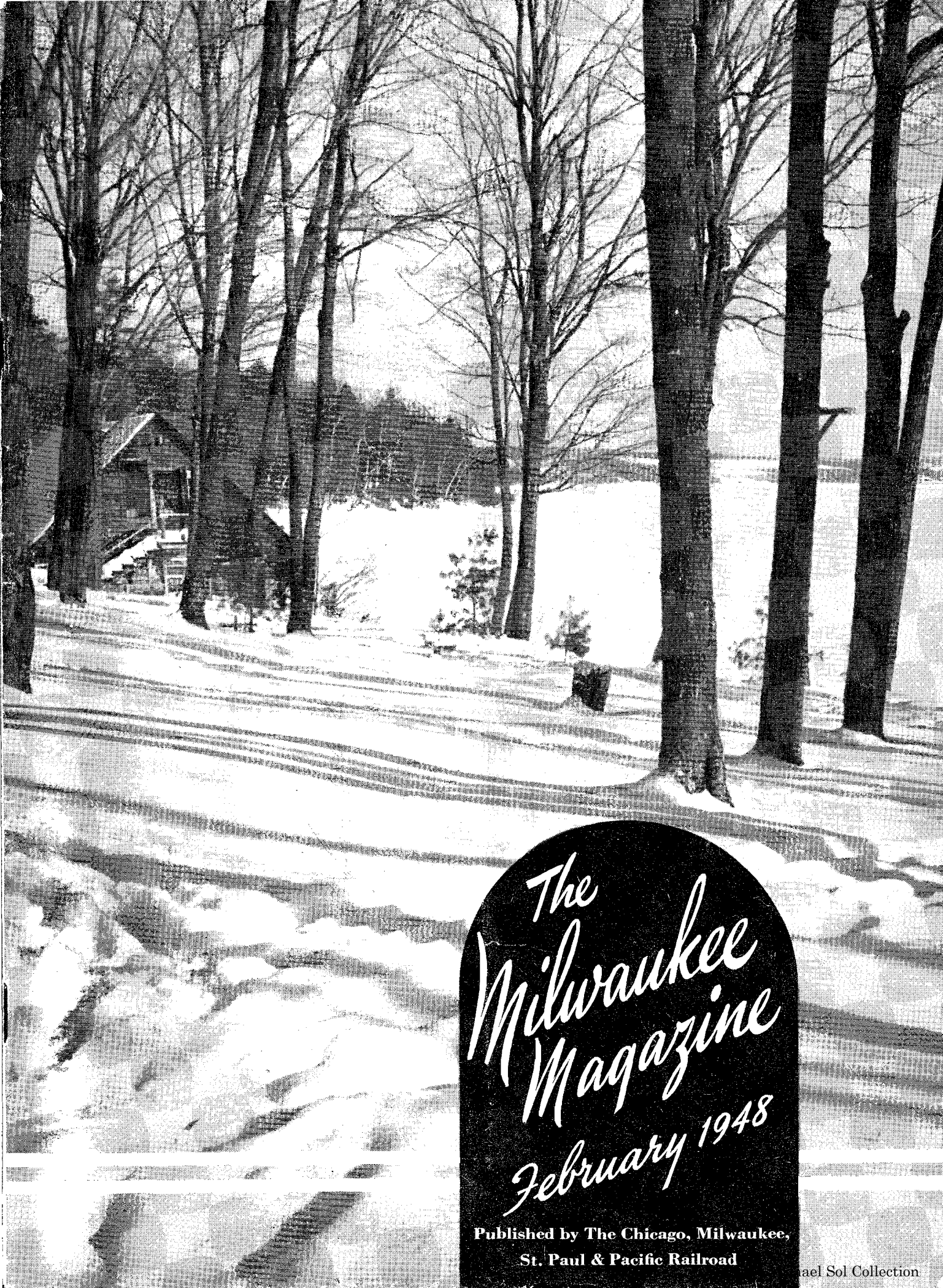




*The
Milwaukee
Magazine
February 1948*

Published by The Chicago, Milwaukee,
St. Paul & Pacific Railroad



Wolf Poison!

There's one 100-proof way to guard your door against this fellow's visit.

There's wolf poison in every U. S. Savings Bond you buy. There's sweet security, too—for your home, your family and yourself.

U. S. Savings Bonds are 100% gaaranteed by Uncle Sam. They pay you \$4 for every \$3 you put in, after 10 years.

Think of this profitable saving in terms of future comforts and luxuries. Think of the advantages it will mean for your children as they grow up.

Think. THINK. THINK.

Then start saving right away—today! Start saving *automatically* this sure, convenient way. If you work for wages or salary, enroll in the Payroll Savings Plan—the *only* installment buying plan.

If you're not eligible for this plan—if you're in business but not on a payroll—ask your bank about the equally practical Bond-A-Month Plan.

REMEMBER—U. S. Savings Bonds are poison to wolves!

Automatic saving is sure saving—U.S. Savings Bonds

Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.



THE Pioneer Limited, one of America's oldest "name" trains, took on a new look Jan. 14 when an entirely new buffet-lounge-dining car for recreation and the serving of late evening lunches, club style breakfasts and beverages went into service. New coaches, which, like the diners, had just been completed in the Road's shops in Milwaukee, also went into service on that date, all sporting a longer "skirt" of metal extending from the exterior floor line toward the rail. Later in the year brand new all-room sleeping cars with roomettes and bedrooms of a new type will replace the sleeping cars now in service on the Pioneer Limited.

THE Chicago Chapter of the American Red Cross has called on President C. H. Buford to act as chairman of the transportation group in conducting its 1948 fund raising campaign. The Chicago Chapter is attempting to raise \$3,000,000 this year, and the railroads and other agencies included in the transportation group are being called on to raise \$117,000.

MISS Joyce Bannister, 18, selected as "All-Seattle Queen" last March by the Seattle Times Ski School which conducts its classes at the Milwaukee Road Ski Bowl in the Cascade Mountains at Hyak, Wash., arrived in St. Paul aboard the Olympian Hiawatha Jan. 30 to represent Seattle and the Pacific Northwest at the St. Paul Winter Carnival. This is the first year that a Seattle ski queen has attended the carnival, but it is the intention of the Seattle Daily Times and the Milwaukee Road, with the cooperation of the Seattle Chamber of Commerce, to send the queen to St. Paul for the carnival every year. The queen, who is selected in March each year, reigns over the activities conducted at the Milwaukee Road Ski Bowl on Saturdays and Sundays throughout the skiing season, from the first of January until her successor is selected in March.



Miss Bannister

THE total maturity value of the U. S. Savings Bonds issued to Milwaukee Road employees through the payroll savings plan by the end of 1947 amounted to \$24,991,775. This arrangement for purchasing bonds has been available to employees continuously since the summer of 1941, and participation hit its peak in September, 1943, when 28,928 were enrolled and payroll deductions totaled \$332,306. In December, 1944, however, deductions rose to \$398,426, although 2,644 fewer employees were enrolled. By November, 1947, the number of employees purchasing bonds on the payroll savings plan had dropped to 9,496, with deductions totaling

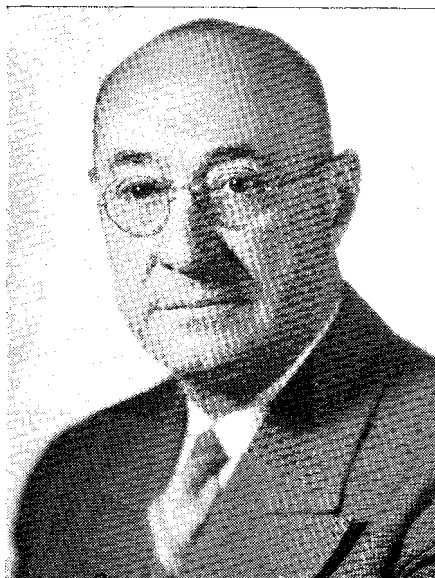
\$139,860. Taking into account payroll expenses and payroll taxes, the cost to the Company of providing this service is running at the rate of \$18,480 a year.

THE Bell Telephone Company printer service which was already in use in the Road's Chicago and Seattle telegraph offices and in the off-line agencies in St. Louis, Portland, Los Angeles and San Francisco, was extended in January to take in New Orleans, Cincinnati, Atlanta and Port Angeles. The service furnished by the teletypewriter (TWX) is substantially the same as telephone service, except that communications are typewritten instead of oral. The stations which subscribe to it establish connection with each other through a central Bell station, and charges are based on the time actually consumed in transmittal. Service is available 24 hours a day the year round and it is fast. Additional installations are now on order for Buffalo, Indianapolis, Tulsa, Dallas, Kansas City, Des Moines, Sioux City, Sioux Falls and Omaha. Delivery is expected within the next six months. The agencies in New York, Washington, Boston, Cleveland, Detroit, Philadelphia and Pittsburgh have used a special Western Union leased wire circuit since 1945.

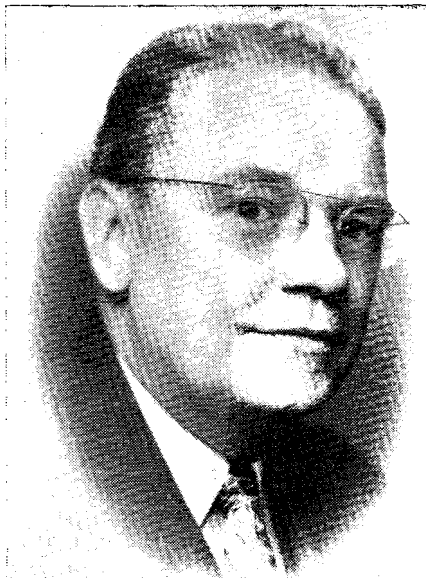
FIGURES compiled to show the quantity of mail handled in and out of the Chicago Union Station during the past Christmas holiday period indicate that Dec. 18 and 20 were the peak days, when 13,469 feet and 13,669 feet, respectively, were handled. The foot measurement used in this connection has reference to linear feet of car occupied. In other words, a 60-foot baggage car filled with mail would be regarded as 60 feet of mail. Mail handled between Dec. 1 and 21 was enough to fill 3,548 baggage cars 60 feet in length, or the equivalent of a pile of mail nine feet wide, approximately seven feet high and extending for a distance of 40 miles.

A NEW mail-handling record was also established at Monroe, Wis., cheese capital of the nation, where an unprecedented demand for packages of cheese as gift items required that the Milwaukee Road provide an extra car daily from Dec. 9 until the Christmas holiday for the exclusive loading of this traffic in parcel post service. This was in addition to mail loaded in regular mail cars at that point for distribution by postal mail clerks en route. It was particularly gratifying to Milwaukee Road officers to know that this service was performed to the complete satisfaction of the shippers.

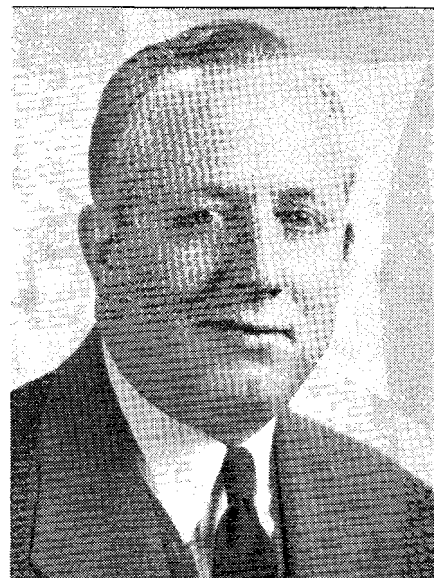
RETIRING employees of the Milwaukee Road are now being awarded a colorful, engrossed certificate of recognition of their many years of railroad service. The certificate bears the signature of the president and of the officer under whose jurisdiction the employee served at the time of his retirement. It is suitable for framing.



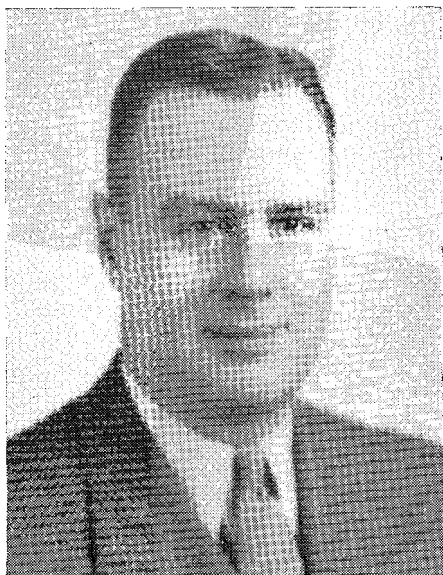
F. N. Hicks, retired passenger traffic manager



Harry Sengstacken, passenger traffic manager.



William Wallace, assistant passenger traffic manager.



O. R. Anderson, general passenger agent, Seattle.



P. J. Nikolai, general agent, passenger department, St. Paul.



C. C. Dilley, advertising agent



L. W. Kelly, travel promotion agent



Walter Peterson, retired assistant to passenger traffic manager.



W. E. Cooper, assistant to passenger traffic manager.

Passenger Department Officers Assume New Posts

THIS year, which will witness the stepping up of the Milwaukee Road passenger traffic program, has also proved to be a very important one in the careers of several officers of that department, a number of whom are pictured here.

F. N. Hicks, whose retirement from the position of passenger traffic manager on Dec. 31 occasioned the greater number of these appointments, left his duties in the capable hands of Harry Sengstacken and departed for Florida, where he has been taking life easy after a rail-roading career of almost 50 years.

Mr. Hicks was born on Mar. 15, 1881, in Chicago and began his railroad career with the Lake Erie & Western at Indianapolis, Ind., in 1898, and was employed in the traffic department of the Chicago, Indianapolis & Louisville from 1900 to 1904. In the latter year he joined the Milwaukee Road as traveling freight and passenger agent at Philadelphia. He later served, successively, as traveling passenger agent at Indianapolis, city passenger agent at Chicago, and New England freight and passenger agent at Boston. In 1920, following two years in which he was out of railroad service, he became general agent of the Milwaukee Road. From 1924 to 1938 he was assistant traffic manager, Western Lines, and on May 1, 1938,

became passenger traffic manager, with headquarters in Chicago. A luncheon was given in his honor at the Union League Club in Chicago on Dec. 16.

Sengstacken Started in East

Harry Sengstacken, the Road's new passenger traffic manager, is a native of New York state, having been born in Middletown, N. Y., on June 11, 1894. He entered railroad service at Maybrook, N. Y., in 1915 as a clerk with the Central New England Railroad, which is now part of the New York, New Haven & Hartford.

Following service overseas with the 27th Division in the first World War, he was employed by Transportation Lines, New York, N. Y., remaining with that company until August, 1926, when he took over the position of chief clerk in the Milwaukee Road's freight department offices in New York. The following February he was appointed city freight agent, which position he held until November, 1936, when he was appointed general agent for the company in Boston, Mass., with jurisdiction over the New England territory.

On Feb. 1, 1938, Mr. Sengstacken was called to the general offices of the Milwaukee Road in Chicago to

assume the position of general passenger agent. He became assistant passenger traffic manager on Mar. 1, 1944, and held that position until the time of his present appointment.

William Wallace, assistant passenger traffic manager, was born in Aberdeen, S. D., and has been with the Milwaukee Road ever since he got out of his army uniform in 1919. His first job with the railroad was in the dining car department in Aberdeen, but the following year, 1920, found him in Chicago, and nine years later he was city passenger agent there. In 1937 he was made traveling passenger agent with headquarters in Detroit, and on Jan. 1, 1946, he was appointed assistant general passenger agent, Lines West, with headquarters in Seattle. Effective Apr. 1, 1946, he assumed the new title of general passenger agent in Seattle, which position he held until the time of his present appointment.

Anderson a Young Veteran

O. R. Anderson, who succeeds William Wallace as general passenger agent in Seattle, began working for the Road at the age of 14, trucking freight during the summer at the LaCrosse, Wis., freight house and went on the regular payroll at 17, working in the baggage room. While completing his education at LaCrosse Teachers College he worked as night ticket seller at the depot in LaCrosse. He became cashier in the St. Paul city ticket office in 1926, later becoming city ticket agent in Minneapolis and then city passenger agent in both Minneapolis and St. Paul. He was appointed traveling passenger agent with headquarters in St. Paul, in 1935, and on Jan. 1, 1946, he became general agent, passenger department, at St. Paul, which position he held until the time of his present appointment.

P. J. Nikolai, general agent, passenger department, St. Paul, has been in the service of the Milwaukee Road since November, 1925, when he began as stenographer in the Minneapolis city ticket office. He advanced to the positions of cashier and ticket clerk in that office, and in 1934 was appointed chief clerk to assist-



W. E. Bock, retiring general agent, passenger department, Omaha.



G. A. Henkens, general agent, passenger department, Omaha.

ant general passenger agent in St. Paul. On Jan. 1, 1946, he was appointed traveling passenger agent, which position he held until the time of his present appointment.

C. C. Dilley, who succeeds G. A. Semmlow as advertising agent, began working for the railroad on Mar. 1, 1928, as cashier in the Minneapolis city ticket office. He later worked in that office as traveling passenger agent, and on Jan. 1, 1938, came to Chicago as traveling passenger agent. On June 1, 1944, he was advanced to travel promotion agent, which position he held until the time of his present appointment.

L. W. Kelly, who succeeds Mr. Dilley as travel promotion agent, has been in railroading 30 years, although he has been with the Milwaukee Road only 26 years. He was with the Union Pacific in Council Bluffs, Ia., from 1916 until 1920, after which time he left railroad service for about two years in order to attend business college in Omaha. In 1922 he was employed in the Milwaukee Road general agent's office in Omaha, later becoming a ticket seller in the Omaha city ticket office. In 1926 he was promoted to city passenger agent in Omaha, continuing in that capacity until May 1, 1946, at which time he was transferred to St. Louis as traveling passenger agent.

Peterson in Service 55 Years

Walter Peterson, who retired Dec. 31 from the position of assistant to passenger traffic manager, was in railroad service 55 years, 40 of which were spent in the Milwaukee Road passenger traffic department.

He began his railroading career on the Illinois Central in Chicago, where he took a job in the accounting department in 1892 at \$15 a month. He came to the Milwaukee Road as a rate clerk on Sept. 7, 1907, and in 1922 was appointed chief rate clerk. In 1944 he was made assistant to passenger traffic manager, succeeding W. J. Cannon, who died in February of that year. Mr. Peterson's son William, who had also been employed in the Road's passenger department in Chicago, was killed near Carrenton, France, on June 8, 1944. Mr. Peterson has three children living.

When Mr. Peterson first began to concern himself with passenger fares there was one rate for everything, he recalls, and that applied on a straight mileage basis. Now there are coach, intermediate, first class, one-way, round-trip and special

The Milwaukee Magazine



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rates, to say nothing of percentage increases, taxes on tickets, and many other complications. A dinner was given in his honor on Dec. 11 by the Western Passenger Association. Fifty of his friends and associates, including a number of Milwaukee Road officers and employees attended.

W. E. Cooper, who succeeds Mr. Peterson as assistant to passenger traffic manager, has been with the Milwaukee Road ever since starting his railroad career in 1892. He was first employed in the office of the general passenger agent in Chicago as a messenger, later advancing to various positions and assuming the duties of chief rate clerk in 1918. He was promoted to the position of assistant to general passenger agent in 1940, which he held until the time of the present appointment.

W. E. Bock, who is retiring on Jan. 31 from the position of general agent, passenger department in Omaha, has been railroading 52 years. Being a native of Council Bluffs, Ia., it was natural for him to go to work for the Union Pacific in 1895, shortly after leaving high school, but although hired as a stenographer, the first job he was given was on the section for a couple of months at Sidney, Nebr. He did, however, draw a one-day assignment as secretary to Buffalo Bill, who came into the office one day and

asked for young Bock to help him with his correspondence. Mr. Bock observes that "It was mostly applications for jobs, requests for money and some letters which were too personal for my observation."

In October, 1897, Mr. Bock left North Platte to accept a position as operator and stenographer in the office of F. A. Nash, general western agent of the Milwaukee Road in Omaha, and he has been there ever since, having been made passenger agent in 1906 and general agent, passenger department, in 1920. Mr. Bock will continue in business as president of the Bock Travel Agency in Omaha.

He is succeeded as general agent, passenger department in Omaha by G. A. Henkens, a native of Nebraska who started with the Milwaukee Road in its city ticket office in Omaha in 1923. In 1926 he was transferred to the general offices in Chicago and since that time has been secretary to the traffic vice president, chief clerk to general passenger agent and, since June, 1945, chief clerk to passenger traffic manager.

W. J. McMahan

WINFIELD J. McMAHAN, assistant superintendent of the Coast Division, passed away at Long Beach, Calif., on Dec. 22. Death came suddenly while he was recuperating from an operation he underwent last fall.

Although Mr. McMahan was only 48 at the time of his death, he was regarded as an old timer in Coast service. He was born in Warrensburg, Mo., but moved to Seattle as a young boy, attending Franklin High School and the University of Washington. He entered the employ of the Milwaukee Road in 1917 as a call boy and was promoted rapidly. Prior to becoming assistant superintendent he served as superintendent of oil dock, freight agent and trainmaster.

The good fellowship Mr. McMahan displayed toward his fellow employees acquired for him the admiration and esteem of all who had dealings with him. He was a member of the Transportation Club and, as a lover of sports, held memberships in several athletic and sports clubs. He also had numerous fraternal affiliations. Fellow Masons assisted at the funeral rites which were held in Seattle on Dec. 29.

Mr. McMahan is survived by his widow, his daughter Jo Ann Rene, son William, two grandchildren, three sisters and a brother.

HOW ABOUT THESE

"Railroad Problems?"

A GREAT deal of thought has been given to what most of us call the railroads' problems. Usually, discussion about such subjects results in a general shrugging of the shoulders and acknowledging that nothing can be done about them. Perhaps more could and would be done if the people whose living depends on a healthy and vigorous railroad industry were of one mind and not confused about the ends they are seeking. At least, a unified understanding among railroad people would have the effect of bringing the so-called "railroad problems" into the same focus for all of us.

Railroaders Owe an Obligation to Themselves

Railroad men and women whose careers will be affected by the good health or the poor health of their industry owe an obligation to themselves to understand

the effect of the conditions which retard railroad progress, and to interest themselves in helping to bring about their correction. For that matter they owe it to themselves to help prevent the imposition of conditions that tend to stifle the usefulness and progress of our rail transportation

system and limit the opportunity of the people who run in.

It is and always has been this railroad's aim to keep its employes correctly informed about its financial condition. It is important that people should know and be interested in the welfare of the company to which they sell their services, and understand that the company's prosperity is a measure of their own security. If a company's earnings are not adequate, it should be a matter of vital concern to the employes who are dependent upon it. The people in the railroad industry should know and be alertly aware that the industry which is their means of livelihood has not shared proportionately in the wealth it has been so largely responsible for creating.

Regulations Impose Restriction on Earnings

Government regulation over the years has proved effective in keeping railroads from making "too much" money, but has not been able to keep them from earn-

ing *too little* despite the improvements in their service and gains in their efficiency of operation.

Railroads are expected to be self-supporting. Government, on the other hand, furnishes almost all the fixed investment required to carry on most other forms of transportation—the improved waterway channels, the airways and airports, the roads and streets—without, in most cases, making an adequate charge for the use of such facilities in carrying on the business of commercial transportation.

The railroads are the bulwark of free enterprise in this nation—and we are the last nation in which there is such a bulwark. The railroads have proved their indispensability—they have shown their ability to handle all the traffic offered, and to handle it efficiently and economically. The railroads receive no subsidies—they pay for their equipment and other improvements without government aid, and in addition, through taxation, they pay a large portion of the bills for other forms of transportation. The railroads are engaged in a program of modernization and streamlining, not only of their physical plant, but of their thinking, and they are "standing on their own feet" in these endeavors.

Why Should Railroads Be Denied Prosperity?

The earnings that railroads have had with which to effect their own modernization have been pitifully small and continue to be inadequate. Certainly, we

have no reason to resent or object to the evidence of industrial prosperity we see all around us, but it's difficult to comprehend why the railroad industry should be singled out and required by the imposition of restrictive conditions to refrain from participating in it.

The future of rail transportation in America and the future of railroad employment are dependent upon a more liberal and enlightened treatment of the railroad industry of today.

Progressive, thinking railroad employes will understand this. Railroad employes can help defeat public indifference by a constructive interest in the welfare of their own industry.



Arnold and Beeuwkes Retire; Succeeded by Britzius and Wylie

EMPLOYEES of the Coast Division and numerous friends and business associates honored the retirement, Dec. 31, of two veterans of the operating department—Harry Emerson Arnold, assistant general manager of Lines West, Seattle, and Reinier Beeuwkes, electrical engineer with headquarters in Seattle. The occasion brought congratulations from friends and business associates



Harry E. Arnold, retiring assistant to general manager, Lines West.

throughout the United States. A. G. Britzius, who has been Mr. Arnold's assistant, was appointed assistant general manager and Laurence Wylie, superintendent of the Coast Division, succeeds Mr. Beeuwkes. A. O. Thor, assistant superintendent at Tacoma, was appointed to fill Mr. Wylie's position.

Mr. Arnold's distinguished railroad career started on Sept. 20, 1906, as a fireman for the CB&Q. He also served with the Northern Pacific but resigned from that company on April 27, 1909, to enter Milwaukee Road service, wiping engines. A short time later he was promoted to locomotive fireman on the Missoula district between Deer Lodge and Avery and in 1912 was promoted to engineer. In that year he was also elected general chairman of the Brotherhood of Locomotive Firemen and Enginemen on Lines West, continuing in railroad service while he performed that office and later that of general chairman. In 1936 he became assistant to

vice president of the brotherhood, with headquarters in Chicago. He was appointed assistant to general manager of Lines West on June 1, 1939.

Mr. Britzius, who succeeds Mr. Arnold, has been with the Road since 1926, starting as a call boy at Harlowton, Mont. He filled various positions in the yard and freight office there before transferring to Butte, in 1931, as trainmaster's stenographer and extra time reviser. On Jan. 1, 1935, he went to Seattle as stenographer to W. C. Ennis, who was at that time handling schedule matters there. He was advanced to chief clerk and eventually promoted to the position of Mr. Arnold's assistant.

The retirement of Mr. Beeuwkes is of interest to engineers throughout the country, as he is the author of a number of technical papers on the electrification and electrical operations of railways. He is a native of Jamesburg, N. J., a graduate of Baltimore City College and of Johns Hopkins University, from which he received a degree in 1899. He had some early experience with the General Electric Company and the Pennsylvania Steel Company, then entered railroad service with the NYC&HR, in 1903, as assistant engineer on electrification of terminal and suburban tracks. In 1907 he went to the Great Northern as assistant to engineer in charge of the electrification of the Cascade Tunnel in Washington and was with that com-



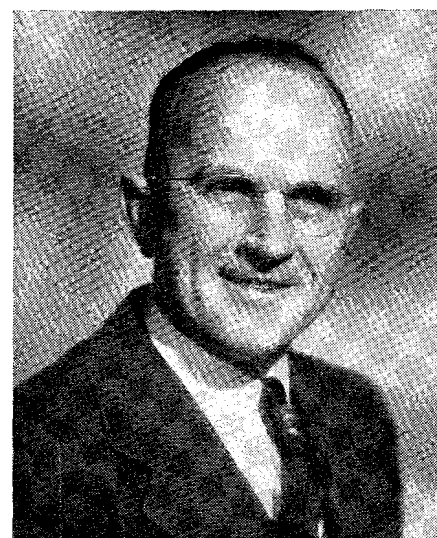
Reinier Beeuwkes, retiring electrical engineer.

pany until 1910, when he took a position with the Sprague Electric Works of General Electric. His service with the Milwaukee Road dates from 1914, when he was hired as electrical engineer in charge of electrification work in Montana, Idaho and Washington, with supervision of electrical operation. His entire service with the Road has been in that capacity.

