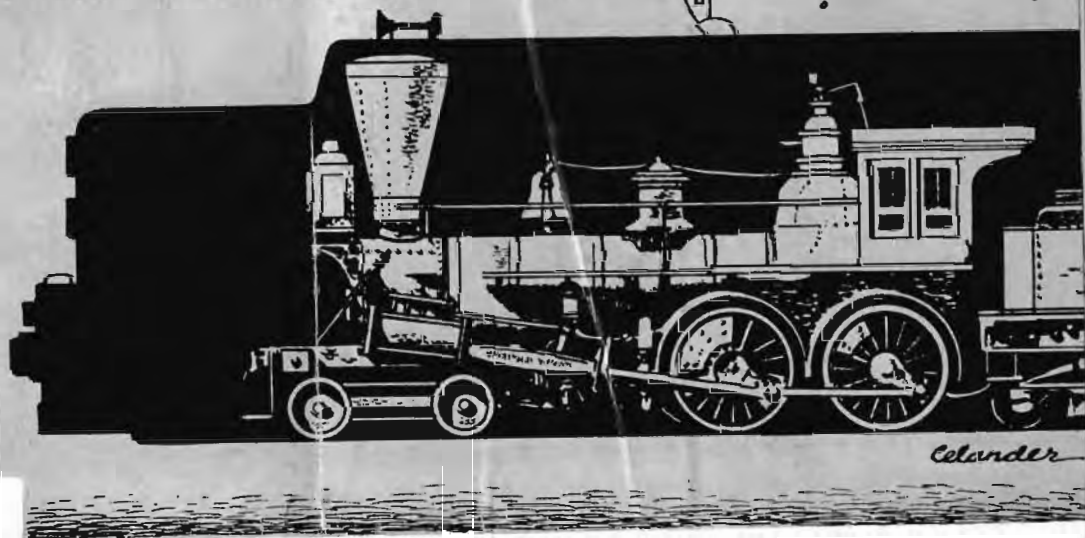
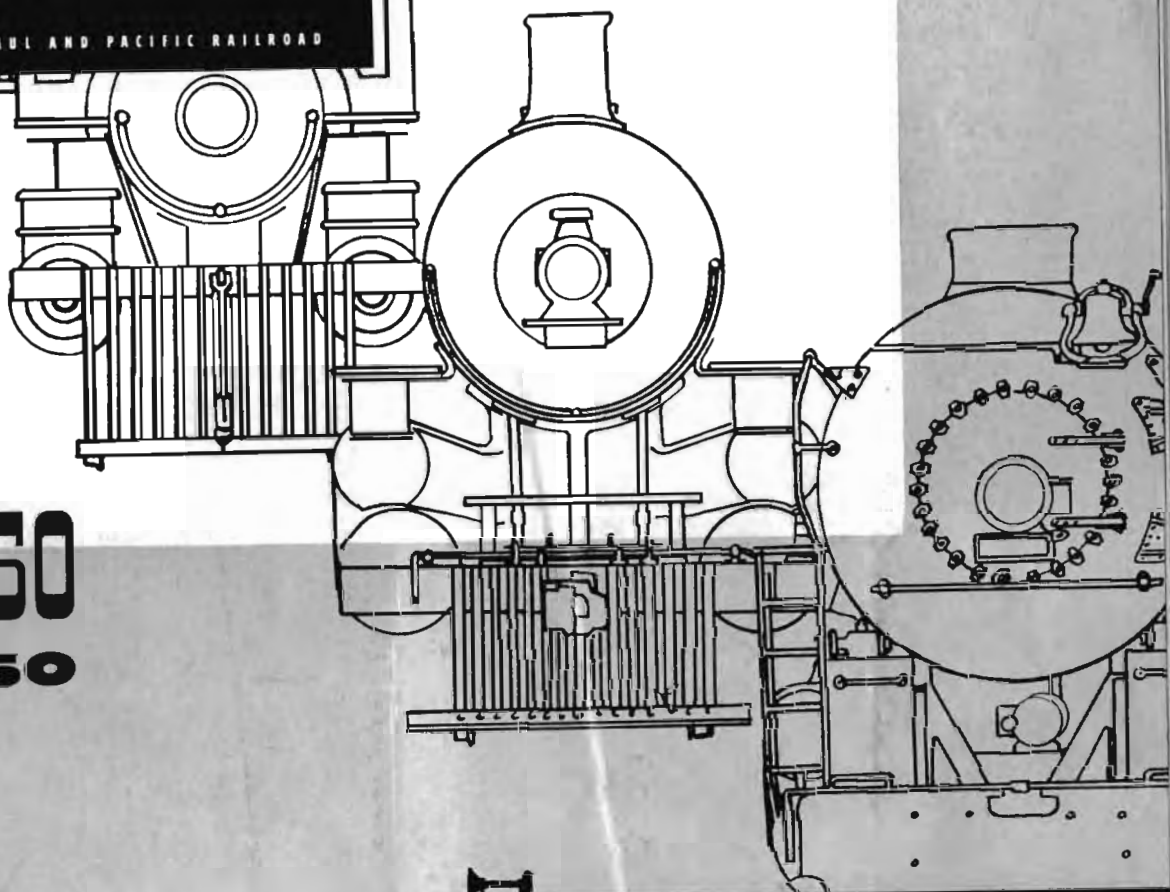


THE MILWAUKEE MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

1850
1950



J A N U A R Y 1 9 5 0

THE MILWAUKEE MAGAZINE

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"Sound and successful employee-public relations do not spring up overnight, but rather evolve from an accumulation of the little things we do for one another and for the public day by day."



By C. H. Buford

OUR FIRST HUNDRED YEARS

One day in 1843 the editor of the Grant County (Wisconsin) Herald wrote an editorial that voiced the feeling of many of most of Wisconsin's pioneer citizens. "Oh, for a good road across the territory," the editorial said. "For without it, the western part of Wisconsin Territory is actually going into decay!"

The editor apparently wasn't concerned as to whether the road would be plank, a waterway, or a railroad. The necessity of the day, he indicated, was for any system which would provide for regular channels of transportation. Farmers were allowing quantities of surplus produce to rot because they had no way to dispose of more than they could use or trade in their immediate neighborhoods. The state's earliest industry, the lead mines, were virtually isolated from markets.

It became evident that the only group in the state strong enough to take the initiative in establishing a transportation system would necessarily be composed of citizens of Milwaukee, the largest settlement in the territory. The responsibility for finding a solution to the problem eventually was placed in the capable hands of several outstanding Milwaukee residents, including Solomon Juneau, the French Canadian generally regarded as the founder of Milwaukee, and Byron Kilbourn, a civil engineer who had come to Milwaukee in 1835 with the hope of making it the greatest city in the Midwest.

The group at first considered construction of a canal across Wisconsin, but their interest soon shifted to a newer and swifter mode of transportation—a railroad. Their persistent efforts finally resulted in the granting of a charter in 1847 to the Milwaukee & Waukesha Road Company but it was not until 1850 that the company then operating as the Milwaukee & Mississippi, ran its first train from Milwaukee to Wauwatosa. It was this event that marked the beginning of a Century of Service for The Milwaukee Road.

It is doubtful whether any of those who assembled in Milwaukee to cheer the initial run of Wisconsin's first railroad train could foresee the day when the five-mile

road would be expanded into a network of rails covering nearly 11,000 miles. Their immediate concern was to find an outlet for Wisconsin products "away from the water," for they knew that without a brisk interchange of goods, their new state could not hope to grow and prosper.

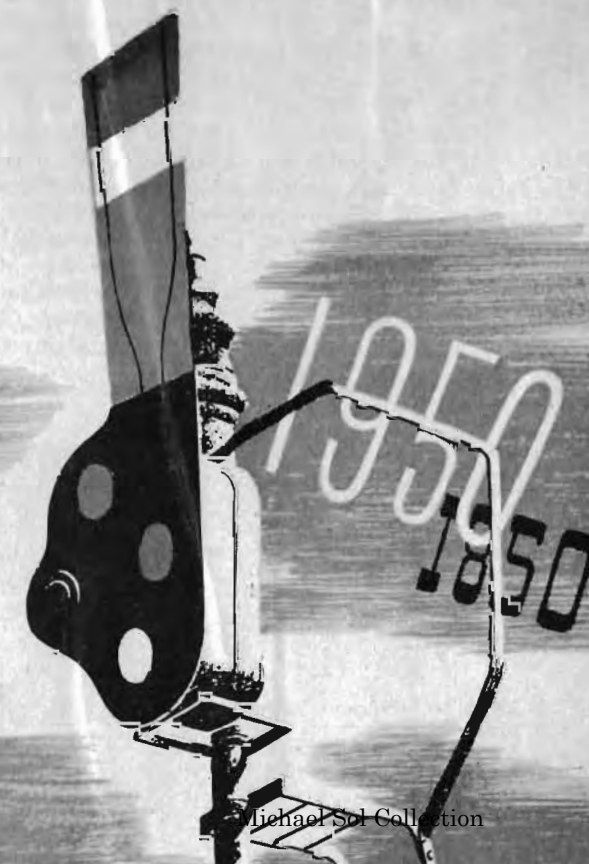
History proved the soundness of their reasoning, for as the railroad began inching across the great Northwest territory it brought settlers, industry and civilization in its wake. The railroad that eventually was to become the Chicago, Milwaukee, St. Paul & Pacific symbolized the march of progress and development across the plains, over the mountains and to the sea. For more than 100 years now it has provided a transportation facility of high quality for the public it serves.

In affording this essential service, we can be proud that we are part of an industry which has enabled America to maintain its status as the foremost power in the world. For one can deny that it is our nation's transportation system — primarily the railroads — which has welded the country into a common and nationwide social and economic community. Comparable results in achieving national unity have not been accomplished in any equal geographical area on any other continent.

As we begin our Second Century of Service as one of America's major industrial institutions, our first concern should be to maintain and improve the service offered our patrons. All our facilities for research and engineering are keyed to this objective. But more important will be the part played by each of those who work for the railroad.

For the human element in railroading is even more important than the mechanical element. The public's opinion of us is the sum total of what each patron thinks of both our personnel and facilities.

During our Second Century of Service let us carry on the tradition that has won for our railroad the reputation of "The friendly railroad of the friendly West."





For many days before Christmas the loading docks in the Chicago Union Station presented a scene of mad confusion to the layman who didn't understand the precision and timing involved. Here a "trainload" of mail goes into a Milwaukee Road mail car.

Christmas Mail Sets Record in 1949

FEW people stop to consider, except during the pre-Christmas rush, that the United States Post Office is one of the biggest business institutions in existence and that the nation's railroads are the principal agency employed in conducting that business. Judged by this measuring stick, the importance of the railroads to the public has been increasing steadily, as the volume of Christmas mail has for a number of years grown larger and larger. Reports reaching C. F. Rank, Milwaukee Road manager of mail, express, baggage and milk traffic in Chicago, from all parts of the country, indicate that the mail movement during the Christmas season just past was the largest in postal history.

In order to handle the flood of mail entrusted to it during this period every year The Milwaukee Road makes elaborate preparations at all points on the system, especially at the large terminals, such as Chicago, Milwaukee, St. Paul, Minneapolis, Kansas City, Omaha, Sioux City and others.

Extra baggagemen, depot mail handlers and trainmen to handle the special mail sections of our important

passenger trains must be employed to move this greatly enlarged traffic for the several weeks preceding the Christmas holiday. All of this business must be handled with speed. To do this, we operate mail trains comprising Railway Post Office cars in which postal transportation clerks distribute letter, paper and some parcel post mail while the trains are speeding to their destinations, but the larger volume of Christmas mail, requiring additional railroad equipment, consists of parcel post packages that are carried in the baggage and mail storage cars.

When most of us think of mail we think only of letters. Letter mail does provide an important part of our mail revenue but does not constitute the volume of traffic nor require the extra forces that are needed to handle the Christmas parcel post. Larger Railway Post Office cars, however, have to be substituted in train consists wherever such equipment is available to take care of the greatly expanded amount of letter mail, mostly Christmas greeting cards, which must be delivered to the addressees before Christmas.

Using Chicago Union Station as a

barometer reflecting volumes of mail handled by our company on the peak day, 5,630 linear feet of mail were handled for The Milwaukee Road (i.e., a solid stack of mail 9 feet wide, 7 to 8 feet high, and 5,630 feet long). For the period Dec. 1 to Dec. 21, inclusive, a total of 80,725 linear feet, or 1,345 equated 60-foot baggage cars of mail, were handled, an increase in volume over the same period in 1948 of 8.4 percent.

In addition to the extra sections of trains, extra cars were added to important main line trains and the volume of increased business on all trains greatly taxed all of our facilities.

As always, the Railway Express Agency likewise had an increased flood of business which was taken care of by adding additional cars to the trains. These had to be delivered at destinations equally as promptly as the mail.

It is safe to say that this increase was reflected throughout the territory served by The Milwaukee Road. Despite the magnitude of the job, no serious delays or congestion existed at any time.



Left: Down this long chute an endless flow of mail feeds onto the platform from the Chicago Post Office Building above. Destined for Milwaukee Road trains, it is stacked onto trucks and wheeled immediately to the loading platforms.



Right: Like magicians doing card tricks, the clerks in the Railway Post Office cars set about the business of sorting mail en route.

little train makes BIG HIT

A trainload of Hiawatha sight-seers, all set for the enchanted trip through mountains, forests and fairy villages. The onlookers are Conductor T. F. Ruckman, Bernard Knowlen, display manager of Rhodes Bros., and M. P. Burns, district passenger agent, Tacoma.



M. P. Burns watches Conductor Ruckman and Engineer Irma Osmer start the wheels a-rolling.

mas attractions the store has ever had. G. J. Hurley, sales promotion director, gave a great deal of the credit to the cooperation of Milwaukee Road officials. "We are grateful," he said, "to O. R. Anderson [general passenger agent, Seattle] and M. P. Burns [district passenger agent] for their interest and assistance. The authentic Milwaukee Road atmosphere was the touch which endeared the train to the many thousands, both young and old, who rode in it or saw it."

Among the outstanding miniature train displays shown all over the country was the layout at Gimbels' large department store in Milwaukee, Wis. Last year Gimbels earned nationwide comment from designers of Toyland displays with a miniature Hiawatha—a locomotive and four cars—and a Toyland replica of the scenic route of The Milwaukee Road. The display shown during the past holidays was similar to the one featured in 1948.

Emerging from the tunnel, passengers shriek with delight as they sight Santa Claus enthroned above.



THE TALK of the town in Tacoma, Wash., this past Christmas was the toyland display at Rhodes Bros., the big department store, where a miniature Hiawatha streamliner carried thousands of children through a wonderful joyland of make believe during the six weeks preceding Christmas.

As soon as it was installed, Rhodes Bros. was identified as "the store with the train," and the children would have been daily commuters if they could have come downtown that often. The train, painted in Hiawatha orange and maroon, had a realistic appearance and the illusion was strengthened by the presence of T. F. Ruckman, a retired Milwaukee Road conductor who officiated as greeter, train caller and front man. Mr. Ruckman is well known in Tacoma, having served 31 years on the Coast Division before he retired in 1943.

Ruckman was a great favorite with the youngsters. "There's the man who makes the trains go," many were heard to say, and after a look for

themselves, the mothers would add a surprised, "Why, he's a real conductor."

The layout, which was designed by Bernard Knowlen, display manager of Rhodes Bros., occupied one entire side of the big Toyland. Starting out from the station of Hiawatha Ville, the train entered a tunnel and passed through an enchanted wonderland of mountains, lakes, forests and fairy villages. Santa Claus was seated on a ramp overlooking the turn-around portion of the track and boys and girls waiting their turn on the inclined runway to greet him, were treated to an overhead view of the train in action. The passengers on the train were always delighted when Santa, looking down from his "mountain top" throne, waved and shouted a greeting.

Although the train was expected to be a popular feature, the response of the public was far beyond the expectations of the store's executives. Cecil L. Martin, general manager of Rhodes Bros., stated that it was unquestionably one of the finest Christ-

Middleton Appointed Consulting Engineer; Jackson and Powrie Promoted



R. J. Middleton

R. J. MIDDLETON, chief engineer since 1945, and an employee of the Road for nearly 44 years, was at his own request relieved of the responsibilities of that position, effective Jan. 1. He was at the same time appointed consulting engineer. C. T. Jackson, who has been assistant chief engineer since 1939, was appointed chief engineer, and W. G. Powrie, engineer maintenance of way, was appointed system assistant chief engineer.

Mr. Middleton, who was born near Greenwood, Ark., on Sept. 29, 1881, was educated at the University of Arkansas, receiving his bachelor's degree in civil engineering in 1903. His career with the Milwaukee began as a draftsman in the bridge and building department in February, 1906. The following October he was appointed assistant engineer on bridge and building work at Ottumwa, Ia., and in 1908 he was appointed to the same position in bridge and building work on track elevation at Evanston, Ill. From 1911 to 1912 he served as assistant engineer in charge of construction of yard and engine terminal facilities at Savanna, Ill., and Bensenville, becoming engineer of track elevation at Chicago in 1913. Three years later Mr. Middleton was made valua-

tion engineer and in 1918 was advanced to assistant chief engineer, Lines West, with headquarters at Seattle, Wash. He was appointed assistant chief engineer in 1933, and in November, 1945, became chief engineer—system.

There are a number of very important projects, begun under Mr. Middleton's supervision, which he is anxious to see through to the point of the execution of satisfactory agreements while serving as consulting engineer. These projects include the reconstruction of the bridge at Hastings, Minn.; the relocation of nine miles of railroad near Chamberlain, S. D.; grade separation work in Minneapolis; and the relocation of a line near Bensenville, Ill., necessitated by the expansion of the Chicago airport known as O'Hara Field.

Mr. Middleton was honored at a luncheon given by 40 of his fellow officers and members of the board of directors in the Chicago Club on Jan. 5.

C. T. Jackson's background is somewhat similar to that of Mr. Middleton, as he was born the same year (July 13, 1881), and educated at the University of Missouri, receiving his bachelor's degree in civil engineering in 1903. He entered railroad ser-

W. G. Powrie



C. T. Jackson

vice that year and has since held various engineering positions, for the most part with The Milwaukee Road. Among other things, he did location and construction work on the main line through the Rocky Mountains, from Harlowton to Milstone, Mont., and from Lewistown to Great Falls, Mont.

Mr. Jackson is an avid golfer whose liking for the game and the invigorating exercise it involves has earned for him a reputation as one of the few golfers in Chicago who play straight through the winter.

W. G. Powrie is a native of Milwaukee, having been born in that city in 1904, although it was in Minneapolis, in 1923, that he first entered the employ of the Milwaukee Road engineering department as a surveyor. In 1928 he was promoted to assistant engineer at Mason City, Ia. Subsequently, he was division engineer at Austin, Minn., and Savanna, Ill. In 1932 he was appointed assistant engineer of water service and in 1935 became engineer of water service. From 1937 to 1941 he served, in addition, as assistant superintendent of track maintenance. From 1941 until the time of his present appointment he has served as engineer maintenance of way.



The crowd surges forward as Santa's train comes to a stop.

Montevideo Welcomes the Santa Special

IN A BLAZE of red flares and skyward zooming rockets, Santa Claus visited Montevideo, Minn., arriving on The Milwaukee Road on Dec. 23. The Santa Claus Special was decorated from engine to caboose. An eight-foot Christmas star glowed at the head, and the good saint rode into town on a flat car which carried a miniature cottage, a fireplace, an easy chair, and a brightly trimmed Christmas tree.

Santa Claus' visit to the community was a revival of the annual civic celebration which was discontinued at the beginning of the war. Prior to that time the custom had been in force for about 10 years. The sponsors of the 1949 celebration were The Milwaukee Road, various railway brotherhoods, and the Civic and Commerce Association.

Santa's arrival at 5:30 p.m. was accompanied by weather in the best North Pole tradition, but in spite of cold-reddened noses and nippy fingers and toes, about 1,500 youngsters and an equal number of grown-ups applauded his appearance. For the protection of his more enthusiastic admirers, a crew of volunteer constabulary was on hand to prevent the crowd from surging forward before the special came to a stop.

