

THE MILWAUKEE MAGAZINE

CHICAGO. MILWAUKEE. ST. PAUL AND PACIFIC RAILROAD



"QUEEN MARCELLA" OF THE
MILWAUKEE ROAD SKI BOWL

story on page 5

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"Property is the fruit of labor; property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprise."

—Abraham Lincoln



What Our Centennial Means

IT HAS occurred to me to wonder, as we move into our Centennial year, just how the employees of The Milwaukee Road feel about being a part of a service organization whose roots go back 100 years.

It is an intriguing thought that as we look at our railroad today we find not a single thing which dates back to the middle of the Nineteenth Century. The steady procession of new motive power, freight cars and passenger equipment has brought us so far from our beginning that pictures of the train which started us in business on Nov. 20, 1850, invariably evoke a smile of amusement. There is not a rail, a tool or a station in use today that is 100 years old, and certainly none of us remember those earliest years.

Even our line of corporate descent is complex, as those things always are. Our railroad is a little like the spike maul which the section foreman boasted had been in use in his family for three generations. It had had three new heads and five new handles, but as far as he was concerned it was the same spike maul.

The passage of time is more to be seen in our railroad's influence on the lives of people and in the growth of cities and industries than in the physical railroad itself.

Consider, for instance, the people in communities along The Milwaukee Road—living and working and finding a happy life in a particular locality for the simple reason that 100 or 75 or 50 years ago a little line of railroad nosed through the wilderness and across the open country. A town was born and people came to settle in the town.

Thousands of families live on farms today because their forebears saw promise in the soil along the new railroad. Many men and women are now working on The Milwaukee Road because a grandfather or great grandfather found an exciting occupation in the railroad and started a family career.

That is what it means for a railroad to be 100 years old, and I imagine the thought must intrigue you just as it does me. I hope, too, that if you feel a sense of pride in your railroad's history it will be reflected in your work, for we are very much in the public eye this year.

But our reason for pride does not all lie in the past. I feel, as the legend on our Centennial medallion implies, that we can open our second century with the same high hope and the same assurance of steady progress that has marked our first Century of Service.

A handwritten signature in cursive script that reads "CH Buford".



A. N. Whitlock, vice president and general counsel, blows out the candle decorating the birthday cake presented to him at the Centennial luncheon in Terre Haute. Others at the table, left to right, are C. L. Shideler, executive vice president of the Terre Haute Chamber of Commerce; W. A. Dietze, Milwaukee Road public relations officer; F. W. Baker, DF&PA, Terre Haute; C. E. McCormick, president Terre Haute Rotary Club; and V. R. McMillan, chairman of the industries committee of the Terre Haute Chamber of Commerce.

J. E. Goggin, assistant general solicitor, who opened the Centennial year speaking program on Jan. 23.

THE CENTENNIAL YEAR BEGINS

*With a Bow to the Past and a Pledge to the Future,
The Milwaukee Road Moves into Its 100th Year*

KEYNOTED by the theme expressed on the Centennial medallion, The Milwaukee Road's 100th year opened last month on a forward-looking note. As the current advertisements put it, the program of the big year gets under way with "a bow to the past, a pledge to the future."

Planned throughout 1949, the Centennial program has taken form in a number of ways, all designed to create widespread public awareness of the fact that The Milwaukee Road is opening its second century against a broad background of experience in meeting the transportation needs of the territory it serves.

By design the program is neither extravagant nor spectacular, but centers primarily on the strengthening of the ties which bind together the railroad and its many communities. Milwaukee Road Centennial Day meetings are being sponsored at many points by Chambers of Commerce and other local civic and service club groups. Capable speakers from the ranks of Milwaukee Road officers will appear as principal speakers at these celebrations and will have an opportunity to review the story of the railroad in those areas. Coincident with these affairs will be the appearance of Milwaukee Road advertisements in local newspapers.

Copies of "Four Generations On The Line," the 48-page booklet which tells

The Milwaukee Road story by means of diaries and letters, will be made available to everyone attending these Milwaukee Road Centennial Day affairs. These booklets, 75,000 copies of which were printed, have already been sent to regular distribution points for employees, while the process of sending others to newspapers, schools, libraries and other institutions, as well as to many business firms, is still going on and will continue throughout the year as requests are received.

Much of the Centennial planning centered on the devising of a suitable medallion—one which would lend itself to a great variety of uses and would serve as the easily-recognized and quickly-understood symbol of the railroad's most important anniversary. It was decided that this medallion should make clear the fact that The Milwaukee Road had completed a century of service but was looking to the future more than to the past. Hence, the now familiar phrase, "Opening Our Second Century," with the silhouette of the running Hiawatha figure.

Medallion Used In Many Ways

This medallion is to be seen in any of a number of forms, either in black, or black and red, on all Milwaukee



Road stationery in use this year, as well as on the 1950 calendar, dining car menus, folders and any number of pamphlets and other items prepared by the railroad. It will also appear on the cover of each 1950 issue of The Milwaukee Magazine.

Also scheduled for early release is a phonograph record of two newly-created Centennial musical themes—"The Old Milwaukee Road" and "The Centennial March." This will lend itself to use in connection with meetings of various kinds and may also be made available to local radio stations.

During January the first three Milwaukee Road Centennial Day meetings were held in three different states. The first, in Decorah, Ia., was sponsored by the Chamber of Commerce on Jan. 23, with J. E. Goggin,

assistant general solicitor, as the speaker. W. L. Ennis, assistant to vice president, in charge of claim prevention, refrigerator and merchandise service, was the speaker at the second celebration, sponsored by the Kiwanis Club of Red Wing, Minn., on Jan. 26. The third, and largest of the month's affairs, found the railroad the guest of the Rotary Club of Terre Haute, Ind., with A. N. Whitlock, vice president and general counsel, as the principal speaker.

As might be expected, all of these addresses dealt principally with the related histories of the railroad and the respective communities, as well as with matters of importance to the entire railroad industry.

Explaining that he had found the city of Decorah to be only one year older than The Milwaukee Road, and

W. L. Ennis, assistant to vice president, who spoke before the Kiwanis Club of Red Wing, Minn., on Jan. 26.



that the predecessor line (the Milwaukee & St. Paul) had built the nine-mile stretch from Conover to Decorah in 1869, Mr. Goggin told his Chamber of Commerce audience that the railroad and the city had been in close partnership for about 81 years.

"But being the first railroad to come to Decorah is not The Milwaukee Road's only 'first,'" he added. "The Milwaukee was the first railroad in the West to provide electric lights for its passenger trains. It was the first to use roller bearing cars on long distance runs. It was the first to use electric locomotives on trains across the western mountains. It was the first to build all-welded steel cars of the Hiawatha type, and the first to build all-welded steel freight cars lined with plywood."

Mr. Ennis, in his address before the Red Wing audience, combined an in-

teresting review of Milwaukee Road and local history with an account of how railroads generally have improved their services to the shipper by systematic fact-finding and the applying of scientific methods to their problems. He explained that in 1920, when he first became identified with The Milwaukee Road, it was handling about 75,000 cars of perishables annually and damage claims amounting to \$11 per car were resulting.

New Department Created

A study in which he participated resulted in the creation of a special department for the handling of that type of produce, which department he now heads. By 1941 the Road was transporting twice the volume of perishables, and claims were down to 55 cents a car. Other improvements and scientific developments made since have reduced losses to their present level of 38 cents per \$100 of freight revenue.

"All the railroads seek today," he declared, "is to increase their efficiency and service and to be allowed to compete on equal terms with other forms of transportation in an atmosphere free from governmental subsidies."

In addressing the meeting of the Terre Haute Rotary Club, Mr. Whitlock succeeded in identifying the interests of the city with those of the 100-year old railroad which is still a new arrival in Indiana.

"As railroad history goes," he said, "the Milwaukee is by no means a pioneer in Indiana, but many years ago we observed the resources and recognized the attractions of your state and took advantage of an opportunity to come in and participate in your development."

He then recounted the entrance of the railroad into the territory in 1921 when it leased the railroad properties of the Chicago, Terre Haute and Southeastern Railway Company. The lease was dated July 1, 1921, and was for a period of 999 years. The Road operated under the lease arrangement until the end of 1948, at which time The Milwaukee Road acquired ownership.

Milwaukee Road a Qualified Hoosier

"As a result," he continued, "it can now be said that the Chicago, Milwaukee, St. Paul and Pacific Railroad Company is in truth and in fact 'on the Banks of the Wabash' and is in all respects a qualified Hoosier. You are

now located upon, and served by, a railroad whose lines embrace some 11,000 miles of track and extend from Indiana, through Chicago, to Puget Sound."

Asking that his audience join him in a brief look at the railroad industry, he continued:

"I have never found anyone who said that the railroads are not necessary. Their indispensibility, both in peace and in war, has been repeatedly and amply demonstrated. The situation is, then, that we have them and it is necessary that we keep them."

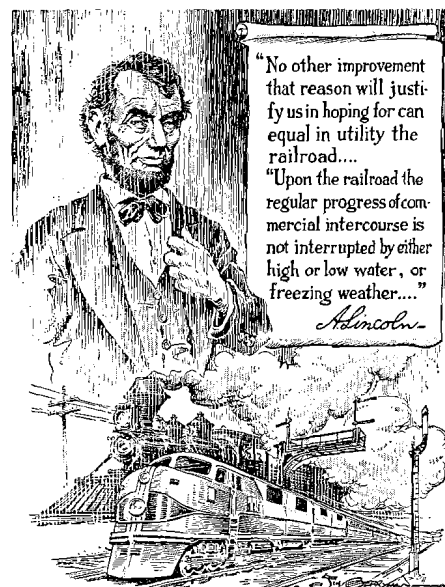
Mr. Whitlock here pointed out three major problems involved in the matter of keeping the railroads in service: first—private ownership as opposed to government ownership; second—equal competitive opportunity with other forms of transportation; and, third—fair return on net investment.

All three points were developed in a lucid and striking manner, and he summarized his observations in these words:

"The railroads of this country, which have contributed so much to its development and prosperity, have, under private ownership, provided for our people the best service available in the world and at the lowest rates prevailing anywhere, and I do not believe that the American people, if they will give the subject their customary hard-headed consideration, will change the system."

"I wish to assure you," he said in conclusion, "that we start on our next century of service with fortitude, with a spirit of dedication to hard work and a determination to render to the public the best service we are able to provide."

AS TRUE NOW AS THEN...





"Queen Marcella," in dark ski togs, waves a hearty salute to the crowd as she rides in style in the St. Paul Winter Carnival Grande Parade. An active outdoor sportswoman, she especially enjoys fishing in Puget Sound, where she catches great big 60c-a-pound salmon.

"QUEEN MARCELLA" OF THE MILWAUKEE ROAD SKI BOWL

TO ST. PAUL and its famed Winter Carnival came this month's cover girl, Marcella Koshak of Enumclaw, Wash., on Jan. 28 to do a triple job of representing. Without portfolio, but with practically everything else, she arrived as ambassador of good will from Seattle, as well as from The Milwaukee Road Ski Bowl and the Seattle Times Ski School, of which she is reigning queen this season.

The Ski Bowl and Seattle Times Ski School opened this year on Jan. 7 to a crowd of 2,400 wildly enthusiastic young skiers, despite the fact that the large Ski Bowl Lodge had been completely destroyed by fire early in December. In response to the interest of the Seattle Times and the Seattle Parent-Teachers Association, as well as to many appeals from civic bodies and interested individuals, operations—both rail and ski—were resumed and are now back near normal.

Parallel spur tracks have been laid for eight cars, housing a kitchen, cafeteria, snack bar, eating space, housing for permanent personnel, check-room, ski rental space and a car for the public address system. In addition, one temporary building has been

erected for sanitary facilities and a first-aid room. The skiers find that the temporary setup may not be as handsome as the lodge, but everything they need is there.

One of the snowtrains is returned to the area after disgorging its load

Director Eugene W. Weber of the Hiawatha Band is received by Boreas Rex XIV (Norman H. Nelson, vice president, Minnesota Mutual Life Insurance Co.) during the St. Paul Winter Carnival. Left to right: Drum Major Patricia Kuszewski, Drum Major Earl Ray, Weber, Boreas Rex, and Prime Minister (Henry G. Foussard, president, Model Launderers and Cleaners, St. Paul).



The Ski Patrol of the Seattle Times Ski School looks down on a horde of fledgling skiers from atop one of the slopes of the Milwaukee Road Ski Bowl at the crest of the Cascade Mountains. Parked railroad cars pinch-hitting for the recently burned lodge can be seen in the background.

of "snow bunnies" and serves as a warming hut for the youngsters.

The greatest drawback this season has been, of all things, *too much snow*. Record-breaking snowstorms which even brought the unfamiliar sight of heavy snow into Seattle itself, laid a white mattress more than 10 feet thick over the Bowl, located 60 miles east of Seattle, and kept the skiers at home a few weekends.

It appears, however, that the Bowl will have marked up one of its most successful years by the time Queen Marcella, at the end of the skiing season sometime in March, steps down and relinquishes her crown.



TV TELLS THE MILWAUKEE ROAD STORY

Cast of Characters

George Comte, announcer for Station WTMJ-TV.

C. E. Crippen, general superintendent. Vaughn "Smoke" Williams, Olympian Hiawatha engineer.

Leonard Artz, gateman in Milwaukee Union Station (train announcer).

Mike Bignell, a small boy.

Gateman Leonard Artz practices his train announcement spiel while television cameraman waits for the director's instructions to arrive via the earphones.

THE SCENE—Television stage of Station WTMJ-TV in Milwaukee.

THE TIME—About 8 P.M. on the evening of Jan. 11, during rehearsal of "Salute to Wisconsin," weekly program sponsored by the Marine National Exchange Bank, of Milwaukee, and this week paying tribute to The Milwaukee Road in the first month of its Centennial year.

(Show opens with recorded theme background—"Symphony in D Minor" by Cesar Franck. Music fades . . .)

TRAIN ANNOUNCER: Ready to Track 2, Train No. 15, the Olympian Hiawatha, for Portage, LaCrosse, Winona, St. Paul, Minneapolis, Aberdeen, Mobridge, Miles City, Butte, Deer Lodge, Missoula, Spokane, Seattle and Tacoma. All abo-o-o-ard!

(Scene shifts to film, "The Hiawathas Are Rolling," which runs briefly, showing train streaking across the landscape to the tune of "On The Old Milwaukee Road.")

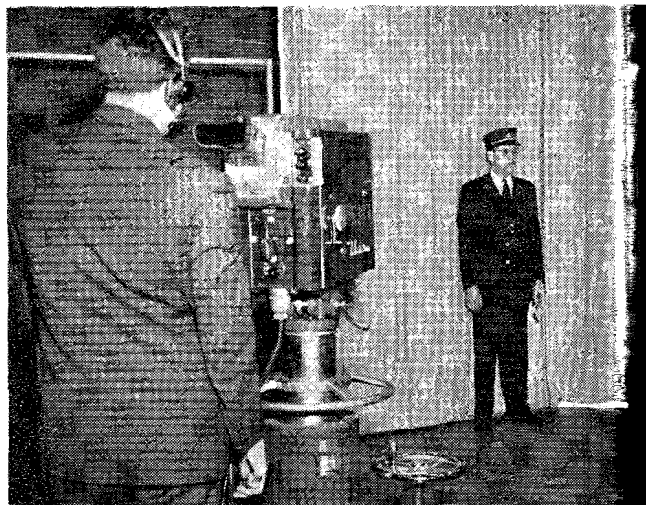
COMTE: "On the Old Milwaukee Road"—a wonderful song about a wonderful railroad!

The Marine National Exchange Bank is particularly pleased to salute The Milwaukee Road. First of all, because this year, 1950, The Milwaukee Road celebrates its 100th birthday. And also because the Marine National Exchange Bank feels very close to The Milwaukee Road. You see, the bank and the railroad grew up together. In fact, Alexander Mitchell, a founder and president of The Milwaukee Road, was also a founder and president of the Marine National Exchange Bank!

(Crippen comes in)

And now we want to welcome Mr. C. E. Crippen, general superintendent of The Milwaukee Road here in Milwaukee.

CRIPPEN: Thank you, Mr. Comte. We are very happy to be "saluted" by "Salute to Wisconsin." If you don't



mind, we would like to feel that this particular program is The Milwaukee Road's "Salute to Milwaukee."

COMTE: Why is that?

CRIPPEN: Well, we are so very much a part of Milwaukee. We were born here 100 years ago—and we grew up here. We consider Milwaukee as being our home. Although we are still technically known as the Chicago, Milwaukee, St. Paul and Pacific, several years ago we began calling ourselves The Milwaukee Road. That is the way we advertise ourselves, and that is the way we are known today.

COMTE: You certainly are correct when you say that The Milwaukee Road is very much a part of Milwaukee. I know that I, myself, was surprised when I spoke to you before the program, and found out just how big your operations are here in Milwaukee.

CRIPPEN: That's right, Mr. Comte. Very few Milwaukeeans are aware of the tremendous size and scope of our operations here in Milwaukee. They are not aware that our annual payroll in this area amounts to almost 23 million dollars. They don't know that we maintain some of the nation's largest railroad shops here. Few Milwaukeeans know that we build our own freight and passenger cars here in Milwaukee. Thou-

sands of Milwaukeeans pass over the 27th Street viaduct every day, yet few of those people know that underneath them lies the most important part of The Milwaukee Road. We've taken some motion pictures of our Menomonee Valley shops. They should be interesting to everybody, especially young railroad fans like little Johnny here.

(Camera shifts to Milwaukee Road film, "A Railroad At Work," beginning with shot of a boy watching a train go by. Film runs for a short time.)

COMTE: I'm sure our audience has a better idea of the size of The Milwaukee Road operations here in Milwaukee. But could you tell us something about the days when The Milwaukee Road began . . . when it wasn't so large?