Mr. Beeuwkes is a fellow of the American Institute of Electrical Engineers and has a nationwide reputation. He is an authority on technical railroad work and was a member of the National Electric Light Association Committee of 1928-1929 that visited foreign countries to report on their railway electrification.



Laurence Wylie, electrical engineer



A. O. Thor, Coast Division superintendent

Mr. Wylie, appointed to succeed Mr. Beeuwkes, is a native of Montana and studied electrical engineering at Montana State College; graduated in 1913 and received the degree of electrical engineer for special work done in 1920. He served an apprenticeship with the Westinghouse Electric Company from 1913 to 1915 and upon receiving the Westinghouse diploma for professional electrical engineer, joined the Milwaukee Road force as an engineering assistant on the survey for the erection and maintenance of power lines in Montana, Idaho and Washington. During World War I he spent two years on active duty with the U. S. Army Air Force but returned to the electrification department in 1919. Since that time he has held various positions; assistant engineer on special work (1919-1923); assistant electrical engineer with supervisory duties as assistant to Mr. Beeuwkes (1923-1936); trainmaster of the Coast and Trans-Missouri Divisions (1936-1939); assistant superintendent of the Coast Division (1939-1943). He was promoted to superintendent of the Coast Division in June, 1943.

A. O. Thor, who replaces Mr. Wylie, entered Milwaukee Road service in 1919 as assistant division accountant at Green Bay, Wis. He transferred to Chicago in 1920 and was assistant valuation engineer until 1921; then served in the superintendent's office as clerk and assistant chief clerk. In 1925 he transferred to Bensenville as chief clerk to assistant superintendent, returning in 1926 as chief clerk in the office of superintendent of Chicago terminals. He became chief clerk to assistant general manager in 1934, was promoted to trainmaster of the Kansas City Division in 1938, and transferred to Spokane as assistant superintendent of the Coast Division in 1942. The following year he went to Tacoma in the same capacity and occupied that position until his recent promotion.

The Cover

IT COULD be almost anywhere in the vast territory which the Milwaukee Road serves, but it happens that the cover of this issue shows a typical scene near Iron River, Mich., at about this time of year. It would seem to prove that, if you have an open mind, winter is wonderful.

Despite the frostbite, the occasional engine failure, and the job of digging the railroad out every so often, winter is a great time of year—especially in pictures.



C. C. Dille, advertising agent (left), shows William Wallace, assistant passenger traffic manager, the first of the million new Hiawathas which the Kellogg Company is putting out.

One Million New Hiawathas

AS IF by way of underscoring the Milwaukee Road ads which proclaim 1948 to be "a Hiawatha year", the Kellogg Company of Battle Creek, Mich., is putting into circulation exactly 1,000,000 brand new Hiawathas of its own.

These Hiawathas, appearing one car at a time on Kellogg cereal boxes, are of cardboard, of course, but are expected to be none the less real to the children of the country, who will get their vitamins and a close-up view of a first-class streamliner at the same time. The trains consist of a Diesel locomotive and four cars, or 5,000,000 separate pieces of "equipment".

The Hiawatha cut-outs, made as near to scale as possible, started appearing on grocers' shelves about Jan. 15; they will be available until Apr. 1. The Milwaukee Road has the distinction of being the first of at least 16 railroads whose crack trains will be featured in this interesting series. The Train of Tomorrow opened the series, but the Hiawatha is the first train in actual operation on any railroad to be so honored.

Milwaukee Road to the Rescue

WHY is the Milwaukee called "The Friendly Railroad of the Friendly West?" You might ask Jim Chirgwin, the district sales manager of the National Biscuit Company at Bozeman, Mont.

One Saturday night recently Mr. Chirgwin, driving to Lennep, Mont., for a week end of hunting, ran into a raging blizzard four and a half miles west of his destination and found himself with a stalled motor apparently in the middle of nowhere. Finding railroad tracks nearby, he began the long trek to Lennep on foot. He had been walking only a short time when he sighted a passing fast freight and waved to the engineer. Regulations forbade stopping the train, but when it reached the next station the conductor called Butte and the standby locomotive

went to the rescue.

Chirgwin was picked up and taken to Loweth station, a few miles west of Lennep, where he was treated like visiting royalty. Agents Elmer Stewart and George Opie served him a venison dinner and then made him comfortable while they flagged the Olympian Hiawatha, which does not generally stop there. Chirgwin was put aboard for Lennep (another unscheduled stop) and Opie relieved while Stewart, using his home-built snow-mobile, towed Chirgwin's car into Lennep.

The venison he ate at Loweth was all that Chirgwin ever saw of deer on that hunting expedition. He drove his car back to Bozeman the next day, but he says that henceforth all his rail travel will be done on the Milwaukee Road.

About That Cold

IF SOMEBODY walked up to you and said, "Chances are, by the time spring rolls around you're going to be held up, clipped for your folding money and beat up so bad you won't be able to go to work," you'd probably want the lowdown.

Well, a small-time bandit known as the Common Cold has been doing that for years and there's no reason to believe he's out of business now. Actually, he's more dangerous today than ever before because so many of us are mistakenly less afraid of him. Recently, federal health "detective scientists" succeeded in isolating a cold-bandit, even viewed his shadow through an ultra-powerful electronic microscope. The news swept the nation. "Gangster cold identified!" Millions of people sighed with relief, believing that he'd soon be rendered harmless permanently.

This is just wishful thinking. It has only been learned that the cold bug can be isolated and kept "alive" for awhile. Further investigation may show, however, that there may even be dozens of different cold-bandits, all committing similar crimes, but each requiring different methods of apprehension and punishment.

So this is no time to laugh off the cold-thug as no longer dangerous. He still chalks up more than three million man-days off the job in a single month. Pay losses from strikes are still small change compared to the cash he rakes in. His total take in lost-wage extortions, cost of cold remedies and doctors' bills still runs to two billion dollars a year.

Cold Villain Gives Nod to Killers

This cold-punk still puts a frequent finger of death on his victim. Most pneumonia fatalities still start with a cold. The cold villain still frequently gives the nod to such killers as heart disease, meningitis, tuberculosis, arterio-sclerosis, pleurisy and empyema—to name but a few.

There's a lot of defeatist talk and superstition about colds that's all false or only half-true. For one thing, the idea that nothing can be done to prevent or even cure a cold is misleading. Plenty can be done—both on and off the job.

It is true that we know considerable about the cold-bug. He's so small that 250 billion would be needed to cover just one square inch. He attacks only human beings and chimpanzees. Gorillas, mice, guinea pigs don't get colds. Take a dog. He may be bleary-eyed and wheezy, but he's got distemper, not a cold. A rabbit gets the snuffles. And a cat—whatever cats get, it isn't a cold.

The cold-bug goes everywhere. Twenty per cent of the nation's population may come down with a cold in a matter of hours; why, nobody knows. Most often, we catch cold by breathing infected air or by direct personal contact with someone who has a cold. The cold-bug, incidentally, can live for days just floating around in the air.

People used to believe that, once you have had a cold, you are immune

"Ker-Choo . . . and You"

IF YOU are interested in more "cold facts" for yourself and your family, presented in such a way that you won't be apt to forget them, write to The Milwaukee Magazine, Room 356 Union Station, Chicago, for a free copy of the booklet "Ker-choo . . . and You". It is full of facts illustrated by cartoons—interesting, amusing and to the point. The booklet is made available through the courtesy of the Rubber Manufacturers Association, Inc.

for awhile, but recent "human guinea pig" studies indicate that this isn't so. Some people get a dozen colds a year, and chances are that if you had quite a few colds last year you'll have about as many this year unless you're extra careful.

Like every bandit, the cold-bug waits his chance. He usually hits when you're rundown from improper eating, lack of fresh air and rest, maybe too much partying, or just plain worry. Any drop in temperature, exposure to drafts, a good skin-wetting when it's chilly, may give the cold-bug his big chance.

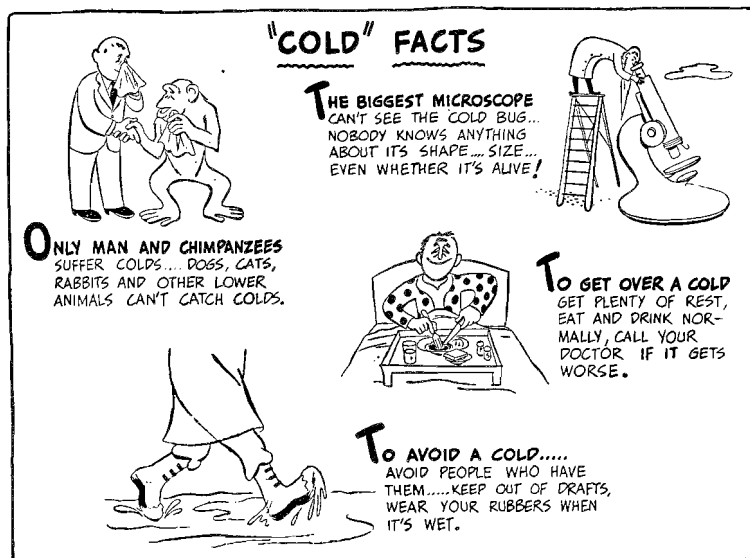
Women More Susceptible than Men

One industrial study showed that every drop in temperature was followed by more colds. Workers who sat at their jobs got more colds than those who moved around. Women had more colds than men, and most of the women who came down with colds got them during the menstrual period. Old people had more colds than the young.

Whatever your job, there's a lot you can do to keep from getting a cold. One important factor is right eating. Lots of us, particularly if we do work that burns up physical energy, go in heavy for meat, gravy, and potatoes, with plenty of bread and pastry. These foods are fine but remember that the body is a heat engine and that it can clog with excess fuel just like a furnace. Besides, it needs a variety of foods, some of the staples just mentioned plus milk, fats, and lots of green vegetables and fruits.

Next to balanced eating comes adequate rest. Few people work such long hours that they can't get eight full hours of shut-eye each night. The sleeping room should be well-ventilated, there should be adequate bed coverings for comfortable warmth, and the bed shouldn't be exposed to drafts. If it's possible,

(Continued on page 22)



Appointments

Traffic Department

Effective Feb. 1, 1948:

At its meeting on Jan. 14, the board of directors elected E. W. Soergel vice president in charge of traffic, with headquarters at Chicago, succeeding E. B. Finegan who was, at the same time, elected vice president with duties as assigned by the president.

W. J. Landry is appointed city freight and passenger agent, Vancouver, B. C., succeeding E. C. Chapman, promoted.

Freight Traffic Department

Effective Feb. 1, 1948:

P. H. Draver is appointed general freight traffic manager, with office in Chicago.

H. S. Zane is appointed freight traffic manager, with office in Chicago.

S. G. Grace is appointed freight traffic manager, with office in Chicago.

J. O. McIllyar is appointed assistant freight traffic manager with office in Chicago.

Effective Jan. 16, 1948:

Henry Sterba is appointed city freight agent at Milwaukee.

Police Department

Effective Jan. 26, 1948:

Lieutenant of Police C. J. Roche of St. Paul is appointed captain of police with headquarters at Mason City, succeeding R. J. Worthington, deceased.

Passenger Traffic Department

Effective Feb. 1, 1948:

G. A. Henkens is appointed general agent, passenger department, Omaha, succeeding W. E. Bock, retired.

Agricultural & Mineral Development Department

Effective Feb. 1, 1948:

L. H. Robbins is appointed commissioner of the agricultural and mineral development department with headquarters in Chicago, succeeding R. W. Reynolds, deceased.

L. B. Horton is appointed assistant commissioner of the agricultural and mineral development department with headquarters in Chicago.

Operating Department

Effective Jan. 25, 1948:

A. W. Hervin is appointed assistant superintendent of the Coast Division, with headquarters at Seattle, succeeding W. J. McMahan, deceased.

Effective Feb. 1, 1948:

M. L. Fromm is appointed train rules examiner with headquarters at Ottumwa, Ia.

Welch Retires; Succeeded by Weiffenbach

JEREMIAH WELCH, assistant secretary and treasurer of the Road with headquarters in New York, recognized as the dean of the eastern group of railroad treasurers, retired from active service on Dec. 31. The treasury division of the American Association of Railroads honored him with a testimonial dinner which was held at the Biltmore Hotel in New York on Dec. 10 and attended by more than 120 friends in eastern railroad and banking circles; he has been associated with the eastern



J. Welch

The headquarters of C. S. Pack, train rules examiner, will be in Milwaukee instead of Mason City.

Effective Jan. 9, 1948:

Clarence L. Withee is appointed acting trainmaster, Chicago Terminals.

Engineering Department

Effective Feb. 1, 1948:

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

A minister was to conduct the funeral of the town wastrel whose life had been such that not a great deal of good could be said of him. Even his widow understood that. Nevertheless, the pastor wanted to say something on the complimentary side if he could, and it occurred to him to scan the floral wreaths with their cards of sympathy.

The man had been a volunteer fire fighter and the hook-and-ladder boys had sent a beautiful floral piece. "This ought to have something if any does," the preacher thought.

He was sadly disillusioned. Worked neatly into the design in red roses, was this statement: "Gone to his last fire."

group since 1922. L. G. Weiffenbach, already an assistant secretary and treasurer, was elected to fill Jerry's position with the Road.

Jerry Welch's railroad service record is long and outstanding. He has been associated with the Milwaukee and its affiliated lines since 1904, starting as auditor of the Montana Railroad (the Jawbone) at Helena, Mont. Thereafter, from 1911 to 1922, he was auditor of another affiliate, the Chicago Milwaukee & Puget Sound; then assistant general auditor of the CM&STP. From November, 1918, to March, 1920, he was comptroller under federal control. When it ended, in 1920, he was appointed assistant comptroller at Chicago. He was transferred to New York in 1922.

For a number of years Mr. Welch served as the Road's cremation officer. In that capacity he supervised the cancellation and destruction of stocks, bonds, equipment trust certificates and interest coupons whose face value amounted to many millions of dollars. On one occasion during World War II he prevailed on the Interstate Commerce Commission to waive regulations and 11 tons of cancelled securities scheduled for cremation were reduced to pulp and turned in for paper salvage.

Jerry was a member of both the accounting and treasury divisions of the A.A.R. and took an active part in their proceedings. In 1935 he was elected chairman of the New York-Philadelphia section of the railway treasury officers association and upon the organization of the Treasury Division-A.A.R., was selected as chairman of the sectional coordinating committee. As such, he presided at the first annual meeting in 1936.

L. G. Weiffenbach, who succeeds Mr. Welch, has been an assistant secretary and assistant treasurer of the company since January, 1928. He was educated in New York City and was first employed by the National Bank of Commerce in New York. He left that organization on Dec. 19, 1906, to enter the service of the Road in the financial and transfer office and has served there continuously up to the present time.

Life is not so short but that there is always room for courtesy.

It isn't your position that makes you happy or unhappy. It's your disposition.

Minneapolis Law Department Loses Two Veterans

F. W. ROOT, the Road's 92-year-old solicitor for the state of Minnesota and well known as a veteran of 65 years of service in the Road's law department office in Minneapolis, retired on Dec. 31. The fact that Mr. Root is regarded as the dean of Midwest railroad lawyers and that



F. W. Root

he is one of the nation's authorities on grade separation matters makes the announcement one of considerable interest in railroad and legal circles.

Mr. Root's phenomenal 65-year service record grew from a temporary position. When he was hired, on Oct. 15, 1882, it was with the understanding that the job was good for possibly 60 days. At that time the Road was extending its lines in Minnesota and the acquisition of land for townsites, shop grounds and other facilities required the services of an additional lawyer. W. H. Norris, who was then the Road's solicitor, thus hired Root on a temporary basis.

Mr. Root already had several years of law experience when he became a Milwaukee Road employee. He had studied as a young man at Oxford, N. Y., where he became an associate of Henry R. Mygatt, one of the leading corporation lawyers of his time. An urge to see the West took him to Minneapolis and he was admitted to the state bar in 1882.

Root has probably tried more court cases than any other living lawyer in the Upper Midwest. For more than 50 years he has made an inten-

sive study of grade separations and has been most successful in obtaining favorable rulings for the Road's interests. At 92 he is still active in his profession and highly regarded by railroad and legal fraternities throughout the entire Northwest.

At the same time, retirement also became effective for another veteran member of the Minneapolis law department force—Chief Clerk Olaf H. Berg, who has been with the Road since June 7, 1888. An emergency took Mr. Berg out of the jewelry business, when he filled the spot of an employee who could not be on the job. He started as a station helper at Rushford, Minn., subsequently serving as a telegrapher and relief agent at 38 stations in southern Minnesota; also, regular agent at Rushford and Houston; division telegrapher, chief dispatcher and acting trainmaster. For years he was traveling inspector and station auditor and also put in some time as chief clerk of the Southern Minnesota Division.

For two years during World War I Mr. Berg was a member of T. W. Proctor's committee to consolidate freight shipments and conserve railroad cars. From 1922 to 1938 he was a legal inspector at Minneapolis. He then served as acting chief clerk and since 1939 as chief clerk in the law department. His almost 60 years of service were marked with faithfulness and efficiency and with friendly helpfulness for his fellow employees.



O. H. Berg

Olympian Hiawatha Schedule Changed

THE westbound Olympian Hiawatha, which has been leaving Chicago at 1:30 p.m., will depart at 3:30 p.m. beginning Feb. 22. This change is made in order to provide a better connection with trains from the East and South. The later arrival time at west end points will also effect an improvement in connections. Aside from the fact that the train will reach all stops two hours later than formerly, the schedule remains the same and the running time is still 45 hours. The eastbound schedule is not being changed.

Smoke Inspector Retires

GEORGE H. PARROTT, a smoke inspector with headquarters in Chicago, retired on Dec. 31 after 54 years of service. During that time he witnessed and took an active part in the Road's forward strides in smoke abatement.

When he started on the smoke abatement job in 1912, he recalls, the smoke from engines was so thick that a person standing in Galewood yard in Chicago could not see the Central Avenue bridge most of the time. That was the situation despite the fact that some engines on the Milwaukee Road were equipped with smoke reduction devices such as brick arches and induction tubes as much as 50 years ago. The Milwaukee Road was, in fact, one of the very first in the country to devote attention to smoke abatement.

Mr. Parrott's job consisted principally of instructing firemen in proper firing and convincing engineers that the devices on the engines for reducing smoke output should be used. He did a creditable job of gaining both the cooperation and the good will of the men.

Mr. Parrott was the guest of honor at a dinner given by L. J. Benson, assistant to president, at the Illinois Athletic Club on Dec. 20.



G. H. Parrott

Suburban Conductor: Good morning. Is it cold enough for you?

Commuter: Right! What does the thermometer say?

Conductor: Don't know, 'cause I never look at 'em any more. Last time I looked at one I almost froze to death.

You Have A Direct Stake in Healthy Railroads

EVERY citizen of the United States has a stake in the health of this country's railroads, whether he realizes it or not. If that person owns life insurance, he has an even bigger stake, as life insurance companies own \$3,000,000,000 of railroad securities. If, in addition, he is employed by a railroad company, he has more than a stake in the health of the railroads—his very livelihood depends on it.

In the light of these facts, the pamphlet entitled "You Have a Direct Stake in Healthy Railroads," published recently by the Equitable Life Assurance Society of the United States, is timely. The pamphlet is reprinted here:

MONEY makes the mare go; it also makes our trains run.

Our railroads are big buyers of materials and big employers of labor. Therefore they are affected by the inflation of our currency, the increase in our money supply, and the consequent increase in prices and wages.

Meeting Increased Wages

Experience has demonstrated that if our railroads are to be in a good financial position for current operations total wages should not exceed 45 per cent of gross income. War increases in wages had, by 1946, sent total railroad wages up to 55 per cent of gross income.

The 1947 rate increases ordered by the I.C.C. brought the percentage back again toward, but not to, the long time normal of 45 per cent. On Sept. 1 wages of non-operating railroad employes were increased 15½ cents per hour. Safe operation and service depend on efficient, well paid employes. But wages come out of income.

A 10 per cent temporary rate increase has just been granted by the I.C.C. to meet the immediate emergency caused by these recent wage increases and advances in the cost of materials and supplies since July 1. There is pending before the I.C.C. a rate increase of 17 per cent additional, and railroad operating employes are demanding a further increase in wages of some 30 per cent. What the railroads are asking—which is the basis of future safety and service—would mean only about 1 per cent of the value of freight transported by them.

This struggle between rates and costs is essential in a government regulated industry, especially in an inflationary period. Congress should recognize the necessity for, and authorize and direct the Interstate Commerce Commission to provide, adequate rates.

Our railroads did a magnificent job of transportation during World War II. That performance involved wear and tear which leaves them the severe problem of improving right of way and equipment.

Hasn't the time come for the railroads to carry out their sweeping plans involving reconstruction in the interest of efficiency and safety, new equipment and the inventions science has made available which are not yet in use? But it can't be done without money.

Capital for Modernization

The railroads would get much of the capital needed for a great program of expansion and improvement from life insurance funds, if railroad income now and for the future reasonably justified such investment.

After all, the railroads are not asking for public funds out of our already overburdened Treasury. If permitted, they are prepared to finance themselves from private investment sources.

They cannot do that if the railroad managers are compelled to go on from day to day bearing heavy burdens of state and federal taxation, heavier burdens for wages and pensions and constant disputes with labor leaders seeking higher wages, and with rate making bodies reluctant, for political reasons, to permit increased rates.

Unquestionably, the railroads need financial elbowroom.

If we do not deal with this problem in a practical way, and soon, we may again see the day when the public welfare, or indeed the very existence, of this country will be threatened by railroad inability to meet future emergencies. That, if it happens, will be due to our failure to provide the railroads of today with the financial means of fitting themselves for their problems of tomorrow.

Judge Retires at Davenport

JOHN H. JUDGE, the Road's division freight and passenger agent at Davenport, retired on Dec. 31 after 50 years of continuous railroad service. Mr. Judge entered the employ of the Road at Milwaukee as a billing and rate clerk and went up through the operating and traffic departments. He was appointed to his first agency in 1907 and became trav-



J. H. Judge

eling freight agent for the Wisconsin territory in 1916. He was appointed commercial agent in charge of solicitation at Milwaukee in 1925 and the following year was made division freight agent in charge of Wisconsin lines. He received the Davenport appointment in 1933.

Frank Hagendorn, who has been traveling freight and passenger agent with offices in Milwaukee, succeeds Mr. Judge at Davenport. Mr. Hagendorn started railroading at Green Bay in 1922 as a stenographer in the trainmaster's office. From there he transferred to the office of superintendent, serving first as timekeeper and later on various other clerical positions. He entered the traffic department at Green Bay in 1926, working up to chief clerk and transferring to a rate desk in the Milwaukee traffic office in 1933. He served there as chief rate clerk, chief clerk, and special traffic representative before he was appointed to the traveling freight and passenger agent post.

If you can see some good in everybody, almost everybody will see some good in you.

J. V. Anderson Honored at Banquet

JOHN V. ALDERSON, one of the Road's most highly respected agents, closed his railroad career at Truesdell, Wis., on Dec. 31. Honoring the occasion, friends and fellow employees on the Milwaukee Division held a banquet for him on Jan. 5 at the American Legion Club in Kenosha. Agent C. C. Ruthe of Somers was toastmaster and E. R. Derrickson delivered an address. Mr. Alderson was presented with a number of gifts, including a radio and a plaque on which dimes formed a large "73," the telegraphers' symbol for "best regards."



John V. Alderson

Mr. Alderson is a veteran of 46 years' service, starting with the C&NW as a telegrapher at Fox River. He came to the Milwaukee Road in 1907 and was stationed at Wadsworth for six years, nine years at the Galewood yard, two at Bensenville, and spent a short time at Ranney. He went to Truesdell on June 30, 1938.

In a summary of his railroad service, Mr. Alderson made an interesting disclosure: "The most remarkable part of my career," he said, "is that during all the years of my employment I never saw a wreck, a passenger injured, or a collision. This is a tribute to the teamwork that goes into the operation of a railroad." Mr. Alderson is proud of his profession—proud of having been one of that large coordinated network of employees.

Mr. Alderson has plans for his retirement. With his wife he will settle on a three-acre farm they own near Bristol. Besides farming he has other interests, including music (he plays the clarinet) and art. He has completed a course at the Chicago Art Institute and is a gifted artist.

An Arkansas Traveler Rides the Olympian Hiawatha

TO PLEASE their young grandson who is an avid reader of railroad brochures, Mr. and Mrs. J. H. Meek of Camden, Ark., rode the Olympian Hiawatha on a recent trip to the Pacific Northwest. The train was everything that young Tommy promised and they are still talking about it. Mr. Meek's description of their trip hits a new high in praise for the new streamliner and its personnel.

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

BLIZZARDS that rivaled the famous storms of '81 hit Chicago on Jan. 5, 1918, and again on the 12th, burying it under more snow than most people see in a lifetime. Traffic was tied up within a radius of 250 miles. Approximately 700 engines—including some 75 Milwaukee Road locomotives—stood idle in Chicago yards. In some places snow drifts towered 15 feet and every railroad employee who could handle a shovel turned out to fight the elements. As the storm moved eastward the entire nation faced a coal shortage. To ease the situation, the fuel administration declared a five-day holiday.

DESPITE an increase of 20 per cent in the number of persons fed in dining cars the previous fall, the railway dining car services of the country were able to report to the United States Food Administrator a great saving in vital foodstuffs; during October and November alone, 234 tons of meat, 1,214 barrels of wheat flour and 12½ tons of sugar. Some rivalry was reported among our dining car stewards. If food was going to win the war, they were in it to the finish.

INTERVIEWS with some of our veteran roadmasters brought out stories of pioneer railroad experiences that were both tragic and amusing. The list of old timers included the names of P. H. Madden, E. McGee, C. F. Allen, J. M. Dorsey, R. W. Gallagher, O. Bakke, F. J. McDonald, M. Murphy of Tama, Ia., George Barnoske, H. M. Geelhart, E. W. Phelan, Bill Shea, H. A. Buel, and J. Murphy of East Prairie du Chien.

FROM the memoirs of Roadmaster J. Murphy, a veteran of 1876: "I ran the section from a mile east of Fox Lake Junction to Randolph; about six miles. We had mostly old 'chair iron' rail and it was all lengths—from 10 to 21 feet. Very often I rode on the rear of the way freight as it made the run from Randolph to Fox Lake at 60 miles per hour, and as it went downhill the jingle of those joints said to me, 'ten feet, ten feet, ten feet!'"

NEWS of Company D, 13th (Ry.) Engineers, showed that our boys celebrated Christmas at their local French Y.M.C.A. and were entertained with a minstrel show. The program listed such old song hits as "Good-Bye Broadway, Hello France", "From Here to Shanghai", "Story Book Ball", "Sailing Away on the Henry Clay" and "Joan of Arc".

"Such men as Sleeping Car Conductor Sparkie Adams add to the popularity of your service," he wrote. "And that Olympian Hiawatha! Its appointments are perfect, its even speed is not wearing, its cleanliness is wonderful—no dirt or smoke—the berths are large and roomy. Mrs. Meek and I have traveled over many railroads from coast to coast and so can say that this Olympian gave us the best service we ever enjoyed."

