Austin Chapter was a pot-luck supper attended by about 50 persons. The food was delicious and a social time followed.

A dessert lunch served by Mrs. O. C. Peed, Mrs. R. C. Dodds and Mrs. J. L. McCarthy opened the April meeting. Various committee reports were given. Mrs. Leo McGovern, good cheer chairman, reported 18 telephone and 10 personal calls and five cards sent; without expense to the club, \$7.50 worth of flowers were sent, five dishes of food and one cake, also nine cards. Mrs. Full reported a new set of dishes purchased for the club. A social time followed.



Chicago—Fullerton Ave.

Mrs. F. J. Zopf, Historian

Despite the fact that no article has appeared for the Fullerton Avenue Chapter for several months, the various officers have been very active on the different phases of club work. At the February meeting the members enjoyed a St. Valentine Party and at the March meeting were given a cosmetic demonstration.

The April meeting will be long remembered by all members present. To start the evening everyone enjoyed a very tasty dinner. Following the regular meeting and reading of the various reports, Mrs. Reinert, our program chairman, presented a program by pupils of the Lenore Dancing School. The youngsters were unusually talented and included among them was Mrs. Reinert's grandniece, whom she had considerable reason to be proud of. Mrs. A. J. Frandsen was present after an extended illness and everyone was glad to see her back.



Aberdeen Chapter

Mrs. J. J. Seiler, Historian

The Social Committee consisting of Mmes. Hartley, Seiler, Hansen, and Bach arranged a Valentine afternoon bridge party Feb. 10. New furnishings and decorations were displayed. The door prize, a beautifully decorated cherry pie, in the form of a valentine, was awarded to Mrs. Ed Belanger. Hostesses were Mmes. Roy Mills, A. E. Hatten, and George Sprout.

Our March meeting was well attended. Members registered, giving the month of their birth. All members having birthdays in March were eligible as nominees for

"Queen for a Nite," which was to be the feature of the evening's entertainment. Mrs. John Fahy, Good Cheer Chairman, reported 16 cards and three bouquets for January, 12 cards and four bouquets for February. Upon adjournment a March of Dimes which yielded \$5.90 was held instead of the regular penny march.

A very clever take-off on the radio program, "A Queen for a Day," arranged by Mmes. Hartley, Seiler, and Bach, was then enjoyed. The candidates were chosen by their birthdays if in March. Mrs. Mary Karr was selected by the Grand Council consisting of five invited guests. She was crowned with all the solemnity of a queen, with a crown and royal robes, furnished by Mrs. Hartley. Mrs. Robt. Bach acted as Master of Ceremonies. Her Royal Highness was presented with a shower of gifts, and there was also a gift from the club.

Door prize was won by Mrs. Wm. Kane, and a gift was given Mrs. R. E. Ryan, she being born in Ireland. Community singing led by Mrs. Kane consisted of Irish songs. Lunch was served from a table beautifully decorated with green ferns and white daisies, white tapers and shamrocks. Hostesses for the evening were Mmes. Lewis, Templeton, Maketsky, and Sproat.



Milwaukee Chapter

Mrs. F. Whitty, Historian

Our Trophy dinner was held March 17, with about 170 members in attendance. Our chapter was honored by having Miss Etta Lindskog of Chicago, as a guest. Fifteen new members joined our chapter that evening. Mrs. Ern, chairman for the luncheon and card party held Feb. 27 reported a sum of \$45.00 cleared.

Following business session a very entertaining and humorous skit was put on by a few of our members which was very much enjoyed by everyone. Cards were played for the remainder of the evening. A good time was had by all.



Tomah Chapter

Mrs. Archie Ruff, Historian

Tomah Chapter held a one o'clock luncheon at the American Legion Hall, April 9. Miss Etta Lindskog, secretary general of Chicago, was guest of honor. Under the supervision of Mrs. Henry Sell and Mrs. Aug. Gabower, the tables were very attractive in the Easter tide spirit. The menu was very tasty, and was enjoyed by eighty or more members.

After the luncheon the regular monthly meeting was held with our president, Mrs. Alvin Rosenow, presiding. Good Cheer Chairman reported five baskets of fruit, one baby blanket, nine cards, and 10 calls. Membership now stands at 174 voting and 209 contributing.



Ottumwa Chapter

K. M. Gohmann, Historian

Although Good Friday was on April 4, our meeting date, it was thought advisable to carry out the regular monthly plans to have the luncheon in the Service Room of the Gas Company preceding the meeting, this to enable members to attend church services at their respective churches either before or after the luncheon.

Mrs. M. L. Froom served as chairman of the group which planned, prepared and served the delicious food—assisted by Mesdames J. Palmer, John Green, Chas. Overturn, David Luman and Thomas Pumroy. Lovely bouquets of jonquils centered the tables which were covered with delicate shades of green and pink luncheon cloths.

Help a Fellow Employee Find a Home

IN THE hope of easing the housing shortage, the Milwaukee Magazine is publishing monthly the names and addresses of employees who need homes.

Readers are asked to study the list and if they know of living quarters which are or will be available in any of the desired locations, to notify the person concerned.

Below is the list of those who responded since the April list was published.

<i>Name of Homeseeker</i>	<i>Railroad Title or Occupation</i>	<i>Address</i>	<i>Needs Home In</i>
W. S. Earnist	Operator	1254 N. Lockwood, Chicago, Ill., Tel. Col. 0043	Chicago, Ill., N. or N. W., or Austin, Ill.
James C. Zorn	Dispatcher	830 Elmore St., Green Bay, Wis.	Green Bay, Wis.
Charles Shanahan	Welder	2728A N. Murray, Milwaukee, Wis., Tel. Lakeside 4119	Milwaukee, Wis.
W. W. Williams	Engr.-Accountant Cap. Expenditures	Chicago, Ill., Tel. Div. 4176	Chicago, Ill.
Sigurd M. Berg	Asst. City Ticket Agent	6238 N. Nordica, Chicago 31, Ill.	Chicago, Ill., or Suburb
John Arensdorf	Sec'y to General Manager	3634 N. Kilpatrick, Chicago 41, Ill.	Chicago, Ill., or Suburb
Orville B. Jacquet	Carman	1816 N. 14th, Milwaukee 5, Wis., Tel. L. 3204	Milwaukee, Wis.
Mary Boyce	Compt. Operator	Rm. 270 Union Sta., Chicago, Ill.	Chicago, Ill., or Suburb
Joseph Lavery	Laborer	Antlers Hotel, Milwaukee, Wis.	Milwaukee, Wis., or Suburb
Gifford Bosworth	Tax Clerk, Galewood	2725 N. Meade, Chicago, Ill., Tel. Nat. 2149	Chicago, Ill., or Suburb
L. H. Walleen	Dispatcher	403 Canyon Ave., Montevideo, Minn., or c/o Chief Disp., Dubuque	Dubuque, Ia., or Vicinity
F. R. Lewis	Assistant Agent	Milwaukee Road Frt. House, Minneapolis, Minn.	Minneapolis, Minn.

Employees who would like to take advantage of this service should send all information (as shown above) to the Milwaukee Magazine, Room 356 Union Station, Chicago. No deadline is set for this material. Names received before the June issue goes to press will appear in that issue. Those arriving later will appear in the July issue.

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

It will be appreciated if individuals who have found homes through this service will notify the Magazine.

Each one who attended registered and before the meeting adjourned a drawing was held and the person whose name was drawn was awarded an attractive bowl of jonquills, the lucky fellow being Time Revisor Chas. H. Baker of the Superintendent's office. Forty-nine attended the luncheon. Reports were given by the various chairmen of the committees.

★ *Avery Chapter*

Mrs. R. E. Townsend, Historian

Hostesses for the evening at our April meeting were Mesdames Emmitt Peterson and Felix Marcello. It was decided to have the spring party May 14 in the club rooms. Another pot-luck dinner is being planned

for the near future, and it is hoped that many will respond to the fun. By the next meeting it is expected that we will be over the top in membership, as we are only a few members short at this time. It is expected that several will go into Spokane to the District meeting June 11. Any who are planning to go should notify Mrs. Husaboe so that the reservations can be made.

★ *Sioux City Chapter*

Mrs. Ben Rose, Historian

The annual membership drive closed with salvos of applause, when Mrs. Geo. Wean announced an enrollment of 721 members—298 voting and 423 contributing. Mrs. Weiland, Mrs. Morgan and Mrs. Flynn attained

high score for most memberships. This year is our first adventure into the "mostest-fustest" class. To Mrs. Wean and her winners a payoff by the losers, later in the season.

Monthly meeting was held in Scandinavian Hall, being preceded by a pot-luck dinner. February Board met at the D. A. V. club, Hostesses Mrs. Ray Leahey and Mrs. Ole Hagen. On February 23 our very beloved Mr. and Mrs. L. A. Cline celebrated their 65th wedding anniversary. In keeping with this very extraordinary event congratulatory cards, calls, and a surprise party helped the recipients celebrate.

March Board was entertained by Mrs. L. E. Cotter and Mrs. V. K. McCauley at Toney's Uptown Cafe.

★ *Deer Lodge Chapter*

Mrs. Joe Healey, Historian

An Easter party was greatly enjoyed by members the afternoon of our March meeting. After a dessert luncheon bridge and pinochle were played. A feature of the luncheon was a beautiful birthday cake made by Mrs. Sam Winn for Mrs. Bessie Dennis. Some of our members wore Easter bonnets of their own making which created a lot of fun. There was a nice attendance, including a few new members and two guests from Othello.

Membership Committee reported quite an increase in membership over last month, with many more to be added next month. Quite a few members plan to attend the district meeting in Spokane June 11. Plans were discussed for a guest meeting of the Butte Chapter in May, also a pot-luck supper for members and their husbands in April.

★ *Harlowton Chapter*

Mrs. Tom Welton, Historian

March meeting was held on the 10th. Our energetic Membership Chairman, Mrs. Roy Barnes, reported having already exceeded our 1946 membership. Following business session the evening was spent playing cards, and a delicious lunch was served by Mrs. Clark Cass, Mrs. Don Chamberlain, Mrs. Lyle Colby, and Mrs. Walter Cavanaugh.

★ *Montevideo Chapter*

Mrs. B. E. Nordquist, Historian

At our March meeting reports indicated a great deal of good cheer work performed and an "Over the Top" report by the Membership Committee, which had worked hard and fast to be among the first chapters to exceed last year's membership. Ways and Means Committee reported on the Valentine card party. A very fine program arranged by Mrs. Lofdahl was enjoyed, piano solo by Susan Madden, a one man band by Reuben Madden, who played and sang four numbers, a solo by Patsy Madden, and a humorous reading by Barbara Amundson. A delicious lunch was served by Mrs. J. Acers and Mrs. Chas. Hocum.

★ *Spokane Chapter*

Ethel Perry, Historian

Following the business session at our January meeting Mrs. Maxine Olson gave a demonstration of household articles, and prizes were given in guessing games. In February we were happy to have as our guest Mrs. John Cass, of Avery. Cards were enjoyed and tea was served following adjournment. It was our pleasure in March to honor Mrs. W. H. Hunter with a party celebrating her 80th birthday. Mrs. Hunter has been a faithful member and a hard worker

in our chapter for many years. She was presented with a corsage and other gifts. A lovely birthday cake centered the table. Refreshments were served by Mrs. C. A. Davis and Mrs. Chas. Lillwitz.

We have been holding a series of card parties to which the public has been invited, at which Mrs. Nathan Jones, our president, has been ably assisted by Mrs. Abbie Titus and Mrs. Bertha Bradley. Light refreshments have been served. Attendance has been good.

★ *Black Hills Chapter*

Mrs. Anton Bitz, Historian

Monthly meeting was held on Mar. 10 with an attendance of 25 members. Good Cheer Chairman reported three cards sent, three families reached, and 12 calls made. Following business session members enjoyed a social hour, partaking of refreshments served by Mrs. Matt Anderson, Mrs. Andy Place, and Mrs. Clifford Smith.

★ *Kansas City Chapter*

Mrs. Wm. Kinder, Historian

We met at the Northeast Masonic Temple the afternoon of April 1. Due to illness of our president, Mrs. Dobson, the meeting was called to order by Mrs. Banta, first vice president. Secretary Mrs. Alexander and Treasurer Mrs. Midkiff gave their reports. Good Cheer report was two funeral sprays and one plant sent, four personal and five phone calls made, four cards mailed. Mrs. Rhodus reported a profit of \$14.52 on plastic food bags and cards sold during March.

Mrs. Banta and assistants, following adjournment of meeting, prepared a bountiful dinner, which was served at 6:30 to members, their husbands and families. An amount of \$8.25 was cleared on the dinner and \$4.10 was realized from a cake made and donated by Mrs. Rhodus which was raffled. Mrs. Banta held the lucky number. A social evening of bingo and cards was enjoyed by all present.

★ *Mason City Chapter*

Mrs. John Balfanz, Historian

The March meeting of Mason City Chapter was an interesting meeting. After a short business session our program chairman introduced Mrs. Sally Burton Fosse, who spoke on "The Post War Trend in Home Decorating." Mrs. Wm. Schrader, safety chairman, announced her program will consist of short talks on safety each month. Group singing was led by Mrs. M. Evans, with Mrs. Carl Anderson accompanying. Hostesses for the afternoon were Mrs. R. E. Sizer, Mrs. Jack Burns, and Mrs. Kenneth Roth.

At meeting held April 1 Mrs. W. G. Schrader gave the second in a series of talks on Safety, discussing spiritual values and using Easter as her theme. Mrs. R. E. Sizer spoke on her recent trip to Florida, illustrating her talk with articles and pictures. Group singing was led by Mrs. Sizer, accompanied by Mrs. C. A. Anderson.

★ *Channing Chapter*

Mrs. Geo. Walling, Historian

The regular meeting for April was held in the club rooms. Twenty-six members were present. Our past president, Mrs. W. W. Tuttle, presided until after election of Mrs. Ruth Hessel as president. Mrs. Hessel then took the chair. A standing applause was given for Mrs. Tuttle as she left the president's desk. The Entertainment Committee, Mrs. B. O. Olson and Mrs. Vin-

Varnish Remover

The housecleaning upheaval in most well-ordered households at this season may sometimes show up a disconcerting contrast between newly decorated walls and floors and old, scarred furniture. Many of these worn but well-loved pieces can be renovated at home, but the refinishing process is a tedious one, involving much painstaking removal of the old finish. The following improvement on the time-honored method is recommended by Mrs. Arthur O. Harstad of Cedar Rapids, Ia., who advocates its simplicity as a time saver:

"Dissolve 1 pound sal soda in ¼ cup hot water. Stir, add 1 cup flour and cook to a paste. Apply to furniture with an old paint brush and let stand overnight. Brush off when thoroughly dry; the old varnish will have disappeared."

cent Cuculi, arranged tables for bunco and "500," served a delicious luncheon and awarded prizes to the winners of the games.

We again wish to thank Mrs. Tuttle for her past years of service to our club. We all extend our heartiest good wishes to her.

Safety Award

(Continued from page 12)

our division during the past few years played a big part in our operating through 1946 without an injury due to train accident, failure of track structure, bridges or rolling stock. When the war clouds were getting black, Mr. Gillick, who was ever looking far into the future, saw where many things should be done to efficiently and safely transport the prospective heavy movement of troops and war goods. I am not too familiar with what was done on other divisions, but I am convinced that Mr. Gillick used to sit up nights figuring out jobs and more jobs to be done on the Idaho . . .

"Last but not least, the encouragement we got from not only Mr. Benson, but all of the other general officers, egged us on. As far back as last July Mr. Scandrett began complimenting the Idaho Division employees on their safety standing and three months before the end of the year Mr. Benson had the painting which you see in the rear of the speakers' table crated and sent to Spokane for the 1946 safety award banquet. He had a lot more confidence than we had at that time . . .

"I have the feeling that our safety contest is comparable to a totem pole, where the man or figure at the bottom is rather dejected. Those higher on the pole just hang on and guard against slipping downward, but the poor

guy at the top is in a tough spot, being exposed to all of the elements; he is an excellent target for woodpeckers and ever in fear of a bolt of lightning toppling him to the ground . . .

"At the present time we are up to second place. We want to reach the top again and hold that position, and if this is done the division will retain this trophy permanently. We want it, not for its intrinsic value, but because it is a symbol of minimum fatalities and bodily injuries which mean elimination of much sorrow, suffering and distress.

"On behalf of the employees of the Idaho Division I again want to thank you, Mr. Scandrett, and all other members of the Milwaukee executive family, for this medal of honor."

Milwaukee Shops

(Continued from page 8)

was reached at one time, and a total of more than 70,000 units were constructed. Repairs to passenger cars required the services of many skilled craftsmen because of the hand carved interior ornamentation and the inlay and marquetry work. The new car shop, which will be described in the second article concerning the Milwaukee shops, was completed in 1930.