(Film, "A Railroad At Work," is cut in, beginning with map of Wisconsin with original Milwaukee-Wauwatosa-Waukesha line. Then a map of the United States is shown, indicating growth of the railroad to present size, while Crippen speaks.)

CRIPPEN: The first line was chartered as the Milwaukee & Waukesha Railroad in 1847. This was the first railroad in Wisconsin and the beginning of the present Milwaukee Road. In the year 1850 the first five miles of track were laid from Milwaukee to Wauwatosa. This was extended to Waukesha in 1851 and in that year the first passenger train made an historic run from Milwaukee to Waukesha and return—21 miles each way—taking about two hours for the trip in each direction. As the years rolled by, the Road built or acquired lines in a number of Midwestern states and finally as far as Seattle and Tacoma. The Milwaukee Road has nearly 11,000 miles of main lines and about 5,000 miles of additional main track in yards and sidings and 656 miles of electrified lines, as shown by the arrows. The Road uses steam, Diesel and electric power and has nearly 60,000 units of rolling stock. The Milwaukee Road employs nearly 35,000 men and women, embracing more than 400 crafts and professions.

COMTE: You mentioned that The Milwaukee Road main-

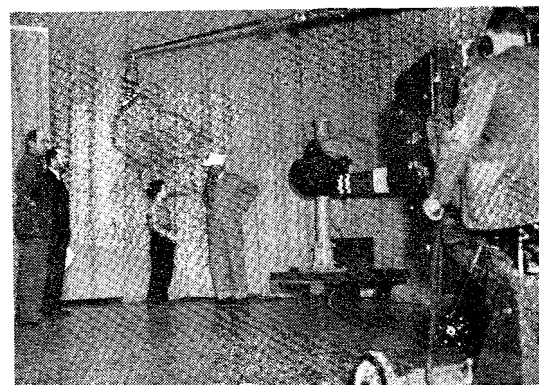
tains 16,000 miles of main track. That must be a tremendous job.

CRIPPEN: Yes, it requires the services of thousands of people to keep our tracks in good condition, and to keep our trains rolling on schedule. Let's take a look at some of these operations.

("A Railroad At Work" is cut in again and runs for several minutes.)

COMTE: I don't think any of us realized that it took so many people and so many operations to keep a railroad moving.

The cameraman draws a fine bead on Engineer Williams and Mike Bignell as they discuss the operation of the specially-mounted signal. Microphone is suspended from overhead boom.



CRIPPEN: There is still more to it than that. For example, did you ever stop to figure how much work and preparation it takes to feed the millions of passengers we carry every year?

(Film shows scene in Milwaukee Road commissary, ending with shot in dining car.)

COMTE: Now we know what you meant when you told us earlier in the program that it takes more than 400 crafts and professions to run The Milwaukee Road. But to most of us, when we think of The Milwaukee Road, we think of just one thing—those beautiful orange, maroon and silver Hiawathas.

(Camera moves in for close-up of Hiawatha model, with a model freight passing. Miniature village in the background.)

COMTE: That certainly is a beauty!

CRIPPEN: Yes, this is an exact scale model, made in Milwaukee by a model train expert. As you probably know, our newest Hiawathas were designed here in Milwaukee. This model was made directly from the original plans.

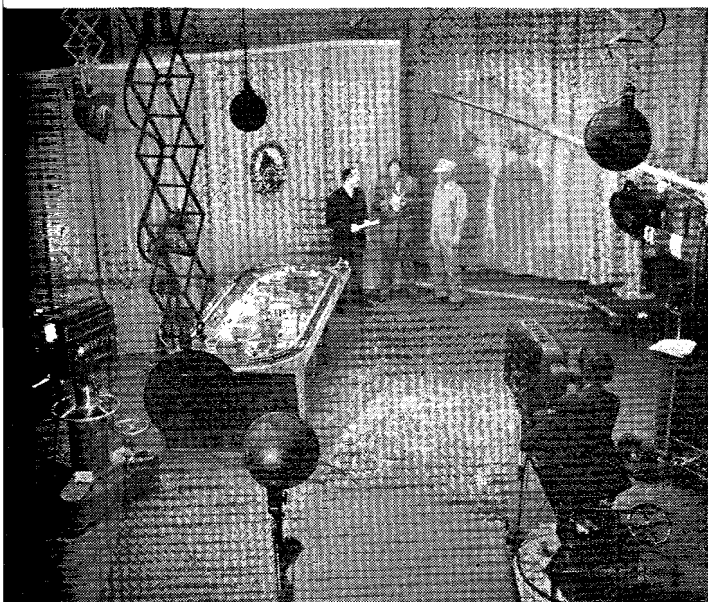
COMTE: We're glad you brought along a freight train, too, because, while the Hiawathas are glamorous, we want our audience to know that The Milwaukee Road also serves commerce and industry by hauling a good portion of the nation's freight. But let's take another look at the Hiawatha.

(Crippen points out and describes locomotive and various cars on the Hiawatha. Engineer "Smoke" Williams comes in and admires Hiawatha model.)

CRIPPEN: Not only did we bring the Hiawatha into the studio—we've also brought a man who runs it. This is Mr. Vaughn Williams, one of our Hiawatha engineers.

COMTE: I'll bet there are a lot of youngsters in our audience who envy me right now—shaking the hand that handles the controls of the Hiawatha. In fact, I have a young friend here in the studio who will be thrilled to meet Mr. Williams. Come over here, Mike.

(Continued on following page)



Announcer Comte takes a quick peek at his script in practice scene with General Superintendent Crippen (left) and Engineer Williams. Note miniature village and model train layout on table.

C. H. Buford Addresses Milwaukee J-C's



PRESIDENT C. H. Buford, shown above with Will Walker, prominent young Milwaukee insurance man and winner of the 1949 Junior Chamber of Commerce Distinguished Service Award, was the principal speaker at the award banquet on the night of Jan. 17.

Mr. Walker, 13th recipient of the honor bestowed by the Junior Chamber of Commerce, distinguished himself principally through his many services in behalf of civic welfare and betterment. Among other things, he served during the past year as chairman of the March of Dimes campaign, was a member of the advisory committee of the Milwaukee County Community Fund, and chairman of the Military Manpower Committee.

Referring to Mr. Walker, President Buford said, "Success has come many

times to the young men of America because our system permits them to operate without shackles. The world, as never before, needs leaders—young leaders with spirit and intelligence and ambition; men who can cope successfully with the constantly increasing complexities of civilization."

The address was exceptionally well received by the group and has since been printed in pamphlet form by popular request.

The Mean Old Railroad

Planes are grounded, no bus to be had,
The storm clouds gather and weather is bad.
Though the passenger's stranded, he still has the time
To catch a fast train that goes rain or shine.

"The train's overdue," cries the lady, amazed,
Though the plane she had scheduled may be grounded for days.
"It's one hour late," cries the man.
"What a fright!"
But the bus he had scheduled was stalled for the night.

Now an agent must listen to those who complain
Of schedules too slow or an overdue train.
But all of us know that the railroad is "tops."
Through storms and bad weather, the train never stops.

—Agent L. J. Koffler, Virgil, S. D.
Reprinted from "Rails"

C. C. Dilley Vice President of Advertising Group

C. C. DILLEY, Milwaukee Road advertising agent, who served as treasurer of the Association of Railroad Advertising Managers in 1949, was elected vice president of that association at the annual convention held in Chicago on Jan. 20 and 21. Attending were advertising manager of



C. C. Dilley

all major railroads of America as well as H. F. McLaury of the A.A.R.

Other officers elected were W. S. Jackson, Chesapeake and Ohio, president; A. W. Eckstein, Illinois Central, first vice president; F. Q. Tredway, Southern Pacific, vice president; L. A. Brown, Wabash, treasurer; and R. P. Schaffer, North Western, secretary.

Mr. Dilley has been with The Milwaukee Road since 1928, when he was employed as cashier in the city ticket office in Minneapolis. He served as passenger agent from 1933 until 1938, when he was transferred to Chicago as traveling passenger agent, working out of the passenger traffic manager's office. In 1944 he was made travel promotion agent, and on Jan. 1, 1948, was appointed advertising agent with headquarters in Chicago.

TV TELLS THE MILWAUKEE ROAD STORY

(Continued from preceding page)

(Mike Bignell enters. Comte introduces him to Williams and Crippen.)

COMTE: Well, Mike, this is your big moment. There must be a lot of questions you'd like to ask Mr. Williams. First of all, you probably want to know what it's like to sit in the cab of the Hiawatha. How about it, Mr. Williams—do you still get a thrill out of it?

(Conversation continues informally for a few moments, the boy asking such questions as "How fast will the Hiawatha go?", differences between a Diesel and a steam engine, etc. Then Comte calls attention to semaphore signal standing nearby.)

COMTE: I see you brought a real railroad signal with you. I've often wondered what the different signals meant, and I'm sure Mike has too. I can't think of a better man to tell us about them than the engineer of the Hiawatha.

(Williams describes the signal while Comte asks questions, such as what type of signal it is, what it is called, how it operates, what various signals are and what they mean. Williams demon-

strates by operating electric switches which move the semaphore arm.)

COMTE: Thank you, Mr. Williams. (Looks at watch.) I see that it's almost time for our train to leave. Isn't there a signal the conductor gives when it's time to start the train?

(Camera swings to "Conductor" Leonard Artz, who gives the highball signal with his electric lantern. Film, "The Hiawathas Are Rolling" is cut in once more to show rear of the Hiawatha going into the distance, as quartette on sound track sings closing bars from "On the Old Milwaukee Road." Comte returns for closing announcement.)

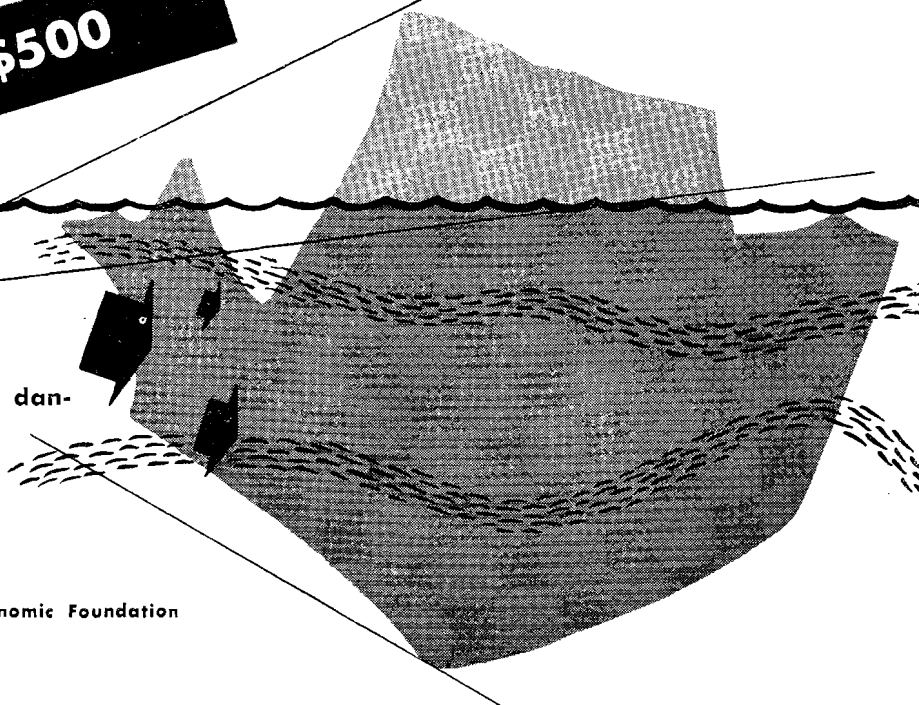
The pictures accompanying this article were taken during the rehearsal held just before the show went on the air and show the actors and props, such as semaphore signal, model trains, etc., just as they appeared on the screen. The motion pictures which were shown at intervals did not, however, actually figure in the rehearsal but only in the finished production.

the case of

THE VANISHING \$500

With taxes, as with icebergs, the dangerous part is hidden

From an editorial by the American Economic Foundation



FOR all of us who are not rich, our tax bill is like an iceberg: The part we can see is the smallest part; the part that is *hidden* is our real danger.

The total income tax bill of the 44.7 million of us who get less than \$5,000 is about 9 billion dollars. This averages about \$200 each.

But we 45 million pay an average hidden tax bill of at least \$500 each.

The case of the "rich" is different.

The 174,000 "rich" taxpayers, whose income is over \$25,000, pay an average income tax bill of about \$15,000 apiece.

They pay the same hidden taxes as we pay, but instead of these hidden taxes being two and one-half times as great as their income tax, they are only about one-tenth.

So, in spite of all the talk about getting taxes out of the "rich," the total hidden tax paid by the "rich" (as a group) is chicken-feed compared to the hidden taxes that we pay. As a matter of fact, it could not be otherwise, because the total income of the "rich" group is chicken-feed compared to the total income of the rest of us.

To be specific, the "rich" only get about 1½ per cent of the national income, and if the government took it all, the amount would pay less than three weeks of the government's expense.

Where are these hidden taxes? They are hard to see because there are many hundreds of them and most of

them are tiny. But put them all together and they will take at least \$500 of your money, or about 25 cents for every hour you work.

Here is how it happens:

Every time you buy a pack of cigarettes, you pay 11½ cents tax.

When you buy a \$2,000 car, the government gets about \$400.

A 21c quart of milk is 13c worth, plus 8c tax.

A 15c loaf of bread is 10c worth.

A 70c pound of meat is 50c worth.

A \$3.75 bottle of whiskey is \$1.69 worth of whiskey and \$2.06 worth of taxes.

A \$60 rent bill is \$40 worth of housing.

The \$3.00 alarm clock that wakes you up is a \$2.00 clock.

A 47c can of powder is 29c worth.

A \$9.00 pair of shoes is a \$6.00 pair.

A new \$10,000 house is a \$7,000 house.

This could go on forever, but you get the idea: Put them all together and they take at least \$500 of your money.

And during the coming year it will be worse.

Many people are trying to do something to cut down this biggest-in-all-history tax bill, and they are getting exactly nowhere. We believe that it is because most of them are going at it the wrong way.

Every time they get in an argument about it, they are stopped cold in their tracks with this kind of questioning: "What government expense would

you cut down? Would you take any of the money from national defense, starving Europeans, our war veterans, our underprivileged farmers, etc., etc., etc.?"

As long as economy-minded people go at it this way, they can't win. They are put in a position of being *against* something, particularly against "the welfare of the people."

There are always a lot of tears shed for the need of social welfare, health and security, yet no one seems to notice that only 6 per cent of the federal budget goes for these purposes.

What do you do at home when your taxes go up and your spendable income goes down?

You tell your wife: "Honey, this is all there is, there isn't any more. This is what we are going to live on, and it's up to us to figure out how."

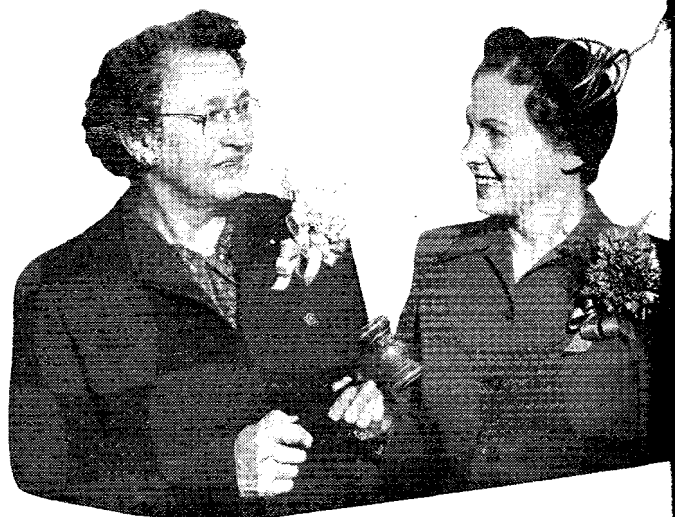
You don't say: "We can't cut off the \$10 a month we have been sending Uncle Joe," or "We can't get along without a new car." You just sit down and sweat it out.

The government's money problem is no different from your money problem. You live within a certain income because you *have* to. The government doesn't live within any certain income because it doesn't have to, but if it did have to, you would be amazed at how much more efficient and economical our government could be.

Nobody watches the pennies because he wants to. He watches them only when he *has* to.

The Women's Club Installs 1950 Officers

Mrs. Roscoe W. Janes, retiring president of Seattle Chapter (left), turns over the gavel to Mrs. L. H. Dugan, her successor in the office.



THE MILWAUKEE Road Women's Club, having totaled the results of the elections among its 61 chapters in November, recently made available a list of the officers who have been chosen to direct its activities during 1950.

Most of the newly elected officers were installed in December, but a number of chapters which have heavy holiday schedules deferred the ceremony until January. Among the latter were those at Aberdeen, S. D., Seattle, Wash., and Dubuque, Ia. An examination of their respective installations will bring into personal focus a group of faithful workers and an understanding of the activities which are typical of the installation programs.

An impressive ceremony on Jan. 26 marked the installation of officers by Seattle Chapter, which combined the occasion with the observance of its 25th birthday anniversary. The meeting opened with a luncheon in the club rooms at the Union Station, Mrs. A. W. Hervin acting as hostess.

Committee assistants were Mrs. L. K. Sorensen, Mrs. Frank W. Watkins and Mrs. Charles Tusler.

Mrs. Roscoe W. Janes, president of the chapter in 1948 and 1949, handed over the gavel to Mrs. L. H. Dugan who succeeded her in the position. Other officers installed were Mrs. W. G. Byrne, vice president; Mrs. R. O. Hawkins, treasurer; Mrs. C. G. Hurlbut, corresponding secretary; Mrs. Dale Cannedy, recording secretary; and Mrs. C. S. Finlayson, historian. The chairmen of the various committees were also named and plans were outlined for the year's program.