From his easy chair throne, Santa waved and shouted greetings, and then was ushered to a horse-drawn cutter in which he rode down Main Street, surrounded by his followers. The ride ended at the garage of the Northern States Power Company where Santa and his helpers handed out gifts and treats. In the course

of the party, all of the children had an opportunity to shake Santa's hand and tell him confidentially what they wanted for Christmas.

The children's program, which included free afternoon movies at the Montevideo theaters, was arranged by some 100 hard-working committee members. Comments on the affair, made by both children and parents, call for its re-establishment as an annual custom.

Bars are something which if you go into you're likely to come out singing a few of and maybe get tossed behind.

Santa Claus waves to his followers. The envied youngster is Dickie Averill, son of Fireman Dwight Averill, who helped to bring the Santa Special into Montevideo.



APPOINTMENTS

Engineering Department

Effective Jan. 1, 1950:

R. J. Middleton, chief engineer, is at his own request being relieved of the responsibilities of that position and is appointed consulting engineer.

C. T. Jackson is appointed chief engineer, vice R. J. Middleton.

W. G. Powrie is appointed assistant chief engineer, system, vice C. T. Jackson. The office of engineer maintenance of way is abolished.

V. E. Glosup is appointed principal assistant engineer, Lines West, with headquarters at Seattle, Wash.

W. E. Fuhr is appointed division engineer, Trans-Missouri Division, with headquarters at Miles City, Mont.

W. C. Whitlam is appointed division engineer, Kansas City Division, with headquarters at Ottumwa, Ia.

Traffic Department

Effective Dec. 16, 1949:

Henry G. Sterba is appointed traveling freight and passenger agent at Indianapolis, Ind., succeeding J. P. Chesline, deceased.

T. W. Proctor, Jr., is appointed city freight agent at Milwaukee.

Henry C. Eyssell is appointed city freight agent at Kansas City, Mo.

Locomotive Department

R. C. Hempstead, master mechanic at LaCrosse, Wis., retired on Dec. 31 after many years of faithful service with the Company.

Effective Jan. 1, 1950, W. B. Gage, assistant master mechanic, assumes jurisdiction of locomotive matters on the LaCrosse & River Division with headquarters at LaCrosse, Wis.

Round-Trip Limit Extended

IN LAWS will be able to make a longer visit next year and still gain the benefits of reduced fare round-trip tickets, according to an announcement recently made by Harry Sengstacken, passenger traffic manager.

Starting Jan. 1, all Milwaukee Road round-trip tickets bear a return limit of six months instead of three months, as formerly.

Among passengers who will find the extension especially helpful are students attending schools away from home.

STATION NAMES ON THE MILWAUKEE ROAD



This is the third of a series of articles on the sources of Milwaukee Road station names. Additional facts and bits of history pertaining to the series continue to reach the Magazine office, but more are solicited in the hope of making this record complete. Photographs, either old or recent, are also welcome.

—Editor

Adair, Idaho

Until a better story comes along, this one will continue to poll the popular vote as the origin of the town name. It dates back to the advancement of The Milwaukee Road into Lines West territory and concerns an engineer who helped to survey the right of way through the Bitter Root Mountains. After making his calculations he informed his partner that he intended to put in a very sharp curve at this point. "You wouldn't dare do that," the partner demurred. "That's a dare," said No. 1. And fact or fable, there it is—Adair, Idaho.



Harris, Mo.

The memory of a pioneer who helped to bring the railroad into his territory is commemorated in this town name. Anderson W. Harris, who settled here in 1841, donated a right of way to the railroad and was influential in urging his neighbors to cooperate with the new industry. He is remembered as starting the breeding of Whiteface Hereford cattle. His herd produced the champion bull "Repeater" which held the world's record for a number of years.

Alberton, Mont.

The town of Alberton was named for Alec Albert, an early settler and rancher. The present townsite and Milwaukee Road right of way were originally covered by a heavy growth of yellow pine timber. Clearing of the right of way was started in 1907 and the station of Alberton was opened in the fall of 1908. The roundhouse and shop constructed at that time were closed with the electrification of the Road in 1916.

Great Falls, Mont.

The mighty cataracts of the Missouri River inspired the name of this thriving Montana City. In 1881, an early settler, Paris Gibson, dreamed of a city in this scenic location and with the coming of the railroad in 1887 his dream was realized. The city was incorporated the following year, with Gibson as mayor. It is now the hub of a huge industrial, agricultural and livestock trading area.

Chehalis, Wash.

Chehalis, rich in historical interest, is located in Lewis County, named for Veriweather Lewis who in his explorations traversed that part of the county known as the Jackson Prairie area. It was first known as Saunderville, named for a pioneer who settled on the site. The name of Chehalis which was subsequently adopted was taken from an Indian tribe. There is also a sizable river of that name near the town. The Chehalis Presbyterian Church, established on Oct. 6, 1855, is the oldest organized church in the state of Washington. The Milwaukee Road station at Chehalis was opened in 1914.

Aberdeen, Wash.

The Scottish flavor of this town name derives, in truth, from Aberdeen, Scotland, although there is no recorded confirmation of it. Citizens of Aberdeen, however, have their choice of two local legends. One story charges that a Scotch woman campaigned at the time the town was platted to name it after her homeland city. The other would have it that a Scotsman built a fish cannery on what was then acreage on the waterfront and called his establishment the Aberdeen Cannery. By the nature of his business, the name was well advertised and took hold.

Butte, Mont.

The Montana city which is known as "the greatest copper camp on earth" derives its name from the towering hill which overlooks the city on the west. Indian lore has it that this big butte was dragged out of the Continental Divide by the Great Spirit who sentenced it to a treeless existence. According to local history, in 1865 half a dozen pioneer settlers congregated in a cabin (the Porter Brothers cabin) to select a name for their camp. The postmaster and chemist, Dr. Anson Ford, happened in and, being asked for an opinion, said, "Why not name it for that big hill which the French call a butte?" As a man of some consequence in the community, his suggestion was adopted.

Golf, Ill.

Because A. J. Earling, one time president of The Milwaukee Road, enjoyed a game of golf, this little community near Glenview, Ill., was named for the Scotch sport. Whenever Earling planned to make a late afternoon round of the links, he

notified his force that he was going to golf, and later his private car would be seen set out in the vicinity, near the course. His stopping off place came to be known as Golf and the village was incorporated there later. The railroad station was built in 1906.



Hopkinton, Ia.

One of the surveyors of this pioneer town, Henry A. Carter, had extensive hop yards, from which were baled the first hops shipped out of Iowa. When the question of a town name arose, some thought "Hoptown" would be fitting. But Carter and other proprietors turned it down as lacking dignity. In a compromise, Carter proposed to name it Hopkinton, the name of an honored town in his native state of Massachusetts.

Fargo, N. D.

In 1871 this town was a small settlement of cabins and dugouts on the Red River of the North. The year is important in local history, for it witnessed the building of the first house and the erection of a post office which was given the name of Centralia. About that time the Northern Pacific also decided to extend its lines to the west. When the settlement was formally incorporated in 1875 it was named Fargo, to honor William G. Fargo, a director of the Northern Pacific. Fargo was also a founder of the Wells-Fargo Express Company. The Milwaukee Road entered the picture in 1885 when it acquired the Fargo & Southern Line, the first predecessor line in North Dakota of the present system.

four generations



"FOUR Generations On The Line," a 48-page illustrated booklet which recounts highlights of The Milwaukee Road's 100-year history, was published early this month in commemoration of the Company's centennial year.

The booklet is now being distributed to employees, as well as schools, newspapers, libraries and other institutions in territory served by the railroad.

"Four Generations On The Line" tells the Milwaukee Road story by means of diaries and letters which mention not only outstanding events on the railroad but also incidents of a general historical nature.

The book opens with a recital of the experience of a farmer who viewed the initial run of the first Milwaukee Road

train on Nov. 20, 1850. The story is continued through the years by successive generations of the same family. Brush and ink drawings supplement the text.

"Four Generations" is a departure from the type of material so often distributed by business and industrial firms in that it deals primarily with "human incidents" rather than corporate details, in the hope that readers will find it entertaining as well as educational.

Holiday Report

From the Women's Club



The club rooms at Lewistown, Mont., showing the crowd which turned out for the Christmas party. Later the grownups played cards.

CHRISTMAS, the biggest calendar event of the year, was observed by The Milwaukee Road Women's Club with an open-arms welcome for Santa, who visited the various chapters in person to set the mood for a gay Yuletide.

Unlike the average person, Santa leaves nothing to last-minute planning, and made an early date, Dec. 1, with the chapter at Lewistown, Mont. One hundred and twenty-five people—even busy adults were present—were served a turkey dinner that night in the club rooms. Mrs. Dana Matthews, historian, reports that it was a very happy scene. Sacks of treats were piled under the Christmas tree and were distributed to the

youngsters after the dinner. The grownups then played cards and the children enjoyed supervised games.

One week later, on Dec. 7, Santa surprised the chapter at St. Paul, Minn., while assembled at the Degree of Honor Hall for its annual holiday party. According to Mrs. O. D. Wolke, historian, who furnished the information about this affair, about 150, both grownups and children, were present. A program was being presented at the time by the children of the city's park and playground groups—vocal numbers, dancing, piano playing, accordion music, acrobatic stunts, impersonations and so on. Every child was presented with a large cellophane bag of candy, nuts

and popcorn, with a coloring book and crayons. To top it, a treat of rainbow ice cream with cookies and beverage was served. Mrs. Lee Rutter was chairman of the committee which arranged the party for the chapter, of which Mrs. John T. Young is president.

On the same evening, members of the Alberton, Mont., Chapter, with their families, met in the club rooms for a combination potluck supper and Christmas party. The fun centered around the trimming of the large tree which remains in the club rooms during the holiday season, and an exchange of gifts. Among those present were Mr. and Mrs. H. C. Brasch, Mrs. Davenport, Mr. and Mrs. Joe Dunlap, Mrs. Levi Daigle, Mrs. Vey Cornwall, Mrs. Clay Rives, Mr. and Mrs. E. P. Brink, Miss Violet Swedeberg, Mrs. Perle Swidberg, Mr. and Mrs. John Poirier, Mrs. Hilda Gustafson, Mrs. Andy Rock, T. A. Farr, Robert Farr, and Walter Miller.

In the two weeks preceding Christmas, Santa was a busy man along the railroad. On Dec. 10 he was reported at Austin, Minn., where about 200 children, 35 mothers, and quite a number of dads gathered for a holiday party. It was a gala event for all concerned, including Santa, who is known outside the world of make believe as Will Tretschler. Mrs. T. R. Jeffries is president of Austin Chapter.

As reported by Karen B. Rugee, division editor for The Milwaukee Magazine at Mason City, Ia., Santa visited Mason City Chapter on Dec. 18, arriving in great style on a special train. An illuminated cross

A potluck dinner fortified the members of Alberton Chapter for the busy evening ahead.



blazed from the front of the locomotive, which was festooned with Christmas lights and garlands of Christmas greenery. Torpedoes and flares along the track added to the festivity and also to the excitement of the youngsters who had been waiting for him.

Approximately 100 of these eager-eyed admirers were in the crowd which greeted Santa as he stepped from the platform of his private car and made his way to the club rooms. A party had been prepared there, complete with refreshments and presents. In return for his generosity in that respect, Santa was presented with boxes of cookies and toys to deliver to less fortunate children on his route. The committee which arranged the party included Mrs. E. L.

Grote, Mrs. R. C. Dodds, Mrs. R. J. Kemp, Mrs. R. L. Hicks and Mrs. F. J. McDonald.

A wave of celebrations shortly before Christmas heralded the approach of the big day. On Dec. 21, Chicago Union Station Chapter held one of the largest parties, its first open house since the war years. The club room was festive with holiday decorations and a beautiful Christmas tree, the latter presented to the chapter by Traveling Engineer Skuli Einarson of Green Bay, Wis., who had it freshly cut and shipped for the occasion.

Mrs. P. E. Buetell, president, estimated that 400 employees in the station accepted the invitation to a buffet spread. President C. H. Buford and many other officials who have

headquarters in the station were present. All of the cakes, cookies and sandwiches were donated by the members and the party was a great success. Among those who served were Mesdames W. Ray Dolan, Agnes Finn, J. H. Diehl, R. W. Hayes, O. P. Catlin, L. D. Phelan, F. S. Craig, C. O. Salle, H. T. Gregg, L. E. Harrison, and the Misses Grace Doyle and Alice Nelson.

Also notable for its success was the party held that evening by Minneapolis Chapter—this is an annual get-together. As reported by Mrs. E. F. Conway, president, 115 guests were served a turkey dinner at the Laidlaw Legion Hall, after which the chapter held a short business meeting. This was followed by a program of folk dances put on by a group of young men and women wearing native costumes. Promptly at nine o'clock an orchestra arrived and furnished music for the balance of the evening.

Meanwhile, at Spokane, Wash., the



Decorated from headlight to engine cab, Santa's special steams into Mason City, Ia.



At Austin, Minn., Santa joined the kiddies in singing Christmas carols.



Scene in the Degree of Honor Hall at St. Paul, Minn., during the annual holiday party. Children of the city's parks and playgrounds performed for the group.



Stepping from the platform of his private car at Mason City, Ia., Santa is greeted by a crowd of admirers. (Globe Gazette photo.)



Minneapolis Chapter served dinner for 115 guests at the Laidlaw Legion Hall.

Women's Club and the Inland Empire Service Club were engaged in giving a Christmas party which their children would have reason to remember—according to Mrs. Ruth White, Milwaukee Magazine reporter for the Idaho Division, it surpassed any previous club gathering. Approximately

75 employees, together with their children and grandchildren, came to see the icicle-laden Christmas tree which had been brought in from the Metaline Falls line by Roadmaster Allen. Santa Claus, recruited from the ranks of the Road's firemen, was impersonated by Robert Shook.

As the children received their gifts from Santa, they were called upon to sing or recite. Mrs. Blanche Allen, children's story lady, was present to tell the favorite Christmas tales, Miss Kathryn Downey, teen-age pianist and daughter of Conductor J. P. Downey, played Christmas numbers, and Miss Jean Sprinkel sang. Miss Sprinkel also helped Santa to distribute his gifts.

The hostess for the party was Mrs. J. H. Vassey, president of Spokane Chapter. Earl Medley and a committee arranged for the refreshments and the gifts presented to the children were selected and wrapped by Mrs. W. T. O'Reilly, with the assistance of Mrs. Ethel Sprinkel and Mrs. B. E. Daniels. Mrs. N. B. Jones played for the group singing, which was a large part of the entertainment.

These gatherings were just a few of the many which were held among the club's 61 chapters. The organization also made its annual distribution of Christmas baskets and in other ways brought the spirit of Christmas into Milwaukee Road homes.



At Spokane, Wash., the "babies" of the crowd cluster around to see what Santa Claus brought in his sack. Fireman Robert Shook was Santa.

Miss Gertrude Schoyer a Good Railroad "Lawyer"

"ALL railroaders aren't tough" began the article about Miss Gertrude W. Schoyer in the Chicago Daily News when that paper learned of her 40 years in The Milwaukee Road law department in Chicago. The unusual record of the secretary to A. N. Whitlock, vice president and general counsel, had previously rated a mention in the Chicago Tribune's "White Collar Girl" column.

The career of Miss Schoyer, in other words, is an extraordinary one, although she confides that every morning of her 40 years with the railroad she has said to herself, "I must make good today or be fired."

It has always been said that railroading is a man's job, but a look through the general offices of any large railroad proves that even in this rugged industry the feminine influence is very much in evidence. We do not find women running trains, repairing locomotives or building bridges, but in the ranks of a railroad's secretaries, stenographers, clerks and operators there are many women who have long service records and a general knowledge of the business which is equal to that of their male associates.

Such a woman is Miss Gertrude Schoyer, whose grandfather, Otis H. Waldo, was once president of a small



railroad which was later absorbed by the Milwaukee & Northern, and still later, in turn, became a part of The Milwaukee Road. This early tie with the Milwaukee, however, and the fact that her grandfather gave his name to the Superior Division town of Waldo, Wis., had nothing to do with the fact that she later found employment and a career with this railroad. It was all strictly coincidence, she says.

One of Miss Schoyer's outstanding

virtues is her interest in people, which undoubtedly accounts for the fact that her acquaintance with railroad people in and out of her company would rank with that of any woman in Chicago. She is a sympathetic listener to the troubles of others and always stands ready to help where she can and say a good word to or for another employee.

Her father, an importer of tea, lived for many years in Japan, but after marrying her mother moved to Chicago, where Miss Schoyer has continued to live, making her home with a sister and brother during the last 30 years or more.

Miss Schoyer's principal interest, after her job, is stamp collecting, a hobby which she started quite accidentally. Many years ago she began a collection for a nephew with the full intention of turning it over to him when he and the collection had grown a little, but she soon found the hobby too interesting to give up. Her collection today numbers between 3,000 and 4,000 stamps, consisting mostly of United States issues, with some promising starts along a number of specialty and foreign lines.

The service record shows that her Milwaukee Road career began on Jan. 2, 1910 as stenographer for the commerce counsel, and when O. W. Dynes succeeded to that position, she became his secretary, continuing in that capacity throughout his service as general attorney, general solicitor and, finally, general counsel. Upon his retirement in 1939, she remained as secretary to Mr. Whitlock, his successor.

The office of general counsel handles not only corporate work but a large amount of litigation, commerce work, claims, contracts, leases, legislation and other activities. The variety of the work requires a vast amount of information about the industry in general and the various departments of the Company in particular. The wider one's acquaintance, both in and out of his own organization, the more available this information becomes.

Here it is that Miss Schoyer shines.



Miss Gertrude W. Schoyer

Most of the things that have been handled through her office during the last 40 years she remembers and, if she happens not to know about the particular matter at hand, she knows whom to ask and is usually personally acquainted with that person. When she gets the information required, she knows what it means and how to report it accurately.

Among her other traits is an uncanny ability to locate old files in which some matter has been put away and forgotten.

Her excellent memory, her knowledge of the railroad and its problems, her acquaintance with its personnel, and her interest in her work make her a very important part of the organization.

While she has never been admitted to the bar, her boss says she is a very good railroad lawyer and, in addition, has a comprehensive knowledge of tax law and procedure. Those who work with her have also been pleased to discover that she qualifies as a kind of encyclopedia of general information. Train or hotel reservations, dental appointments, queries regarding directions in the city, or where to shop for bargains—all of these things she handles with ease. Once she makes an appointment for the boss, she follows through by handing him his coat and hat when it is time to go.

All in all, she is an institution in The Milwaukee Road offices and proves by example that railroaders are not as tough as some of them would have you think.

The career of Miss Gertrude W. Schoyer points up the fact that there is plenty of opportunity in the railroad industry for smart, industrious women.

Michael Sol Collection



The group of artypes which Kinast displayed at the Milwaukee hobby exposition in the Milwaukee Auditorium last fall.

typewriter artist

MOST people who use the typewriter, either professionally or as amateurs, are content if they can produce readable copy. This however, is not the case with Willard J. Kinast, clerk in the claim department of the local freight office in Milwaukee, Wis. When Willard finishes a day's work and wants to relax at home, he puts a roll of wallpaper in his typewriter and types out a picture or two.

Kinast is a former international champion in artistic typewriting. He has scores of medals, certificates and trophies to attest his talents. He keeps up the work now as a hobby and exhibits the results of his toil—they are called "artypes"—at hobby shows. Last year he showed at the Chicago hobby fair and at the Milwaukee hobby exposition.

His latest works are copies of Rosa Bonheur's "Horse Fair" and Leonardo da Vinci's "Last Supper," the latter a two-tone job in purple and red. Each is 14 by 33 inches and contains thousands of typewriter characters.

Work on such a picture takes Kinast several weeks. He starts by making a tracing of the picture to be copied. Then he transfers the main outline to graph paper, which gives him an idea of how many key strokes each line requires. This make-ready is one of the ticklish parts of the process.