In reminiscing about the old days around the shops, Mr. Bilty made particular reference to two personalities, Albert E. Manchester, superintendent motive power at one time, and John Horan. Manchester, a man who weighed more than 250 pounds and stood better than six feet tall, reigned supreme in the locomotive department. Like Mr. Hennessey, he wore a swallow tail coat, but unlike Mr. Hennessey, he never failed to put in a full day on Sunday. One of his friends who managed to get to church oftener than Mr. Manchester asked him one time where he worshipped. "At St. Paul's," he replied. [The Road at that time was generally referred to as the "St. Paul."]

John Horan, a locomotive department employe better known as "Soda Ash Johnny," was featured in Ripley's "Believe It or Not" and achieved renown the country over as holder of the world's record for continuous service with one company. He was the proud holder of the Road's one and only 85-year service button, and was equally proud of having worked under every president the railroad had had. He died on Feb. 4, 1938, at the age of 100.

Despite his great length of service, Mr. Horan was but one of thousands of men who have found in the Milwaukee Road shops in Milwaukee not only a livelihood but a lifetime of interesting work.

(This is the first of three articles.)

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

First out this month is a newspaper item from Deer Lodge: "Miss Betty Lou Greetan, daughter of Mr. and Mrs. W. J. Greetan of this city, has received a scholarship awarded to contestants in a nationwide contest. Miss Greetan was one of 38,364 candidates elected to represent 9,154 high schools; 246 contestants were from Montana. Miss Greetan is a talented young vocalist and an outstanding member of the senior class of the Deer Lodge High School. She is to be congratulated on the winning of this nice prize."

Tom Koga has retired! To those away back East who perhaps might not know who Tom Koga is, we will explain—on Lines West he needs no introduction. Tom and his gang were always called to get the line cleared and to keep it clear whenever or wherever a slide—land or snow—or earthquake occurred, not to mention high water and washouts that struck without warning. Tom Koga came to work for Lines West in 1908 and has been on the job or subject to call ever since. Well do I remember that awful winter at Summit when his extra gang dug me out of the snow each morning to go to work; else no operator. He has earned a rest and will make his home in Three Forks with his wife. We wish him many years of rest and working in his nice garden.

Mrs. Kirwan, wife of Conductor Pete Kirwan, is visiting her daughter in California. Engineer Chambers and Mrs. Chambers have returned from a two-month visit with friends and relatives in coast cities.

Mrs. Sam Haffner has returned from a visit with her brother and other relatives in Michigan. She returned with a lovely new Dodge.

Engineer and Mrs. Gosnell have returned from a month at Rochester, where Mrs. Gosnell was operated on. She is greatly improved in health.

Engineer and Mrs. Homer Chollar have returned from a few week's visit with their daughter at Seattle.

Stanley Collum and Bob Jenkins, both students at the state university at Missoula, visited home folks over Easter.

A daughter was born to Mr. and Mrs. Tommy Fairhurst, Jr., on April 5. Mrs. Fairhurst will be remembered as Miss Britzus, eldest daughter of Engineer and Mrs. Britzus of this place. Congratulations!

Engineer and Mrs. Letcher Gibbs drove their new car to Spokane, where they were joined by their daughter and family for a trip to Tennessee.

Engineer and Mrs. D. A. Robinson enjoyed a short visit with their son Howard, from California, early in April.

Two Gallatin Gateway basketball teams played two teams from Rosary High School, Bozeman, at the Gallatin Gateway Community Hall on Apr. 3. In the first game the Rosary Junior High won a 25 to 18 victory. Jimmy Young was high man of the Gateway quintet, scoring 8 points. The Rosary Alumni won the second game from the Gallatin Gateway Hiawathas by the stupendous score of 95 to 70. Hiawathan Louis Ward scored 17 points.

Northern Montana

Pat Yates, Correspondent

William Gehhart, section foreman at Geraldine, retired on Apr. 1 after 41 years of railroading. Mr. Gehhart first worked for the Union Pacific, from 1907 to 1910, coming to the Milwaukee as section foreman at Piedmont on Apr. 6, 1910. He went to Geraldine in the summer of 1918. He will make his home at Mosco, Ia.

Hans Jensen, section and extra gang foreman on the Rocky Mountain Division for the past 20 years, retired on Apr. 1. For the last 10 years he was on the regular section at Pownal. He ran extra gangs in the summer and held his regular section in the winter. Mr. Jensen worked for the Northern Pacific before coming to the Milwaukee. He will make his home at Butte, Mont.

Engineer L. J. (Skinny) Leveque is back on his regular passenger run, after a short turn in the hospital.

Engineer Joe Cox is back on the job after spending a few weeks in the hospital for an operation.

James Barta, well known B&B foreman, is in the hospital, recuperating from a bad case of "flu."

Barney Grinvoll, freight house clerk at Harlowton, is in the Lewistown hospital, being treated for a case of malaria he contracted in the South Seas, while in the armed service.

We were sorry to hear of the sudden death of George Tennant, agent at Choteau for many years. George worked for the Road since Aug. 19, 1917.

Last week the spring creek that runs through the heart of Lewistown (the creek where all the fish stories come from) went on a rampage and gave us all a scare. Water got into a few of the stores on Main Street at night, but by morning it had gone down past the danger point. The high water got up to the yard tracks and around the car department building, but did not do any damage.

I would like to mention here the splendid "safety first" record shown by the car departments over the entire system during February; not one reportable injury. It behooves us all to be safety minded and to direct our efforts to putting the Milwaukee at the top of the safety list.

Chief Carpenter Otto H. Czamanske of the Superior Division is shown at the banquet in honor of his retirement. Left to right: Superintendent F. T. Buechler, Mr. Czamanske, General Freight Agent P. H. Draver and Division Engineer F. M. Sloan. Magazine Correspondent J. B. Phillips gives a detailed report of the affair in his column.

SUPERIOR DIVISION

J. B. Phillips, Correspondent

Since our last report, a number of deaths have occurred on the Superior Division. William H. Hart, retired traveling engineer, died on Jan. 21 at Milwaukee. Don M. Davis, custodian at Rockland, Mich., died on Feb. 5. John D. Kane, retired passenger conductor, died on Mar. 4. Melgrum A. Thompson, retired switch foreman, died on Mar. 18. John F. Sullivan, retired assistant trainmaster, died, Apr. 11, at Fond du Lac. The sympathy of the Milwaukee Road employees goes to the families of these men, many of whom worked on the Superior Division for a good many years and were well liked.

William H. Tierney, former yardmaster, Conductor George M. Kelly, Conductor John Parker and Engineer Leonard Osborne all retired on pension. We wish them enjoyment of their rest, after many years of faithful service.

Chief Carpenter Otto H. Czamanske, who also retired, was honored by a banquet at the Beaumont Hotel at Green Bay on Mar. 11. Fifty-three employees were present and Mr. Czamanske was presented with a portable radio, for the enjoyment of his leisure. A number of those who were present spoke on their association with Mr. Czamanske during many years of service. Superintendent F. T. Buechler, Division Engineer F. M. Sloan, General Freight Agent P. H. Draver and Division Master Mechanic A. M. Martinson were among those who made addresses. Pictures of the group were taken by Traveling Freight Agent H. Marquardt.

Superintendent Buechler has returned from a vacation which included a trip to Seattle, Victoria, B. C., and other points of interest. On this trip he was able to see the general condition of the Road in preparation for the new trains, and reports everything in fine shape.

The Superior Division has a steel gang of about 100 men relaying 75-pound rail with 90-pound rail between Green Bay and Iron Mountain, Mich. The work has been hampered by rain but it is expected to be completed about the latter part of July.

L. C. Hinch has been appointed chief carpenter on the Superior Division, vice O. H. Czamanske, retired.



MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

With deep regret we report the death of A. M. Lemay's mother on Apr. 7; burial at Tomahawk, Wis. John Wandell attended the services, as representative of the store department.

The Misses Alice and Edna Kufalk lost their mother on Mar. 18. Their co-workers offer their sympathy.

Stockman William J. Kutter recently celebrated 27 years of continuous service with the store department, starting on Apr. 12, 1920, as a clerk in the passenger stores, under E. F. Grisius. Has served on various jobs during the past 27 years and now has the care of the Diesel locomotive requirements and other equipment. His daughter Janet Claire was confirmed on Palm Sunday at Bethany Evangelical Church, with a reception at home for family and friends.

Harry Schupinsky, who reached the prime age of 58 years on Apr. 2, quit work at noon that day in order to get all the ingredients for a family dinner in the evening. The following day he surprised his co-workers with a delicious chocolate-coated cake.

Edward Fortier, son of Joe Fortier, former storehelper of the night wheel gang, featured in a second double knockdown at Minneapolis on Mar. 17. The Minneapolis Tribune rated the two double knockdowns as unusual for one evening.

The Victory Committee's party for ex-service men at the South Side Armory on Saturday, Apr. 5, was enjoyed by everyone who attended. The attendance lagged somewhat, due to bad weather and the Easter holiday, but the many boys and their wives and sweethearts who were present indicated their whole-hearted enjoyment of the floor show and refreshments and dancing.

I & D DIVISION

Sioux Falls Line

F. B. Griller, Correspondent

Agent Roy Goodell, Hudson, was elected secretary-treasurer of the Hudson community club in March.

Adolph Koenekamp, Sioux Falls round-house employe, vacationed in Kansas City and Davenport in April.

Announcing the arrival of a new baby girl at the home of Harold Mostrom, Mar. 24. This makes PFI Leonard Mostrom a grandpa, and is his face beaming these days.

Rules examinations were held in Sioux Falls, Mar. 28-29, in the club rooms at the Sioux Falls passenger station.

The Sioux Falls bowling team left for Milwaukee on the Arrow, Mar. 21, to participate in the Road tournament. En route Bud Scott, one of the key bowlers, was lost in the shuffle and found himself in Chicago, instead of Milwaukee. In the process of switching at Savanna Bud remained in the wrong car, making the detour minus his hat, overcoat and wife.

Car Foreman Bill Trenkler spent the Easter holidays at his old home town of Marquette and claims the cat fishing was very good.

With regret we report the death of Mrs. Bridget Murphy, mother of Roadmaster Jerry Murphy, who died at Sioux Falls Hospital on April 10. Funeral services were held in Sioux Falls with burial at Salix, Ia.

Baggage Agent C. A. Findley, Sioux Falls, has taken a three-month leave and gone to California. Donald Wullstein has been assigned to his position.

May, 1947

Foreman Prust Honored on 50th Anniversary

IN COMMEMORATION of his 50th anniversary with the Milwaukee Road, Mar. 26, Foreman Charles F. Prust of the car shops at Milwaukee, Wis., was the guest of his associates at a banquet in the North Avenue Auditorium. Eighty officers and supervisors were on hand to pay their respects, headed by Shop Superintendent H. A. Grothe as master of ceremonies.

A. G. Hoppe, general superintendent of the car and locomotive departments, presented Mr. Prust with a 50-year service button and J. A. Deppe, superintendent of the car department, presented a plaque inscribed with the names of those who were present. General Foreman G. A. Greeman of the freight shop, who was chairman of the banquet committee, made the formal presentation of a gift from Mr. Prust's co-workers. Music was furnished for

the affair by fellow employes Bob Burr, Eugene Weber, Mike Moritz, Art Schultz and Art Scholl.

Mr. Prust, who started railroading as a store room helper in the store department, was promoted to foreman in the car shops in 1912. In his half century of railroad work he has witnessed many changes made in equip-

ment, through technological improvements. The most important, in his opinion, were the replacement of the all-wood car with the all-welded steel car, the introduction of the electrically operated air brake, the automatic lock-tight coupler and the powerful Diesels. During that time he has also seen the Milwaukee shops expand into one of



Foreman Charles F. Prust of the car shops at Milwaukee, Wis., admires the radio given to him by fellow employes at his 50th anniversary party. General Foreman G. A. Greeman of the freight shops (center) and Shop Superintendent H. A. Grothe tune in on the proceedings.

the most modern and best equipped in the country.

In spite of his 50 years of service, Mr. Prust has not reached the retirement age—he was only a boy of 14 when he started railroading—and he wants to build a few more Milwaukee Road freight cars before he devotes his full time to his hobby, which is fishing.

MADISON DIVISION

W. W. Blethen, Correspondent

Engineer George J. Tormey, 64, succumbed to a heart attack on his way home from work, Mar. 21. He had been with the Milwaukee Road since Feb. 19, 1907; was promoted to engineer on May 4, 1913. He is survived by his wife and three daughters, Mrs. Carl Rieble of Kansas City, Mrs. Arthur Wornson of Sun Prairie and Mrs. Obert Faren of Madison, to whom we extend sincere sympathy.

Brakeman and Mrs. James F. Dobson of Madison announce the arrival of a son, James Michael, on Mar. 10.

A recent letter from Harry Lathrop, retired agent, who has been wintering at Bradenton, Fla., states he is feeling fine and will soon be back to good old Wisconsin.

Mrs. Charles A. Drawheim, widow of Roadmaster Drawheim, Janesville, announces the engagement of her daughter, Maxine, to Dale M. Dulin of Madison.

Mrs. John Johnson, wife of Section Laborer Johnson of Madison, passed away at

a Madison hospital on Mar. 25, after an extended illness. Sympathy is extended to the family.

Agent and Mrs. Charles Howard of Darlington celebrated their 43rd wedding anniversary on Mar. 20 by holding open house. Mr. Howard has worked for the Milwaukee Road for 44 years, serving as agent and telegrapher at numerous points on the Madison Division.

Woodman station, which has been in charge of a custodian since August, 1943, has been reopened, with Gerald Berg as temporary agent.

Conductor C. I. Peck, who has been away for several weeks for operations, returned to work on Apr. 6.

Signal Maintainer J. J. O'Connor, also absent several months on account of illness, has returned to work.

Mrs. Willard Shipley, wife of Conductor Shipley, is coming along nicely after an operation at the Methodist Hospital.

Major and Mrs. John T. Conlin of Battle Creek, Mich., and their little son, have been visiting Freight Agent and Mrs. J. F. Conlin of Madison.

Ticket Clerk V. O. Cox and R. D. McLean,

second trick telegrapher, Janesville, are both sporting new automobiles.

A letter from "Shadow" Wyman, who is in Tucson, Ariz., for his health, states he is feeling better.

The following have recently been hired as firemen on the Madison Division: R. W. Thomas, J. F. Mullen, William H. Leary, K. L. Kingsley, N. A. Galbrecht, Janesville; R. C. Klaila and L. R. Pratt, Madison.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Pearl G. Nee, Correspondent

Train Dispatcher H. L. Vachreau, Wausau, is retiring after 55 years of loyal service. Mr. Vachreau was born, Apr. 15, 1874, at Hemmingford, Canada, and as a young boy, came to Wisconsin with his parents, locating at Mosinee. He began his railroad career in 1892, as agent and operator on the Valley Division. In 1902 he was promoted to train dispatcher, holding that position for 45 years. We wish him many happy years of retirement.



H. L. Vachreau

Conductor Ray Bullis died suddenly on Mar. 31. He will be missed by his many friends and co-workers. We extend sympathy to Mrs. Bullis.

Have you noticed the new illuminated monogram sign which has been erected on the passenger depot at Wausau?

M. E. Donovan is back from Florida and reports having a wonderful time and rest.

Oscar Vachreau, brother of H. L., retired train dispatcher, died at Billings, Mont., Mar. 24, after several months' illness. Burial was at Merrill, Wis.

Lead Boilermaker Lloyd E. Miller, in railroad service 33 years, 17 of which were in the Wausau roundhouse, retired on Apr. 30. Employees in the roundhouse presented him with a pen and pencil set. He leaves with all our good wishes.

D. E. Whitmore has applied for pension. He has been agent at Minocqua for a number of years.

J. B. Olson has been assigned as signal maintainer on the L&R third district. R. J. Bogart, former signal maintainer, is on leave of absence.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

We regret the loss of two of our Milwaukee families. Telegraph Lineman Ivan N. Kern is taking a leave of absence and moving to Seattle, Wash., and Machinist Frank Schneider of the local roundhouse and wife have sold their home here and are moving to Menominee, Mich. We wish both these families happiness and prosperity in their new surroundings.

Roadmaster A. F. Manley was taken ill while working at Lemmon, S. D., and had to remain there for a week before he could be moved to the Milwaukee hospital here. We are glad to report he is fully recovered and is back to work.

Engineer Fred Oeschle, general chairman of the B of LF&E, and wife have returned from a two-week stay in Seattle, where they attended a meeting of all chairmen between here and the West Coast.

Conductor V. C. Cotton and Mrs. Cotton have sold their home at Mobridge to Henry Perron and are now living at Miles City, Mont.

