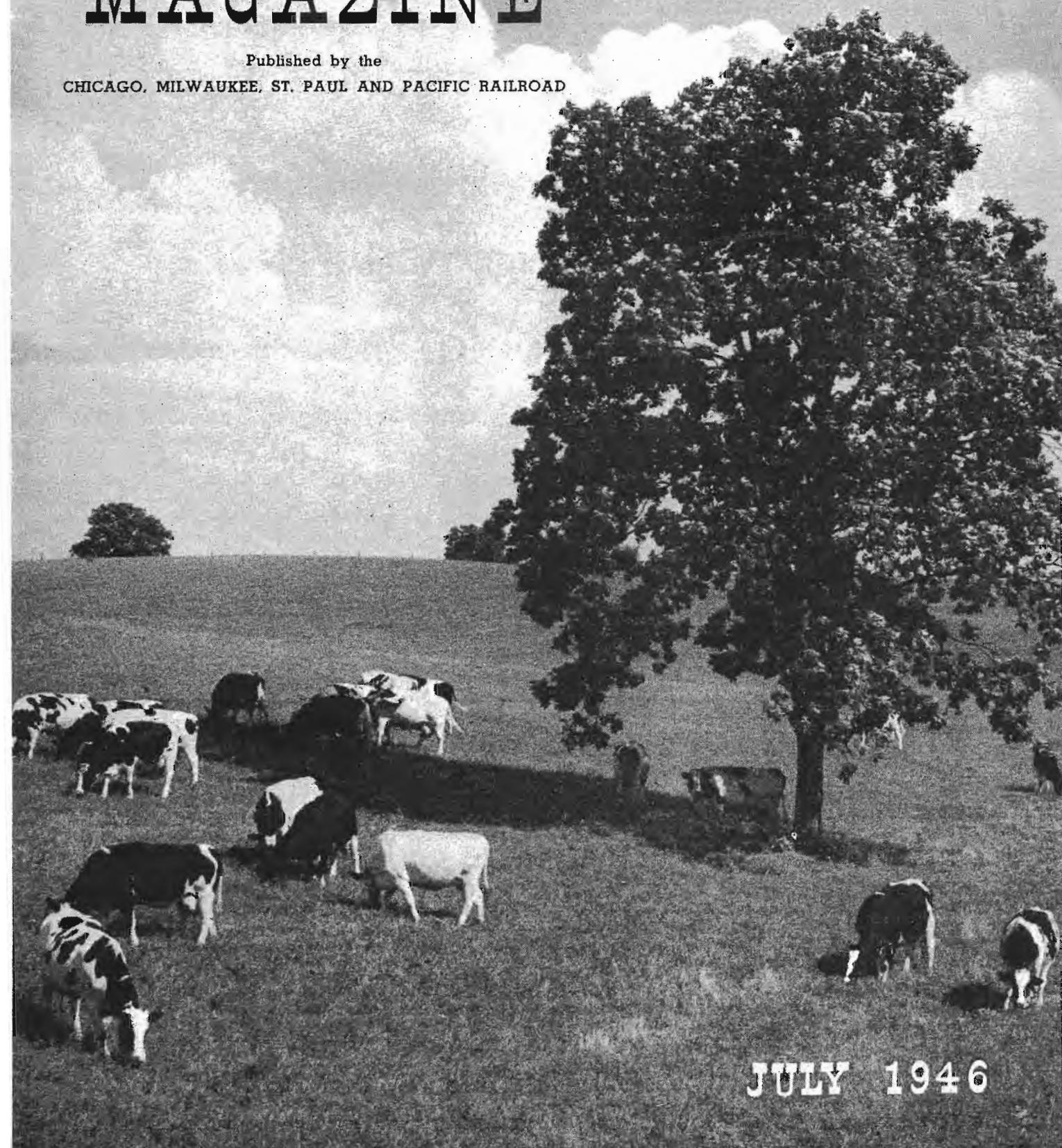


The MILWAUKEE MAGAZINE

Published by the
CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JULY 1946

We Wish to Announce
That There Are Again Available
for
Milwaukee Road People and Their Friends
IMPRINTED MECHANICAL PENCILS
KEY RINGS
and
GENUINE LEATHER BILL-FOLDS
At Reasonable Prices

Crown Company • 218 South Wabash Avenue
CHICAGO 4, ILLINOIS

J. T. Gillick Looks Back

THE "LETTER WITH A MAN IN IT" NEVER CAME

THE man known as "Jim" Gillick to the rank and file of the Milwaukee Road and to railroad men throughout the United States, is not accustomed to doing much looking back. During the 60 years of his career, in which he advanced from night telegraph operator to operating vice president of this railroad, there was little time for looking back. However, since resigning as head of the operating department in favor of the position of consulting vice president, there has been more occasion for a glance back down the track. The journey has been a long one, and for the thousands of people who regard him as the very embodiment of the Milwaukee Road, that journey will remain unforgettable.

"There always was a job to be done and there wasn't time to stop and think much about what had happened in the past," he said upon being told that the Milwaukee Magazine wanted his story. "Perhaps that is why the years went in such a hurry. You know, 60 years would have looked like a great deal more time had I known when I first started working for the railroad that I would be around that long. Now it doesn't seem long at all."

It was June 1, 1870, that James Thomas Gillick was born in Glencoe, Minn. Being the grandson of a farmer who went to McLeod County, Minn., in 1856 as one of its first settlers, James came honestly by his ability to shift for himself. That accounts for his having been a very familiar little figure around the Glencoe depot long before he took over an honest-to-goodness job that paid cash.

And he was small for his age, although seeing him today, more than six feet tall and sturdily built, it is hard to believe that his size stood in the way of his getting on the payroll until about a month and a half before his 16th birthday.

An Operator Is Born

Telling about how he got started on the Milwaukee Road brought a laugh from Mr. Gillick. "I carried switch lights, swept out the depot and carried in coal to keep the place warm," he said. "For that, 'Ash' Snyder, the agent (and he was a good one) set up a key and sounder for me to practice telegraphy before and after school. It came easy and I could telegraph some time before I was big enough to get a job as a telegraph operator, but on Mar-



James T. Gillick

15, 1886, I got my big chance. Pat Payne, the day operator at Cologne, Minn., hadn't been sober often enough, so they sent me over to take his place."

And so it happens that the first item on J. T. Gillick's long service record shows: "March, 1886, James Gillick, day operator, Cologne, Minn., 15/31, @ \$45." And that \$45 a month was good pay compared to the \$40 rate he received at Glencoe as night operator a short time later, or the \$5.83 he earned in seven days as warehouseman at Appleton, Minn., in April of that year.

For the balance of 1886 and all of 1887, he was on the operators' extra list, hopping back and forth between Junction Switch (Ortonville), Glencoe, Appleton, Cologne, Bird Island and Montevideo, Minn.

"In those days," he said, "I never knew whether I had a regular job or not, but just kept on working—13 hours was a stretch for the night operator in those days. The first thing a fellow did when a train came in was go through the mail in a hurry to see if there was

a 'letter with a man in it,' as we said, because if there was, you had just lost your job. The letter never came.

"If I wasn't anything else," he continued, "I was always a good operator, which probably accounted for my getting the job as operator in the Minneapolis general offices in February, 1888, at \$70 a month. That was more money than I ever thought there was."

The Most Important Decision

It was while working extra in the general offices in Milwaukee that he made what he regards today as the most important decision of his entire career. He wanted to become a train dispatcher, and reasoned that working in the general office was a poor way to do it. Having made his decision, he took a job as night operator in South Minneapolis, and with it a decrease in pay. That was in September, 1889, and by December he was working as extra train dispatcher on the River Division. He continued as dispatcher for the next 10 years.

Mr. Gillick's aspiration to be a chief dispatcher was realized in 1900 when he was sent to Milwaukee as chief dispatcher for the LaCrosse Division, but by then he had gained enough momentum that he remained a chief dispatcher only three years. He was appointed trainmaster at Perry, Ia., in 1903, and in 1906 became superintendent of the Des Moines Division. He subsequently filled the same position on the C&M, Chicago Terminal and Jim River Divisions, and in 1910 when the Jim River and H&D Divisions were consolidated, he was appointed superintendent of the two.

Having proved that he had the qualities needed on the Milwaukee Road, he was sent to Chicago as assistant general manager in February, 1913; he advanced to general manager in August, 1918, and was promoted to the position of vice president and chief operating officer in November, 1925. On Dec. 1, 1945, at the time of the reorganization of the railroad company, he was elected vice president, operation, by the board of directors.

Being a Success Not a One-Man Job

"I have had many happy experiences on the Milwaukee Road," Mr. Gillick said. "I've made a lot of friends on the many divisions where I have worked—and I've worked on a hell of a lot of them."

"I always tell young fellows when they are promoted to responsible jobs in the operating department that being a success in railroading is not a one-man job. Gain the support of all the people under you and you will do well. What you fail to do, they'll do for you."

Mr. Gillick got up and walked to the window where he could look down on the train shed of the Union Station. "The Milwaukee Road is a nice place to work," he said after a moment. "I hope others can look back on their years of service with as much pleasure as I do."

RAILROADS—

- are safest.
- are most dependable.
- are most essential in peace and war.
- give all-weather service.
- give the most for your money.
- payrolls aid local business.
- are not subsidized by taxpayers.
- taxes help support schools,
- help maintain highways,
- help support local governments.



THESE ARE SOME
OF THE REASONS
I AM GLAD TO BE
A RAILROADER!

G. Tornes Retires

Gunnar Tornes, superintendent of bridges and buildings for the entire system, whose headquarters are in Chicago, retired July 1, terminating a notable railroading career of 40 years, all of which were spent on the Milwaukee Road.

Mr. Tornes' last day with the railroad was his birthday, as he was born on June 30, 1889, in Bergen, Norway. He was only 17 years old when he came to the United States in July, 1906, and took a laborer's job with the Milwaukee Road three months later. In 1909 he was made construction foreman on concrete bridges and buildings, and between 1914 and 1917 served as general construction superintendent on the Minneapolis track depression project. In 1917 he was appointed division chief carpenter.



G. Tornes

ter, advancing to general supervisor of buildings on Lines East in 1927. In 1928 he became general supervisor of bridges and buildings on Lines East, and in 1931 was promoted to the position of superintendent of bridges and buildings for the entire system, which position he held until the time of his retirement.

Lewis C. Boyle

Agent Lewis C. Boyle of Viroqua, Wis., 91 years old but still on the job, died on June 14 at La Crosse Hospital, La Crosse, Wis. So closes one of the most remarkable service records in Milwaukee Road history.

Lew Boyle was born at Mt. Vernon, O., in the unsettled period preceding the Civil War—July 25, 1855. While still a youngster his family pioneered westward and settled in Sparta, Wis., where his mother died a short time later. Young Lew, then about nine years old, picked up odd jobs and finally became a proficient telegrapher, his service record indicating that he was officially

The Milwaukee Magazine

July
1946

Vol. XXXIV
No. 4



Marc Green A. G. Dupuis
Editor *Manager*

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

Subscription rate \$1.00 Single Copies 10¢

hired by the Road as a telegrapher on Mar. 4, 1875—71 years ago. When the Milwaukee extended a branch line down to Viroqua, he went along to handle communications and when the work was finished he just never went back. That was in 1879 and Lew was the first and only agent that Viroqua has ever had. There may be longer records in Milwaukee Road annals but 68 years on one job remains unique.