"It's mostly guesswork," says Kinast. "You start in the middle and sort of space it out."

Kinast then makes a "trial run" on the typewriter, typing out the picture in small sections at a time, with four carbon copies. When he has

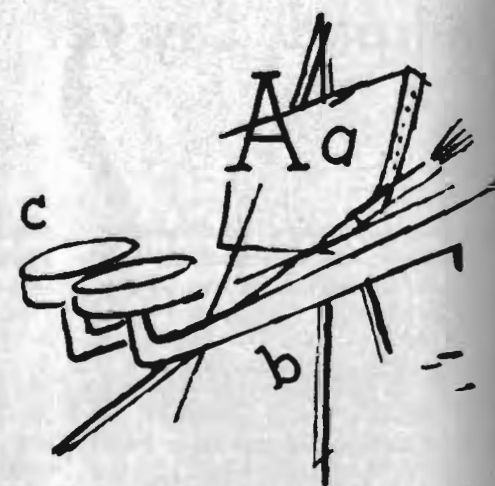
experimented with the tests until the results are satisfactory, he pastes them together on a big sheet of paper, takes up a knitting needle to keep track of his place, and types out the actual picture.

It is the preliminary "spadework" that consumes the time; the actual typing doesn't count for much. That takes about eight hours and Kinast usually does it in one sitting. The border is put on last. A neutrally figured wallpaper is used as the "canvas," to avoid the monotony of a solid background.

In his artistic pursuit, Kinast utilizes every typewriter key but one.



Kinast "paints" a picture on the typewriter for a television demonstration (Photo by The Milwaukee Journal).



The shading effects are produced by using various keys. Ms and Ws give a solid block effect, Bs, Ps, Ts and the others give varying effects of lightness. Punctuation marks are used for features in portraits. Kinast once won a prize with a picture of running horses typed in dollar signs. He finds the ampersand ("&") useful for scroll embellishments. The letter Kinast disdains is X—to an artypist, X marks the spot where an amateur has been at work.

In the course of a year Kinast turns out three major pictures and several lesser works. He has done a number of portraits and is well known among critics of artypes for four likenesses of Franklin D. Roosevelt. Kinast states that typing portraits is a tricky business. "You start with a picture of someone, and when you finish, it's someone else," he says. He himself once started to type a picture of the late Carl Zeidler, former mayor of Milwaukee. When it was finished he decided to label it "Wendell Wilkie."

Artying is a complicated business and it is not unusual for a fervent hobbyist to spend weeks in planning the layout of a difficult picture. The art embraces border designs, cut-out designs, lettering, cartooning, intermediate designing (without planning), cross-stitch, portraiture and multi-coloring. The desired effects require spacing and variations of letters, using a hard or a light touch. The work appears at its best when it is viewed from a distance and spectators are generally surprised to learn at a close-up that it is done on a typewriter. Kinast says that is does not require artistic talent, but an inclination in that direction helps.

The Milwaukee Magazine



Rail Tales

FROM the day when the wheels of the first railroad train began turning, railroad men have enjoyed a reputation as the tellers of fascinating stories. Some of the tales are admittedly tall, but most are the gospel truth, spiced only with a touch of imagination and a dash of the romance which has always been a part of the typical Railroad Man. The most interesting thing about such stories is that fact is barely distinguishable from fiction, for it is in the nature of railroading that the unusual happens daily and the impossible is accomplished without fanfare.

So it has been on The Milwaukee Road for 100 years. In an attempt to tap this wellspring of personal history, The Milwaukee Magazine offers its readers a brand new department in this first issue of the Centennial year. "Rail Tales" is the product of a survey made among the Road's retired and active employees. A wealth of material has already been unearthed, and more will come. The incidents recounted are of many kinds, ranging from the heirloom anecdote dating back to the earliest days of the railroad, to the events of yesterday morning.

We hope you enjoy "Rail Tales," the personal record of a railroad's first 100 years.

—Editor

THE RAILS COME TO THE PRAIRIE

by J. F. Geeslin

Murray, Utah

(Former Milwaukee Road agent at South Dakota points. Recently retired from D&RGW.)

WHEN I looked out my office window today and saw the Diesels with their hundred car trains and radio-equipped cabooses, my mind started racing back over the years.

I was a boy again in a little prairie town when word came that the railroad surveyors were coming. The news swept the prairie like a fire in the dry fall grass and it fired the imagination of the claim holders who had bet Uncle Sam three years of their lives that they could prove up on their 160 acres.

The oldsters talked of the boom that was sure to follow. The boys talked of getting a job on the railroad. And so, it was a world-shaking event in my young life when the chief engineer said, "Bub, how would you like a job as chainman? You look young and active."

We pitch our tents on the raw prairie in a late April snow storm and break out transit and level for a preliminary. I drag a chain over Sitting Bull's old hunting ground. I

January, 1950

stand among the circles of stone that once ringed their teepees on the bluffs overlooking the Missouri, and I dream of the new railroad.

I kick a wasted buffalo skull and an arrowhead drops out; it is my

J. F. Geeslin and grandson



pocket piece during my next 50 years of railroading.

We set the grading stakes. Then the graders come—men of rawhide, with their sweating, dust-covered teams on the big grading plows. Others come with slip scrapers and dump wagons, as the tractor, the bulldozer and the eight-hour day are still just a dream.

Poles are set and telegraph wire is strung. Soon the new little depot will bear a blue and white enameled sign reading, "Telegrams and cables to all the world." It will be a new world opened up by the railroad.

Hard-museled steel gangs with their tongs and spike mauls follow the graders and the steel creeps slowly westward to our little town. At long last the big day arrives.

Come, stand with me in that excited and expectant crowd as the first little engine puffs in. The coming of the first automobiles and airplane will be minor events in your later life.

The smoke from that little engine has displaced the smoke signals of the warring Sioux. Progress and developments such as the world has never known ride on the pilot. Hard working and land hungry hordes follow in its wake, breaking plows turn under the buffalo grass and you see the prairie turned into an enormous grain field and your little town becomes the primary wheat market of the world.

You see your railroad haul millions of bushels of wheat to feed the hungry nations, and you feel that as a railroad man you have had a living part in this great development.

After 50 years, when my millions of figures are filed away in the thousands of yesterdays and I see the Diesels passing, signifying further progress, I have no trouble understanding why I spent my life as a railroad man.

About the Author

J. F. GEESLIN, whose account of the coming of the railroad to the South Dakota prairies appears here, has this to say about himself and his railroading career:

"I was born in a claim shack in Deuel County, S. D., in 1880, where my father had taken up a claim. It must have been about 1896 when I drove team for Chief Engineer Hankinson and we terminated at Evans, S. D. There was one building there, a sa-

Michael Sol Collection

15

loon, and the proprietor had an Indian skull hanging on the wall with a sign on it: 'This is the last man who tried to run this place.'

"Evarts flourished for three or four years as a great cattle shipping point; the Matador Cattle Company brought in Texas steers by the thousands and ran them on buffalo grass west of the Standing Rock Reservation, and then shipped them from Evarts to points east. The river could not be bridged at Evarts because of quick sand. Hence, Mobridge came into existence where the crossing was made.

"I was agent at Orient, S. D., Twin Brooks, S. D., Monango, N. D., and Selby, S. D., from about 1900 to 1907, when I went to the Great Northern and worked until 1909, at which time I came to the Denver and Rio Grande Western and have been with them since. At present I am agent here in Murray, Utah. [Mr. Geeslin has retired since writing the above.]

"I have always had a warm spot in my heart for the Milwaukee, even though they used to run their trains wild and use conductors names instead of engine numbers on their train orders. They used to say that the conductors had to shake hands when their trains met so they would know they were meeting the right train."

\$1500 in Prizes for Essays on Transportation

THE New York Railroad Club, in order to encourage constructive thought on railroad problems by young people in railroad work and by students of transportation, is again conducting the Roy V. Wright Prize Competition for the best essays on important transportation subjects.

Closing date for all entries is Feb. 28, 1950. This time the awards will consist of a first prize of \$500 and 10 prizes of \$100 each—11 prizes in all. The numerical chance at a prize this year will thus be almost four times as great as last year, when three prizes were offered.

Papers must be not less than 2,500 words nor more than 7,000 words in length. It is not necessary that contestants be railroad employees.

The subject must be chosen from one of the 15 topics which will be supplied on application to the executive secretary of the club—unless the participant asks, and receives from the chairman of the committee in charge, permission to enter an essay upon another subject.

The names of the judges will be announced later. For a copy of the circular giving the list of subjects and other conditions of the contest write to

David W. Pye, Executive Secretary
New York Railroad Club
30 Church Street
New York 7, N. Y.



RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc.

	NOVEMBER 1949	NOVEMBER 1948	ELEVEN MONTHS 1949	ELEVEN MONTHS 1948
	\$20,057,619	\$21,882,375	\$221,350,126	\$235,345,095

PAID OUT IN WAGES

	NOVEMBER 1949	NOVEMBER 1948	ELEVEN MONTHS 1949	ELEVEN MONTHS 1948
PER DOLLAR RECEIVED (CENTS)	(47.3)	(50.7)	(50.4)	(49.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance	570,734	686,334	6,830,396	7,035,162
PER DOLLAR RECEIVED (CENTS)	(2.9)	(3.1)	(3.1)	(3.0)

ALL OTHER PAYMENTS

	NOVEMBER 1949	NOVEMBER 1948	ELEVEN MONTHS 1949	ELEVEN MONTHS 1948
for operating expenses, taxes, rents and interest	8,969,903	9,567,555	98,609,054	104,671,547
PER DOLLAR RECEIVED (CENTS)	(44.7)	(43.7)	(44.5)	(44.5)

	NOVEMBER 1949	NOVEMBER 1948	ELEVEN MONTHS 1949	ELEVEN MONTHS 1948
NET INCOME	1,025,096	536,943	4,407,054	8,107,261

13 ideal passenger cars

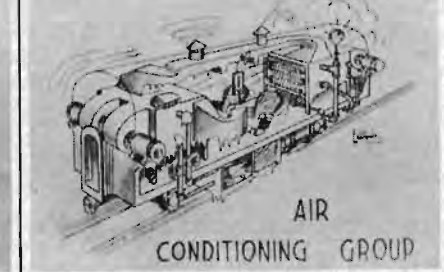
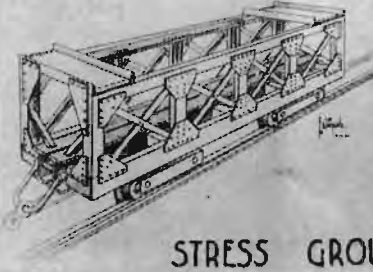
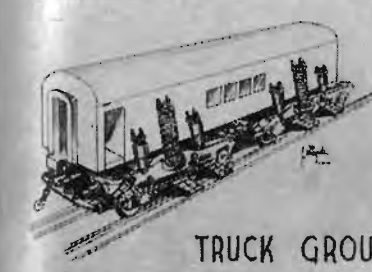
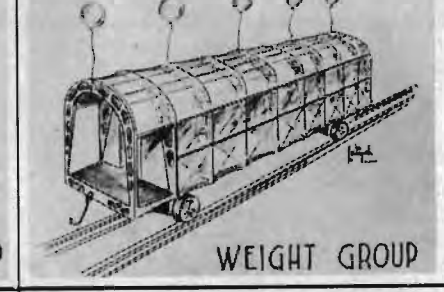
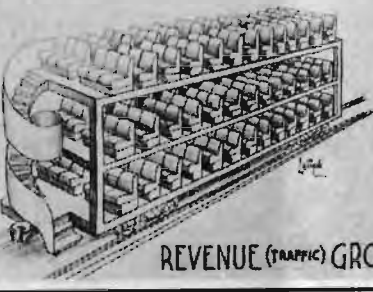
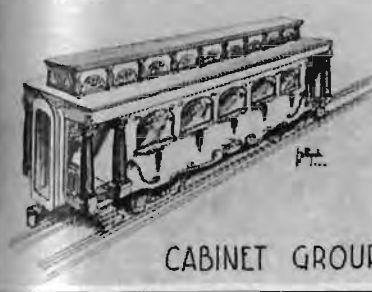
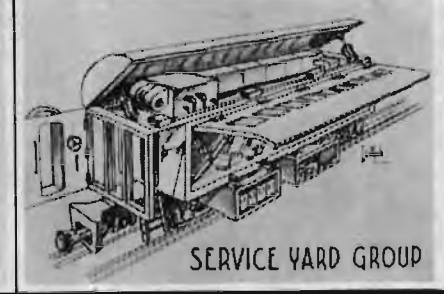
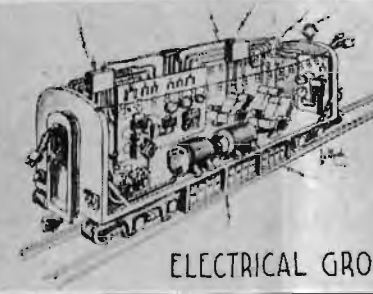
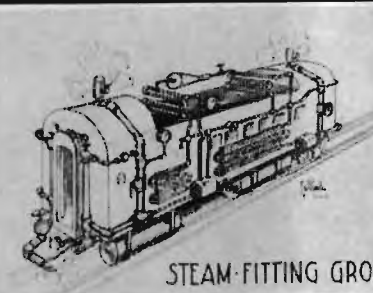
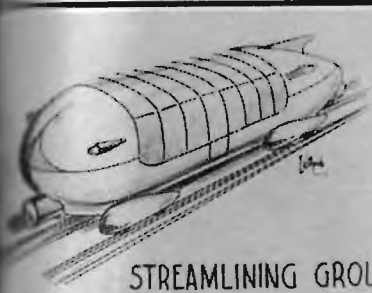
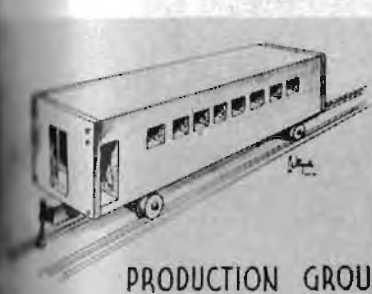


FRED WIEGATZ

BACK in the summer of 1934 when the shops in Milwaukee were starting to hum with the building of the first Hiawatha equipment, Fred Wiegatz went to work for The Milwaukee Road and discovered that among the things which go into the construction of a car is a good deal of compromise.

The shops were on the verge of another passenger car building program when Draftsman Wiegatz returned to the Milwaukee in the early 1940s, after working for other designers. Representatives of all departments were invited to conferences and were encouraged to submit suggestions for the new cars. Looking back on the whole affair, Fred did the humorous drawings shown here, conveying his impression of what a passenger car might look like if each group could have its own way.

In other words, it's a whale of a job for each of the various interests to contribute its own bit and still leave room for the others to contribute theirs.



L. H. Dugan Heads Polio Fund Drive

L. H. DUGAN, vice president with headquarters in Seattle, was chosen by the King County Chapter, National Foundation for Infantile Paralysis, to lead the 1950 March of Dimes in Seattle. Mr. Dugan, who is still somewhat of a newcomer in Seattle, having been appointed to his position there in 1948, is a member of the Rotary, Rainier and Washington Athletic Clubs.



L. H. Dugan

The national polio toll for 1949 passed the 41,000 mark, with the state of Washington accounting for 548 cases. Dugan started his work as chairman of the polio "March" by holding a rally at the Washington Athletic Club on Dec. 12. A concentrated campaign for fund-raising is scheduled for Jan. 16 through 31.

T. P. Casey

THOMAS P. CASEY, who retired in August, 1948, as district freight traffic manager with headquarters in New York City, died in his home in Montclair, N. J., on Dec. 9. He is survived by his widow, Winifred, and 11 children.

Mr. Casey was born Aug. 2, 1878. His affiliation with The Milwaukee Road, which was preceded by previous experience with other transportation agencies, started as city freight agent in Buffalo, N. Y., in 1908. Prior to World War I he served as traveling passenger agent at Boston, traveling freight and passenger agent at Buffalo, Canadian freight and passenger agent at Toronto, commercial agent at Cincinnati and division freight agent in Chicago.

After his return from Army service he was successively general agent in Pittsburgh and general agent in Chicago, and in 1936 went to New York as general agent. He was appointed district freight traffic manager there in December, 1943.

There is nothing more important for the public weal than to form and train up youth in wisdom and virtue. Wise and good men are, in my opinion, the strength of a state, far more than riches and arms.

—Benjamin Franklin

How Well Do You Know Your Railroad?



ONCE again the right guessers were numerous. The picture at the right, which the Magazine figured would be in the nature of a sticker, was identified by company physicians, active and retired employees and others as a scene in Cedar Rapids, alongside the Taft Hotel. W. J. Bear, special officer in Marion, Ia., insisted that the exact spot is the Fourth Street and Second Avenue crossing, that the freight is pulling into Cedar Rapids from Ottumwa, Ia., and that the crossing flagman is Royal D. Thomas, but we wouldn't know about that for sure. The picture was taken and submitted by Joseph Slegler, who lives in Cedar Rapids but is not employed by The Milwaukee Road.

This month's "mystery picture" (above) shows a familiar location on the railroad from what we believe to be a somewhat unusual angle.

How well do you know your railroad? Where was the picture taken?



Railroad Costs Reflect Steel Price Rise

THE anticipated cost of materials and supplies for the year 1950 has been increased on The Milwaukee Road, as on all railroads, by the recent increase in the price of steel.

The Milwaukee Road rail program for 1950 involves the use of 40,000 net tons of steel rail, and an increase in price of \$4.00 per net ton will mean an increase of approximately \$160,000 on this item alone. It is estimated that the increase on the balance of the items entering into the rail program will amount to about \$65,000, or a total increase of \$225,000.

Raw steel purchased for shop op-

erations such as the maintenance of freight cars, locomotives, and other uses, will increase costs an additional \$25,000 per year, based on an average increase of \$4.00 per ton.

At the close of 1949 the purchasing department was not in a position to estimate the extent of the added costs involved in the purchase of miscellaneous products made from steel and purchased in a manufactured form, as the manufacturers themselves had not been able at that time to determine exactly what their cost increases would amount to.

Ann Blyth Goes Milwaukee



AMONG the celebrities seen aboard Milwaukee Road trains recently was movie star Ann Blyth, who went to Milwaukee for Homecoming Weekend at Marquette University and the preview of her picture "Free For All." The Marquette University Band and a large group of admirers were on hand at the station to greet her. She is shown above with Milton J. McGuire, president of the Milwaukee Common Council, who met her at the train.

Spaniel Holds Up Train

AN Associated Press report from Ellensburg, Wash., says that a cocker spaniel with cold feet held up a Milwaukee Road freight train a few days ago. The train pulled to a quick stop when the dog failed to move from the track despite repeated whistle blasts. Enginemen found the dog's wet paws frozen to the rail. They freed him and the train went on.

Convent Group Praises Service

FOLLOWING a recent trip of Twin Cities high school students to a meeting of the National Catholic Student Press Association in Milwaukee, came this letter from the principal of St. Anthony High School in Minneapolis, Sister Laurena:

"I want to express my appreciation for the efficient services rendered by Mr. Timothy O'Connell of your store

department [Minneapolis] and Miss Leon Esser in Milwaukee. Mr. O'Connell made the complete arrangements for the trip. The tickets were all ready for the group of girls and their advisors when they reached the station and they had an escort to the train where they were all seated in the same car. They were met again by one of your officials on their arrival in Milwaukee. On the return trip they received the same attention, being met by an official who personally saw that they had seats together. In Milwaukee Miss Esser did a splendid job of securing hotel reservations for the girls and was also instrumental in obtaining accommodations for the Sisters at a nearby convent.

"This was the first train ride for many of these young people and it was a real thrill for them. I am sure that your road will benefit from the courteous treatment they received."

Schoolgirls Report Broken Rail; Get Surprise Awards

IN TOKEN of a good neighbor act performed for The Milwaukee Road, two schoolgirls of Rocker, Mont., found themselves with unexpected checks for \$25 at holiday time. The children, 12-year-old Joan Beckman, and Marlene Brookbush, 13, had been guests at the safety rally held at Deer Lodge, Mont., on Nov. 16 when Superintendent Kohlhasse introduced



Marlene Brookbush (left) and Joan Beckman, schoolgirl chums who sounded the alarm for a broken rail.