Agent W. C. Boyle accompanied Claim Agent M. D. Rue on a trip to Marmarth and Miles City, in the interest of claim prevention.

Robert Wolfram, our efficient switchman, and wife enjoyed a visit from their daughter and son-in-law, Mrs. and Mr. William G. Burns of Milwaukee.

Cashier Dora H. Anderson spent her vacation with relatives at Miami, Fla., and in Chicago.

Herman L. Wahl, who formerly worked as a car clerk at Mobridge and Faith, died suddenly of a heart attack on Apr. 10. He is survived by a son, Herman L. Jr., of Los Angeles, and two daughters, Mrs. Roy Davidson of Mobridge and Mrs. Lionel Sutfin of Faith, S. D. We extend sympathy to the bereaved family.

Conductor John Hardcastle and wife have returned from a three-week vacation, spent at Milwaukee and Chicago.

Palmer Revheim is the new trucker added to the freight house force.

Warehouse Foreman Ludy Johnsen is taking his vacation and he and his wife left for Vermillion, S. D., to visit their son Roy, who is attending the university.

Congratulations to Bennie Zimmerman on his marriage to Miss Margaret Borth on Easter Sunday, and to Dispatcher George Meyer, who was married, Apr. 7, to Margaret C. Lowmsberry of Mason City, Ia. Miss Lowmsberry has been division editor of the I&D news for the Magazine. We are glad to welcome a sister correspondent to our city.

C. F. Shaw is the new telegraph lineman taking Mr. Kern's place. He served in the Navy during the war and was just recently released.

It is with deep regret that we report the passing of Oscar Vachreau, retired yardmaster, at Billings, Mont. The remains were taken to Merrill, Wis., for burial. He is survived by his wife, two daughters and two sisters. One sister, Mrs. F. Finch, resides at Mobridge. We extend sincere sympathy to the family.

Superintendent J. E. Hansen and Division Engineer V. E. Glossup of Miles City spent a day here, accompanied by Mostafa K. Mostafa, graduate engineer of Cairo, Egypt. Mostafa is one of 250 Egyptians who are in the United States to study our methods, and one of the 37 assigned to studying railway operations. He had six years of practical experience on Egyptian railways before being assigned to this mission. He will spend three months on this division and will then study railway engineering for three years at an American university before returning to Cairo.

Emil Grunow, coal dock foreman at Eagle Butte, S. D., came in for a check-up at the Mobridge hospital.

Mrs. Vic Nord and daughter Mary Ann spent Easter with relatives in Chicago.

Trucker Roy Owens and Switchman Andy Reis motored to Sioux Falls to take part in the bowling tournament there and then went on to Minneapolis for another tournament. Neither one did any bragging on their return—not even as much as Larry Hourigan does about his poker.

Conductor Wilbur C. Fuller has returned from a motor trip to California and Cottage Grove, Ore., to visit his children.

When the ice went out in the Cannonball River, it washed out our railroad bridge at New Leipzig, N. D., making it necessary for the pile driver to come from Miles City. Erick Olson's crew has made the necessary repairs.

Records In Review

IT'S getting near a show-down now for the longest group service record on the Milwaukee Road. The tax department in Chicago started it with the announcement that it thought its average of 29.33 years per person was exceptional. That record was quickly challenged by the station force at Cresco, Ia., with 32.1 per person. The new contenders for the title, a train crew on the La Crosse & River Division, are offering stiffer competition.

This crew, which has been working for the last five years on Nos. 531 and 536 between Horicon and Portage, Wis., holds the following remarkable record: Engineer R. Lockwood, 50 years, 9 months; Fireman R. Puls, 42 years, 2 months; Conductor C. L. Nungesser, 45 years; Brakeman R. Little, 38 years, 8 months; and Brakeman L. M. Rich, 37 years; a total of 213 years, 7 months, or an average of 42 years, 6 months per person.

Their record rather narrows the competition, but there is still a chance to get in on the home stretch, so let's have your entries.

CHICAGO TERMINALS

Bensenville

Howard Lawrence, Correspondent

As we go to press word reaches us of the sudden death of Carl (Whitey) Sorenson, who entered the service as a yard clerk back in May, 1912, and retired some time ago on disability. We understand that Carl's ticker went back on him. Our deepest sympathy is extended to those who survive him.

March birthdays that we know about were Trainmaster Henry Sittler, the 13th, Lillian Barry of the superintendent's office, the 16th, and General Car Supervisor Harry Cameron on the 14th.

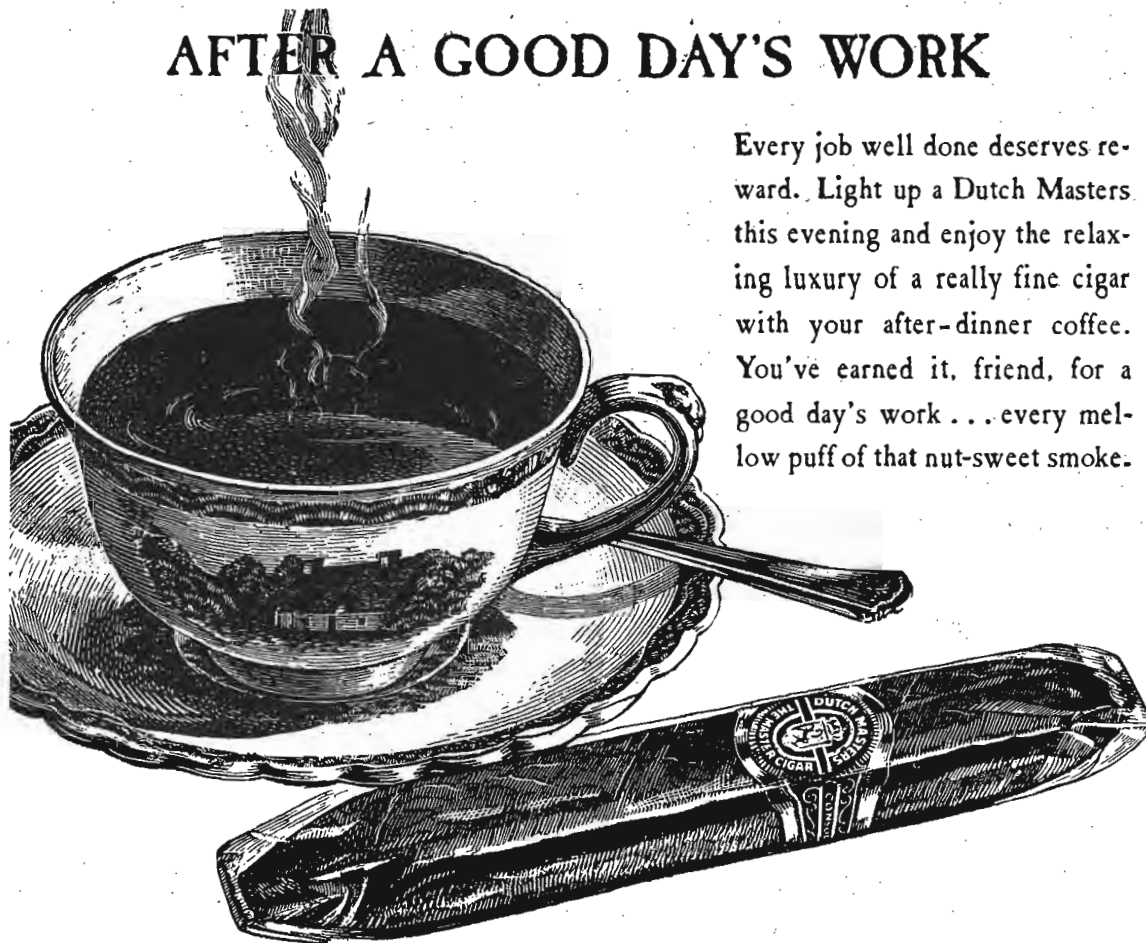
We were asked recently, in the solicitation of memberships, what benefits could be derived from joining the Milwaukee Booster Club. Well, there should be a heap of satisfaction in knowing that your dollar goes to a good cause, but there is one important benefit you get, if you are a member of the Blue Cross Hospital Plan. In case you are a member and are hospitalized in excess of 30 days—meaning that you would no longer appear on a payroll—then the Booster Club will take care of your monthly payments into the Blue Cross, in order that you will continue to receive its benefits as long as necessary. This is a mighty good thing to remember, and the only thing you have to do about it is to get in touch with this correspondent or any other officer of the Booster Club.

Charles E. Whalen made his entry into this world at Elgin on Mar. 1. His father is Earl Whalen, Chicago Terminals switchman, who wore a very satisfied smile when making out his new form W-4.

That happy smile on the face of Engineer Bill Brechlin is due to the fact that he is a grandfather. Of course, Bill is always smiling but now more so than ever.

Word has just reached us that Switchman Peter Wieb's mother passed away in Winnipeg, Canada, at the age of 97. Sympathy is extended to Pete and his family.

AFTER A GOOD DAY'S WORK



Every job well done deserves reward. Light up a Dutch Masters this evening and enjoy the relaxing luxury of a really fine cigar with your after-dinner coffee. You've earned it, friend, for a good day's work . . . every mellow puff of that nut-sweet smoke.

DUTCH MASTERS CIGARS

Walter Kehoe, train clerk in the office of Chief Yard Clerk Fred Deviney at Bensenville, has achieved his loftiest ambition—that of mayor of the community of Wooddale, Ill. We understand that appointments for alley and sidewalk inspectors are already in order.

At this writing your correspondent, who was a contestant for one of the trustee positions at Itasca, has not been able to secure any information on the election returns, but is still hoping.

(Contributed by Dorothy Lee Camp)

One hundred and seventy-four years on the Milwaukee Road! Conductor Jim E. Imbler is proud of that record, which represents the seniority of the crew working with him on the horn run in the Chicago Terminal. Conductor Imbler went to work for the Road in 1914, Fred W. Riley, bind brakeman, started in 1909, W. A. Youngs, headman, started in 1913, Engineer H. L. Hedegard hired out in 1906 and Fireman R. C. Vick in November, 1917—a total of 174 years of continuous service. Jim, you aren't the only proud one—we are all proud to have such men as your crew to work with; also, thanks for the interesting news.

Well folks, Mr. Stork is in the news again. This time he really kept fathers in the East and West Yards on their toes. On Mar. 18, at 4:00 a. m., he paid a visit to Tony and Mary Martinek, with an 8-pound 15-ounce boy, James Rudolph, named for Mary's father and brothers. Tommy Martinek, now 4 years old, has great plans for brother

James. Mr. Stork rested for a short time, then at noon visited Jack Kerwin, Jr., and wife, also with a baby boy, who weighed in at a little over six pounds. Jack's wife did very well but Jack looked pretty much all in for a few days. Pablo Moreno and wife received a tiny little girl, Paula Tereza, on Mar. 24. Mr. Stork made five trips to the Moreno home before bringing little Paula.

Happy to report that Switchman John Phillips and family are now in their lovely new brick home in Franklin Park.

While talking about the Phillips family, did you know that John Phillips and his sons, Ralph and Glenn, make up the "Switching Phillips"? And that we have another Phillips family, the "Clerking Phillips Brothers"—John, Leonard and Frank—all clerks in Mr. Deviney's office? The "switching" family and the "clerking" family are not related.

"Red" Lubeking has had to get a larger cap since his son Leonard placed second with his solo trumpet. The trio Leonard played with won first place in a recent music contest for the Bensenville grammar school. Red's son has been playing a horn for only a little over two years.

Smelling salts, please. Our hard-working Willy Sullivan finally had his first day off since returning to work. Willy's grandmother celebrated her 76th birthday on the 12th of April. We knew it was something very important, or Willy would have been right on the job running the teletype for William Bishop's office.

Nick Loik celebrated his birthday, Apr.

12, with a week-end off from work. You should see the beautiful hand-painted Easter eggs that Nick's mother painted and sent to some of the fellows who work with him. They are really works of art.

Welcome back to work, Frank Behrens. Good to see you around again, after being off sick most of March and half of April. Frank has been first train clerk nights for years and will now have to get used to working days, as second train clerk.

Frances Mason, chief telephone operator at Galewood, returned, Mar. 31, from a month's vacation in sunny California.

Pablo Moreno bought 25 baby turkeys, Apr. 15, to raise for Christmas and Thanksgiving. Pablo is going to be sure of turkey on the table this year.

Sleeping and Dining Car Department

Marie Keys, Correspondent

Mr. Schilling and Mr. Kusch were guests at a safety luncheon given in the Western Avenue coach yard, Mar. 20, by the Pullman Company employees in the yard, in celebration of their 15th anniversary of no time lost due to injuries. As master of ceremonies, C. W. Kelley, district superintendent of the Pullman Company, introduced F. R. Callahan, director of safety and compensation for the Pullman Company, L. W. Dutton of the National Safety Council, and other Pullman and Milwaukee Road supervisors. Among the inspiring words in Mr. Callahan's

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If he were wearing a pair of sateen armlets and a visor, he'd look just like Art Blomgren, the agent-operator at Appleton, Minn., who retired recently. By golly, it is Art, but all spruced up in his retirement clothes. Art, an old H&D man (1908), was stationed at Appleton for the past 24 years.

address were the following: "I feel that the record made is one of which we can be justly proud, and as I told President Crawford, this is about the most enthusiastic group of people, insofar as safety is concerned, that I have met in a long time. They are really sincere about safety."

Vacations are now a thing of the past for Kay Masterson and Bill Jones, who feel that no other 12 days in the year were as short as those they chose for their rest (?).

Our department is happy to see Charlie Pope back on the job after a siege of pneumonia and glad that he recovered so rapidly. Charlie was the holder of one of the lucky tickets in the monthly drawing sponsored by the Hiawatha Post of the Legion, winning second prize. He shared his luck with the office force by presenting a box of delicious candy.

We were sorry to hear of the hospitalization of Lee Trela's mother, caused by severe burns. Her condition is improving slowly.

Western Avenue

T. A. Finan, Correspondent

We are very sorry to report the death of Engineer William Brown and of Engineer Jack McDermott, who passed away after several months' illness.

L. Hibbard, retired switchman, is building a home in Florida, where he will make his home.

Heinie Lange, retired chief clerk, was a recent visitor from his home in Herbster, Wis., where he raises jumbo strawberries.

Coke Miller was in Wisconsin recently, putting a new roof on his farm home.

Chief Clerk Sherry has returned to work after his recent illness.

Nick Kosloski was at Hot Springs, recuperating after a strenuous winter.

Our deepest sympathy to Assistant Chief Carpenter Dominick Constantine, who recently lost his mother.

H & D DIVISION

W. H. Applegate, Division Editor

The interior of the offices in the Aberdeen passenger station are no longer that dingy time-soiled yellow. Gleaming white ceilings and easy-on-the-eye light green walls are the result of a recent decorating job, which gives us a fresh, new-looking place in which to work.

We extend a welcome to Philo Hall, our new assistant solicitor at Aberdeen and a former South Dakotan, who returns to his native state to join the H&D gang in the legal department, with Solicitor Dwight Campbell. Hope he has luck finding a house for himself and family.

Walt Fuhr, formerly assistant engineer at Aberdeen who recently transferred to Mason City, Ia., was forced into the real estate business. He had no more than purchased a swell little home in Aberdeen and got his family located, when he was transferred, and now has property for sale. Walt's friends at Aberdeen wish him a lot of luck in his new position.

Roger Middleton has replaced Walt Fuhr as assistant engineer at Aberdeen.

Division Engineer K. L. Clark recently moved into his new home at Aberdeen. It certainly is a beauty.

Captain of Police Emmett Burke recently returned from Shakopee, Minn., where he had been taking mud baths for a lame leg.

Johnny Faeth of the superintendent's office, whose mother was recently in the local hospital in a critical condition, reports that she is much improved and has returned home.

Train Baggageman George Osterwind and wife are on a trip to California.

Agricultural Agent O. G. Claffin, Aberdeen, solved his housing problem by locating himself and family in a home at Ipswich, S. D.

Conductor R. A. Drum, Aberdeen, who recently returned from a West Coast vacation trip, is in the local hospital in a critical condition. Last report indicate an improvement and his friends are hoping for his quick recovery.

Operator Eugene Albrecht, Aberdeen yard, and wife headed California-way on a vacation.

Tilford Sundem, West H&D engineer, was recently called to Casper, Wyo., on account of the death of his mother, a former resident of Aberdeen.

Understand that Engineer William D. Brademan is taking a trip to California.

Section Laborer R. A. Funk, Bonilla, S. D., and wife are California-bound on a vacation trip.