During the years that saw the development of that rich farm community, Lew Boyle came to be known as Viroqua's most progressive citizen. For several terms he was mayor of the city; also alderman—in fact, there was seldom a time during his long career as a public servant that he did not occupy some post in the city government. His interest in civic welfare was not confined merely to local issues; in 1896, as a delegate to the Republican convention, he was one of the electors who nominated William McKinley for the Presidency.

In railroad circles Lew's ability as an organizer was always recognized. The Milwaukee Road Veteran Employees Association was one of the projects which he helped to organize and establish, and at the time of his death he had been its vice-president for about 15 years. He was also active in the Milwaukee Employes Pension Association (no longer in operation) and worked for it in various capacities, including president. This enthusiasm for railroading extended far afield and he served a term as president of the International Association of Ticket Agents.

During the 68 years in which Lew lived in Viroqua he established a reputation for integrity and fair dealing; his opinions carried weight and inspired confidence. Not the least of his splendid attributes was an ever-present smile, for Lew was not the person to accept discouragement or defeat. Mrs. Boyle preceded him in death and he had outlived most of his contemporaries, yet it is a tribute to the man and his age that most local problems could be settled by the advice to "just see Lew Boyle." The Milwaukee Road joins his community in mourning the passing of "a grand old man."

William F. Miller

Freight Auditor William F. Miller, 55, of the accounting department at Fullerton Avenue, Chicago, passed away on May 30 at St. Joseph's Hospital. Although his health had been impaired in recent years, he had been on the job until a short time before his death and on May 6 was able to receive the congratulations of his force on the completion of 40 years' service with the Road.

"Bill," as he was known to hundreds of employees, started as a clerk and through ability and sincere effort rose to the position of executive. He will long be remembered for his dignity and fairness and for his courtesy to those who were privileged to work under his supervision.

Hundreds of employes and personal friends attended his last rites and conveyed their respects with floral tributes. He is survived by his widow, Lucille, two brothers and two sisters.

Nickels Appointed Freight Auditor

William H. Nickels, who was appointed freight auditor for the Milwaukee Road effective June 15, succeeding the late William F. Miller, has been with this company all of his working years. Mr. Nickels is a native Chicagoan. He attended Northwestern University accounting school and immediately after graduation was employed in the freight auditor's office as a clerk in the way bill bureau. He has since held a number of positions in the department, including that of bureau head of several sections.

William J. Ganzer, assistant freight auditor, succeeds Edward M. May, who has been promoted to the assistant comptroller's office. He began work for the Road soon after leaving school in 1913 and has remained, holding several positions during the intervening years. Prior to his latest appointment, Mr. Ganzer was head clerk in the review bureau.



William H. Nickels



William J. Ganzer

New Diesel Locomotives for Hiawathas

Five two-unit 4,000 h.p. diesel electric passenger locomotives, ordered by the Milwaukee Road some time ago and recently received, went into operation on June 13. The new equipment inaugurates diesel service on the Chicago-Omaha line and provides additional diesel powered passenger service on the Chicago-St. Paul-Minneapolis route.

The four units of the Chicago-Twin City Hiawatha are now drawn by diesel power, as are the two units of the Midwest Hiawatha, operating between Chicago and Omaha. The Sioux City-Sioux Falls sections of the Midwest Hiawatha continue to be hauled by steam power between those cities and Manilla, Ia.

Acquisition of the diesels has released for service elsewhere two high speed oil-burning steam locomotives used on the Midwest Hiawatha and two coal-

burning locomotives used on the Chicago-Twin City Hiawathas.

Other motive power on order and still to be delivered includes five 6,000 h.p. passenger and eighteen 1,500 h.p. diesel electric combination road and switch locomotives.

Curly Rides the "Goose"

(To F. H. Johnson, public relations officer, Chicago, in acknowledgement of the train ride recently given to a group of school children of Timber Lake, S. D.)

"This is to tell you how much our primary pupils enjoyed the excursion around the "Y" at Isabel. We especially appreciated having the coach to ourselves and finding it furnished with all conveniences. We also wish to mention the excellent service of your employes. The trip will never be forgotten, as it was the first train ride for most of the boys and girls."

"Did we say *all* enjoyed the 'goose' ride? No, one little lad, Bucky Simpson, came home very unhappy. His dog, Curly, following his master, hopped on the 'goose' and had just as big a time as the kids, eating up the pop corn that was spilled or given to him. Then, to put the story in Bucky's own words, 'Aunt Clara watered everybody in the car but she didn't give Curly none. I 'spose he was thirsty and got off to find himself a drink out at the stock yards. I thought I'd never see him again but Uncle Adey was at the depot, so Mother told him about it. He said he'd find him and, don't you know, that 'goose' brought Curly home again on Thursday'."

The teachers,
Mrs. Simpson and Mrs. TePoel,
Timber Lake, S. D.

Town Names

Early this spring the Milwaukee Magazine conducted a survey on the origin of the names of Milwaukee stations on Lines East and the results, sometimes surprising, were added to our historical files. Now comes Homer Croy, writing in the June 8 issue of the *Saturday Evening Post* on a similar subject and in an article called, "Let's Name the Town for Me", to touch lightly on the christening of several Milwaukee Road stations. Says Mr. Croy:

"In South Dakota now stands the town of Marvin, because once upon a time the town officers battled over a name until one of them wearily wound up with, 'I see the name Marvin on that safe; that's a good safe name.' The Milwaukee Railroad started to build a bridge across the Missouri in 1906 and the telegraph operator stationed on the job signed his dispatches 'Missouri Bridge'. Eventually he got tired and made it Mo. Bridge, and so we have Mobridge, S. D. Java, S. D., got under way because railroad-building crews were enthralled by the kind of coffee brewed at a cook shack at that point."

Our own research discloses that a box of Chancellor cigars was responsible for the name of Chancellor, S. D., and that a town close by owes its name to an exchange of words between the division superintendent and a disgruntled citizen who had been rejected on his magnanimous proposal to "name the town for me". "I don't care what you call it", said the d. c.; "You can call it Hell if you want to!" "All right", came the rejoinder, "We will; we'll name it after Dante's 'Inferno'." And "Dante" it is today.

Post Script to the War

The Milwaukee Road's Part in the Operation of the World's Largest Naval Ammunition Depot Is Another "Now-It-Can-Be-Told" Epic of the War.

Now that it's all over and the story can be told, public awareness of the incredible accomplishments of the American railroads during the war is growing steadily. Likewise, the war record of the Milwaukee Road, which connected the Middle West and the Pacific coast like a great assembly line, looms ever larger and more significant.

All through the war it was known, of course, that our railroad was doing its share and working to capacity to supply thousands of war plants and to transport finished war materials. Then, soon after the atomic bomb brought an abrupt peace, the world learned that those bombs were created, at least in part, in the government's enormous plant at Hanford, Wash.—and that the Milwaukee Road provided the transportation. The naval ammunition depot at Crane, Ind., has not been the closely-guarded secret that the Hanford Project was, but it has not been possible until recently to tell of the potent medicine made by the Navy and the Milwaukee Road down on the lower right-hand corner of our railroad.

Bill Radke, author of this article, has been with the railroad all his working life, since 1919, and has been special supervisor in full charge of freight shipments at Crane since Apr. 16, 1944. Having worked in close cooperation with Navy personnel at Crane, he is perhaps better qualified than anyone else on the railroad to tell the story of the world's largest naval ammunition depot.

—Editor.

By W. P. RADKE

THE station now known as Crane, Ind., located on the Terre Haute Division 56 miles southeast of the city of Terre Haute, was called Kecksville more than 50 years ago and was on the Evansville and Richmond Railroad. Later the name was changed to Burns City in honor of an official of that railroad which afterward became the Chicago, Terre Haute and South-eastern Railroad and which was leased by the Milwaukee Road in 1921.

The station continued to bear the name of Burns City until May 1, 1943 when, by order of the Secretary of the Navy, the name of the new ammunition depot there was changed to United States Naval Ammunition Depot—Crane, Ind., in honor of Commodore William Montgomery Crane, first chief of the Ordnance Bureau, U. S. Navy, which came into being just 100 years before. The name of the railroad station was changed at the same time.

The Milwaukee Road is the only railroad serving the world's largest naval ammunition depot. Rail lines are owned and operated by the Navy itself within the depot area, but it was necessary for the Milwaukee Road to construct additional tracks and yards. The movement of trainload upon trainload of freight taxed the ability of everyone connected with the operation. Trains were moving night and day, every day

of the year; there was no relaxation on our part.

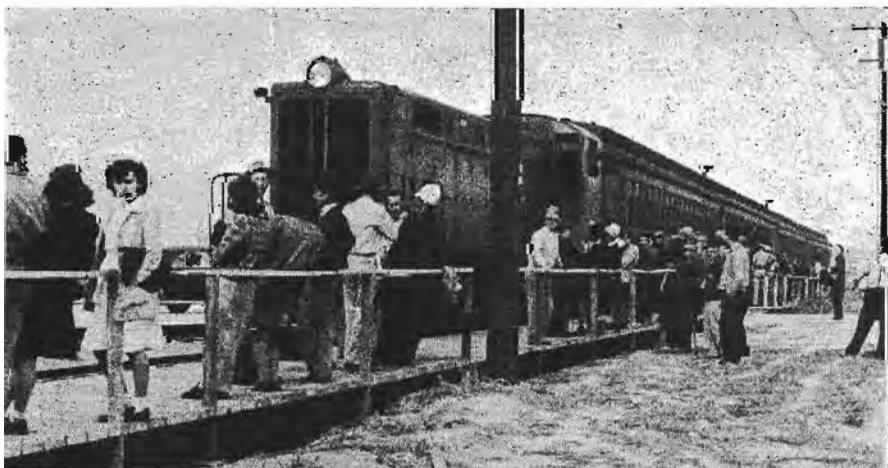
Passenger train service for civilian workers from Bedford on the east and Terre Haute on the west was inaugurated Sept. 6, 1943. Freight and passenger trains were delivered to the Navy in direct interchange service at two yards, one known as Blankenship and the other as Navy Junction. Navy diesels pulled the trains into the area from these yards. By effecting a saving of gasoline, tires and wear on private automobiles, and by doing away with winter driving hazards, the passenger service to and from the Crane plants proved to be of great benefit both to the Navy and its employees.

Site Carefully Selected

On Oct. 12, 1940, after Congress had appropriated \$5,000,000 for the construction of additional ammunition facilities, the Navy Department announced that 35,636 acres of submarginal land owned by the government near Burns City, Martin County, Indiana, had been selected as the site for a depot to serve the Atlantic Fleet. This site was far enough from the eastern seaboard to minimize the danger of enemy air attacks; it was remote from congested areas; and its hilly terrain was suitable for magazine construction and camouflage protection.

The virgin nature of the site presented a construction problem, since, with the exception of a few thousand acres in the northwest section, there was no available topographical data. A survey was necessary in order to make a proper selection of unit locations, a task which was accomplished by engineers who arrived at the project in November, 1940. The construction contract was let in December, and ground was first broken on Jan. 27, 1941.