"Mrs. Meek and I stopped off at Three Forks in the midst of the cattle country and stayed for a week. We had some difficulty in transferring our bags from the station to the hotel, but Mr. Dixon, an electric locomotive engineer on the Milwaukee, came to our rescue with his auto. Later another engineer, Mr. Bryant, assisted us in returning our baggage to the station. Our experience in the West taught us that people out there know the meaning of hospitality."

"At Three Forks we had the pleasure of meeting Mr. and Mrs. Crowley; home address, Milwaukee, Wis.

Mr. Crowley looks after the air conditioning on the Olympian Hiawatha between Three Forks and Deer Lodge and is a very competent person. Other people in the service of the Milwaukee whom we met at Three Forks and on the Olympian Hiawatha were Mr. Middleton, chief engineer, who is from Fayetteville, Ark.; Mr. Keller, who was formerly chief engineer for the Commonwealth Edison Company at Chicago; G. H. Orr, dining car steward on the Olympian; Mr. Kirwan, conductor; Mr. Becker, sleeping car conductor; also Messrs. Daniel, Bryant, Collins and McCullough, who guide these trains over the mountain ranges. They are all fine gentlemen and a credit to the Milwaukee Road."

"I beg your pardon, but what is your name?" the hotel clerk asked.

"Name!" echoed the indignant guest who had just signed the register. "Don't you see my signature there on the register?"

"I do," replied the clerk. "That's what aroused my curiosity."

A Fireman's Hobby

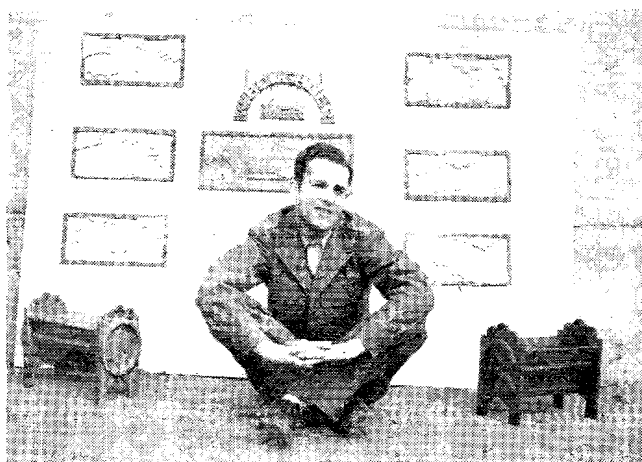
A HOBBY developed while he was in the Navy has paid off in dollars and cents for Fireman LaVerne Boughner of Mobridge, S. D. LaVerne began working for the Road shortly after his discharge from service. When his runs are widely scattered he devotes several hours a day to working with the machinery he has installed in the basement of his brother's bowling alley. There he turns out scores of wall plaques, cigarette and jewelry boxes, magazine racks, picture frames, carved shelves, and other attractive and useful articles.

Some of his simple designs require only a few minutes to execute while the more elaborate ones may take up to four hours. His patterns are original, drawn first with pencil and then worked out by machinery. Last Christmas his wife gave him a large jig saw, which comes in handy for the wall plaques that are his specialty. He has sold several of them for as much as \$14. His magazine racks bring about \$5.50.

This summer he is working on end tables, radio tables, ash trays and ash stands and is planning to expand with

wooden toys. On a recent layover at Marmarth, N. D., he picked up some red cedar wood from which he made the beautiful carved handkerchief box he presented to his mother on Mother's Day. The oak coffee table and the end tables in his home came from his own work shop.

LaVerne, who was the first Mobridge boy to enlist in the Navy, was in service for six years and took part in six major battles. On his return from the Pacific he was hospitalized for some time. He has no intention of turning his hobby into a full-time business but



Fireman Laverne Boughner and some of his handwork.

is very pleased that what he started to do purely for enjoyment has turned into a nice surplus on the family budget.

Chapman Succeeds Calkins at Vancouver

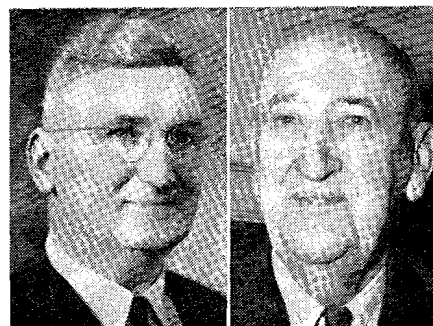
FRANK J. CALKINS, general agent at Vancouver, B. C., and for Alaska, retired on Dec. 31, after 54 years of service with the Road. Mr. Calkins joined the company force in Kansas City and was transferred to the

Coast in 1919. Before his appointment at Vancouver he was stationed in Seattle.

E. C. Chapman, formerly city passenger and freight agent, succeeds Mr. Calkins. Mr. Chapman has been with the Road at Vancouver since 1919. He is widely known there and is active in community organizations. He is a member of the Official Traffic Commission and is a past president of the Vancouver Passenger Men's Association, the Service Clubs Council and the Lions Club.

Owens Succeeds Tavenner at Everett

H. H. TAVENNER, general and local agent at Everett, Wash., for the past 27 years, retired on Dec. 31 after nearly 49 years of railroad service. He is succeeded by Carl M. Owen who has been local agent at



C. M. Owen (left) and H. H. Tavenner

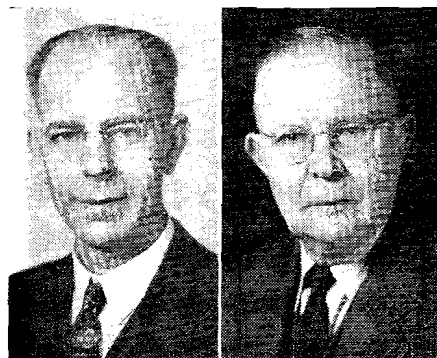
Sumner, Wash., for several years.

Mr. Tavenner's record is one of the longest on Lines West. He began his railroad career as a passenger brakeman but gave up train service to go into the bridge and building department. He then became a yard checker and was stationed for some time at Moline, Ill., where he was advanced to warehouse foreman, to bill and rate clerk, and to cashier. When Missoula station was opened in June, 1909, he became cashier at that point. In 1912 he was made city ticket agent and in 1915 was appointed freight and passenger agent, holding that position until March, 1920, when he transferred to Everett.

Mr. Owen, who succeeds Mr. Tavenner, comes from a pioneer Milwaukee Road family, his father, W. E. Owen, having opened the station at Long Grove, Ia., in 1882. His own railroad service began at the age of 16 as a telegraph operator for the CB&Q in Wisconsin. In that capacity he put in several years with mid-western lines and came to the Milwaukee Road in 1909 as a relay operator at Butte. For the following eight years he was relay operator in various places, mostly at Seattle. In July, 1917, he was appointed agent at Auburn, Wash., and in March, 1920, was promoted to train dispatcher. He resigned from that position in September, 1920, to accept the Sumner agency.

Trains have been, for a long time now, a sort of symbol of America. The steel rails which stretched out to bind a continent together, as our nation grew to maturity, symbolized both the vastness and the integration of our country and our people. The great engines thundering through the night, hauling rich freight and the comfortable, busy people, gave a picture of our wealth and our freedom of movement. . . . So it is fitting, in this year of troubled peace, this year of many questions and few answers, that a train should take its course through these states of ours, bearing the written words of our history and heritage that are one certain and eternal answer.

Jacksonville (Fla.) Journal.



E. C. Chapman (left) and F. J. Calkins



Club Holds Shippers Meeting at Monticello, Ia.

A DEMONSTRATION of Service Club work at its best was given by the Marion-Cedar Rapids Club in Monticello, Ia., on the night of Jan. 6 when it sponsored a "shippers meeting" and evening of entertainment for 637 of the Road's customers in Jones County.

address given by S. J. Oberhauser, Milwaukee Road agricultural agent in Minneapolis, principal speaker of the evening. A large percentage of the men in his audience were livestock feeders.

Rex Conn, farm editor of the Cedar



Catherine Duster, Pat Schaber and Shirley Hamel (left to right), talented young dancers from Cedar Rapids, who were featured on the entertainment program at the shippers meeting in Monticello.



Rapids Gazette and commentator on Radio Station KCRG at Cedar Rapids, also spoke, giving the shippers a pleasant combination of information and humor.

Others who spoke were Division Superintendent O. A. Beerman and Assistant Public Relations Officer A. G. Dupuis of Chicago.

G. M. Ryan, assistant general freight agent, and C. C. Dilley, advertising agent, both from Chicago, also attended and were introduced to the group. R. A. Naylor, agent at Scotch Grove, Ia., who has for years taken an active part in agricultural matters in Iowa, served as master of ceremonies.

This was the second affair of its kind undertaken by this group of progressive employees, the first having been held in 1941 with the expectation of its becoming an annual occasion. Like many other things, however, it had to give way to the war, but Francis Curran, chairman of the club, and all of his committees determined that the affair should be revived with a flourish.

A group of 78 employees were on hand to get better acquainted with the shippers. M. B. Leonard, agent at Monticello, served as chairman of the committee in charge of arrangements, but the invitations to shippers were made by the Road's agents in Jones County, assisted by R. E. Beauvais, DF&PA in Dubuque.

Soil conservation and its tremendous importance to the health and wealth of the nation, as well as to the welfare of the farmers and the railroad, was the subject of the

Above: The story which Chris Eichhorn (seated, right), stock feeder from Wyoming, Ia., was telling G. M. Ryan, assistant general freight agent, Chicago, drew a crowd. Shown standing left to right are: Ray Naylor, agent at Scotch Grove, Ia.; Francis Curran, chairman of the Marion-Cedar Rapids Area Service Club; Steve McDonell, stock feeder, Monticello; S. J. Oberhauser, Milwaukee Road agricultural agent, Minneapolis; M. B. Leonard, agent at Monticello; and Ed Helgens, raiser of pure bred hogs, from Monticello. Below: A cross-section of the group of shippers at the meeting in Monticello.





Sterling Turner and his electric guitar gave out with ballads at the Monticello affair and provided a real highlight on the entertainment bill. Mr. Turner, from Maquoketa, Ia., is an Iowa Division relief agent.

Entertainment followed the speaking program, and members of the Lions Club of Monticello served a lunch featuring 300 pounds of delicious tender ham donated by the Dubuque Packing Company.

An affair of this nature demands a great deal more thought, planning and hard work than meets the eye. That the idea was conceived and accomplished with such notable success is a tribute to an unusually fine group of employees.

Mississippi Valley Club Reorganizes

THE Mississippi Valley Service Club ran into sub-zero weather for its reorganization meeting on Jan. 15, but some 35 of the club's hardiest rooters braved the cold to attend the first session, which was held in the Odd Fellows Hall in Wabasha. Included in the group were Superintendent L. W. Palmquist, Division Master Mechanic R. C. Hempstead, Traveling Engineer P. W. Anderson, Roadmaster C. O. Henry and Trainmaster G. H. Lane.

For Mr. Palmquist, the meeting was in the nature of a visit with home folks and he received a warm ovation. As the principal speaker, he delivered a talk on the Service Clubs' opportunities for fostering the good will which is necessary for the successful operation of a railroad. "The personal touch is most important," he said. "The individual courtesies shown by employees, especially when contacting persons on the telephone, will make many friends for us."

Due to the weather, the business session was short and the election of officers was deferred.

Seattle Club Counts Year's Largest Attendance

THE annual Christmas party of the Seattle Service Club, which was held after the luncheon meeting of Dec. 17, brought out the largest attendance of the year. Decorations for the affair carried out the holiday motif. Vice President J. P. Kiley, on hand to extend the greetings of the season, spoke on the friendly spirit that prevails among Milwaukee Road personnel. Employees scheduled for retirement on Dec. 31, all guests of honor at this meeting, were introduced by Chairman Andrews.

Musical Knowledge Pays Off at Miles City

AN EAR for music and some vocal ability were the only requirements for striking it rich at the annual get-together of the Miles City Service Club. The party, held in the Elks Club on Dec. 20, featured an audience participation program similar to the popular radio program, "Can You Name That Song?", with Bob Wilson of the staff of local radio station KRJF as master of ceremonies.

The songfest began with a community sing, on the basis of which Swan Nelson and Roy Jorgensen se-



Above: Stanley Tabaka (right), 1947 general chairman of the Milwaukee Hiawatha Service Club, congratulates Ed McDermott, chairman of Unit No. 3, while John Marquardt, Unit 3 vice chairman, and Al Oertel, secretary-treasurer, hold trophies won by the unit for highest membership and largest increase in membership of any of the Hiawatha Club's 15 units during 1947.

Below: Roy Dermody, Donald Ritzke and Rudy Freuler (left to right), 1948 general vice chairman, general secretary-treasurer and general chairman, respectively, of the Milwaukee Hiawatha Service Club.

North Montana Votes Leaders into Office

THE North Montana Service Club met at Great Falls on Dec. 11 to elect leaders for 1948. The nominating committee selected two candidates for each office and interest ran high until the final ballots were counted. Those voted into office were Al Barth, chairman; J. L. Steiner, vice chairman; and O. Leitz, secretary-treasurer. Robert Ziegler, the retiring chairman, and Dave Phare, the retiring secretary, were congratulated for their fine work in 1947.





Pat Wilson (left) and Joyce Manaige, two of the contestants who took part in the Miles City Service Club's annual get-together party.

lected eight outstanding voices. The eight—four women and four men—were then invited to mount the stage where they were given an opportunity to listen to and identify three well known songs. The contestants who identified one of the three received a dollar, with an additional two dollars for singing the first two lines of the chorus.

The singers, in order of their appearance, were Division Storekeeper H. L. Stamp (who called on Machinist Tony Biedizycki and Roundhouse Foreman Al Boehmer for help), Joyce Manaige, Gus Waldow, Mrs. R. H. Jensen, Division Engineer V. E. Glosup, Mrs. H. Winship, W. H. Mitchell and Mrs. Pat Wilson. All of them measured up well in their knowledge of music and in singing ability. Mr. Glosup and Mrs. Wilson, judged the best singers, received additional awards. Division Master Mechanic M. A. Walsh had the pleasure of paying off the prize money.

Dancing followed the contest and lunch was served, buffet style. Burns was general entertainment chairman for the evening's program, assisted by Claude O'Brien and J. D. Wagner.

Brodhead Area Club Elects Officers

THE small but very enthusiastic Service Club group in the Brodhead, Wis., area met at the Monroe Hotel, Monroe, on Jan. 13 to elect its officers for the coming year. The successful candidates were L. W. DeLorimier, chairman; J. F. Dahnke, vice chairman; and C. A. Baxter, secretary-treasurer.

The club voted a yearly assessment of \$2 for membership dues to defray the expense of its social affairs. It also considered ways and means for meeting jointly with its neighboring group, the Pecatonica River Valley Club, when the weather permits. After the business session several moving pictures were shown. Lunch and refreshments were served later, with Louie DeLorimier acting as chef.

Mt. Baker Holds Social

THE Mt. Baker Service Club meeting at Bellingham, Wash., on Dec. 15 concluded with a Christmas party. Mrs. Heberdine, who was chairman of the program committee, had planned a number of activities which included a unique way of distributing

Mouse Defies I.C.C.

LAST winter a distress letter from the agent at Storm Lake, Ia., crossed the desk of the division passenger agent at Des Moines. Its message caused that official to wire back in surprise, "For every month?"

Back came the reply, "Yes," but definitely.

To quote the letter which brought on these communications: "A mouse got into the form 102 report for the year 1947 and chewed the top all up, so that it is worthless. He worked on Storm Lake, Juniata and Truesdale [nearby non-agency stations whose records are maintained at Storm Lake]. Will it be possible for you to send the report up here so I can copy them for the files? I now have poison wheat out for them."

Well, Des Moines resolved the matter by forwarding the papers, but Storm Lake is of the opinion that if Supermouse didn't give a hang for I.C.C. regulations, "he" at least might have considered the paper shortage.

the Christmas gifts. Each member brought an article wrapped in an effectual disguise. The packages were passed from hand to hand, the members meanwhile speculating on their contents. When they were un-



C. A. Berg (second from left), chief dispatcher at Madison, S. D., who retired the first of the year, lends a hand in displaying the gifts presented to him by friends and fellow employees at a Service Club party held in his honor on the evening of Jan. 5. Left to right, are: Division Superintendent G. H. Rowley, Mr. Berg, Club Chairman J. T. Kaisersatt and Club Secretary James Gregerson.

wrapped there was a great deal of hilarity when the true contents were disclosed.

After the gifts were distributed the members played Bingo and prizes were awarded to the winners. Refreshments were served later—hot dogs, cake and coffee. Since December is the birth month of Chairman Sandstedt, the meeting closed with a rousing rendition of "Happy Birthday."

Green Bay Club Entertains Local Traffic Men

THE Service Club at Green Bay, Wis., is fast developing into an organization of some consequence in local traffic circles. The latest example of its participation in community affairs was the party it gave in the club rooms on Jan. 15 for some 85 members of the Green Bay Traffic Club. This is the second consecutive year that the Service Club has been host to the traffic men. The occasion was the installation of the new Traffic Club officers and the Service Club was privileged to assist in the rites.

The evening was booked solid with entertainment. Several entertaining movies were on the program and a door prize was presented. A number of valuable articles were also distributed as favors and the refreshments committee served an ample and delicious lunch. Remarks made by the traffic men who enjoyed the club's hospitality attest to their high regard for the Milwaukee Road and its employees.

Inland Empire Club Dines on Gourmet Fare

ONE reason why the Inland Empire Service Club at Spokane, Wash., has enjoyed a good attendance for the past year is because Chairman Leo Walsh has a way of arranging original entertainment and refreshments. The Dec. 2 meeting was one of the largest. The officers for 1948 were chosen at this meeting, those elected being Tony Bruneau as chairman; Nels Nelson, vice chairman; Mrs. Ruth White, secretary; and W. T. O'Reilly, treasurer.

After the election the members sat down to a cracked crab dinner. The success of cracked crab depends on the piquancy of the sauce and with Mrs. Blanche Allen in charge of the dinner committee, perfection was assured. Experienced crab eaters pronounced her sauce superb and downed it with large quantities of French bread buttered and seasoned with garlic salt. The remainder of the evening was spent playing cards.



The pictures above and below were taken at Green Bay, Wis., on Jan. 15 when the Service Club entertained some 85 members of the local traffic organization. Above, a group of officers (left) is shown lending a hand with the buffet service as Traffic Club officers are lined up for refreshments. Left to right: Frank Ratachic, Jr., second vice chairman; David Heumpfner, first vice chairman; Robert W. Centen, secretary; Orville K. Hansen, chairman; and Traffic Club officers Anton Adams, Lloyd Daman, I. A. Friess and George H. Renkens. The group below appears to be engrossed in the moving pictures which were the featured entertainment. Here a tense situation in "Football Highlights of 1947" holds their attention.



Venison with Puns Served By Chippewa Club

AT THE Chippewa Service Club meeting held in Miners' Hall at Iron Mountain, Mich., on Dec. 15, officers Otto Grade and Larry Rouse made good on a promise to treat to a venison steak dinner. Rouse and Frank Apolka were the chefs and the boys at Channing assured them that the buck had not died in vain.

Who bagged the deer? The honor goes begging. Secretary Rouse goes on record with: "If I had a little doe I would certainly have given a buck to the Service Club, just for fawn. Why not ask Art Flom?"

Comment from Section Foreman Flom: "Deer, deer, very fawny."

And so it stands. The mysterious sharpshooter doesn't seem to caribout revealing his identity.

The Queue Question

In a certain European country "Important Persons" can get a permit that allows them to buy railroad tickets without standing in line. One lucky man with a permit pushed his way to a ticket window and when the others in line yelled at him he said, "Sorry, I have a permit."

"So have we," called someone. "This is the line for persons who have permits to buy tickets without standing in line."

—The Chicago Daily News

Someone has given the definition of a dime as a dollar with the taxes taken out.

To sneer at another man's work is the special privilege of little minds.

A friend is a person who knocks before he enters—not after he has taken his leave.

Retirements

The following employes' applications for retirement were recorded during December, 1947

Chicago General Offices

DAVIES, ALBERT H.
Special Accountant, Aud. of
Expend. Chicago, Ill.
FOWLER, WM. J.
Porter Chicago, Ill.
GILLIS, WM. J.
Bureau Head, Frt. Aud. Off. Chicago, Ill.
KRAMER, CHARLES S.
Clerk, Aud. of Expend. Chicago, Ill.
OWENS, FRANCIS J.
Special Accountant Chicago, Ill.
RAY, OSCAR M.
Draftsman Chicago, Ill.

Chicago Terminals

FINNERTY, EDWARD F.
Mach. Helper Bensenville, Ill.
GINGROSSO, SALVATORE
Section Laborer Chicago, Ill.
HALUSZSZAK, PAUL
Carman Helper Chicago, Ill.
HART, HARRY A.
Loco. Engineer Chicago, Ill.
JOHNSON, ADAM
Loco. Engineer Chicago, Ill.
KARPISH, JOHN
Ex. Gang Laborer Chicago, Ill.
LOFY, MATTHEW J.
Boilermaker Chicago, Ill.
SMIETANA, TEODORE
Carman Chicago, Ill.
WILLIAMSON, HUGH S.
Crossing Flagman Chicago, Ill.

Coast Division

FOX, DAVID B.
Machinist Seattle, Wash.
MARTIN, ROBT. L.
Fire Lighter Tacoma, Wash.
MCGOVERN, JOSEPH M.
Carman Tacoma, Wash.

Dubuque & Illinois Division

DICKMAN, WM. H.
Freight Handler Dubuque, Ia.
KNIGHT, CLAUDE E.
Fire Builder Davenport, Ia.
LAWRENCE, CHARLES A.
Train Baggagehandler Elgin, Ill.
MATTHEW, FRANK B.
Boilermaker Helper Marquette, Ia.
SHAFFER, RAY L.
Agent-Operator De Kalb, Ill.
SIEBER, REINHOLD E.
Loco. Engineer Bensenville, Ill.
SLATER, JOHN R.
Roundhouse Foreman Savanna, Ill.

Idaho Division

WELLER, FREDERICK W.
Brakeman Spokane, Wash.

Iowa Division

ANDERSON, JAMES W.
Loco. Engineer Cedar Rapids, Ia.
HARGRAVE, GEORGE T.
Section Laborer Gillett Grove, Ia.
HEWITT, LEONARD G.
Statistician Marion, Ia.
KEGLEY, LAWSON J.
B&B Carpenter Des Moines, Ia.
KELLY, THOMAS L.
Conductor Delmar, Ia.
SAYLOR, STEWART T.
Stevadore Cedar Rapids, Ia.
SMITH, CHARLES B.
Section Laborer Ferguson, Ia.
THOMPSON, ANDREW P.
Car Repairer Council Bluffs, Ia.

Iowa & Dakota Division

BUHMAN, WM. M.
Carman Sioux City, Ia.
FONDA, WM. W.
Agent-Operator Dickens, Ia.
FONDA, ZELLA
Custodian Dickens, Ia.
HOSKIN, HARRY L.
Chief Dispatcher Sioux City, Ia.
KNUDSON, LEWIS E.
Blacksmith Helper Mitchell, S. D.
MATTISON, EDWARD
Loco. Engineer Sioux City, Ia.

Iowa & Southern Minnesota Division

JOHNSON, JOEL M.
Agent-Operator Mapleton, Minn.

RILEY, RALPH L.
Agent-Operator Fairmont, Minn.

Kansas City Division

GRIMSLEY, VICTOR
Section Laborer Ottumwa, Ia.
WILCOX, JAMES H.
Section Laborer Powersville, Mo.

La Crosse & River Division

ARTLIP, HOMER D.
Crossingman Wauwatosa, Wis.
BROWN, CARY A.
Train Baggagehandler La Crosse, Wis.
HOARD, ARCHIE C.
Loco. Engineer Minneapolis, Minn.
KUEHL, FRANK
Section Laborer Tomah, Wis.
MURRILLS, WM. E.
Loco. Engineer Portage, Wis.
NIENOW, RICHARD C.
Carman Wausau, Wis.

Madison Division

REINOLD, GAILORD G.
Roundhouse Foreman Madison, Wis.

Milwaukee Division

BODENBERGER, JOSEPH F.
Gen. Foreman Milwaukee, Wis.
DESMOND, DANIEL J.
Conductor Freeport, Ill.
GLASNAFF, AUGUST A.
Section Foreman, Menominee Falls, Wis.
MUELLER, ALBERT E.
Telegrapher Brandon, Wis.
STEWART, ROGER S.
Telegrapher Granville, Wis.
ZICK, THEODORE R.
Pump Repairer Milwaukee, Wis.

Milwaukee Terminals

FINN, THOMAS J.
Loco. Fireman Milwaukee, Wis.
GITTINS, GEORGE J.
Yard Cleaner Milwaukee, Wis.

GONZALEZ, DARIO
Section Laborer Milwaukee, Wis.
KORNFELT, MATTHEW J.
Steam Hammer Oper. Milwaukee, Wis.
LANG, CHARLES W.
Trucker Milwaukee, Wis.
MARTINSON, ALICK M.
Div. Master Mechanic Milwaukee, Wis.
McCORMICK, JAMES A.
Asst. to Supt. M. P. Milwaukee, Wis.
RAHILA, JACOB
Extra Gang Laborer Milwaukee, Wis.
SCHIEL, FRANK R.
Carman Milwaukee, Wis.
WORNER, JESSE
Switchman Milwaukee, Wis.
YAKL, CARL P.
Carman Milwaukee, Wis.

Rocky Mountain Division

BALDYGA, CON
Extra Gang Laborer Great Falls, Mont.
KEACH, LEON I.
Clerk Missoula, Mont.
OLSON, ALBERT
Extra Gang Laborer Denton, Mont.
TEBBITT, GORDON E.
B&B Foreman Great Falls, Mont.

Superior Division

MILLER, FRANK
Crossingman Random Lake, Wis.
REED, CLAUDE O.
Agent Amberg, Wis.
SMITH, JOHN F.
Conductor Channing, Mich.

Terre Haute Division

GRAHAM, FRANK
Telegrapher West Clinton, Ind.
WILLETT, EDGAR
Agent Whitaker, Ill.

Trans-Missouri Division

LEACH, FARIS L.
Conductor Miles City, Mont.

Twin City Terminals

ANDERSON, FRITIOF
Machinist Minneapolis, Minn.
BETTS, HARRY E.
Laborer Minneapolis, Minn.
CARLSON, JOHN M.
B&B Carpenter Minneapolis, Minn.
KENNEDY, JAMES A.
General Foreman St. Paul, Minn.
LARSON, AXEL W.
General Foreman Minneapolis, Minn.
LIEBIG, GEORGE WM.
Switchman St. Paul, Minn.
OLSON, ANDREW
Car Cleaner Minneapolis, Minn.
WILLIS, WM. M.
Machinist Minneapolis, Minn.

Women's Club Chapter News



Malden Chapter

Mrs. Charles Hankins, Historian

At our regular December meeting Past President Mrs. Reams installed the 1948 officers. After a Christmas lunch gifts were exchanged. The committee in charge was Mrs. W. Hale, Mrs. Ed Casebeer and Mrs. V. Mitchell. A Christmas remembrance was sent to Mr. and Mrs. Joe Wagner. Mr. Wagner will be 92 years old in March.