ATTENTION — VETERAN EMPLOYEES

The Veteran Employees' Association of The Milwaukee Road calls attention to the fact that member dues for the year 1950 should be remitted promptly. Also, those whose dues are in arrears should bring their accounts up to date and remit to Miss Florence M. Walsh, secretary-treasurer, Room 854 Union Station, Chicago 6, Illinois.

them as the youngsters who averted a derailment near Rocker on Oct. 23. The rewards for their presence of mind action was a surprise to the youngsters.

The incident which brought about the commendation occurred while the school chums were taking a Sunday afternoon stroll. As they crossed the Milwaukee Road tracks at the point where there is a switch to the Butte, Anaconda and Pacific, Marlene spotted a broken rail in a track frog. The girls had never seen anything like it before, but sensing potential danger, raced to the Beckman home where they told Marlene's father, who is a section foreman for the BA&P. The latter investigated and reported the discovery to the agent at Rocker. Since an eastbound freight was due shortly, Beckman then drove a mile west where he fastened two torpedoes to the track, while the agent telephoned the dispatcher at Butte. Warned by the torpedoes, the engineer brought the fast freight to a stop short of the switching point. An investigation of the break left little doubt that the track was unsafe and that the girls had averted a serious derailment.

As you slide down the bannister of life, may the splinters be pointed the right way.

Our Safety Record

Eleven Month Period

	Employee Casualties			Total Manhours	Casualty Rate
	Killed	Injured	Total		
1949	8	416	424	75,841,575	5.59
1948	19	675	694	85,703,528	8.10
Incr. or Decr.	-11	-259	-270	-9,861,953	-2.51

January Is for White Goods

THE FIRST month of each new year generally means one thing to budget-minded housewives—January white goods sales. Real savings can be made by buying linens at this time.

Before rushing out to buy, equip yourself with some facts about linens and their care. Do you know the difference between muslin and the two types of percale? Heavy muslin is longer wearing, stands hard laundering, wrinkles less and stays in place on the bed. Carded percale is sometimes called utility percale. The initial cost is a little higher than for muslin, but the pound cost of laundry is less because of the lighter weight. Combed percale is the aristocrat of sheets. It is smoother, lighter in weight, easy to handle, cooler, and costs less to launder.

While replenishing the linen closet, take stock of the blanket supply. New on the market this year is an all-wool blanket treated with a process which prevents shrinkage. In

addition to its shrink-proof feature, this new treatment also eliminates matting, so that even after numerous washings the blanket retains its soft, warm and fluffy texture.

The attractive colors of the new blankets may give you new ideas for sheets. Have you ever thought of pastel sheets to harmonize with soft blanket color tones? A top sheet in one color, matched with a lower sheet of another color is an attractive way to enhance your bedroom decor.

Take the best care of what you buy. A new sheet will last longer if it is reversed every other time it is used, that is, with the bottom hem placed at the top. Bed linen should be washed as soon as possible after it is used, and never, never, should sheets and pillow cases be used as laundry bags.

You can prolong the life of worn sheets by cutting them lengthwise down the seam, binding the two selvage edges together, and then hemming the newly-cut edges. This



Check the linen closet for replacements.

will redistribute the worn spots and the sheets will give additional service. The old linens which you are replacing also have their uses. Sheets and pillow cases can be converted into shoe, hat and laundry bags.

When you go out to buy linens know the right size, examine them for washability, good quality and good looks. Wise purchasing and good care will assure a long life for them.

How to Take Care of Party Linens

THE holiday season is hard on fancy table linens. How to make them look their best for the big family parties and restore them to their freshness after they have been through those ordeals is a challenge to careful homemakers.

Actually, the job isn't as bad as it sometimes may seem. The first step in the process is to remove all stains. This should be done before the linens are washed, because hot water sets some stains; and if linens are washed long enough to remove other difficult but non-setting stains, the rest of the fabric undergoes needless wear.

Here is the way to remove the most common stains, as directed by the General Electric Consumers Institute.

Fruit

Pour boiling water on the stain from a height of about 3 feet. Do not use soap. If the stains are old, rub them well with glycerine, or a soapless shampoo; let stand for several hours; then treat with boiling water.

Coffee and Tea

Remove stains by pouring boiling water on them from a height of about 3 feet; then wash in warm soapy water. If a trace of stain remains, bleach with hydrogen peroxide or sodium perborate.

Chocolate and Cocoa

Wash in soapy water and if stain persists, treat with a mild bleach or hydrogen peroxide.

Egg

Scrape off as much as possible with a dull knife. Sponge with cold water. Never use hot water, for heat will make egg stains harder to remove. If cold water does not remove the stain completely, sprinkle pepsin powder over the spot. Work it in well and let it stand for about half an hour. Rinse well.

When you're ready for the washing, be sure to have the water hot enough (130° to 140° F.). Rinse well, because retained soap will leave scorch-like marks under the iron. For a smooth finish and high gloss use a "sizing" starch in the last rinse water. Iron the linens while they are still very damp, smooth textures on the right side and embroidered or rough textures on the wrong side. To give them a wrinkle-resistant quality, go over them until they are thoroughly dry.

It's an Idea!

It's easy to figure out how much fish to buy for a meal. Remember that a serving is usually one-third to one-half pound of edible flesh. For whole fish (as it comes from the water) allow about one pound per person. For dressed fish (ready to cook) allow one-half pound per person. For steaks or fillets (no waste) allow one-third pound per person.

Metal containers designed originally for storing flour, sugar and other bulk commodities are excellent for keeping patterns and materials in order when installed under the cutting table in the sewing room. In the laundry they can be used under the sorting table to hold unpressed clothes.

You can do something about that ragged corner on the rug without removing the rug from the floor. All you do is get out a pressing cloth, your iron and a package of rug binding tape. Directions on the package tell how to fold the tape over the rug, adhesive side in, iron the tape to the nap side of the rug, then turn and iron to the underside of the rug in the same way. The tape is sold by the yard at notion counters in department and five and ten cent stores.

No man will ever know what it means to have his speed slowed down by an apron pocket catching a doorknob.

COOK'S HEAVEN



Chicken Paprika

PAPRIKA dishes are—and justly so—one of the most famous of all Hungarian foods. In this recipe you'll find traits of Hungarian cookery at its best: high, rather pungent seasoning, the blush-pink color from distinctive, mild-flavored paprika (the favorite Hungarian spice), generous use of onions and cream—especially delectable sour cream.

tender. Sprinkle on paprika, salt, and hot water. Cover pan tightly, and simmer for 30 minutes, or until tender when tested with fork.



The Gravy Delicious

- 1 tablespoon flour
- 1½ tablespoons cold water
- ¼ teaspoon lemon juice
- ¼ teaspoon grated lemon rind
- 1 cup sour cream (or one 3-oz. pkg. cream cheese mixed smooth with two-thirds cup milk)

When chicken is tender, remove it to heated platter; keep it warm. Into liquid remaining in skillet, stir flour blended with water in shaker. Simmer, while stirring, until thickened. Stir in lemon juice and grated lemon rind. Just before serving, stir in sour cream. Heat, but do not boil!



The Finishing Touch

Spoon a bit of gravy over chicken on heated platter. Serve rest from gravy boat placed on same platter. If you wish, arrange cooked rice, buttered noodles with a few poppy seeds added, tiny new potatoes in jackets, or galuska (dumplings) around edge of platter. Tuck a bit of parsley around gravy boat. Makes four savory servings.

Good Housekeeping



Getting Ready

One 2½ to 3½-lb. frozen eviscerated or market-dressed frying chicken (wgt. minus head, feet, and organs)

Order your chicken cut up. If desired, reserve back and neck for chicken broth. Clean (if necessary) and wash fryer. Dry it well. Tuck wing tips under wing (as shown), to make a more succulent piece.

Frying the Fryer

- ¼ cup fat or salad oil
- ¼ cup minced onion
- 1 teaspoon paprika
- 1 teaspoon salt
- 2 tablespoons hot water

Brown fryer on all sides in hot fat in skillet. Add onion; saute until



TO AVOID COLDS... AVOID PEOPLE WHO HAVE THEM... EAT WELL-BALANCED MEALS... GET PLENTY OF EXERCISE AND REST.

KEEP WARM AND DRY... WEAR WARM CLOTHING WHEN IT'S COLD OUTSIDE—RUBBERS OR OVERSHOES WHEN IT'S WET.

THE COMMON COLD STRIKES NEARLY EVERYONE AT LEAST ONCE A YEAR

TO GET OVER A COLD... STAY IN BED... DRINK LOTS OF WATER AND FRUIT JUICES... EAT LIGHT, NOURISHING MEALS.

CALL THE DOCTOR... IF FEVER, PAIN OR RACKING COUGH LASTS MORE THAN 24 HOURS.

crocheters—want to win a prize?



CROCHETING, again? Well, this is the reason, folks. When, in January, 1949, a brief notice about the 8th National Crochet Contest appeared in the Magazine, so many Home Department readers wrote for detailed information about the rules, that we thought others might like to know more about them, too. The following is for their information. Every year, in January, stores throughout the country observe National Crochet Week by displaying new crochet materials, new designs, and stocks of fresh cotton and pattern books. National Crochet Week also fires the opening gun for the Annual

Nationwide Crochet Contest, biggest needlework event in the country. This is a chance for crocheters to win prizes with their handiwork. Cash prizes amounting to \$2,500 are awarded for the best pieces, with the contestant whose piece is judged the best of all entries receiving \$500 plus a free trip to New York City or Chicago. The winner of the "men only" classification also receives a free trip to New York City or Chicago and a cash award of \$100. (There are many skillful crocheters among men. The winner of the 1948 contest was Lewis Walter, a Milwaukee Road engineer at Mason City, Ia.) Preliminary judging in the contest is done at participating state, county and local fairs. The winning pieces in each classification are entitled to enter the national judging. All entries must be crocheted of mercerized crochet cotton and must have been completed since Jan. 1, except where participating fairs are held prior to April 1. In the latter cases, entries completed since July 1, 1949, are acceptable. The contest closes at midnight, Nov. 13. Winners are determined by general appearance, beauty of design, workmanship and suitability, and a contestant may submit as many entries as she wishes. There are 16 classification entries: 1. tablecloths; 2. bedspreads; 3. luncheon cloths and sets; 4. centerpieces; 5. buffet and vanity sets; 6.

chair sets; 7. doilies; 8. scarves and wall panels; 9. household accessories; 10. edgings and insertions; 11. fashion accessories; 12. pot holders and hot plate mats; 13. men only; 14. teenage girls; 15. 4-H Club girls; 16. ladies over 65. The pieces submitted in the last four categories may be any articles crocheted of mercerized crochet cotton, not necessarily those of the other 12 classifications. Since most fairs are not held until summer or early fall, there are months ahead to prepare entries. Needlework consultants of local stores will supply further information about the contest, and entry blanks can be obtained from the nearest fair. The Shell Pattern Chair Set and Daffodil Doily designs shown here are examples of the kinds of articles which can be entered. Direction leaflets for making both of them can be had, free of charge, from The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



grow beautiful house plants at low cost

IF YOU want green foliage to enjoy in your home during winter and spring, you can have it quickly, and at little or no cost, too. Just save some seeds and plants you commonly discard in the kitchen, plant them and watch them grow. In short order you will have attractive plants for your kitchen window, shelves and other places about the house. Some of the most popular and easy to grow from the materials at hand are the following, as listed by Better Homes & Gardens magazine: Orange, grapefruit, lemon and date seeds, planted indoors now, make attractive foliage plants. Carrots, parsnips and other root vegetables will produce greenery. And you can grow a large window vine by putting a sweet potato in water. A plant started from orange, grapefruit or lemon seed can be kept for

years and will produce wonderfully fragrant blossoms, and even fruit. Citrus plants should not have too warm a place in winter. Transplant them to larger pots as they get bigger and move them outdoors during the summer months. Parsley provides beautiful crinkle-type greenery for kitchen windows and it is always at hand to cut for use as a garnish. A new growth develops to replace the shoots which are cut off. Parsley is lifted from gardens in the fall and potted for indoor use. Cut off carrot tops no closer than one-fourth inch from the top of the root. Slice off the root two to three inches from the top. Plant in a pot or dish in sand, peat, soil, or vermiculite. Plant food isn't needed, only water. Parsnip and rutabaga roots are treated in the same way. For a sweet potato vine, select a

sweet potato showing tiny buds on one end. If no buds are seen, force them by placing the potato on moist peat in a warm room. Place one-fourth of the root in a jar of water, placing the end with the buds up. Put wedges between the potato and the jar, if the jar opening is too large. Sweet potato vines grow their best in a warm, sunny window. The next time you buy a fresh pineapple, cut off the top with a thin part of the shoulder attached. Set it in damp sand until roots have formed. Then pot the rooted top in a mixture of half peat and half soil, with an inch of gravel in the bottom of the pot for drainage. Set it in the full sun and watch it grow. For other low-cost house plants, just look around your kitchen. That is the place where the root and seed gardener gets the ideas and the materials for the things to plant.

Retirement

The following employees' applications for retirement were recorded during DECEMBER, 1949

Chicago General Offices	
EASTMAN, JOSEPH S.	Asst. Engineer, Chicago, Ill.
MULHOLLAND, JANE	Sta. Timekeeper, Aud. of Expend., Chicago, Ill.
PETERSON, CARL J.	Clerk, Aud. of Expend., Chicago, Ill.
WALL, PAUL H.	Chief Operator, Tel. & Sig., Chicago, Ill.
Chicago Terminals	
CARBONARA, MICHELE	Sec. Laborer, Chicago, Ill.
DEANE, BENJAMIN F.	Ex. Gang Laborer, Chicago, Ill.
FRENCH, JOHN	Ex. Gang Laborer, Chicago, Ill.
GLENN, EDWARD G.	Switchman, Chicago, Ill.
GRIMM, PHILLIP E.	Machinist, Chicago, Ill.
KOZIOL, MIKE J.	Box Packer, Car Dept., Gateway, Ill.
KRAMP, ARTHUR E.	Clerk-Frt., Chicago, Ill.
MICKEYVIC, GEORGE S.	Carman, Gateway, Ill.
PAPARIGAS, THEODORE I.	Carman Helper, Bensenville, Ill.
HEIMER, ALBERT	Carman Helper, Bensenville, Ill.
SAVAGE, MICHAEL J.	Switchman, Chicago, Ill.
SMITH, PERCY C.	Yard Clerk, Chicago, Ill.
WILLARD, EDWARD J.	Steel Bridge Erector, Chicago, Ill.
Coast Division	
BERG, ALBERT S.	Ridgway Laborer, Tacoma, Wash.
BEST, FRED G.	Lineman, Tacoma, Wash.
HRIBEN, WILLIAM P.	Tel. Oper., Seattle, Wash.
KRUSE, ANDERS L.	Ex. Gang Laborer, Seattle, Wash.
LAMBERT, RICHARD A.	Patrolman, Tacoma, Wash.
LANO, OSCAR J.	Loco. Engineer, Seattle, Wash.
MARTIN, EDWARD B.	B&B Carpenter, Seattle, Wash.
THRASHER, CONNELL E.	Ridgway Foreman, Port Angeles, Wash.
Dubuque & Illinois Division	
GLYNN, CHARLES	Agent, Reno, Minn.
HETTNER, WALTER L.	Conductor, Savanna, Ill.
Hastings & Dakota Division	
MESSIER, LEON	Brakeman, Minneapolis, Minn.
MIELKE, FRANK	Loco. Engineer, Montevideo, Minn.
STENSBERG, OLE M.	Ex. Gang Laborer, Aberdeen, S. D.
Idaho Division	
DAUBENSPECK, JAMES E.	Loco. Engineer, Spokane, Wash.
MAY, THEODORE	Loco. Engineer, Spokane, Wash.
Iowa Division	
BABB, GEORGE E.	Section Laborer, Grant Center, Iowa
CROUSE, CHARLES C.	Machinist Helper, Perry, Iowa
HENDERSON, OSCAR L.	Switchman, Council Bluffs, Iowa
LEE, LUDWIG W.	Carman Helper, Perry, Iowa
LONG, FRED H.	Sec. Laborer, Marion, Iowa
Iowa & Dakota Division	
BARTHEK, JOSEPH J.	Section Laborer, Calmar, Iowa
BOWE, RALPH E.	Laborer, Loco. Dept., Spencer, Iowa
HOENOCKER, GAIL B.	Section Foreman, Rapid City, S. D.
INGRAHAM, WILLIAM F.	Spl. Rep. to Genl. Mgr., Mason City, Iowa
Iowa & Southern Minnesota Division	
LARSON, ALBIN J.	Boilermaker, Austin, Minn.
THELEN, MARTIN	B&B Carpenter, Austin, Minn.
Kansas City Division	
BOND, ALICE	Section Laborer, Kansas City, Mo.
DIAL, JOHN M.	Trucker, Ottumwa, Iowa
FRAND, MARION H.	Machinist, Ottumwa, Iowa
KLAHN, EDWARD J.	Train Dispatcher, Ottumwa, Iowa
LINK, JOSEPH A.	Laborer, Ottumwa, Iowa
RASMUS, IRVING H.	Loco. Engineer, Ottumwa, Iowa
LaCrosse & River Division	
BOLICK, JOHN J.	Conductor, Milwaukee, Wis.
CARLSON, JOHN E.	Ex. Gang Laborer, Red Wing, Minn.
CROSS, JESS H.	Conductor, Sparta, Wis.
LAWRENCE, WILLIAM L.	Boilermaker Helper, LaCrosse, Wis.
LETKO, FRED	Section Laborer, Merrill, Wis.
MARSHALL, WILLIAM H.	Machinist, LaCrosse, Wis.
ZEITZ, CLAY M.	Loco. Engineer, Portage, Wis.
Madison Division	
BURKE, JAMES H.	Car Cleaner, Madison, Wis.
Milwaukee Division	
HAMILTON, ROBERT L.	Telegrapher, Bardwell, Wis.
HENNESSEY, GEORGE E.	Conductor, Milwaukee, Wis.
SCHULTZ, RICHARD W.	Section Laborer, Berlin, Wis.
Milwaukee Terminals	
BERBERICH, ROBERT	Train Crew Caller, Milwaukee, Wis.
BERGER, MATTHEW J.	Rollermaker, Milwaukee, Wis.
BUCHNER, FRANK	Switchman, Milwaukee, Wis.
DMYTRYSHYN, FILIP	Sec. & Ex. Gang Laborer, Milwaukee, Wis.
DORISZ, JOHN W.	Rollermaker, Milwaukee, Wis.
FLICK, FRANK	Plank Maintainer, Milwaukee, Wis.
FRANZEN, EDWARD F.	Frt. Hse. Foreman, Milwaukee, Wis.
HIGGINS, EMANUEL H.	Check Clerk, Milwaukee, Wis.
JUREC, JOSEPH	Ex. Gang Laborer, Milwaukee, Wis.
PAPPAS, THOMAS A.	Section Laborer, Milwaukee, Wis.
RIVERS, WILLIAM H.	Equipment Maintainer, Milwaukee, Wis.
RONAN, JAMES	Ex. Gang Laborer, Milwaukee, Wis.
SCHULKOSKI, CARL J.	Carman, Milwaukee, Wis.
Off Line Offices	
CHESLINE, JAMES P.	TP&PA, Indianapolis, Ind.
Rocky Mountain Division	
EVENOFF, DIMITRIO	Section Laborer, Three Forks, Mont.
G'CONNOR, VINCENT B.	Boiler Foreman, Harlowton, Mont.
WHITE, EDGAR L.	Section Foreman, Jefferson Island, Mont.
WILLIAMS, WILLIAM P.	Bridge Inspector, Great Falls, Mont.
Seattle General Offices	
HURLBUT, CHARLES G.	Asst. Eng. Chm. Agent, Seattle, Wash.