At that time the territory was rough and heavily wooded with second growth timber. Roads were muddy and deeply rutted, more than 80 per cent of the land being sub-marginal from the standpoint of productivity. A person visiting the area now for the first time would have difficulty visualizing conditions as they existed before the colossal project began. Where unpainted, weather-beaten farm houses once stood on barren hillsides, there are now spacious storage buildings, large ordnance production



A Milwaukee Road passenger train, operated within the ammunition depot area by a Navy diesel engine, waits to transport civilian employees.

plants and attractive residential quarters for Navy officers. All of that in addition to hundreds of powder magazines.

More than 2200 buildings of various types now dot the area which covers 100 square miles. In place of yesterday's muddy, rutted roads, more than 400 miles of stone and hard-surfaced roads and highways and 175 miles of railroad track criss-cross the area from one end to the other. Power lines that would reach the length of the state have been laid and enough dirt has been moved to form a hill more than two miles around the base and more than 250 feet high.

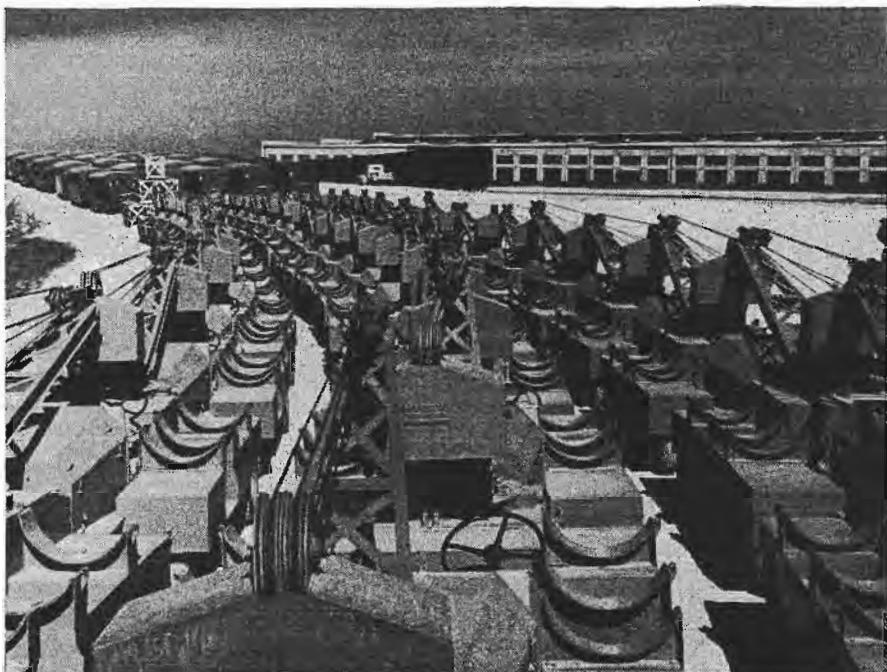
However, in spite of the extensive production and storage facilities, the area retains many beautiful aspects. Lake Greenwood, for example, and the heavily-wooded area are lovely beyond description, particularly in the spring and fall.

Pearl Harbor Sets the Pace

The first ordnance material arrived at the naval depot on Nov. 14, 1941, and the depot was commissioned Dec. 1, 1941. Little did anyone realize then, six days before the attack on Pearl Harbor, that this depot would develop into the largest naval activity of its kind in the world. The small group of hardy, determined men present at the commissioning were now confronted by the enormous job of developing this wilderness into a highly organized production plant with an efficient railway and highway system. This they did without delay. No sooner did they get started than one expansion program was superimposed on another.

The great quantity and variety of ammunition produced here played a major role in the defeat of the Axis. The loading of armor-piercing projectiles and bombs exceeded that of all other naval ammunition depots. A record was also established for completing any production job the Ordnance Department was called upon to do. And they did it on schedule.

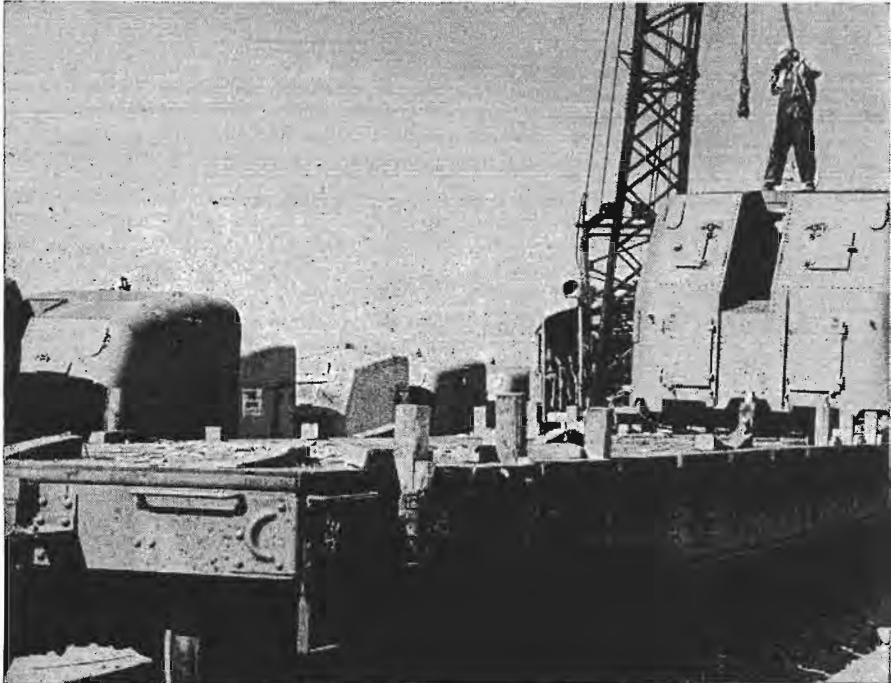
Ammunition production included the development of various types of TNT boosters, depth charges and rocket heads, while the pyrotechnics plant served as the Navy's major source of supply for illuminating projectiles and parachute flares. The ordnance department of the depot, in addition to its own ammunition schedules, handled the production



The pictures show, top to bottom:
A Navy diesel engine pulling a government-owned box car from the industrial shops.

Huge stocks of cartridge cases piled in open storage.

Torpedo carriers assembled in open storage; in the background, a partial view of one of the large warehouses, flanked by a fleet of Navy busses.



overflow on certain calibres of ammunition for other naval ammunition depots.

An outstanding accomplishment of this depot was the development of methods for the loading of what is known as composition "A-3." The depot has the distinction of being the only naval ammunition depot to load Composition "A-3" on a production basis. It is now realized that the entire rocket program of the Navy would have fallen down had it not been for the experimental and production loading carried on at this depot. With meager equipment, and under difficulties resulting from the building layout, the mine filling areas kept production of rocket heads in progress until the loading plants of other naval ammunition depots could be placed in operation.

The Navy railroad has been of particular importance to the ordnance work. Its efficient operation enabled the depot to get vitally-needed ammunition and supplies on their way as fast as they were made. Manned by experienced naval officers and civilian personnel, the railroad operated within an area of 100 square miles with 175 miles of railroad, including thousands of switches and sidings serving the more than 2,000 buildings and magazines. It can easily be imagined what a complicated piece of work it was; careful handling and exact spotting of cars were imperative. The volume of traffic into and out of the depot area also called for speedy handling, both by Milwaukee Road crews and by those operating the Navy railroad. During the peak of production the Navy had 9 diesel locomotives in operation 24 hours a day, working three 8-hour shifts.

Between Jan. 1, 1941 and Dec. 31, 1945, the Milwaukee Road delivered 107,458 carloads of freight and received from the Navy for forwarding 43,237 carloads of freight. The total of 150,695 carloads were the equivalent of a train approximately 1,200 miles long.

The Navy railroad maintained a complete car record of each car in the area. A card was assigned to each car received, and on it was kept a record of the car's movement from the time the Milwaukee Road delivered it until it was returned to the Milwaukee either loaded or empty.

At midnight each night the Navy railroad issued a so-called pin sheet on which each car was assigned a pin number. A large wall map was maintained,

Pictured, top to bottom:
An aerial view of Crane, Ind., showing a part of the F.P.H.A. 600-unit housing project.
Gun shields being loaded for shipment.
Proper method of loading jeeps on a flat car.

showing the entire area and the location of all the buildings, magazines, tracks and sidings. Once a pin number was assigned to a car, a colored pin was placed on the map, indicating the car's location; the color told at a glance whether the car was empty or loaded. If it became necessary to re-assign a car to another location, the pin was moved on the map to the new location. By this method and other highly efficient systems, the magnitude of the task performed by the Navy railroad was astounding.

Many Departments Co-operated

To the supply department, including 1,200 employees at the end of the war, fell the enormous job of bringing more than 90,000 items of technical ordnance spares and equipment together, inventorying, preserving and shipping them. Within four days after receipt of shipping instructions, shipments were made when the material was available. The procurement and storage of ample fuel presented an especially difficult problem which was mastered by the supply department.

Salvage and sale of scrap and surplus materials were, and still are, ably administered by the sales and surplus division. The supply department has had to work out methods of proper storage of material in insufficient space. Four huge warehouses recently completed provide temporary relief, but hundreds of carloads, even now, continue to move into Crane. Most of this material is what is known as "fleet returns"—material from the battle fronts and advance bases which is being returned to Crane for storage, reworking and salvage.

Preservation of mobile ordnance equipment in open storage also gave the supply department a temporary headache, particularly during the winter months, but the problem was satisfactorily solved.

Recently the officers at Crane received authorization to go ahead with the magazine and inert storage construction program which was in effect at the termination of the war. This \$4,500,000 program calls for 126 new storage buildings, which should be completed by July or August. They will be used for storage of all material being returned to the depot.

The accounting department at Crane, like all other sections, had to do things on a large and ever-changing scale. In the spring of 1945 there were more than 9,500 civilian employees on the Navy payroll at Crane, and during the peak of operations, monthly expenditures averaged \$1,500,000 for civilian payrolls alone.

Depot a Complete Community

With a medical department, personnel relations department and other divisions and sections designed to maintain health and morale, the depot is a complete community within itself. Built at a cost of approximately \$100,000,000, it has all the services found in a city. Fifty years might well have been required to reach the high level of civilization represented by the depot and housing project, as compared with an ordinary town growing through natural processes.

The 600-unit housing project was taken over under naval jurisdiction on Dec. 1, 1944 and has been greatly improved since. Streets have been widened and surfaced, sidewalks and curbs constructed along each street, concrete walks have been built to each home. Water mains have been extended and additional fire plugs installed. Electric cooking ranges have replaced coal ranges, electric water heaters have been installed, as well as electric refrigerators. A central heating and radiation system has recently reached completion. The sewage disposal system has been improved and is now properly maintained. A fire department and police department have been created, fire extinguishers have been placed in each home, additions have been made to the street lighting system, and the well-equipped playgrounds are a delight for the children.