Spokane Chapter

Mrs. N. H. Fuller, Historian

The new officers installed Dec. 9 are Mrs. N. B. Jones, president; Mrs. Caroline Hillsdon, 1st vice-president; Mrs. Herman Fallscheer, 2nd vice-president; Mrs. Chas. Lillwitz, recording secy.; Mrs. Harriet Ashton, corresponding secy.; Mrs. J. B. Dede, treasurer; Mrs. N. H. Fuller, historian. Following the business meeting the club had a Christmas party with a beautifully decorated tea table from which refreshments were served. Carols were sung, led by Mrs. Geo. Hill, and gifts exchanged. Dec. 11 the Woman's Club entertained the Service Club with an evening Christmas party.



Marquette Chapter

Mrs. Stanley Hunter, Historian

Regular meeting on Dec. 10 was the occasion of our Christmas party. A pot-luck luncheon was served to approximately 75 members. Following a short business meeting the program was given. Mrs. Carl Steffens read a Christmas story accompanied by a chorus made up of five of our members who sang Christmas carols—Miss Hazel Barr, Mrs. Truman Prouty, Mrs. Gerald Connell, Mrs. Art Henthorne, and Mrs. Mark Young. Gifts were exchanged, after which "500" was played.



Bensenville Chapter

Mrs. Paul Sturm, Historian

The first meeting of the new year was called to order by our outgoing president, Mrs. Arnold, who was a very efficient and faithful worker. Our new officers were installed, Mrs. Ralph Vanella as our new president. Our club house has been newly painted and cleaned and we are all ready to do all we can in 1948.

★ *Madison, S. D., Chapter*
Mrs. A. D. Walker, Historian

Members held December meeting at the home of Mrs. John Broderick. All present exchanged gifts. For the pot luck supper each member brought her own Christmas specialty. This made a lovely party and was greatly enjoyed by all.

On Dec. 19 Santa Claus came in person to children of railroad families. The evening opened with a program beginning at 7:30. Many children took part in the songs, recitations, and piano music. This program was arranged by the Women's Club. At the close of the evening Santa distributed sacks of nuts and candy to all. Christmas baskets were sent to elderly shut-ins of the Milwaukee family.

★ *New Lisbon Chapter*
Mrs. George Oakes, Historian

On the evening of Dec. 9 meeting was called to order at the American Legion Hall after a very delicious chicken dinner had been served to the 31 members present by the Lutheran Ladies' Aid. The tables were nicely decorated with lighted tapers and pine sprays. Mrs. J. Krotzman gave grace. Due to the lack of oil for the oil burner in the main room of the Legion Hall we all crowded into the kitchen around the big range and had our meeting, with Mrs. R. Zeilsdorf acting as our fire tender.

Reports were: seven personal and phone calls made, six cards sent and three families reached. Net profit earned was \$10.37. Good Cheer report was \$13.60 spent. One baby gift was given, one plant sent to a hospitalized member and one funeral meal served. All stood in silent prayer for our deceased members, Mrs. G. Keeney, Pvt. R. Barnes, and K. Andrews. Door prize was won by Mrs. L. Kallies. After adjournment Christmas gifts were exchanged and bingo was played for prizes the remainder of the evening.

★ *Milbank Chapter*
Mrs. Gerald Gardner, Historian

Our Christmas party was a great success and quite a few children were present for the entertainment. A short business meeting preceded the program. Door prize was awarded to Mrs. Fred Happy and amounted to \$3.00. Group Christmas cards were signed by all members present to be sent to three absent members, Mrs. Dunphy, Mrs. Jennie Fowler and Mr. and Mrs. Carl Leonhardt. Christmas carols were sung, and after roll call the secretary announced that Mrs. Frank Reeves, Mrs. E. S. Hanson and Mrs. Otto Werner had perfect attendance records for the past year. A rising vote of thanks was accorded to the retiring president, Mrs. Otto

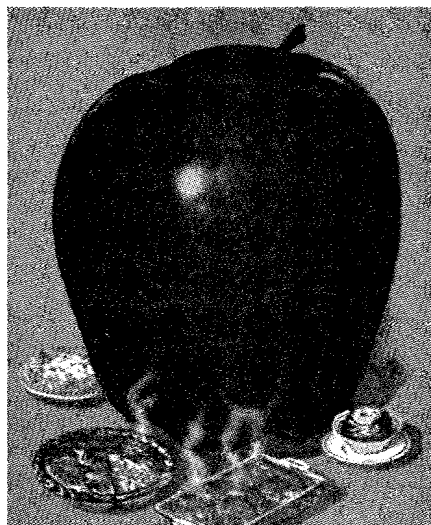
★ *Madison, Wis., Chapter*
Mrs. O. S. Kline, Historian

A Christmas party was given the children the afternoon of Dec. 20. A short program was enjoyed and songs were sung by the group. Gifts were exchanged and a treat of apples, candy bars and popcorn was given to those present.

On Jan. 8 the newly elected officers took their places: President, Mrs. John Hodgson; 1st Vice-President, Mrs. John Lietz; 2nd Vice-President, Mrs. Wm. Murphy; Recording Secretary, Mrs. Hans Wagoner; Corresponding Secretary, Mrs. Wm. Warren; Historian, Mrs. O. S. Kline. Following the meeting refreshments of cake and coffee were served by the committee, Mrs. C. Parkin, Mrs. R. Woodworth, Mrs. A. M. Kilian and Mrs. O. S. Kline.

Sixteen members attended December meeting. Lunch was served by Mrs. J. Hodgson, Mrs. Geo. Tormey, and Mrs. Joe Graves.

If You Like Apples



*"an Apple
a Day"*

A DOZEN TEMPTING NEW WAYS TO
ENJOY THE WORLD'S FINEST EATING
APPLES... GROWN IN WASHINGTON STATE

MOST Americans like apples, but how many of them know that apples, unlike bananas, should always be put in the refrigerator? This item of general interest is from "An Apple a Day", a combination recipe booklet and Washington State geography, which presents some little known facts about this delicious fruit and the state that accounts for one third of the nation's apple production. The beautifully colored and illustrated leaflet will be acceptable in every home. The recipes are all up-to-date 1948 taste sensations and the colored story map is suitable for use in schools. Copies can be had from The Milwaukee Magazine. Write for yours now, using the coupon below.

The Milwaukee Magazine
Room 356 Union Station
Chicago 6, Ill.

Please send me a free copy of the booklet, "An Apple a Day".

Name

Address

City State

★ *Janesville Chapter*
Mrs. Geo. McCue, Historian

Our annual Christmas party was a great success. A delicious turkey dinner was served to 150 members of our railroad family. Mrs. J. N. Higgins had charge of the children's program, after which Santa made his appearance and presented bags of candy, nuts and fruit to all present. All retired veterans and shut-ins were remembered by the club.

Mrs. Higgins assisted by Mrs. Charles Robertson installed 1948 officers at our January meeting. Officers are: Mrs. James Stearns, president; Mrs. Edwin Lueck, first vice-president; Mrs. Francis Wiskie, Second vice-president; Mrs. Wm. Baker, recording secretary; Mrs. Earl Messerschmidt, treasurer; Mrs. J. W. Higgins, corresponding secretary; Mrs. George McCue, historian. Lunch was served by Mrs. Wm. Riley, our new social chairman, and her committee.

★ *Channing Chapter*
Mrs. George A. Walling, Historian

Santa Claus arrived at our club house in the person of Mrs. Eleanor Haase, the night of Dec. 16. After we had all enjoyed a delicious pot-luck supper, including baked ham, furnished by the club, she distributed gifts to each of the thirty men and women attending.

Mrs. Leonard Osborne played the piano, while we all joined in singing Christmas carols. She again supplied the music for the game, "Musical Chairs," in which Floyd Van Oss was the lone person at the end, thereby receiving another gift. Other games were played, including cards and bunco, for which prizes were awarded. Thanks to Mrs. W. L. Meyer, Mrs. Haase and Mrs. Mogan for their help in giving us all a merry time.

★ *Beloit Chapter*
Mrs. Edgar Ruck, Historian

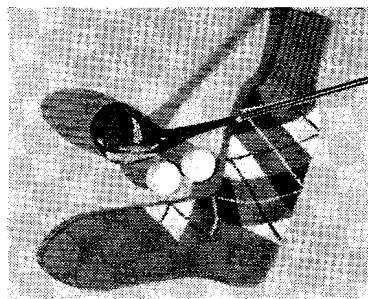
At its January meeting Beloit Chapter seated the new officers for the ensuing year: President, Mrs. J. F. Wienke; Vice-Pres., Mrs. Frank Novey; Rec. Secy., Mrs. Frank Beeler; Cor. Secy., Mrs. Ed Sherman; Treas., Mrs. Floyd Campbell; Historian, Mrs. Edgar Ruck. The following chairmen were appointed: Sunshine, Mrs. Wm. Steuck; Ways and Means, Mrs. D. L. Cutler and Mrs. James Thompson; Publicity, Mrs. Edgar Ruck; Social, Mrs. Jos. Hohenthanner; Program, Mrs. A. C. Morrissey; Membership, Mrs. Frank Novey; Const. and By-Laws, Mrs. W. G. McIntyre; Auditing, Mrs. John Connors.

On Dec. 14 a large crowd attended the annual Beloit Chapter Christmas party, to enjoy the Christmas tree and turkey dinner. The children participated in the program which followed the dinner. Program Chairman Mrs. Morrissey announced a costume party to follow the February meeting, members to dress in comic clothes.

★ *West Clinton Chapter*
Mrs. Harold Skelton, Historian

West Clinton Chapter held its regular meeting Dec. 17. A delicious chicken dinner was served by Mrs. Reed McGinnis, Mrs. Earl Mullins, Mrs. John Gambil, and Mrs. Harold Skelton. The tables were decorated in Christmas decorations, and place cards were in form of a Christmas tree. The Good Cheer reported four Get Well, and one Sympathy cards sent, four personal and six phone calls. There were 11 sunshine baskets sent, and one bed jacket to a shut-in member. Ronnie McDonald and Opal Jordan sang "White Christmas." Members enjoyed a gift exchange. Mrs. McGinnis, president, gave each member a gift. Following the meeting bingo was played.

For Her - and - For Him



FOR women who admire novelty footwear and who enjoy making things they can wear, these impudent velveteen softies are a find. They're gay, comfortable, warm, and elegant for lounging in style. It's just a matter of a few hours of home sewing. The materials are inexpensive—the shining buckles are barrettes of the sliding bar type.

Argyle socks are the choice of golfers for comfort, fit and long wear. Colors can be combined to suit individual tastes. This handsome plaid is made of three colors in a sturdy non-shrinkable wool. An instruction leaflet for the socks, in sizes 10 to 12½, and directions and pattern for the slippers can be had, free of charge, from The Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

feet and legs bear the brunt of the chilling activities....The wearing of sensible clothing, according to changes in weather, has proved especially helpful to those who have repeated colds during the seasons of inclement weather."

If the home heating system dries out the air, an open pan of water will help restore healthful humidity. All rooms should be ventilated frequently. Don't keep the rooms too hot; overheated rooms bring on many colds.

The more people who are packed into a given space, the more cold-bugs likely to be present. Stay out of range of crowds, hawkers, snufflers, and hoarse-voiced citizens as much as you can. And if you get a cold, be courteous to others and refrain from spraying them with the infection.

First sign of a cold may be that feeling of extra dizziness when standing up suddenly, weakness, headache, dry or sore throat or nose, sniffles, coughing.

Once you get a cold, the most important treatment is bed rest—plenty of it. If there's so much work to be done you feel you can't leave the job, then at least get to bed early and get a full quota of rest.

Heat is often helpful in "breaking up" a cold. A hot bath is good, followed by hot lemonade and plenty of blankets. The bedroom should be kept warm, with an even temperature and no drafts. Cold "remedies" may be taken, preferably under the doctor's instructions—and some of these do relieve discomfort. There is little evidence, however, that they actually help cure the cold.

Eat lightly, but eat nourishing food—and drink plenty of liquids—hot soups, milk, fruit drinks, water. Try to avoid worrying. There is plenty of evidence that worry makes it easier for you to catch cold, and also prolongs the cold once you get it.

The ordinary cold starts to break up in a day or two. But if it "hangs on," or if you get such symptoms as chills, fever, aches, a hoarse cough, or you cough up rust-colored sputum, send out a hurry call for the doctor. The cold may be leading to pneumonia.

Even if you think you're over the cold, be extra careful to keep a safe distance from others. Drink from paper cups or an individual glass. Continue to get plenty of rest each night, and build up your strength and general health. In these days when everybody is agreed that we need high-level production and full pay envelopes each week, colds are a luxury nobody can afford!

★ Davenport Chapter

Mrs. George Zell, Historian

Our club has been very active. November meeting was held at the home of our president, Mrs. Harry Haddaway and the December meeting at the home of Mrs. Guy Manson. Our annual Christmas party was held Dec. 19. A baked ham supper was served to about 100 guests and, of course, the children enjoyed the gifts that Santa brought them. A fine program was arranged by Mrs. Wm. Beadle and much credit is also due Mrs. H. L. Harrington, who had charge of the fine supper. The turkey was won by Earl Harper. Our January meeting was held at the Friendly House, with installation of officers. Our chapter has been most successful the past year and we are looking forward to a happy new year.

★ Wausau Chapter

Mrs. Olga Paulus, Historian

A colorful Christmas cloth topped with candles and evergreen sprigs and gaily wrapped gifts brought for exchange and placed beneath the Christmas tree provided a festive setting for the annual holiday party of Wausau Chapter, held at the club house, Dec. 9. Officers for the coming year were installed. Lunch was served by Mrs. McEwen and her committee. A Christmas party for children of all Milwaukee Road employees, with a visit from Santa Claus, was held at the club house on Dec. 18.

January meeting was held on the 13th with the new officers in charge. Mrs. F. J. Slomske, president, appointed the following committee chairmen: Welfare, Mrs. Ralph Chamberlain; Good Cheer, Mrs. E. B. Fowler; Membership, Mrs. Theo. Slomske; Ways and Means, Mrs. Wm. Adamschek; Auditing, Mrs. Leo Ziebell and Mrs. Chas. Conklin; Social, Mrs. Chas. Lehrbas; House and Purchasing, Mrs. Louise Nowitzki. A letter of appreciation was sent to Mr. Philpot and Mr. Hazelwood for their assistance in having our club house redecorated. The special prize was won by Mrs. Biringer. Cards were enjoyed. Lunch was served by Mrs. Margaret Conklin and her committee.

★ Alberton Chapter

Julia Poirier, Historian

On Dec. 3 Alberton members and their families met for a pot-luck dinner. Christmas gifts were exchanged and cards were played during the social hour.

January meeting was held on the 7th with 16 members present. A dessert luncheon was served following the business session. Our membership was shocked and saddened by the sudden death of Conductor C. E. Cornwall on Dec. 13. Most important in Mr. Cornwall's life were his family and his home. Mrs. Cornwall, a charter member and ardent worker, has our sympathy.

About That Cold

(Continued from page 10)

dress and undress in a warm room; the unclad body doesn't like those shivery temperatures!

A reasonable amount of exercise each day, preferably outdoors, is important. Some people get plenty on the job, but many others could use a brisk walk now and then. Funny thing, but in wintertime, when people are most susceptible to colds and many other illnesses, they usually get less exercise than in warm, outdoor-sports months!

Always dress for the weather. Dr. Noah D. Fabricant, prominent nose and throat specialist, is very emphatic on this: "The avoidance of overcooling the body or excessive heat loss is of paramount importance, whether this is caused by a 'cooling off' period in a cold place, by draughts, by the continued wearing of wet shoes and stockings, or even wet clothing....When going outdoors on stormy days, rubbers or overshoes should be worn....The

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

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

O. L. Clawson, yardmaster at West Clinton, has been appointed trainmaster, effective Jan. 1. He will cover the north end of the Terre Haute Division.

E. W. Bevington has returned to work as chief train dispatcher. Ed had quite a long stretch of illness and we hope he continues to improve. Jack Wright, who relieved during his illness, is now night chief and Harry Edwards has returned to his old job as second trick dispatcher.

We have a new dispatcher, J. J. Proffitt, who comes from Sioux City. He has been with us since December.

Harry Kneeland, yard clerk at Latta for a good many years, has been appointed coal inspector, effective Dec. 27, replacing Robert Dagon, retired. Harry has been around the coal fields a good many years and the job should be right down his alley. He is being replaced by Clerk Stockrahm.

Harry Minter, of the division engineer's office, has finally rented a house, at 7th and Washington Streets in Terre Haute, and is beginning to settle down. Another week or two, and he will be able to pull the rope on the bus in time to get off at the proper corner.

We have advice that Mrs. Myrtle Wilson, who has been a semi-invalid for about four years, is slowly improving. Mrs. Wilson is the widow of Charles A. Wilson, passenger conductor who retired in July, 1939, after more than 45 years of service. He passed away in October, 1939. Mrs. Wilson is a charter member of the Milwaukee Women's Club in Terre Haute. She is now living in a private home at 2428 Liberty Avenue, Terre Haute, and we are sure she would appreciate seeing or hearing from her old friends.

Mrs. W. W. Griffith, widow of a retired passenger conductor of long service, has left Terre Haute and is living with her daughter in El Paso, Tex. She has lost her sight temporarily but is hopeful of regaining it through treatment and operations. We hope she will be enjoying better health before long.

West Clinton Area

Earl H. Lehmann, Correspondent

Darwin McReynolds, yardmaster at Montevideo, Minn., spent the holidays here with his parents, Conductor S. E. McReynolds and Mrs. McReynolds. Sorry he did not get here in time for the Christmas party at his home. The supper was really delicious.

Due to Oscar Clawson's return as trainmaster, the yardmaster jobs here are now filled as follows: R. T. Davis, general yardmaster; Cyrus Bodle, Jr., second trick; Hubert Ingram, third trick; and Donald Wile, assistant yardmaster.

Harry Kneeland, our new coal inspector, and Amos Stuver were callers at West Clinton on Jan. 2.

Conductor William Southard has been off

for several weeks on account of illness. We hope he improves soon.

Conductor Bob Stewart is still off due to illness but is feeling better. We hope to see him back on the board soon.

Car Inspector Elza Hale has been ill for the past few months but it is reported that he is improving.

Barney Trogolio, second trick caller, bid in a clerk's job at Hulman Street, Terre Haute.

Extensive improvements are being made in the car department buildings. They include complete modernization, with two showers. Wonder if there is room down there for the yard office?

The name of Carman Jesse Kennedy was misspelled in the December issue. We are sorry.

Mrs. James Lechner, wife of carman, is in the hospital at the present time. Her many friends hope for her early recovery.

Agent M. H. McCandless and Mrs. McCandless spent Christmas Day with their daughter and her family in Geneva, Ill.

We are sorry to report the death of Cumas Price Phillips, daughter of Engineer and Mrs. Charles Price, which occurred in January. She had been seriously ill for several months. Deepest sympathy is extended to the bereaved family.

Matt Frost, retired section employe, and Mrs. Frost have returned to their home in

St. Bernice after an extended visit in Indianapolis and Kentucky.

Mrs. Preston Dorfmeier, wife of car inspector, was in the hospital during the early part of January. Her many friends hope for her early return to health.

Brakeman Paul Blue returned to work in January after several months of illness.

Cyrus Bodle, Jr., retired hostler, father of Yardmaster Cyrus Bodle of West Clinton, passed away in St. Bernice on Jan. 6. He had been seriously ill for several months. He was the father-in-law of Roundhouse Foreman Homer Wallace of Bedford, Engineer Ora Reed and Car Inspector Elza Hale, and grandfather of Assistant Storekeeper Alvin Reed. Deepest sympathy is extended to the family.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Walter Koch, son of Arthur Koch of Bensenville, did a tap dance on a drum on the Maurice B. Sachs radio program on Dec. 21. The following Sunday he placed second in a group of talented young folks. Santa visited the program and Walter was given a grand pair of hockey ice skates.

There goes that telephone again! You say

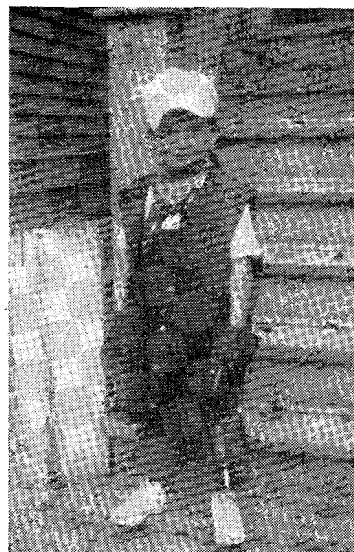
Did I Ever Tell You About My Dad?

SO YOU don't recognize me in my working clothes! Look again—see? It's Donny Lewis. Of course, I've grown—I'm four years old now—but I thought you'd know me. Maybe I am a little ahead of time in reporting for work, but I am going to need these clothes in a few years when I take over for my dad. Who is he? Why, he's Jackson Lewis, switchman at Galewood yard.

I'm very proud of my dad. He was one of the original Carlson Raiders, you know, but he never tells anyone about it so I always have to tell them myself. He joined the Marines in 1935 and was captured on Guam in the early part of World War II. The Japs held him prisoner on Corregidor for about six months, but they weren't as smart as he was and he escaped. When he returned to the United States he was so mad that he looked up Colonel Carlson right away and volunteered for raider duty. Then he was captured again, in 1942 on the island of Nankin.

That time he was a prisoner until Japan surrendered, but you can be sure that he did a lot of damage to the enemy before they caught him.

All this happened before I came out of the everywhere into the here, but it shows how railroad people get around, doesn't it?



they named her Judith Ann? December 15, eight pounds and five and a half ounces? Who did you say this was speaking? Jimmy Cox of Mr. Deviney's office? Well, hello grandpa. Why didn't you say so? Thanks, Jimmy. We'll see that everyone knows she has arrived. Geraldine and Gerold Kaminski are the parents.

Alberta Dieke, daughter of Emil and Edna Dieke, was married to Arnie Hinz of Berwyn at the new Lutheran Church in Mannheim on Nov. 29. At present they are living in Berwyn with Arnie's folks but will move to Franklin Park as soon as Emil Dieke has completed their honeymoon flat. Emil is employed at the Bensenville roundhouse.

Five children of Lottie and Edmund McLean (Soo Line Tower McLean) gathered around their beautiful Christmas tree with "Uncle Joe" Camp. Toys of every kind and size were to be found under the tree. Lottie had spent many hours in decorating it and was well rewarded with the ohs and ahs of delight at the wonderful sight.

Hobbies are showing up everywhere, it seems to me. Harry Zender, of Mr. Bishop's office, is going in for HO gauge Diesel engines and railroad cars. He is assembling his own. We are all interested in the progress being made and hope to see the railroad completed soon.

Sympathy to Mrs. Vernon Widenbacher of River Grove, on the loss of her husband. He will be missed greatly. He was a member of the Milwaukee Road family for about 27 years.

Knut Klevens of Mr. Deviney's office should feel like a new man. He's working days at this writing and is also living in his new home in Itasca.

Thought you might like to know what our work shop turned out for this Christmas. One dollhouse went to Edmund McLean for his kiddies. Another was made for Special Officer William Stuckrath's youngest daughter. A rocking horse traveled all the way to Seattle as a gift for little Mitzie Aemko. Another little horse went to Bill Zawne of



Quite a number of years back the Chicago Union Station force knew him as Robert W. "Bob" Patchell, son of Engineer Robert I. Patchell of Chicago Terminals, young medical student who was working in the pass bureau while completing his education. Today he is one of the nation's most promising younger medical men. He was recently honored by Yale University, which selected him as one of the 150 doctors in the United States and various other countries who were invited to attend a special study course in the leading medical centers of the East.

the I.H.B. for his grand-daughter and one was a refinishing job for little Jimmy Martinek.

A word of welcome to George Rauchenecker, our new night trainmaster at Bensenville.

Did you see Ben Smith on New Year's Day? Well, if you didn't you really missed something. Ben, who is always so neat and well kept, was snowed in at this end of the line without a razor. A grizzly bear had nothing on him. But the next time in he was freshly shaved again and all slicked up in new work clothes.

Sympathy to Mrs. John Graves of Westwood whose husband passed away on Jan. 12. John was retired and was one of the older engine men of the terminal. He is also survived by his son Robert, who is assistant superintendent of the Milwaukee Division at Beloit.

Western Avenue

T. A. Finan, Correspondent

New trainmasters in Chicago Terminal are John Malvin, George Raukenecker and Clarence Withee.

Coffee and cake were served in the locker room at Halsted Street on Dec. 30 in honor of Switchman Adolph A. Moe, the occasion being his last day at work before retiring on a well earned pension. We all take this opportunity of wishing him and Mrs. Moe many years of health and happiness.

Switchman E. J. Webb has returned to work after being off for a year due to injuries.

Switchman Art Casino has taken his pension.

I & D DIVISION

Karen B. Rugee, Division Editor

Bill Woodhouse, station baggageman at Mason City, called at the various division offices a few days ago and appeared to be coming along fine since his illness.

Marion Schultz, clerk in the Mason City freight office, is convalescing at her home following an operation at Rochester. Loretta McKee is relieving at the freight house during Marion's absence.

Stasia Harding, clerk at the Mason City roundhouse, is also on the sick list. Due to the hospital being filled up, she has to do her suffering at home and we hope that by the time there is a vacant room at the hospital, she won't need it.

Operator Q. Torpin has been working in the Mason City dispatcher's office, learning all the intricacies of train dispatching.

John F. Hill, retired passenger brakeman, Mitchell, passed away on Dec. 14. He had retired in August, 1946.

This is a rather mournful column of news. If anyone has more cheerful items to submit, we would surely appreciate hearing about them.

Sioux City and Western Branch Lines

Helen H. Flynn, Correspondent

Conductor Roy C. Reed and wife are taking an extended vacation trip to California and Northwest coast points. They expect to be gone until February.

Congratulations are extended to Engineer Emil E. Nyberg on his recent marriage.

Agent Al Lingscheit and family, of Lesterville, S. D., have returned from a 3,000-mile trip to points in Texas and Mexico. Al got in a few days of surf fishing at Port Isabel on the Gulf, but the big ones weren't biting.

Joseph E. Griller and family are welcomed back to Sioux City after several years at Des Moines. Joe is our new city passenger agent at Sioux City.

Fireman Merle B. Gilbert is still laid up as the result of a serious hunting accident on Thanksgiving Day.

Clarence E. (Peg) Allen retired on Jan. 1 and went to California for the winter. He entered service on April 15, 1906. He lost a leg in a derailment at Scotland in 1910 but after several years of disability returned to work on the railroad. In 1916 he was assigned to the inside hostler job at Sioux City roundhouse, the job he held at the time of his retirement.

Engineer John Seekatz is a patient at the Methodist Hospital at Sioux City.

Engineer James Hubbs and wife left, Jan. 1, for Texas points where they expect to be for the next few months.



B. A. Carrick, lieutenant of police, stationed at Mitchell, S. D., who was recently elected second vice president of the South Dakota Sheriff and Police Officers Association.

Ensign Reinert Kvidahl, son of B&B Foreman R. Kvidahl and a brother of Miss Marie Kvidahl of the roundhouse force, who is stationed at Bermuda, spent Christmas at home. Miss Ruth Kvidahl of Chicago, formerly employed in the assistant superintendent's office at Sioux City, was also home for Christmas.