Through the grapevine we hear that a number of our H&Ds are journey-bound. Conductor Thomas B. Kirk, Andover, is heading to the eastern states. Agent A. D. Lortscher, Mellette, and wife are going to Los Angeles. Aberdeen Conductor Lyle Morris and wife are also headed for Los

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At the shop crafts party for Carl J. Flolo, recently retired boilermaker, held at the American Legion Hall, Aberdeen, S. D., on Mar. 22. Front row, left to right: Boilermaker Apprentice Russell Dixon, Mr. Flolo, Boilermaker Helper Paul Volby, Boilermaker Fred Shetzle. Back row, left to right: Boilermakers Elmer Armantrout, George Kogmeier and Charles Flesher, and Boilermaker Helper E. C. Dilly. Mr. Flolo was presented with a traveling bag. He has since moved to Ortonville, Minn.

Angeles. Engineer Bruce Talbot and wife are destined for Washington, D. C., Atlantic City, New York and Boston. Engineer A. W. Van House recently set out for Oklahoma City.

Dispatcher A. E. Jerde, Aberdeen, was recently called to Dawson, Minn., on account of the death of his father. Sympathy is extended in his loss.

Sam Toney, janitor at Aberdeen, started out on a vacation trip, Apr. 17, with his wife, to visit their daughter and family at Portland, Ore., and relatives in California; also going to Milwaukee, Wis., to visit Mike Reeds, former Aberdeen employee.

East H&D Conductor Fred Nichols recently returned from a two-month trip to California and Arizona. Before making the trip, Conductor Ben Bishop, who was also scheduling an Arizona trip, asked Fred what town he would be in. Fred replied that it wouldn't be necessary to know that, as he would be able to hear Ben.

The Aberdeen Milwaukee bowling league finished the season with the following team standings:

Team—	Won	Lost	Percentage
Olympian	60	24	.714
Arrow	50	34	.595
Chippewa	43	41	.512
Pioneer	39	45	.464
Sioux	39	45	.464
Marquette	39	45	.464
Hiawatha	33	51	.393
Tomahawk	33	51	.393

While the Olympians were first with the highest 3-game team total and single game team total, Joe Moffenbier of the Arrows finished with the high individual average of 164.7. Russell Blake of the Sioux team was second high, with 163.9. In a flashy finish on the final night, George Crampton of the Marquettes bowled three games of 227, 214 and 210, for the highest 3-game individual total, the 227 being also the highest single game of the season. George's performance was the third all-time best on the local alleys.

In fulfillment of our prediction in the March issue, it is now Elmer and Mrs. Virginia Albright. The wedding took place on Apr. 4. Elmer is a carman apprentice in Mr. Morse's department at Aberdeen.

A careless employee is an accident going some place to happen.

East H & D

Martha Moehring, Correspondent

The latest rail to return from a winter vacation is Section Foreman LeVere Natzel. He took his family on a two-week trip to Seattle, where they visited with relatives and a whole colony of former Montevideans. En route they visited with W. E. Ring of Butte, who was formerly division engineer on the H&D. LeVere gave us a graphic description of a snowstorm in the mountains and how they stopped to think the situation over and decide what to do. After he and his wife admitted to each other that they were plain scared, they went on down the mountains and made it!

Dave Fisher, our "young" retired passenger agent, is off globe trotting again. This time he is visiting his son Stewart in Washington, D. C. During his absence his home is in charge of his trusty houseboy, W. F. Kelly, retired freight conductor. Dave writes back that he is enjoying himself but misses W. F.'s good cooking and their arguments.

George Daniels and his wife recently returned from a trip out west, which added 6,200 miles to their speedometer reading. They took in Denver, Salt Lake City, Boulder Dam, Las Vegas, Los Angeles, San Francisco and Monterey and then swung up north for two weeks with George's brothers in Seattle.

After a long steady pull on the H&D, ever since 1905, Engineer Percy Bradley has retired, and from now on he and Myra are going to take it easy. Percy has been having trouble with his right eye and everybody hopes that the situation will soon clear up so that he will enjoy his retirement to the fullest.

To add to Dispatcher Claude Williams' dignity, he became a grandpa on Apr. 3, and the bunch around the office is now showing him all due respect.

April Fools' Day has come and gone and we still like to remind Operator John Dangel about putting in an extra hour, due to the foresight of his daughter Gen, who nicely set all the clocks ahead the night before.

Chief Dispatcher Bob Mathis and his wife have taken a little three-month old boy into their home for a time and to help out on supplies, the office force staged a little shower on him. The gifts were definitely of varied uses and Bob very graciously responded, after everything was admired.



"TINY heard that a shipment of Hamilton 992Bs just arrived. He'd better hurry. The supply of this famous railroad watch doesn't last long."

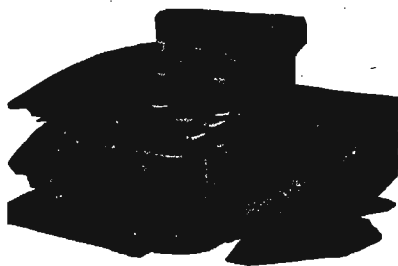
Every effort is being made at Hamilton to meet the vast demand for 992Bs as soon as possible. Production is steaming ahead, but it has not yet reached the point where everybody can get a 992B without a brief wait. Check with your watch inspector or jeweler. He may have yours now. If not, it's on the way.

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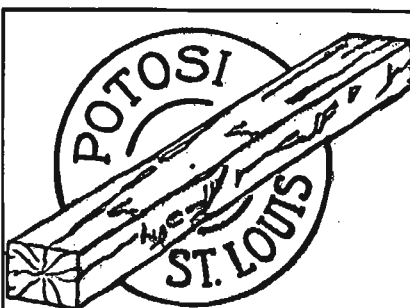
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try, Game, Fruits and
Vegetables

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CHICAGO, ILLINOIS

Middle H & D

R. F. Huger, Correspondent

I am glad to report that Operator Walt Steilow has completely recovered and is now back to work on third trick at Summit, S. D. Glad to hear you, Walter.

There are several student operators on the division, including one at Bristol. I can say that I don't know of a better place to learn. Everything happens at Bristol.

Our heartfelt sympathy to Bill Swan, agent at Roscoe, S. D., and to his family, in the recent loss of wife and mother.

Anyone who predicts the weather in South Dakota deserves a medal. In this vicinity we had about six to eight inches of snow on Easter Sunday.

Conductor "Squeak" Nichols recently returned from a vacation that took him out to California to visit his son.

Ed Whitman has brought his extra gang back into our territory. At present they are working between Summit and Milbank.

Pumper Henry Thurn, Bristol, bid in a pumper job at Bird Island and will depart for that locality shortly. I understand that Ed Keemans, ex-pumper at Bristol, has bid in the first trick pumper job at Bird Island.

Mumps, measles, etc., are generally regarded as diseases associated with childhood, but we recently had a couple of brakemen develop good cases of mumps, which confined them to their homes for about three weeks. The unlucky men were Floyd Ashburn and Archie Bagauss.

Relief Operator Dolly Simonson, Bristol, is taking a much-earned vacation, being relieved by Beatrice Jordahl.

D & I DIVISION

First District

E. Stevens, Correspondent

Congratulations to Mr. and Mrs. John O'Leary (employee in steel bridge crew) of Savanna, on the arrival of a daughter in their home on Mar. 18.

Switchman and Mrs. Glen Groezinger welcomed a baby girl on Mar. 23, this being the first grandchild for Mr. and Mrs. William Smith.

A baby girl also arrived in the home of Mr. and Mrs. Bernard Crist at Savanna on Mar. 28, the grandfather being Iowa Division Conductor Harry Crist of Savanna.

It looked like the girls had the lead until Robert John arrived in the home of Mechanical Department Employee John Bittner and Mrs. Bittner at Savanna on Apr. 4.

Yardmaster and Mrs. H. J. Bell celebrated their 25th wedding anniversary at their home in Savanna on Mar. 20. They are the parents of nine children, eight of whom are living.

Announcement has been made of the engagement and approaching marriage of

Margaret Mulcrone, daughter of Freight House Employee Michael Mulcrone and Mrs. Mulcrone of Savanna, to CPO Harlan H. Peters. The wedding is planned for April and their new home will be in Florida.

Sympathy is extended to the following families who suffered bereavements during the past month: Clyde Lindeman, an employee of the car department for 30 years, died suddenly on Mar. 28 of a heart attack, while en route to Boudette. He is survived by a son, Francis, of Savanna, two brothers and three sisters; Mrs. William Ende of Austin, Mrs. R. C. Jaeger of Rockford, Mrs. George Lane of LaCrosse; Harold Lindeman of Savanna and Elmer Lindeman of Sacramento.

Mrs. Roy Hersey, wife of Equipment Maintainer Roy Hersey of Davenport, passed away in that city on Apr. 1, following a long illness. Funeral services were held in Savanna on Apr. 4. Surviving are the husband and a daughter.

We have received word of the death of Lewis A. McKenzie, who retired while agent at Itasca on July 1, 1937. Mr. McKenzie started service with the Milwaukee Road as an operator on Aug. 23, 1899; was located at Wooddale station from October, 1899, until May 25, 1909, when he went to Itasca as an operator, being promoted to agent at that station on May 25, 1909. Surviving are his widow, a son and a daughter.

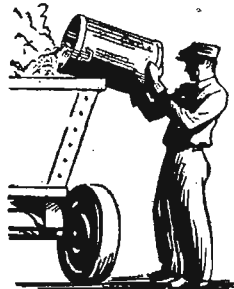
On Apr. 2, John L. Sophy, retired conductor of the D&I Division, passed away at Wesley Memorial Hospital in Chicago. When John retired in April, 1945, he had completed 55 years of service for the Road. Beginning as a caller in 1890, John was later switchtender, brakeman and conductor working out of Savanna, becoming a passenger conductor in 1912. Although ill health made it necessary for him to retire, his heart was always with the boys on the D&I Division. His family wish to express their gratitude for the many beautiful expressions of sympathy that came from the officials and men with whom John worked.

Chief Clerk C. E. Kinney, Savanna, was in Niles, Mich., during the first part of April to attend the funeral of his mother, who passed away in that city on Mar. 31.

Jean Mulder, daughter of Chief Clerk to Division Master Mechanic J. H. Mulder, Savanna, was one of four girls honored for top scholastic grades at Western Illinois State Teachers College, Macomb, Ill.

Chief Dispatcher and Mrs. H. J. Thayer, son Keith and daughter, Mrs. J. D. Motlow, Mrs. Raymond Phillips and Dispatcher L. W. Nigus attended the junior voice recital given by Miss Barbara Thayer in the campus chapel of Cornell College, Mount Vernon, Ia., the evening of Apr. 10. Barbara is majoring in music.

A successful and interesting "safety first" meeting was held at Savanna the evening of Apr. 11, with an attendance of over 200. Talks were given by Superintendent Bowen, who presided, and District Safety Engineer



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The station and track forces at Sisseton, S. D., gang up for the photographer. Left to right: Russell Tangvold, section foreman; Frank Sherman, section laborer; Mildred Olson, clerk; G. E. Crosby, agent; and Russell Moen, student operator.



C. W. Riley. Talks on "safety" as it occurs in the various departments of the railroad were given by Local Chairman Hal Smith, Savanna yard; Machinist Paul Stevens, Savanna roundhouse; and Car Department Employee Darrel Fisher, Savanna. The paper prepared by Track Department Employee Frank Esposito was read by Assistant Engineer W. Whitham. A staff meeting was held that afternoon, with 30 staff officers and supervisors present. Another safety meeting was held the evening of Apr. 14 in Davenport for Tri-City and division employees.

Retirements: James E. Yates, Iowa Division engineer, Savanna, retired on Apr. 1, after 49 years of continuous service. Mr. Yates started as a fireman in 1899 and was promoted to engineer in 1903. During his term of service he handled the Arrow and Southwest Limited for a number of years and at the time of his retirement was engineer on the Clinton way freight.

Sports: In the ladies' bowling league at Savanna, there is a Milwaukee Road girls bowling team comprised of the following: captain, Mrs. Ethel Ellithorpe, wife of Iowa Division Conductor Ellithorpe; Rose King, daughter of Yardmaster R. M. King; Doris Hiher, daughter of Machinist Arthur Hiher; Dorothy Darr, daughter of Conductor J. S. Darr; and Ida Lambert.

Production of trailers at the C. R. John plant in East Savanna moved into full swing the week of Apr. 11, bringing to a climax a year of preparation for one of Savanna's newest industries. A spur track from our line runs through the south end of their building, allowing for the loading and unloading of freight cars within the building. At present the specially-designed trailers will be finished at the approximate rate of one a day, but when peak production is reached three or four of the large equipment-hauling platforms will be turned off the assembly line daily. The 15-year old company, which has built special hauling equipment for such construction projects as Boulder Dam, shipped equipment to various parts of the world before the war. All construction equipment is being transferred from the Chicago to the Savanna factory.

Another large plant which our Road will serve is the newly erected John Deere plant near Dubuque, at the location known to railroaders as Edmore.

Equity would seem to demand that the taxes paid by motor transport concerns and railroads should be on some basis of equality, due allowance being made for the fact that railroads maintain their own roadbeds, whereas trucks and buses use the public highway.

—San Francisco, Cal., News.

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

T. H. Kemp, retired locomotive engineer, and wife observed their 57th wedding anniversary in a quiet celebration at their home in Ottumwa on March 22.

Engineer J. W. Wooley and wife are in Cleveland, Ohio, where Mr. Wooley is attending the triennial convention of the B of LE, as a delegate for Ottumwa lodge. Mrs. Joseph Palmer is also in attendance, as a delegate of the ladies auxiliary.

Mr. and Mrs. Arnold Carter of Portsmouth, Va., have a little son since Mar. 31. The father is a chief electrician in the Navy, with 13 years' service. The baby's grandfather, H. C. Carter, who recently retired from service as a locomotive engineer because of his health, is planning a visit with his son and family for the near future.

Mr. and Mrs. W. H. Vosburg were in Chicago for several days in the latter part of March, where they were joined by their son Charles and wife, of Columbus, Ohio. Charles is with the Curtis Wright Company in Columbus.

Wallace Doud, a student at the University of Wisconsin, spent the Easter vacation with his parents, Superintendent and Mrs. F. R. Doud. The Douds recently moved into the apartment vacated by Superintendent Hotchkiss.

Engineer H. H. McCoy of Kansas City went to Columbus, Ohio, to visit with his grand-daughter; thence to New York and



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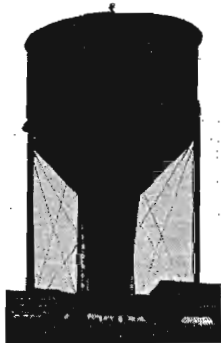
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LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

Washington, D.C., on a sight-seeing tour. During the winter, Engineer I. H. Rasmus and wife had as house guests their daughter-in-law, Mrs. Rex Rasmus, and son Barton of Rochester, N. Y.

Mrs. Geraldine Jenkins recently presented three one-act plays in the high school auditorium at Liberty, Mo. She is the daughter of Roadmaster and Mrs. E. Schoech of Chillicothe and is teaching dramatics in the Liberty high school while her husband is attending college there.

A \$50 certificate was awarded to Richard Luman, son of Dave Luman of the mechanical department at West Yard, for his entry in a nationwide scholarship contest sponsored among high school seniors by the Pepsi Cola Company. The certificate may be applied against tuition expenses at any college or university. Richard is a very fine pianist and has been outstanding in high school debate and declamatory work.

W. C. Wallis, regional assistant of the public relations department, announced the arrival of his second son, Keith, on Mar. 22. Mr. Wallis recently moved his wife and son Bobby, age 4, to Cedar Rapids, where he purchased one of the recently constructed homes in a new residential section of the city.

Frank Rial Morrison, section foreman at Dawn for the past 19 years, advises that he is now a grandfather. His son, Frank Rial, Jr., who was discharged from the Army last December and is now living in Hannibal, Mo., announced the arrival of Frank Rial Morrison III on Mar. 18.

Miss Geneva Walker, former clerk to Roadmaster Schoech at Chillicothe, Mo., was married on Apr. 10 to William Moore, first truck operator at West Wye Tower, Kansas City. William is the son of S. E. Moore, former agent at Sewal, now operator at Chillicothe.

Dispatcher M. L. Fromm was re-elected as general chairman of the American Train Dispatchers Association on the Milwaukee Road for 1947-1948.

Congratulations to Martin L. Bardill on his promotion to division engineer on the Terre Haute Division, effective Mar. 31. Good luck and success is the wish of his many friends on the KC Division. He came to Ottumwa from Savanna in August, 1943, as assistant division engineer.

Train Dispatcher V. E. German left for Terre Haute on Apr. 1, to work temporarily on that division as dispatcher.

Our congratulations to John R. Meagher, formerly of our division engineering department, who was elected street commissioner of Ottumwa on Mar. 31.