Hundreds of civilian employees and their families, as well as some Navy officers, live at Crane. For them the business of going to and coming from work is relatively simple, as the City of Crane is only about a mile outside the depot gates. Thousands of other employees, however, had to travel from 25 to 100 or more miles daily to get to and from work. Day after day, seven days a week, civilian employees made the trip. With the exception of Christmas, holidays were unknown at Crane during the war.

The tremendous and continuous construction work at the depot resulted in the Milwaukee Road delivering the following carloads of material between January, 1941 and December, 1945: lumber—2,850; steel—3,035; cement—3,527; stone—7,985; sand and gravel—23,750. The total carloads of building materials came to 41,147.

Next Job: Reconversion

The depot is now faced with the problem of reconverting to peacetime operation—a task in which economy will be the watchword.

The work done by the Milwaukee Road in connection with the ammunition depot at Crane, Ind., contributed more than is generally realized to the

Navy's fighting power. We of the Milwaukee Road can be proud of that.

Shortly after the war, Capt. H. J. McManus, supply officer at the depot, made this statement:

"The Milwaukee Road people have done an excellent job of handling the tremendous tonnage both in and out of Crane. Needed ammunition had to be dispatched to our fighting fronts. It took the American railroads to do the job, and they got it there on time. To me, railroad people represent the solid citizens of the United States. I admire them—their word is their bond."

The gratitude of the Navy for the work done by our railroad was further emphasized by Capt. L. L. Hunter, commanding officer at the depot, who recently made the following remark:

"No matter what demand was made by the Navy personnel, the Milwaukee Road and its employees always gave us the utmost cooperation. We asked, we received—both night and day. You people were always ready to serve. I am happy and proud to be associated with the employees of the Milwaukee Road."



Railroad Bells

A sound that I mightily liked to hear

In the clear of a small-town night
Was the roll and swell of the tolling bell
On the nonstop Westbound's flight.

Where its headlight lifted across the hill
And tunneled the sky with blaze,
How my boy's heart stirred to the
clanging word
Of that bell through the starlit haze,

Till drivewheels, thundering on and on
In a steam-white tumult, drowned
The ringing note in its brazen throat
To a phantom chime of sound.

Far down the rails, a dwindling din
Dissolved in the dark at last,
Came faint and lonely its echoes only—
The spell of the bell had passed.

Though a thousand trails I have trod
since then,
The breath in my breast still swells
To that secret joy of a small-town boy—
The ringing of railroad bells.

—Lister Alwood
in the Chicago Tribune.

They say swimming develops poise
and grace, but did you ever take a
good look at a duck?

Man is that peculiar animal who can
get a hearty laugh out of pictures
in the old family album and then look
in the mirror without so much as a
grin.

Railroads and the Future

The following remarks are from an address recently delivered by J. J. Pelley, president of the Association of American Railroads, before the Chamber of Commerce, Omaha, Nebr.:

JUST a few years ago there were a good many people who seemed to have the idea that in the future of America there was no large place for railroads. Newer forms of transport were absorbing popular interest and calling for the investment of government funds in tremendous quantities. In the 20 years between two World Wars, in fact, public money invested in waterways, highways and airways greatly exceeded the total investment in railways during the preceding century.

Then came the test of the second World War—and the realization that despite all that had been done in the development of other forms of transportation and all their fine services, there was nothing which could do for this country what its railroad can.

During the past 35 years nearly 12 billion dollars of railroad money, not public money, has been spent for improved plant and equipment, and the railroads stand ready to spend more to improve their service and increase their efficiency. Freight cars will be lighter in proportion to strength and carrying capacity, and smoother in their riding qualities. There will be improved loco-

motives—electrics and diesels and new types of the familiar reciprocating steam locomotives. There will be other new types powered by steam turbines, one of which has been built; and experimental work is being carried on in the development of a gas turbine. There will be rail of improved metallurgy and design, laid in a better and stronger structure, more efficiently maintained. There will be improved communications, including a wider use of electronic communication devices developed during war.

There will be new dining cars, lounge cars, observation cars, whole new trains in fact, giving service wherever there is sufficient volume of traffic to warrant their operation. The train of the future will combine comfort and spaciousness, convenience and safety, the privacy of the individual roomette with the sociability of the club car.

These things cannot take place all of a sudden, but every one of them, and many more besides, can be looked for as research progresses, and as the investment in improved facilities can be made. They are all parts of the future of railroading.

The railroads can continue, and expand their research. They can, up to a point, continue their investment in



better trains, tracks and facilities. But they cannot determine the nature of the public policies which are to apply in the field of transportation. And in the long run, it is the effect of these policies which will determine the kind of transportation we will have in this country.

In today's public policies there are a variety of inequalities in the treatment of the several forms of transportation. Rivers, for example, are thought of as natural ways of transportation—but to be useful in modern transport they must be literally rebuilt. The channel in the Missouri River from its mouth up to Kansas City has cost the taxpayers of

the United States more than \$274,000 per mile to build, and is costing more than \$5,000 per mile per year to maintain. Extension of the same channel from Kansas City to Sioux City is not complete yet, but so far it has cost \$243,000 a mile to build, and is costing more than \$6,000 per mile per year to maintain. Mileages are not measured by any short line distance, either, but according to the windings of the river.

The overwhelming extent to which the investment used in airline service is from public tax-paid funds, and not private, is high-lighted by the fact that New York's principal airport cost more than all the planes used in scheduled airline service in the whole United States when it was built. And New York is building another and larger airport, also primarily for commercial use, which will represent an investment of public funds more than double the reported total investment of all the 19 certificated domestic air carriers in the entire country in planes and equipment.

The cost of this new airport will be about as much as the combined cost of the two great railroad passenger terminals on Manhattan Island. The marked difference is that the new airport is being built at public expense, tax-free, while the railroad stations were built and paid for by the railroads, which pay upon them some \$5,000,000 a year in taxes. And this new airport is but one of the more than 300 terminal type airports built in the United States, almost wholly at public expense, and maintained and operated largely at public expense.

Commercial motor transport operators do pay something for the use of the public highways and streets which are their "tracks" and "terminals." Whether such payment is adequate is a matter of dispute, but even those who maintain that they pay enough, concede that charges on motor vehicles of all sorts have met less than half the cost of roads and streets, while more than

Revised Schedule for 1946 Radio Programs

Several changes were made recently in the broadcast time of the Milwaukee Road news program. Schedules were revised at St. Paul, Great Falls, Missoula, Spokane and Seattle and on the Z-Net, servicing stations in Bozeman, Butte and Helena. Most of the changes were necessitated by the switch from standard to daylight saving time. The completely revised schedule for 1946 is as follows:

City and State	Station	Day of Broadcast	Local Time of Broadcast
Chicago, Ill.	WBBM	Sunday	12:00 to 12:15 p.m.
Cedar Rapids, Ia.	WMT	Sunday	12:00 to 12:15 p.m.
Des Moines, Ia.	KRNT	Sunday	12:00 to 12:15 p.m.
Dubuque, Ia.	WKBB	Sunday	2:15 to 2:30 p.m.
Mason City, Ia.	KGLO	Sunday	1:30 to 1:45 p.m.
Sioux City, Ia.	KSCJ	Sunday	12:30 to 12:45 p.m.
St. Paul, Minn.	KSTP	Saturday	10:00 to 10:15 p.m.
Butte, Mont.	KGIR	Sunday	4:30 to 4:45 p.m.
Bozeman, Mont.	KRBM	Sunday	3:30 to 3:45 p.m.
Helena, Mont.	KPFA	Sunday	3:30 to 3:45 p.m.
Great Falls, Mont.	KFBB	Sunday	9:30 to 9:45 p.m.
Miles City, Mont.	KRJF	Sunday	10:15 to 10:30 a.m.
Missoula, Mont.	KGVO	Sunday	9:30 to 9:45 p.m.
Omaha, Neb.	KOIL	Sunday	12:00 to 12:15 p.m.
Aberdeen, S. D.	KABR	Sunday	12:15 to 12:30 p.m.
Rapid City, S. D.	KOTA	Sunday	3:00 to 3:15 p.m.
Sioux Falls, S. D.	KSOO	Sunday	5:30 to 5:45 p.m.
Seattle, Wash.	KOMO	Sunday	12:45 to 1:00 p.m.
Spokane, Wash.	KHQ	Sunday	2:45 to 3:00 p.m.
Tacoma, Wash.	KVI	Sunday	12:30 to 12:45 p.m.
Green Bay, Wis.	WTAQ	Sunday	11:30 to 11:45 a.m.
La Crosse, Wis.	WKBH	Sunday	5:30 to 5:45 p.m.
Madison, Wis.	WIBA	Sunday	11:00 to 11:15 a.m.
Milwaukee, Wis.	WTMJ	Sunday	10:30 to 10:45 a.m.
Wausau, Wis.	WSAU	Sunday	10:00 to 10:15 p.m.

half the cost has been borne by taxes. Whether the proportion paid by the heavy, long-distance commercial truck operators is adequate and fair, is another question much in dispute. The fact remains that what the commercial trucking business pays is but a small fraction of the public cost incurred to provide and maintain the fixed ways necessary for, and used by, that business.

Bid for a Uniform Policy

Please bear in mind that I am not criticizing the policy of providing waterways and highways at public expense. They are public thoroughfares, though no more essential in their public service than are railroad tracks. But these publicly provided facilities are also used for the business of commercial transportation—which is no more public in its nature than is the business of a railroad company—without requiring adequate charges for the use of public property for private profit.

It is to this policy that valid objection may be taken, not only by the railroads but also by taxpayers in general. The effect of such a policy is to shift more and more of the resources of the nation from the category of tax-paying property to tax-free property upon which taxes must be spent.

The roadway facilities which railroads provide for themselves represent an investment of approximately \$80,000 per mile, without counting station and office buildings. The maintenance of these roadways costs the railroads, these days, an average of about \$5,000 per mile per year. Upon them, and their other property, the railroads pay state and local taxes which average more than \$1,200 per mile per year. And these taxes are not spent for the special and direct benefit of railroads. They go to support the general public services of government. Their school taxes alone are enough to keep a million children in the public schools each year.

I have gone into the inequalities of public policies of transportation at such length because of the importance of their correction and because I believe that they can be corrected in such fashion as to do equity among the various forms of transportation, while at the same time promoting adequate transportation at the lowest possible real cost.

This does not mean that we should not have waterways, airways and highways. No one would suggest such a thing. It does not mean that we should not have commercial transportation services on these highways, waterways and airways. Certainly we should. It only means that the companies carrying on this sort of business should be subject to the same general principles which apply to other lines of business including railroads.

Olympian Hiawatha Previewed

THE Olympian Hiawatha, the Milwaukee Road's new speedliner scheduled to go into service between Chicago and the coast shortly after the first of the year, made its debut in the form of an artist's conception at the Parade of Progress Exposition held in Seattle during the week beginning June 8.

The Milwaukee Road booth at the Exposition featured murals showing front and rear views of the sensational new luxury train, together with wing panel drawings of the Road's Snoqualmie Ski Bowl at Hyak, Wash., with its new ski lift and other features which are expected to attract many winter sports enthusiasts. Attractive pamphlets containing many sketches of the train's interior were provided for those prospective travelers interested in learning more about the new train.