Mrs. Janes received an ovation for her faithful and untiring service and was also presented with a past president's testimonial pin. In the audience were three past presidents of the chapter—Mrs. Clyde Medley (1932), Mrs. F. DeMars (1939-40), and Mrs. Roland Sanders (1941-42)—and 10 charter members of the club.

The formal ceremony which marked the installation at Aberdeen on

Jan. 9 is a measure of the club's standing in that community. The program was under the direction of Mrs. James Hartley who composed a special ritual and rehearsed the members in their respective roles. Assisting her were Mrs. Oscar Kinder and a committee which included Mesdames A. W. Hass, Lloyd Gilbert, Victor Westerfield, Gene Albrecht, A. J. Schreiber, J. Maketsky, Sig Heintzman and Boyd Connell. The latter group wore formal evening gowns and acted as escorts, or "floor girls," for the officers.

Those who were installed were: Mrs. John Allgier, president; Mrs. Lewis Larsen, first vice president; Mrs. A. E. Hatten, second vice president; Mrs. John Mattern, recording secretary; Mrs. W. H. Applegate, corresponding secretary; Mrs. John Seiler, treasurer; and Mrs. Ray Ellsworth, Jr., historian. As part of the installation ceremony, Mrs. Hartley gave a talk based on the club's guiding principles. Lighted candles symbolizing these principles added to

Past presidents of Seattle Chapter who were honored at the installation proceedings. From left: Mrs. F. DeMars, Mrs. Clyde Medley, Mrs. Roland Sanders and Mrs. Roscoe W. Janes.



The installation proceedings at Dubuque, Ia., were conducted by Mrs. J. J. Riardon (at left), Mrs. A. E. Luedtke, who accepted the presidency for the second term, heads the line-up.



The Milwaukee Road Women's Club — Chapter Presidents for 1950

The following list is published for the information and convenience of Milwaukee Road people who have occasion to contact local chapters of the Women's Club. Lack of space prevents the publication of the complete roster of officers.



<i>Chapter</i>	<i>President</i>	<i>Chapter</i>	<i>President</i>
Aberdeen, S. D.	Mrs. John W. Allgier	Mason City, Ia.	Mrs. E. L. Grote
Alberton, Mont.	Mrs. Harry Brasch	Merrill, Wis.	Mrs. Frank J. Mattson
Austin, Minn.	Mrs. H. M. Mathison	Milbank, S. D.	Mrs. George Koglmeier
Avery, Ida.	Mrs. E. H. Shook	Miles City, Mont.	Mrs. R. H. Jensen
Beloit, Wis.	Mrs. Pat Charity	Milwaukee, Wis.	Mrs. George James
Bensenville, Ill.	Mrs. Frank Burnath	Minneapolis, Minn.	Mrs. George E. Benz
Black Hills		Mitchell, S. D.	Mrs. Walter T. Johnston
(Rapid City, S. D.)	Mrs. Carl Zickrick	Mobridge, S. D.	Mrs. Ervin Schueler
Butte, Mont.	Mrs. Howard O. Ullery	Montevideo, Minn.	Mrs. Ida Harstad
Channing, Mich.	Mrs. Louis Baraga	New Lisbon, Wis.	Mrs. Paul Schuldt
Chicago-Fullerton Ave.	Mrs. George J. Evans	Othello, Wash.	Mrs. J. N. Kelly
Chicago-Union Station	Mrs. Paul E. Buettell	Ottumwa, Ia.	Mrs. A. C. Elder
Council Bluffs, Ia.	Mrs. Sodia Blake	Perry, Ia.	Mrs. W. T. Stewart
Davenport, Ia.	Mrs. Bernard Jones	Portage, Wis.	Mrs. Edward Tessman
Deer Lodge, Mont.	Mrs. Clarence E. Ade	St. Maries, Idaho	Mrs. B. J. Casey
Des Moines, Ia.	Mrs. M. R. Petty	St. Paul, Minn.	Mrs. John T. Young
Dubuque, Ia.	Mrs. A. E. Luedtke	Sanborn, Ia.	Mrs. Fred A. Soop
Great Falls, Mont.	Mrs. Arnie Trumpower	Savanna, Ill.	Mrs. Chas. Berthoff
Green Bay, Wis.	Mrs. Antone Johnson	Seattle, Wash.	Mrs. Larv Dugan
Harlowton, Mont.	Mrs. Clifton E. Welch	Sioux City, Ia.	Mrs. V. K. McCauley
Iron Mountain, Mich.	Mrs. Anthony Ambrosia	Sioux Falls, S. D.	Mrs. Mark W. Sheldon
Janesville, Wis.	Mrs. J. M. Brown	Sparta, Wis.	Mrs. Leo Belke
Kansas City, Mo.	Mrs. W. B. Alexander	Spencer, Ia.	Mrs. Floyd Merchant
LaCrosse, Wis.	Mrs. Carl E. Berg	Spokane, Wash.	Mrs. J. H. Vasey
Lewistown, Mont.	Mrs. Wm. Foshag	Tacoma, Wash.	Mrs. R. C. Schwichtenberg
Madison, S. D.	Mrs. Earl Allen	Terre Haute, Ind.	Mrs. R. J. Franzwa
Madison, Wis.	Mrs. L. Wagner	Three Forks, Mont.	Mrs. Chas. P. Adams
Malden, Wash.	Mrs. D. W. Payne	Tomah, Wis.	Mrs. Earl Marquardt
Marion, Ia.	Mrs. O. R. Ness	Wausau, Wis.	Mrs. Felix J. Slomske
Marmarth, N. D.	Mrs. Ralph Everetts	West Clinton, Ind.	Mrs. Arnold Rodgers
Marquette, Ia.	Mrs. E. C. Atchison	Wisconsin Rapids, Wis.	Mrs. Edward Walsh

the solemnity of the occasion. The ritual closed with a formation drill.

The induction of officers at Dubuque was held in the Y.W.C.A. club rooms on Jan. 20. Dubuque Chapter is one of the oldest in the club, having been organized on Dec. 4, 1924. Its present membership is 253. Mrs. J. J. Riardon was in charge of the installation proceedings. Officers for 1950 are Mrs. A. E. Luedtke, who accepted the presidency for the second consecutive term; Mrs. George Laskey, first vice president; Mrs. P. H. McGough, second vice president; Mrs. F. M. Barker, recording secretary; Mrs. J. A. Litscher, treasurer; Mrs. A. Fuerst, corresponding secretary; and Mrs. S. H. Zimmerman, historian. Refreshments were served and a social hour followed the business meeting. Miss Etta N. Lindskog, secretary general of the club in Chi-

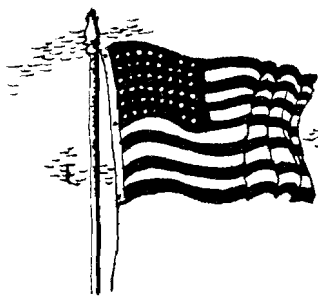
cago, was an honored guest at this installation.

The past record of the Women's Club lends proof to the adage that an organization will thrive in propor-

tion to the enthusiasm of the people who work for its interests. As the club heads into its 26th year, it rests with security on the cooperative effort of its new leaders.

"Floor girls" at the installation at Aberdeen, S. D., on Jan. 9. From left: Mesdames Joe Maketzky, Eugene Albrecht, Sig Heintzman, Boyd Connell, A. W. Hass, A. J. Schreiber, Lloyd Gilbert and Victor Westerfield.





The Flag of the United States of America

It has been well called the "Flag of the Rainbow, Banner of Stars" because it has been the symbol of a dynamic people who pinned their hope on faith, and hitched their wagon to a star.

But the American Flag is more than this, for of all the flags since the world began, there is none so full of meaning as the Stars and Stripes. It embodies and enshrines five thousand years of man's upward struggle for liberty.

It is the Pilgrims dying in that first dreadful winter at Plymouth. It is the Minute Man holding his ground at Concord and Lexington. It is Washington and his army at Valley Forge, sick, starving, and freezing in rags. It is Washington, Jefferson and Franklin at Philadelphia in their common desire to promote and protect the welfare of every man. It is John Marshall laboring as Chief Justice to establish this government of laws. It is Abraham Lincoln brooding over a broken and divided nation, with charity for all.

It is the courage and perseverance of the early settler, who, with only his bare hands and a few crude tools, backed his way through the primeval forests of New England, pioneering his way across the Alleghenies and Appalachians, into the Great Plain, and across the greater Rockies, until there stood forth a mighty nation built by personal initiative,—a friendly challenge to the world; a monument to what free men can accomplish; a tribute to the American form of government that, in its inception, gave first consideration to the individuality of man, his hunger for freedom, his faith in himself and his God, and his desire for the expression of this divinely endowed impulse.

LLOYD AND LEILA WHITNEY

John Reihner

JOHN REIHNER, who retired in 1946 as superintendent of the Tomah, Wis., shops, died on Jan. 19 at the age of 84. He was a 60-year veteran of Milwaukee Road service and an outstanding Tomah citizen.

Mr. Reihner was born at Watertown, Wis., and started his long service there as a laborer in the rail reclamation plant. He was soon promoted to assistant foreman and in 1891 was made rail mill foreman at Savanna, Ill. In 1917 he was trans-

ferred to the frog shop at Tomah where he subsequently was appointed superintendent. In 1924 he also took over the general management of the rail mill at Savanna.

Following his transfer to Tomah, Mr. Reihner took an active part in community affairs, with the result that in 1931 he was chosen as the city's most valuable citizen. He held numerous positions of trust, including those of president of the Farmers Merchants Bank and director of the Tomah Home Building Association. He was a charter member of the

Tomah Rotary Club and for six years served as president of the organization which is now the Chamber of Commerce.

Funeral services for Mr. Reihner were held at St. Mary's Catholic Church in Tomah. His survivors include two daughters, Sister Mary Joan of Milwaukee, Wis., and Mrs. John W. Kress, Sr., of Sparta, Wis.; three grandchildren and one great-grandchild; a sister, Magdeline Reihner of Milwaukee; and a brother, A. J. Reihner of Savanna, Ill.

W. J. Rellihan

Walter J. Rellihan, assistant supervisor of wage schedules in the office of assistant to vice president—personnel, Chicago, died unexpectedly on Dec. 21 in a hospital in Elgin, Ill. Burial was at Dubuque, Ia., where he formerly made his home.

Mr. Rellihan was born on Sept. 21, 1905, at Harpers Ferry, Ia., where his father, J. J. Rellihan, was The Milwaukee Road agent for many years. He attended the Harpers Ferry High School, meanwhile learning telegraphy, and in 1921 obtained a job as operator at Dubuque. He served in that capacity until 1940 when he was appointed fuel inspector. In December, 1940, he was appointed assistant trainmaster at Milwaukee; in 1941 trainmaster of the Milwaukee Terminals; and in 1942 trainmaster at Madison, Wis. He was transferred to Chicago in 1944.

Mr. Rellihan is survived by his widow, Ardelle, and daughters Mary Ann, Kathleen and Patricia, his parents, Mr. and Mrs. J. J. Rellihan of Dubuque, and a sister, Mrs. M. B. Harshbarger of Naperville, Ill. A large number of Milwaukee Road people attended the funeral services. Among those who served as pallbearers were F. H. Allard, assistant to vice president—personnel; C. P. Downing, staff assistant to vice president; and S. W. Amour, assistant supervisor wage schedules.

It is remarkable what can be accomplished with ordinary abilities, if right desire is coupled with determination and diligence. So-called drudgery and disappointment are often forms of discipline that lead to large success. Formidable difficulties vanish before courageous and indomitable spirit. Many of life's greatest victories have been due to inexhaustible patience, resolution, and industry, rather than extraordinary talent. Daily self-discipline and self-culture are essential to highly progressive life. You are shaping your destiny by the quality and direction of your thought habits.

—Grenville Kleiser

The Milwaukee Magazine

Sarah Churchill & Company Score on Blizzard



Having arrived in Chicago too late to take the Olympian Hiawatha to Seattle with the cast of "The Philadelphia Story," Miss Sarah Churchill had time to autograph a timetable for W. C. Klomp, assistant to general passenger agent, Chicago, who handles theatrical movements. At her left is R. F. Johnston, general passenger agent.

ALMOST any extreme of weather can be expected in January, and the date may have been only a coincidence, but there's no denying that an exciting set of circumstances was unloosed when Miss Sarah Churchill, titian-haired actress daughter of Winston Churchill, and her theatrical troupe arranged to leave Chicago for Seattle on the Olympian Hiawatha on Friday, the 13th.

Miss Churchill, winsome daughter of Britain's wartime prime minister and an actress of established reputation in England, has been making her American stage debut in Philip Barry's comedy of manners, "The Philadelphia Story." Jeffrey Lynn, the popular motion picture actor, is co-starred in the play.

The events of Friday started shortly after noon when it was discovered that Miss Churchill, who was due to arrive from the East by train, had run into heavy weather and would be delayed. As the time shortened before the Olympian's departure, it became increasingly apparent that she would miss the connection and when the warning "All aboard" was broadcast at 3:30 p.m. the other members of the company were obliged to depart without her. She arrived a half hour later and continued her journey on the Columbian that evening. Score One, for Friday, the 13th.

Meanwhile, in Seattle, a set of furies was blowing up a blizzard which reached herculean proportions as it swept on toward the Rockies.



Will she make it? Jeffrey Lynn (left foreground), leading man in "The Philadelphia Story" cast, and other members of the troupe, peer expectantly down the platform as time for the Olympian Hiawatha's departure arrived but Miss Churchill didn't.

Crossing the barrier in Montana, it searched out the Columbian and managed to hold it up—with Miss Churchill as a passenger—for about 11 hours. A distraught business manager in Seattle took up a vigil at the telephone.

Miss Churchill arrived in Seattle on Monday evening with just two hours to spare before her curtain call at the Metropolitan Theater, but not before the management and the other members of the company had developed backstage jitters. The balance of the cast, also held up by the storm, had arrived on Sunday at midnight, several hours behind schedule.

Undaunted by her snowbound experience, Miss Churchill did confess some anxiety about being able to open with the show. "I thought for a while I never would catch up with the troupe," she said in a pretty British accent. The railroads, however, are old troupers, too, and never let down a fellow thespian—at all costs, "The show must go on."

"What!" exclaimed the lady. "You charge me \$3.00 for a roomette?"

"Yes, ma'am," replied the polite Milwaukee clerk, "that is the lowest price we can sell it for."

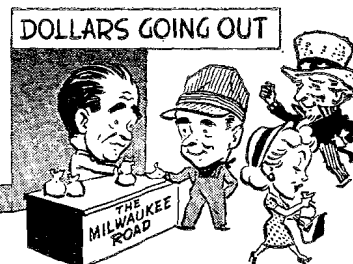
"How is it that I can get one just like it from Mr. Smith of the East West R. R. for \$2.00?"

"I cannot say, madam. Perhaps Mr. Smith has taken a fancy to you. He is a widower, and you are very beautiful and—yes, ma'am, three dollars. Thank you."



How are we doing?

DECEMBER
1949 1948



TWELVE MONTHS
1949 1948

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

\$18,807,267

\$20,822,038

\$240,157,393

\$256,167,133

PAID OUT IN WAGES

9,616,036

11,029,118

121,119,658

126,560,243

PER DOLLAR RECEIVED (CENTS)

(51.1)

(53.0)

(50.4)

(49.4)

Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance

590,756

672,417

7,421,152

7,707,579

PER DOLLAR RECEIVED (CENTS)

(3.1)

(3.2)

(3.1)

(3.0)

ALL OTHER PAYMENTS

for operating expenses, taxes, rents and interest

8,530,547

9,098,274

107,139,601

113,769,821

PER DOLLAR RECEIVED (CENTS)

(45.4)

(43.7)

(44.6)

(44.4)

NET INCOME

69,928

22,229

4,476,982

8,129,490

W. A. Murphy Heads Kansas City Traffic Club

W. A. MURPHY, general southwestern agent of The Milwaukee Road in Kansas City, was installed as president of the Traffic Club of Kansas City at the 30th annual dinner of the club on the night of Feb. 2. As retiring president, G. E.



W. A. Murphy

Seitter, district manager for the Corn Products Refining Company, presided. A group of 740, representing traffic agents and managers of distributing, manufacturing and transportation industries, were present to wish Mr. Murphy well.

Also elected were H. E. Bingham, director of traffic, Spencer Chemical Co., first vice president; and J. F. Mc-

Kemie, commercial agent, Central of Georgia Railroad, second vice president.

Newly-elected directors are: F. S. Peters, F.T.M., Kansas City Public Service; E. R. Bowlin, T.M., Richards & Conover Hardware Co.; C. R. Seel, A.G.F.A., Chicago Great Western Ry.; F. M. Holloway, A.T.M., Skelly Oil Company; W. J. Dooley, D.F.A., Missouri-Kansas-Texas Lines; D. M. Dillingham, G.A., New York Central System; W. G. Brown, director of traffic and personnel, Hart, Bartlett, Sturtevant Grain Co.; and F. C. Davis, T.M., Kansas City Power & Light Co.

Mr. Murphy, a native of Chicago, began his career with The Milwaukee Road in the freight traffic department general offices in 1908 as a clerk. Following a number of promotions, he was advanced to chief clerk to the assistant freight traffic manager in 1925. In July, 1935, Mr. Murphy was appointed general agent in Denver, and in 1938 was appointed general agent in Detroit. He assumed his present duties as general southwestern agent on July 16, 1942.

Out-of-townners from coast to coast were present, including the following Milwaukee Road officers from Chicago: P. H. Draver, vice president in charge of traffic; H. Sengstacken, passenger traffic manager; G. M. Ryan, general freight agent; E. W. Chesterman, assistant general freight agent; and F. J. Newell, assistant public relations officer.

Notice to Veteran Employees

THE attention of members of the Veteran Employees Association is directed to the fact that dues for the year 1950 should be paid promptly. Also, those whose dues are in arrears are urged to bring their accounts up to date. Remittances should be sent to Miss Florence M. Walsh, secretary - treasurer, Room 854 Union Station, Chicago 6, Ill.