A Note from Lloyd



HAROLD LLOYD, former movie comedian, traveling on The Milwaukee Road in his capacity of Imperial Potentate, Nobles of the Mystic Shrine, boards the Midwest Hiawatha at Sioux Falls, S. D., with Parlor Car Porter J. E. Love looking on. Lloyd later sent V. L. Hitzfeld, general agent passenger department, Chicago, this note: "I appreciate all the kindnesses shown us on our various trips over The Milwaukee Road. The personnel is courteous and expert and the trains themselves a delight. Thanks very much to all of you."

"a la Hiawatha"

A NICE thought and a coined expression were contained in one brief sentence which Herbert R. Howard of Chicago recently addressed to A. M. Dryer, auditor of passenger accounts, upon sending payment for tickets bought through the Rail Travel Credit plan.

"It is always a real pleasure," Mr. Howard wrote, "to prepare a check for a ride a la Hiawatha!"

Superior Division

BASSETT, FREDERICK F. Green Bay, Wis.
Loco. Engineer
LAABS, HERMAN W. Republic, Mich.
Section Foreman

Terre Haute Division

COLLINS, ARCHIE C. Terre Haute, Ind.
Carman
GAUER, EDGAR N. Terre Haute, Ind.
Carman
GERRARD, GEORGE T. W. Clinton, Ind.
Mach. Helper
GREGORY, JOHN L. Cheneyville, Ill.
Carman
MILES, PERRY N. Walz, Ill.
Section Laborer
MILLER, JAMES B. Terre Haute, Ind.
Carman
VINCENT, JAMES M. Terre Haute, Ind.
Conductor



Trans-Missouri Division

COSTA, NICK
Boilermaker Helper
DEFRANCESCO, MIKE
Section Foreman
DONKERS, RUDOLPH P.
Loco. Engineer
PHILLIP, GUS
Section Laborer
SMITH, JOHN A.
Boilermaker

Twin City Terminals

DUNN, MATTHEW G.
Laborer, Loco. Dept.
ERNST, LESLIE R.
Switchman
GRUEPZKE, HARRY E.
Switchman
HED, AXEL O.
Carpenter
HENTGES, JACOB H.
Carman Helper
HOWAT, ALEXANDER W.
Section Laborer
KAPSALIS, GEORGE C.
Car Cleaner
LOESCH, MATTHEW M.
Laborer
ONSRUD, CARL M.
Carman
SCHROEDER, EMIL
Carman
TAVAROZZI, JOSEPH
Mach. Helper
VIRKINGSON, NELS
Stower
ZAJAROS, JOHN
Blacksmith Helper

Note on a Never-To-Be-Forgotten Trip

"A BEAUTIFUL name for a wonderful train," we heard from Mrs. Louise Everitt of Seattle, Wash., a recent traveler to Chicago on the Olympian Hiawatha. Sharing her praise of the streamliner was the train personnel, and specifically Sleeping Car Conductor Ray Adams and Porter J. J. Weaver.

"Their solicitude for my comfort was outstanding as a pleasant experience," Mrs. Everitt wrote, "but then I would really like to commend each of your employees on that train, did I have their names. As for the train, the food and its service are perfect. The appointments are so well balanced, the decorations so bright, clean and cheerful, that I shall ever be grateful to you for making my trip such a happy one. I have never made a trip—by air, train or auto—that was cleaner than the one just ended on the Olympian Hiawatha.

"Above all, I enjoyed the broadcasting. Listening to a clearly enunciated report of the highlights of scenic and historic interest is a noteworthy innovation. The Olympian Hiawatha is entered as a new note in my memories of 'never-to-be-forgotten.'"

The model for the Buffalo nickel was killed in Montana's Musselshell Valley about 50 years ago and sent to an Eastern museum to be mounted.

"I won't marry until I get a girl like Grandpa's."

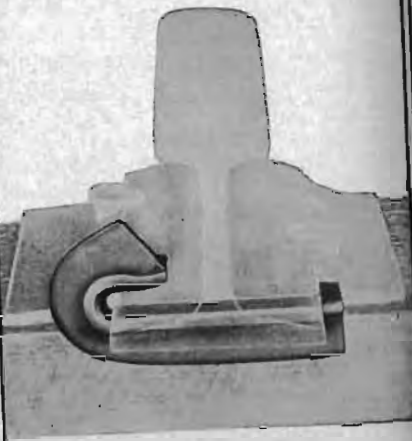
"Huh! They don't have women like that today."

"That's funny. Grandpa only married her yesterday."



"I'm worried. They say atomic power will double man's leisure time!"

Phantom View of the IMPROVED FAIR ANCHOR



Note

- Secure grip on rail.
- Lock at opposite end.
- Contact under rail base.
- Bearing against tie and tie plate.

THE P. & M. CO.

CHICAGO

NEW YORK

Secret of Success . . . WORK

If you are poor—work.

If you are rich—continue to work.

If you are happy—keep right on working.

Idleness gives room for doubt and fears.

If disappointments come—work.

If sorrow overwhelms you and loves ones seem not true—work.

If health is threatened—work.

When faith falters and reason fails—just work.

When dreams are shattered and hope seems dead—work.

Work as if your life was in peril. It really is.

Whatever happens or matters—work.

Work faithfully—work with faith.

Work is the greatest material remedy available.

Work will cure both mental and physical afflictions.

—From "The Silent Partner"

The Milwaukee Magazine

INFORMATION TALK HAPPENINGS About People of the Railroad NEWS ANECDOTES GREETINGS BROADCASTS REPORTS VIEWS STORIES

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

December 17 was a gala day for the hundreds of Mohridge youngsters who met the Merry Christmas Special which arrived at 2 p. m., bringing Santa Claus. He was escorted to The Milwaukee Road Women's Club headquarters, where Mrs. Ervin Schueler, chapter president, and her co-workers distributed about 1,000 bags of candy, nuts and popcorn. Christmas carols were furnished by Conductor Ray Haax with his loud speaker broadcasting equipment. The role of Santa Claus was played by Trainmaster Paul Bridenstine, who took time out to visit with the youngsters. Dispatcher A. G. Atha and the roundhouse boys, Ervin Schueler, Dave Barclay and Mr. Campbell, decorated the train.

IOWA DIVISION

Middle, West and Des Moines

Viola Ranes, Correspondent

The final meeting of 1949 and the annual Christmas party of the Service Club was a huge success. A potluck dinner was served after which the business meeting was held with an election of officers for 1950. Assistant Roundhouse Foreman Frank Hoos was elected chairman. Following the meeting, Frank Hoos, Jr., a talented pianist, entertained the group with Christmas carols. From then on he was kept busy playing requested songs, from the most popular tunes to those "way back when." A Christmas treat was given the children, old and young, and it was surprising to see how many children were at the meeting.

Friends of Miss Ruby Eckman received cards from her while she was vacationing in Cuba and Guatemala. Ruby is a movie camera fan and took quite a number of rolls of film with her. Her friends are eager to see her pictures.

Our sympathy to Lester Reeves of the B&B department whose wife passed away recently.

Frank Wiekman, Jr., yard clerk, and Yardmaster George McElellan noticed something of a record on Dec. 1 in the makeup of No. 73. Conductor McElellan was called for No. 73. He had engine 263. His train consisted of 103 cars for a total of 3,103 tons. The train was made up on No. 3 track in the yard. They were called to leave after the departure of train 103 and left the yard at 7:23 p. m. There were three men in the train crew.

Your correspondent is now a grandmother, a son having been born to Mr. and Mrs. John E. Ranes of Redding, Calif., recently. He has been named John Edward II, and is the first grandchild on either side of the family. The maternal grandparents live in England.

I would appreciate news items from the Des Moines Division employees. Anything of interest will be welcome.

January, 1950

East End

Benjamin P. Dvorak, Correspondent

R. C. Hempstead, master mechanic at La Crosse, visited with A. G. Keith, retired yardmaster at Clinton, Ia., recently. Guess they had a real gab fest talking about old times.

Katherine Gohmann's mother is still very ill.

H. L. Wink, B&B carpenter who has been with Foreman L. Butterworth's gang, was appointed pump repairer, vice Joe Shedeck, retired. His home is in Oxford Junction and he will move his family to Marion in June.

Robert Holmes, son of Lineman R. G. Holmes, who was a surgical patient in Jefferson County Hospital at Fairfield in December, has returned to his home in Richland.

Engineer and Mrs. E. F. Peters of Cedar Rapids spent the Thanksgiving holiday in Trenton, Mo., as guests of Mr. and Mrs. Grant Neil. En route home they visited with their children in Ottumwa.

Joe Shedeck, pump repairer, who performed his last service for the Road on Nov. 11, died of a heart seizure on Dec. 7 while working in the yard at his home in Oxford Junction. Joe had been a faithful employee for 47 years. He is survived by his widow, three daughters and two sons. The funeral services in Oxford Junction were among the largest ever held in that community.

Roadmaster J. P. Whalen, on vacation in November, spent Thanksgiving with a sister and her family in Prairie du Chien and also visited in Des Moines, Lansing, and

Madison, Wis., before returning to Marion.

Mrs. Bruce H. Fulton, wife of brakeman at Marion, underwent surgery in St. Luke's Hospital, Cedar Rapids, in November.

Several section employees have been granted leaves because of illness. Foreman E. G. Lee and Laborer Welden Reagan, both of Maxwell, have each been given a leave of three months. Laborer E. H. Lietz of Wyoming is on a six-month leave.

Changes made recently in the personnel at the Cedar Rapids freight house: D. W. Perkins has been appointed to the position of general clerk, while William T. Jopson succeeds him as switching clerk. The position of assistant cashier has been assigned to C. E. Curtwright who has been freight checker for several years.

Floyd Ringer bid in the position of clerk at Redfield, effective Nov. 15.

Charles Fulton, retired section foreman, is ill at his home at 1540 6th Avenue in Marion.

Among the talented members of the junior group in the Milwaukee family in Marion are Helen Irene Reichert, daughter of V. M. Reichert, chief clerk to division engineer, and Lyle Fisher, son of Chief Carpenter D. H. Fisher, both of whom played leading roles in the play, "Our Hearts Were Young and Gay," when it was produced recently by the dramatic department of the Marion high school. Bill Lundquist, son of Assistant Engineer O. W. Lundquist, Don Christensen, son of railway expressman, and Lyle had leading roles in the operetta "Campus Days," presented at the high school on Dec. 9 and 10.

Bulletin: A waitress at the K. V. Cafe in Marion caught Chief Dispatcher L. S. Dove lunching under the mistletoe.



Santa Claus, in the person of Trainmaster Paul Bridenstine, visits the Women's Club at Mohridge, S. D. Shaking his hand here is Mrs. Ervin Schueler, chapter president. A full report of this holiday party will be found in the Trans-Missouri Division news contributed by Correspondent Dora H. Anderson.

Venison Feature of Twin Cities Safety Luncheon



District Safety Engineer M. L. Medinger with the members of his hunting party photographed at their hunting lodge near Two Harbors, Minn. From left: J. Morissette, N. P. engineer; Mr. Medinger; L. I. Theobald, commissioner of St. Louis County, Duluth; Ben Lampert, Milwaukee Road engineer; and L. H. Fawcett, N. P. engineer.

TWENTY-SIX members of the Twin City Terminals Division staff were guests of M. L. Medinger, district safety engineer, at a venison luncheon in the Hunter's Room of the Voges Cafe in St. Paul on Nov. 30. The main course of the meal served to advertise Mr. Medinger's marksmanship on a hunting trip a short time previous.

The affair, which was the second of its kind at which Mr. Medinger was host, had for its purpose the promotion of interest in the safety program. General Superintendent D. T. Bagnell was toastmaster, and the speakers included, in addition to Mr. Medinger, Division Superintendent K. R. Schwartz, Dr. O. W. Yoerg, company

surgeon in Minneapolis, Dr. H. R. Tregilgas, company surgeon in St. Paul, District Adjuster A. E. Ward and District Master Mechanic J. L. Brossard. All of the department heads expressed their resolve to make a firm bid for the No. 1 spot in the 1950 safety trophy contest. Doctors Yoerg and Tregilgas spoke briefly on the treatment of injury cases and promised their full cooperation to the furtherance of the safety campaign.

From the standpoint of safety, as well as socially, the conference was a pronounced success. Stimulated by the atmosphere of good fellowship, conversation passed briskly over the table and a great deal was accomplished through the exchange of ideas.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

I wish to thank all who helped out with news items for this column during the past year, especially Roadmaster Allen, Spokane, and Mrs. O. A. Burns of Malden, who have contributed regularly.

To make this column one of wider interest to the division, it would be appreciated if everyone would send me news whenever they hear it. I am sure that all along the line we have employees making "news." Let's make a New Year resolution to contribute at least once during 1950. I'm sure this column will benefit immensely.

To start the new year out right, Passen-

ger Conductor A. L. Titus retired, winding up over 45 years of railroading, mostly with the Milwaukee. Retirement to Mr. Titus will mean time in which to do many things around his home. He anticipates doing much garden work, planning some new rose beds and many other flowers. He is also looking forward to the time when a brother, who is a lieutenant colonel in France, retires from military service. They plan to do some traveling together.

Brakeman N. A. Reams has returned from the Deaconess Hospital, where he spent several weeks.

Among the folks who spent the holidays in Malden were Mr. and Mrs. Gerald Peterson and son Jerry of Kellogg, Idaho, who visited Conductor M. C. Peterson's home.

Mr. Thorne, who makes his home at

St. Maries, recently came back from a trip to California, where his children live. The Earl Anderson and Walter Krause families spent Christmas in Seattle with their daughters.

I. A. Grant, retired engineer, and wife, former residents of Malden, are spending the winter in Perris, Calif. Their home is at Bothell, Wash., but due to Mr. Grant's health they went south.

Mrs. Lewis Plybon, wife of engineer, is visiting with her two sons and their families in California.

C. A. Clark, retired engineer, is going south for the winter, too. His destination is Florida.

Seasonal greetings come from St. Petersburg, Fla., from Henry Dersch to his friends and fellow employees. Retired now, Mr. Dersch formerly worked as traveling engineer on the Idaho Division.

Engine Watchman Howard Stokes, retired about 10 years, passed away recently at his St. Maries home at the age of 88.

You've heard of flying saucers—well, we have flying railroaders. Trainmaster Snee flew back East to see his mother just before Christmas, and Chief Dispatcher Beal flew to Tacoma to be with his daughter and family for the holidays.

TWIN CITY TERMINALS

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Conductor and Mrs. A. T. Bishop celebrated their 30th wedding anniversary Nov. 14.

Ed Coy, team track foreman, is still confined at St. Joseph's Hospital. Russell Malone has taken over the duties during Ed's absence.

Jacob Hentges, carman's helper, retired Dec. 1.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

On Dec. 6 Jim Gillick Post entertained 22 members of the midget baseball team which it sponsors with a Dutch lunch. Later on the program the boys were treated to talks by Red Hardy, Jersey City pitcher, and Don Wheeler, catcher for the Chicago White Sox. The boys asked questions of the players, and if you think they don't know their baseball, just ask Mr. Wheeler or Mr. Hardy.

The annual Christmas party was held in the local freight office the day before Christmas, and after the presents were distributed from under the tree, everyone enjoyed ice cream, cake and coffee.

Agnes Tabaka received a beautiful diamond for Christmas.

Joe Spain spent a recent vacation seeing the sights in New Orleans. Harold Beringer spent a week in Duluth just before Christmas.

Arthur Lundberg and wife spent Christmas and New Year with their son in New York.

M. J. Martin and wife took a week's vacation and went south, spending New Years Eve in the Famous Shamrock Hotel in Houston, Tex.

He: I don't understand why this two-seater bicycle is so hard to pedal.

She: What I don't like is the way these foot-rests keep moving up and down.

The Milwaukee Magazine



ALL ALONE

After everyone else has gone to bed and you have to burn the midnight oil to finish off a job, light up a Dutch Masters and let its mellow goodness comfort you. For in the company of such a truly fine cigar, no man is ever lonesome.

DUTCH MASTERS CIGARS

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Wrecker Engineer Edward L. Erickson and Mrs. Erickson went ice fishing at Lake Harriet recently and Mrs. caught four nice crappies but Ed didn't pull up a one. So now we know who is the chief fisherman in the family.

Oh yes, Clerk Leroy Samuelson of light repair yard has finally fallen in line and it is going to be a twosome soon. The official diamond ring was presented to his intended at Christmas time.

Mr. and Mrs. Clarence Gaustad welcomed their fourth baby boy on Dec. 15. Clarence is an electrician at the coach yard.

Welcome to Assistant Foreman P. Garvey who returned to work on Dec. 16 following a serious illness.

Our best wishes to the following employees who retired on Dec. 1: Emil Schroeder, who had been employed at Minneapolis shops since 1922; Cutter and Carman Carl Onsrud, who started in July, 1911; George C. Kapalis, car cleaner, who started in December, 1924, at Minneapolis coach yard; and J. H. Hentges, who started in 1928 as carman helper at St. Paul repair track.

Steno-Clerk Oriole Smythe spent her recent vacation at home and commuting around the Twin Cities.

I & S M DIVISION

H. J. Swank, Division Editor

William H. (Bill) Deare, former conductor, passed away at his home on Dec. 12. Mr. Deare retired in 1945 after 37 years of service.

Thomas H. Finnegan died on Dec. 11. Tom was a former clerk on the first district prior to his retirement. He was a brother of S. A. Finnegan, agent at Owatonna.

Theodore Sparks, retired section foreman, LeCenter, Minn., died on Nov. 29, 1949.

Sympathy is extended to William F. Hemann, check clerk at Austin, whose mother passed away on Dec. 16.

Conductor H. J. "Heinie" Heslip attended exercises at the University of Minnesota on Dec. 15 when son Jack graduated from college. Jack will attend school at the R.C.A. Victor factory in Camden, N. J.

Julius Biedermann, retired conductor, advises he will be "shoving off" for South Carolina in January.

Best wishes for recovery are extended to Brakeman Pete J. Anderson who has been laid up with an infected foot since Nov. 23.

Tom Todoroff, Austin roundhouse, and Martin Carlson, Austin car department, chose Dec. 16 as the day to "pull the pin" and join the ranks of the retired employees.

Mrs. A. I. Lane, former operator at Cresco, was senior bidder for the agency at Dundas, Minn.

Should you be called on to fetch a cake or some very fancy cookies to a party sometime, call on Mrs. G. H. Rowley or Mrs. O. C. Peed. The office force can vouch for the fact that they are both good pastry cooks.

A fine picture and writeup appeared in the October issue of *Bowling Magazine* concerning our former division superintendent, Harry C. Munson, at present the vice-president and general manager of the Western Pacific. The article stated that Mr. Munson usually bowls 30 games on Saturday in one of San Francisco's biggest bowling establishments, that his best league game was a 288, best series 709, best average 191, and now 187. Too bad Palo Alto is so far away—we could use a good anchor man on our team.

Friends of Brakeman Robert F. Hambright were shocked to learn of his being fatally injured in an accident at Monona on Dec. 28. Also injured in the accident were Engineer Al Rakow and Fireman Verner J. Harrington. Sympathy is extended to Mrs. Hambright and the three children.

In a last minute report, it was learned that G. A. Van Dyke, former superintendent at Austin, Minn., who retired on Dec. 31, 1936, died in San Diego, Calif., on Dec. 31.

A fanatic is one who, having lost sight of his aim, redoubles his effort.

—George Santayana
Michael Sol Collection



MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

All through the holidays, Fowler Street carried on in a very happy and festive atmosphere. The clerks in the billing department produced a Christmas tree with all the trimmings and decorated tables to provide the setting for a gay party held on Dec. 23, at which the entire force was present. Net result — an all around vote to have another party on Dec. 30, preceding the New Year. The latter was the crowning event and also served to honor Assistant Cashier Joseph M. Hoyle whose retirement became effective Jan. 1. On this occasion Felix J. Coerper, on behalf of fellow employees, presented Mr. Hoyle with a table radio as a parting gift and token of friendship. Mr. Hoyle spent 44 of his 79 years at the Fowler Street office handling chiefly accounting duties. He was really our old timer, always on the job bright and early, greeting the night force as it left for home and the first to greet the day force. He made many friends and kept them through the years, which I am sure speaks volumes for his pleasing personality.