The six complete trains required to provide Olympian Hiawatha service are to be powered by new 6,000 h.p. diesel-electric locomotives especially adapted to long distance runs at high speed. They will be capable of handling 15-car trains over mountain grades with ease and of maintaining cruising speeds of 100 or more miles per hour.

The designers and builders have given special attention to achieving uniformity in the placement, size and shape of doors and windows, and to selecting an exterior color scheme that is carried through all cars. The colors to be used are the familiar Milwaukee Road orange, a deep maroon and a silver gray. A bas-relief Hiawatha emblem will decorate the forward section of each car near the vestibule door.

Interior Offers Luxury

All cars will embody an improved system of air conditioning, providing exceptionally accurate temperature con-

trol without disagreeable draughts or cold spots. The decorative scheme will feature luxurious fabrics and soft, restful colors. Laminated plastics and other modern structural materials will be widely used.

The unusual Tip Top Grill car will provide an ideal lounging space where refreshments, club breakfasts or ready-to-serve hot dishes for lunch and dinner can be had at reasonable prices. The dining car is to employ a new type of seating arrangement and its galley will have a large deep-freeze unit so that passengers may enjoy perishable fruits, vegetables and Puget Sound seafoods in and out of season.

The sleeping cars will consist entirely of bedrooms and roomettes. All of the bedrooms will have private, enclosed lavatory facilities, and in each roomette the private lavatory will be an integral part of the space.

Other features which will distinguish the Olympian Hiawatha are trucks of a new type, developed by the Milwaukee Road, which will provide increased safety, stability and riding ease. Sensitive yet exceptionally powerful high speed, electrically controlled pneumatic brakes, in combination with the latest type of interlocking couplers, will assure smooth, shockless starts and stops.

Some of the cars will be fitted with concealed loudspeakers for radio entertainment, recorded music or announcements. The mail section of the mail-baggage car has been designed for new efficiency in collaboration with the Post Office Department. A baggage-dormitory car will provide comfortable and complete accommodations for the train crew.

The Olympian Hiawatha promises to be the last word in luxury transportation and a source of pride for all Milwaukee Road people.



Shown discussing the Milwaukee Road display booth at the Parade of Progress Exposition in Seattle are, left to right: William Wallace, general passenger agent, Seattle; L. K. Sorensen, general manager, lines west; R. E. Carson, general agent passenger department, Seattle; and N. A. Meyer, superintendent of transportation, lines west. (Seattle Times photo.)

Quad Cities Club Pyramids Its Activities

Free dancing, good music, special novelty acts and an excellent lunch (even baked ham sandwiches) induced approximately 200 to attend the Appreciation Party which was held at the Union Hall, 609½ West Fourth Street, in Davenport on May 18. The party started at about 8 p.m. with dancing, for which music of a wide variety to suit all tastes was furnished by Wayne Rolfs' orchestra of Davenport.

Carrol M. Richardson, general party chairman, interrupted the dancing at about 10:30 to introduce Mrs. Norma Banderob, who then provided excellent entertainment with her acts of magic



At the Quad Cities party Mrs. H. L. Harrington, wife of Switchman Harrington, hands a stack of sandwiches to W. G. Gilbert, roundhouse employee, while he looks to see what else the loaded table has to offer. At his left is J. H. Judge, DF&PA at Davenport, Ia.

and a demonstration of her "photographic mind." Following this show, he introduced Ed Dittmer, chairman of the Quad Cities Service Club, who explained that Appreciation Parties are provided by the public relations department in recognition of employee cooperation in the support of Service Club activities in the various locations on the Milwaukee Road system, and credited past chairman Carrol Richardson with being primarily responsible for this club's qualifying for a party. Mr. Dittmer then introduced J. J. Van Bockern, terminal trainmaster, who commented further on the effort and ability shown by Mr. Richardson during his term of office before presenting him with a Ronson cigarette lighter on behalf of the members of the club as a token of their appreciation.

George Volrath, machinist; H. C. Von Alton, engineer; and H. L. Harrington and L. H. Crouse, switchmen, capably conducted the affairs at the refreshment stand.



Service Clubs



A current membership card was the only requirement for gaining admission to this party and C. F. Wylie's ability as a doorman and salesman is indicated

by the fact that he secured 15 new members for the club during the course of the evening.

It was not difficult to get the group to take an intermission from their dancing at about midnight and partake of the delicious lunch which was prepared and served by a committee under the guidance of Mrs. H. L. Harrington and Mrs. L. R. Crouse.

The club's list of recent and current activities indicates that they are anticipating another gala Appreciation Party next year as well as plenty of activity prior to that time. Starting with April, their record shows that the regular meeting for this month was held on the 11th at the V.F.W. Hall. Next was their dance and party which was held

on Apr. 20 with approximately 125 in attendance. The regular meeting for the month of May was held on the 9th, and this was followed by the Appreciation Party on May 18. Their June meeting was held in the freight house office on the 13th and at this time the appointment of all committees for the coming year was completed.

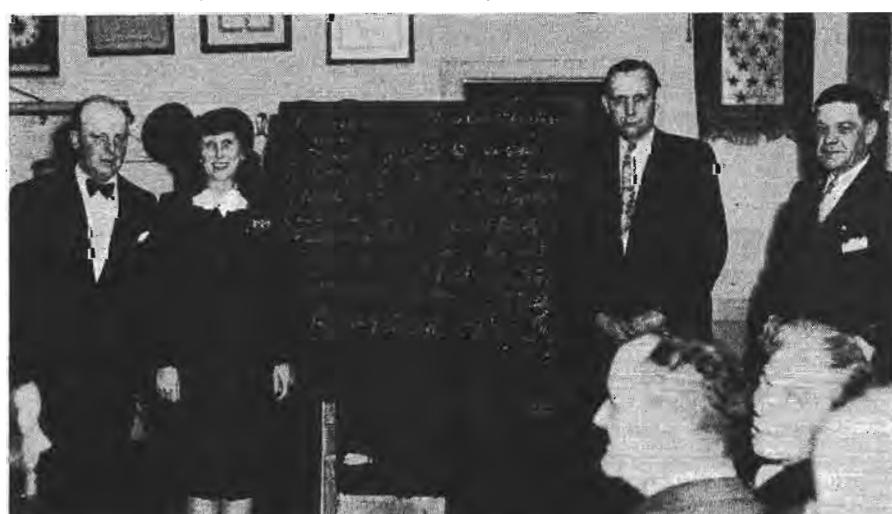
At the June 13 meeting, also, a committee composed of H. T. Hadaway, R. H. Secoy, H. L. Harrington, H. C. Von Alton, J. Nevenhoven and L. R. Crouse was appointed to make all arrangements necessary for the holding of a picnic at Woehlk's Grove on July 21.

Inland Empire Club Continues USO Support

The Inland Empire Service Club of Spokane, Wash., served a potluck dinner in the club rooms at the Union Station to the members who attended the Apr. 23 meeting.

Following the dinner, Chairman Howard Kipp opened the business session with a salute to the flag. This was succeeded by a thorough discussion of the club's U.S.O. activities, with the decision to follow the policy pursued in the past—to take over the work of the Center one Sunday in every four months. Arrangements were placed in the hands of the civic affairs committee and plans for the annual picnic were held in abeyance, pending its notification of the Sunday selected for the U.S.O. social. Community affairs were turned over to the publicity committee, which will offer its assistance to the Chamber of Commerce.

After the meeting, a moving picture furnished by the city fire department supplied the entertainment. Mrs. O'Reilly, Mrs. Jim Lemming and Mr. McGinn went home with the door prizes.



Mrs. Norma Banderob, magician with the photographic mind, stands alongside the blackboard which figured in her act. The men are, left to right: C. M. Richardson, switchman and party chairman; E. Dittmer, club chairman; and J. J. Van Bockern, terminal trainmaster.



A group of Miles City civic leaders and Milwaukee Road representatives are shown as the latter arrived in Miles City.

Miles City Club Entertains Chairman Crowley

The Miles City Service Club was host to Leo T. Crowley, chairman of the Milwaukee Road board of directors, on May 22 when he visited that city in the interest of a campaign which is being conducted for the building of an addition to the Holy Rosary Hospital.

Under the direction of Martin Walsh, chairman of the Service Club, a picnic supper and outdoor program were held at the Miles City fairgrounds, during which Mr. Crowley made a formal address stressing the necessity of enlarging the hospital. His message, broadcast over Radio Station KRJF in Miles City, also bore significantly on international affairs.

"Today's condition of the world and of our country," he said in part, "clearly allows the observation that we need to at least review—with the idea of amending—our international and domestic policies to more nearly conform to our needs and American ideals. The war ended a year ago—the German war a little more than a year ago—but, unfortunately, the end has not brought us peace, despite our generosity, our high

motives. On the anniversary of the end of the German war we could recall with what joy we welcomed the German surrender, but in the interim year our joy was dispelled, fear and unrest returned. Our dissatisfaction cannot be

in wartime, I had daily opportunity to see the great product of our war effort and the unlimited and unstinted co-operation we gave our allies. We gave all and we asked for nothing after victory. Nothing but peace and the right to resume our American way of life, but we are beset today at home and abroad with propaganda and non-cooperation and our very generosity in fighting the war for the rights of men in the oppressed countries—for freedom of religion, for freedom of speech, for freedom in the choice of governments—rebukes us. Here in our own country we hear and read every day propaganda designed to tear down the standards on which our country was founded and prospered."

Chairman Walsh, who acted as master of ceremonies, and the committee which made all of the arrangements for the supper at the fairgrounds and who built a program around Mr. Crowley's visit are deserving of a great deal of credit.



Scene at the chuck wagon breakfast. Mr. Crowley can be seen in the center foreground.

traced to our conduct in the war, either as a military machine or as an ally. We gave all—we asked for nothing. As foreign economic administrator, in charge of lend-lease for over two years

While approximately 700 people were enjoying the Service Club supper, served cafeteria style, the Elks Band played on a platform in front of the grandstand and many cowboys and cowgirls on their mounts paraded before the crowd of 1,000. A horse race was also run and there were demonstrations of calf roping and fancy riding.

In addition to acting as host to Mr. Crowley on this occasion, the Miles City Service Club made a donation of \$300 to the hospital fund.

Earlier in the day—at 7 o'clock in the morning to be exact—Mr. Crowley and the division and general officers of the railroad who were in Miles City to attend the program were entertained by an exhibition of horsemanship staged by the Sage Riders, a group of business and professional men and women in Miles City. Immediately afterward, the entire party went 10 miles out of the city to the Lockie Brothers' ranch, where



Service Club members and others at the Eastern Montana Fairgrounds in Miles City, where Mr. Crowley made his radio address.

a chuck wagon breakfast was served in typical western style.

At noon the group attended a luncheon sponsored jointly by the Chamber of Commerce and the Rotary and Kiwanis Clubs, at which Mr. Crowley related some of his wartime experiences in Washington, D. C.

After a visit to the hospital and a conference with the hospital committee in the afternoon, the group was entertained at the residence of W. P. Flinn, general manager of the *Miles City Star*.

En route to Miles City, Mr. Crowley and Vice President J. T. Gillick attended a meeting of the J. H. Foster Service Club in Minneapolis. Mr. Crowley also stopped at Aberdeen to attend a luncheon sponsored by the Aberdeen Civic Association.