Sophie Tucker Conducts "Dimes" Campaign on Hiawatha

SOPHIE TUCKER, a veteran of 43 years in show business, and known the country over as "the last of the Red Hot Mammams," headlined an impromptu March of Dimes campaign aboard the eastbound Olympian Hiawatha while it was held at Mobridge, S. D., for several hours on Jan. 24 because of severe snow conditions.

The idea for the campaign originated with Edward S. Richards, dining car steward on the train, whose wife is special events chairman of the Marquette County (Wis.) Polio Fund Drive. He mentioned the idea to Miss Tucker, who agreed to serve as chairman, and together they appointed the following assistants:

Mrs. Charles E. Devlin, Tacoma, assistant chairman; Miss Esther Fitzgerald, Tacoma, assistant chairman; Steward Richards, assistant chairman for employees. Other assistants were E. B. Axel, Vancouver, Canada; Gertrude Turner, Seattle; and Miss Colleen C. Kelly, Tacoma.

The committee located a young man aboard the train with a piano accordion. Then they borrowed two milk bottles from the dining car kitchen and went through the train with Miss Tucker in the lead, announcing what it was all about. Above the sound of the accordion could be heard the steady tinkle of coins in the bottles. Everybody had a big time and the fund

which Steward Richards later turned over to M. P. Ayars, superintendent of the sleeping and dining car department, in Chicago, amounted to \$66.25.

The train arrived in Minneapolis in time for Miss Tucker to open on schedule there in a new act on Jan. 26. The accompanying picture of her was taken several days later in the Chicago Union Station, where she arrived aboard the Morning Hiawatha en route to Florida.



Steward Edward S. Richards

R.B.W.A. Sponsors Dinner Dance and Brunch

THE Railway Business Woman's Association of Chicago held its annual dinner dance and brunch in the Morrison Hotel the week end of Jan. 28. The dance, the organization's largest winter social function, was held in the Terrace Casino on Saturday evening with approximately 500 members and guests present. Included in this number were 60 members of Minneapolis Chapter and delegations from St. Louis, Indianapolis, Kansas City, Cleveland, Cincinnati, Detroit, Philadelphia and Buffalo. Among those who represented The Milwaukee Road were W. A. Dietze, public relations officer, with Mrs. Dietze, and A. G. Dupuis, assistant

public relations officer. Guest speaker was W. E. Hayes, executive assistant, public relations, of the Rock Island. The brunch in the Mural Room of the Morrison the following morning was attended by some 300 railroad women.

The R.B.W.A., which will celebrate its 25th anniversary this year in November, has 3,522 members, of whom 1,355 are located in Chicago. The Milwaukee Road unit is currently conducting a drive to enlarge its group. Leona Dietrich, employed in the Fullerton Avenue accounting department, is membership chairman of Chicago Chapter. Other Milwaukee Road women holding office in the chapter are Iona DeCamp, Fullerton Avenue, who is first vice president, and Martha Prestin, Union Station, who is corresponding secretary.

From a Pullman Window

I HAVE flown over the United States, or parts of it, and I have driven around it a little, and in this way I have felt its vast pulse. It is quite a country, and I hope no one will argue otherwise. But I think I have sensed its beauty most when I looked out of the window of a Pullman car late at night: the stars brilliant overhead, the dark landscape sliding softly by and an occasional red switch or signal light to show that men were at work guarding this swift procession toward the dawn. The great plains and the lofty mountain passes, where so many pioneers struggled and suffered in days gone by, are conquered now, but they are still majestic. . . . And then, being a sworn enemy of early rising, I turn and go to sleep again.

—R. L. Duffus in Nation's Business

When you get all wrinkled up with care and worry, it's a good time to get your faith lifted.

—Ed Wynne

LaCrosse & River Division Wins Safety Contest

THE LaCrosse & River Division, with an estimated total casualty rate of 1.54 for the year 1949, has been declared winner of the President's Safety Trophy contest, according to an announcement made by L. J. Benson, assistant to president.

This division stood in 15th place among the divisions at the close of the year 1948 with a casualty rate of 8.89, which means that the improvement in the casualty rate during the year just ended amounted to 83 per cent. Through Superintendent L. W. Palmquist congratulations have been extended to all employees of the division

for this very creditable showing. The trophy will be awarded at a later date.

It is interesting to note that the casualty rate for the entire system during 1949 was 5.74, which represents a reduction of 30 per cent compared with the year 1948. Particularly encouraging is the fact that during the past year fewer employees on duty met with fatal injuries, the figures being 9 fatalities during 1949 compared with 21 in 1948—57 per cent less.

Disabling reportable injuries were decreased 37 per cent (715 for 1948; 452 for 1949).



Sophie Tucker, "the last of the Red Hot Mammams," borrows the phone at the Olympian Hiawatha check-in desk in Chicago Union Station while passing through en route to Florida.



New officers of the Milwaukee Hiawatha Service Club. Left to right: John Sultz, general vice chairman; Donald Ritzke, general chairman; and John Macht, general secretary-treasurer.

Hiawatha Service Club Elects General Officers

THE Hiawatha Service Club of Milwaukee, Wis., held its annual election of general officers at a meeting in the Circus Room of the Hotel Wisconsin on Jan. 21. Donald Ritzke, a clerk at Davies yard and an outstanding worker in the Service Club over a period of years, was elected general chairman. John Sultz, a switchman at Muskego yard, and John Macht, secretary to mechanical superintendent, Diesel and electric power, both of whom have also been active in the Service Club, were elected general vice chairman and general secretary-treasurer, respectively.

Walter A. Dietze, Milwaukee Road public relations officer, addressed the group, summarizing the Centennial program planned for the year 1950 and emphasizing the significance of the Centennial medallion which bears the legend, "Opening Our Second Century." He expressed the hope that the attitudes and actions of all employees would reflect this implication of looking forward rather than backward.

In referring to the public relations job which can be done by the employees as a whole, he said:

"I am sure that you have observed, as I have during my years with the railroad, that people regard you not only as a Milwaukee Road employee but as a representative of your railroad. Our company consists of this

fine body of employees who live together and work together. With the spotlight turned on us in 1950, it is more important than ever before in our years with The Milwaukee Road to show ourselves and our railroad to the best possible advantage."

The Hiawatha Service Club is one of the most active clubs on the railroad, with a membership of more than 2,000 employees.

What we should do is to give the young as rapidly as possible an understanding of the tradition in which they live, on the techniques of thought and communication and the habits of study. They should then be forced out into the world with the explicit understanding that they have not been educated. They have been given the equipment to educate themselves, and this is a process that should go on for their entire lives.

—Dr. Robert Maynard Hutchins

Young Man With a Voice

TALENT scouts in the theatrical field are giving a nod of recognition these days to Dick Holda, 22-year-old clerk in the reservation bureau in the Chicago Union Station, who bids fair to be a star of tomorrow since a recent engagement as a headline singer at the Blackhawk Restaurant in Chicago.

Young people with theatrical aspirations rate an engagement at the Blackhawk, famous dine and dance spot, as "tops" in opportunity. Dick, who has a fine tenor voice—even his fellow employees say so—rated a week's engagement following an audition in which he tied for first place. Eddie Howard and his orchestra were the stars of the bill during the week he appeared on it. Dick performed for the late show (no interference with his regular daytime job), singing popular modern ballads.

His fine voice is the result of nine years of training, plus ambition and a lot of work. Before coming to the railroad two years ago he attended Tuley High School and Wright Junior College. He is continuing his study of voice while working, aiming eventually at operetta and musical comedy.



Dick Holda

Our Safety Record

Twelve Month Period

	Employee Casualties			Total	Casualty
	Killed	Injured	Total	Manhours	Rate
1949	9	450	459	80,614,474	5.69
1948	21	742	763	93,511,366	8.16
Incr. or Decr.....	—12	—292	—304	—12,896,892	—2.47

"Railroad Hour" Musical Director Composes in Spare Time

"THE song's the thing" on "The Railroad Hour," starring Gordon MacRae and top-flight artists of the stage, opera, screen and radio. Millions of listeners have become accustomed to hearing the world's great operettas and musical comedies on the show train each Monday evening on the National Broadcasting Company network.

Naturally, the spotlight on such a musical program as "The Railroad Hour" falls on the singers, who portray the characters and tell the story in song. Their importance to a first-rate performance cannot be exaggerated. But their performance, however good, will suffer if the orchestral support is weak, or if the musical arrangements are prosaic.

The musical director and arranger, then, are of prime importance. For "The Railroad Hour," Carmen Dragon both directs and arranges the music. He is called upon to adapt some of the world's finest musical literature to the requirements of a half-hour radio program each week. He must cut the original and fit the music to the script, but he must leave as nearly intact as possible the plot of the story and its mood. The songs that make the show's operettas familiar and loved by music lovers of all ages must not be over-arranged or deleted.

A Full-Time and Spare-Time Musician

Dragon is not only a professional musician, but he is also a musician in his spare time. Most of his leisure hours are devoted to composing. His present ambition is a project that seems unique in symphonic composition. He wants to write a symphony based on the individual personalities of his four small children, ranging in age from one and a half to ten years.

Dragon says that his offspring have distinctly different and typical personalities which would lend themselves to the four separate movements of a symphony. The first would express the pride and idealism of his oldest son and his love of spacious scenery, big trees and ocean.

The second movement would encompass the artistic temperament of the next oldest, his early aptitude for music and his juvenile attempts at composition.

The third movement, a scherzo, would depict the impish deviltry and sense of humor of his two-and-a-half-



Carmen Dragon. He makes a business of paring musical comedy classics down to 30 minute size for "The Railroad Hour," without ever cutting into the quick.

year-old son, while the fourth would portray the charm of a one-and-a-half-year-old child, predominantly soft and impressionistic with light, feminine passages.

Dragon explains that many little incidents that occur in every family will be reflected in his symphony. For instance, he will base a passage on the time one of his small fry hit another with a baseball bat. The injured boy, with the restraint typical of his personality, though not of his age, refused to return the blow. Instead, he questioned his parents as to what he should do.

In short, the musical director of "The Railroad Hour" is immersed in music during all his working hours. So, when the time comes for relaxation, he writes a symphony!

Credit Union Issues Annual Report

THE tenth annual report of the Western Railway Associations Credit Union, issued at the end of 1949 for its stockholders, many of whom are Milwaukee Road people employed in the Chicago Union Station, indicates that the organization has grown to a membership of 880. Organized in 1939, its membership is open to all persons located in the Chicago Union Station or whose payrolls are controlled there.

The Credit Union is a corporation

formed under the credit union laws of the state of Illinois and is subject to annual audit of its books by the State Auditor of Public Accounts.

The report shows deposits of approximately \$112,000. According to Michael Shimkus, president of the Credit Union, the dividend paid on deposits for the last six months of 1949 was five per cent, which represents roughly the average paid during the past 10 years of operation. Loans are made at an interest rate of one per cent per month on the unpaid balance. Mr. Shimkus, who is employed as chief clerk to the general freight agent in Chicago, stated that inquiries from individuals interested in membership in the credit union should be directed to him, at Room 765 Union Station, or to its treasurer, L. R. Baker, located in Room 218.

When the Drag Comes In

The following poem was written by Clarence Huffman, a retired veteran living in Charleston, Ill., who helped out at the Kinzie Street yards in Chicago during the late war. "The work was strenuous at times, but forever interesting," he says, "and there never was a finer bunch of men with whom to work than the boys at 'Old Kinzie'."

No matter how my work may stand
In office or in yards,
Enumerating cars on hand
Or making up my cards,
I know that I must drop it all
And take it on the chin,
As if I'd heard a trumpet call,
When the drag comes in.

I grab my notebook like a flash,
Pick up the list of freight,
And out among the trains I dash
With speed legitimate,
Although the rain may wildly pour,
Or sharp sleet cut my skin,
Or white-winged whirlwind swirl and
roar
When the drag comes in.

They're throwing reefers everywhere
When I come on the scene,
And I dart madly here and there
While cars roll and careen.
The engineer points from his jack,
As down the line I spin,
The con yells locations from his hack
When the drag comes in.

I take down numbers, note the load
And all facts on the seals,
And if the car has been B.O.'d
Or marked for automobiles.
So up and down I chase those cars
And sometimes rake my skin,
Oh, fun's three-ringed under sun or
stars
When the drag comes in.

A Meat Loaf Takes a Prize

GOOD cooks, take note—if you'd like to win a recipe contest, pass up those "grand occasion" dishes and put your faith in one which has passed the family test. It could even be that menu standby, meat loaf.

This advice comes from a prize winner of a newspaper recipe contest, Mrs. Clara Meyer, who is employed as a typist and file sorter in the freight claim department in Chicago. Clara has been making her special meat loaf for about 15 years, during which she has experimented and improved on the original recipe. In its present state it ranks as a gastronomic jewel and as such was awarded \$25 as "the recipe of the week" in a recent Chicago Sun-Times cooking contest.

Clara, who will be celebrating her 20th wedding anniversary in June, looks the way a good cook ought to look and much younger than the mother of four lively children has a right to expect. Her husband, Edward, and the youngsters, Eddie Jr., 18, Judy, 15, Donald, 13, and Tommy, 3½, are, of course, enthusiastic admirers of her cooking. Meat dishes are her specialty, but dad and the children will testify that anything that comes out of her kitchen tastes good.

Clara developed a strong liking for the culinary art during her school days, since when she has accumulated a fine collection of tested recipes. She has been employed in the freight claim department for the past two years, and while her full day does not allow for making any involved dishes, there is no careless cooking in her home—with the help of her recipe files, plus good planning, she prepares meals that are interesting, as well as nourishing.

Some of Chicagoland's best cooks compete in the Sun-Times weekly cooking contests. Clara won on her first try and was greatly surprised when her meat loaf was chosen as a winner. However, meat loaf, as she prepares it, is no pallid concoction of leftovers, but a savory blending of fresh smoked butt, pork shoulder

and ground veal. The addition of the veal resulted from experimentation—it absorbs the fat from the ham. The loaf is good served either hot or cold, and this is how she makes it:

Mrs. Meyer's Meat Loaf:

- 1 lb. ground smoked butt
- 1 lb. ground pork shoulder
- 1 lb. ground veal
- 2 eggs
- 1 cup milk
- 1 cup bread crumbs



Mrs. Meyer bastes the loaf with a spicy sauce to keep it moist and flavorful. (Chicago Sun-Times photo.)

Mix meat, eggs, milk and bread crumbs and form into loaf. Place in shallow baking pan and pour sauce over loaf.

Sauce:

- 1 cup brown sugar
- ¼ cup vinegar
- ¼ cup water
- 1 tsp. mustard

Mix ingredients and pour over loaf. Bake loaf in moderate oven for 1½ hours, basting frequently.

Watching the preparation of this dish in Clara's neat kitchen is a treat. Such a grinding and a seasoning—and the smell! When she serves it as the main course of a hot dinner it is

It's an Idea!

SEWING tips for sheer fabrics: Cut for extra seam allowance and turn and stitch all seam edges to prevent fraying. Set the machine at 20 to 22 stitches per inch for best stitching results. Mercerized thread size 50, or silk thread size A is recommended. Stitch over narrow strips of paper to make the material move along smoothly. The paper will tear away easily when you have finished.

FOR a quick and easy salad, dice tart apples and combine with an equal quantity of finely shredded cabbage. Mix with salad dressing. Cream dressing seasoned with horseradish goes especially well with this combination. For variety, add onions cut into thin rings. Serve at once on cabbage leaves.

A LOOSE caster? Here are two ways to fix it, as suggested by Good Housekeeping magazine: Fill the hole solidly with plastic wood; when partially dry, replace the caster. For a temporary repair, wrap cellophane tape around the shank of the caster. When you buy casters, get the kind with a toothed ferrule—the teeth hold the caster securely to the wood.

A SIMPLE shopping test to follow when buying pillows is to balance a pillow on each outstretched hand. The pillow which feels the lightest will provide the most sleeping comfort. The reason is that waterfowl feathers and down are the lightest of all fillings and landfowl feathers the heaviest. The filling material can be checked by the label required by law, which is attached to every pillow.

THESE simple tricks will give a gourmet touch to Lenten dishes: (1) Pour garlic butter over fish steaks before you broil or bake them. (2) Sliver blanched almonds, brown in melted butter and pour over cooked fish. (3) Add a little poultry seasoning to the flour in which fish is fried. (4) Melt butter, add the juice of half a lemon and minced parsley, and pour over cooked fish. (5) Make a cream sauce, add cooked shrimp, some canned peas, and pour over hot rice.

usually accompanied by red cabbage and scalloped potatoes; sometimes sweet potatoes. This makes for a notable meal, and anyone who doesn't like it wasn't hungry anyway.

Pressing Suits Like the Tailor Does It

WITH the aid of a steam iron and a little knowledge of technique, you can easily do a tailor-like job of pressing suits for the men of the house. With a steam iron you need no damp pressing cloth and you can press garments on the right side. In other words, you can always see exactly what you are doing.

Before you start, be sure there is a steady flow of steam. The iron should be moved lengthwise and with long, slow strokes. By using lengthwise strokes in one direction, you allow the steam to moisten the material before the dry part of the iron passes over it. It is not necessary to exert pressure—the combination of the steam and the weight of the iron gives sufficient pressure for professional looking results.

The following method is recommended by the homemaking specialists of the General Electric Consumers Institute:



TROUSERS: If the top of the trousers is very wrinkled, slip the top over the ironing board. Beginning with the opening, rotate around the board, making sure that the pockets are up so that the outline of the pocket will not leave a mark on the wool.

Press each trouser leg separately, following the line of the original crease. If no crease is visible, a straight one can be obtained by aligning the outside and the inside leg seams and pinning at the cuff and the crotch. The cuffs should be pressed separately.