William O. Sward, former section laborer who joined the Navy in May, 1941, arrived home early in March on a terminal leave. He is a chief pharmacist mate. He and his

**BACK ON THE
JOB: L. L. Mal-
lory, who left
for Army service
on Dec. 3, 1945,
has been back on
the job since
Mar. 31, as oper-
ator at Braymer,
Mo. He went
through the
basic training
course at Ft. Sill,
Okla.; was trans-
ferred from there
to Ft. Ord, Calif.**



In March, 1946, he went overseas and spent 11 months in Germany with the American Constabulary Force, as a wireless operator. While there he was promoted to sergeant.

wife spent two years on Guam before returning to the States. He is the son of Section Foreman Oscar Sward of Linby and worked under his father prior to joining the Navy.

Section Laborer Thomas P. Reader of Williamsburg was discharged from the Army on Jan. 28 after being in service since July 25, 1945. He resumed work on the section at Williamsburg on Mar. 10.

John Post, water serviceman, who was ill for several weeks, returned to work on Apr. 1.

Car Repairer Leslie B. Wood celebrated his 65th birthday on Apr. 1 by retiring from active duty. He entered the car department under Foreman Al Doyle at Ottumwa in 1914 and has worked continuously in that department. His son Jerry is inspector of police at Ottumwa.

Due to ill health, Jesse S. Simms retired recently. He was employed as a switchman at West Yard until May 28, 1946, when he was granted an indefinite leave. Mr. Simms entered the service as a brakeman on Oct. 18, 1922, and transferred to switching on Jan. 30, 1923. He and his wife reside in Eldon, Ia.

Noah Roe of the mechanical department at West Yard suffered a heart attack on Mar. 28. He had been working as coal chute operator. He applied for annuity and has retired from active service. He had been a mechanical department employee since Dec. 16, 1924. His two sons, William and Raymond, are laborers in the roundhouse at West Yard.

J. F. T. Kilburn died at his home in Laredo on Mar. 28, at the age of 80. He was known to the railroad boys as "Buckskin" and had worked in the Laredo roundhouse for several years around 1918. He was the uncle of Conductor James H. Gibson and Bridgeman Vernon C. Gibson.

Mrs. Hannah Shafer, 86, died at her home

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



six miles east of Chula, Mo., on Mar. 31. She was the mother of Dock Gibson, pumper at Laredo, and the grandmother of Conductor J. H. Gibson and Bridgeman Vernon C. Gibson.

C. F. Ruhland, former Ottumwan who had been living in Osawatimie, Kan., for the past few years, died at the Milner Hotel in Ottumwa while visiting here during Easter holiday season. He had retired about six years ago as machinist in the roundhouse at West Yard, where he had been employed for 16 years. Remains were taken to Osawatimie for funeral and burial.

Earl Paris, 51, a life-long resident of Mystic, Ia., who had worked on the section at that point, died suddenly at his home on Mar. 25, after a heart attack. Burial was at Mystic. He is survived by his wife and seven children; also, a brother of Clarinda, Ia.

General Roundhouse Foreman Harold K. Hill was notified of the accidental death of his brother, when a truck in which he was riding went through a bridge in the vicinity of Keokuk, Ia., on Mar. 26.

Mrs. Josephine Ryan, wife of the late John H. Ryan, died at her home in Ottumwa on Mar. 30. She is survived by a daughter, Mrs. Walter Zlogar, sons Earl, of Chicago, an employe of the Milwaukee Road; Dr. Joseph, and Francis of Ottumwa.

Mrs. David Higbee died on Mar. 27 in the St. Joseph Hospital after an illness of many weeks. She had been a resident of Ottumwa since 1909. She is survived by David Higbee, retired conductor, and three sisters.

John Green, 60, of Cedar Rapids, brother of Mrs. M. O. Wallen, died on Mar. 25 in the Ottumwa hospital. He came to Ottumwa to visit his sister in July of last year, became ill and had been a patient in the Ottumwa hospital since last August. Remains were taken to Cedar Rapids for burial.

On Mar. 14, Section Laborer Frank Thompson of Excelsior Springs lost his father, W. D. Thompson, 86, through death. He had been a patient in the Excelsior Springs hospital for two weeks previous.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

Richard Retzlaff, who was recently put up as carman helper, has left us.

We extend sympathy to Emily Haese, whose husband passed away recently.

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

Sickness caught up with several men at the yards. This time it was Bill Rivers and Abe Carroll, maintenance men. Bill was home for a few weeks but is back on the job now, while Abe is still at home. He expects to be back shortly.

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

Dick Steuer, Correspondent

The wedding of a North Milwaukee clerk and a Reeseville, Wis., girl headlines the news this month. Bill Koepke and Alice Lau make up the happy couple, married Apr. 5 at Faith Lutheran Church. The reception was attended by many railroad friends, including the Elmer Kellers, the Tony Stollenwerks, the Charley Barths and the Dick Steuers.

Ernie Reinhardt, hard-working demurrage clerk, has not signed up anyone for his contemplated ferry service up and down the Milwaukee River. Ernie advises that the boat will be equipped with a motor as soon as the fares pay for this feature. Then, he says, his passengers will only have to furnish the gasoline.

Yard Clerk Bill Kaegler doesn't believe in putting all his eggs in one lunch. Since Easter his lunch has included brightly colored eggs, some carrying the stamp of "grandpa." Now, no one would think Bill was grand-daddy if they saw him handle the tough situation up on the Rosary track just the other day. It followed an all-night rain and the west side of the track looked like a sea of mud. Bill checked a string of cars and became so engrossed in his job that he never noticed when the mud crept up to his knees.

Ed Ross, former agent at Chestnut Street, is planning another RSOB party. This one will be held at Mequon on May 5. Ed hopes to see all his old friends there.

The new billing and expense clerk at Chestnut Street is Bette Olson.

Mrs. Nada Vieth vacationed with her husband at Marinette, Wis.

Sympathy is extended to Walter Hilbert, yardmaster at Gibson yard, whose mother passed away recently.

Our sincere sympathy to Acting Yardmaster Ernest Chrystal, on the recent death of his wife.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Don Soderquist and wife welcomed a new-comer at their home. It's a girl.

Marion Cashill, our chief telephone operator, spent part of her vacation in Florida.

Claim Clerk Tom Carney vacationed in St. Louis.

Gladys Murphy, stenographer, was granted a 30-day leave of absence, due to illness.

Clara McKenna was hospitalized for several months with pneumonia. Minnie Heinrich filled in as second trick operator.

Otto Bork has been missing from the office for the past three weeks, due to illness, and Gus Unruh was also on the sick list for some time.

Check Clerk Herman Unruh, Gus' brother, retired on pension.

Alec McCool, disposition clerk, reported sick.

This office is sure having a siege of sickness, and may I add that my daughter Eileen is recovering at the Miller Hospital after a serious operation?

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Our sympathy is extended to Special Officer Michael J. Kane for the loss of his wife, who passed away, Apr. 14, after a long illness. She is also survived by a son, Michael J., Jr. The remains were taken to Monona, Ia., the Kane's former home, for burial.

Lt. K. H. McLaren is the proud grandfather of a little boy, born Apr. 14.

Dafford Leary of the ticket office spent his two-week vacation at his home in New Ulm. Wonder if he caught any carp.

Shirley Luce came back to the ticket

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MOTOR TRUCKS,
TRACTORS AND
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**RECEIVING
and
FORWARDING
POOL CAR
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ESTABLISHED 1880

**P. D. Carroll Trucking Co.
CHICAGO, ILL.**

office while George Werdick was relieving in St. Paul.

Kermit Sutton of the local freight, and family spent a month's vacation in California.

Jeannie Goss and Glorya Rossi spent part of their vacations at home. Alma Cottle is visiting friends in Marmouth, Ill.

Ducky Sutton's wife and two children are vacationing in New York.

Hank Miller of the local freight retired, Apr. 1, after being with the Road over 40 years.

We extend a welcome to Jerry Johnson, a new employe who joined us recently.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Car Inspector Gustaf Johnson and wife sailed from New York on May 3 for a visit with his mother and relatives in Sweden. It is 36 years since Gus saw his mother. Mrs. Ellis Gustavson, widow of Carman Ellis Gustavson, sailed on the same steamship and expects to remain for a year.

Several of our Minneapolis bowlers attended the Milwaukee Road tournament at Milwaukee, Wis., on Mar. 29.

Wishes for lots of happiness to the following car department employes, on the new arrivals in their families: Mr. and Mrs. Herbert Schultz, a boy on Mar. 11; Mr. and Mrs. Harry S. Turner, a 10-pound boy on Apr. 9; Mr. and Mrs. George Myren, a girl on Apr. 10.

Sympathy is extended to relatives of Emil Olsen, who passed away on Apr. 6. Mr. Olsen retired in 1940 as car cleaner at Minneapolis coach yard.

St. Paul Traffic Department

Brooksie Luth, Correspondent

April showers bring other things besides May flowers—frinstance, April 1 brought changes in our freight traffic department and the city ticket office.

As long as the city ticket office is a regular customer in our alterations department, its news comes first. Leaving military service, Carl Sorlien returned as ticket clerk, replacing Ray Gilbertson, now cashier in the Minneapolis city ticket office. The boys must have been too rough on Carl, because the fourth day found him a resident of the Veterans Hospital.

Our office lost two members and gained two. Ray Pfeiffer, former livestock agent, is now traveling freight agent, with headquarters in Minneapolis. Bill Murley, formerly our rate clerk, is chief clerk in Duluth, replacing E. C. Chevalier, now the city freight agent in that office.

Bill's desk has been taken over by Harry Genereau, formerly the stenographer in Duluth. Another member of the Duluth office to join our little group is City Freight Agent



This isn't a very good likeness of P. L. Hays, retired dispatcher of Spokane, Wash., but it's an excellent picture of one of the cabbages he raised last year. This beauty had a leaf spread of 57 inches. Mr. Hays recommends gardening as a very healthful, as well as a productive pastime. Last year his small plot—just one-third of an ordinary sized lot—yielded all the summer vegetables his family could use, besides enough root vegetables to last through the winter.

John Maher, taking over the territory previously handled by Frank Arndt, who is now livestock agent. This is a homecoming for the city freight agent, since 'way back in 1942 he was rate clerk in this office.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

That was A. F. Mason, retired Rocky Mountain brakeman, now living in Spokane, whom we saw riding on top of the trunk of a motorcycle one warm spring day. Looks as though Andy is getting younger every day.

Engineers J. R. Moffat and C. L. Lane have made their final runs and will now take up the enjoyable job of spending their time leisurely. Also among those recently retired are Machinist Tom Crowley, Othello; Gus C. Jenson, machinist at Avery; and F. E. Mittlestadt, former roundhouse laborer at Malden; from the B&B department, Carpenter Louis Widman; Section Foreman Ollie Tuttle from the track department. We wish all of them many years of good health to enjoy their retirement.

James J. Coyle, 78, former section foreman, died recently. He retired about 10 years ago and made his home at 1027 West York, Spokane. Surviving are his wife, five sons and two daughters.

Express Messenger Harry H. Gale, well known to many employes, was fatally injured while working on an eastbound train

which was derailed by a mud slide near Missoula, Mont.

Sam Nelson, Jr., who has been working in the freight office at Spokane for the past months, resigned to accept an appointment with the National Institute of Health. He will assist in conducting anti-malarial experiments. Mr. Nelson spent 27 months overseas with the medical department of the Marine Corps. He is going to Texas, where his bride will join him.

Being displaced from her job at St. Maries, Cora Guthridge bumped in on the stenographer-clerk's position in the division engineer's office at Spokane. This brought Estelle Nolting into the superintendent's office as stenographer to Chief Clerk O'Reilly. Chris Circle bid into the assistant cashier's job vacated by Bob Johnson. And when the extra gangs go back to work, D. B. Sharpe will be timekeeper for gang No. 959. His job on the car desk will be filled by Nelson Albin, former yard clerk.

Operator E. M. Young went back to his ranch near Ellensburg. Spring weather just got too much for Ernie, so he is preparing to raise some of those big vegetables and corn he talked about.

While Agent C. N. Beal is taking his final test for private flying at Coeur d'Alene, Idaho, D. E. Wetzel, a new employe, is relieving him at Calder, Idaho. R. F. Potter has taken over the duties as agent at Metaline Falls, in place of J. A. Stephenson, and G. M. Durkee is working at Cusick, relieving C. A. Altwater.

Roy Gaynor was called to Spokane, to work third trick while Dispatcher D. W. Amick is vacationing in California. During Mr. Gaynor's absence the Warden agency is in the hands of Elizabeth Humphrey, with Mrs. Marie Graham as operator.

Car Inspector A. A. Fischer underwent an appendectomy at St. Luke's Hospital, Spokane, and has returned to work. Carman C. M. Laloudakis, who took his place, has returned to the rip track.

When vacations roll around, Jan Martin, stenographer in the master mechanic's office, Spokane, can just dream about hers, a 2,000-mile automobile trip, which she enjoyed with a girl friend. They spent a week at Sun Valley, Idaho. Meeting and talking with Norma Shearer, the movie star, was one of the highlights of their stay; also seeing Actor Henry Fonda and attending the Harriman Cup races, in which skiers from all parts of the United States, as well as foreign countries took part. The trip also took the girls to McCall, Idaho, Alta, Utah, and Jackson Hole, Wyo., looking for good skiing.

Congratulations to Grandpa Ira Horne, special agent at Othello. We hear he has a new grandson by the name of "Douglas Ira," the son of Ralph Horn.

We also congratulate the newlyweds—Mr. and Mrs. Jack Davidson and Mr. and Mrs. J. Arrigoni. Mr. Davidson is yard clerk

(Continued on page 34)