Jack Leach, of the U. S. Navy, spent a two-day leave at the home of his brother, W. J. Leach, chief caller at Sioux City. He had just returned from several months' duty in the Mediterranean area and while in Rome had an audience with Pope Pius. He has in his possession the Pope's personal medal which is given to each visitor.

Conductor V. K. McCauley and family spent Christmas with his mother in Portland.

Guy Nye Bushnell, retired conductor, passed away at Sioux City on Dec. 23. He entered the service of the Road on May 27, 1907, and retired on Sept. 1, 1945. Sympathy is extended to his family.

Section Laborer Martin Wynia passed away at Platte, S. D., on Jan. 13.

Ticket Clerk C. A. Foote is on vacation at present and is being relieved by P. M. Cline.

Check Clerk Elmer Zimmerman, Sioux City freight house, retired on Jan. 1 after many years of faithful service.

Sioux Falls Line

F. B. Griller, Correspondent

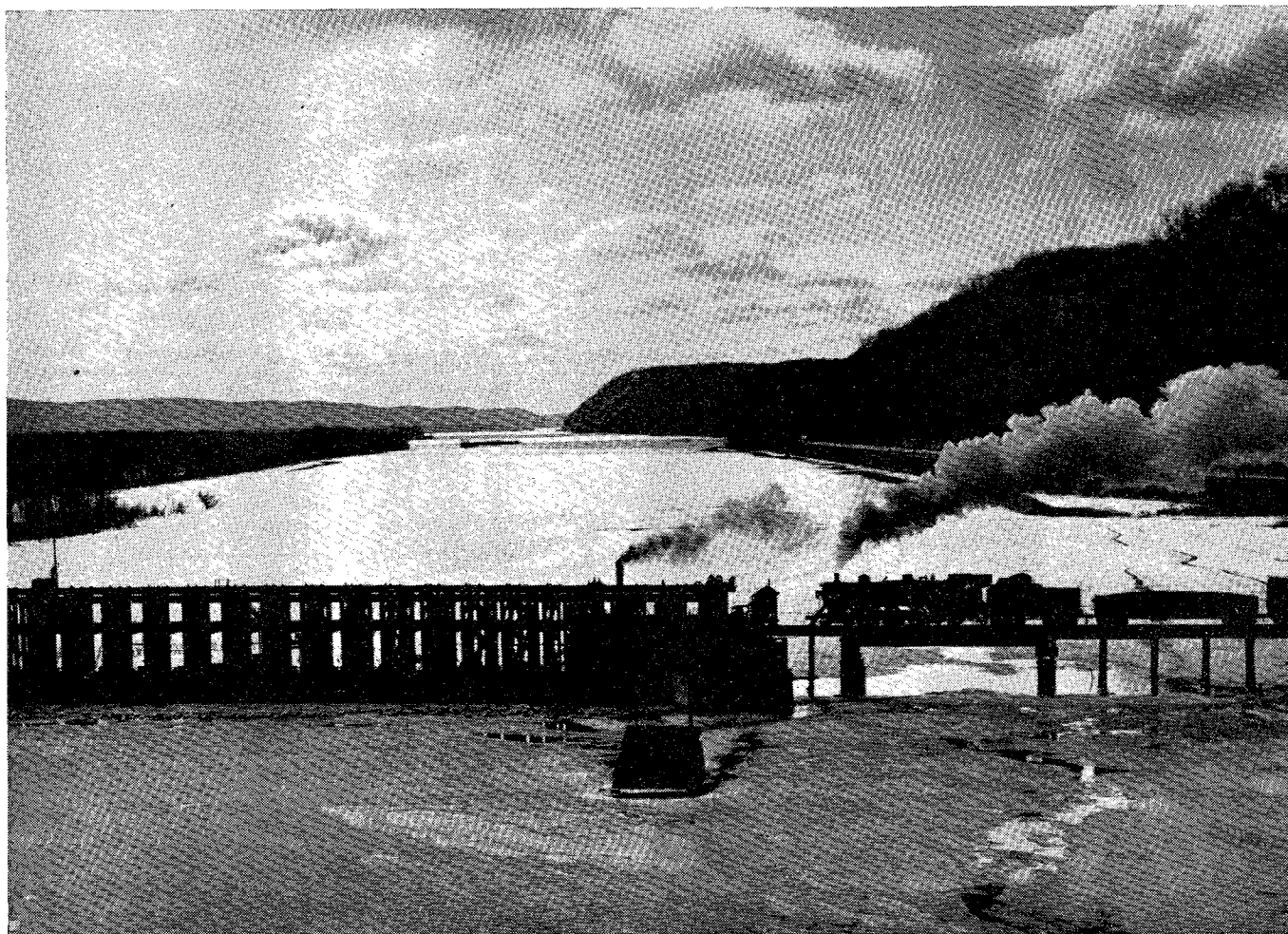
The annual Credit Union membership meeting was held at the Sioux Falls freight office the evening of Jan. 13 and pass book numbers were drawn for \$15 door prizes.

"Robert William" was a New Year's Day baby, born to Ticket Clerk and Mrs. Victor L. West of Sioux Falls. Congratulations.

District Safety Supervisor Frank Washburn, of the Twin Cities, held a safety meeting with roundhouse and freight station employees at Sioux Falls on Dec. 30.

Taking his vacation California way the first of the year was Al Lindquist, freight station employee, of Sioux Falls.

On his retirement the first of the year, O. K. Johnson, of the car department was asked if he had his fishing paraphernalia in shape for the season's opening. His reply was, "You doggone know it."



This beautiful winter scene shows a Milwaukee Road freight train approaching the railroad's pontoon bridge over the Mississippi River between Prairie du Chien, Wis., and Marquette, Ia. The bridge is one of the four railroad pontoon bridges in the world and has been in operation for almost 75 years. (Photo courtesy of Gordon H. Lord, McGregor, Ia.)

I & S M DIVISION

H. J. Swank, Division Editor

Changes are taking place on the division so fast that it's quite a job to keep up with them. Since our last report, the following appointments have been made: J. T. Malek, temporary agent at Rose Creek, Minn.; P. F. Finnegan, appointed agent at Rosemount, Minn.; and R. G. McDermott, relief operator, taking over the agency at Castle Rock.

F. R. McDaniel goes to Delavan as agent and L. V. Olson, agent at Hayward, goes to Peterson. G. R. Stevens was appointed temporary agent at Hayward.

C. W. Stephenson, former operator at Albert Lea, was senior bidder for the agency at Fountain, while C. W. McMichael relieves at Albert Lea. W. L. Baker was appointed temporary first operator at Albert Lea.

George J. Kulik was appointed temporary agent-operator at Chester, Ia.; T. J. Lloyd appointed second operator at Rosemount; and P. M. Minnick swing operator at Rosemount and Farmington. H. M. Mathison was senior bidder for the agency at Carpenter, Ia.

The Madison, S. D., Service Club held a special meeting on Dec. 29 in the Elks club rooms to honor Chief Dispatcher Carl A. Berg who retired after 45 years of service. About 70 guests were present, including Superintendent Rowley and Chief Carpenter Tritchler, Austin; Division Engineer Bolmgren and Safety Engineer Washburn of Minneapolis; Dispatcher J. Bennett of Sioux

City, Company physicians of Madison, and retired and active employees from the west end. Following a musical program, short talks were given, and letters from those unable to attend were read. Mr. Berg was presented with a traveling bag, a blanket and cigars.

Mr. Berg started with the Road in 1892 as telegraph operator at Rushford, Minn. Later he went on the River Division, for eight years, returning to Rushford as agent. He then worked in the dispatcher's office at La-Crosse and went to Madison, S. D., in 1912 as trick dispatcher, being promoted to chief dispatcher in 1932. His many friends and fellow employees wish him "the best there is" during his retirement.

The "grandpa" ranks have gained another recruit—none other than H. J. "Heine" Heslip, SM conductor.

We extend a hearty welcome to D. O. Burke, dispatcher at Mitchell, S. D., who was senior bidder for the position of chief dispatcher at Madison, S. D.

We are sorry to learn that Bill Deere, retired conductor, is reported seriously ill at his home in Austin. Best wishes for a speedy recovery, Bill.

Engineer D. L. "Skinny" Tallmadge is confined to the Veterans Hospital, Minneapolis, at this writing. Hope he is up and about when you read this.

Effective Jan. 1, M. T. Sevedge was appointed trainmaster of the I&SM first district and Jerry Nentl was assigned to the second district.

Chief Clerk Ellery Barker of the local freight office is vacationing in Miami, Fla. at present. Section Foreman Frank Kovaleski took a month off to vacation in sunny California and Harry Keck, retired roundhouse foreman, started a leisurely trip by auto for "all points south" on Jan. 6.

Our sympathy is extended to the bereaved relatives of Ole Vick, former section laborer, who passed away at Montgomery, Minn., on Dec. 22. He had been in ill health for some time.

Dispatcher Al Seeman, who is in California on sick leave, reports that Los Angeles is too damp for him and he has moved to Riverside.

KANSAS CITY DIVISION

Chester Miller, Division Editor

If the new year is as bright as the current crop of neckties around here, we can all look forward to a very gay time.

I know of one individual, living at the edge of town, who went out early on the morning after the big snow and started to shovel out his driveway which was filled with snow from one to three feet deep. After about two hours of hard labor the job was finished. Walking to his garage the fellow got in his car and pressed the starter button. Nothing happened. The poor fellow is now a bitter man. Yes, sir! 1948 sure came in with a roar.

A train crew pulled into Sigourney one day recently and reported seeing a dead man

lying on the ice where they had crossed the Skunk River. The sheriff was notified immediately and he requested that the section foreman accompany him to the scene. When Mr. Lovin and the sheriff arrived there they found that the "dead man" was a pair of stuffed unionalls, complete to arms and legs. No funeral was held for the victim.

Division Engineer J. W. Reynolds visited his home in Missouri over the Christmas holidays.

J. C. Capp, agent at Farson, has been ill since October. He spent about a month in the Ottumwa hospital and is now at home convalescing; hopes to be back on the job around the beginning of February. His son is filling his position at the present time.

Brakeman H. A. Martin has joined the ranks of fathers. His daughter was born on Jan. 9.

Brakeman Jacob Williams also became the father of a girl, born on Jan. 11. Mr. Williams is a newcomer on the division.

J. W. Nolan is now first trick operator at the Ottumwa dispatcher's office. He takes the place of R. M. Johnson who has been assigned as agent at Blakesburg, Ia., but who is now working as temporary second trick operator at Ottumwa.

William Pumphrey, section foreman at Powersville for many years, has taken the job as section foreman at Parnell.

R. H. Washburn, yardmaster at Ottumwa, slipped on some ice recently while going to work and fractured his leg. Cleve Carnahan is working his job until he recovers.

H. E. Cross, night yardmaster, was on vacation for two weeks recently. C. E. Wingate worked in his place.

Trainman Joe E. Reard was in the hospital at Chicago recently for an operation. He is now at home recuperating.

COAST DIVISION

Harry W. Anderson, Division Editor

The new year brought with it a number of changes. Superintendent L. Wylie has been appointed electrical engineer with headquarters in Seattle, replacing R. Beeuwkes, who retired. Assistant Superintendent A. O. Thor was promoted to superintendent and Jim O'Dore, assistant superintendent at Lewistown, Mont., takes the assistant superintendent's position at Tacoma. Our best wishes to all of them in their new jobs.

A surprise that just about floored us was the marriage of Clara Carrotte, on New Year's Day, to Ralph Claypool of Puyallup, Wash. No one had an inkling of the fatal step Clara had taken until they got the announcement, to which she thoughtfully attached a box of candy. How she managed



J. E. Brady, foreman of the Tacoma roundhouse, was snapped hiding behind a cigar shortly before his retirement on Dec. 31. More about it in Harry W. Anderson's Coast Division news.

to keep such a secret around here, we will never know. We all wish her the best of luck and lots of happiness.

Time Revisor Guy S. Bell returned to work on Jan. 12 following a lengthy illness.

Dispatcher Riley Beal is still on the sick list but we hear that he is improving. We all wish him a speedy recovery.

The first half of the Milwaukee Road bowling season at Tacoma ended with the General Office team winning first place. It was a close race and the winning team was not known until the last game was played. The other contenders were the Store Department, Boilermakers, Olympians (women's team) and Supervisors.

The following were listed as blood donors in December for the Milwaukee Road Credit at the Tacoma Blood Bank: Paul Burch, machinist helper; W. E. Hale, lumber buyer; and P. N. Stearns, engine inspector.

C. A. W. Musson, assistant division engineer at Tacoma, retired on Dec. 31 after 48 years of railroad service. Mr. Musson was born in Toronto, Can., on Nov. 18, 1873, and moved to Marquette, Mich., in 1881. His railroad career started in March, 1895, on the Illinois Central. Service followed with the Canadian Pacific, the DSS&A and the CRI&P. He entered the employ of the Road at Marion, Ia., in August, 1901, as assistant engineer and has been with it ever since, except for a few years on location and construction work for the Western Pacific and the Southern Pacific. During the construction of the extension to Seattle and Tacoma he was resident engineer in Montana and he was division engineer on the Bellingham and Olympic Divisions until they became a part of the Coast Division in 1930. He has held the position of assistant division engineer since that time. A farewell luncheon in Mr. Musson's honor was held in the engineering office at Tacoma on Dec. 31. A. W. Hervin, his friend of many years' standing, spoke and presented him with a gift from Coast employees. Mr. Musson carries with him the good wishes and affectionate regard of his associates.

TACOMA SHOPS

E. A. Tarr, veteran machinist, died while at work, on Dec. 17. Mr. Tarr had been employed as machinist, roundhouse foreman and relief supervisor at various points for a number of years. He is survived by his widow, to whom we extend our sympathy.

Machinist F. J. Duchaney, a veteran employee in charge of maintenance work on all special equipment, retired on Dec. 31. We extend our best wishes to him and Mrs. Duchaney for the enjoyment of many years of retirement.

General Foreman Al Pentecost, Tacoma shops, took his annual vacation during the holiday season and witnessed the football classic in the Rose Bowl at Pasadena, Calif., on New Year's Day.

J. E. Brady, roundhouse foreman at Tacoma, retired on Jan. 1, at the conclusion of 48 years and three months of continuous service with the Road. Mr. Brady was born in Richland Center, Wis., on Dec. 1, 1883. He is a third generation railroader, the only son of John J. Brady, who was a locomotive engineer on the Richland Center branch for over 51 years. "J. E." began railroading as an extra fireman on the Richland Center branch before he was 15. For that reason his service date was not recorded until Sept. 27, 1899, when he was a fireman on the old Prairie du Chien Division. He was promoted to engineer in May, 1908, and went out to Lines West, working between Mobridge and Miles City. In July, 1919, due to an injury incurred in accident, he was transferred to the position of night foreman at Deer Lodge. Later he was foreman at the Seattle roundhouse and in 1920

he transferred to the foreman's post at Tacoma. Mr. Brady's associates honored him with a banquet held at "Top of the Ocean", a Tacoma night club, and presented him with a wrist watch and fishing equipment. He has three sons, one of whom, William C., is a locomotive engineer, so it looks as though the name of Brady will carry on for some time in railroad circles.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

A. De Garmo, veteran freight service inspector for the western district with headquarters in Seattle, finished 57 years of service with the Road on Dec. 31. Mr. De Garmo started railroading as a station helper at Williamsburg, Ia. A summary of his subsequent service covers a variety of positions; telegrapher on the East Kansas City Division (1892-1893); towerman, Kansas City Belt at Big Blue Junction (1893-1896); telegrapher and ticket agent, Kansas City Division (1896-1900); agent at Lucerne, Mo. (1900-1908); traveling inspector, claim department, southern district (1908-1918); trainmaster, R&SW Division (1918); traveling inspector, claim department southern district (1918-1920); traveling inspector, claim prevention department southern district (1920-1922). In June, 1922, he transferred to Lines West where he has handled the Idaho, the Coast Division, the Rocky Mountain, and the Trans-Missouri districts.

Mrs. Meritt Hurd, wife of former yard clerk, recently underwent an operation. It is reported that she is getting along nicely. Mr. Hurd returned recently from the Veterans Hospital where he had been for some time.

Betty Mahoney, stenographer in the OS&D department, recently reported for duty with a nice big sparkler on her left hand. This really means something. Incidentally, Betty was confined to her home recently on account of undergoing a tonsilectomy.

Bernice (Facer) Clausen, former OS&D clerk, has bid in the position as timekeeper for Yard Foreman S. O. Wilson, taking the place of Bob Davidson who went to Raymond.

L. W. Dietrich, freight service inspector, has taken over the western district made vacant recently by the retirement of Art De Garmo. His headquarters will be in Seattle.

Robert McGuire, outbound bill clerk, returned to his position on Jan. 3 after four months as radio operator on the U. S. transport *James O'Hara*. While he was away he visited Japan, Okinawa and Guam. He was called back into service by the Army. Mary Galster filled his position during his absence.

Mrs. Ed Pesek, wife of assistant cashier at the local freight office, left for Los Angeles on Jan. 4 on account of her daughter's illness.

Mr. and Mrs. Ralph Chapin visited their daughter in Walla Walla during the latter part of December. Mr. Chapin is a retired bargeman of the Milwaukee's marine department.

Joan Marie, eight pounds and six ounces, was born to Mrs. George E. Bahl on Jan. 7. George, who is assistant warehouse foreman,



A. DeGarmo, retiring freight service inspector, western district.

did a good job of passing around the seegars and candy. The new baby is the granddaughter of Joe F. Bahl, retired general passenger agent.

Harry E. Wilson, port master, returned to work on Dec. 30 after four months on the sick list. Part of this time was spent in California regaining his health. Ed Martin was acting port master during his absence. He has gone back to his former position as assistant port master.

Mrs. Bernice Borden, cashier at Beverly for some years and more recently from Sumas, has bumped in the position as general clerk in the local freight office, displacing Mary Galster who will be assigned to other duties.

We are glad to learn of the promotion of General Passenger Agent William Wallace to assistant passenger traffic manager with headquarters in Chicago. Mr. Wallace was here just long enough to make everyone like and respect him and we will miss him a great deal. But we are also glad to welcome Oliver Anderson, who is taking his place. Mr. Anderson comes from St. Paul. You have heard about the housing shortage in Seattle? Mr. Anderson owned a house two hours after he arrived. He simply bought the one that belonged to Mr. Wallace.

John Guinotte, assistant engineer at Seattle since February, 1927, retired on Dec. 31. He was first employed as a field draftsman at Everts, S. D., in June 1906; worked as draftsman, office engineer, resident engineer, division engineer at various points on Lines West before coming to Seattle. He was born in Bedarieux, France, and had a wide engineering experience.

Charlotte L. Bouldin, chief clerk to western traffic manager, retired on Dec. 31. Miss Bouldin was first employed as stenographer in the office of the district freight and passenger agent on Jan. 1, 1915. On July 1, 1917, she took a position as clerk in the traffic manager's office and was made chief clerk on Feb. 1, 1918. She has a great many friends and made a splendid record handling the affairs of the traffic manager's office. We wish her happiness in her retirement.

George Martin Hubbard, chief log scaler, retired on Dec. 31. He was first employed on Lines West as log scaler in March, 1927. The position was abolished in 1933 and reinstated in 1935. Previously he was tie inspector for Lines East (1896-1907) and tie agent for Lines West (1907-1917). He knew his logs and lumber and could tell the number of feet in a log almost to the foot, just by looking at it. His retirement is well earned.

Edward M. Stablein, assistant superintendent of transportation, retired as of Dec. 31. He was born at Edina, Mo., and had completed 57 years of continuous railroad service, 45 of which were with the Milwaukee Road. Mr. Stablein started his railroad service with the Quincy, Omaha and Kansas City Railroad. He saw service in the capacity of yard clerk, relief agent, telegraph operator and agent at various points along the line, a good share as agent at Great Falls and at Moberg. He came to the Seattle transportation department in 1918 as chief car distributor, was made chief clerk in 1923 and was appointed as assistant superintendent of transportation on June 1, 1944. He has a nice little piece of acreage north of the city where he expects to put in his retirement time.

If there have been other retirements in December, your correspondent has not been advised of them and begs your forgiveness for not mentioning them.

"Yup, them's snowshoes."

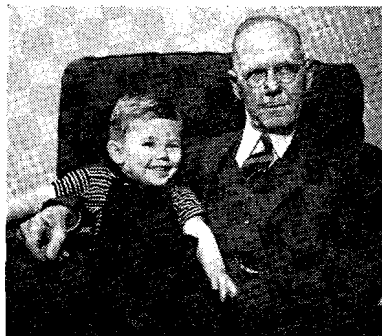
"I don't see how anyone can expect to keep his feet warm in those things."

Senior Employe on Lines West Retires

J. F. PINSON, assistant engineer in the office of assistant chief engineer, Seattle, concluded almost 46 years of continuous service in the engineering and the bridge and building departments on Dec. 31. At the time of his retirement he was senior employe—41 years—on Lines West.

Mr. Pinson graduated in civil engineering from the University of Texas, class of 1900. His long and praiseworthy record with the Road started on Feb. 5, 1902, when he was hired as a rodman in the B&B department at Marion, Ia. In 1903 he transferred to Chicago and was instrumentman at Galewood when the original terminal was built in 1904; then instrumentman on construction of the pontoon bridge across the Missouri River at Chamberlain (1905-1906). He was assistant engineer at Chicago from June to October, 1906, when he was assigned to Whitehall, Mont., as assistant engineer on the construction of the line between Harlowton and Haugan. Between 1909 and 1917 he was assistant engineer of bridges and building on lines west of Avery. He was appointed division engineer of the Coast Division in July, 1925, and assistant engineer of maintenance of way on Lines West in July, 1928. From July, 1930, to August, 1942, he was division engineer of the Coast Division, succeeding to the position of assistant engineer in office of assistant chief engineer on Feb. 5, 1902.

One of Mr. Pinson's major engineering projects was the rebuilding of bridges between Avery and East Portal after the disastrous forest fires of August, 1910. Many of the engineering problems created by the slides, washouts, and so on that have occurred in Idaho and Washington were handled by Mr. Pinson. He is said to have dealt with more emergencies of that nature than any other engineer on the railroad.



J. F. Pinson with his young grandson

Seattle Yard

F. J. Kratschmer, Correspondent

Bernice Clausen, formerly clerk in the freight house and later at Snoqualmie, has taken over the position of clerk to Yard Track Foreman S. O. Wilson.

William J. Gallagher, locomotive engineer on the Everett-Enumclaw run for the past few months, dropped in for a visit before Christmas.

Andy Fischer, car inspector at Spokane, was a visitor at the local car department on Jan. 8.

The track forces under S. O. Wilson recently installed a new pit track 1,200 feet long at Sumner, Wash. It will be used for loading gravel, bank widening and other work.

Bob Davidson, track department clerk, bid in the position of clerk to the agent at Raymond, Wash., and left for his new duties on Dec. 23.

Switchman A. J. Lewark is back at work after spending some time in December in Providence Hospital undergoing an appendectomy. "Blackie" says that he feels he has an interest in the third floor of the hospital, as his wife spent several weeks there last summer.

Harry E. Simpson, retired locomotive fireman, has returned from a trip to the East. He spent most of his time visiting with his sister who lives on a farm near Huntington, W. Va. Harry got quite a kick out of feeding the chickens and hogs, gathering eggs and other chores, but didn't like getting up before daylight.

An enthusiastic crowd of over 3,000 winter sports lovers was taken to the ski bowl at Hyak, Wash., in special Milwaukee trains for the opening on Jan. 3. Most of them

were members of the ski school conducted by the Seattle Times. The Times instructors are on hand at the bowl to take care of beginners, show them how to "bend the knees," etc., and to show the more advanced skiers some new tricks. New activities are planned for the bowl this year, such as toboggan runs and rides on dog sleds along the wooded trails at the lower end of the bowl. Two Alaskan Husky dog sled teams were brought from Fairbanks for this purpose. New tows will also be available this season. The return train schedules will accommodate those skiers who may become weary from exertion and so on. The first train leaves the bowl at 3 P.M., with a second section 20 minutes later and the last section at 4:45 P.M.

Tacoma

R. A. Grummel, Correspondent

FREIGHT AND PASSENGER DEPOT

Tacoma's first ski train made its initial trip on Saturday, Jan. 3, leaving for Hyak at 7:30 A.M. and returning at 8 P.M. Tacoma youngsters had the time of their lives mingling with some 3,000 other pleasure seekers who boarded the train at Seattle and at local points along the line. On Sunday the city fathers, the Tacoma Athletic Club, the Lions Club and others sponsored the group known as the Jack and Jill Club (grade, high school and college students up to 21 years of age), almost 500 strong, for another grand party. Yours Truly talked with a number of them and their fathers and mothers and all said they could hardly wait for the next trip. A. O. Thor, our new superintendent, grinned broadly as the train pulled out with him in command. The Tacoma newspapers publicized the opening with front page pictures and a good story.

The city of Tacoma recently received its second shipment of eight large buses from Kent, Ohio. The Milwaukee handled them without a scratch to their shiny green paint. Twelve more are expected in March. The city is buying between 70 and 100 modern buses.

Charles Hudeberg, former yard foreman, drops in occasionally to see myself and office force; 79 years old, no wrinkles, wears a perky mustache, has all his hair and teeth—really is a marvel.

The freight office, passenger station and yard office have done a good job of donating blood to the Tacoma Blood Bank, in fact, all departments have awakened to the fact that this precious blood is needed badly, thanks to Clara Carrotte's strenuous efforts.

The Tacoma freight house was well decorated for Christmas; wreaths in the windows, decorated Christmas tree, bells and all the Christmas trimmings. A "thank you" to Frank Bryan for his hard work.

Johnny Lucchessi, yard clerk, had to buy a larger hat recently—new baby girl in the family. Congratulations, Johnny.

MILWAUKEE SHOPS

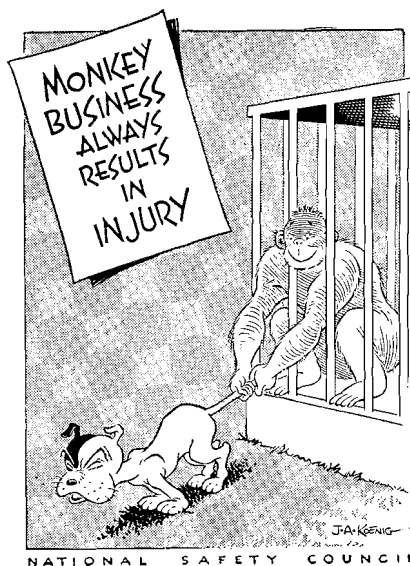
Store Department

Earl L. Solverson, Correspondent

Henry Buck, night counterman in section H at the main storeroom, passed away on New Year's Day, after a brief illness, at the age of 75. Hank was an employee of the Road since May 15, 1920. Burial took place at Berlin, Wis., the place of his birth. He is survived by his widow.

"On Wisconsin," the store department bowling team, finished the first half of the bowling season in second place. The team consists of Bill Smith, John Ryan, Wally Schindler, George Voth, John Rogutich and Captain Jerry Meyer.

Chauffeur Leonard Kerlin, wife and son



Ronald, 5, left for California on Dec. 16 to spend the Christmas holidays with his sister, Mrs. Ed Woelfel in North Hollywood, and with Mrs. Lee Doergings in Van Nuys; first Christmas together in 28 years. Saw the Old Gold program at the El Capitan Theater and enjoyed the "Meet the Mrs." program over CBS at the Earl Carroll Theater. Spent a Sunday at Palm Springs, the exclusive winter resort, and enjoyed the Rose Parade on New Year's Day. Took a large number of colored pictures of the parade. Viewed the big Hughes plane in dry dock at Long Beach.