Seattle Group Fetes L. F. Donald

The Seattle Service Club held a special meeting at the Y.W.C.A. dining room on May 28 to honor L. F. Donald before his departure for his new post as general manager of Lines East. Attendance at the meeting totalled 144.

Acting as toastmaster, J. N. Davis introduced several members and guests, all of whom commented on Mr. Donald's record as Lines West general manager and wished him success in his new position. Mr. Donald returned the compliment by addressing the club and outlining the war record of Lines West, with a brief sketch of his career on the railroad. In conclusion, Mr. Davis presented to Mr. Donald, on behalf of the employes, a Bell & Howell 16 millimeter movie projector.

John L. Brown Elected North Woods Chairman

The North Woods Hiawatha Service Club met at Wausau, Wis., on June 13 to select its leaders for the coming club year. The results of the election were as follows: John L. Brown, chairman; Ralph E. Chamberlain, vice-chairman; Earl E. Hazelwood, secretary; and Walter F. Freebern, treasurer. Mr. Brown immediately started work on the business of lining up his committees, as he is looking forward to a strong revival of interest in the Service Club movement on the northern end of the Valley Division.

Plans were also formulated to sponsor a card party on June 27 and a mammoth ice cream social was placed under consideration for some time in August; the grounds surrounding the depot are ideal for this type of entertainment. In addition to their revenue-building enterprises the club will undertake an intensive membership campaign.

Members of the "fair sex" were conspicuously in attendance and gave the proceedings their undivided attention.

District Attorney Basten Addresses Green Bay Club

At the June 12 meeting, members of the Green Bay Service Club had the honor of being addressed by the district attorney of Brown County, J. Norman Basten. Explaining that his duties are somewhat at variance with those of "Mr. District Attorney" of radio fame, Mr. Basten spoke on criminal prosecution and on the civil and

legal affairs of the county, before advancing to the leading topic of his address, "Juvenile Delinquency."

Elaborating on his subject, Mr. Basten outlined the general causes of delinquency and explained how his office, working with sympathetic judges and probation officers, tries to give unfortunate children the guidance needed to rehabilitate them as citizens. To illustrate his points he related several true stories and concluded with the consoling observation that "only a small percentage of delinquents actually turns out to be bad."

Conductor Emil Landry wound up the meeting with a good pep talk and also reported that the club is planning a picnic in August.

Softball Players Compete in Mason City League

Eight teams, members of the National and American Leagues, will compete this summer in the YMCA Softball League meets at Mason City, Ia. The Milwaukee Road's competitors in the American League are the Dillon Clothiers, the Sweetheart Bread and the Marshall and Swift teams.

This is the first year that the Milwaukee Road has had a team in the league and the players have been recruited from those employes with baseball experience. However, their current standing would seem to indicate that they also know how to play softball. Pitcher E. Fletcher, who has a very good control, is a former high school ace and in 1937 won the state championship for Mason City. In the three league games which he has pitched this season, Fletcher has had 25 strike outs. Walt Eau Claire, third baseman, was another high school star and played on the Mason City High School championship team of 1938. Other ex-baseball players who have readily adapted themselves to softball are John Paul (team manager), Tom Peterson and U. S. Franks. Catcher Rusty Loterbour has been turning in stellar performances and he too came up the hard (ball) way.

At this time the team has won two out of three league games, topping the Dillon Clothiers 5 to 2, and repeating the experience with the Marshall and Swift team with a score of 13 to 8. In the game with the Sweetheart Bread team our boys were losers, 8 to 3. Several out-of-town games have also been played.

The end of the season calls for a play-off between the American and National League "champs" and the winner will have to take two out of the three games in the series. Milwaukee rooters in the Mason City area have great confidence in the ability of their team and expect to be in the stands for the finals.



The Mason City Service Club softball team. Left to right are: First Row—Herb Fehl, 3b and rf; E. Fletcher, p.; H. G. Velthoff, 1b; Walt Eau Claire, 3b; Jim Gross, ss and cf. Second Row—John Paul, manager and cf; L. A. Loterbour, c; Don Woodhouse, Jr., 2b and 1b; Tom Peterson, lf; Bob Peterson, ss and rf. Third Row—J. A. Woods, chairman of Service Club; U. S. Franke, 2b and rf; L. E. Harris, lf; Clifton Gourley, assistant manager.

Official Army Film Shown at Mankato Club Meeting

The enthusiasm and spirit displayed by the 26 members of the Mankato Area Service Club who attended the May 14 meeting in the club rooms at the Ben Pay Hotel promise a bright future for club activities. Chairman George R. MaComber and Secretary O. H. Cox, agents at St. Clair and Pemberton, respectively, conducted the business meeting, after which motion pictures of actual combat scenes were shown by Maj. Charles Holland and Sgt. Harold Fellstrom. These pictures, taken by the Army Signal Corps, were made available to the club by the army's recruiting offices and were procured for the entertainment program through the efforts of Cliff P. Manning, assisted by Mrs. Manning.

Superintendent Dodds of Austin and several members of his staff attended and responded to the invitation to address the assembly. Lisle Young, public relations representative at Aberdeen, S. D., presented an excellent dissertation on Service Clubs and their objectives and Traveling Freight Agent L. R. Wanzel and Agent R. G. Laugen of Mankato also contributed to the discussion.

Agent Laugen deserves the credit for the excellent lunch which was served after the meeting.

Ottumwa Club Dispenses Nylon Hose

The nylon hose party sponsored on May 20 by the Ottumwa Service Club drew a record attendance from members affected by the national hosiery shortage. Diligent promotional activity and a natural response from ladies down to their last pair of stockings and men anxious to win them for wives, mothers and sweethearts, resulted in a very encouraging advance sale of tickets. Approximately 125 people swelled the crowd which gathered at the K. of C. Hall in the hope of being among the lucky winners.

After Club Chairman H. C. Loveless had concluded the business meeting William T. Stewart, general chairman for the party, took charge of affairs and proved a very adept master of ceremonies. He was ably assisted by the members of his committee, which included Chairman Loveless, Vice-Chairman M. L. Fromm, Secretary Q. M. Haseltine, Treasurer M. L. Taylor, Harold K. Hill, Charles H. Baker and C. W. Riley. Popcorn and ice-cold pop were on hand to refresh the bingo players.

Those fortunate enough to win nylons at the bingo tables were Mrs. Edward



A group of employees at the Mankato Area Club meeting in Mankato, Minn., on May 14.

McGuire, Mrs. Leroy Wilkinson, Mrs. W. J. Hotchkiss, Mr. and Mrs. Norbert Davis, E. J. Mungoven and Jay Mills. Additional nylons were awarded as door prizes and little Winnie Lou Ingersoll drew the names of Mrs. S. H. Woodward, Mrs. M. L. Fromm, Alvin B. Brumbaugh, E. Yahn of Hedrick, Art D. Copple and William Hodges.

A special vote of thanks went to Mrs. C. H. Baker, Miss Hilma Pearson, Mrs. H. G. Barnard and Harold K. Hill for their efforts in securing the stockings. General Roundhouse Foreman Hill's department at west yard took first place among the ticket sellers and deserves a lot of credit for the success of the party.

Portage Triangle Club Views Fight Films

The Portage Triangle Service Club, heading for what appears to be a revitalized program of activity, met at Portage, Wis., on May 20 to arrange the details of its reorganization. Leading the movement were Chairman James J. Hart, Vice-Chairman V. T. Bescup and Secretary-Treasurer Kermit C. Cawley.



The newly elected officers of the Portage Triangle Club. Left to right: James J. Hart, chairman; Val T. Bescup, vice chairman; and Kermit C. Cawley, secretary-treasurer.

Several motion pictures had been lined up for the entertainment and, with the Louis-Conn fight impending, the members were very interested in one which depicted Billy Conn's first bid for the championship. Another good picture, "The Stillwell Road," which dealt with our country's assistance to war-torn China, was also on the bill.

Among the guests were Trainmaster P. J. Weiland, Traveling Engineer A. F. Ludington and Signal Supervisor J. E. Ellefson; Messrs. Weiland and Ludington furnished the speaking talent. A committee from the Portage Women's Club obligingly served the after-meeting snack.

Racine Area Reorganizes

Leaders of the Racine Area Service Club met at dinner on June 3 to arrange a reorganization. In the absence of Bill Henrich, Henry Hoeft acted as toastmaster and M. J. McCarthy, recently discharged from military service, acted in his old capacity as club secretary. The suggestion to reactivate the Service Club movement met with the greatest enthusiasm.

June 26 was selected as the date for the first reorganization meeting at Wergland Hall and temporary committees were appointed to arrange for the lunch, refreshments and entertainment. The Racine boys are looking for active support from the area club members.

Amateurs to Entertain Hiawatha Picnickers

The Milwaukee Hiawatha Service Club will give its amateur thespians and barbershop quartettes an opportunity to demonstrate their ability on the stage of Old Heidelberg Park at the annual picnic, scheduled for Aug. 18. Prizes amounting to \$50 will be awarded to the best performers and each unit will enter one act in the contest. Eliminations and selections of entries will be held by the various units prior to the presentation at the park.

Competition among the quartettes will be limited to Milwaukee Road employees, male or female, and a prize of \$20 will go to the finalists. However, any Milwaukee Road employee or member of his immediate family, regardless of age, size or number, may participate in the one-act skits, and three prizes—\$15, \$10 and \$5—will be awarded to the best groups. The winners will be selected by three judges.

Aberdeen Club Members Win Baseball Tickets

Over 100 members were present at the recent meeting of the Aberdeen Service Club. Chairman John Faeth called the meeting to order and after the business was disposed of some fine entertainment was provided by the high school declamation winners. After the drawing of prizes and a fine dutch lunch the balance of the evening was spent in "gab fests" and card playing.

Tickets to the Northern League baseball games, awarded as door prizes, were won by Albert Reiger, Frank Dewalt, F. J. Paar, C. B. Nelson and M. J. Silver-nail. The winners of the baseball books, valued at \$10, were S. S. Lacher, H. Sanford, P. R. Mueller, John Raether, R. R. Dodds and E. G. Williams. The local freight department furnished the entertainment with W. H. Berg as "chief chef," assisted by F. A. Faeth, and John Dafnis as chief waiter, J. V. Kane as assistant waiter and E. L. Federn and C. R. Steinlicht in charge of the refreshments.

Council Bluffs Holds Reorganization Preliminaries

Chairman Al H. LaHeist presided at a special meeting of the Council Bluffs Service Club, held in the railroad YMCA building on May 23; 20 members, representing every department in the Coun-

The Aberdeen Club's lunch committee. Left to right: F. Lonn, vice chairman; C. R. Steinlicht; Chester Miller, secretary; William Berg, treasurer; John Kane; John Dafnis; John L. Faeth, chairman; and Frank Faeth.



cil Bluffs-Omaha area, attended. Dinner was served at 6:30 p.m. after which the group adjourned to the comforts of the club's regular rooms in the "Y."

The purpose of the meeting—an intensive reactivation campaign—was thoroughly discussed and plans were formulated to resume regular meetings and club activities in the near future. General Car Foreman Ted P. Schmidt, capably assisted, was in charge of the arrangements for the dinner.