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

TRAFFIC TIP CARDS SUBMITTED DURING MARCH, 1947 AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Idaho Division				
Clark, F.L.	Chief Clk., Engr.	Chicago, Ill.	1		Allen, Blanche M.	Wife of Rdmsr.	Spokane, Wash.	2	
Dempsey, G.M.	Gen. Insp.	Chicago, Ill.	1		Cantrell, C.H.	Clerk	Spokane, Wash.	1	
Dougherty, C.R.	Asst. Mgr., R.S. & C.P.	Chicago, Ill.		1				3	0
Fisher, George F.	Adjuster	Chicago, Ill.	1		Iowa Division				
Gallagher, Margaret	Clk., Car	Chicago, Ill.	1		Boettcher, L.R.	Asst. Engineer	Marion, Iowa	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		6	Davis, E.E.	Chief Clerk	Omaha, Neb.	1	
Hansen, Anthony	D.C. Cook	Chicago, Ill.	1		Manton, Thomas	P.F.I.	Cedar Rapids, Iowa	2	
Harrer, Eleanor	Clerk	Chicago, Ill.	2		Wehrhahn, George	Car Inspector	Council Bluffs, Ia.	1	
Herrick, F.G.	Trav. Auditor	Milwaukee, Wis.	2					5	0
Heuel, C.G.	Clerk	Chicago, Ill.	1		Iowa and Dakota Division				
Highland, A.E.	Engr. Acctnt.	Chicago, Ill.	2		Bailey, J.W.	Time Revisor	Sioux City, Ia.		1
Pitner, H.L.	Asst. Engineer	Chicago, Ill.	1		DeSomery, L.J.	Engineering Dept.	Mason City, Ia.	4	
Schilling, B.J.	Supt. S. & D.C.	Chicago, Ill.	1		Glander, A.M.	Chf. Carp.	Mason City, Ia.		4
Spengler, W.H.	Adjuster	Chicago, Ill.	1		Murphy, J.M.	Roadmaster	Sioux Falls, S.D.	1	1
Strohmeier, Jos. A.	Clk., Frt. Aud.	Chicago, Ill.	2		Oeschger, C.E.	Store Dept.	Mason City, Ia.	1	
Styer, W.H.	Clk., Pass. Dept.	Chicago, Ill.	1		Petersen, C.R.	Steno-Clerk	Mason City, Ia.	2	
Wallbaum, Gladys	Secy., AFTM	Chicago, Ill.	1					7	6
			19	7	Iowa and Southern Minnesota Division				
Chicago Terminals Division					Bartelt, Richard	Station Force	Zumbrota, Minn.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.	4		Burke, L.R.	Agent	Pipestone, Minn.		1
Boeck, H.F.	Chief Clerk	Galewood, Ill.	7		Haseltine, George	Ret. Engineer	Austin, Minn.	1	
Bortan, H.A.	Route Clerk	Galewood, Ill.	4		Hayes, Albert	Operator	Albert Lea, Minn.	4	
Brown, H.	Rate Clerk	Galewood, Ill.	6		Hoffmann, Ray H.	Chf. Carp. Clerk	Austin, Minn.	1	
Carter, P.	Clerk	Galewood, Ill.	1		Jones, S.O.	Agent-Operator	Bixby, Minn.		3
Caruso, S.M.	Clerk	Galewood, Ill.	1		Kulik, G.J.	Relief Agent	Line Springs, Ia.	1	
Dyba, T.	Route Clerk	Galewood, Ill.	4		Larkoski, J.A.	Roadmaster	Austin, Minn.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	4		Peterson, R.A.	Agent-Operator	Winnebago, Minn.		2
Evans, R.	Clerk	Galewood, Ill.	1		Schulze, R.W.	Operator	Pipestone, Minn.	2	
Ewing, J.J.	Clerk	Galewood, Ill.	4		Tritchler, W.E.	Chf. Operator	Austin, Minn.	2	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	5					12	7
Krygl, M.J.	Clerk	Galewood, Ill.	1		Kansas City Division				
LeMire, G.E.	Rate Clerk	Galewood, Ill.	129		Baker, C.H.	Div. Time Rev.	Ottumwa, Iowa	1	
Lemke, E.	Clerk	Galewood, Ill.	1		Bowen, Nell	Steno. & File Clk.	Ottumwa, Iowa	2	
Morgan, P.	Clerk	Galewood, Ill.	1		Doud, Mrs. F.R.	Wife of Supt.	Ottumwa, Ia.	1	
Oefferting, J.J.	Rate Clerk	Galewood, Ill.	10		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	2	
Reimann, B.	Rate Clerk	Galewood, Ill.	1		Henson, H.L.	Stenographer	Ottumwa, Ia.	2	
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.	4					8	0
			0	188	La Crosse and River Division				
Coast Division					Bischler, Geo. J.	Trainman	La Crosse, Wis.	1	
Anderson, Millie	Abstract Clerk	Tacoma, Wash.	2		Erickson, E.	Chief Clerk	La Crosse, Wis.		1
Carrotte, Clara C.	General Clerk	Tacoma, Wash.	2		Fick, Carl R.	Chief Clerk	Tomah, Wis.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	1		Taylor, James	Lt. of Police	La Crosse, Wis.	2	2
Cowling, P.L.	Rate Clerk	Tacoma, Wash.		4	Madison Division				
De Guire, C.E.	Clerk	Tacoma, Wash.	2		Blethen, W.W.	Secy. to Supt.	Madison, Wis.	2	
Eshelman, W.M.	Inspector	Tacoma, Wash.	1		Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	1	
Fullerton, Ruth	Clerk-Secy.	Tacoma, Wash.	1	1	Zeimet, P.F.	Switchman	Madison, Wis.	1	
MacDonald, J.C.	Asst. Gen. S.K.	Tacoma, Wash.	2	1				4	0
Murray, F.M.	Machinist	Tacoma, Wash.	1		Milwaukee Division				
Unnopulos, H.P.	Sec. Foreman	Duvall, Wash.	1		Hughes, W.J.	A.D.M.M.	Beloit, Wis.	2	
Wilson, F.E.	Machinist	Tacoma, Wash.	3		Krummel, W.J.	Car Foreman	Racine, Wis.	5	
			16	6	Matthes, Carl C.	Section Foreman	Oakwood, Wis.	1	
Dubuque and Illinois Division					McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	6	
Davidshofer, J.C.	Laborer	Dubuque, Ia.	1					14	0
Dubmeyer, A.	Cutter	Dubuque, Ia.		5	Hastings and Dakota Division				
Horsfall, C.	Carman	Dubuque, Ia.		2	Becker, W.L.	Sec. Foreman	Ellendale, N.D.	1	
Hoyer, Harry	Carman	Savanna, Ill.	1		Clark, D.J.	Agent	Christine, N.D.	1	
Kurt, Francis B.	Clerk	Waukon, Ia.	1	2	Davies, A. Lloyd	Instrumentman	Aberdeen, S.D.	1	
Lantz, Theodore	Carman Helper	Savanna, Ill.	3		Henningsen, Dorothea	Steno-Clerk	Aberdeen, S.D.	1	
Millar, Lucille	Clerk	Dubuque, Ia.	1		Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1	
Reibel, Paul W.	Derrick Engineer	Savanna, Ill.		1				5	0
Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1		Idaho Division				
Withhart, F.M.	Check Clerk	Savanna, Ill.	8						
			16	10					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Milwaukee Terminals and Shops					Trans-Missouri Division				
Achterberg, Harry	Carpenter	Milwaukee, Wis.	1		Boggs, Russell	Counterman	Miles City, Mont.	1	
Kabacinski, C.	Lead Insp.	Milwaukee, Wis.		3	Gilbert, Margaret	Steno-Clerk	Miles City, Mont.	3	
Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.	1	5	Marking, C.A.	Sec. Foreman	Thunder Hawk, S.D.	1	
Mulholland, L.L.	Carman	Milwaukee, Wis.	2		Pyle, Vernus N.	Engineering	Miles City, Mont.		1
Rieboldt, F.L.	Ret. Foreman	Milwaukee, Wis.	2		Revlng, O.O.	Conductor	Miles City, Mont.	1	
Schaffer, R.L.	AAR Clerk	Milwaukee, Wis.	1		Schneider, J.	Sec. Foreman	Keldron, S.D.	2	
Schilhansl, A.E.	Inspector	Milwaukee, Wis.		1	Thompson, Mrs.				
Schram, George	Foreman	Milwaukee, Wis.	3		Archie	Wife of Agt.	Bucyrus, N.D.	1	
Shipman, H.M.	Est. & Sig. Val.	Milwaukee, Wis.	1					9	1
Spende, Joseph	Engr.	No. Milwaukee, Wis.		1					
Verket, M.A.	General Clerk	Milwaukee, Wis.	1						
	Steno. Mech. Engr.	Milwaukee, Wis.							
			12	10					
Rocky Mountain Division					Twin City Terminals Division				
Allen, Eurma	Stenographer	Butte, Mont.	1		Blake, H.C.	Asst. Engineer	Minneapolis, Minn.		2
Baumgartner, G.F.	Conductor	Lewistown, Mont.	2		Burge, B.	Stenographer	Minneapolis, Minn.	1	
			3	0	Conway, E.F.	Capt. of Police	Minneapolis, Minn.	6	
					Matson, Carl C.	Frnm. Store Dept.	Minneapolis, Minn.	1	
					Messicci, J.A.	Timekeeper	Minneapolis, Minn.	1	
								9	2
Seattle General Offices					Traffic Tips Reported During March, 1947				
Brundage, W.W.	C.F.A.	Seattle, Wash.	1						No. of Tips
Cumming, J.R.	Asst. Tax Commnsr.	Seattle, Wash.		1					Per 100
Holly, W.H.	Tel. Operator	Seattle, Wash.	2						Employees
Kibble, F.B.	Trav. Car Agent	Seattle, Wash.	1		Division	Pass. Tips	Freight Tips		
Mankey, D.T.	Asst. Treas.	Seattle, Wash.	1		Seattle General	15	8	12.0	
McGalliard, S.O.	Inv. F.C. Dept.	Seattle, Wash.	7		Chicago Terminals		188	5.8	
Merritt, L.C.	Chf. Clk., Adj.	Seattle, Wash.	1		Iowa and S. Minn.	12	7	2.1	
Nelson, A.W.	Asst. to Engr.,	Seattle, Wash.			Dubuque and Illinois	16	10	1.5	
	M. of W.	Seattle, Wash.	1		Coast Division	16	6	1.4	
Sanders, R.C.	C.F.A.	Seattle, Wash.	1		Superior Division	7	3	1.3	
Strassman, J.N.	Auditor	Seattle, Wash.		7	Chicago General	19	7	1.1	
			15	8	Kansas City Div.	8		1.0	
Superior Division					Milwaukee Division	14		1.0	
Brennan, Margaret E.	Daughter of	Green Bay, Wis.	3		Terre Haute Div.		12	0.9	
Bronoel, Dan	Stkpr.	Green Bay, Wis.	1		Iowa and Dakota Div.	7	6	0.8	
Bundy, Otto	Rate Clerk	Green Bay, Wis.	1		Trans-Missouri Div.	9	1	0.8	
Gotto, Florence	B. & B. Carp.	Marinette, Wis.		2	Madison Division	4		0.6	
Kramer, W.F.	Cashier	Green Bay, Wis.	1		Idaho Division	3		0.4	
Malerle, P.M.	Chf. Clk.	Green Bay, Wis.	1		Iowa Division	5		0.4	
Miskimins, Roy R.	Tr. Disp.	Green Bay, Wis.		1	Milwaukee Terminals	12	10	0.4	
	Mgr., Mtr. Transp.	Green Bay, Wis.			Twin City Terminals	9	2	0.4	
			7	3	Hastings and Dakota	5		0.3	
Terre Haute Division					Rocky Mountain Div.	3		0.3	
Daniels, B.E.	Asst. Div. Eng.	Terre Haute, Ind.		12	La Crosse and River	2	2	0.2	
			0	12	Miscellaneous				
					TOTALS	166	262	1.3	

(Continued from page 32)

at Othello and the son of Roundhouse Foreman C. L. Davidson, Othello. Mr. Arrigoni is a conductor working out of Cle Elum. He was married on Mar. 22.

Another proud father is Walter Darry, equipment maintainer of the Elk River branch, who has a six-pound son, born Mar. 30.

Frank Guthridge, who has been working in the car department at St. Maries, recently resigned. Edward Kurowski is the new carman on the rip and wrecker.

Carman William Gochnauer made a trip to Coulee Dam recently. He tells us that he visits his son there. O. K., but if he makes many more trips, we might be led to believe there are other interests.

Agent J. Z. Ramsey has been made president of the Transportation Club of Spokane. Congratulations! We know the club will grow and prosper under his guidance.

Train and engine employes on the division were recently instructed on the operations of the electric brakes of the new streamliners. Conducting the classes were R. C. Webb, superintendent of air brakes, Milwaukee, and H. Burris, representative of the Westinghouse Electric Company, Chicago.

W. E. Cummins, Jr., son of W. E. Cum-

mins, retired Rocky Mountain brakeman, narrowly escaped death when the bus in which he was riding plunged off the road into a river near Seattle. It was only his keen observation of a safety door and its operation that enabled him to free himself from the bus in which nine people lost their lives, and swim to shore. He served in the Navy and is now attending Washington State College.

Marjorie McClung, former operator at Manito, Wash., called on friends during her Easter vacation. She is now attending Washington University, Seattle, and plans on returning to work as operator during the summer.

The welding crew left the vicinity of Manito, to go to Othello, Wash. Mr. and Mrs. Louis Tadsen will be missed by their friends, especially by Mrs. Charles Coburn and Mrs. Ed Betzel, the wives of the agent and the operator at Manito, as they had many enjoyable pinochle get-togethers. Mrs. Tadsen recently made a trip to Minnesota, returning with her mother.

C. G. Pfaff, clerk in the car department, Spokane, is assisting this correspondent in getting news items from his department. However, everyone is invited to send in any news which will help to make this "your" column.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Al Gerke, secretary of the Milwaukee Road Bowling League, also captain of the Pioneer team, after a strenuous season is looking forward to his annual hegira to his favorite fishing spot at Idlewild, in Door County, Wis. He is also planning some tennis, golf, and quite a lot of boating.

Shirley Zellner, accounting machine bureau, reports a grand vacation in sunny Georgia.

Hazel Hettinger left to join her husband, Willard, on his discharge from the Army at Seattle. They plan a vacation trip from there to include Vancouver, B. C.

Dorris Sollie, rate revising bureau, received a beautiful diamond engagement ring from William Weiss on Mar. 15.

Harry Wallace, rate revising bureau, is organizing a Milwaukee Road men's softball team. Mary Gluchman, machine room, and Emily Dodovich, car accountant's office, are doing likewise for a women's team. Practice games are played at Wrightwood and Greenview playground. More players are needed,



Members of the Milwaukee Road Men's Bowling League, Chicago, representing employees in the Fullerton Avenue, Union Station and Western Avenue offices, photographed at the height of the 1946-47 season. The picture was taken at Lake View Alleys on North Clark Street, where the league games are played.

and they ask interested employees to contact them at once.

Shirley Rosulek, waybill filing bureau, who returned to work here after serving a year and a half in the Marines, is proudly displaying a big diamond engagement ring received from John Meshan on Easter Sunday. The wedding is planned for Sept. 13.

Sandra Noelting was born Mar. 9, at the Swedish Covenant Hospital; weighed seven and a half pounds. Dad, Vern Noelting, waybill filing bureau, is having a hard time getting chest back to normal position.

Flash! Jack Conway, statistical bureau, became the proud daddy of a baby boy on Apr. 16. His wife, Helen, and baby reported just fine. This makes a grand-dad of William Boedecker, assistant head clerk, rate revising bureau.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

During the past two months three fellows left the service of the Road; namely, Bob Kinatader, who is now with John Sexton & Company; Red Sporleder, with the American Transportation Corporation, and Warren Prester, who is now corresponding secretary for a correspondence school.

Ray and Lill Hackell celebrated their 20th wedding anniversary on Apr. 12. They both look pretty good, after 20 years of struggle in double harness.

Vic Quaritsch and Rosemarie Hurst announced their engagement on Mar. 18 and set the wedding date for May 3.

Harry and Edna Krumrei, who went to Los Angeles for the A.B.C., decided to make a real trip out of it and see the beauties of California.

Marty and Judy Bauer are quite busy ar-

ranging their new home in Edgebrook.

Kitty McCants and her son Tommy enjoyed a wonderful week in New Orleans.

Vera Snapp Moffett resigned on Apr. 15. It seems the Moffetts bought that little white house on a little green hill in Roswell, N. M., and Vera decided it would be too hard to commute. Her many friends presented her with a gift of money and a corsage.

The Waterstrat clan announced the arrival of Karen Lynn, 6 pounds 13 ounces, born Apr. 1.

Katherine Gillespie joined the ranks of the grandmothers when Michael Edward was born on Apr. 15, weighing in at 7 pounds 10 ounces.

Car Accountant's Office

Harry M. Trickett, Correspondent

The day after St. Patrick's Day Joseph Crowley was given a birthday card shower and presented with gifts by his co-workers; also, a box of his favorite cigars by the sorting bureau.

Bessie Ott, a former employee, announces the arrival of a baby girl on Mar. 17.

Two more members were added to the engagement club the past month, with Helen Jensen displaying a ring on Apr. 2 and Angeline Mauro exhibiting hers on Apr. 7. Both have that certain look in their eyes.

An event we have been looking forward to occurred on Apr. 8, when our office received a new C. E. water fountain.

Mrs. Joseph Kowal (Alvira Masters) submitted to surgery on Apr. 12 in an Elgin hospital.

Armina Remelski, who was employed in our office for three years, resigned on Mar. 19 to accept other employment.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

With business going the way it is we may have a big shortage in diamonds, unless a new diamond mine is discovered soon. We are happy to report no less than five engagements this month. "Oscar" Forster's builder's bureau has two new ring bearers, Marcella Rubsam totin' hardware presented by Bob Hartleb; and Rose Marie Elwart the other third-finger-left-hand artist, with Ernie Mazur as the other lucky fellow.

Bob Gorski of the material bureau, who has been courting hard for weeks, has persuaded Pat Donegan to take over that solitaire. Robert is a remarkable boy.

Violet Kubik of shop timekeeping is No. 4 on the list of engagees and Joe Oszakiewski is the guy with the horse shoe.

Molly Allseitz and Carl Berger are engaged, which completes our list for this month.

We offer our condolences to Frances Madonia on the death of her mother; to Lydia Larson, whose brother passed away; to Walter Maronn, on the loss of his brother; and to Elavi Conroy, who also lost a brother.

Alice Church of the shop timekeeping bureau, seriously ill at St. Elizabeth's Hospital, Chicago, is now on the mend. We hope she soon regains her health.

Gertrude Hanson has been granted an extended leave of absence on account of her health. We wish her the best of recoveries and hope it's quick.

Add mishaps: to Georgia Perry, who tangled with the "L" steps, and to George Williams, who just tangled. Both are back in the line-up.

The gals in the accounts receivable section threw a little party for Mary McCor-

MARSH & McLENNAN

INCORPORATED
INSURANCE

164 WEST JACKSON BOULEVARD, CHICAGO

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



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Railroad Department

THE TRAVELERS
HARTFORD, CONN.



T. H. Roycroft, special assistant to general manager (left), who won the mid-season prize donated to the Milwaukee Road Men's Bowling League by the Chicago Booster Club, receives a bowling ball and bag from League President W. M. Houck, assistant general superintendent of mines.

mick upon the completion of her 30 years' service with the Road.