Visited William (Bill) Larsen, an in-law, who is also your correspondent's school chum. Bill and I started to work for the Road together in 1913, in the office of the superintendent of motive power at Milwaukee shops. Bill later went firing for the Road but wound

up in California and now has a thriving business of his own. Visits Milwaukee about once a year. The Kerlins enjoyed the Larsens' hospitality while in Los Angeles.

Preparations are under way to move the freight car store to the old locomotive department blacksmith shop. The reclamation department is to move into the present freight car store room; gradually moving the various forging machines and furnaces into the new blacksmith shop.

While birthdays are everyday happenings, we believe that Elaine Knapp's 19th birthday on Jan. 13 is worth mentioning. She passed around candy in the main office and in the sections and also had a cake for those in the main office; wanted all to enjoy the occasion.

District Storekeeper George Carr enjoyed a week's vacation during the Christmas and New Year holidays.

Locomotive Department

Leone Schneider, Correspondent

We welcome to our midst Ginger Tabbert, a steno-clerk in the S.M.P. office. Some lucky young man placed a diamond ring on her finger during the Yuletide.

Welcome is extended to Oliver Weissenborn, clerk in the S.M.P. office. Nice having you with us again, Oliver.

His co-workers wish Al Anderson, electrician, a speedy recovery.

Sympathy is extended to Foundry Moulder Frank Klosinski and his family. His wife passed away recently following a brief illness.

We also extend sympathy to the family of Steve Frank, laborer in the foundry. He was killed while walking on the highway.

A. W. Novak, former general boiler inspector, passed away at his home in Minneapolis on Dec. 22 following a heart seizure. He was 63 years of age. Mr. Novak retired on May 1, 1947. He entered the service of the Road in April, 1911, as a boilermaker and was promoted to general boiler inspector on Oct. 16, 1922. Funeral services were held in Minneapolis. In addition to Mrs. Novak and his son, his many friends on the railroad mourn his passing.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Michael J. Ciganek, at the good age of 66, has decided to hang up his tools and take it easy. Mike started his Milwaukee Road career as carpenter on Oct. 7, 1902. He became a cabinetmaker in 1916 and stayed with it for the last 32 years. He has been happily married for the past 41 years and has four sons, ranging in age from 29 to 40. Walking, fishing and hunting will take up most of his future time. He also intends to help out his son who is in the hardware business at Freeport, Ill. Good luck and good health, Mike, from all your friends.

Louise I. Bartlett has just turned 65 and is retiring to have more time with her family, which is growing fast. Louise started with the Road on Nov. 13, 1916, and has worked for three upholstering foremen, Joe Guschl, Mr. Luedke, and Harvey Klind. She is an upholstering seamstress and has 31 or more years' service to her credit. Mrs. Bartlett has a daughter (Mrs. Bernice Barry) who in turn has a daughter (Mrs. Louise Kein) who also has a daughter (Penny Sue), so Louise has plenty of "children" to look after and now has plenty of time to do it. Good luck, and good health, Louise.

Harvey Uecker, our photographer, has just returned from an extended vacation on the west coast. Outside of seeing most of the points of interest, Harv helped out for the Christmas rush in San Francisco, by being a clerk in his cousin's card shop.

Elmer O. Buffmire Honored on Retirement

ELMER O. Buffmire, who by reason of his 59 years of service with the Road is about the most well known supervisor on the L&R Division, was accorded a fine ovation on his retirement on Dec. 15. Approximately 100 railroad people joined in observing the occasion and honored him with a farewell gathering. The party was held in St. Henry's Hall at Watertown and dinner was prepared and served by the wives of the committee members, under the supervision of Mrs. Walter Schuenke.

The section foremen in Mr. Buffmire's district were present in full force, 19 of the group of 21 being able to attend. The supervisors present included, among others, Frank Galvin, Fred Bornitzke, "Red" Ellingson, H. B. Christiansen, S. F. Philpot, J. J. Casey and A. F. Ludington. Division Engineer Walter Lakoski presided as toastmaster.

Friends who spoke at the dinner praised Mr. Buffmire's record as a respected supervisor. "One swell person", was the gist of their tributes. He was presented with a gold watch with chain and many other gifts.

Mr. Buffmire began his railroad career as a waterboy on the LaCrosse Division in 1888. He took to railroading naturally, as his father, F. H. Buffmire, was a roadmaster before him. In 1891 Elmer was made a section foreman at Babcock, Wis., and the following year he became foreman of an extra work gang. He was advanced to the position of roadmaster in 1901, serving on the Superior Division. In 1917 he went to the Illinois Division, remaining there until October, 1918, when he was transferred to Watertown.

Mr. and Mrs. Buffmire have sold their Watertown home and are spending the winter with their daughter in Milwaukee. In the spring they will move to Wausaukee so Elmer can get an early start on the fishing season.



E. O. Buffmire

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DUTCH MASTERS CIGARS

The cigar you've always wanted to smoke

Joe Borowski wants everyone to know that the last time he was ice fishing he caught 17 nice perch at Lake Beulah.

Latest report on bowling finds "Hiawatha" on top with six straight wins. Latest honor scores: Harvey Zunker, 628, Marty Makutz, 601. F. Ladwig shot a nifty 257 to tie Marty Makutz for best single. How about that Chicago-Milwaukee match at Milwaukee?

LA CROSSE & RIVER DIVISION

Dispatcher A. W. Warner of Wausau, Wis., whose family is connected with the early history of the Milwaukee Road, retired on Dec. 31 at the age of 70. His father, the late Herbert E. Warner, was a pioneer car foreman who died in 1888. Mr. Warner started railroading after his father's death, when he was only 13. He served as a water boy for construction crews at Wausau and studied telegraphy in his spare time in the railroad telegraph office located on the right of way just across the tracks from the present division offices. His first job as operator came on Christmas Day in 1896, when he relieved the agent at Rudolph. After serving as relief operator at various places he was appointed regular operator, in 1898 at Plum Lake, now Sayner. In 1899 he was appointed agent at Arbor Vitae. When that station was closed he was transferred to Merrill for several years and in 1901 he became agent at Dancy. He was appointed dispatcher at Wausau in 1909.

February, 1948

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

The past month saw the return of Minnie Helgerson, Ann Kissane, Florence Almen and Eleanor Gruetzmacher, who have been ill. Welcome back, gals!

Frank Klima, of the material bureau, has been home since Christmas on account of illness. From reports received, he is steadily improving. "Doc" Wires, who recently started in the bill and voucher bureau, has been ill since Jan. 5 and Ed Moore, of the payroll section, is confined to Sherman Hospital, Elgin. We hope to see them all back soon.

Nell Chadbourne, who retired on Oct. 31, got lonesome for the guys and gals she left behind and paid us a recent visit. Two other recent visitors were Rose Sliva, formerly with Ed Belzer's bureau, and Ensign J. A. Benson, formerly with the Minnesota accounting department, who was passing through Chicago on leave from his Navy post at Johnstown, Pa., to Minnesota.

Chicago's population was increased by two when the stork delivered baby boys to the homes of Mr. and Mrs. Johnny Gross and Mr. and Mrs. August Madonia. Mrs. Madonia is the former Frances Locallo of the typing bureau.

Reports recently received from Tommy Walters, on leave from the bill and voucher

bureau, indicate that sunny California is "all that it's cracked up to be" but that he will be back with us soon.

We were pleasantly reminded of our old friend Eddie Fricker who has been retired since August, 1946, when he sent us our annual supply of calendars.

From the key punch section comes report of the marriage of Catherine Hunt to Lawrence Calo on Jan. 17 at Our Lady of Sorrows Church. Dinner and reception were held at the Congress Hotel.

Amanda Klank was the lucky person who won the rhinestone watch that was raffled by Weed Johnson. When asked where she threw her old horseshoe she replied, "Haven't thrown it away yet; just bought it a couple of weeks ago and guess I'll hang on to it."

Kay Karłowicz, who will become Mrs. Stanley Przepiorski on Jan. 24, was presented with a beautiful robe at a shower given for her at the Wrigley Building Restaurant on Jan. 10. Kay's brother Edwin, who was ordained to the priesthood on Jan. 6, will officiate at her marriage.

Joe Kirchen, who has been on military leave since Sept. 15, returned on Jan. 5, after learning how to build bridges at Fort Belvoir, Va.

Sincere sympathy is expressed to Harriet Caffisch in the loss of her mother who died at Shullsburg, Wis., on Jan. 10.

Steve "Knuckler" Krumpack, star bowler of the Milwaukee Road and Legion bowling leagues, has hit so many 500 series recently that they are a common practice for him now.

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Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables

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CHICAGO, ILLINOIS

He said he owes his skill to the clean life he leads.

Dorothy Wolfrich foresaw the cold snap coming and headed for sunny California where she expected to stay for a month.

Eileen Hampton is looking forward to spending a February leave of absence with her Army brother and his family in Petersburg, Va.

GIRLS' BOWLING LEAGUE

Player	Team	Average
M. Klewer	Olympian	145.19
M. Klug	Tomahawk	144.6
S. Klein	Varsity	143.32
D. Koy	Fisherman	141.49
E. McDyer	Olympian Hiawatha	137.22
A. Johnson	Fisherman	134.39
F. Steiner	Minn. Marquette	133.14
A. Connick	Pioneer Limited	130.33
J. Perlick	Varsity	130.22
L. Boyk	Chippewa	128.43
S. Pabst	Sioux	127.35
M. Casey	Arrow	127.22
C. Crowley	Pioneer Limited	127.13
C. Gundersen	Copper Country	126.21
A. Kennedy	Marquette	125.41

Auditor of Capital Expenditures Office

William F. McQuinn, a veteran of the auditor of capital expenditures force, concluded a long and commendable career in railroad service on Dec. 31. Mr. McQuinn was born in Springfield, Ill., on May 24, 1877, but left his home town in 1893 to take a job with the C&NW in Chicago. In 1902 he transferred to the old Southern Indiana (now the CTH&SE) and worked there in various capacities, including assistant auditor and payroll accountant. When that line was taken over by the Milwaukee Road he was transferred to the auditor of capital expenditures office, in the joint facilities bureau where he has since occupied the position of contract clerk. He has a son, Robert D., who is a Milwaukee Road employee in the Chicago terminals.

The two four-wheel trucks which support a boxcar weigh about 14,000 pounds or approximately one-third of the total car weight.

Auditor of Station Accounts and Overcharge Claims Office

Lois Pearson, Correspondent

Richard Disney Marsh retired on Dec. 31 after 33 years of continuous railroad service. He entered the employ of the Road in August, 1914, in the auditor of station accounts office, handling correspondence in connection with unpaid transportation items. In 1917 he was assigned to the position of traveling demurrage inspector, continuing in that capacity until his retirement. Mr. Marsh's judgment and ability as a traveling representative was regarded highly and he has made many friends for the Milwaukee Road. It is our sincere wish that he may enjoy many years of retirement.



G. W. Knox

Guy William Knox, traveling auditor for station accounts, retired on Dec. 31 after 48 years of continuous railroad service. He started with the Road on Feb. 15, 1915, coming from the Burlington, where he had 15 years' experience. For the past six years he has audited the account in the treasurer's office in the Union Station. Mr. Knox carries with him the good wishes of his friends and associates.

Alvin H. Payne decided to take things easy as of Jan. 1, via the pension route. He will spend some time in Florida and then travel extensively. In view of his plans, friends in the office presented him with a traveling bag for a farewell gift. Al Payne entered the employ of the Road on Aug. 4, 1921, in the office of the freight auditor. He was transferred later to the office of the auditor of overcharge claims, as supervisor of claim checking and files. He continued on that post until his retirement.

The new face seen in the office these days is that of Ruth Baumann. Sara Callahan took her vacation during the holidays, spending it with her family in her home town, Wilkes-Barre, Pa. Also vacationing was Vera Rankin, who spent some time near St. Louis, Mo. For her Christmas dinner she ate carrots picked right from the garden.

Our annual Christmas grab bag was enjoyed by all this year. Joe Paider played Santa again, distributing the gifts and putting on a show that gave everyone the Christmas spirit.

Remember that your traffic tip committee, J. E. Vraney and A. V. Gallagher, is ready at all times to help you with your problems if you have a relative or friend who wants to use the Milwaukee Road for pleasure or a business trip, or to make a freight shipment on our line.

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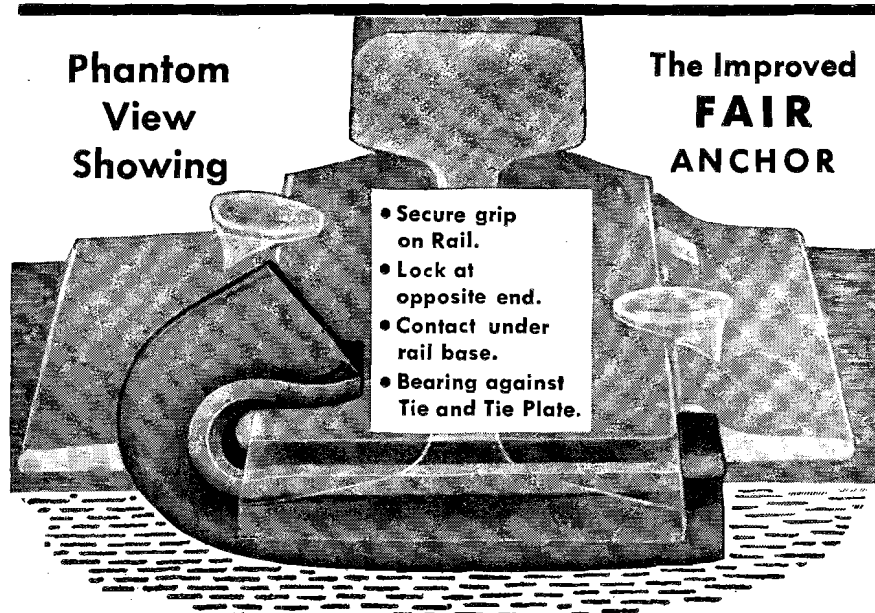
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Car Accountant's Office

Harry M. Trickett, Correspondent

The Christmas spirit prevailed in our office on Dec. 24, with mistletoe suspended over Clyde Osborn. Christmas trees about the office, and "B" bureau playing host with a smörgasbord luncheon. "D" bureau had its party on Dec. 23.

Christmas sometimes brings diamond rings. Elaine Ciesinski and Clara Wysacki were lucky recipients this year.



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NEW YORK



Ralph Klotz, head of the home interline bureau in the auditor of passenger accounts office, Chicago, who was promoted to chief rate clerk in the passenger traffic department, Chicago Union Station, on Jan. 1, is congratulated on his appointment by members of the passenger accounts force. Left to right: Edward Rumps, Tony Rocco (rear), Henry Koretke, Mr. Klotz, Ralph Baumgartner, Arthur M. Dryer, auditor of passenger accounts, Harry Krumrei, Lawrence Wozny and Roy Schiffer. The interline bureau honored its popular head with a farewell banquet and presented him with a pen and pencil set, a brief case and a casting rod.

Matilda Zavilla also received a diamond, on her birthday, Dec. 28.

The month also had its brides; Shirley (Waterman) Banas on Dec. 20 and Marie (Leike) Gaerty on Dec. 27. Dorothy (Enders) Ortmann was our first bride of 1948, being married on Jan. 4.

Dorothy Miklautsch was presented with a pressure cooker on Jan. 3; also a pair of baby shoes, as she is anticipating a blessed event.

Sympathy was extended to Madelaine Koehler in the passing of her mother-in-law on Dec. 23; also to Mary Oehm in the loss of her mother on Jan. 11.

Margaret (Ruth) Schmidt has been off since Dec. 10, due to injuries sustained in a fall.

Edna (Jean) Strickett, who has been home since Jan. 1 because of her father's illness, has also been reported on the sick list.

Reta Cichon has been assigned as our new office girl and Emelia Lukaszewicz was promoted.

In reviewing our marriage statistics for 1947, it was noted that 26 of our girls were married during the year. Not many single ones left, but Leap Year is upon us.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Sayde Domek, accounting machine bureau, also a good helper with news for this column, became a Milwaukee Road "vet" on Jan. 19. Office employees celebrated the event by presenting her with a gift.

Ruth Lind, of the accounting machine bureau, was married recently to Robert Greete. They honeymooned at Long Lake. June Earle, of the central typing bureau, was matron of honor.

Shirley Zundel, machine accounting bureau, was married to John Ness at Christ Lutheran

Church on Jan. 31. They honeymooned at points east, including New York City.

Connie Roubineck, also of the machine accounting bureau, was married to a former employe here, at Concordia Lutheran Church on Jan. 31. They took a honeymoon trip to Milwaukee.

Jacob Jacobson, formerly of the rate revising bureau, was appointed head clerk of the waybill filing bureau, effective Jan. 1, vice William Gillis, retired.

Terry Jordan, interline bureau, received a beautiful diamond engagement ring on New Year's Eve.

George Schmalbeck, formerly employed here, who left us to take up studies under the GI Bill of Rights, is a daddy again; another son, Richard Lewis, eight pounds, born on Dec. 31.

We are informed that Fred Miller, review bureau, on furlough due to illness, is gradually regaining good health.

Dan Feeley, rate revising bureau, has been absent due to an infected foot. "Darling Dan," as he is affectionately known, may be compelled to forego his favorite pastimes, the rumba and tap dancing, indefinitely.

James Kelleher, rate revising bureau, returned from a vacation trip to Antigo, Wis., telling us about air being exhilarating. He survived a ski trip down one of the runs.

Bowling: The Southwest is still leading, with 34 wins and 20 lost. High score: H. Tobin, 624. High game: 244, by R. Claborn. J. Jennings gets the medal for three games of 128 in the same series. We're getting ready for the American Railway Bowling Association tournament, to be held at Congress Recreation alleys in Chicago on Feb. 7, 14 and 21.

A freight car is loaded an average of 20 times in a year.



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Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Ann Walchak Wahl resigned to take up the full time duties of a homemaker. The Wahls are making their home in Streator, Ill. The Women's Club voted Christine Steggers its new corresponding secretary.

Sophie Walker is getting along nicely after a serious operation. Mary Kent is also doing O. K. Mary's legs were injured in a freak accident.

Mary Armstrong has received a beautiful diamond engagement ring from "that man in her life."

Emily Gannon Trezek's doctor has ordered a change of climate, so Em picked up and is now in New Orleans.

Art and Beverly Sommers are the proud parents of a boy, Arthur P. Sommers, Jr., born Jan. 11.

The Milwaukee Road Choral Club and two special acts sponsored by Pioneer Post of the American Legion entertained the "vets" at Hines General Hospital on Jan. 8. They distributed cigarettes and candy to every veteran in the hospital, which was made possible by the generosity of all the Milwaukee Road employees in the Chicago area.

Irene Mallas and John Buller were married at Assumption Church on Jan. 11. A reception in the church hall followed. The newlyweds spent their honeymoon in New Orleans.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Quite a number of changes were made in this department recently. Upon Walter Peterson's retirement, Walter Cooper was promoted to his position. Arthur Dreuths succeeds Mr. Cooper.

Ralph Klotz came in from the Fullerton Avenue office to fill Mr. Dreuths' position. Welcome to the rate department, Ralph.

Sam Grafensten was appointed traveling passenger agent, St. Louis, Mo. Douglas Keller was promoted to the position of city passenger agent.

We welcome L. W. Kelly from St. Louis, succeeding C. C. Dille, who has been appointed advertising agent, Chicago.

Walter Keller has been hospitalized with pneumonia.

"I wouldn't vote for you if you were St. Peter."

"If I were St. Peter you couldn't vote for me, you wouldn't be in my precinct."

A daughter received from her father a lovely mink coat.

Daughter: "What I don't see is how such a lovely fur coat can come from such a sneaking, smelly beast."

Dad: "I don't ask for thanks, dear, but I really must insist on respect."

H & D DIVISION

West H & D

W. H. Applegate, Division Editor

Mrs. Pearl Hopp, superintendent's secretary, returned recently from a vacation in the vicinity of Los Angeles, where she visited her daughter. She advises that it was plenty hot out there and that she was glad to get back to South Dakota to cool off. However, she made that statement before we had our recent 20 below zero weather.

Robert J. Faeth, West H&D brakeman, son of Johnny Faeth of the superintendent's office, was discharged from the Navy on Dec. 28 and expected to resume braking about Jan. 15. The big New Year dinner at the Faeths, to celebrate his return, was attended by 29. Welcome back to the division, Bob.

Passenger Conductor A. C. Leibnow and wife spent the Christmas holidays in Chicago.

Engineer J. F. Mace and wife went east on a Christmas holiday trip.

Oscar Holmes, yard clerk at Aberdeen, and wife are visiting in Louisiana, Oscar having taken a 90-day leave of absence.

First Trick Dispatcher L. E. Larson and Mrs. Larson were recently on vacation.

After a Christmas vacation trip to hometown Kansas City, Division Freight and Passenger Agent F. W. Baker came back with great vim and vigor. Last reports are that he was seen herding cattle on a horse at Newark, S. D. Freight Service Inspector F. L. Bender, armed with camera, is supposed to have obtained a candid shot of "Bullet's" first and last ride.

Rodman W. R. Powrie, engineering department at Aberdeen, left us recently to take a position as instrumentman for the L&N at Knoxville, Tenn.

We're a little late with this, but Violet Jordanger is Freight Agent Anderson's new stenographer, replacing Eunice Jennings, who left the Road a few months back.

Now we know why Jimmy Murphy of the car department was seen so frequently around the newsstand at the Aberdeen passenger station. It was there that he found Vivian Wiersbeck, daughter of Switch Foreman Wiersbeck, and they were recently married. Congratulations.

Christmas saw Doug Workman, chief clerk to the division freight and passenger agent, going to his Lake City, Minn., home followed by New Years' at Owensboro, Ky.

Word comes to us that E. G. Gooch, formerly a brakeman on the East H&D, who is now living in Los Angeles, was married on Dec. 29.

We are sorry to learn that Train Dispatcher Rollie Marlett has decided to walk out on us here at Aberdeen, but trust that he will find his new location at Madison, Wis., to his liking.

From Mildred Olson, our Sisseton, S. D., correspondent, comes the following news:

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



A group of H&D regulars, circa 1914. Standing, left to right: Brakeman Eddie Mack, Engineer Anton Ore, Brakeman Frank Osborne and Engineer Lawrence Reeves. The man sporting the dahlia is Norman Anderberg, fireman. Osborne was killed in World War I and the American Legion Post in Montevideo, Minn., is named in his honor. Mack and Anderberg have also passed away.

H. C. Crosby, retired agent, Sisseton, is spending the winter months with his son, Harvey, Jr., who is a dentist at Borger, Tex. He writes home that the weather there is wonderful.

Elnora Rusch, of Peever station, reported back to work on Jan. 2 after undergoing an appendectomy at Graceville, Minn., in the early part of December.

Jake Hammer, Sisseton line conductor, is vacationing in Oregon and California. Nothing like getting away from the winters of the Sunshine State.

Section Laborer Frank Sherman, Sisseton, was out on a 12-day vacation, headed south. Didn't you like our weather, Frank, or were you just checking on the interests???

Obert Tangvold, formerly a Milwaukee fireman and now a Minneapolis city employe, visited recently at the home of his brother, Section Foreman Russell Tangvold of Sisseton.

It is with sympathetic regret that we report the death, Jan. 5, of Mrs. W. J. Beckel, wife of Division Storekeeper Beckel of Aberdeen.

Your division editor charges that someone is picking on him. An item in the December issue of the Magazine correcting November errors in this column, promoted Yours Truly to division engineer, yet I find B. J. Worley still holding down that position here.

We welcome to this territory Fred Schoenaur, traveling passenger agent, who replaces Paul Nikolai, promoted to general agent passenger department, St. Paul. A few years back Fred was behind the ticket window at Mitchell, S. D.

"I need a holiday," said the cashier. "I'm not looking my best."
"Nonsense," said the boss.
"No, it isn't nonsense; the men are beginning to count their change."

East H & D

Martha Moehring, Correspondent

We're all sorry to hear of the sudden death of W. F. Halloran, our agent at Chaska, and extend sympathy to his bereaved family.

Congratulations to LeVere Natzel who was recently promoted to the position of roadmaster at Green Bay, Wis. He'll be moving his wife and boys to the new home as soon as he finds the customary roof-over-the-head.

Agent W. J. Smith returned recently from a three-week vacation trip to California. Among the highlights was the Tournament of Roses parade. Smitty even picked up a little coat of tan.

Brakeman Truman Stark has returned home from the hospital where he gave up his appendix.

Maxine Lovhaug, roadmaster's clerk, is very ambidextrous with her left hand these days. That ring is really a sparkler and the light bill for the office has gone down considerably.

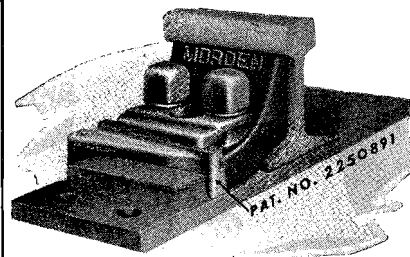
Dispatcher Fred Harvey bid in the Perry, Ia., job and left Montevideo. Fred will be near his home now, so the youngsters can get acquainted with their grandparents. N. O. Frizzell, of the I&D, is our new man at Montevideo. Gene Albrecht of Aberdeen is temporarily holding the position left vacant by Jerry Nentl, who resigned to go to Austin.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

First out this time is the announcement of the engagement of Miss May Jo Sager of Deer Lodge and Eugene Burns of Alton. Miss Sager is the daughter of Mr. and Mrs. Roy Sager—Mr. Sager is car inspector at Deer Lodge—and Eugene Burns is the oldest son of Conductor and Mrs. Robert Burns of Three Forks, and we have known him ever since—well, almost since he started to walk. He spent several years with the Army, mostly in the Philippines, returning to train service on the RM Division when the war ended. The wedding will be an event of early summer.

Dean Pogreba, who took some time off several years ago at the request of Uncle Sam



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and Not Need it, than to Need it and Not Have it

When disability strikes, living costs go up—plus bills for doctor, hospital and surgical care. **PLAY SAFE with America's No. 1**

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ALONE**

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The Railroad Man's Company

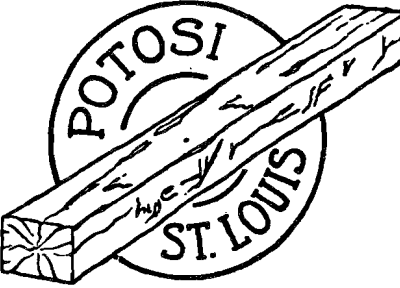
310 S. Michigan Ave.
Chicago, Ill.

Without obligation please have your agent explain your No. 1 Accident-Health-Hospital Protection.

Name..... Telephone.....

Address..... Occupation.....

City..... State..... Railroad.....



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CROSS TIES
SWITCH TIES
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SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY
FUSEE COMPANY**
Beloit, Wisconsin

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.



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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

and was in the air service for a number of years, most of that time flying the Hump in India, has been finishing his education in mechanical training the past two years. He has now moved back to Three Forks to resume work on the rear end of a long string of box cars. He has the prettiest wife you ever saw and the cutest son, about four months old. His mother, Mrs. P. Pogreba of Great Falls, stopped over for a short visit about the middle of January, en route home from her sister's place in Valley, Wash.