Madison Club Sponsors Public Dance

On Sunday, May 19, the Madison Service Club sponsored a public dance at the V.F.W. Hall, in a setting strikingly decorated to publicize the Milwaukee Road. Music was supplied by Joey Tantello's orchestra and the affair was well patronized. Proceeds were donated to the support of "Kiddie Camp," a philanthropic project for the underprivileged children of Madison, Wis.

"Claim Prevention" was the subject of a discussion by C. E. Mahaffey, FSI, and Agent J. F. Conlin, division claim prevention chairman, at the May 22 meeting. Citing the possible loss of public confidence which might occur if shipments are delivered in a damaged condition, both speakers stressed

the importance of handling freight and merchandise with personal consideration. Superintendent Woodworth and other department heads spoke on the theme of retaining public good will.

Chairman E. P. Kingston reported on plans for socials at future meetings.

Old Liners Meet at Beaver Dam

When the Old Line Service Club voted to meet at Beaver Dam, Wis., it evidently had received a previous report on Beaver Dam hospitality. Serving as hosts and hostesses were Mr. and Mrs. I. Meyer, Mr. and Mrs. W. Fiebelkorn and Mr. and Mrs. H. Kuhn.

A short and interesting talk was given by Trainmaster George Passage. Miss Hazel Whitty, FSI Walter Scott, Roadmaster Ed Noel, Walter Kohl and John Freinwald were also on the speakers' program. Bill Fiebelkorn received a deck of playing cards for submitting the most tip cards but this was the only honor the men managed to wrest from the ladies. Mrs. John Freinwald won the door prize and Mrs. W. Kohl, Mrs. J. Willers and Mrs. Gentke walked off with all the honors at cards.

In expression of their appreciation, the Old Liners gave the Beaver Dam committee a rising vote of thanks for a very enjoyable evening.

"Bingo" Brings Out a Crowd at Watertown

Regardless of weather conditions, the Watertown Service Club never fails to convene every month. Some of the attractions may be the appetizing lunch and the "bingo" games which regularly follow the business sessions.

Mrs. Walter Schuenke, treasurer, was given a rousing welcome at the June 12 meeting, on the occasion of her first attendance after several months of illness. She is back on the job to accept the renewal of membership cards. Several good suggestions for improvements in service were voiced and plans were completed for a farewell dinner, June 19, in honor of Signal Maintainer



A group of Madison (Wis.) Club members at the dance held in the V.F.W. Hall on May 19.

O. P. Hansen, a faithful booster, who was transferring to Aberdeen, S. D.

Mr. and Mrs. John Macht and Mr. and Mrs. Fred Dudley, active members of the Milwaukee Hiawatha Service Club, attended the session. The jackpot was won by Engineer Paul Demmer.

La Crosse Ball Players Swing Into Action

With the various committees lining up their programs, the La Crosse Service Club is taking on the appearance of a working organization. Chairman Marty Breuer appointed Eric Erickson chairman of the executive committee and Eric, who has had previous organization experience, is completely overhauling the bylaws.

The sports committee has concentrated its attention on the ball season and the players are swinging into action. A picnic is also under consideration, as a pleasure outing.

Some fine movies were shown at the May 21 meeting and were followed by a delicious lunch. As usual, the card players were found to be impervious to outside distractions.

Corn Palace Club Sponsors Boys State Delegate

Duane M. Gall, son of Albert J. Gall, chairman of the Corn Palace Service Club of Mitchell, S. D., was selected as one of Mitchell's 20 delegates to the Boys State meeting held at Aberdeen, S. D., from May 30 to June 5. The meet is open to junior high school boys who have maintained a specified scholastic standing and candidates are selected by a joint committee of the school faculties and the American Legion. The Corn Palace Service Club, which sponsored Duane, contributed \$35 to defray the expenses of his trip.

It is considered a great privilege to attend Boys State, which offers, in one short week, a concentrated course in civil government. Classes are conducted by a regular staff of instructors and are augmented by special lectures from the governor, the attorney general and various officials of the cities, counties and state. Duane was chosen as the "best speaker" among the 282 boys who attended this year's session and was awarded a medal for that distinction. He was also chosen "party" chairman, on the "Nationalist" ticket and succeeded in having his "party" elected to office.



Duane M. Gall

"Why Didn't I Think of That?"



Left: Yardmaster J. R. Bankson looks on as C. W. Raabe demonstrates the handiness of his invention. Right: A close-up of the combination flashlight and illuminated writing board.

Employees around the Sioux Falls yard office have been looking for the last few months at Yardmaster J. R. Bankson's neat little car checker's light and wondering enviously how it happened that such a simple but useful idea didn't occur to them first.

Mr. Bankson's light is the brain-child of a friend, C. W. Raabe, who operated a drive-in service at one time. Discovering that the ordinary waitress didn't have hands enough to hold a flashlight



and a pad of paper and write at the same time, he went to work and rigged up an illuminated board. In the course of two years, he made about 100 of them, perfecting the idea as he went along, and obtaining patents. When Bankson expressed an interest, Raabe made one for him, changing it slightly to fit his particular needs. The result is a very efficient combination flashlight for reading car numbers, and illuminated writing board.

Why Is It Harder to Say "We Did It" Than "I Did It?"

Partnerships frequently split up because people cannot work together. The partners often feel that sharing the credit for a job means a personal loss for them. But there is something wrong with our way of thinking if we believe that we lose glory if we work with others.

What we must do is think of the final result we hope to achieve. If you work with another person on a job, the two of you usually produce a better result, or at least a satisfactory one in half the time. The credit due is then twice what it would have been for one person working alone, and is enough for both.

It is foolish to refuse to work with others because you feel that your need or desire for personal advancement is threatened. Even a concert soloist must depend on the co-operation of others: the audience, music critics, press agents, stagehands. The real threat to success is refusal or in-

ability to work well with others.

Most of us feel that working together pays, or we wouldn't get married, form associations, start partnerships. But we need to learn more about co-operating with others.

You can "compete as a co-operator" by fitting your special talents in with those of others; successful managers do this. And you can arrange co-operative projects in such a way that each person realizes the benefits to him. The greatest benefits—including personal prestige and achievement—generally come from working closely with others.

—Ernest Dichter, Ph. D., in Look

After two days in the hospital, I took a turn for the nurse.

—W. C. Fields.

Elbert Hubbard went to the old Palmer House in Chicago to spend the night. The last entry before his on the register was "Richard Harding Davis and valet." Hubbard took the pen proffered by the clerk and wrote under it with a flourish:

"Elbert Hubbard and valise."

RETIREMENTS

The following employees' applications for retirement
were recorded during April and May, 1946

APRIL

Chicago Terminals

ANDERSEN, ARTHUR H.
Switchman Chicago, Ill.
EMME, FRED W.
Switchman Chicago, Ill.
MALMQUIST, BARNHARD
Extra Gang Laborer Galewood, Ill.
MARCY, HOLLISTER W.
Machinist Helper Chicago, Ill.
PULLNEY, FRED M.
Machinist Helper Chicago, Ill.
OTVOS, BALINT
Carman Chicago, Ill.
PABST, LOUIS J.
Freight Checker Galewood, Ill.
RATLIFF, JACKSON C.
Switchman Chicago, Ill.
WATROBINSKI, JOHN S.
Carman Chicago, Ill.

Coast Division

BELL, PAUL
B&B Carpenter Tacoma, Wash.
HASTINGS, JOHN J.
Box Packer, Car Dept. Tacoma, Wash.
KALVIG, HAROLD A.
Cook Seattle, Wash.
MAGILL, ADAM W.
Switchman Seattle, Wash.
ROTHMAN, JOHN P.
Chief Dispatcher Port Angeles, Wash.
ROZELLE, RICHARD P.
Agent Carnation, Wash.

Dubuque and Illinois

GRAVES, ERNEST G.
Switchman Savanna, Ill.
McGAW, RALPH R.
Agent Fulton, Ill.
RIDDELL, JOHN H.
Solicitor & Clerk Davenport, Ia.
SCHULTZ, PAUL W. H.
B&B Carpenter Dubuque, Ia.
SMITH, ROBERT L.
Switchman Savanna, Ill.
WUERTH, HUBERT
Division Engineer Savanna, Ill.

Hastings and Dakota Division

BERG, SIGURD G.
Conductor Montevideo Minn.
HENDRICKS, WILLIAM J.
Engine Hostler Montevideo, Minn.
O'BRIEN, PHILLIP P.
Conductor Aberdeen, S. D.
SHEIMO, OLE M.
Section Laborer Granite Falls, Minn.
STEVENS, EDWARD J.
Engine Watchman Fargo, N. D.

Iowa Division

BROUSARD, ROLLEN E.
Roundhouse Foreman Cedar Rapids, Ia.

Iowa and Dakota Division

ADAMS, OLIVER D.
Train Baggage Mitchell, S. D.
KEANE, CHARLES J.
Conductor Sioux City, Ia.
MONROE, ERNEST E.
Boilermaker Helper Mitchell, S. D.
TRAYER, JOSEPH M.
Telegrapher Mason City, Ia.

Iowa and Southern Minnesota Division

YURSEK, JOSEPH
Section Laborer Owatonna, Minn.

Kansas City Division

CAMERON, RAY R.
Lineman Kansas City, Mo.

La Crosse and River Division

BEGGAN, THOMAS C.
B&B Carpenter Watertown, Wis.
CHALMSMA, JOHN W.
Carpenter, Car Dept. LaCrosse, Wis.
HAAG, ERNEST G.
Blacksmith Tomah, Wis.
HASKINS, DWIGHT M.
Tel. Opr. Brookfield, Wis.
KOTHLOW, WM. A.
Section Laborer Watertown, Wis.
LEWIS, GEORGE D.
Agent Oconomowoc, Wis.
LOKOTA, JOHN C.
B&B Carpenter Watertown, Wis.
NISSEN, HANS
Switchman Winona, Minn.

RAWSON, RUFUS P.
Conductor Wausau, Wis.
REINEHR, JOHN
Shop Superintendent Tomah, Wis.
WHEELER, FRED L.
Brakeman Viroqua, Wis.

Madison Division

ERWIN, HOWARD R.
Loco. Engr. Milwaukee, Wis.
QUINN, DAVID W.
B&B Carpenter Mazomanie, Wis.
ROBERTSON, WILLIAM J.
Section Laborer Gratiot, Wis.
SIMPA, JACOB R.
Conductor Madison, Wis.
SMITH, WILLIAM E.
Loco. Engr. Milwaukee, Wis.

Milwaukee Division

FISHER, CHARLES J.
Agent Libertyville, Ill.
RAETTIG, HUGO R.
Telegrapher Burlington, Wis.
SIMPSON, GEORGE E.
Conductor Chicago, Ill.

Milwaukee Terminals

BAHRKE, HENRY J.
Cab. Maker, Car Dept. Milwaukee, Wis.
GROSS, GUSTAVE A.
Molder Helper Milwaukee, Wis.
JANNACH, JOSEPH
Cab. Maker, Car Dept. Milwaukee, Wis.
KALIEBE, HENRY H.
Molder Milwaukee, Wis.
KRUEGER, AUGUST J.
Painter, Car Dept. Milwaukee, Wis.
KUNDE, EDWARD F.
Laborer, Car Dept. Milwaukee, Wis.
NARTOSKI, WALTER
Laborer, Loco. Dept. Milwaukee, Wis.
SAMOSKA, JOSEPH
Section Laborer Milwaukee, Wis.
TURNER, HARRY
Switchman Milwaukee, Wis.
TYLER, ROY F.
Gen. Signal Inspr. Milwaukee, Wis.