Girls Bowling League—April 9

Teams—	Won	Lost
Chippewa	49	35
Copper Country	47	37
Marquette	45	39
Hiawatha	44	40
Arrow	43	41
Tomahawk	43	41
Pioneer Limited	42	42
Varsity	42	42
Olympian	41	43
Sioux	38	46
Fast Mail	36	48
Southwest Limited	34	50

Individual averages for the first "fair 15":
Mabel Klug, 147; Marion Klewer, 147;
Florence Steiner, 140; Catherine Hanrahan,
139; Nora Kane, 136; Catherine Crowley,

136; Gerry Naumes, 134; Pauline DeKee-
ler, 132; Gert Alpert, 132; Shirley Klein,
131; Dolores Koy, 130; Emily Dodovich,
129; Ruth Stanley, 129; Ann Kennedy,
128; Emily McDyer, 127.

Among the "money" bowlers include Katie
Crowley, who is still pointing with pride
to that 207 line she hit her first night at
Lincoln Lanes. We still think she used
mirrors on that one.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

Pete Walton, who was laid up in the
hospital for a spell, is back with us again.

Our special feature this month is an 8-
pound 14-ounce boy named Martin Leonard
Osmundsen, who bowed in at the Osmund-
sen home on Apr. 1.

Clarence Heuel, former manager of the
Rock-Ola Music Maids, has been signed up
for the management of Charles Bidwill's
Chicago Bluebirds girl softball team in the
national professional league.

Paul Jacobsen celebrated his 25th wedding
anniversary on Apr. 17.

The season has brought out the poet in
our Texas gal, Louise Kaitila, who wrote
this "Texas Lament":

At this time of year I've a hankering to be
In the wide open spaces with a horse under
me,

With the warm golden sunshine to tingle the
spine—

That feeling of goodness—the world is all
mine,

Through forests we'd romp o'er a carpet of
green,

Remembering with joy the great sights to be
seen;

The trees stretching tall, with their fingers
of lace,

A squirrel scampering through with a shy
startled face.

These are the things that I love most of all
And deep in my heart I can hear Texas call,

While here I sit at an abstracting machine
Indulging in what is a Texan's fair dream.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

The general passenger department has
secured the services of a newcomer, Morton
Landreth, as office boy.

We are sorry to report the death of John
Dunn's mother. John flew back from Japan
in time to see her before she passed away.

Bill Clemens came out second best in a
tussle with his dog. He had his thumb
badly bitten.

The Milwaukee Road exhibit at the Daily
News travel show was manned by the fol-
lowing members of V. L. Hitzfeld's staff:
G. W. Hyett, A. M. Schirr, W. M. Van
Buren, Sam Grafensten and Bill Caughey.
It was held at the Coliseum, Apr. 19-27.

A new member, Anita Manghera, has been
added to the information bureau force at 100
West Monroe Street.

A. V. Marxen and Sam Grafensten left
for the Seattle territory, Apr. 18 and May 1,
respectively, with special trains, Marxen with
the Carrie L. Coe Special and Grafensten
with the Wood Preservers.

"What do you call your mule?"

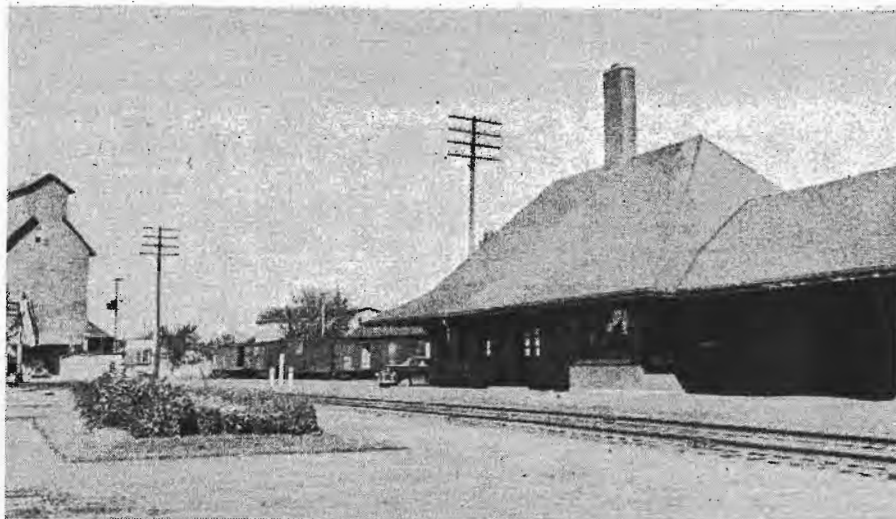
"I call him Railroad," answered the
old negro.

"How did you come to give him such
a name?"

"Fum studyin' de animal an' readin'
de papahs. Dis mule gets mo' blame
an' abuse dan anything else in de town-
ship, and goes ahead doin' his work jes
de same."

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A sample of what can be done to make station surroundings attractive. This plot, adjacent to the station at Faribault, Minn., was photographed when the hardy fall flowers were a riot of color. The nurseryman who took the picture said that this bed was one of the prettiest he ever saw.

I & S M DIVISION East End

H. J. Swank, Division Editor

A special Masonic meeting was held at Houston, Minn., Apr. 2, to honor Olaf Berg of the legal department, Minneapolis, who had completed his 50th year in the lodge. Olaf has three brothers on the SM Division—Pete, operator at Austin; Carl, chief dispatcher at Madison, S. D.; and Rudy, train baggageman.

Our deepest sympathy is extended to Train Dispatcher Ed Laugen and Agent Henry Laugen, Jackson, Minn., and to the family of Rollo G. Laugen, agent at Mankato, Minn., who died on Apr. 14, following a short illness. He was 64 years of age and had been employed by the Road since Dec. 24, 1900. He was an enthusiastic sports fan and was very fond of bowling. He will be missed greatly by his many friends on the I&SM.

Sympathy is also extended to Mrs. William Ende, wife of the dispatcher at Austin, on the death, Apr. 2, of her brother, an employee of the car department at Savanna.

A welcome visitor at the office, Apr. 8, was George L. Savadis, former trainmaster at Austin, who is now working as budget inspector.

The reason Conductor Bill Smith's cap is a little tight these days may be that his daughter Maxine (Mrs. H. Giese of Hardwick, Minn.) notified him, Apr. 4, that she had a bouncing baby boy who was being named for grandpa.

Best wishes for a speedy recovery are extended to Freight Service Inspector O. E. Bradford, who was taken ill while working in Twin City Terminals, Mar. 14, and is recuperating at home.

Safety Engineer Frank Washburn held meetings with roadmasters and section men on rules examinations the latter part of March and early April.

Conductor Bill Placek and wife spent three weeks in California during March, visiting Mrs. Placek's sister.

Train Dispatcher Si Johnson and Mrs. Johnson of Austin left, Apr. 7, for Texas, to visit their daughter; then on to California. They planned to be gone a month. Larry Stokes relieved during Si's absence.

Sympathy is extended to the relatives of James W. Murphy, retired baggageman and crossing flagman, Northfield. Jim was born on Dec. 10, 1864, and entered service as baggageman at Northfield in 1882. He continued in that capacity until 1932, when he took a leave of absence and worked as crossing flagman until 1938, when he retired. He died suddenly on Jan. 29, of pneumonia, at the age of 82.

Leo McGovern, grand knight of the local K. of C., attended the state meeting at Mankato on Apr. 13 and 14, as an Austin delegate.

H. J. Swank, treasurer, and Carl J. Voelker, president of the Milwaukee Employes Austin Credit Union, attended a district meeting at Rochester on Apr. 12, at which Mr. Swank was elected a director of the state board of the Minnesota League of Credit Unions.

Cashier Guy B. Williams, Austin, attended a state meeting of the clerks' organization in St. Paul on Apr. 19.

To say that healthy railroads are vital to a healthy economy is to repeat the obvious. They are the only carriers which can handle heavy freight in large quantity—and heavy freight is what makes American industry click.

—Escanaba, Mich., Press.

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IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Lorraine Jacobsen, daughter of Car Inspector and Mrs. Nels C. Jacobsen, graduated as X-ray technician from the Methodist Hospital, Omaha, Neb., on Mar. 22.

Betty Schmidt, daughter of Car Foreman and Mrs. T. P. Schmidt, who is in nurse's training at the Jennie Edmundson Hospital, contracted pneumonia and was one of the patients. She is reported recovering nicely.

Yardmaster Earl Smith has been on the absentee list for several weeks on account of illness. During his absence Earl Hannum was day yardmaster.

Steve Vallinch and Edward Grund are new in the coach yard. Steve is a local boy and Ed hails from Portsmouth, Ia.

Best wishes to Truman Felton, who retired recently, because of poor health. Mr. Felton has been a faithful employee, starting with the Road in December, 1918.

Latest addition to our warehouse gang is Billy Golden, formerly employed at the store department. As he lives on an acreage along the banks of the "Muddy Missouri," close to the Bluffs, he doesn't seem to have much difficulty handling a truck.

Fireman Jerry Scott won the new "Chevy" raffled by the Legion on Mar. 17. Just think—a brand new automobile for only 50 cents.

To all Omaha employees: Bringing someone new into the limelight each month will perk up interest in our Magazine. Won't you please help to make our column interesting? Any news items you send me will be greatly appreciated.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

The Mar. 18 safety meeting was well attended, with about 25 present. Safety Inspector Otto Stainer was in charge, assisted by Trainmaster F. G. McGinn and Claim Department Representative Carl Averitt.

Operator Joe Wright is a grandfather, little Joseph Patrick arriving on Mar. 18 at the home of his daughter Mary. Thanks, Joe, for the cigars.

Brakeman Vernon Botner returned to

work on Mar. 17, after being off for about two months on account of an accident.

Carman Foster Lake was off for about a week in March, due to illness.

West Clinton took on a prosperous appearance the latter part of March when Agent M. H. McCandless, General Yardmaster Robert T. Davis, Conductors Ralph Ramey, O. S. Hadden and others drove in with new cars.

I. H. Guinup, retired conductor, is seriously ill at this writing. His many friends hope for an early recovery.

Mrs. George Hadley, wife of Engineer Hadley, who has been visiting her son in California for some time, became ill recently and is now in the hospital out there. Her friends miss her and hope for her early recovery and return to her home.

Car Inspector John Stewart, who has been ill for several months, is now in the hospital for an operation. Also in the hospital is Car Department Employee Leslie Osborn. We hope both men will soon be back on the job.

The "flu" epidemic which spread through our community during the latter part of March made it difficult to fill all the train and enginemen jobs. At one time about half of our employees were too ill to report for work. Conductor Charles Draper and Brakeman Elwood Endicott, C. B. McCown and Jack Yocum were all ill during the week of Mar. 17.

Leonard Duffy, former roundhouse foreman, called on friends here on Mar. 23. We were glad to see him. Leonard is now located in Chicago.

Operator Joe Wright went back to work on first trick and Al Gee went to second trick during the latter part of March. Operator Clarence Winters now holds the relief position.

Storehelper Dave Carmichael has taken a leave of absence. His position has been filled by Joe Presko.

Lawrence McKay, chief clerk at the roundhouse, was off for a week in March on account of illness.

Brakeman Vaughn Allen, local chairman of the railroad trainmen, attended a two-week convention in Chicago the latter part of March.

Other train employees reported ill during March included Conductors Jay Kindred, O. S. Hadden, Carl Ditto, and Brakemen Frank Hixon and Edgar Eaton.

A son was born to Conductor and Mrs. Donald Wile on Mar. 24. His name? Why Donald, of course. Thanks for the cigars, Don.

Conductor Walter Chambers became a grandfather on Mar. 24, a daughter being born to Mr. and Mrs. Walter Chambers, Jr. Her name is Jenefer Jean. The shock was so great that Walter Sr. had to lay off and celebrate.

Walter Blaker, retired engineer of Fairthorn, visited friends at West Clinton during the latter part of March.

We are glad to report that Mrs. Snodgrass, wife of Blacksmith Edgar Snodgrass, is improving from a fall early in January, in which she received a fractured leg.

Conductor and Mrs. Sam E. McReynolds made a trip to Denver, Colo., to attend the funeral of an uncle who passed away on Mar. 25.

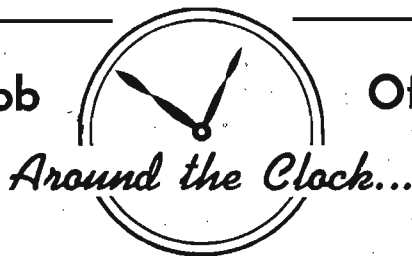
Sympathy is extended to Fireman Pat Bennett in the death of his father on Mar. 24.

Railroads continue to be the main arteries of transportation across the nation. Trains, more than any other means of cross country travel, are of a nature to provide the comfort of home in transit.

—Portland, Ore., Oregon-Journal.

The Milwaukee Magazine

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The Vigilante



THIS is Joe McClelland of Westville, Ill., and his pal, Marjorie. Members of train crews on the Terre Haute Division regard Joe as one of the Road's best friends and most severe critics. He first came to their attention several years ago when he began to stand watch along the Milwaukee Road tracks near his home as the trains went by. He would wave and shout to them as they passed. After bed time the vigil continued, with a light flashed from his window.

The nodding acquaintance has ripened into friendship with a number of his rail idols, and during the war when some of them went into military service, he wrote faithfully to reassure them that he was standing by. Right now he has two consuming ambitions—to ride on a train and to be a brakeman.

Terre Haute District

T. I. Colwell, Correspondent

We are sorry to lose Division Engineer C. L. Waterbury, who has been transferred to Chicago to replace K. J. Weir, but we congratulate him on his promotion. We also welcome our new division engineer, M. L. Bardill, who comes to us from the Kansas City Division. Mr. Bardill should not feel lonesome down here on the "Sunny South" section of the Milwaukee Road, as he has Bruce Daniels for office engineer. Bruce and "Bud" are old college chums.

J. W. Barnoske, who worked on the Terre Haute Division all winter as perishable freight inspector, has been transferred to the night perishable freight inspector's job at Austin, Minn. He says we have a swell bunch of fellows on the Terre Haute Division and that he really enjoyed working with them. Thanks for the compliments, "Barney."

We regret to report the death of Thomas J. Lentz on Apr. 6. "Jeff" was general car foreman at Terre Haute for a good many years. He had been retired for some time.

Agent Harry W. Green, Latta, has been off duty for several weeks on account of illness. We hope he will be back to normal health soon. Operator Matthews is relieving.

Operator Russell has been relieving First Trick Operator Chapman at Dewey, due to Chapman's illness.

Bob Swindle, third trick operator at Walz, started his vacation on Apr. 15 and was relieved by Operator Tyler.

Operator Lee Kentner, who recently became a member of the Milwaukee family, will relieve Operator Petrie at North Harvey. Mr. Petrie will relieve other operators for their vacations.

We welcome to the Terre Haute Division Dispatcher Gene German, who comes to us from the Kansas City Division. Gene made his trips over the division during the early part of April and has now settled down on third trick.

COAST DIVISION

Harry W. Anderson, Division Editor

March 26 was a red letter day for Verne Hinrich, roadmaster's clerk, for that was the day on which a baby girl arrived at his home; weight seven and a half pounds, 18 inches tall. Verne survived the ordeal, but ever since then he has been hard to get along with, on account of his inflated ego. Congratulations—the candy and cigars were fine.

Brakeman Earl Burley has returned to service, following his release from the Army, and Conductor Fred Lansdell, who was released from the Navy, is also back to work.

May Brown, stenographer to chief dispatcher, is on an extended trip to California, Utah and Montana.

The front page of the Tacoma Times recently carried a very good picture of Al Pentecost, general foreman at Tacoma shops, featuring the famous hard hat and cigar. Along with the picture was a big write-up about his activities during his many years in railroad service, which was very interesting. It is hard to visualize Al without the hat and cigar, and I guess that is what made the picture so natural.

Perley G. Russ of Morton, No. 1 engineer on the National Park line list with a service date of Jan. 15, 1904, retired on Apr. 5. We wish him many happy years of retirement.

We were sorry to hear that Bob Roberts of the store department had to lay off for a few weeks on account of his health. We all wish him a speedy recovery.

Did you know that Riley Beal, Tacoma dispatcher, is a class A bowler? Well, the other night his brother Fred, chief dispatcher at Spokane, took Riley on for a few games and, while we do not know the scores, we heard they were good, in spite of the fact that Riley had not bowled for 45 years.

An item in the Everett Daily Herald, Apr. 7, said that A. C. Webber, car foreman at Everett, one day observed a beaver sitting

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on the railroad tracks near the Snohomish River and, thinking the animal sick or injured, proceeded to investigate. The beaver, however, evidently believing that the best defense is a good offense, proceeded to attack. Webber retreated, at first a few steps, which turned into a run as the beaver took after him. Conductor G. R. Larson suggests that the beaver mistook him for another beaver intruding on his territory.

Pipefitter Helper Joe Planski retired on Mar. 31. Joe will be missed by his fellow workers, as he was well liked for his joviality and willingness.