COAT: The first step here is to press the lapels. Then, using a sleeve pad, press each sleeve, following the original crease. Beginning with the button side of the coat, press, rotating it around the board.



THE NEWSBOY'S BIKE IS CAPITAL

The following is reprinted from an advertisement recently published by the Warner & Swasey Company, manufacturer of machine tools:

THE newsboy starts a route, on foot. He can deliver 35 papers, he makes \$3.15 a week, on bad days some customers have to wait.

He spends some money for movies but saves some to buy a bicycle. Now he can deliver 70 papers, make \$6.30 a week, and his customers get their papers more promptly.

Now he can save more (profit) but he is wise and so puts some away in a special fund to replace the bike when it wears out. That's depreciation reserve.

If he's very ambitious he buys two bikes, takes on another route and hires another boy (wages) to cover it. Now he needs twice as much depreciation reserve, or when the second bike breaks down he will have no money to replace it, and so the second boy would be out of a job or would have to deliver on foot at half the wages.

That's all there is to business.

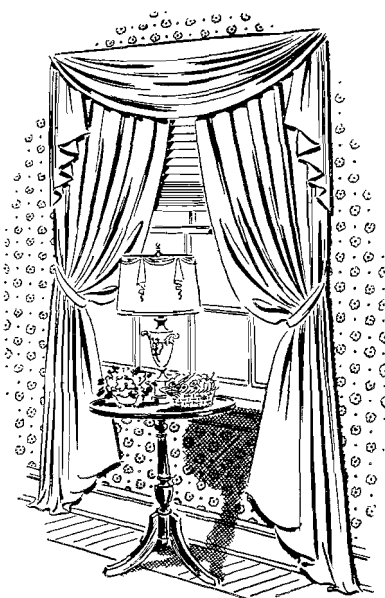
Is the first newsboy wicked because he makes a profit? Should he be prevented from accumulating bicycle replacement money? Is he oppressing the second boy by supplying a bicycle so he, too, can deliver more and so earn more?

No? Yet many people in high places say older business men are, when they do identical things. Think of the newsboy's bike when you listen to your next speech.

be your own window dresser

IF YOU think interior decorating is a fascinating subject, you'll love making your own draperies. There's a wide choice of treatments for every window, depending upon the effect you want to achieve and the period trend of your rooms. The swag type shown here is an example of draperies you can make yourself.

An instruction leaflet, "How to Make Draperies," answers all of the important questions that confront the home window dresser. Step by step, it explains how to measure windows for yardage, how to finish hems, valances, headings, pleats, swags, edgings, linings—all of the details of drapery construction. For your copy of "How to Make Draperies" write to The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



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

COAST DIVISION

Harry W. Anderson, Division Editor

During January, blizzards, snow, ice and near zero temperatures visited the west coast like never before, according to the weather bureau. However, old timers tell us that in 1861 and '62 it was worse, but I don't see how it could have been. The frigid zone weather arrived here New Year's Eve and is still with us, and those in the know say there is no relief in sight. We will have to see what the ground hog has to say about it on Feb. 2. If he knows his onions, he won't even come out of his hole.

Engineer W. R. Young and Mrs. Young took a trip to Albany, Ore., recently to visit a friend who was ill, and too, Walter wanted to go on a train ride for a change.

Herbert R. Beers, well known member of the Coast Division engineering staff, retired on Jan. 16 after 43 years of railroading. He started in 1906 on the Northern Pacific and after being on engineering jobs for various railroads, came to the Milwaukee in 1925. Herb will be missed by all of us. We wish him the best of health and luck in his retirement.

Tacoma

R. A. Grummel, Correspondent

Many Tacoma youngsters who delight in making weekly trips to the Milwaukee Road Ski Bowl were disappointed on several week ends in January because the bad weather caused cancellations of the Ski Train service. At this writing Yours Truly is receiving calls from high school boys and girls and their mothers and dads asking us to help them in predicting conditions for the coming week end.

On Jan. 28 the freight house employees motored out to Crescent Heights for a house warming party on Mr. and Mrs. Earl Schrock (Mrs. Schrock was formerly on the car and demurrage desk). The new home is ideally situated, with a wonderful panoramic view of the city of Tacoma. Twenty-five were present and the evening was thoroughly enjoyed, playing cards and other games. In token of friendship Mr. and Mrs. Schrock were presented with a beautiful lace tablecloth.

David J. Powels, son of Freight House Clerk O. R. Powels, together with his wife and family, traveled from Chicago to Tacoma on the Olympian Hiawatha to spend the Christmas holidays with his folks, and returned via the same route. They reported that they enjoyed fine service on our excellent train.

Jack Beavers is back on the yard clerk job, having returned from a leave of absence and vacation visit with his grandmother in Milano, Tex. On his return he stopped in Los Angeles, Calif., to visit other relatives.

Helen Alleman Ivory has returned from her honeymoon and is back on the car desk in the freight office.

General Yardmaster H. W. Montague has also had his troubles. Besides having to

work under trying weather conditions, he has had to carry with him that same old overcoat, frozen stiff, and the usual cigar stub covered with icicles. When someone asked him why he didn't go in and get thawed out, he replied, "What? And get this good overcoat all wet and ruin it? I can buy all the hats I want at the Peoples Store on Ladies Dollar Day, but where can I ever get an overcoat like this one again?"

Along with Tacoma's unusual winter weather goes the problem of keeping the station platforms, terminal switches and yard tracks free from snow and ice. In this connection Roadmaster A. E. Moxness and Leo Disch have been doing a very good job in their respective departments.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Zoe Quesnell, expense bill clerk, is spending her winter vacation with her husband in Southern California, and will probably take a short trip to Mexico.

Janitor Frank Hertz has recently been confined to the Providence Hospital. His place has been filled by Betty Hertz. Frank is reported to be improving.

Clifford W. Rowe, chief engineer of the tug Milwaukee, had the misfortune of having his home at Indianola burned to the ground on New Year's Eve. The Rowes were in Seattle at the time. Their two children who barely escaped with their lives were at home. The Rowes moved to Indianola about two years ago.

Mrs. Lionel A. Allyn, daughter of Mrs.

Mazie Knowles, P. U. & D. clerk, died on Jan. 21. Burial was in Everett. She had been ill for several years.

H. H. House, barge deckhand, made a vacation trip to Ellensburg during January. The barge business got along the best it could until his return.

Barge Captain Arnold M. Weslow, who has been confined to the hospital for some time, has returned to his position as captain of No. 6 barge.

We understand that Extra Clerk Olive Swift has been confined to the hospital but is now much improved and ready for a call to work.

Dan P. Cartwright has bid in the reclaim position temporarily. His position on the car desk has been filled by Mr. Evans of the yard force.

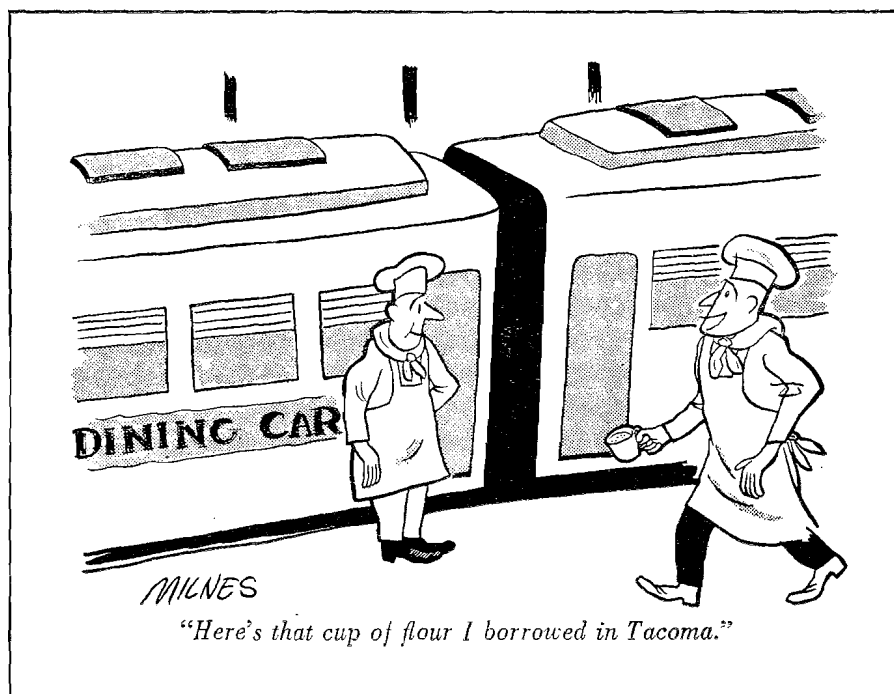
Those on the sick list at present are Lou Wirth, rate clerk, Mazie Knowles, PUD clerk, and Warren Rode, demurrage clerk.

MILWAUKEE TERMINALS

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Car Clerk Frank Vail's "Green Hornet", a 1932 Ford, has won the admiration of his fellow employes. On bitter cold mornings Frank's "Hornet" has repeatedly put to shame such late model standbys as Jim Madushaw's "Green Dragon," Harvey Corbett's "Blue Streak," Dick Steuer's "Covered Wagon," Tony Stollenwerk's "Green Diamond," Eddy Kurtz' "Shorty" and Larry



Janus' "Grey Ghost." Our car clerk feels that his initial investment of \$40 has paid for itself. Incidentally, Cashier Max Woelfl has occasion to gloat, too. He has relied, with great success, on his 1929 Chrysler which he dubbed "The Black Dragon."

The rectory of St. James Church, Kenosha, Wis., was the setting for the wedding of Beatrice Lange, steno-clerk at North Milwaukee, and Kenneth Orgish on Jan. 21. The couple spent their honeymoon at Lake Delavan, and are making their home at Kenosha.

The little newcomer in the Terry Hansted home is Ronald Lee, born on Nov. 25. Since this news comes a little late, we asked Yard Clerk Hansted how things were at present and he volunteered the information that Ronnie had finally settled down to a "quiet" night life.

The bulletined position of steno-clerk at North Milwaukee has been assigned to Mary Pruitt. Since Mary's home is in the vicinity of Menominee Falls, she has won the title of "star commuter."

General Clerk Betty Metschl, convalescing after an operation, heads the February sick list. She is home and able to receive visitors now. Yard Clerk Bill Kaegler is also on the sick list. In Bill's absence, Jim Madushaw handled his duties at Walnut Street.

Fowler Street Station

Pearl Freund, Correspondent

A regular visitor at Fowler Street is John Metz of Oconomowoc, who retired from the demurrage department nine years ago at the age of 65. He is looking hale and hearty and is enjoying every minute of his retirement.

Henry Shallanda of the cashier department, who has been active in affairs of the Milwaukee Road American Legion Post, was elected president of the Past Commanders Club for 1950 at the group's annual election in Madison, Wis., in December.

Several new assignments have been adjusting the office picture somewhat. Milton Straka has taken over the duties of assistant cashier formerly handled by Joseph Hoyle, now retired. Lucille Brower replaced Mr. Straka as clerk in the cashier department, and Lucille Stowell was the successful bidder for the steno position held by Mrs. Brower. Mary Pruitt has transferred to North Milwaukee to fill the position formerly held by Beatrice Lang.

The following were present at a recent surprise shower given by Estelle Rege of Chestnut Street station in honor of Beatrice Lang: Mary Barry, Josephine Conway, Pat Daley, Helen Hesprich, Olga Yerman, Helen Rege, Mary Ellen Karian, Mary Frank, Beverly Koplien, Phyllis Kowalski, Alice Sobczak and Yours Truly. The future bride was presented with a sandwich toaster and waffle iron.

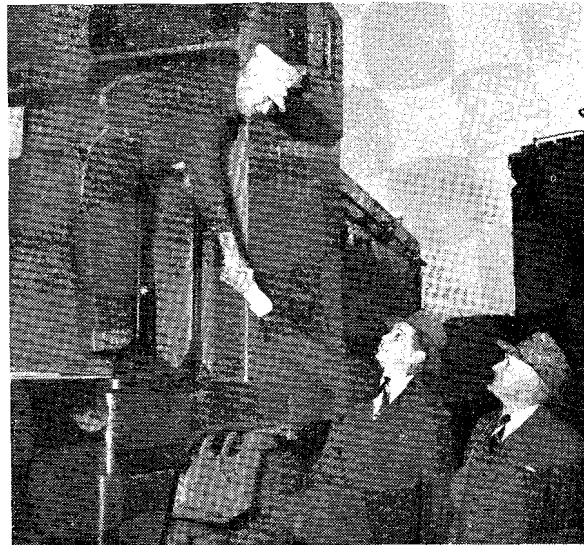
Muskego Yard

Grace Johnson, Correspondent

Yardmaster I. R. McCloud, top man on the yardmasters' seniority list, retired on Jan. 15. In looking over the records we find "Mac", or "Sandy" McCloud, started with the railroad in November, 1907, as switchtender, being promoted to switchman in July, 1908. He was made yardmaster in December, 1911. Going back through the roster, there is a noticeable lack of bad marks on "Mac's" record, in fact, he has a very good report card and deserves luck and happiness in his retirement. He and Mrs. McCloud are leaving for an extended

Engineer George Wendt Makes Last Run

Engineer George Wendt, taking his last turn on the switch engine in the Mason City yard, exchanges handshakes with Master Mechanic E. L. Grote and Traveling Engineer Ralph Replogle. (Globe-Gazette photo.)



ENGINEER George Wendt performed his last service for the Road on the midnight switch engine in the yard at Mason City, Ia., on Dec. 30. George started railroading as a section man but a short time later transferred to the roundhouse. He became a fireman in 1906 and an engineer in 1914. Since that time he had been in regular service on the I&D Division. He also served as local chairman of the firemen's organization

and was active on the grievance committee of the Brotherhood of Locomotive Firemen and Engineers.

George retires with a perfect record, never having been involved in an accident. He and Mrs. Wendt will continue to make their home in Mason City where George is planning to take it easy and devote some time to his fishing.

trip to California and will return in early spring.

General Yardmaster John Schuh has replaced "Mac" McCloud on the Reed Street job as yardmaster.

Anyone who is interested in developing a practical hobby should head for Germantown where Herman Herbert, chief yard clerk at the North Avenue station, is building a new home. He has a lovely site on a side hill and is erecting one of the most attractive homes anyone could desire. He and his son have done all of the work, with the exception of the electric wiring, heating and plastering, but the neat brick house has a professional touch clear through—design, structure and finishing. I cannot resist mentioning how nice his red Irish setter, "Pal", is going to look in front of the big stone fireplace on cold wintry nights.

I & D DIVISION

Karen B. Rugee, Division Editor

Mason City's first baby of 1950 is Carol Ann Magner, daughter of Mr. and Mrs. John Magner, who was born at the home of her parents on Jan. 23. As the first baby of the year, she was awarded many gifts by Mason City business firms. Her father is a brakeman on the I&D.

Mr. and Mrs. H. F. Everts, Calmar, have been visiting their son William in Los Angeles. While there they made a trip to Capistrano and are now visiting in Yuma, Ariz. They expect to return to Iowa in the spring.

Our sympathy to W. J. Hart, switchman at Mason City, whose wife passed away on Jan. 12.

Don Woodhouse, chief clerk in the superintendent's office, was kind enough to offer the office force a ride home one evening when the temperature was near the 10 below mark. Taxi reservations were cancelled and everyone filed out to get in his car for the promised ride. One look at the spot where the car should have been revealed an empty parking space but the mystery was solved when we remembered that we had seen Don's son during the afternoon. Luckily, Jack Burnett showed up with his car to take everyone home—including Don.

The bowling team was having a little trouble finding a sponsor, but we understand that Percy Geelhart, chief clerk in the division engineer's office, got big hearted and dug into his pockets for the necessary cash.

J. M. Burn has been appointed agent at Sanborn. He was formerly agent at Vivian, S. D.

W. F. Millard, agent at Garner, has been seriously ill following an operation. We are glad to report that he is showing an improvement.

Jeanne Meuwissen has returned from a visit with her parents at Salt Lake City. Mr. and Mrs. Meuwissen are making their home with their son Galen and family.

Second District

Fay Ness, Correspondent

Engineer Louis Saarosy is a surgical patient at the Methodist Hospital in Sioux City at this time. He is getting along nicely.

Engineer U. S. LaBreck has been a hospital patient and is now confined to his home following a siege of pneumonia.

Agent R. H. Raub is back on the job at

Parkston after having been off duty for a considerable time because of foot injuries.

Brakeman W. R. B. Hansen, Sioux City, and Switchman J. B. Thompson, Sioux Falls, have returned to service after having been in the armed forces.

Mrs. J. H. Hennessy, wife of chief dispatcher at Sioux City, was injured in the recent gas explosion at the Swift Packing Company plant in Sioux City. She has since returned to her job there.

Pat Slowey has returned to his job at the baggage room in Sioux City after having suffered an injury at his home several months ago. Pat had an argument with a buzz saw.

F. B. Gorman drew the agency at Lake Andes.

Sanborn-Rapid City

Albert J. Gall, Correspondent

William Dean, retired machinist at Mitchell, is spending the winter in Long Beach, Calif.

Lewis Knutson and wife (retired blacksmith of Mitchell) are visiting in Los Angeles, Calif.

S. L. Core, roadmaster of Rapid City, spent his vacation in Mexico and California, but says that for his money he will take South Dakota. Of course, he didn't have as much snow to fight this winter as he did last year.

Conductor Frank Grace and Mrs. Grace of Mitchell are vacationing in California. Jack Entwistle and wife also vacationed there.

E. J. Dunn, brakeman out of Mitchell, is the father of a boy.

Engineer Ed Kirsch and wife are visiting their daughter in Columbus, Ga.

I & S M DIVISION

H. J. Swank, Division Editor

Congratulations to Fireman and Mrs. Sam Case on the arrival of a baby boy on Jan. 24.

Sympathy is extended to B&B Carpenter Francis Oates, whose father passed away Jan. 14 following a long illness.