Friends of Beatrice Lang, now a stenographer at North Milwaukee, will be interested to learn of her forthcoming marriage, Jan. 21, to Kenneth Orgish. The ceremony will take place at Kenosha, Wis., her former home.

Also in the news is little Charles Edward Lawrenz, son of Mr. and Mrs. Lawrenz, born Dec. 16 at St. Anthony's hospital.

I know everyone will miss the familiar face of Bill Wims who retired on Dec. 1. Bill started his railroad career with the UP at Topeka, Kans., in 1920 and had been with the Milwaukee since 1943.

Kathleen Allison writes from San Francisco that she is enjoying a wonderful vacation. However, this was only the first lap of her trip which included Los Angeles and Catalina Island, and a stopoff at the Carlsbad Caverns on her return.

Mary Ann Swetich has taken over the yard clerk duties at Lower Fowler Street to replace Edith Tesch who is now at Gibson yard.

A democracy is a country where more people are killed by automobiles than by firing squads.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

Conductor H. L. Jewell has returned to work after a period of illness.

We had a colorful Christmas card from C&M Brakeman Gordon E. Paegelow, now serving with an Ordnance Service Company in Japan. According to recent reports, he will be coming home soon.

The goose hunting season is over and Dispatchers Martin and Schwantes failed to bring home the fowl although they punctured the air with enough holes. H. L. Martin is putting on a scrap drive for old angle bars and clinkerhooks to make goose shells for next year's hunt. J. Schwantes is sawing off his shotgun so it will cover a larger area.

Two of our old time engineers passed away during the last month—John Emigh of the second district and Dan Kiefer of the Northern. They had been with the railroad since 1906 and 1903, respectively.

Wenzel J. Krummel, retired car foreman of Racine, passed away on Nov. 26. He had retired about a year previously. He had been foreman at Channing, Menomonee and Escanaba before going to Racine.

Harvey Roe, assistant to master mechanic at Milwaukee, is confined to his home. We have word, also, that E. J. Scofield, district adjuster at Milwaukee, is at home recovering from an illness which has kept him off the job for some time.

MADISON DIVISION

W. W. Blethen, Correspondent

Pump Repairer Henry Carter and Mrs. Carter of Madison, celebrated their golden wedding anniversary on Dec. 27 by holding open house for their relatives and friends.

Train Dispatcher Oscar Kline and Mrs. Kline spent the holidays with their daughter and family, the Leslie B. Seelys (Rhuby Jean Kline) at Las Alamos, N. M.

Engineer Ken Moore and wife of Madison left recently for points in Southern California. They will be gone for several weeks.

Frank Shipley, 88, pioneer railroad employee, passed away at a Madison hospital on Dec. 12 following an accident at his home on Nov. 17. Mr. Shipley started his railroad service in 1881 and served as telegraph operator and agent at several points on the division, retiring April 1, 1930. He is survived by his wife, four sons and five daughters. The Shipleys might well be considered a railroad family as all of the sons are Milwaukee Road employees, as well as two of the sons-in-law.

Assistant Cashier Chuck Conlin and wife announce the arrival of a baby girl, Susan Marie, on Dec. 11.

Mr. and Mrs. E. W. Voss of Mazomanie observed their 55th wedding anniversary at their home on Dec. 26.

Yard Clerk and Mrs. John Rommelfanger, Madison, are rejoicing over their first grandchild, Susan Michael, who arrived on Dec. 17 at the home of their daughter, Mrs. William H. Kissinger of Milwaukee.

Sympathy is extended to Agent E. W. Tucker of Eagle on the recent death of Mrs. Tucker.

Madison Division employees were grieved to learn of the untimely death of Walter Rellihan, former trainmaster. Sympathy is extended to Mrs. Rellihan and the girls.

W. H. Glenn, retired crossing flagman and Mrs. Glenn, of Madison, celebrated their 64th wedding anniversary on Dec. 21 at their home.

Engineer William F. Royston, 64, passed away at a Madison hospital on Dec. 18, following an illness of several weeks. Mr. Royston had been with the railroad since February, 1907. Sympathy is extended to the Royston family.

Station Baggage Man Bob Everhart and wife of Madison have a baby girl, Dorothy Marie, who arrived on Dec. 21.

Joseph E. Coleman has been appointed agent at Cross Plains. H. J. Ripp has gone to Brodhead to take over the agency at that point and J. F. Gallagher has taken the agency at Juda.

Mrs. R. A. Vaughan, widow of Conductor Vaughan of Wauzeka, passed away at a Prairie du Chien hospital on Dec. 24.

I & D DIVISION

Karen B. Rugee, Division Editor

Mr. and Mrs. Albert Zack spent the holidays with their daughter, Mrs. J. P. Lacke and family in North Hollywood, Calif., and with their daughter, Bonnie Jean Zack, in Los Angeles.

Mr. and Mrs. R. L. Goeltz spent the Christmas holidays vacationing in California and visiting relatives in Los Angeles.

Frank Diekhoff, retired yardmaster, returned recently from a deer hunting trip in Wisconsin. He reports that the party he was with bagged three or four deer. This was one trip when his dog Lark was left behind because Frank wasn't taking any chances of losing his faithful companion in the Wisconsin woods.

Mr. and Mrs. J. H. Rockwell are the parents of a boy born Dec. 29 at Mason City. H. C. Rockwell, B&B carpenter, is the grandpa.

Among the winners in the Mason City Christmas lighting contest were Mr. and Mrs. A. J. Peters, who won first place for their district in the \$10 group.



Phyllis Ann Ruetschle, a fair visitor from Manchester, England, who recently joined the force of the supervisor of payroll taxes at Fullerton Avenue, Chicago. Phyllis plans to make her home in the United States: "In the short time I have been here I have had good reason to respect and admire this country and its people." (Photo by J. A. Strohmeyer, correspondent, Fullerton Avenue.)

The Milwaukee Magazine

Sanborn-Rapid City

Albert J. Gall, Correspondent

R. R. Miner, Jr., who has been working at Mitchell for the past few months has gone back to Canton on his regular job.

C. L. Evers of Murdo has bid in the operator's job at Mitchell.

A. W. Parker, roundhouse foreman at Mitchell, spent Christmas at Sanborn with his wife.

E. H. Platt, chief dispatcher at Mitchell, is back on the job after a few months' absence account of illness.

Mrs. Jim Johnston, wife of machinist helper at Mitchell, is in the hospital.

Perry Paullin, Mitchell roundhouse machinist, is back from the hospital after spending some time there; expects to be back on the job shortly.

Ed Hutzenbuehler, night roundhouse foreman at Mitchell, became a grandpa on Dec. 23 when a son was born to the Ed Hutzenbuehler, Jr., family. Ed Jr. is a fire-knocker at Mitchell.

Some very nice comments were heard at Mitchell about the carol singing in the Chicago Union Station during the Christmas holidays.

Sioux City & Western Branch Lines

Wellington Fox, retired conductor, died at a Sioux City hospital on Dec. 1 after a long illness. He is survived by two sons.

Harry Magden, 72, electrician helper at Sioux City roundhouse, died of a heart seizure while at work on Nov. 22.

Veteran Electrician H. J. Palmer, Sioux City roundhouse, retired on Nov. 1.

Oscar Larson, car foreman at Sioux City, is a patient at St. Joseph's Hospital at this time.

E. L. Athon, retired conductor, who suffered a stroke recently, has recovered sufficiently to be up and around again.

H. L. Hoskin, retired chief dispatcher, and wife are visiting friends at Sioux City at this time. Harry certainly looks fine and is enjoying his retirement at Long Beach, Calif.

William Lagan is the new assistant agent at our Sioux City stock yards office.

Frank Griller has taken the position of ticket clerk at Sioux City formerly held by C. A. Foote who received an appointment as city passenger agent.

Leonard Lonseth, former tariff clerk at Sioux City freight house, is the new chief clerk in the office of DF&PA, replacing E. L. Johnson who was appointed city freight agent.

John Kvidahl has been appointed pump repairer, taking over the territory formerly held by John Traug.

Mrs. C. J. Keane, widow of retired conductor, died at Sioux City on Nov. 18.



For he's a jolly good fellow . . . Charles Crikelair, rate clerk in the freight auditor's office in Chicago (center), who retired on Dec. 31, receives the good wishes of the force as extended by Freight Auditor William H. Nickels (right) and Assistant Auditor Arthur E. Peterson. A report of the retirement party in Crikelair's honor will be found in the freight auditor's office news. (Photo by J. A. Strohmeyer, correspondent, Fullerton Avenue.)

CHICAGO GENERAL OFFICES

Passenger Traffic Department

Roy H. Huntsman, Correspondent

A grand time was had by all who attended the annual reservation bureau Christmas Party on Dec. 10. Mary Mitchell made a very fine hostess and a great deal of thanks is due her for her efforts. Also, thanks to John Markee who served the guests, and to Mr. and Mrs. Scott at whose home the party was held.

George Gloss has been appointed to fill Ralph Klotz's position and John Dunne was promoted to Gloss' position. Promotions were also received by Ray Freitag, John Semmlow, Bob Chermak and Clyde M. Deacon. F. C. Sullivan is now at the city ticket office and Yours Truly is cashier in place of Deacon.

Bill Marsh and Art Dreutz of the reservation bureau were both hospitalized for minor operations recently, but are back to work again.

R. W. (Ray) Myles of the advertising department has been kept busy sending out the decks of playing cards sold through the advertisement in the Magazine and radio stations. He has been assisted by E. L. "Bud" Wiemann.

It never occurs to a boy of eighteen that some day he will be as dumb as his father.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Florence Noeth, waybill filing bureau, who has been on leave of absence due to illness, is much better and expects to return to work shortly.

Shirley Zellner of the accounting machine bureau was married Dec. 3 to Tony Crement of the tariff mailing office, second floor. Office friends presented them with a beautiful quilt and a toastmaster.

Shirley Lenz and Fred Meyne, who were in an auto accident recently, are both on furlough and convalescing.

Corinne Black, waybill filing bureau, received a beautiful engagement ring on Christmas eve from Louis Skibicki, clerk in auditor of equipment accounts, fifth floor.

Robert M. Franks, old-timer, who celebrated his 90th birthday last Sept. 1 and who retired some years ago, fell at his home on Dec. 23 and was taken to a Rockford, Ill., hospital.

George Wanland, interline bureau, resigned Dec. 30 to take up work as a tree surgeon at San Diego, Calif. Mrs. Wanland will be remembered as Dorothy Larson who formerly worked here where she and George met.

James Murrin, review bureau, left for Denver, Colo., Dec. 28, to visit his daughter, Mrs. Louis Hehr, who along with her husband is an editorial writer for the Register System of Catholic Newspapers.

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Lillian Stefani, known as Lillian Graves when employed here before her marriage, gave birth to an eight-pound baby girl on Nov. 7. The baby's name is Patricia Jean.

James P. Pauls, foreman of the city water department men installing connections for a sprinkler system in the Fullerton Avenue building, called on us on Dec. 21, asking for some oldtimers who worked in the freight auditor's office when Robert S. Douseman was freight auditor and the office was located in the Old Colony Building away back about the turn of the century. We tried but were unable to find anyone who knew him or worked in the freight auditor's office at that time.

A gala evening was spent by 34 men in bidding farewell to Charles Crikelair, retiring employe of the rate revising bureau. The affair was held at Math Iglar's Casino on the evening of Dec. 29. Many were the speeches telling of what a good fellow Charles is. Following them singing was led by Fred Miller. Edward A. Ludwig, chief clerk, was toastmaster.

Bowling report per Al Gerke, secretary: The Christmas prize winners were Greszczak, Kelly, Donisch and Peterson. The Fisherman team now leads the parade. However, other teams are in hot pursuit and anything is possible as to getting and maintaining first team place.

The 26th annual tournament of the American Railway Bowling Association will be held at Uptown Bowl, 4812 North Clark Street, Chicago, on April 15, 22 and 29, and the Sundays of April 16, 23 and 30. Reservations should be made early.

Engineering Department

Doug Rieser, Correspondent

Eight pounds of happiness arrived at the Rich Hamilton home when their little girl was born on Dec. 28.

Don Stearns, along with Charlie Vosburg and Tom Regan, did quite a bit of studying at Cy Svinicki's this fall in preparation for the Illinois state architect's examination.

Don must have read between the lines while studying, as he was married on Dec. 17 to Monica Svinicki, Cy's sister. The newlyweds will be home to their friends at 2026 N. Sheffield Avenue in Chicago.

We extend our sympathy to Fred Yeaton whose wife passed away on Dec. 18; also, to Holger Johnson whose mother-in-law, a member of his family circle for many years, passed away last month.

Here's wishing everyone a very happy and successful New Year.

John: "How is it you don't like girls?"
Tom: "They're too biased."
John: "Biased? What do you mean?"
Tom: "It's bias this and bias that until I'm flat broke."



Mary Rita O'Malley, a newcomer to the computing bureau at Fullerton Avenue, Chicago, hails from County Mayo, Ireland. She came to the United States about a year ago and studied comptometry at night school while working as a messenger in the office of the auditor of passenger accounts. (Photo by J. A. Strohmeyer, correspondent, Fullerton Avenue).

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

The two and a half-year-old daughter of Kenneth Giblen, formerly of our office, who is a victim of leukemia was brought home from the hospital early in December with little hope for recovery and so was given an early Christmas observance. Many of us joined in sending her cards of cheer.

Congratulations were extended to Mamie Dahlman on Dec. 2 and to Carl Denz on Dec. 7 when both were advised of the arrival of new grandchildren.

Sympathy was extended to Hannah Magnuson in the loss of her father on Dec. 13.

Lorraine Jarzombek displayed her new engagement ring on Dec. 12. Bernice Wise has been wearing one also since Christmas.

Grace Kalish was an office visitor on Dec. 28 with her five-month-old daughter. On Dec. 29 Alvera Struck also visited with her five-month-old daughter.

The year ended very pleasantly for Harry Kester whose office friends presented him with a wristwatch and a poinsettia plant on Dec. 30, to commemorate his 30 years of service.

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

The glitter and sparkle of the holiday season was enhanced for the following girls when they received diamonds from their respective Santa Claus: Shirley Kotwasinski of the mail desk, Trudy Pacholski of the typing bureau, Elsie Haas of the fuel bureau, and Corinne Black, formerly of our office who is now with the freight auditor's force.

Additions to Santa's Christmas list included boys who arrived at the homes of Freda Wysocki and Doris Early, both formerly employed in the computing bureau.

A not so pleasant Christmas was experienced by Marge Roberts of shop time-keeping who fell on the ice and broke a wrist on Dec. 22.

The big smile on the face of Frank Frick of the material bureau is due to the fact that his offspring John (Bosco) was awarded the annual trophy as the most valuable football player of the Chicago Catholic elementary schools during 1949. Pop just grins and says, "Chip off the old block."

Carl (Pete) Peterson of the payroll bureau who has been ill for several years retired recently on his 65th birthday. Jane Mulholland has also decided to call it quits and make Florida her home. The best of wishes for good luck went with both of them.

December vacations were enjoyed in warm climates by Grace Grall who went to Texas, and by Viola Zechlin in Arizona. Irene Hughes preferred the bracing air of Ada, Minn.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

The Christmas luncheon of the Service Club was held Dec. 20 in the Y.W.C.A. banquet room with 130 present. John Andrews presided and introduced the guests. Many former employes now retired attended. Two distinguished guests were Joshua Green, the Milwaukee Road director, and Arthur W. Faragher, vice chairman of the National Bank of Commerce.

Mr. Green was called upon for a talk. In the spirit of Christmas he presented a check for \$100 to Mrs. Larry Dugan, newly elected president of the Women's Club Chapter, to carry on the club's welfare work.

Mr. Faragher, also called upon for a few words, recalled his early association with The Milwaukee Road, having been employed by the Milwaukee in 1908 and serving in various departments, including the accounting department, engineering depart-



ment and the vice president's office. He left the latter office to start his banking career.

The sum of \$56.50 was collected at the luncheon and given to a representative of the Post Intelligencer for its fund for the needy.

Betty Jensen of the auditor's office returned from Enumclaw after the Christmas holiday wearing a beautiful diamond solitaire on her left hand.

Virgil Glosup, former division engineer on the Trans-Missouri, has been transferred to Seattle as principal assistant engineer. Mr. Glosup started his railroad career with the CRI&P as chairman and engineer at Amarillo, Tex. He came to The Milwaukee Road Jan. 1, 1928, as rodman and instrumentman, located at Savanna, Ill., and served in various engineering positions at Chicago, Aberdeen, S. D., Miles City and Butte. He was appointed division engineer of the Trans-Missouri in June, 1943.

Sympathy is extended to the family of Harry Sievers, chief clerk in auditor's office, who passed away on Dec. 15 after a short illness. Mr. Sievers started with the Milwaukee Land Company in Chicago in 1918, coming to Lines West in October, 1928, as chief clerk in the auditor's office, the position he held until his death.

Terre Haute District

T. I. Colwell, Correspondent

Sympathy is extended to A. R. Retter on the death of his wife on Dec. 13. Mr. Retter has been employed at the Indiana Wood Preserving Company in Terre Haute for a good many years as a representative of our railroad.

Charles A. Secrest, retired conductor, passed away Dec. 9 at the age of 71.

Messenger Mahlon Ellingsworth was ill at his home in Terre Haute during most of December. Sam Whitaker, formerly employed at the freight house, is taking care of Mahlon's duties during his illness.

Mrs. Robert Reed, wife of instrumentman, who was hospitalized at Terre Haute, was released just before Christmas and is now recuperating at home.

Jesse Mann, operator on the swing job at Webster, has been at the Mayo Brothers' clinic for a checkup.

F. R. Jones, agent at Seymour, Ind., has been ill for some time and has been in the Veterans' Hospital at Indianapolis.

A. L. Burt, retired assistant engineer, and Mrs. Burt will leave Terre Haute early in January for their annual vacation in Florida. They will return about gardening time.

Division Freight and Passenger Agent F. W. Baker spent the Christmas holidays in Kansas City with his daughter and new grand-daughter. Mrs. Baker, who has been in Kansas City since Thanksgiving Day, returned home with her husband.

Conductor J. M. Vincent made his last trip on Nov. 25 and retired on Nov. 30. We wish "Mitch" a long and happy retirement.

Trainmaster Paul Bridenstine, his wife and two young sons, now located at Morbridge, S. D., were in Terre Haute for a week in December to visit with their friends here.

Cale C. Craig, known as "Doc," is one of our young retired conductors. He retired in 1943 at the age of 72. "Doc" has been spending all of his winters since his retirement in Mexico—his favorite haunts are Guadalajara and Oaxaca—and he writes us letters and sends us cards, all of which contain very interesting material. In a recent letter he told us that he has been experimenting with some new Mexican dishes. So far he has eaten alligator, cat, iguana, a species of rat, and fried grasshoppers. He says this food is not bad, with the exception of the fried grasshoppers, that he doesn't go back for "seconds" on the "hoppers."

A friend of ours decided to reform. The first week, he cut out smoking. The second week, he cut out drinking. The third week, he cut out women. The fourth week, he cut out paper dolls.



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West Clinton Area

Earl H. Lehman, Correspondent

Charles A. Secrest, retired conductor, 71, died on Dec. 1 at his home in Terre Haute. He had been employed at West Clinton and Terre Haute for about 22 years. Sympathy is extended to Mrs. Secrest.

Car Department Employee Wayne Thomas and Miss Judith Trover were married on Dec. 12.

Clerk Barney Troglio obliged his friends by acting as Santa Claus at the Legion Home at Christmas time. As the story goes, the youngsters were frightened by Santa. Was it his feet or his eyes?

Robert Stewart, retired conductor, was in a Detroit hospital for treatment the latter part of December.

Miss Jean Botner, daughter of Carman Helper Paul Botner, was hospitalized in December for an appendectomy.