C. C. Collins, veteran employe at the shops and also a veteran bowler, was taken suddenly ill recently and removed to the hospital. We understand that he is now at home and improving. "C. C.," as he is familiarly known, is well liked by everyone who knows him. In bowling circles he had the "pep" to make things interesting, and to say that we regret he is ill, is putting it mildly. We all wish him a speedy recovery.

P. A. Jasmer, retired shop employe, is taking a trip to California to visit relatives.

BELLINGHAM

Agent R. B. Jose, who was in the hospital for about a week with a "strep" throat, is back on the job.

Mrs. Herb Bowers, wife of Conductor Bowers, was in St. Joseph's Hospital, but is now up and around again.

Conductor D. L. Guthrie and family started out for Florida in March, but got only as far as Washington, D. C., when they had to return on account of the illness of their small daughter.

We have Conductor Guthrie to thank for furnishing the piece de resistance for the Service Club dinner. After returning from a hunting trip in Montana, he donated



As the crowd looks on with bated breath, Arnold Kongsgaard of Kongsberg, Norway, takes off the runway at the Milwaukee Road Ski Bowl for an exhibition jump of 294 feet during the Olympic Tryouts on Mar. 23. The jump would have set a new United States record had it been made in competition.

enough elk meat to put on a banquet for a large number of Mt. Baker members. The meat was roasted by Mrs. Pete Useldinger, and it was delicious. Mrs. Ralph Hallman furnished the dessert, a cake which had the members looking around for second helpings.

Some people grow under responsibility . . . others merely swell.

Tacoma

R. A. Grummel, Correspondent

We were agreeably surprised to note the presence at the monthly Women's Club luncheon, Mar. 31, of H. L. Wilttrout, former chief dispatcher, who has been retired for the past two years. Lew has been spending his leisure in eastern Washington and we are glad to report him looking hale, hearty and fit.

Carl Tveter bid in on swing position No. 1, relieving temporarily at the passenger station and yard office. Lysle Smith, who formerly held that position, has taken over as ACYC on third track.

We received word by grapevine that Mrs. Velma E. Wheeler, assistant cashier, recently became a grandmother again, with the arrival of a baby boy in her son Harold's family. Harold is employed as ticket and baggage clerk at the passenger station. This, we believe, is Mrs. Wheeler's fourth grandchild.

After many years of navigating by devious ways between the depot and the passenger station, we are about to chronicle an event of prime importance—the rebuilding of the bridge across the Tacoma eastern gulch, which separates the passenger station and freight house on 25th Street. It is to be a modern structure of cement.

YARD OFFICE

Raymond Haskins, third trick ACYC, is taking a leave of absence to return to Madison, Wis., and settle affairs in connection with the estate of his mother, recently deceased.

William J. Meade, second trick yard clerk, returned to work recently, after an extended leave of absence for his health. He spent considerable time in the Blue Ridge Mountains of Virginia. George Schwartz, who relieved on his position, has been placed temporarily on extra list.

CAR DEPARTMENT

Tacoma shops and Seattle car department witnessed a showing of the Milwaukee Road motion picture, "A Railroad At Work," on Mar. 19 and 21, respectively. Those of us who had not seen our Milwaukee shops and Chicago offices first hand could never realize the immensity of our railroad at work without having had the opportunity of seeing them on the screen.

Passenger Carman Harry Jones, Seattle, is what we call an expert gardener. Harry has been growing flowers for years and at the present time is specializing in delphinium, primroses, begonias and chrysanthemums, the latter having taken many ribbons at Seattle "mum" shows.

Mrs. Juanita Steffens, stenographer, is the newest addition to the car department office staff, taking the position vacated by Jack Potter, who has accepted a position with the Tacoma Times.

Maj. Paul C. James, file clerk, has been ordered to Ft. Bliss, Tex., for anti-aircraft instruction. His desk is being handled by Miss Minnie Jurich, who handled it during the war.

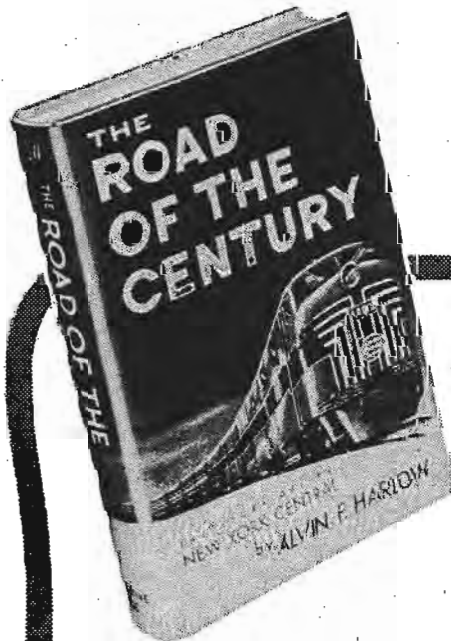
Assistant Coach Yard Foreman Gilbert W. Garrison is the proud father of a husky baby boy.

Mrs. Harry Bangs, wife of the general yardmaster at Seattle, has been confined to the hospital for some time. We are glad to report that she will soon return home.

I. C. C. inspectors F. D. Stunden and W. W. Smith were recent callers at Seattle and Tacoma shops. Mr. Smith replaces George Winters, who retired after 40 years with the I. C. C. Mr. Winters was well known and liked. We wish him the best of everything in his retirement.

For the Seattle news items we are in-

The Milwaukee Magazine



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The team which represented the Milwaukee Road Bowling League of Tacoma, Wash., in the American Bowling Congress tournament at Los Angeles, Apr. 5 and 6. Left to right: Walt Jennings, Ed Scheutze, president of the league, Capt. Louis Seaman, Herb Davis, Bob Vatersneck and Walt Davedek. This is the team which took fourth place in the Northwest International bowling tournament at Spokane last year.

debted to Melba Batson, clerk to Car Foreman A. W. Kaeding.

Mr. Batson, assistant chief of police at Seattle, is at present acting chief, during the absence of Chief Eastman. Mr. Batson is well qualified for the position, having studied law enforcement at Northwestern University and taken the F. B. I. course at the Federal Bureau of Investigation school in Washington, D. C.

C. A. James, clerk in the district general car foreman's office at Tacoma, has been appointed news reporter for the car department, Coast Division, and will appreciate receiving items of interest from points on the division.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Bernice Facer, the popular OS&D clerk, was married in Tacoma on Mar. 22 to Ed H. Clausen, building contractor of Seattle. They left, Mar. 25, for Detroit, to pick up a new automobile and to spend several weeks touring the country before returning to their home at 337 West 78th Street, Seattle.

Mildred Feters and Virginia Tuson of the cashier's office, local freight, spent their vacations in Florida and the Southeast. They also spent some time in Havana, Cuba, flying across from Miami.

Have you noticed the left hand of Myra Rupp of the cashier's office? That diamond really stands out and means something for the near future.

R. J. Doherty, son of Agent G. J. Doherty of Auburn, is our new joint interchange clerk.

J. C. Meade, assistant engineer of the tug "Milwaukee," retired on Mar. 2, after

16 years of service in our marine department. His position has been taken over by Loren E. Annis.

Traveling Auditor Jesse W. Gray, Seattle, died in Providence Hospital after an operation on Feb. 15. The remains were shipped to his old home in Minneapolis. Mr. Gray was 57 years old and had 37 years' service with the Milwaukee Road. He came to the Coast about two years ago, relieving Henry Salzer, who retired and moved to California.

C. E. Mullins, retired Rocky Mountain conductor, and Mrs. Mullins recently made a trip to Portland, Ore. Mr. Mullins, who retired in 1941, makes his home in Seattle.

Herbert A. Johnston, inspector for the Trans-Continental Freight Bureau in Seattle for the past 40 years, died at his home on Feb. 23. He had been under the doctor's care for some time but had been able to perform his duties up to the time of his death. His many friends with the Road will mourn his passing. He was respected by all who knew him.

When you are looking around, just take a gander at the left hand of Virginia Tuson. It really means business.

Maj. Elroy M. Hopkins of the Transportation Corps, who was stationed at the Seattle Port of Embarkation since January, 1942, died at the Fort Lawton Hospital on Mar. 12. Prior to entering the Army he had been agent, trainmaster and superintendent for the Milwaukee Road for some 30 years. After leaving the Road he was port manager of the Port of Bellingham and for two years before entering the Army was with the Association of American Railroads. He was a native of Aberdeen, S. D. Our sympathy to his bereaved family.

Ann Louise, seven and a half pounds, arrived at the home of Faye and Ted Blackburn on Mar. 28. Mother, daughter and daddy are doing fine. Faye was formerly barge reclaim clerk in the local freight office.

The Wirths (Bernice and Lou) are the proud owners of a new Buick "roadmaster." They drove to Portland on Apr. 1 to try it out.

We are proud of our ski train performance. During the season, Jan. 4 to Mar. 23, we ran 59 trains and handled 665 cars; a total of 34,613 passengers.

We are glad to announce the decided improvement of Timekeeper Madeline Givins, who has been ill for some time. For

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"Welcome Home" Party for Milwaukee Vets

THE Victory Committee of Milwaukee, Wis., concluded its work in behalf of local Milwaukee Road servicemen on Apr. 5 when it held a grand "welcome home" party and dance at the South Side Armory. The affair, which had been deferred until most of the shops

and American Legion Post No. 18. One of their projects, "Victory Briefs," kept the boys informed of the occurrences on the home front and related subjects, besides providing a means of communication between men stationed in all corners of the world. In its four years



Chairman Erwin C. Weber of the Victory Committee, who designed the honor roll which lists the names of the 1,025 Milwaukee terminal and shops employees who served in the armed forces, unveils it at the "welcome home" for returned vets. Left to right: Rev. G. H. Holzem, assistant chaplain of the Veterans Administration, Woods, Wis., Mr. Weber, Frederick W. Braun and Walter E. Neulreich of the store department.

and terminals employees were released from service, was held in the armory in order to accommodate the crowd of returned veterans and their wives and sweethearts.

Dance music was furnished by Russ Roland and his orchestra and an excellent floor show and abundant refreshments were also provided. During the course of the evening "taps" were sounded and the entire assembly stood at attention while the Rev. G. H. Holzem, assistant chaplain of the Veterans Administration at Woods, Wis., offered a prayer for the 21 comrades who did not come back.

The party was a gala event for the ex-GIs. Officers of the Victory Committee who were instrumental in its success were Erwin C. Weber, chairman; Rudy M. Freuler, vice chairman; Mrs. C. A. Tennant, secretary; and Mrs. C. C. Steed, treasurer. Otto R. Bartel and Ed Carlson were co-chairmen.

The Victory Committee, organized at the beginning of the war to promote the interests of Milwaukee servicemen at home and abroad, was a joint venture of the Hiawatha Service Club, the Milwaukee Chapter of the Women's Club

of existence, the committee mailed some 12,000 packages and gifts to fellow employees and about 22,000 copies of "Briefs."



Back of the scenes at the "Welcome Home" party for the returned vets of Milwaukee shops and terminals, held at the South Side Armory on Apr. 5. Mrs. J. J. Morrissey (left) and Mrs. W. T. Coleman of the refreshment committee man the sausage grill.

the present, her position has been taken over by Willa Lindsey.

Mrs. Walter L. Seabloom, the former Lucille Ludwick, daughter of Agent J. R. Ludwick, is seriously ill at the Seattle General Hospital. It is reported at this writing that she is improving.

A late report on the grounding of the tug "Wanderer" and barge No. 8, loaded with

freight cars at Double Bluff, Whidby Island, on Feb. 14, while on the way to Port Townsend: Barge No. 8 was pulled off by another tug and proceeded to Port Townsend with no apparent damage. The "Wanderer" was stranded for about four days, waiting for a tide high enough to take her off. The "Wanderer," which belonged to the Foss Tug and Barge Company, has operated on Puget

Sound for the past 40 to 50 years. In her romantic days she pulled sailing vessels in from the straits of Juan De Fuca to Seattle and other Puget Sound points. Those were the days of "wooden ships and iron men," instead of "iron ships and wooden men."

Our marine department had its troubles during the past few months. It reports that the storms and the long winter were about the worst experienced on Puget Sound waters for many years. But the employees all came through smiling.

Seattle Yard

F. J. Kratschmer, Correspondent

Barney Lucas, formerly conductor on the Renton Flyer, is back on that run again, after working a few months at other terminals. He displaced Brakeman Boyle.

John Hogan of the yard office took his vacation in March, working around his place at O'Brien, out in the valley.

Fay Fox of the yard office ran into a lot of trouble when he had some teeth extracted the latter part of March. An infection set in, sending him to bed for two weeks.

The motion picture, "A Railroad At Work," was shown to employees by J. B. Dede, regional assistant, public relations department, in the yard office on Mar. 21. To accommodate the employees working on different shifts, three shows were given. Mr. Dede will show this picture on the West End, as far east as Butte, Mont.

Day Boardman Johnny Lee's wife and daughter went back East on Mar. 25. His youngest daughter, Mary, who has three children, left for Norfolk, Va., to join her husband, a Navy man, who has been assigned to two years' shore duty at that point. Mrs. Lee accompanied her daughter to Norfolk and after a two-week stay, returned to Seattle, picking up her husband at Minneapolis.

We bumped into Fred Beal, chief dispatcher at Spokane, on the train on Easter Sunday. Fred was returning from a short visit with relatives and friends at Tacoma and from his conversation, he enjoyed a real outing.

General Yardmaster H. O. Bangs took off several days in March when his wife had an operation, so the household duties would not fall too far behind. Frank Hanley took charge during his absence. We are glad to report that Mrs. Bangs is up and around again.

On Easter Sunday George Dolan, machinist at the roundhouse, came down to work, changed into his work clothes and went out to take care of an engine. He was gone about 15 minutes. When he returned, he found that a sneak thief had stolen his good trousers from his locker, together with his watch, wallet and all. Several reports are out as to just how George got home. One is that he went in a barrel; another, that he made a hula skirt out of assorted rags. The trousers were found next day.

William Johnson, who has been a car cleaner around Seattle for the past several years, took his vacation the first part of April.

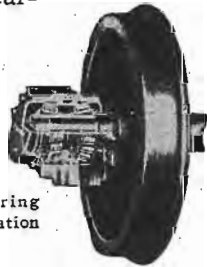
There has been a noticeable increase in the sale of candy bars at the yard office canteen since the end of Lent. Margaret McNeilly is buying again.

Yard Checker Frank Walker took his vacation beginning Apr. 14. He said that if he didn't do anything else, he was going to take in the opening ball game on April 15.

The world is full of willing people. Some are willing to work and others are willing to let them.

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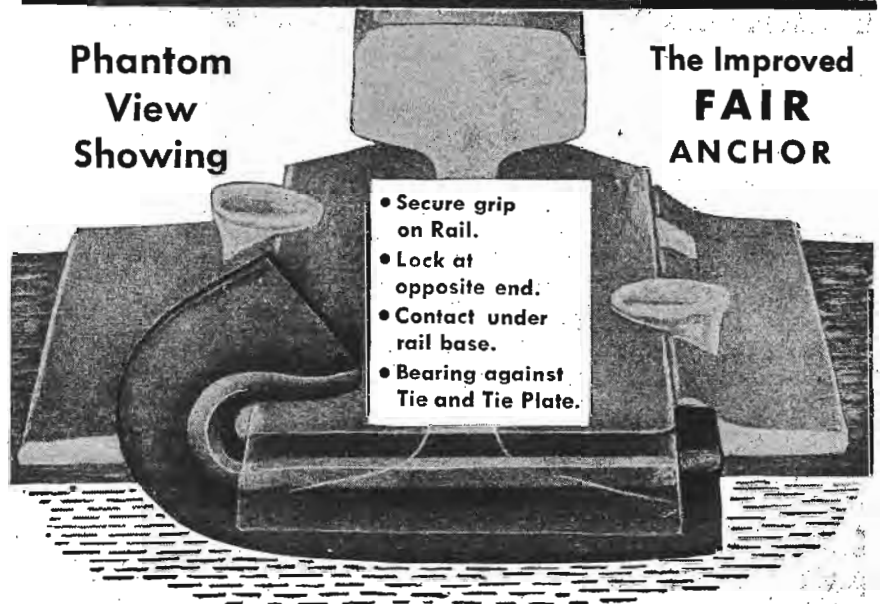


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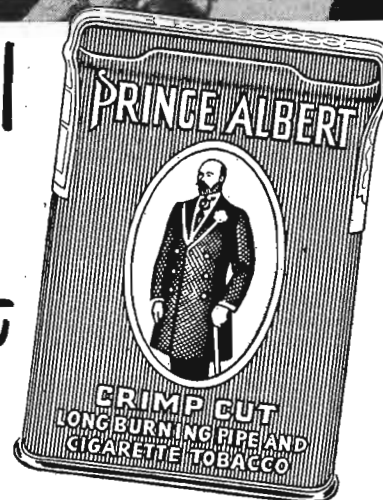
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