Conductor Louis O. Olson, Austin, had the misfortune to be struck by a truck on the night of Jan. 21. He suffered broken bones in both legs and is confined to St. Olaf Hospital at the present writing. Just before going to press we learned that "Ole" was making his student trips in the hospital corridors in a wheel chair.

Bert McGee, former S. M. conductor, died suddenly at his home in Mankato on Jan. 4.

Recent appointments include H. E. Wondra, third operator at Cresco, M. L. Caulfield, temporary agent at Erwin, S. D., and C. M. Perry, temporary agent at Fulda. R. C. McDaniel is temporary agent at Fairmont while J. E. Lasley is off duty due to injuries received when struck by an automobile.

Julius Biedermann, retired conductor, had to cut short his visit in South Carolina due to illness. He returned to Austin on Jan. 27.

Conductor W. R. "Bill" Smith is off duty at present due to illness. Conductor R. A. "Buck" Bloomfield is confined to Miller Hospital, St. Paul, where he underwent surgery on Jan. 25.

Cards being received from Harry Keck, retired roundhouse foreman, indicate he is enjoying an extended trip through California.

The progress of democracy seems irresistible because it is the most ancient and the most permanent tendency which is to be found in history.

—De Tocqueville

Separated Since Childhood; Reunited



Oscar F. Erickson and his sister, Mother Asuncion.

OSCAR F. ERICKSON, retired engineer of Sioux City, Ia., has returned from New York City where he was reunited with a sister after a separation of more than 60 years. Before their New York meeting, sister and brother had not seen each other since 1889 when Mr. Erickson left Norway to make his fortune in America. He was then 17 years old and his sister, Ronlaug, was 14. A short time later the sister entered a convent in Spain. Today she is known as Mother Asuncion.

Mr. Erickson has forgotten most of the Norwegian language and speaks only English, while Mother Asuncion now speaks only Spanish. At their first meeting it was necessary for them to converse through an interpreter.

Mother Asuncion is high in the council of her order and one of her duties is the inspection of its convents throughout the world. The meeting with her brother was arranged on a stopover while she was traveling from Spain to Puerto Rico. After their meeting Mr. Erickson accompanied her to Puerto Rico and remained there with her until her duties took her elsewhere.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Friday, Jan. 13, is a day that will long be remembered by Seattle residents, and especially by Florence Taylor, relief telephone operator in the Seattle general offices who was called out to take over the board during the night. It took a great deal of effort to reach the White-Henry-Stuart Building, cabs were at a premium, buses few and far between and walking practically impossible, as it would be in the height of a blizzard, but she made it. Getting back home at 3:00 A.M. was another story, transportation worse, blizzard still on. Florence finally got a bus, but it failed half way to her destination and so she started to walk. Brrrrr! No transportation in sight. She

got home all right, and now she can say "Bet you never had a ride on a snow plow." She can also tell you how to get on and off a snow plow, which is not quite as easy as doing it on a bus.

W. Z. McElwain, rate clerk in general passenger agent's office, was injured Jan. 5 while freeing frozen drains on his house—ladder on which he was standing slipped, throwing him onto cement steps. He suffered a bad head gash and a double break of elbow and was confined to Providence Hospital until Jan. 24. He is now recuperating at his home.

William Rutherford is the new secretary in the general freight agent's office, replacing Jack Castle. Mr. Rutherford had previous railroad service with the Pennsylvania.

Maurice McCarrell, city freight agent, with wife Betty, returned recently from a winter vacation spent in South Carolina. Mr. McCarrell's home state. They also visited in Georgia, and en route with Mrs. McCarrell's family in Elgin, Ill.

MADISON DIVISION

W. W. Blithen, Correspondent

Wallen Klein of the car department, with Mrs. Klein and Mr. and Mrs. William Johnson of Madison, returned recently from an automobile trip to California. En route they stopped at the Grand Canyon, Boulder Dam, Carlsbad Caverns and Tijuana, Mexico.

Congratulations are in order for Ethel Cushman, of the freight department in Madison, on the arrival of a grandson, Steven Leslie, born to Mr. and Mrs. Paul Kessenich (Jean Ann Cushman) on Jan. 22.

Joyce C. Kline, daughter of Mr. and Mrs. William Kline (assistant to roundhouse foreman, Madison), was one of 37 Madisonians who were awarded sophomore scholastic honors for their first two years of study at the University of Wisconsin.

Conductor and Mrs. George McCue, Janesville, are rejoicing over the arrival of their first grandchild, Timothy Michael, who arrived at the home of Mr. and Mrs. James Dale McCue on Jan. 4.

Marion Rose, retired brakeman, passed away at the home of his daughter on Jan. 8.

Walter F. Klebesadel, carpenter in the locomotive department, retired on Feb. 1. Walter celebrated his 65th birthday on Jan. 15.

P. J. Kingston, retired conductor, and wife have gone to Palm Beach, Fla., to spend the balance of the winter. They intended to leave after the holidays, but Paul was on the "rip track" for a time and spent about a week in the hospital.

Fred Liegois, chief clerk in the superintendent's office, is sporting a brand new Plymouth. Goes to show who's got the dough.

A card from former Superintendent Woodworth says he and Mrs. Woodworth are enjoying the winter in Arizona.

Have just received word that F. G. Fandrich, retired signal maintainer, whose headquarters were at Janesville, was married to Miss Clara K. Heinen of Long Beach, Calif. (formerly of Random Lake, Wis.), at Yuma, Ariz., last Oct. 18. They are at home at 2528 East 5th Street, Long Beach.

Sympathy is extended to Yard Clerk Stanley McGrath on the recent death of his mother.

The boys in the telegraph office at Janesville claim to have set a real record—there are three "rocky happy" young maidens who will be changing their names to Mrs. Kenneth Skidmore, Mrs. Thomas K. McLean and Mrs. Jerry Berg.



DUTCH MASTERS CIGARS

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Sympathy is extended to the widow of Mahlon "Doc" Ellingsworth, who passed away on Jan. 1. Mahlon was our messenger in Terre Haute and was very well known.

Charlie Kerch, retired conductor, was in St. Anthony's Hospital in Terre Haute in January.

"Bob" Stewart, retired conductor, has made several trips to Detroit, Mich., recently to take medical treatments and says he can notice an improvement in his health.

Ellis Boyle, formerly with the car department at Terre Haute, has returned to California. Ellis says his health is so much better in the West that he and Mrs. Boyle are planning to make a permanent home there.

L. R. "Russo" Sims, who was released from the hospital recently, is now in Mexa, Ariz. In a letter he tells us he is feeling much better and that this spring he is planning on taking a trip to California and then returning to work as agent at Crane, Ind.

R. A. Royster, retired conductor, who has been living in Evansville for a good many years, is planning on going to Ft. Lauderdale, Fla., and remaining there until the

robins again become conspicuous in Evansville.

Charles L. VanWinkle, retired engineer, has been spending the winter in California with his son. He expects to return home in March or perhaps sooner.

Roadmaster and Mrs. Charles E. Fox have been enjoying the company of their son, Sgt. C. L. Fox. Sergeant Fox is with the Air Corps and had been stationed in North Africa for the past 18 months. He flew home for a 30-day leave and is now temporarily located at Rantoul, Ill.

Barney Troglia is now our messenger in the Terre Haute district.

Betty VanLeer, assistant time revisor, was married on Jan. 14 and is now Mrs. Foradori. She and her husband are making their home in an apartment on South Fifth Street in Terre Haute.

West Clinton Area

Earl H. Lehman, Correspondent

Conductor and Mrs. Arthur Kimble are the parents of a baby daughter, born Jan. 2. "Rebecca Joan" was the first baby of 1950 born in this community and the merchants of Clinton showered her with a wealth of wonderful gifts.

In listing the names of retired "rails" in this area, we apologize for omitting Engineer J. H. McDonall, Clinton, Sectionman

John Thompson, Blanford, and Brakeman Clarence Webb, Clinton.

Telegrapher Daniel Keating of Atlanta, Ga., worked on second trick here for a short time in January.

Sympathy is extended to Brakeman Raymond Spear in the death of his brother Harold at Terre Haute on Dec. 29.

Car Inspector Elza Hale announced the arrival of his first grandson on Jan. 14. A baby boy was born to Carman and Mrs. Raymond Weyrauch. Grandpa and father have named the boy "Raymond Elza."

Mrs. Mary Botner, wife of Carman Paul Botner, is seriously ill as these items are written.

Mrs. Clara Marietta, wife of Louis Marietta of section 20, died on Jan. 17. She had lived her entire life in Blanford, two miles south of here. Sympathy is extended to Lonie and his family.

Conductor and Mrs. Mark Hewitt were among the early vacationists and enjoyed a trip to Seattle and several California cities during January.

Crane Operator E. F. Norenberg of Beaver Dam, Wis., was here in January to demonstrate how the crane is operated.

Telegrapher Paul Prather has bid in the second trick position here.

Yard Clerk Barney Troglia has bid in the messenger-clerk job at Terre Haute.

Mrs. Bertha Kuhns had the misfortune to injure her left hand in a washing machine

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recently and spent several days in the hospital. She is the mother of Bensenville round house foreman, Cassel Kuhns, and mother-in-law of Engineer O. E. Miller and Dispatcher Don Hehman of this division.

Max Ritter was home on furlough from the Army recently on account of the illness of his father, Engineer Paul Ritter.

Yardmaster Don Wile is just as smart as he looks. He has chosen a new 1950 Chevrolet!

And for 50 different reasons, Brakeman Dave Amerman is driving a new '50 Ford!

Carman Malcolm Francis discovered a broken rail just before dawn one January morning. Foreman H. T. Gish and his men soon had a new one in its place.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

There are grown up boy scouts on the loose on the H&D. One cold morning recently Conductor Tim Warner and Brakeman Wally Natzel found a dog with its fore feet caught in a trap, while inspecting their train at Webster. They released the dog, petted him, shook hands all around, and then the dog trotted off on two mighty sore paws.

On another snowy morning at Bristol, Engineer Ted Skramstad, Fireman Lynn Ryman and Brakeman Archie Bagauss found a half frozen pigeon on the tender of Engine 483. They picked the ice off its bill, warmed it up and fed it, and the bird perked up in a hurry. Now it follows the engine all day long.

Agent Kallander at Hickson, N. D., has the same spirit. Recently, when the crew of No. 463 was stuck in the snow overnight almost a mile out of Hickson, Kallander and his wife provided them with supper and in addition took pie and coffee out to the caboose later on in the night. The boys really appreciated their hospitality.

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

Sorry to report that Charley Valentine, police department, lost his wife through death in January. Sympathy is extended to the family.

It is pleasant to see the retired folks who visit us. Our latest callers were Joe Harvett, former checker, and Henry Busse, former delivery clerk in Yard Two.

Bowling team notes: Harry Ium almost

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knocked Melvin Marshall out of low place by bowling 87. Melvin holds a record of 77.

Otto Stainer tells me we aren't doing him any good. Come on, folks, let's find an apartment for Otto. Incidentally I'm not doing so good, either. The promise of an apartment still holds, but I am still waiting for it. Am pretty well packed and can't move yet. Rugged, isn't it?

Galewood

Norma Gunderson, Correspondent

We are happy to welcome Dorothy Parsons who returned on Jan. 26 after being confined to her home for three months as the result of an accident.

Ray and Gene Kropp are the parents of a fine baby boy, Daniel Ray, born Dec. 3.

Robert Doornbosch, cashier's clerk, and wife announce the arrival of Robert George, born on Jan. 16.

The gorgeous bouquet of fresh vegetables presented to Julius Moscinski was from the girls he left behind when he accepted the position of cashier at Healy station.

Eda Lehman, steno to trainmaster at Galewood, is at present spending her vacation in California with her sister.

We are happy to learn that Charlie Fabus, check clerk in the freight house, who was hospitalized for several months, is now recuperating at home.

Archie Sinclair, checker at Galewood freight house, is on a 90-day leave, enjoying the temperatures of Florida.

D & I DIVISION

First District

E. Stevens, Division Editor

J. A. Neilson, operator at Savanna tower, retired on Dec. 31. Mr. Neilson started with the Milwaukee on May 6, 1913, prior to which he worked for the NYC, the Big Four and the Wabash. After a three-month vacation in Redlands, Calif., he will make his home in Mendota, Ill.

Congratulations to Mr. and Mrs. Robert Sturtevant (store department, Savanna) on the arrival of a baby girl at their home on Jan. 4.

Quad Cities Area

Marion L. Arnold, Correspondent

John Lykam, father of Engineer George Lykam, passed away on Jan. 20. He was a retired boilermaker helper at Nahant roundhouse.

Jess Merrill, former section foreman at Davenport who had been retired for several years, passed away on Dec. 30.

Machinist and Mrs. George Volrath spent their vacation with relatives in California and also visited Old Mexico.

Carman J. W. Bowman and Yard Clerk A. D. Ceurvorst have been on our sick list. Mr. Ceurvorst has returned to work and Mr. Bowman is expected back soon.

Marian Kiesow, clerk at East Moline, has taken a leave of absence. It has been reported that a stork is hovering over her residence.

Marcell Fabricious, who was relief clerk at Davenport, bid in the relief job at East Moline.

Freight traffic produces more than 82 cents of every dollar of revenue the railroads take in.

Engineer R. L. Lockwood Retires

R. L. "RAY" LOCKWOOD of Horicon, Wis., well known "Old Line" engineer, turned in his final report on Jan. 14. His retirement brought to a close more than 50 years of railroading.

Mr. Lockwood was born in Milwaukee in the family homestead, which stood on the site of the present post office building. At the age of 14 he started out as a car smith in the shops, shortly afterward he became a fireman, and in 1904 he was promoted to engineer. In his long time service he worked every run on the Milwaukee Division third district and operated every type of locomotive, from the old eight-wheeler to modern streamlined equipment.

The Lockwoods have lived in Horicon since 1908. One son, Raymond, Jr., entered Milwaukee Road service and is now a signal maintainer in the Union Depot in Milwaukee. Mr. Lockwood served as local chair-



Engineer Lockwood as he made his final run between Horicon and Portage. (Photo by Edgar G. Mueller, Mayville, Wis.)

man of the Brotherhood of Locomotive Engineers, Division 66, for 17 years and was a member of the executive committee. At the Cleveland convention in 1936 he was elected to the board of trustees and he served for six years in the capacity of chairman. About his future intentions, he says, "I'm going to take time now to learn how to fish."

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Operator Claire Alexander, second trick at Watertown, is off with a case of appendicitis. At last report he was doing fine.

Operator Bergeron, first trick at Columbus, has been hospitalized for some time on account of a heart seizure. He was better at last reports.

Engineer Charles Rumpf, son of Engineer George Rumpf who worked on our division after returning from the war, has been appointed federal engine inspector and is now located at Charlotte, N. C.

We are sorry to report the death of Fred Bennett, retired veteran engineer, who passed away at Portage on Jan. 16 after a short illness. He retired from his long service as engineer on our division in July, 1936. Mr. Bennett was a good friend and neighbor and had a very fine record as a railroader. We will miss him.

Of all the states in the Union, I think that Wisconsin is best. There's a chance for an argument here, but figure it out—we don't get many hurricanes, not too much snow, nice summer weather, only a few cold spells in the winter, and, so far, no earthquakes, tornadoes or crop failures to speak of.

Second District

H. F. Ogden, Correspondent

Herman J. Will, retired B&B foreman, died on Jan. 2. He had retired on March 1, 1949, after nearly 50 years of service as carpenter and foreman on various divisions, including the I&D, H&D, the Extension and the L&R. He was foreman for nearly 40 years and was a recognized authority on bridge building and restoration of roadway at washouts.

February, 1950

Third District

M. G. Conklin, Correspondent

Mrs. Rose Doxtader, 83, widow of Conductor F. L. Doxtader, passed away at Wausau in January. Funeral services were held in St. James Catholic Church at Wausau; burial at Tomah, Wis.

Section Foreman Walter Rush, Tomahawk, is again the proud grandfather. A baby boy was born on Dec. 27 to Mr. and Mrs. Lawrence Rush.

Mr. and Mrs. William H. Streeter observed their 63rd wedding anniversary on Jan. 23 at Sparta, where they have lived since 1948. Mr. and Mrs. Streeter are well

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known on this division, Mr. Streeter having been in engine service on this division and also working for the mechanical department. They are the parents of Engineers George and William Streeter, Jr.

Miss Margaret McGinley, cashier at Wausau freight house, spent the holiday season with her sister, Mrs. Joseph Doheney, and family in Texas.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Clifford Rolette, telegraph operator from Missoula, bid in the second trick job here. This position was formerly held by William Baungartner who returned to his regular position at Hanover.

Mrs. William Tuss, wife of carman, is in the hospital recuperating from an appendectomy.

Frank Swan, section laborer, was walking down the track at the Fair Grounds oiling switch lamp markers when he detected a broken rail. He notified train 195 which was just pulling out of town, and it was held until a new rail was put in. There is no doubt that Frank's alertness averted an accident.

Mr. and Mrs. Kenneth Casteel have a new baby daughter, born Jan. 16. The young miss has been named Delores Jean. Kenneth is second trick yard clerk.

Machinist Helper J. V. Greenslate and Yard Clerk Bill Lancaster are at home after spending a few days in the hospital.

The Women's Club told me that if we enjoyed the turkey dinner at their Christmas party we should pay up our dues promptly and we will have a better one next time.

Leo Koffler, agent at Winifred, is back on the job after being ill for two weeks. Mary Messier held down the fort during his absence.

Something new has been added to the North Montana Division. The big four unit freight Diesels which run between Chicago and Harlowton are now running between Harlowton and Lewistown on trains 163 and 164.

At this writing I have just visited Jim Daugherty, general yardmaster from Harlowton, who is in the hospital. He had been there a month and expected to be in for several weeks more. He would sure like to have some railroad visitors.