Mrs. Mabel McReynolds, wife of Conductor S. E. McReynolds, returned to her home the latter part of December after a serious illness in the hospital. We are glad to report that she is well on her way to recovery.

Conductor Fred Burgess and wife are enjoying the new Mercury they purchased in December. It really is a beauty.

Conductor and Mrs. Glenn Ferguson are the parents of a fine baby boy, named David Bryant, born on Dec. 17.

Johnny Maloney, seven-year-old son of Conductor and Mrs. J. L. Maloney, was very ill just before Christmas.

Safety Inspector Otto Stainer, assisted by Trainmaster O. L. Clawson, held the last safety meeting of the year on Dec. 20. Over 25 were present.

Store Helper Elishia McDonald and Machinist Stanley Reed traded cars last month. It looks as if "Lish" is lost without his truck, but his big police dog, "Buster," still rides in it.

Conductor and Mrs. C. H. Doane recently attended the wedding of their son, C. H. Doane, Jr. "Tuny" has many friends here who extend their congratulations.

Mrs. Ona Dagley, mother of Brakeman L. P. Dagley, was seriously ill during December. We are glad to report that she is improving.

Sympathy is extended to Conductor J. L. Maloney in the recent death of his mother. "Morgan David" is the name given the son born to Conductor and Mrs. M. W. Kyle on Dec. 22.

Sympathy is extended to William and Courtney Cartright in the death of their mother, Mrs. Caroline Goucher, on Dec. 24.

H. J. Kutch, retired conductor, and Mrs. Kutch spent the early winter months in Hot Springs, Ark.

Telegraph Operator Joseph Wright retired on Dec. 31 after many years of service. It

is with regret that we lose Joe as a co-worker, but we hope that he will really enjoy the leisure days ahead.

Mrs. Madeline Cook, wife of Machinist Ernest Cook, suffered severe burns on Dec. 24 when a stove exploded in their home. Their four-year-old son was burned slightly on both arms. The kitchen was totally destroyed.

Car Oiler Frank Hunnicutt is seriously ill as this is written. It is hoped he will soon be well again.

Retired employees in this area include the following names: Conductor Thomas Seay, Engineer Jesse Davis, Carman Bobb Dunkley, Conductor George Bain, Engineer Edward Acton, Sectionman Matt Frost, all of Clinton, Ind.; Conductor Robert Stewart, Carman Irwin Good, Brakeman Henry Glass, Carpenter Homer McMillian, Conductors C. C. McBride, Conductor Ben Connor, Conductor Mack Chambers, Brakeman Clora Emmons, Conductor Herman Kutch, Conductor J. B. Nelson, Roundhouse Employee Frank Stout, Roundhouse Man John L. Brooks, Carman Reginald Foltz, Roundhouse Employee Thomas Underwood, all of St. Bernice; Harley Ragle, Sr., bridge foreman at Danville, Ill.; Cassius Campbell, carman helper at Dana, Ind.; Conductor C. N. Blake, Elm Street, and Conductor William Southard, both of Clinton, Ind.

This reporter and wife spent Christmas day with their grandson Michael and his parents (Stockman Alvin Reed). Paternal grandparents, Engineer and Mrs. Ora Reed were there. Madge said she could expect anything after the basketball landed among the dishes and in the coffee cups!

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Since the last report from these parts we lost two division veterans—J. L. Thouvenell, 56, agent at Tomah, Wis., and P. J. McBride, 79, retired locomotive engineer of Portage. Mr. Thouvenell suffered a heart seizure on Nov. 28 and passed away. He was a veteran of World War I and leaves his widow and four children. Burial was at Tomah, with Masonic rites. Retired Engineer McBride passed away on Dec. 6 due to a heart seizure. He retired in April, 1941, after 54 years of service, 51 of which he served as an engineer on this division. He was born in Ireland—County Sligo—and came to the United States at the age of two when his family settled on a farm near Portage. Surviving are his widow, two sons, two daughters, and two grandchildren. Burial was in St. Mary's cemetery at Portage. These two employees were highly esteemed by all of us as being



Anton Menzia, lumberman in the Abernethy, S. D., store department, who retired recently, enjoys his leisure with his three grandsons. They are, left to right, Michael, Timothy and David Zerr, sons of West H&D Division Conductor Frank Zerr.

good railroaders and good neighbors. We will miss them from our ranks.

"Shorty" Sherrod, after carting his trusty shooting iron through the woods for several years and coming home skunked, finally bagged his deer this year. Signal Supervisor John Elletson ("Red" to you) got his deer also.

It's about time some jigger invented atom heat, if we are to have coal strikes, etc., and wood is way out of sight. It hasn't been cold here yet, at least according to the old timers, who say it isn't cold until your shoes freeze to the floor.

Second District

H. F. Ogden, Correspondent

Brakeman E. O. Kiefer, on the Cannon Falls line, cites an instance where courtesy paid dividends. Pulling into Red Wing about midnight recently, the mixed train collided with a local delivery truck. When everything had come to rest, the crew found the truck jammed against the side of the engine tender. The crew and the driver joined forces and lifted the truck to one side so it could be driven away. The driver was so pleased with the help that a day later the crew had a box of cigars waiting for them on their return from a run.

I regret to report that Earl B. McMinn, train control inspector, who suffered a stroke on Sept. 20 passed away on Nov. 25. He was born on June 29, 1889, in Burlington, Ia. He began engine service in 1906 and in 1907 transferred to the Des Moines Union Railroad. In 1908 he became a fireman with the Milwaukee Road and served in that capacity for a good many years. He was later promoted to engineer and in 1925 was appointed train control inspector.

Allice Hovind, secretary in superintendent's office, spent a week of vacation in Texas in November.

Willard T. Chevallier, civil engineer: "There are two sources of business: the competitive, when you try to get your share of what business there is; and the creative, when you try to get business that no one else would get."

Third District

M. G. Conklin, Correspondent

Friends of R. C. Hempstead, division master mechanic, who retired as of Jan. 1 hope he will continue to make frequent visits to this division, and extend their best wishes for a happy retirement.

We also hope that A. F. Ludington, traveling engineer, who is returning to engine service at his own request as of Jan. 1, will come up this way often.

Mr. and Mrs. Cecil A. Parkin and grand daughter, Doris Parkin, who is attending high school in Wausau spent Christmas day with their daughter and son-in-law, Mr. and Mrs. Donald Clark, in Green Bay. They were joined by their son and daughter-in-law, Mr. and Mrs. M. T. Parkin of Hilbert, Wis.

There were 18 present at the traditional family reunion held at the home of Section Foreman Charles Strassman at Merrill on Christmas day. Guests included relatives from Wausau, Milwaukee, Tomah and Merrill.

Mrs. John Schultz spent the Christmas holiday with her son Roger and family at Escanaba, Mich.

Mrs. Frank Matthies has left for California where she will spend the winter. Mrs. Sam Ash will also spend the winter in California. Mrs. B. F. Enckhausen has also left for a warmer climate. She will go to Florida for the winter after visiting in Boston, Mass.

Mrs. Agnes Loomis passed away on Nov. 27 after a long illness. Funeral services were held in St. Mary's Catholic Church at Wausau; burial in Roselawn Memorial Park, Wausau. Surviving are her husband, S. J. Loomis, veteran conductor of this division, five sons, three daughters and fourteen grandchildren.

Charles Miller, veteran engineer who retired on account of disability in December, 1948, passed away on Dec. 12. Funeral services, which were attended by many of Mr. Miller's former co-workers, were held from the Bethany Lutheran Church at New Lisbon with interment at Tomah, Wis.

We are sorry to report the death of Mrs. Harry N. Norenberg, wife of Section La-

bore Harry Norenberg, of Tomahawk, Wis. Death occurred on Dec. 23 as a result of injuries received on Dec. 22 when she was struck by a car on Highway 51 near the city limits of Tomahawk.

Mrs. Fred Zimmerman, 60, of Merrill passed away on Dec. 21 after a long illness. Funeral services were held in the Schram Funeral Home at Merrill with the pastor of St. Stephen's Evangelical and Reformed Church officiating. Mrs. Zimmerman is survived by her husband, a retired section laborer, three daughters, two sons and seven grandchildren.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

Robert Bagnus who works on the section at Milbank has a hobby that is fast becoming a problem. He makes model railroad equipment and at the present time has assembled over 40 freight cars, a couple of engines and various other equipment. Everybody is standing by, waiting for the time when he goes into operation but Bob's problem is this: He still hasn't found a place to get up shop and so far he hasn't been able to talk his folks into moving out of the house.

The latest to pull out for the sunshine country are Engineer Ed Nemitz and his wife. Others who are already there are Engineer Hank Adamson and his wife who will spend a couple of months with the sons and daughters scattered around California. Retired Conductor "Inky" Burns and his wife are enjoying the warmth of Texas and Si Kelly, of course, keeps writing about Florida sunshine. Engineer Krum also has his nose pointed south, and Conductor Nichols was heard to say recently, "When I get to Virgil's in California . . . Pretty soon there'll be only a few frozen folks left up here to keep the Milwaukee trains moving."

We're sorry to hear that John Dangel is in the Veterans Hospital in Sioux Falls, S. D., at the present time. He has been



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agent at Roscoe and formerly was one of the "Monte" gang, having been operator here.

F. G. Brown of Calgary, Can., was around visiting with old H&D friends lately, after being a retired engineer for several years.

D & I DIVISION

First District

E. Stevens, Division Editor

New arrivals in the Milwaukee family: A son, William Francis, in the home of Assistant Superintendent McGinn at DuBuque on Dec. 4; Trucker Wilson Allen, Savanna, welcomed a baby girl on Dec. 5.

Engineer and Mrs. Lloyd Kuntzelman became grandparents in record time when Cynthia Louise arrived at the home of their son Robert on Dec. 29. On the same day a son, Kenneth Edward, arrived at the home of their younger son, William, also of Savanna.

J. R. Slater, roundhouse foreman at Savanna for many years, passed away at his home in Glendale, Calif., on Dec. 11. Mr. and Mrs. Slater made a trip to Savanna from California during November and Mr. Slater was hospitalized at that time. Surviving are his widow, son Robert and two grandchildren.

Walter Whitney, janitor at the depot in Savanna, passed away on Dec. 5 at the home of his daughter following an illness of many months. Walter entered the service of the railroad about 30 years ago as a carpenter, taking over the janitor work at the depot in 1937 and retiring a year ago. Surviving are two sons and three daughters.

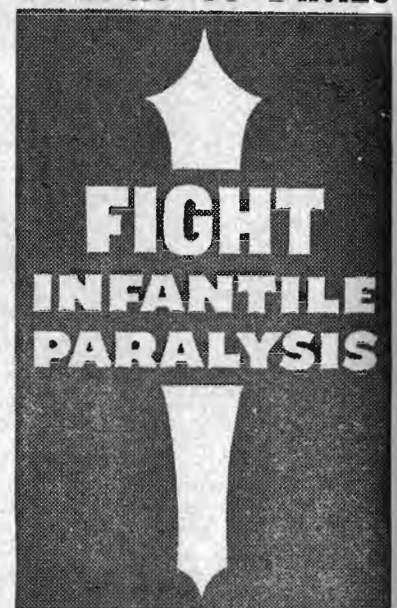
Joseph Shedeck, father of Iowa Division Brakeman Leroy Shedeck, Savanna, passed away at his home in Oxford Junction on Dec. 7. Mr. Shedeck had retired from railroad service just six weeks prior to his death.

On Dec. 15 a little lady named Laura Suzanne arrived in the home of Iowa Division Brakeman and Mrs. F. A. Barton, Savanna, son-in-law and daughter of Superintendent J. H. Stewart.

Mr. and Mrs. Robert P. Almquist (mechanical department), Savanna, are the parents of a daughter, Marva Jean, born on Dec. 31.

Edward Booth, retired B&B department employe, celebrated his 93rd birthday on Jan. 3. Mr. Booth now lives in a nursing

MARCH OF DIMES



JANUARY 16-31

home in Savanna and, although he gets around with the aid of crutches, still makes occasional visits about town.

Mrs. Henry A. Becker of Bensenville, Ill., wife of Brakeman Henry Becker of the D&I first district, has returned from Memorial Hospital, Elmhurst, Ill., where she had been a patient for five weeks. She wishes to thank those who sent flowers and cards and visited her while she was hospitalized. The Beckers' oldest son, Ralph, with his wife and son George, spent Christmas with his parents. The Ralph Beckers live in Chattanooga, Tenn.

Quad Cities Area

Marion L. Arnold, Correspondent

We regret to report the death of George H. Hull, retired freight agent, on Dec. 3 after a week's illness. Mr. Hull retired two years ago after 56 years as an agent for our Road. He was senior agent in this area. He visited this office frequently and will be missed by his friends. Funeral services were held in Hill & Fredericks Chapel. Survivors are his wife and a daughter, Mrs. E. Braack.

Two car department employes enjoyed their vacations over the holiday period. Lyle Norton spent his vacation at home while J. F. Klingler visited in Charleston, S. C., with his son. It is reported that he hunted wild turkey in South Carolina as he does not like our domestic bird.

A Christmas party was held by employes at the East Moline freight office on Dec. 23. The girls served a dinner at noon and there was a gift exchange later. Freight house employes at Davenport enjoyed the refreshments served them on Dec. 23, also.

One of man's greatest "inventions" was the corporation. It enabled large numbers of people to pool their savings and thus provide the large sums of money needed to set up big plants. And only in large plants can automobiles, radios and many other things be made at prices many people can afford.



Engineer Leon Prall, H&D Division, visits with his daughter, Mrs. Baker, and granddaughters Lana and Bonnie on a recent vacation trip to Los Angeles.

COAST DIVISION

Harry W. Anderson, Division Editor

Congratulations are in order for Trainmaster R. E. Fairfield on the arrival of a baby girl, who has been named "Bonnie." Girls seem to be a specialty in Dick's family, Bonnie being the fourth, and strangely enough, three of the girls were born near the Christmas holidays, which makes gift buying a sort of double feature in his family.

Esther Delaney, who is relieving on Rose Hare's job while she is visiting in the East, was notified on Dec. 20 that her niece had been killed in an automobile accident and her niece's husband had been severely injured. They were motoring from California to Iowa to spend the holidays at home when the accident occurred. Esther and her husband attended the funeral in Dubuque, Ia.

Although the Hyak ski lodge was completely destroyed by fire, ski enthusiasts will still be able to enjoy the winter sports, for workmen are hurrying to put up temporary accommodations and it is expected to have everything in readiness for the operation of the ski trains.

Yardmaster H. W. Montague finished up the year by taking a vacation trip to California.

Tacoma

R. A. Grummel, Correspondent

Gerald G. Dixon, locomotive engineer, retired on Dec. 18. He had been with the Road since the summer of 1910 when he went to work in the Seattle roundhouse. On Dec. 4, 1910, he made his first firing trip and he was promoted to engineer in 1919. Before coming to the Milwaukee he helped to construct the right of way for the SP&S, and also the Milwaukee Road in 1908. From 1908 to 1910 he worked on logging roads in railroad service as brakeman, fireman and engineer.



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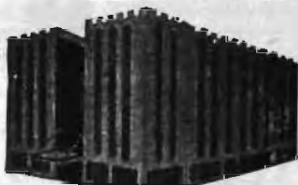
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father of Ticket Clerk Glen Russell, Tacoma passenger station, were held on Dec. 4. Mr. Russell came to Tacoma from Vermont in 1904 and died at the age of 94. He was active to the end and had a small ranch at south 96th and Canyon Road, Tacoma. Mr. Russell was lamp-tender for the Milwaukee at the Black River junction for 10 years and also served for four years as flagman at the 11th Street bridge.

Your correspondent is happy again over our department's safety record for 1949, which proved to be a clear one. I understand that the safety record showed an improvement in 1949 over our entire system, but greater improvement can be made with the co-operation of every employee — and the New Year provides a new opportunity for greater progress in safety.

Seattle Yard

F. J. Kratschmer, Correspondent

Our sympathy is extended to Machinist Charley Balch and family on account of the death of the father at Port Angeles on Dec. 5.

Conductor Joe E. McCammon and wife spent part of the winter traveling through the South. They visited in Florida and New Orleans arriving back in the Northwest shortly after the new year.

Bernice Clausen, clerk in the track department, returned to work on Dec. 5 after several months' leave of absence.

Melba Batson, clerk in the car department, started on a belated vacation on Dec. 16. Carman Harry Jones also took his vacation the last two weeks of December, making a trip to Spokane and eastern Washington.

Locomotive Engineer Joe Kemp of the Tacoma local retired on Jan. 1 after more than 47 years of railroad service. Joe started railroading with the Rock Island in 1902, and had been with The Milwaukee Road since 1906, having service on the Iowa and the Coast Divisions. He will make his future home on Spanaway Lake near Tacoma.

Yardmaster A. L. McDonald and wife left on train 18 the night of Dec. 21 for Minneapolis, where they visited and spent Christmas with their daughter. From there they traveled to Chicago and Milwaukee.



returning to Seattle shortly after the first of the new year.

George Dolan of the roundhouse is the recipient of a gift certificate on a Yokohama, Japan, department store, sent by his son George who is now in Yokohama. All George, Sr., has to do now is to send his measurements or size to the store and he will receive a new suit of clothes, shirts or what have you, all the way from Japan.

Helper Ray Holmes of the roundhouse force spent Christmas with his daughter and grandchildren in Ferndale, Wash.

Switchman Lyle A. Roberts was found dead in his room in the Stacy Hotel on the morning of Dec. 19, evidently having been overcome by gas. The assumption is he turned on his gas stove to heat the room. The cold snap which hit Seattle that morning evidently reduced the pressure to a point where the store went out. Funeral services were held on Dec. 23 at the Home Undertaking Company, Seattle. He is survived by three sisters and two brothers. Our sympathy is extended to the bereaved ones.

Bernie R. Johnson, Jr., was acting yardmaster during the recent absence of A. L. McDonald who took a trip east.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Elizabeth Mahoney, stenoclerk in the OS&D department, was married on Dec. 18 to Floyd Rasmussen of the U. S. Army, now stationed at Fort Lawton. Betty has been with the Milwaukee for the past five years and is the daughter of Mrs. Mahoney of Butte. Floyd recently returned from a two-year stay in Japan.

Mabel Goldie spent the Christmas holidays with her folks in Deer Lodge, Mont. Her sister Ann of the general manager's office accompanied her.

Look out, Texas, here we come! Mrs. Maurine McDonald, our zone clerk, and her yardmaster husband left shortly before Christmas for Minneapolis where they spent the holiday with Mr. McDonald's folks. Then on to Texas for a visit with Maurine's people. They will be back in January. Ida Zehnder replaced Maurine as zone clerk and Mina Dow relieved Ida in the OS&D department.

Mrs. C. W. Rowe and daughter Marion are spending a few weeks visiting in Salem, Ore. Mr. Rowe is chief engineer of the tug Milwaukee which operates our barge lines between Seattle and Puget Sound points.

The Milwaukee Magazine

Word has been received that Mrs. Roy F. Rader has sold her home in Enumclaw and has moved to Puyallup. Mr. Rader died about a year ago.

Mildred Fatters was called to Walla Walla on Dec. 3 on account of the death of her uncle.

Larry, a seven-pound boy, arrived at the home of Mr. and Mrs. John Holtum of Everett on Dec. 22. This makes No. 3, as their twin girls arrived about two years ago. Grandfather Stanley and Grandmother Nellie of the OS&D department are proud people right now.

We are glad to announce a steady improvement in the health of Charles McKean, our zone clerk. He has been confined to his home on account of illness for the past two and a half months.

Albert S. Howes, chief engineer of our oil tank farm, spent the remainder of his vacation in Portland, Ore., and at Vancouver, B. C., during the Christmas holidays. His duties were handled by Assistant Engineer Lloyd Durdeen and balance of the crew.

Mrs. Otto Geelhart, widow of former section foreman, and daughter have moved from Bayne to Enumclaw. Bayne will not be the same without a Geelhart there. Otto died several years ago. He was the father of Roadmaster Cecil Geelhart of Tacoma.