A death at Helena early in December was that of Mr. Everett, assistant water service employe on this division a good many years ago. He will be remembered by many RM Division employes.

Fireman and Mrs. Otto Heim, son and daughter, spent the Christmas holidays with their daughter, Mrs. William Landas, and family at Livingston.

Fireman Delmar Hart, who has been away on account of illness for some months, has returned home and is feeling much better.

Mrs. McGrath, wife of Engineer Al McGrath, who has been ill at the home of her sister in Minneapolis, has returned home.

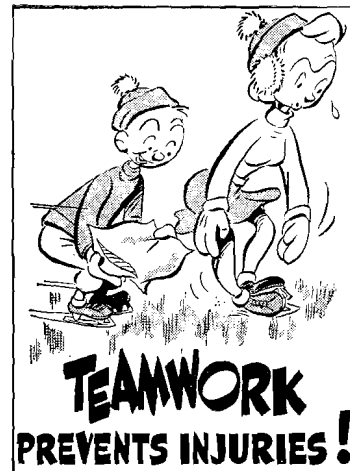
A card from Engineer and Mrs. Sam Haffner who are at Clearwater, Calif., says that everything is fine there. A letter from John Smeltzer, retired engineer, and Mrs. Smeltzer, who are spending some time with Mrs. Smeltzer's brother in Long Beach, says that everything is fine there, too, and that they picked lemons off of the Haffner trees. Some story! Well, maybe lemons do grow on trees in some places, but not around here. Mrs. D. A. Robinson, who went to California for Christmas, is back after a two weeks' visit with son Howard, and Engineer and Mrs. D. P. Elliott are back from Pasadena where they took in the Rose Bowl game and other sights we wouldn't know anything about.

Brakeman Joe Brand, who has been on the Gallatin Valley local the past three months, is back on the main line.

Conductor Stanley Collum and wife enjoyed a visit during the holidays from their eldest son, Stanley Jr., who attends the university at Missoula, and Conductor H. H. Jenkins and the Mrs. had as Christmas guests their son Bob and wife, from Lewistown.

Engineer Letcher Gibbs is running on the Northern Montana for awhile. Fireman Bernie Heiser of that division has taken one of the Butte helper jobs. One helper crew was pulled off recently.

A. E. Barnes, retired engineer, who broke a hip last fall while fishing in Canada, is



walking around these days without a crutch or even a cane.

Engineer W. J. Schector, who has been off sick for several months, is back again on the trouble shooter.

Engineer L. U. Brock has returned from the hospital at Seattle where he underwent an operation; has not gone to work yet but is getting around O.K.

Mrs. Isreal, wife of Brakeman Isreal, was called to Portland in January on account of the death of her grandmother there.

Operator Smith at Finlen is laying off and Rudy Klune, of Butte, is working the job in her absence.

Engineer R. C. Daniels has returned after several weeks' visit with his daughter in Nevada.

Miss Marjorie Merrill, daughter of Boardman and Mrs. W. H. Merrill at Three Forks, and Miss Dixie Griffith, daughter of Mr. and Mrs. Dick Griffith of Butte, came up from Belton, Tex., for a visit with the home folks during the Christmas holidays. Both young ladies attend Mary Baylor College there.

Section Foreman and Mrs. Lower of Sappington have returned from a few weeks' visit with their son in Washington.

Conductor and Mrs. Ernest Heier are vacationing in Florida for a change. They usually go to the west coast to escape the winter weather here.

Brakeman Francis Fowler and Mrs. Fowler are in Spokane where Mr. Fowler underwent an operation. They expect to return home soon.

A death the first of January in California was that of Mrs. Fred Byrne, wife of former agent and operator of the main line Rocky Mountain Division and the Bozeman branch for a good many years. The Byrnes' home was at Belgrade until recently but since Mr. Byrne's retirement a few years ago, they spent most of their winters in Arizona. Mrs. Byrne was well known here and much loved. We extend our sympathy to the family.

George Westbrook, retired conductor, and wife who have lived here for the past 20 years or more, have sold their home and will go to New York and Florida for visits with relatives. They plan to locate later in Idaho.

A Christmas card from Sam Winn, who was passenger engineer between Butte and Avery and between Deer Lodge and Avery for more than 20 years, tells us that he is now running passenger out of Tacoma where he and Mrs. Winn have their home.

A Christmas card from Neil Grogan tells us he is also at Tacoma and working hard! Well, that might be. A Christmas card from Jim Beatson, retired, didn't tell us anything. He is Scotch and had a cent and half stamp on it. Glad to hear from them all.

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

Department or Occupation			No. of tips submitted	
Name	Occupation	Location	Pass.	Frt.
Chicago General Offices				
Benson, L. J.	Asst. to President	Chicago, Ill.	1	
Culver, C. L.	Spl. Tax Agent	Chicago, Ill.	1	
Doyle, Viola M.	Stenog.	Chicago, Ill.	1	
Dupuis, A. G.	Asst. Pub. Rel.			
	Offr.	Chicago, Ill.	1	
Fisher, Geo. F.	Adjuster	Chicago, Ill.	1	
Graves, Vila M.	Asst. Secy.	Chicago, Ill.		2
Hakes, T. D.	Trav. Auditor	Sioux City, Iowa	1	
Murrin, Jas.	Clk. Frt. Aud.	Chicago, Ill.	1	
Shortall, Elizabeth	Steno.-Clerk	Chicago, Ill.	1	
Strohmeyer, J. A.	Clk. Frt. Aud.	Chicago, Ill.	1	
			9	2

Chicago Terminals				
Horn, John	R/C Clerk	Chicago, Ill.		15
Roberts, W. R.	Asst. Notice Clk.	Chicago, Ill.		3
			0	18

Coast Division				
Byron, Wayne	Yard Clerk	Bellingham, Wash.	2	
Cobley, W. H.	Frt. Agt.	Lynden, Wash.	3	
Cowling, P. L.	Rate Clerk	Tacoma, Wash.		3
Davidek, W. A.	Boilermaker	Tacoma, Wash.	1	
DeGarmo, A.	F. S. I.	Seattle, Wash.	2	
DeGuire, C. E.	Clerk	Tacoma, Wash.	4	
Eshelman, W. M.	Inspector	Tacoma, Wash.	2	
Gleb, A. H.	Local Frt. Off.	Tacoma, Wash.		2
Keeney, N. E.	Barge Man	Seattle, Wash.	1	
Lackey, A. L.	Reid. Boiler Frmn	Bellingham, Wash.	1	
MacDonald, J. C.	Asst. Gen. Strkpr	Tacoma, Wash.	1	
Plantz, F. D.	Car Inspector	Bellingham, Wash.	1	
			18	5

Dubuque and Illinois Division				
Clarke, W.	Cutter	Dubuque Shops, Ia.	1	
Collins, Thomas	Car Inspector	Savanna, Ill.	1	
Dubmeyer, A.	Cutter	Dubuque Shops, Ia.		3
Fisher, J. H.	Car Foreman	Savanna, Ill.	1	
Fluke, Geo.	Cutter	Dubuque Shops, Ia.	1	
Hoyer, Joseph E.	Lead Carman	Savanna, Ill.	2	
Kurt, Francis B.	Clerk	Waukon, Iowa	9	
Rabun, L. H.	D. M. M.	Savanna, Ill.	1	
Schmidel, Geo.	Chief Clerk	Savanna, Ill.	2	
Sorenson, Hans	Retired Carman	Savanna, Ill.	2	
Stevens, Eunice	Stenog.	Savanna, Ill.	2	
Unmacht, H. A.	Gen. Foreman	Dubuque Shops, Ia.	1	
Whitham, W. C.	Asst. Div. Engr.	Savanna, Ill.	1	
Whitney, Walter	Janitor	Savanna, Ill.	1	
			25	6

Hastings and Dakota Division				
Davies, A. Lloyd	Instrumentman	Aberdeen, S. D.	1	
Geiser, Mrs. W. A.	Wife of Agent	Aberdeen, S. D.	1	
Goldae, A. J.	Checker	Aberdeen, S. D.	1	
Karr, L. J.	Sec. Stockman	Aberdeen, S. D.	1	
Lundberg, A. F.	T. B. M.	Minneapolis, Minn.	1	
Moehring, Martha	Chief Clerk	Montevideo, Minn.	1	
Ross, Wm. H.	Freight Trucker	Milbank, S. D.	1	
Valle, Mrs. P.	Steno.-Clerk	Aberdeen, S. D.	1	
			8	0

Idaho Division				
Roseboro, J. B.	Mach. Helper	St. Maries, Idaho	1	0
			1	0

Iowa Division				
Eckman, Ruby	Clerk	Perry, Iowa	1	
Fraser, W. C.	Legal Dept.	Omaha, Neb.	1	
Gohmann, K. M.	Secy.-Clerk	Marion, Iowa	3	

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Houston, Mrs.				
F. W.	Wife of Gen. Agt.	Cedar Rapids, Iowa	1	
Jenkins, B. A.	Sec. Foreman	Springville, Iowa	1	
Lundquist, O. W.	Asst. Engr.	Marion, Iowa	1	
Manton, Thos.	P. F. I.	Cedar Rapids, Iowa	1	
Miller, L. J.	Agent	Springville, Iowa	4	
Reel, F. E.	Conductor	Perry, Iowa	1	1
Schonberg, Carl	Lead Carman	Co. Bluffs, Iowa	1	
Waln, R. A.	Signal Maintainer	Paralta, Iowa	1	
Zemanek, Robert	Electrician	Cedar Rapids, Iowa	3	
			19	1

Iowa and Dakota Division				
Burnett, M. L.	Steno.-Clerk	Mason City, Ia.	2	
DeSomery, L. J.	Engineering Dept.	Mason City, Ia.	1	
Henderson, F. M.	Reid. Switchman	Sioux City, Ia.	1	
Lunde, Mrs. G.	Wife of Blacksmith	Mitchell, S. D.	1	
McMaster, A. P.	Secretary	Sioux City, Ia.	1	
Modereger, John	Sec. Foreman	Tabor, S. D.	1	
Moran, C. Grace	Secretary	Mason City, Ia.	1	5
Nihlen, N. E.	R. S. & C. P.	Sioux City, Ia.	1	
Pappas, Tony	Mach. Helper	Mason City, Ia.	2	
Parker, A. W.	Rdhse. Foreman	Mitchell, S. D.	1	
Sizer, R. E.	Asst. Supt.	Mason City, Ia.	1	
Spencer, A. J.	Switchman	Sioux Falls, S. D.	1	
			14	5

Iowa & S. Minnesota Division				
Beckel, Clem G.	Machinist	Madison, S. D.	3	
Hanson, George	Son of Operator	Fairmont, Minn.	2	
Hoffmann, R. H.	Clerk	Austin, Minn.	1	
Holden, Helen J.	Agent	Houston, Minn.		1
Kaisersatt, J. T.	Loco. Engr.	Madison, S. D.	2	



Olson, C. M.	Son of Agent	Brownsdale, Minn.	1	
Peterson, H. M.	Clerk	Austin, Minn.	1	
Radledge, O. U.	Brakeman	Austin, Minn.		1
Peed, O. C.	Chief Dispatcher	Austin, Minn.	1	
Smith, Mrs. A. D.	Widow of Condr.	Madison, S. D.	1	
Vogel, A. P.	Roadmaster	Madison, S. D.	3	
			15	2

Kansas City Division				
Bechner, L.	Fireman	Kansas City, Mo.	1	
Crane, Beulah	Clerk	Kansas City, Mo.	1	
Johnson, H. G.	Asst. Div. Engr.	Ottumwa, Ia.	1	
			3	0

La Crosse and River Division				
Anderson, A. J.	Asst. Div. Engr.	La Crosse, Wis.	2	
Crary, P. H.	Car Clerk	La Crosse, Wis.	1	
Fick, Carl R.	Chief Clerk	Tomah, Wis.	5	
Frye, M. J.	Chief Clerk	Merrill, Wis.	1	
Hough, James F.	Lieut. of Police	La Crosse, Wis.	1	
Johnson, Wm. L.	Foreman	Tomah, Wis.	2	
Rhoades, C. A.	Sec. Foreman	Wausau, Wis.	1	
Thompson, Orville	Shovel Repr. Man	Tomah, Wis.	1	
			14	0

Madison Division				
Christensen, C.	Brakenian	Madison Wis.	6	
Killian, A. M.	Chief Dispatcher	Madison, Wis.	1	
			7	0

			No. of tips submitted
Name	Department or Occupation	Location	Pass. Frt.
Milwaukee Division			
Benzing, Henry ...	Equip. Maint.	Horicon, Wis.	1
Brown, C. A.	Cashier	Beaver Dam, Wis. ..	1
Brown, H. G.	Clerk	Beaver Dam, Wis. ..	1
Fiebelkorn, W. C.	Chief Clerk	Beaver Dam, Wis. ...	3
Francey, Elenore	Supts. Office	Milwaukee, Wis.	2
Krummel, W. J. ...	Car Foreman	Racine, Wis.	2
Kuhn, H. G.	Clerk	Beaver Dam, Wis. ...	1
Lathrop, Merrill...	W. H. Foreman.....	Beaver Dam, Wis. ...	1
Mueller, A. A.	Agent	Beaver Dam, Wis. ...	6
			18
			0

Milwaukee Terminals				
Fischer, Carl H.	Pattern Maker	Milwaukee, Wis.	1	
Hamann, Mrs.				
Edith	Stenog.	Milwaukee, Wis.	1	
Mulholland, Leonard	Carman	Milwaukee, Wis.	2	
Vollendorf, Earl	Tinsmith	Milwaukee, Wis.	1	1
Wilkommen, E.	Blksth. Helper	Milwaukee, Wis.	1	
			6	1

Rocky Mountain Division				
Cunningham, L. S.	Loco. Engr.	Deer Lodge, Mont.	1	
Foster, E. H.	C.C. to D.M.M.	Deer Lodge, Mont.	1	
Hutchinson, W. D.	Substation Opr.	Avery, Idaho	1	
Storror, Mae Belle	Steno.-Clerk	Butte, Mont.	1	
			4	0

Seattle General Offices				
Boydston, M. L.	Tax Agent	Seattle, Wash.	1	
Campbell, Bernice	Clerk	Seattle, Wash.	1	
Greengard, S.	Office of V. P.	Seattle, Wash.	1	
Hickey, Margaret	Stenog.	Seattle, Wash.	1	
Horak, Agnes	Clerk	Seattle, Wash.	1	
Jackson, Mary E.	Clerk	Seattle, Wash.	1	
Kennedy, E. D.	Chief Clerk	Seattle, Wash.	2	
McGalliard, S. O.	Investigator			
	Frt. Clm.	Seattle, Wash.	2	
Moody, Lillian	Clerk	Seattle, Wash.	1	
Nelson, Mildred	Secy., W. T. M.	Seattle, Wash.	1	
Reynolds, F. D.	Retd. Telegrapher	Seattle, Wash.	1	
Sackerson, R. G.	Gen. Mgr. Milw.	Seattle, Wash.	1	
	Ld. Co.			
Strassman, J. N.	Auditor	Seattle, Wash.		1
			14	1

Superior Division				
Bronoel, R. H.	Telegrapher	Appleton, Wis.	1	
Bundy, Otto	B&B Carp.	Marinette, Wis.	1	
Frless, I. A.	Chf. Trn. Disp.	Green Bay, Wis.	1	1
Herman, M. B.	File Clk.-Steno.	Green Bay, Wis.	1	
Johnson, Julia	Clerk	Green Bay, Wis.	1	
Watson, R.	Clerk	Plymouth, Wis.	1	
			6	1

Terre Haute Division				
Daniels, B. E.	Div. Engineer	Terre Haute, Ind.		12

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frtn.
Meek, H. R.	Engr. Dept.	Terre Haute, Ind.		1
Schuh, R. A.	Gen. Yardmaster	Terre Haute, Ind.		2
			0	15

Trans-Missouri Division				
Child, M. H.	Sec. Foreman	Bucyrus, N. D.	2	
Davidson, R. J.	Rodman	Miles City, Mont.	1	
Fuller, H. G.	Clerk	Miles City, Mont.	1	
Grant, R. A., Jr.	Steno.	Miles City, Mont.	3	
Hand, Geo. B.	Sgt. of Police	Miles City, Mont.	1	
Houston, Jess	Sec. Foreman	Ahles, Mont.	1	
Huff, Pearl	Clerk	Miles City, Mont.	1	
James, Mrs. Wm.	Widow of Condr.	Miles City, Mont.	1	
Kern, J.	Retd. Condr.	Miles City, Mont.	1	
Nugent, Tom	Foreman	Miles City, Mont.	3	
Notton, R. E.	Agent	Musselshell, Mont.	1	
Parks, M. E.	Storehelper	Miles City, Mont.	1	
Riebe, Herschell J.	Storehelper	Miles City, Mont.	1	
Roe, Ruth E.	File Clerk	Miles City, Mont.	1	
Shine, Mrs. C. P.	Wife of Tkt. Clk.	Miles City, Mont.	1	
Weil, A.	Sec. Foreman	Morristown, S. D.	1	
			21	0

Twin City Terminals				
Bucklin, Leo	Chief Engineer	Minneapolis, Minn.	1	
Farley, D. E.	Welder	Minneapolis, Minn.	1	
Gallagan, John J.	Police Dept.	Minneapolis, Minn.		2
Holland, C.	Instrumentman	Minneapolis, Minn.	1	
Ratwik, Bernhard	Carman	St. Paul, Minn.	1	
Rothmund, A. C.	Cashier	St. Paul, Minn.	2	
			6	2

Traffic Tips Reported During December, 1947			
Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	14	1	8.7
Iowa and Minnesota	15	2	2.1
Dubuque and Illinois	25	6	1.8
Trans-Missouri	21	..	1.7
Iowa Division	19	1	1.6
Coast Division	18	5	1.5
Milwaukee Division	18	..	1.5
Iowa and Dakota	14	5	1.1
Madison Division	7	..	1.0
Terre Haute Division	..	15	0.9
La Crosse and River	14	..	0.7
Chicago Terminals	..	18	0.5
Chicago General	9	2	0.5
Hastings and Dakota	8	..	0.5
Rocky Mountain Division	4	..	0.4
Kansas City	3	..	0.4
Twin City Terminals	6	2	0.2
Idaho Division	1	..	0.2
Milwaukee Terminals	6	1	0.1
Superior Division	6	1	0.1
Miscellaneous	..	..	..
TOTALS	208	59	0.8

Northern Montana

Pat Yates, Correspondent

We are starting a new year with a new assistant superintendent, F. E. Devlin, formerly of Spokane Division, relieving J. O'Dore, who has been promoted to Tacoma. Mr. O'Dore and family made many friends while in Lewistown. Mrs. O'Dore held the office of president of the Milwaukee Women's Club chapter. We wish them success in the new position.

Mr. and Mrs. Harold Rozell spent an enjoyable vacation visiting Harold's brother and family in Spokane. Harold is back on his

job as brakeman.

Ole Monkelin, of the car department, was confined recently to the hospital. He is now at home recuperating and we all wish him a speedy recovery. The car department hasn't been the same since Ole hasn't been on hand to keep those cars a-rolin'.

Did you hear the extra shouting when the Rose Bowl game was being played? That voice belonged to none other than Billy Gwinn. Billy has been spending a wonderful vacation in California and took in the famous game.

Yours Truly just happened to glance out of the window at the thermometer and no-

ticed that it read a pleasant 56 degrees. Here it is January and our Indian Summer has just started.

Have you noticed how Mr. Galbraith has been rushing home every night? He has every reason for doing so, as we understand that he and Mrs. Galbraith have just moved into a lovely new home at 8th and Water Streets.

Agent M. J. Boyd left for Seattle recently to undergo medical treatment. A. M. Peterson is relieving during his absence.

Congratulations to Brakeman and Mrs. William Breidenfeld on the arrival of a baby boy.



At the retirement banquet in his honor, Agent William L. Butler of Council Bluffs (right) has a word with Division Superintendent O. A. Beerman (left) and H. E. Rooney, yard clerk and chairman of the local Service Club. Read the particulars in the Council Bluffs Terminal news below.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

William L. Butler, freight and passenger agent for 46 of his 58 years with the Road, retired on Dec. 30, remarking, "I'm just going to sit back and let the world go by." Mr. Butler was feted by fellow employees, at the railroad YMCA. Division Superintendent O. A. Beerman made the presentation of a large chair, a gift of the employees. Hale and hearty at 75, Mr. Butler started railroading as a boy of 12, carrying water for track gangs at Davis, Ill., where his father was foreman. However, he really began working for the Road as a telegrapher at Elkhorn, Wis. He is one of the city's best pedestrians, as he walked to and from work each day, sometimes making the round trip twice daily. He has two sons, William E. of Council Bluffs and Clarence of Detroit, a daughter, Mrs. B. L. Devitt of Oskaloosa, and two grandchildren.

Car Foreman and Mrs. T. P. Schmidt recently announced the engagement of their daughter, Fanny Mae, to Frank Leuch.

We wish to express our heartfelt sympathy to the family of George Dicks, who passed away on Dec. 24. He was a retired carman.

A hearty welcome is extended to J. I. McGuire, formerly agent at Perry, who replaces

Mr. Butler as agent at Council Bluffs.

Newcomers to the Council Bluffs repair track force are Frank Fichter, box packer, and William Thomas and Carl Kretschmer, laborers.

Our best wishes are extended to Miss Lorraine Jacobsen, daughter of Car Inspector and Mrs. Nels Jacobsen, and Peter Mitchell, who were married on Dec. 19 in California, where they will make their home.

"David Lee" is the name which Carman Ual Birdsong and wife gave to their son who was born on Dec. 28, tipping the scales at seven pounds, fourteen ounces. This was the Birdsong's second child.

East End

Benjamin P. Dvorak, Correspondent

B&B Carpenter Ludwig Christiansen, who has been on the railroad for 35 years and at one time was concrete crew foreman on the Iowa Division, has been a patient in St. Luke's Hospital in Cedar Rapids since the latter part of November. His condition is much improved and he anticipates being released soon.

The crate of Arizona lettuce sent to Superintendent Beerman was distributed among the employees. Our "thanks" to Agent Ray Naylor and wife of Scotch Grove, who were in Somerton, Ariz., to spend Christmas with their son and his family.

Hanna Johnson and her sister, of Marion, enjoyed Christmas in California, joining a family reunion in the home of their brother at Walnut Creek. Their three weeks' vacation on the west coast included a visit with relatives in Los Angeles and with their brother in San Bernardino. Carman Jones worked Hanna's position during her absence.

Chief Dispatcher L. S. Dove and wife journeyed to Braham, Minn., to spend Christmas with their daughter and family.

Because of the housing shortage in Marion, Lineman G. R. Holmes has been unable to establish his family here, so he spent his vacation during the holiday season in Muscatine, where they still maintain their residence.

Alan K. Fisher, student at Buena Vista College, and wife, were in Marion at the home of his parents, Chief Carpenter D. H. Fisher, to welcome in the new year. They spent Christmas in Diagonal with the family of Mrs. Alan K. Fisher.

Roadmaster L. W. Wohlers and family, Rockwell City, were in Tipton, Mo., to spend Christmas with relatives. From there they went to Reno, Minn., which was Mr. Wohler's home. His father has been in ill health lately.

Conductor Dick Gilbert, in service on the Storm Lake branch, left for California in December to remain until March. He is planning to pick oranges.

UNION-MADE

Lee

OVERALLS

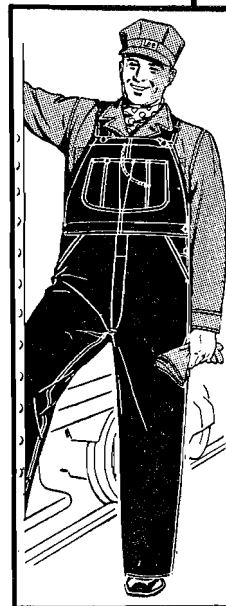
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Home in Marion to spend the holidays were Ralph Whiteford, Jr., son of Division Engineer Whiteford, who is attending Iowa State University; Eddie Failor, son of Time Revisor Ernie Failor, student at Dubuque University; and Chandler Boettcher, son of Assistant Engineer L. R. Boettcher, who is attending Western Reserve College in Cleveland.

Mrs. Mac Towers, the former Betty Peck, for years an employe in the store department, sent holiday greetings from Ames, Ia., where her husband is attending Iowa State.

Our congratulations to Max Schorr on his promotion to agent at Clinton, effective Jan. 1. Max started his railroad career on Mar. 21, 1923, working under his father, Philip Schorr, who was warehouse foreman in the Ottumwa freight house for many years. Max did excellent work as the assistant agent at Cedar Rapids, making many friends and securing many satisfied patrons for the Road. For the present Mrs. Schorr and two young sons will continue their residence in Cedar Rapids.

D. R. Davis comes to Cedar Rapids as roundhouse foreman, vice W. E. Cooper, who has retired. Mr. Davis formerly held the position of foreman at Savanna, Ill.

After six months in California, Lewis Mathes and wife decided to return to Iowa. They had been living in Richmond but came back to Cedar Rapids for the holidays, with the intention of remaining permanently. Mr. Mathes is a retired brakeman.

Division Engineer Bruce Daniels of Terre Haute, Ind., made a brief visit to the division engineer's office in Marion while en route to Indiana from Dubuque, where he and his wife and young son spent Christmas with Mr. Daniels' parents.

Verto M. Reichert resumed his duties as chief clerk to Division Engineer Whiteford on Jan. 2, following a leave of absence since Sept. 24. Good to see him back on the job.

Roadmaster George Barnoske, Sr., retired from service on Jan. 1. He entered the service of the Road on Apr. 1, 1891, as a roadmaster at Marion, having had 10 years' previous service in the track department of eastern railroads. His entire Milwaukee service was on the Iowa Division, with the exception of the time he was in charge of construction on the H&D Division (1909-1911). Mr. Barnoske is at home recuperating from a serious illness. May the new year bring the best of health.

Section Laborer L. A. Gochigian of Rockwell City also retired on Jan. 1. His service with the Road dates back to Nov. 28, 1915.

Another section laborer to retire is George T. Hargrove of Gillett Grove. Because of disability, his last employment date with the Road was Oct. 4, 1945.

Our good wishes to Captain of Police M. V. Cunningham, transferred to Milwaukee on Dec. 15 to serve in the same capacity. Mr. Cunningham was presented with a pen and pencil set by his co-workers and friends on the Iowa Division. His successor is the former lieutenant of police, L. M. Stender of Davenport.

Art O'Rourke, transit bill clerk at Cedar Rapids freight, bid back to Monticello. Just can't keep the boys away from the farm?

Emil Pnovsky is the transit bill clerk at the Cedar Rapids freight office. Welcome to the Milwaukee family, Emil.

A girl, Jan Jennifer, was born to Mr. and Mrs. John Smith of Anamosa on Dec. 24. Mr. Smith is first sectionman at Anamosa. Congratulations.

Middle, West and Des Moines

Viola Ranes, Correspondent

At the Dec. 15 meeting of the Perry Service Club, E. E. "Spec" Banyard, who was club chairman for a number of years and who recently retired as general yardmaster, was presented with a gift. Freight Foreman A. V. Airhart made the presentation. Mr. Banyard responded with a short talk in which he related some of the amusing occurrences in his early career as a passenger conductor.

The dispatcher's office doesn't seem the same without Fred Bauder sitting at his desk. Fred retired on Dec. 31 after many years of service as Des Moines dispatcher.