Air conditioning equipment on a Pullman car enables the air in a car to be completely changed every 6½ minutes.

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Associates Honor Veteran Switchmen



Oscar Henderson (left) and Edward Lee sample their retirement gifts. (Photo courtesy the Council Bluffs Nonpareil.)

OSCAR Henderson and Edward Lee, veteran Council Bluffs, Ia., switchmen who retired in December, were guests of honor at a potluck supper given by fellow employees at the Y.M.C.A. on Jan. 19. Approximately 70 were present. Car Foreman T. P. Schmidt was master of ceremonies and General Yardmaster E. E. Smith gave an address. All departments were represented in the gifts which were presented to the principals. Mr. Henderson received, among others, a set of luggage and Mr. Lee was presented with a Parker 51 pen and pencil set and various additional gifts.

Oscar Henderson started railroading as a switchman in 1900 and was in Milwaukee Road service for the past 33 years. Mr. Lee started switching for the Milwaukee in 1907. Special guests at the party were the Lee's son Irving and his family. The crowd was entertained with community singing led by Lead Carman Carl Schonberg with Mrs. Schonberg at the piano, and with movies and slides of European countries which were shown by Miss Olive Jensen, daughter of Engineer Herman A. Jensen, who until recently was employed in the American legation in Vienna, Austria.

TWIN CITY TERMINALS

St. Paul Freight Station

Allen C. Rothmund, Correspondent

We have learned that G. A. Van Dyke, our former superintendent of terminals, passed away at San Diego, Calif., on Dec. 31.

Ed Coy, team track foreman, is still confined at St. Joseph's Hospital. His case called for a blood transfusion and the following responded as donors: Fred Overby, Bill Burfiend, Joseph Kulisheck and Gene Voges, all of the freight office.

The Milwaukee Road Hiawatha Band of Milwaukee, Wis. took part in the big parade on Jan. 28 at our St. Paul Winter Carnival.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Mr. and Mrs. Lawrence Hindert are rejoicing over the birth of a baby girl at their home on Jan. 12. Lawrence is electrician foreman in the locomotive department.

A baby girl also arrived at the home of Mr. and Mrs. John Bacha, on Jan. 8. John works in the air brake shop.

Machine Operator Carl F. Anderson and Carman Algot Caspersen both retired on Jan. 24 after 40 years of service in the car department.

Locomotive department employes who retired during January are James McCurdy, Sigurd Ryers, Charles Ingold, Ray Arnold and William G. Schroeder, following many years of faithful service in the roundhouse and back shop.

Car Inspector Floyd Manser is quite ill but we are hoping for his swift recovery.

Carl Gustafson, carman who retired over a year ago, submitted to the amputation of a leg on Jan. 6, but is now home and gaining in strength.

St. Paul Traffic Department

Brooksie Burk, Correspondent

On Jan. 23 the South St. Paul stockyards echoed the frosty voices of 3,000 cattle, sheep and hogs who had traveled via our railroad from Britton, S. D., through one of that state's worst blizzards. Their owner, Ray Jarrett, believes firmly in the economy of big-train shipments and while last year's shipment required 50 cars, 45 cars handled the stock this year, due to a last minute sale of some sheep at a market near Britton.

According to Mr. Jarrett, most of the family's personal shopping is done in St. Paul, and after everyone in the family finished shopping, Mr. Jarrett intended to indulge in his favorite recreation, dancing. He says he can out-dance his 21-year-old son, Donald, and he certainly looks as if he could.

Last year when we wrote about Mr. Jarrett's record-breaking shipment, our next item concerned Bill Wais, ticket clerk in our city ticket office, who had been elected treasurer of the Railroad Passenger Club Association. We can follow the same procedure this year, only we'll change his title. At the recent election of that organization, Bill was elected secretary and Paul J. Nikolai, GAPD, was elected vice-president.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

General Agent F. W. Houston and wife are spending their vacation at this time in New Orleans.

M. E. Rathje, swing clerk at Cedar Rapids and Marion, has bid in one of the clerk's positions at Cedar Rapids freight house.

The Women's Club chapter started its 1950 activities with a dessert luncheon in the private dining room of the K V Cafe in Marion on Jan. 12. Chairmen for the affair were Mesdames Hutchins and Ness. New officers for 1950 are Mrs. O. R. Ness, president; Mrs. W. E. Cooper, vice president; Mrs. Art Hutchins, secretary; and Mrs. Warren R. Johnston, treasurer.

Taking advantage of the GI educational program, Fireman Robert Postel entered Ames College in January for a course in

February, 1950

agriculture and animal husbandry. His wife and son, Robert, Jr., joined him and they are occupying one of the trailer home housing units provided by the college.

Assistant Engineer R. M. Low was surprised at his home on Dec. 22 by a group

a fireman on Nov. 5, 1907, and was promoted to engineer on Sept. 15, 1912.

Death has claimed one of our former agents—Elmer A. Knock who retired last Oct. 15 after 46 years of service. He started his railroad service as night operator at



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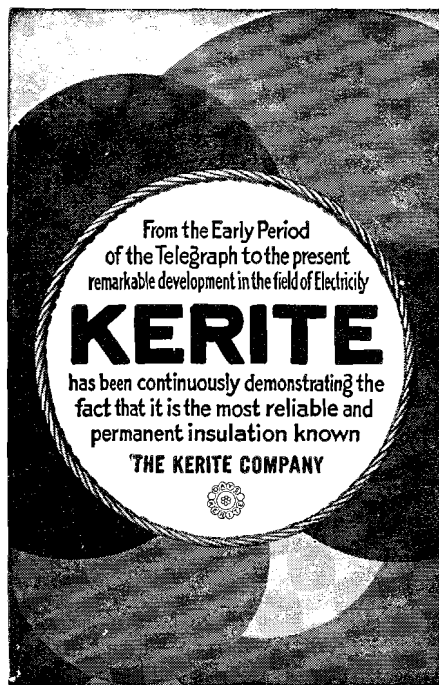
(Advertisement)

of co-workers who assisted in the celebration of his birthday. The group occasionally gathers for a game of cribbage, and this furnished the entertainment for the evening. Hugh E. Jones, roadmaster's clerk, again held high score. Mr. Low was presented with a gift.

Engineer Roscoe Fancher Stevens retired last Dec. 22. He started with the Road as

Postville, coming to the Iowa Division in 1905. For 37 years he served as agent at Lost Nation, which position he held at the time of his retirement. Funeral services and burial were in Lost Nation.

Mrs. E. C. Ainley was a patient in St. Luke's Hospital in January. She is the former Idelle Fullerton, employed at one time in the superintendent's office in Marion.



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Bob Boetcher, son of Assistant Engineer L. R. Boetcher, is at home recuperating from a tonsilectomy.

Section Foreman L. B. Overman of Delhi has been granted a temporary leave because of illness. D. M. Holdridge is appointed to his position during his absence.

Mrs. F. M. Blakeslee, wife of retired agent, is a patient in St. Luke's Hospital at this time.

Mrs. B. A. Jenkins, wife of section foreman at Springfield, is critically ill at her home.

Middle, West and Des Moines

Viola Ranes, Correspondent

Miss Ruby Eckman has resumed work as clerk in the chief dispatcher's office following a month's vacation which included an 18-day cruise to Havana and Guatemala.

P. L. Calhoun and wife have returned from several weeks' vacation in California and Arizona. Paul is agent at Boone.

Mrs. Gerald Heinzeleman underwent surgery recently. She is now convalescing nicely at home.

Engineer Guy Emerick and wife are enjoying some very special jam which came to them as a Christmas gift from Tom Nichakawa in Hawaii. Tom is a young man who, while a soldier in the American Army, spent a holiday leave in Perry at the Emerick home. He had made the acquaintance of the family when he passed through Perry on a troop train and had them write to his family in Hawaii. He has kept in touch with the Emericks since going back to Hawaii after the war, and each year sends them some unique Christmas package.

We extend sympathy to Engineer Theulen whose wife passed away recently.

The wife of Everett Evans, of the water department, is convalescing at her home following surgery.

The Brotherhood of Locomotive Engineers and its auxiliary had a banquet recently at the Pattee Hotel, following business meetings of both organizations. Honored guests at the banquet were new members and Engineer Fred Peterson who was presented with his 40-year pin.

Mr. and Mrs. John (Grover) Wagner have a new grand-daughter, a baby girl having been born to Mr. and Mrs. Ronald Wagner recently.

The four-year-old son of Conductor and Mrs. C. F. McDonald recently submitted to surgery on an eye. He is showing considerable improvement.

Council Bluffs Terminal

Agnes Kinder, Correspondent

Max Eckert of the store department underwent an operation at Wesley Memorial Hospital, Chicago, on Dec. 30 and is now back at his home in Omaha to recuperate. He asked me to thank his fellow employees for their cards and letters, and also the Council Bluffs Chapter of the Women's Club for the flowers sent to him.

Checker Earl Cook has applied for his disability pension, due to ill health. We all hope that his health, and that of Mrs. Cook, who has been ill for a long time, will improve before long.

Mrs. Charles Milner, wife of assistant section foreman, underwent an emergency appendectomy on Jan. 19 and additional surgery on Jan. 24.

Night Yardmaster Howard Loper has been at home recuperating for several weeks. We understand that he will soon be back to work.

Switchman Frank Brugenhemke has been ill for some time and probably will not be back to work until spring.

Laborer Archie Fichter who was layed off due to reduction in force, was called back to work on Dec. 13. He announced that he has a new member in his family—a daughter born Nov. 11 who has been named Linda Lee.

The first employee to take his vacation this year is Carman Fred Olson who, with his wife, headed for the South where they visited their son Lloyd and daughter-in-law in Chattahoochee, Fla., and Mrs. Olson's relatives in New Orleans, La.

Mrs. John Barclay, whose husband was a car inspector for the railroad for many years prior to his death, passed away on Jan. 21 after a long illness.

To manage a business successfully requires as much courage as that possessed by the soldier who goes to war. Business courage is the more natural because all the benefits which the public has in material wealth come from it.

—Charles F. Abbott

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Gail Tomlinson, Davenport, Ia., signs out on his final day, Dec. 31. He is a 50-year railroader and had been a switchman at Nahant, Ia., since 1903.

MILWAUKEE SHOPS

Coach Yard

Richard Flechsig, Jr., Correspondent

Wilbur Davis is still on the sick list. He was down to see us a short time ago.

George Bucholz, our night lock and tin-smith, has been off for several weeks but is expected to be back soon.

Casimir Drozniakiewicz, one of the newer employees, was off because of sickness but is back on the job again. Dmitar Rakas is also back to work after being absent for several weeks on account of illness.

Car Department—Office of Shop Superintendent

George E. Fiebrink, Correspondent

News reached us in January of the death of John Timmer, a carman helper. "Old John," as he was known, always had a warm smile and cheery "hello" whenever he saw you, and we will miss him. He left no survivors.

Our old friend, G. A. Greeman, coming from the North Woods, stopped in for a brief visit in January. He brought a little of his cold weather with him. "Swede" is making out well and extended an invitation to us to lodge with him.

We have heard that John Jennings and family are located in their new home in Downer's Grove, Ill., a suburb of Chicago. John is enthusiastic about the outcome of his new venture.

We extend sympathy to Frank A. Shoulty, assistant superintendent car department, on the death of his father who passed away in January at the age of 91.

We said good-bye in January to Dick Bauch, former welder, inspector, and assistant foreman in the freight shop. Dick served his apprenticeship here before he went on to other jobs. He is now with the Rock Island as a traveling inspector.

Cabinet Maker Joseph Hebein has taken a trip to the Mayo clinic at Rochester, Minn., for a check-up.

Tom Birch, passenger airbrake foreman, is wearing a new 45-year service button in his lapel these days.

I wish that more news would be brought to my attention. I'm sure there must be a lot of news in the shop which others would like to hear about.

Store Department

Earl L. Solverson, Correspondent

Chauffeur Jesse Pritchard became a "papa" for the first time on Jan. 10. The name of the newcomer will be "Michael Daniel." He arrived at St. Anthony's Hospital, weighing in at seven pounds even.

The freight car store, which has been occupying the former locomotive department blacksmith shop for the past two years, is preparing to move back to its former location in building SD-50. Stockmen Rudolph Freuler and Earl Solverson and Assistants Gerald G. Meyer and Peter Klisanic will be involved in the move.

Stockman W. J. Kutter is now in the process of moving his Diesel stock to the new store in roundhouse No. 2, which is adjacent to the new Diesel shop.

Stockman Howard Lyons is convalescing at home at this time.

Stockman Joseph Sazama is taking his vacation in Florida.

John Thiekan is handling the signal store duties in the interim.

Harry Schupinsky of the freight car store applied for a pension on Jan. 1.

Assistant Stockman T. H. Reidy is convalescing at home at this time.

Glen Kitzmiller of the Passenger Car Store, added a son to his family on Jan. 20: at the Milwaukee Hospital, weighing six pounds. Gary Richard is the king of the household.

L. Harry Cook, 61, of the freight car store, died of natural causes while at work on Feb. 1. He is survived by his wife, and a daughter, Mrs. Ina Kucel. His service date was May 23, 1947. The following co-workers served as pallbearers: Glen Lang, Sigmund Powalisz, Gerald Meyer, Rudolph Freuler, Frank Wendt and John Schmidt.

Locomotive Department

Leone Schneider, Correspondent

Congratulations are in order for Foundry Wheel Molder Walter Carlson on becoming the proud grandfather of James Walter.

You have to see it, to believe how proud Florian Krzykalski is of his baby daughter, Kristina. Florian is a wheel molder in the foundry.

On their way home from church recently Joe Maciejewski and his wife were hit by an automobile. At last report they were in fair condition. Joe is a foundry laborer.

UNION-MADE

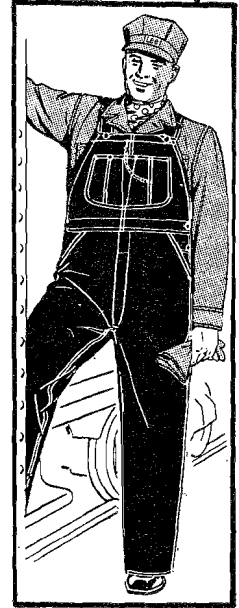
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Foundry Coremaker Alfred Porsow is on our sick list.

The friends of Mrs. William Porsow, wife of foundry foreman, will be glad to hear that she is well on the way to recovery following her recent operation.

Many of our shops and roundhouse personnel will remember Al Link, former machinist, and his mother. This is to advise them that Al's mother, who was 92 years of age, passed away recently.

We welcome B. F. Hunt who came here from Elgin, Ill., to take over the duties of assistant roundhouse foreman.

Charles Luebke, boiler shop department foreman, retired on Jan. 31 after 52 years of service on our railroad. His fellow supervisors tendered him a farewell dinner on Jan. 31 and wished him good fortune in his retirement.

W. C. Porsow, who is the son of Walter Porsow, one of our veteran coremakers in the foundry, recently received the second place national award presented by the Mutual Broadcasting System for children's radio audience promotion. Mr. Porsow is commercial manager of station WHBY at Appleton. Five hundred stations participated in the national contest. It was the second national radio award won by Mr. Porsow within a three-week period.

Coal-burning steam locomotives in 1949 handled about 50 per cent of the freight traffic, measured in gross ton-miles, of the Class I railroads, compared with nearly 70 per cent in 1946, while that handled by Diesel locomotives increased from less than 10 per cent in 1946 to about 34 per cent in 1949.

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

Harold Montgomery, Correspondent



Jerry Zuzanek

Jerry Zuzanek has retired after 47 years at the "smithy" trade. The name may not sound familiar to most of us, but to men of the blacksmith trade, it ranks high. Jerry was one of the best blacksmiths at the shops and had worked in every department as blacksmith. He retires as a hammersmith and a finished mechanic

who cannot be replaced easily. He was instrumental in helping many apprentices, some of whom are now showing the benefits of their good tutoring.

Jerry started working in 1903 for the Wisconsin Central line. In 1905 he started here at the shops in the locomotive blacksmith shop. He lives with the "Missus," Anna, at 2761 North 33rd Street. He has something in common with Eddie Cantor—five daughters. In the future he intends to devote his spare time to hunting and fishing.

Fred "Old Red" Williamson, one of the "boys" of 1925, stopped in recently to say hello. He is now a retired Army man. Some of the 25-year men he reminisced with were Horton, Petrie, Koester, Peterson, Kuntz, Schultz, Lentz, Montgomery, Harry Miller, Wecher, Hooks, Reitmeyer, Tellafsen and Guschl. Red now lives in Miami, Fla., and, as he tells it, does nothing but golf. Ain't that the life?

On Jan. 14, Marilyn Montgomery, oldest daughter of the H. J. Montgomerys, said "I do" with George Kenneth Drake of Jersey City, N. J. A reception took place that evening and among the 350 friends and relatives present were some 35 railroad couples. The H. J. Montgomerys and the Ken Drakes thank all who attended for their expressions of friendship. A Mix Master, an electric roaster and a check were items presented to the couple by the M. E. department and department heads. Thanks again, folks.

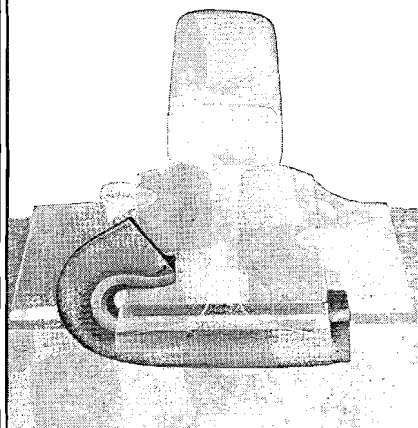
CHICAGO GENERAL OFFICES

Freight Claim Department

Palmer G. Lykken, Correspondent

Since the last report from this department, a number of the "boys" have taken a step up the ladder. Herb Kirch now bears the title of assistant freight claim agent, Al Ducret is head clerk, John Frank is travel-

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.