Mrs. Anna Catherine McNally, mother of OS&D clerk Mina Dow, died on Dec. 4. She had been a resident of Seattle for many years.

William K. Snyder, retired clerk, and wife spent their Christmas holidays in Merced, Calif. Your correspondent remembers Merced very well, as the only time he was there it was 116 degrees in the shade, and very little shade at that. But that wasn't in December.

Arnold M. Weslow, barge captain of our marine department, has been confined to the Marine Hospital on account of an appendix operation. He is reported as getting along nicely.

Charles D. Mitchell, 94, a veteran of 62 years with The Milwaukee Road, died at his Pacific Highway home in Seattle on Dec. 19. He was a native of Milwaukee, Wis. As a locomotive engineer he served on the Milwaukee Road run between Ottumwa and Davenport, Ia., for more than 25 years. He retired in 1937 and moved to Seattle four years ago. He was a member of Empire Lodge No. 269 A.F.&A.M. in Ottumwa and of the Brotherhood of Locomotive Firemen and Engineers. Surviving are three sons, James W. and Charles E. of Seattle and Wayne E. of Milwaukee, a daughter, Mrs. E. R. Bowlin of Des Moines, a sister, Mrs. M. W. Twitchell of Seattle, four grandchildren and one great-grandchild.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Division Storekeeper George A. J. Carr is confined to the City Hospital in Savannah, Ill., at this time.

Mary Louise Stibor is the new daughter of Walter and Louise Stibor, of the district storekeeper's department; weighed in at six pounds eleven ounces on Dec. 10 at the Milwaukee Hospital. Both Walter and Louise are taking night courses in baby sitting without any compensation other than the joys of parenthood.

The On Wisconsin bowling team com-

pleted the half season in third place with a team average of 858. John Rogutich holds the league high average with 191. The team consists of Bill Smith, George Voth, Walter Schindler, Sig Powalisz and Captain Jerry Meyer.

Carl Lange, of the passenger store, underwent an operation on Nov. 23 and is con-

Roy Baker, division storekeeper, is confined to his home with a throat infection at this time and had to miss one of the Service Club's outstanding affairs.

Tom Devereaux, retired, formerly in the Diesel store, died on Dec. 28. He was born on March 16, 1869, in Waukesha, Wis., and was first employed as a machinist

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valancing at home. He was expected back at work around Jan. 3.

George Schwartz, of DSK office, acquired a daughter on Dec. 7 at St. Luke's Hospital, weight of five pounds two ounces. Deborah Jean is the name of the new addition.

Elaine Knapp, our former baseball star, is undergoing treatment at the West Side Hospital at the present time.

helper on March 10, 1919. His service date with the store department was Sept. 18, 1924. He had been on sick leave since Feb. 21, 1949, and retired after it terminated. Tom was a conscientious employee who enjoyed doing his work well. He is survived by his widow, two daughters and five grandchildren.

Stockman Howard Lyons of the signal store is confMichael SolCollectionwe are



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hoping for his early recovery. He was presented with a Christmas gift by the employees of all departments in the Milwaukee terminals. He is a brother of Gene Lyons, division storekeeper in the Chicago terminals.

Locomotive Department

Leone Schneider, Correspondent

Sympathy is extended to the family of Edwin Houk, who died recently as the result of a fall on a slippery walk. Mr. Houk retired about 10 years ago after working for 30 years as a molder in the foundry.

Maurice Sayers, widely known Milwaukee boxer around 1900 who worked in the locomotive department for about 27 years after leaving the ring, passed away recently following a heart ailment.

We will miss the little visits from Laborer Frank Dille. He passed away suddenly shortly before the holidays.

Sympathy is extended to Ray Skiha whose sister passed away suddenly. Ray is a clerk in the SMP office.

Car Department—Office of Shop Superintendent

George E. Fiehrink, Correspondent

Mrs. Vincent O. Freihoefer, wife of clerk-typist of this office, is reported as successfully recovering from an operation performed on Dec. 8.

Mr. and Mrs. A. M. Guschl returned recently from a brief stay in St. Petersburg, Fla. Sky and Mom spent a few days of their vacation there before returning home for the holiday season. They weren't even tan when they returned. It may be that they ventured out only at night.

Winter was officially welcomed at Milwaukee on Dec. 22, with snow and cold weather, but Al Boettcher, assistant air-brake foreman, welcomed something quite different. You see, Al became a grandfather on that day, to a six and one-half pound girl.

Mrs. Walter Rosenthal, wife of our upholsterer friend, has returned from a trip to Syracuse, N. Y. She visited her grandchildren there during the holiday season.

The freight car department Unit 3 held a meeting some time back and came up with a new set of officers. They are Harold Hoferer, new chairman, Fred Galbrecht, new vice chairman, and Tony Teisl, new secretary-treasurer.

We missed the gay smile and cheerful grin of Elsie Potter, steno in this office, for a few days recently. Elsie had a minor operation performed and returned to work looking her very best.

Electrical Foreman Joe Kolanda had a very pretty Christmas tree this year, only there was one thing about it that caught my attention. It seems that after it was all trimmed and lit the tree didn't like the position in which Joe had placed it and when the family awoke the following morning, they found it on the floor. To straighten the matter out, Joe bought new ornaments, lights, and a few feet of wire. The wire, he tied to the tip of the tree, and then nailed it to the cove moulding on the ceiling of his parlor.

From the Wild West came a story that someone had started a new antique shop in Pewaukee, Wis. As I am somewhat of a collector, I had to see this place. Well, the way it turned out is this: There is no new antique shop in Pewaukee—that's the building Harvey Klind put up to house his car.

We extend a welcome right hand to Will Weatherall on his return to the passenger car department as carpenter foreman. Will was over in Davies yard for a spell.

I want to wish everyone on the railroad a heartfelt new year. Not only a happy one, but a safe and healthy one as well.

"Only the Golden Rule will save this country—not a rule of gold. A character standard is far more important than even a gold standard. The success of all economic systems is still dependent upon both righteous leaders and righteous people. In the last analysis, our national future depends upon our national character—that is, whether it is spiritually or materially minded."

—Roger Babson

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Coach Yard

Richard Flechsig, Jr., Correspondent

Foreman George Schneider is back on the job after three months of illness. Everyone was glad to see him.

It is rumored that George Laetsch went deer hunting and got his deer.

Phil Stetzenbach, painter, is putting on a big front these days. Could it be that 1950 Pontiac he is "pushing around?"

Jim Palmer, former night foreman who is now at La Crosse, paid the yards a visit recently.

When it comes to safety first, the coach yard can be proud of its past record. The men and women of the yard hope to keep it up in 1950.

SUPERIOR DIVISION

John B. Philips, Correspondent

Delbert Paeske, who has been working as a civil engineer at Green Bay, plans to again attend the Michigan School of Mines at Houghton to finish his engineering course.

The annual Christmas party at Green Bay on Dec. 16 was a huge success, there being about 3,000 people present to see Santa come in on the train. The young and even the oldsters were on hand to get their bags of candy.

We extend sympathy to the families of Anthony Lauterbach, retired carman, who died on Dec. 18 as the result of an accident, and of Conductor Henry C. Larson, who passed away suddenly at Iron Mountain, Mich., from a heart ailment. Mr. Larson was a lifelong resident of Iron Mountain. He is survived by his widow, Katherine; a daughter, a son and three grandchildren. Mr. Larson was active in the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen.

The ore season was revived after the settling of the coal strike. However, it is all finished now and there will be about 400 ore cars to be repaired at Green Bay.

Engineer Fred Bassett, Tinsmith Henry Bennett and Blacksmith Helper Andrew Felt all retired recently. Mr. and Mrs. Bennett expected to spend the winter in Florida.

Four-year-old Don seemed afraid of the big collie that lived next door. But one day, in a spirit of adventure, he climbed the fence into the neighbor's yard. The big dog rushed at Don with tail wagging, and by way of friendly greeting licked his face. Don's screams brought the neighbor running out.

"Did he bite you, son, did he bite you?"

"No," said Don, "but he tasted me!"



Mountain Scenery Excels All

BACK home in Chicago after a circle tour of the West, Mrs. Van S. Douglas sent a glowing account of her trip to Seattle on the Columbian to G. M. Mitchell, live stock agent at the Chicago Union Stock Yards, from whom she purchased her tickets. From her letter we have chosen the following highlights:

"The timing of the Columbian in arriving at the various stations is perfect. To have gone through the mountains and countryside at night would have made the trip incomplete. . . . I can truly tell you that I am still riding in the clouds. The Rockies out of Butte and the Bitter Roots out of Avery brought a continuous series of "Oh's" and "Ah's" from the passengers. . . . When we saw the Cascade Mountains out of Hyak we felt that we had reached the climax of all beautiful God-given scenery. . . . My husband felt quite repaid for his efforts at picture taking because of the opportunities afforded for some wonderful shots.

"Arriving in Seattle, we left the station reluctantly because the journey ended all too soon. Many thanks for your help in making our trip a success. I am sincere when I say that your scenery excels them all."



Members of Bensenville Chapter of The Milwaukee Road Women's Club turn out for the pre-holiday celebration which commemorated the chapter's 25th anniversary. Mrs. Ralph Vannella, 1949 president, is seated third from the left. The evening's entertainment consisted of a buffet supper, reading of the club's history and a large musical program.

CHICAGO TERMINALS

Galewood

A nice letter was received recently from "Pop" Carr, who is under the doctor's care, again requesting news from Galewood. See Herman Hanson for his address.

Johnnie Shorter of Galewood freight house is passing out cigars—a little Shorter has arrived. Mom and son are doing great.

Mabel Stockwell, known to Galewood as Mabel Thompson before her marriage to Bill Stockwell, yard clerk, was hit by an automobile while Christmas shopping on Dec. 23 and is in a hospital at this time.

The reason for the pretty flowers worn by A. E. Ward's secretary is out. They were presented to her at the agents' banquet held on Dec. 15. Anna Esbensen reports she had a lovely time.

At this writing, Madge Haworth, Dorothy Parsons and Ellen Woods are all doing as well as can be expected. We hope to report their return to work soon.

Union Street

Florence LaMonica, Correspondent

Now that our holidays are over, we are ready to begin a New Year with renewed vigor. During the several months past it has been a grand experience to be your correspondent and I hope you will not neglect to contact me whenever you learn of an incident which will be of interest to all of us. I am very thankful for your kind cooperation and extend Happy New Year greetings to all.

The sick and disabled co-workers who could not be with us to enjoy our holidays were not forgotten. Gifts were sent to John Wasko, Al Fredericks, Joe Castiglia, Harvey Hallum, Ben Kocan, Joe Welz, Herb Schoenfeld and Art Kramp. We might mention that Herb Schoenfeld is again in Wesley Hospital. Herb slipped on the ice recently and sustained a fractured limb.

Ed Spencer, checker in House 2, lost his mother through death shortly before Christmas.

Tony Scott, checker at House 4, was in an automobile accident recently and home for several days with an injured knee.

Tony Babiarz, PFI inspector located at Morgan Street, became the daddy of a boy recently.

Paying Too Much For Toes?



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too much for toes
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ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Ed Wacker, who has been agent at Danvers for the past seven years, is now agent at Jefferson Island. Mrs. Wacker works as relief operator.

Section Foreman L. B. McBride of Danvers is also going to Jefferson Island as section foreman there. Vic Farrar of Hanover is now relief foreman at Danvers.

Mrs. Dolly Bogges, daughter of Agent Reeser of Geraldine, is relief operator at Danvers.

Switchman John Brown, who has been in the hospital here, has returned home.

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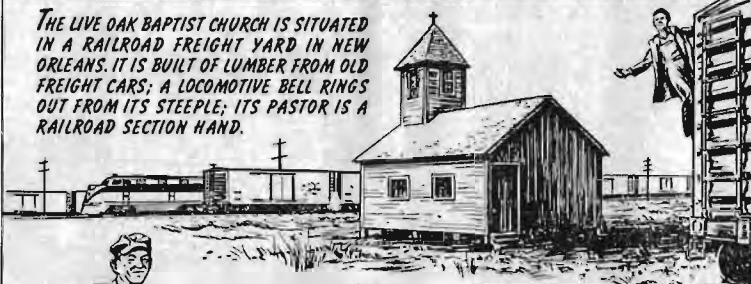
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Rail oddities

THE LIVE OAK BAPTIST CHURCH IS SITUATED IN A RAILROAD FREIGHT YARD IN NEW ORLEANS. IT IS BUILT OF LUMBER FROM OLD FREIGHT CARS; A LOCOMOTIVE BELL RINGS OUT FROM ITS STEEPLE; ITS PASTOR IS A RAILROAD SECTION HAND.



WHEN THE WAR CALLED SO MANY OF THE YOUNGER MEN FROM HIS HOME-TOWN RAILROAD, A MASSACHUSETTS BANK PRESIDENT TOOK A NIGHT JOB IN THE ROUNDHOUSE... LIKED RAILROADING SO WELL HE HAS STUCK TO IT EVER SINCE... NOW HAS A DAYTIME JOB IN THE FREIGHT HOUSE (AND IS STILL PRESIDENT OF HIS BANK.)



EVERY HOUR OF THE DAY AND NIGHT, RAILROADS PAY OUT AN AVERAGE OF ALMOST A MILLION DOLLARS FOR WAGES, TAXES, MATERIALS AND SUPPLIES.



ASSOCIATION OF AMERICAN RAILROADS 949

Montana Veteran Retires



John H. Fischer

JOHN H. FISCHER, a 1911 settler at Shawmut, Mont., and veteran agent-operator there for The Milwaukee Road, retired recently after 38 years of continuous service. Mr. Fischer was born and raised in New Ulm, Minn., and started railroading with the M&StL at Searles, Minn., in 1908. Shortly afterward he moved to Truesdale, Ia., as agent and in 1911 transferred to The Milwaukee Road in the vicinity of Minneapolis. In the fall of that year he headed west, settling at Shawmut where he has since represented the railroad. In his early years in Montana he took a homestead on which he proved up. Since his retirement he and Mrs. Fischer have moved to Harlowton, Mont., where they have purchased a new home and an apartment building.

He was obstinate by nature and had ventured on the ice when common sense should have warned him against it. When the ice gave way and he found himself standing in four feet of freezing water his language was calculated to widen the gap around him.

"Dear me!" said a sympathetic old lady who had witnessed the catastrophe from the bank, "Whatever made you come to fall in like that, sir?"

The irascible one glared at her balefully, then:

"I didn't come to fall in, madam," he said sharply. "I came to skate."

Right: The Milwaukee Road Choral Club again presented a program of Christmas music in the main waiting room of the Chicago Union Station on the three days preceding Christmas. Glenn Jorian, who was recently appointed musical director of the club, is shown here leading the group during a noon concert.



Left: A group of retired engineers and switchmen who were guests of Unit 14 of the Milwaukee Hiawatha Service Club at a reunion party held in the Service Club auditorium on Nov. 26. General Superintendent C. E. Crippen is shown at right. Officers of Unit 14 are John J. Sultz, chairman, Walter Markert, vice chairman, and Sherman Hirschman, secretary-treasurer.



Left: Merry-makers at the "hard times" party held by the Garage Social Club at the North Avenue freight depot in Milwaukee, Wis., on Dec. 3. The entertainment committee consisted of Fred Braun, Frank Brewa, Ed Czyman-ski, John Lipinski and William Zettler.



Right: Pre-dawn celebration... Commuters from Fox Lake, Ill., who are regular passengers in the rear coach of the 5:35 A.M. train to Chicago, held their annual Christmas party on the train as it sped them to their jobs in the city on Dec. 23. Centered in this jolly group are Conductors Carl Tranter (leading in song) and Earl "Red" Johnson, who know everyone in the car by first name and destination. The passengers, who inaugurated the custom 12 years ago to honor the train crew, chip in to buy the decorations and refreshments.



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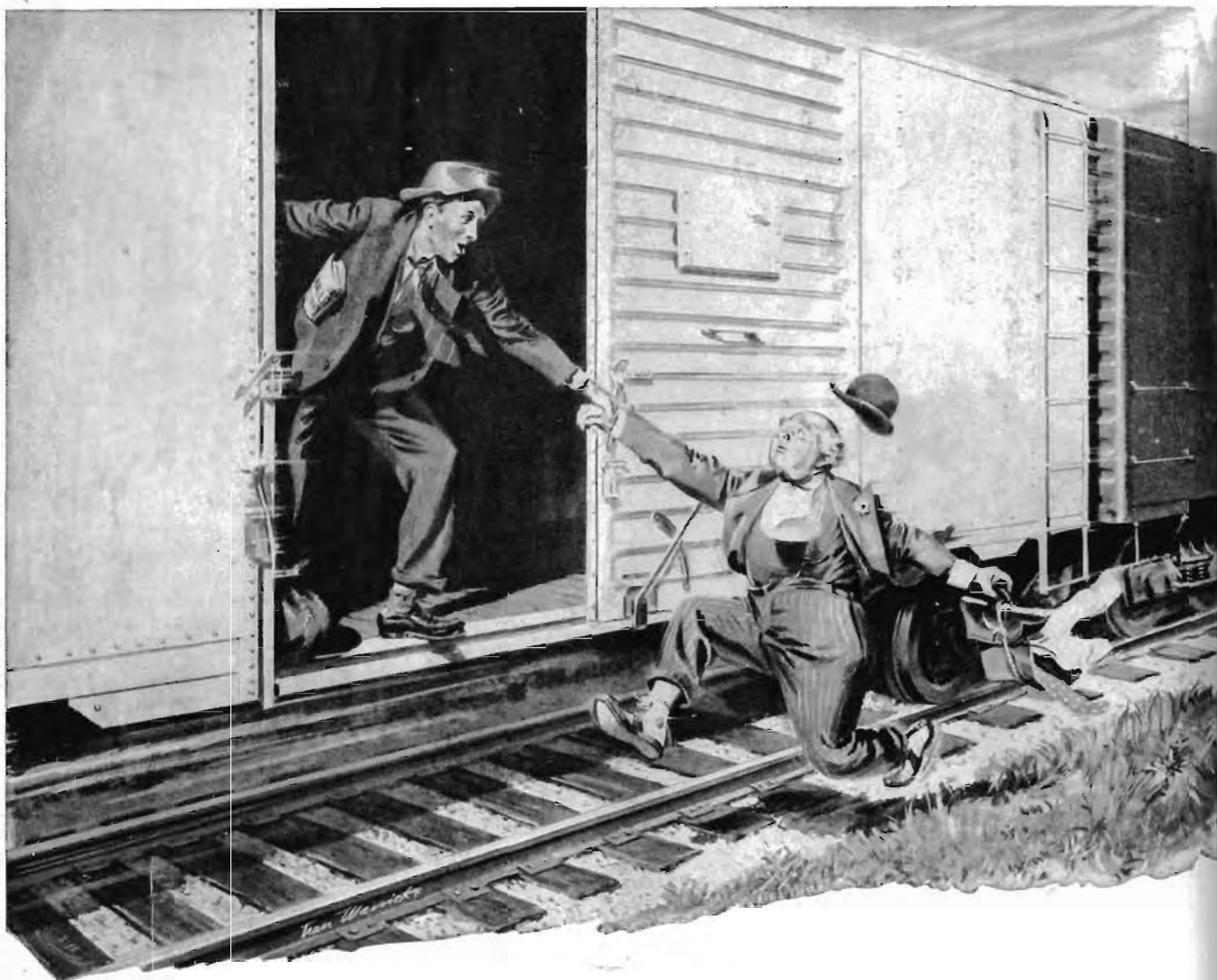
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The railroads, on the other hand, build and maintain

their own steel highways, their own stations, bridges and tunnels. Not one red cent of your tax money goes to support them.

The railroads pay their own way, in every way.

Yet, in peace and in the emergency of war, it's the railroads we all depend upon, to deliver everything from guns to green vegetables.

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The railroads want no special favors. They do want fair play, competition on an even-Steven basis. They are entitled to it and so are you. With open, "no-favorites" competition in the best American tradition, the railroads will serve you—and all the people—better than ever before.

Fair Play for America's Railroads

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