Agent J. I. McGuire is missed in the ticket office since he accepted the position of agent at Council Bluffs. Jim was active in all Perry affairs. He has been with the Road since 1917. A farewell party was held in his honor in Foreman A. V. Airhart's recreation room. John McGuire, agent at Oxford Junction, takes Jim's place.

Another loss to the ticket office is Jim Phleger, who was promoted to city ticket agent at Des Moines.

According to the U. S. mail which was delivered at the Milwaukee depot recently, there seems to be a new club on the railroad, although no one in the depot force knows anything about it. A letter was addressed to "President of the Milwaukee Railroad Liar's Club." While there may be several who could qualify for the job, the name of the present incumbent was shown in the address, so it was forwarded to the place where he gets his mail.

W. J. Wolfe, brakeman on the Des Moines Division, is confined to the Veterans Hospital in Des Moines where he submitted to surgery.

"Robert Ward" is the name that Storekeeper H. R. Johnson and wife gave their new son, born the day before Christmas.

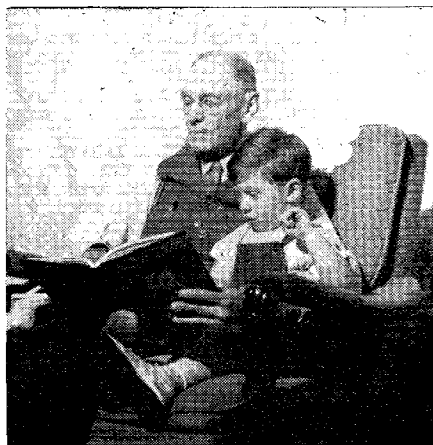
Mr. and Mrs. Clifford Martin are the parents of a boy. Clifford is employed in the depot.

Mr. and Mrs. Harry Boyens have a new grandchild.

Everett Galiher, brother of J. D. Galiher of

The Milwaukee Magazine

Michael Sol Collection



Conductor Carl F. Wightman, Marion, Ia., and grandson Carl III, relax with a good book. Conductor Wightman's hands were featured on the December cover of "The Railway Conductor" in a layout which showed his hands, surrounded by a Christmas display, punching a holiday ticket.

Herndon, was married recently to Joyce Patton of Portsmouth. Everett was formerly with the track department but at present is attending Boyles College in Omaha, taking up telegraphy and operating. He intends to return to the railroad within a few months.

Death recently claimed John E. Donahoe, former engineer. He was 76 years of age.

Conductor V. C. White of the Des Moines Division lost both his mother and father recently, within a few days. They lived at Churdan.

John Edward "Cap" Mullen passed away recently at the age of 73. He started as a call boy and was an engineer when he retired in 1941.

W. F. Lewis, brother-in-law of Conductor Ed Davis, passed away recently in San Francisco. He was an old time Milwaukee Road bridge carpenter on the Iowa Division.

Mrs. W. C. Williams, sister of Assistant Superintendent G. E. Lanning, passed away recently at her home in Dubuque. Burial was at Humbolt.

Mrs. Ralph Field, wife of retired switchman, passed away recently at the home of a relative in Jefferson. She had been ill for some time.

A "reasonable return" on the money invested in railroads is justified But the public in general is in no position to say just what such a return should be. The people can and should, however, demand just treatment of the railroads by the regulatory bodies entrusted with this job.

Kansas City (Mo.) Star.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

F. E. Devlin has been appointed assistant superintendent of the Rocky Mountain Division, after having served as trainmaster on the Idaho Division for the past five years. He made many friends here and we all hate to see him leave. However, we wish him the best of luck in his new position.

Trainmaster D. W. Amick, now at St. Maries, will succeed Mr. Devlin at Spokane. Carl Lillwitz and Cora Guthridge are taking care of things until Mr. Amick can wind up his affairs at St. Maries and move his family to Spokane. He worked as third trick train dispatcher during the war, so he is no stranger at Spokane.

1948 brought the assurance that the Idaho Division came out on top in the safety contest. Superintendent G. H. Hill is proud of this record and is wasting no time in attempting to equal it during the coming year.

Mrs. Laura Berkey is back at Othello roundhouse and sends me the following news:

Night Roundhouse Foreman James Sammarco was assigned to the position of night foreman at Milwaukee shops in December. Machinist John Kelly will succeed him, as soon as he returns to work. In the meantime, L. L. Stinebaugh is acting night foreman.

Machinist Apprentice Eldred Mittelstadt has been transferred to Milwaukee shops to complete his apprenticeship and Helper Glen Tilson is expecting to start soon as apprentice.

Othello roundhouse was practically deserted over the holidays. Boilermaker James Casey took off for Tacoma, Lewistown, and all way stations, from what he reports; Machinist Helper Wade Stevenson went home to Indiana; Machinist Helper George Andreasen to Brooklyn; Boilermaker Helper Don Scherer to Mobridge; Machinist Helper Joe Lazott to Oregon; Machinist Sam Pesein and wife for Seattle; Stationary Fireman John Theoharis to Malden; Night Machinist Fred Miller to Tacoma. The rest of us held the fort and hoped for the best. The travelers have now returned and conditions are back to normal.

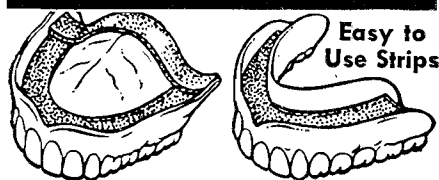
George LaValley, former agent at Othello, now at Plummer Junction, was back for a day's inspection to see whether the weather was as nice as he remembered it. It was. Flowers were still blooming in the roundhouse lawn, believe it or not, and the birds have started their annual house hunting. Agent Earl Ross, who took over recently, did not do too badly when he chose us as neighbors.

Thanks, Laura.

Cpl. Ray Stinebaugh spent Christmas with his parents in Othello. He is stationed with the Army at Great Falls.

John Donley, lead inspector on the third shift at Othello and president of "Ducks,

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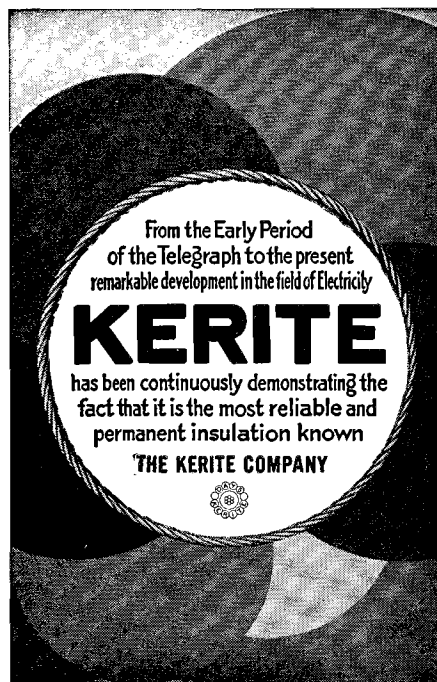
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CHICAGO, ILL.

Unlimited," took his vacation in December, spending most of his time at nearby lakes. Car Foreman J. H. Barrett also took his vacation in December.

Car Inspector Andrew Fischer, Spokane, is spending his vacation on the coast. Look out for the horses, Andy. They may not treat you as well as they did last fall.

Car Foreman Earl Medley has been busy equipping 15 cars with permanent stakes and chains, for hauling match lumber at Huetter, Idaho.

A new combination coach and baggage car has been added to the Moses Lake train. Conductor Reilly is really proud of this improvement.

D. R. Auer has been appointed perishable freight inspector and stationed at Moses Lake, to take care of potato shipments during the freezing weather.

Chris Finsand is again at St. Luke's Hospital. We hope he will be recovered shortly.

Conductor Ralph Prosser is also in the hospital at this writing. Others recently hospitalized were Mrs. Joe Lawrence and Mrs. George J. Johnston of Spokane, and Mrs. R. E. Peterson of Avery.

Engineer F. O. Putnam is recovering from an operation and is now able to get around as usual.

Mrs. Burns, wife of Passenger Conductor Pat Burns, recently suffered an illness from which she is recovering nicely.

Mrs. James A. Stephenson, wife of retired agent of Metaline Falls, underwent an operation at Deaconess Hospital in December and is recuperating at her home. Her sister, Mrs. Edna Sidenhardt of Hornell, N. Y., came out to assist until she is fully recovered.

Section Foreman Eugene Blackwell, Sherwin, is the proud father of a girl, born at 12:05 A.M. on Jan. 1. Sounds like a winner. Section Foreman William A. Anderson of St. Joe was recently presented with a son. Congratulations, folks.

Mrs. Edna McDowell, wife of Frank McDowell, retired passenger brakeman, passed away on Dec. 22 and was buried in Spokane. Mrs. McDowell was active in railroad and church club affairs and will be missed by her many friends. We extend our sincere sympathy to the family.

It has been necessary for Roadmasters Allen and Loftus to do some flanging in the mountains, due to the heavy rains which have caused high water at several points. Our snowfall has been light so far.

General Foreman Osborne's extra gang is engaged in renewing angle bars on the freight line between Plummer and Malden. Their camp is at Tekoa. General Foreman George Williams' tie gang is at Tiffis renewing ties for Roadmaster Moore.

B&B gangs under Foremen Parsons and Tyler are working at the heavy repairs on

bridge EE-96 at Rosalia. Foreman Wolk's gang is making the program bridge repairs on the Warden branch and Foreman R. Warn's carpenter crew is at St. Maries, working on building repairs.

Vincent Perrone, in charge of extra gang 959 last year, has bumped Foreman Berner who was on the Manito section temporarily during P. J. Glavas' leave of absence. Foreman G. Perrone is back in Spokane yard.



F. W. Weller

Conductor F. W. Weller retired from active service on Nov. 24, just one day short of 33 years of service with the Road. He suffered a heart seizure last June 20 and has been under doctor's care. He and Mrs. Weller are planning to take a trip to the Southwest, where the warm weather will benefit Mrs. Weller's health. We wish them both good luck.

At the end, and a little late with this news: Jan Lawrence arrived at the home of Mr. and Mrs. V. L. Schultz of Dalkena on last Nov. 21.

MILWAUKEE DIVISION

James W. Simmons, who was the Milwaukee Road agent at Sturtevant for 54 years before his retirement in 1943, died at his home in Sturtevant on Dec. 25. He was a railroader for 62 of his 82 years. Mr. Simmons was born at Windsor (now Sylvania) on Aug. 22, 1865. He entered station and telegraph service at Burlington in 1881, serving as an extra agent. In 1886 he was appointed station agent at Kansasville and in 1889 was shifted to Sturtevant, which was known successively as Western Union Junction, Corliss, and later Sturtevant. He is survived by his widow, the former Emma Schroeder of Burlington, his daughter Edna, who is the Milwaukee Road cashier at Racine, a son, James W. Jr., four grandchildren and three great-grandchildren. Funeral services were held at St. Paul's Church in Sturtevant, with burial in Sylvania Cemetery.

MILWAUKEE TERMINALS
Coach Yard

Richard Flechsig, Jr., Correspondent

When it comes to safety first, the coach yard can be proud of its past record. The men and women of the yard expect to keep this good record in 1948.

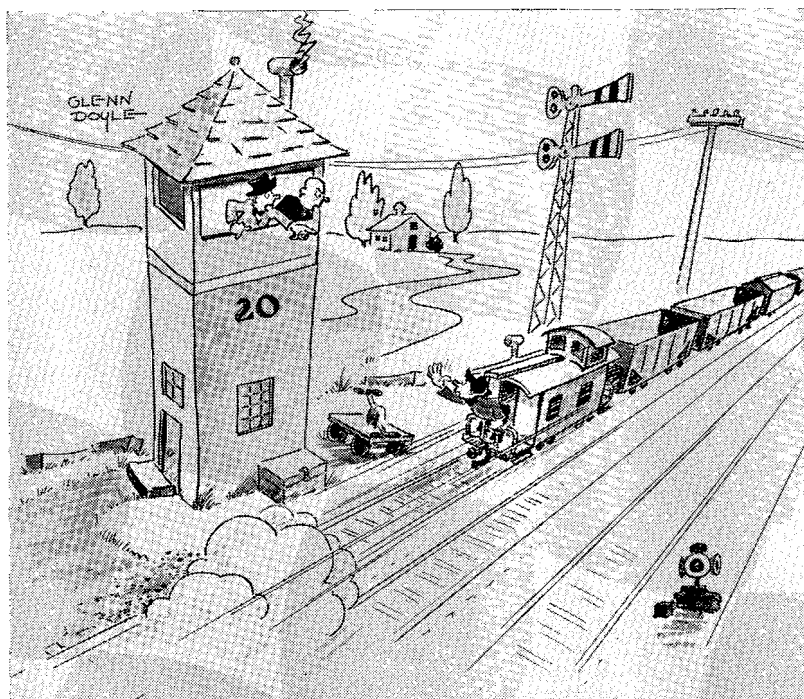
Nick Di Iorio, who was off for six weeks because of an auto accident, is back on the job.

Dmitar Rakas is expected to return to work in the near future. He has been on the sick list for several weeks.

The Hiawatha Service Club coach yard unit held an election of officers. The following were installed: Richard Flechsig, Jr., chairman; Nina Ver Bruggen, vice chairman; and Fred Osberg, secretary-treasurer.

Ed Berndt, captain of the bowling team, says that more spectators are needed at the bowling alleys to give his men a little pep. They finished the first half with 20 wins and 25 defeats.

By improving the present method of attaching rails to cross ties, railroads hope to increase the life of cross ties from the present average of about 25 years to approximately 40 years.



"And what does that signal mean?"

TWIN CITY TERMINALS St. Paul Freight House

Allen C. Rothmund, Correspondent

Safety Engineer Math Medinger called on us a short time ago to wish us all a Merry Christmas and passed around cards which read: "Be careful. The life you save may be your own. The Milwaukee Road Division of Safety." Not a bad idea for a Christmas card, as so many unnecessary accidents happen during the holidays.

Assistant Cashier Fred Overby's father passed away on Jan. 6. The funeral was held at Ashland, Wis.

Oliver Anderson, everybody's good friend, left for Seattle on Jan. 1 to become general passenger agent of Lines West.

By the way, Don Soderquist, the next time you meet a member of the Ruhr family on Main Street in Hastings, say "hello" for me.

Attention, Traveling Auditor Frank Covnick: "The pants were found."

The next annual Milwaukee Road bowling tournament will be held in St. Paul on the first three Saturdays and Sundays of April at the St. Paul Union Station alleys. All Milwaukee Road employees are invited.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Car Inspector Gust Sandberg and Chief Inspector J. C. Weatherell, who have been resting under doctor's orders, visited briefly at Minneapolis shops on Jan. 7.

Foreman Hollingsworth, who was ill, has recovered sufficiently to return to work and was welcomed by the light repair yard force.

Carman Helper Martin Eggen, who sustained an injury in November, is gaining nicely. Carman James Culley, confined to Northwestern Hospital, is coming along fine and hopes to return home soon.

Laborer Harry Betts, who retired on Dec. 1 after 25 years of service, is enjoying his leisure. Coach Cleaner and Laborer Julius Schraffka retired also on Dec. 17 following

25 years' service at Minneapolis. Carman Andrew Olson, formerly employed at Minneapolis coach yard, retired in December and will enjoy a rest and vacation.

Roundhouse Foreman A. G. Neese, Minneapolis, has returned to work after a long illness.

Nelle and Emily Hiddleston, of the locomotive department, spent the holidays at the home of their nephew, Col. Eugene W. Hiddleston, and family at Fort Bliss, Tex.; also traveled in Mexico. They report a wonderful time and nice warm weather. Colonel Hiddleston was employed in the Minneapolis roundhouse prior to his appointment to West Point Military Academy.

Engineers Ray Nelson and Merle Hammel, with their wives, are enjoying California weather. They entrained on Christmas Day, to be away for several months.

Engineer Robert Coleman (River Division) passed away on Dec. 23 after a long illness.

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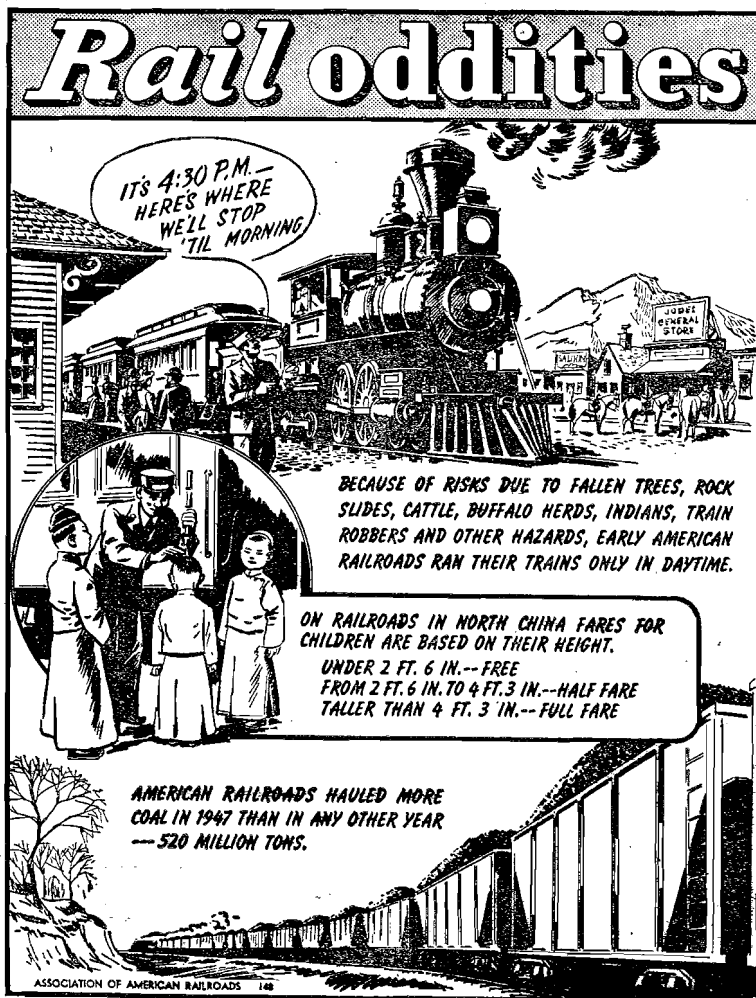
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Alex Adams, retired machinist of South Minneapolis shops, passed away at Minneapolis on Dec. 30. Sympathy is extended to relatives.

Frank J. Swanson, with the Holland Company, was a recent visitor at Minneapolis shops and proudly showed the pictures of his grandchildren, Susan, two years old, and Robert and Jean, twins of 11 months (children of Dr. Robert Swanson, Oxford, Wis.).

St. Paul Traffic Department

Brooksie Burk, Correspondent

This is the right way to begin the year—with some news! Of course, it isn't really fresh news, but it is pleasing to those of us in this neighborhood and we like to talk about it. Naturally, it's passenger department doin's. They always crash through just when I'm getting most desperate.

In a well-deserved promotion we have lost one of St. Paul's finest passenger men—Ollie Anderson, now general passenger agent in Seattle. The general agency here goes to Paul Nikolai, another excellent passenger man. Paul "used to was" chief clerk in the passenger department when the freight and passenger offices were together, so our group is all in favor of the new GAPD. Ollie and Paul are well liked by the Road's patrons as well as by their fellow employees.

Milwaukee Road employees and other railroad friends gave a farewell party in Ollie's honor a few days before he left to take over his new duties and from all reports, everyone had a wonderful time. I hear tell that H. M. Larson was the "master of celebrations" and did an excellent job, considering the heckling he received.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

About three weeks prior to Dec. 24 the Minneapolis local freight office and warehouse force learned of Mr. Fahey's intention to retire on Dec. 31, closing out 50 years of railroad service. Forty or more of those years were with the Milwaukee Road, most of that time as local agent at Minneapolis. On learning of his intention the employees decided he should be presented with some token of appreciation. Mr. Fahey had let the cat out of the bag by saying that he and Mrs. Fahey hoped to do some extensive traveling, so three beautiful pieces of cowhide luggage were purchased and appropriately initiated. On the afternoon of the 24th the warehouse employees joined our group and the bags were presented to Mr. Fahey by Assistant Agent F. R. Lewis, with appropriate remarks. Mr. Fahey responded with remarks of deep appreciation and then thanked each employee personally for the gift. The employees, as a group, extended their best wishes for the future.



J. P. Fahey, retiring freight agent at Minneapolis.

Mr. Fahey started his railroad career with the Great Northern, transferring to the Northern Pacific in 1908. He entered the employ of the Road on Feb. 26, 1911, in the capacity of chief clerk at Twin City Transfer. On July 1, 1916, he was promoted to assistant agent at Minneapolis freight station and on Sept. 1, 1926, was appointed agent for Twin City transfer, serving in that capacity until his promotion to local freight agent.

We are happy to welcome L. M. Truax to the local freight office as our new agent.

Gene Jacobsen paid a visit to the office, arriving in time to join our Christmas party.

Glen Altand is leaving the local freight to accept a position in the depot ticket office. Good luck, Glen.

Marty Marrin's daughter Mary Catherine entertained the M&STL girls with musical selections at their annual Christmas breakfast in the Radisson Hotel on Dec. 24.

W. H. Kuhls, coal traffic manager, and A. J. Keller, coal freight agent, Chicago, were in Minneapolis recently to attend the lumbermen's convention and paid the traffic department a visit.

Richard Carlson is the new messenger in the traffic department, replacing Cliff Dahlberg who has gone to the "Saintly City" to work.

The Safest Place Is on a Train

SOME safety statistician wrote as his opinion:

"The safest place to be is not in the home, not on the city streets or rural highways—the safest place is on an American railway train."

He might have added that rail passengers, day or night, have "guardian angels"—alert men in the engine's cab and on the train and in dispatchers' offices, signal towers, in the shops and roundhouses and everywhere along the right-of-way.

In the night's dark as his train rolls on and over a territory with which he is not familiar, the passenger settles down to his sleep secure in his confidence that he is in the care of well trained, disciplined workers on the train and on the road itself—all good railroaders or they wouldn't be on the payroll.

The gentle click of the rails, hardly perceptible to even the keenest ears—a soft, pleasant rhythm, if anything—is lulling him to sleep and, perhaps, the rails may remind him of those good railroaders, the pick-and-shovel men he never has met and never may meet. Nor the bridge crews, towermen, linemen and signalmen.

He obtains but fleeting glimpses of these faithful guardians of his safety as his train flashes past them. Frequently, he notes, these men work even in the rain and sleet and storm, because their job is to assure his safety, night or day.

In railroading, eternal vigilance and its concomitant, diligence, is traditional, and often it means working in sleet or snow or in the rain if a job is to be done and clinched tight before it becomes even a remote hazard.

Lew Heck, Travel Editor, Cincinnati (Ohio) Times-Star, Dec. 17, 1947.

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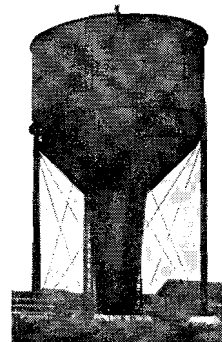


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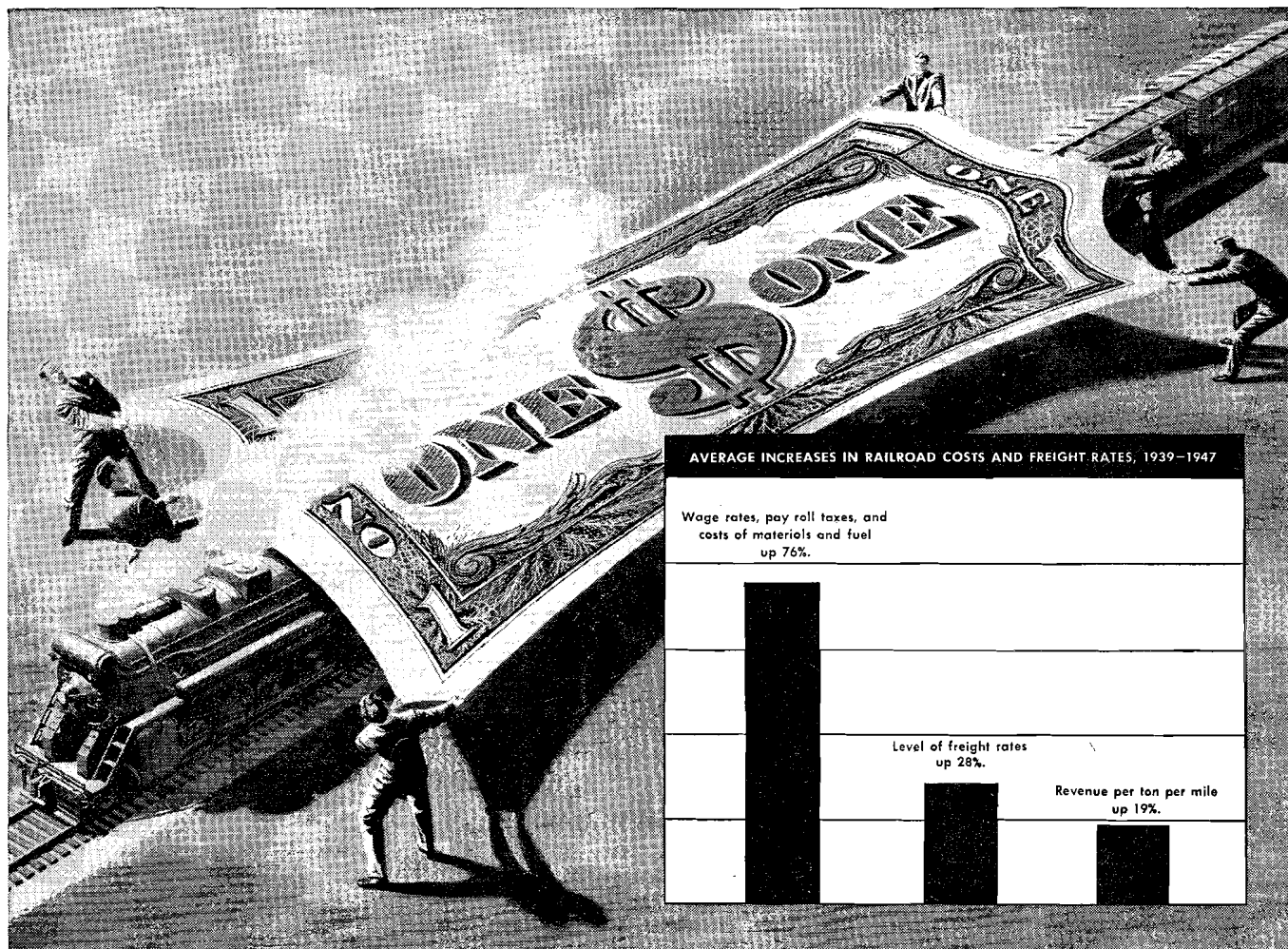
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With the greatest peacetime traffic in history, the railroads earned in 1947 only a little more than half the return they need to attract this investment.

Why? Because since 1939 railroad wage rates and

pay roll taxes—and the prices of fuel and materials—had gone up almost three times as much as the prices railroads are permitted to charge.

But with faith in the future, railroads are going ahead with their postwar improvement plans. They are buying all the new freight and passenger cars, all the rail, all of many other essential items they can get.

Everybody looks forward to the better service of the future—but *tomorrow's* railroads depend upon *today's* earnings.

To make sure that railroads keep abreast of the nation's needs, they must be permitted to charge prices in line with the cost of providing their essential services.

Association of American Railroads

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