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her vacation just before Christmas and while so journeying, tripped over an obstruction and broke her leg. She is convalescing in California. We expect her back with us sometime in March.

George L. Savidis, former budget examiner, is assuming his new duties as an assistant engineer in the division engineer's office at Western Avenue. George has been in our office for four years and has acquired many friends here who will miss him.

Ernie H. Johnson, also a former budget examiner, went back to his first love, the engineering department, when he assumed his duties as assistant division engineer at Savanna, Ill., on Jan. 1.

Yours Truly recently received a letter from H. W. Leal, retired auditor of capital expenditures, wherein he stated that both he and Mrs. Leal are feeling fine and are enjoying retirement at Santa Cruz, Calif.

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Our office was saddened by the report of the death of Carl "Pete" Peterson on Jan. 23. "Pete," before his illness and subsequent retirement on Jan. 1, worked in the payroll bureau.

We are happy to report that Rudy Lindahl, who because of ill health has taken a leave of absence, is recuperating at home and is anticipating a return to work.

Well, Lloyd Staver did it again. On Jan. 19 he became papa of an eight pound baby girl, and the following day he passed out the stogies and candy.

Betty Jane Pecka made known her engagement on Jan. 3 when she showed us all a sparkling new wristwatch which she received at her request, in lieu of the usual diamond ring.

Felicia "Pee Wee" Kosiba pulled a surprise on us when she came to work on Jan. 23 with a beautiful diamond on the proper finger. From the second floor comes word that Margaret Brough, of Mr. Sowle's office, has also been taken out of circulation with the presentation of a diamond ring by her one and only.

A future stage star may be in the making,



Pictured here in Army uniform is William M. Ahern, son of William T. Ahern, chief clerk in the public relations department, Chicago, who was graduated on Jan. 28 from the Illinois Institute of Technology with a Bachelor of Science degree in mechanical engineering. He had previously attended the University of Illinois. He is now employed in Chicago by the International Harvester Company for whom he is conducting engineering experiments. He will be remembered by readers of The Milwaukee Magazine as the contributor of several wartime articles.

as Mary Holmberg has made known her participation in the play, "Two Blind Mice," being presented by the Uptown Players.

As we write this, Dorothy Siegel of the B&B bureau is enjoying three weeks in the West Indies.

Back from Florida and the South is Ellen Johnson who reports that she had a very interesting vacation. Among her experiences was a ride in one of Uncle Sam's submarines.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Aileen Wishes experienced a busy day on Jan. 13, when she worked until 3:00 p.m. and at 6:00 p.m. submitted to an appendectomy. She is recuperating at home and expects to return to work soon.

Jake Lewin took another furlough on Jan. 8 and entered the hospital for treatment.

Friday, Jan. 13, was unlucky for Marie Streiber, who sustained an injured elbow in a fall upon returning home from the office.

We were pleased to see Julia Feindt return to work on Jan. 19 after a furlough because of illness.

A unique shower was given for Anna Littwin on Jan. 27 when she was showered with kitchen utensils and canned goods for her new apartment.

On Jan. 26 Viola Asa acquired the title of "grandma," when her son's wife presented him with a baby girl.

Mr. and Mrs. Arthur Schmidt (Marge Roth), formerly of our office, announced the arrival of a baby boy on Jan. 21.

Mr. and Mrs. Frank Reed (Helen Jensen) are the parents of a baby girl born on Jan. 20.

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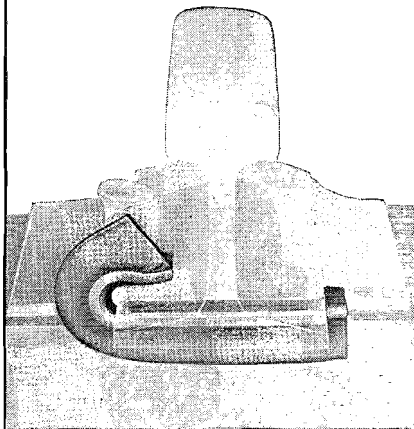
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Notes from the Choral Club

Violet McDonald, Correspondent

On Jan. 17 the Choral Club, under Director Glenn Jorian and with Alma Matthies as accompanist, gave a benefit performance at Englefield Post No. 1242 Veterans of Foreign Wars. The concert was sponsored by seven Gold Star mothers of the post and the proceeds went into a fund for use at Hines and Vaughn hospitals. The club was happy to be of assistance in this fine work.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

A great deal of fun, and a good meal as well, marked the installation of officers of the Chicago Passenger Club on Jan. 19. Glenn Hyett was installed as president. The main attraction was Tommy Bartlett's show, at which plastic rain coats and cigarette lighters were given to the participants. Among the latter were Don Luech and Roy Huntsman who pranced across the stage, displaying their dimpled knees in a chorus-like strut.

We learned recently that Marilyn Schmidt was married while on her summer vacation and has now resigned and gone to California to be with her husband.

The new playing cards are selling well at 40c per deck. The regular bridge decks have two jokers, so that two decks make a Canasta deck. Roy Myles and Bud Wiemann are still going strong at getting them out.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Larry Plucinski is to be married Feb. 11 to Marion Beohm at St. Edward's Roman Catholic Church. They will honeymoon in New York City and other eastern points. Larry's attendant will be Carl Berner of the interline bureau.

Miss Mayme Davidson, formerly of the accounting machine room, sends her thanks for artists sheet filled with the names of those who sent her good wishes. It is a lovely thought and gift to those on the retired list and she says it's much appreciated.

Marcia Ann is the name of Ed Wayrowski's new grand-daughter, born Jan. 17 to his daughter, Mrs. Ray Rankin, who will be remembered as Delphine Wayrowski

when she was employed in the auditor of expenditure's office.

Bowlers: The Fisherman team is now leading, 35 won and 22 lost, with the Minnesota-Marquette and the Olympians only one game behind. The Marquettes have high game for the season with 954. A. E. Peterson is leading the individuals with a score of 175. The Fast Mail has high series of 2,679.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Perhaps when this is printed all will be forgotten, but at present the weather is the topic of the day. When Spokane streets were just getting down to pavement again, another snow made it look like Christmas. On top of the 50 inches of snow received in January, another 6 or 8 inches is not

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very welcome. On the railroad, the Metaline Falls branch has had more snow than it could plow through. Roadmaster Allen and his assistants have been kept busy night and day. The only special equipment of the track department working is dozer No. 14 which is being used at several points on Roadmaster Loftus' district.

Snow conditions at St. Maries were kept pretty well under control, thanks to the car department in keeping the plow in shape and to Roadmaster Loftus and Trainmaster Nentl who spent much time riding the snow plow over the main line. Dozer-Operator Finstad and Section Foreman Angelo borrowed a small dozer from the masonry crew, which proved just the thing for cleaning platforms and walks, says Operator Carroll.

On Jan. 12 a doctor was requested to go to the aid of James Hendrickson, section foreman at Lotus, Idaho. First thought was to run an extra crew and engine on account of impassable roads and several train and enginemen volunteered their services, but Doctor Moseley, association physician, with Section Foreman Angelo, made the trip by jeep. However, Mr. Hendrickson died before their arrival. His body was brought into St. Maries by jeep and the funeral was held on Jan. 18.

Mrs. William O'Bryan, wife of retired shovel operator, passed away on Jan. 23 at the St. Maries Hospital. Funeral services were held there. Mrs. O'Bryan will be remembered by many of the old timers, as she spent most of the time from 1910 until Mr. O'Bryan's retirement traveling with him in the outfit cars from job to job.

Sympathy is extended to P. L. Hays, retired chief dispatcher, whose wife passed away on Jan. 20. Mrs. Hays had been in poor health for some time and in the hospital recently. Mr. Hays has also been ill.

B&B Foreman R. E. Warn is off work due to illness. Relief Foreman Harvey Sides is taking his place at Warden.

B&B Carpenter L. J. Collier had some difficulty with his wrist following an auto accident and has been off for some time, having submitted to an operation in Seattle.

General Foreman George Williams is spending the winter on his section at Pedee after having been on extra gangs for several years. Section Foreman Cloyd Weidner of Warden bid in the Lost Creek section and has moved his family there.

Foreman C. P. Mason, formerly of Metaline Falls, is still ill at Spirit Lake.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Dr. L. D. Harris, who has been associated with Dr. A. W. Spiry at the Milwaukee Road hospital here for nine years, has severed that connection and left with his family for Minneapolis where he will continue his studies in ophthalmology.

Engineer Walter Byington and wife have both been patients at the Mayo Clinic at Rochester. Mrs. Byington underwent surgery and is now back home. Mr. Byington remained for further treatment at St. Mary's Hospital in Rochester.

A. W. Vail, retired brakeman, 82, passed away at Holy Rosary Hospital in Miles City on Jan. 10 after a six-week illness. He is survived by three sons and seven daughters.

Kenneth H. Hunter, eldest son of S. G. Hunter, retired conductor, passed away at a veterans hospital in Pomona, Calif., on Dec. 30. The remains were brought back to Rapid



Passenger Brakeman Arthur W. Schaefer, Milwaukee, leaving No. 16 recently, after making his last trip. Schaefer, who was known for his courtesy to passengers and fellow employes, retired with 40 years of service.

City for burial with military rites. The Hunters are former Mobridge and McLaughlin residents.

Car Foreman A. W. Arvidson and wife were called to Cleveland, O., recently by the illness and subsequent death of Mr. Arvidson's mother. Mrs. Mary Arvidson spent considerable time here and has many friends who regret to hear of her death.

Albert L. Baun, son of Carman Gottlieb Baun, and Miss Anita Schmidt, daughter of Mr. and Mrs. Herman Schmidt, were united in marriage at the Congregational Church in Mobridge on Dec. 31. The young people are students at the University of Montana.

Wire Chief C. K. Todd, Mobridge relay office, underwent an operation at the Mobridge hospital on Jan. 23. He is getting along nicely.

Baggageman Bernie Wrenn of Miles City, who suffered a stroke on Jan. 28, is a patient at the Mobridge hospital. Mrs. Wrenn is here with him.

Conductor Wilson Middleton who was injured in a fall at Haynes, N. D., in which he suffered some broken ribs and other injuries, is now a patient at the hospital in Hettinger, N. D.

Engineer Edgar Miller, with his family, recently visited his sister, Mrs. A. A. Brown, in West Palm Beach, Fla. His mother, Mrs. E. E. Miller, returned with him and will make her home here.

Engineer A. C. Crowley and wife are spending the winter in Los Angeles and Pasadena, Calif., with their daughter, Phyllis, and relatives. Also, Engineer William Wands and wife are vacationing in California and on the west coast.

Mrs. Jennie M. O'Hern of Wapakala, S. D., a Trans-Missouri retired operator, has received a nice Federal appointment. Mrs. O'Hern is one of the best known women in this state on account of services rendered in both local and national politics. On Dec. 12 she was appointed district supervisor for the Bureau of Census with headquarters at Mobridge. She will supervise most of the state west of the Missouri River.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

E. J. McKenzie of Chicago, C&M engineer, has been appointed traveling engineer on the La Crosse Division.

Louie Knoebel is all prepared to get in to work from his home in Hales Corners if the interurban should get tied up in a snow bank. Well, at least he's got a new ski cap.

William Brey is the new operator at the Milwaukee dispatcher's office, replacing William Polzin who went to Slinger to fill a vacancy created by the retirement of O. E. Hoyt.

Mrs. M. W. Lossman is filling a temporary vacancy at Glenview during the leave of absence of the regular clerk, Mrs. Patricia Baldauf.

Prosperity has reached Milwaukee—Mary Hickey was seen wearing a real live orchid in the office recently.

The division engineer's office at Milwaukee has a chief clerk now. Jerry Smigelski has been appointed to the position.

The new relief clerk at Rondout is Robert Conn who was with us previously as a telegrapher and is now taking a hand at clerking.

Mike Brown was in from Merton recently and brought treats for the ladies of the office.

Second District

F. J. Love, Correspondent

R. H. Arries is vacationing in Portland, Ore., at this time. Mr. and Mrs. J. A. Houston are vacationing also, traveling through California, Washington and Oregon. They do not expect to be home for some time.

It was a great shock to learn of the sudden death of Engineer John C. Emigh who passed away on Dec. 27 at Wautoma, Wis., where he was spending the day. He was 64 years old. John started his employment in January, 1906, in the roundhouse at Milwaukee and began firing in August of that year. He was promoted to engineer on Dec. 12, 1910. He had not been ill and had made his trip into Milwaukee the night before he passed away.

C. F. Wagner, special officer at Beloit, has been promoted to lieutenant and is being transferred to Savanna.

Conductor and Mrs. Albert G. Johnson of Ladd spent their vacation driving through the South, visiting at Daytona Beach and other interesting places. They drove 3,200 miles on the trip.

Third District

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

F. W. Pischke, agent Fond du Lac, represented the Milwaukee Division, third district, at a meeting of the Mid-West Shippers Advisory Board held in the Palmer House in Chicago on Jan. 19.

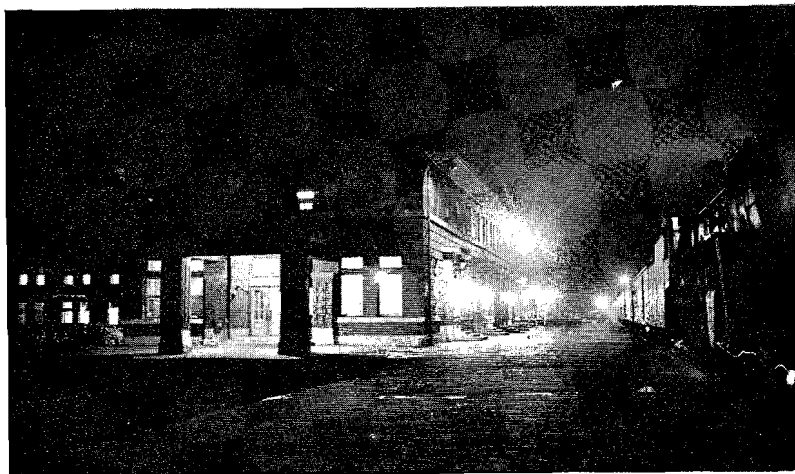
Sympathy is extended August Kollel, crossing flagman at Horicon, in the loss of his sister who passed away at Hartford on Jan. 25.

L. M. Rich, Horicon-Portage line conductor who is off duty on account ill health, is enjoying a visit with his daughter in Tucson, Ariz.

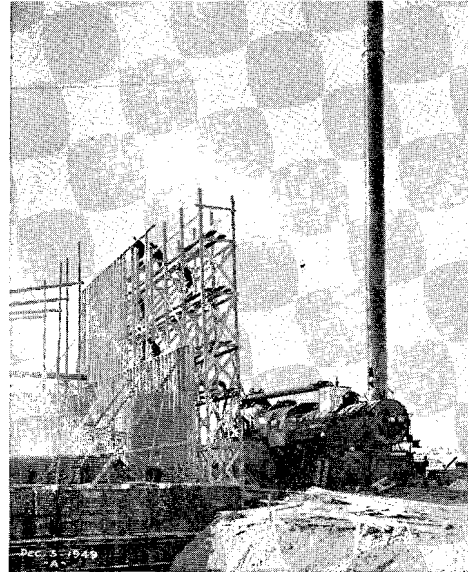
Agent Mary Hargraves, Merton, is spending a few weeks with her brother in St. Louis. R. W. Nyborg is filling the vacancy.

The Milwaukee Magazine

An unusual night scene at The Milwaukee Road station at Aberdeen, S. D. The camera work was done by V. P. Sohn, chief train dispatcher, in collaboration with a friend, W. K. Anderson.



A Milwaukee Road locomotive with a towering smokestack supplies heat for building operations at the large American Can Company plant which is being erected on the outskirts of the Milwaukee Terminals switching district.



Engineer Herman A. Jensen of Council Bluffs, Ia., and Mrs. Jensen study examples of European arts and crafts collected by their daughter Olive who returned to the United States recently after spending nearly five years in the American legation in Vienna, Austria. Olive's work was connected with visas and restitution claims. (Photo by the Council Bluffs Nonpareil.)

Four generations of a family well known on The Milwaukee Road—Robert Emmet Burke, retired captain of police; his daughter, Mrs. W. T. Loeber; the latter's son, Jerome Maas; and Jerome's daughters, Lynn Marie and Patricia. Mr. Burke retired in 1947 after more than 40 years in the police department at Aberdeen, S. D. With Mrs. Burke, he now makes his home in Arlington Heights, Ill.

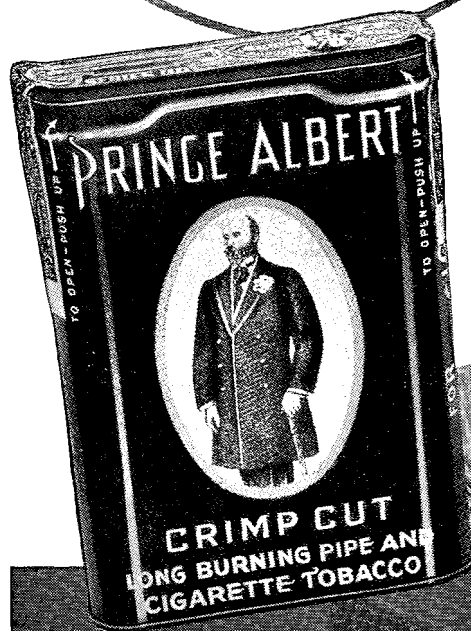
Johnny Ross, 12, of Minneapolis (with cane) arrives in Chicago on the Olympian Hiawatha to be honored as the youngest blind American to master the technique of using a guide dog. His guide, a German shepherd, was a gift from the Master Eye Foundation. Although blind since the age of 5, Johnny likes sports and music and is a Boy Scout patrol leader. Chicago Scouts met him at the Union Station with a guard of honor.



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