Rocky Mountain Division

DANIELS, JACOB E.
Laborer Harlowton, Mont.
LOVELY, ORA B.
Carman Deer Lodge, Mont.
PETERS, FORREST L.
Conductor Deer Lodge, Mont.

Seattle General Offices

BAHL, JOSEPH F.
Gen. Pass. Agent Seattle, Wash.

Terre Haute Division

BLAKER, WALTER R.
Loco. Engr. Faithorn, Ill.
GOOD, IRVIN L.
Laborer, Car Dept. West Clinton, Ind.
ROSS, LEONARD L.
Machinist, Car Dept. Terre Haute, Ind.
WINEINGER, GEORGE F.
Extra Gang Labr. Bedford, Ind.

PANAMA-BEAVER

Carbon Papers Inked Ribbons Unimasters

Since 1896

**"THE LINE THAT CAN'T BE
MATCHED"**

PANAMA-BEAVER, Inc.

600 Van Buren St.
Chicago, Illinois

789 N. Broadway
Milwaukee, Wis.

Trans-Missouri Division

LAMBERT, GEORGE W.
Machinist Helper Miles City, Mont.

Twin City Terminals

DE BROSSE, JOHN E.
Machinist Minneapolis, Minn.
LAULAINEN, EMIL A.
Blacksmith Helper Minneapolis, Minn.
MYERS, HERBERT W.
Engine Hostler Minneapolis, Minn.
STAUFFER, WILLIAM J.
Asst. RH Foreman St. Paul, Minn.

MAY

Chicago Terminals

DROGOS, LORENCE S.
Car Cleaner Chicago, Ill.
FRAZIER, JACOB W.
Machinist Chicago, Ill.
HALLAN, STEPHEN
Car Cleaner Chicago, Ill.
INORANTE, PETER
Track Laborer Chicago, Ill.
KLICH, ANDREW S.
Carman Chicago, Ill.
LAWLER, JOHN I.
Roundhouse Foreman Chicago, Ill.
MICHENER, IRA A.
Boilermaker Chicago, Ill.
REAUVE, ETHEL E.
Clerk, Loc. Frt. Off. Chicago, Ill.

Coast Division

BENJAMIN, RAY F.
Conductor Seattle, Wash.
DAILY, EDWARD R.
Roundhouse Laborer Tacoma, Wash.
MCCONNELL, VERNON R. T.
Carman Helper Tacoma, Wash.
ROONEY, JAMES W.
Stationary Engineer Tacoma, Wash.
SPECK, JAMES H.
Machinist Tacoma, Wash.
SULLIVAN, CHARLES P.
Section Foreman Mineral, Wash.
WILSON, EDWARD P.
Machinist Inspector Tacoma, Wash.

Dubuque & Illinois Division

ROONEY, ARTHUR W.
Switchman Dubuque, Ia.
THOMAS, HENRY
Laborer, Car Dept. Dubuque, Ia.

Hastings & Dakota Division

CASSERLY, JAMES W.
Machinist Aberdeen, S. D.
LEONHARDT, CARL E.
Roundhouse Foreman Milbank, S. D.

Idaho Division

DUBEL, EDGAR O.
Conductor Malden, Wash.
TERRIAN, HENRY W.
Brakeman Malden, Wash.

Iowa Division

CRUISE, WALLACE H.
Section Foreman Hale, Ia.
WELLINGTON, LOUIS
Ex. Gang Laborer Council Bluffs, Ia.

Iowa & Dakota Division

DOUGHERTY, EDWARD J.
Roundhouse Foreman Mason City, Ia.
MACHA, VANCE J.
Section Foreman New Hampton, Ia.
MORTON, WARREN L.
Agent Jefferson, S. D.
OGDEN, CLARENCE F.
Section Foreman Lennox, S. D.
POLSEN, ALBERT
Engine Watchman Sioux City, Ia.
STEPHANS, JULIUS
Car Inspector Mason City, Ia.

Iowa & Southern Minnesota Division

BUTLER, CLAUDE H.
Trav. Engineer Austin, Minn.
MARVLET, JAMES F.
Switchman Austin, Minn.

La Crosse & River Division

BALCOM, GEORGE P.
Agent DeForest, Wis.
DONOVAN, TIMOTHY E.
Loco. Engineer Wausau, Wis.
GRUER, GUSTAVE L.
Agent Tomahawk, Wis.
LOESER, EMIL L.
Agent Fall River, Wis.
RAESE, GUSTAVE F.
Loco. Engineer Wausau, Wis.
STOLZ, WILLIAM C.
Brakeman Milwaukee, Wis.
WAGNER, OTTO H.
Loco. Engineer LaCrosse, Wis.
WEGENER, EDWIN A.
Loco. Engineer Milwaukee, Wis.

(Continued on page 21)

The Milwaukee Railroad Women's Club

★ Terre Haute Chapter Mrs. Albert Duensing, Historian

May meeting was held at the club rooms with the men folks doing the serving. Baked ham and a covered dish supper was enjoyed by all. The committee of men consisted of Aaron Wright, chairman, helped by Messrs. Bond, Bailey, Cravens and McNary.

Entertainment for the occasion was furnished by four of our local high school boys, whose singing was very much enjoyed. They were Bruce Thompson, William Emberton, Jim Miller and Tim Mautaugh. Door prizes were won by Mrs. Walter Glass and Albert Duensing. The club rooms have been newly decorated and look very nice.

★ Spencer Chapter Mrs. Leo Blanchard, Historian

April meeting was held at the home of the Rohdes, Mrs. Henry Rohde and Mrs. Bill Rohde being gracious hostesses. The men folks met for a game of cards next door at the Jake Erkes home. Good Cheer chairman reported three flower bouquets, two plants and three cards sent. Good Will committee reported contacting three Milwaukee couples at time of their marriage. During the past month they had a baby shower for the little girl that the Roy Hannas adopted recently. The membership committee was complimented on securing five more members this year than last. The total now is 115. The basket social last month netted the club \$11.75. The Ways and Means committee is now working on a basket to be given away this summer as a money-making project.

★ Mitchell Chapter Mrs. John Entwistle, Historian

Our chapter held its annual May breakfast in the Congregational Church parlors on May 16 with approximately 50 members in attendance. Tables were decorated to suit the occasion, with centerpieces of spring flowers and individual May baskets in pastel shades. Following the breakfast Mrs. George Foote, program chairman, presented Mrs. J. W. Kaye and her daughter Mary, who favored us with a group of duo-piano selections. Col. John Walton, guest speaker, gave an interesting talk, telling of his experiences during the war, and Mrs. Paul Smock presented two vocal numbers accompanied by Mrs. G. W. Franklin.

At the close of the program Mrs. Paul Olson presided at a short business meet-

ing. Mrs. Walter Johnston reported the membership drive as progressing nicely. Mrs. H. B. Peterson, Good Cheer chairman, gave a fine report, and several "thank you" notes were read. Attendance prize was won by Mrs. Peter Roller. Out-of-town guests present were Mrs. Laura Whitehead, Hollywood, Calif.; Mrs. H. W. Hopkins, Sanborn, and Mrs. Genevieve Weihall and daughter of Minneapolis.

★ Wausau Chapter Mrs. A. W. Kasten, Historian

Our club met May 6, at which time we held our annual May luncheon. Covers were laid for 42 at tables decorated with wild flowers. After the luncheon a short business meeting was held. Welfare chairman reported that a basket of fruit was sent to a member who was ill. Cards were enjoyed the remainder of the afternoon. Hostesses were Mmes James O'Brien, F. Slomski, Leo Ziebell, Ray Schultz, John Biringer, Aurora Billington and Wm. Adamcheck.

★ Mason City Chapter Mrs. C. S. Pack, Historian

May baskets and May poles decorated the tables for the annual May breakfast which 55 members enjoyed on May 7. We had as our special guests Mrs. G. W. Loderhose, president general, and Miss Etta Lindskog, secretary general. Mrs. Loderhose spoke on the aims of the club and Miss Lindskog talked of the activities of other chapters and answered questions.

The program consisted of music by Mrs. Harry Farrer, piano, and Mrs. R. H. Tiereny, violin; also community singing accompanied by Mrs. Farrer and Mrs. Tiereny. Corsages were presented to Mrs. Loderhose and Miss Lindskog and our president, Mrs. C. A. Anderson. Those serving on the committee were Mrs. John Balfanz, chairman, and Mesdames Oscar Larson, Walter Hendrickson, W. T. Cross, R. K. Ferris, Louis Walter and Louis Coe.

★ Savanna Chapter Mrs. Raymond Schreiner, Historian

The club served a potluck supper on Apr. 8 for members and their families. About 50 were in attendance. Following the supper a short business meeting was held. The attendance prize was awarded to Mrs. Raymond Schreiner. After the meeting games were played. The committee in charge of the supper was a voluntary group which certainly made the evening a very pleasant one.

★ Miles City Chapter Mrs. N. A. Helm, Historian

Miles City Chapter held its June meeting with President Mrs. Ed Rehn presiding. Mrs. William Cain reported 164 voting and 190 contributing members. Treasurer Mrs. S. Moss reported a balance of \$313.17. Mrs. M. Eastwall, Ways and Means chairman, cleared \$32 on the sale of cards and gift wrappings. Mrs. Tom Nugent reported that Red Cross had received 12 dresses to make. Mrs. Hilderman, \$25 rental for the month.

Our clubhouse is to have new drapes and new kitchen linoleum. The club purchased a beautiful silk flag. Mrs. William Cain won the door prize and Mrs. McKinley Gilmore and Mrs. George Bradley won bank night prize. Our next meeting will be in October. Mrs. Rehn gave a farewell party at her home for Mrs. Ayars, who leaves for La Crosse, a gift being presented to her by the executive board.

★ Milwaukee Chapter Mrs. John J. Morrissey, Historian

In the absence of our president, Vice-President Mrs. William Coleman presided at our business meeting on May 20. Mrs. E. Franzie, recording secretary, was also absent due to a vacation, and we all hope she is enjoying her leisure and will be back with us soon. Our chapter voted to purchase four Victory Bonds. The Sunshine collection for May was \$2.75. Sunshine chairman reported two cards sent; double congratulations go to Mrs. Lohf, as she is the proud grandmother of twin boys. Mrs. E. Eern and Mrs. A. Riemus, co-chairmen for the luncheon and card party on May 29, reported a net profit of \$38; the receipts for the Apr. 30 card party were also \$38. Welfare chairman reported the purchase of a wheelchair for an invalid member, the chair to remain the property of the club.

Mrs. Ross expressed her thanks to all who contributed to her recent appeal for cigarettes and used clothing—any additional donations will be greatly appreciated. Red Cross activities for May were: 430 hours worked, six pairs regular socks, four pairs walking-cast socks, six large army sleeveless sweaters, two cartons cigarettes donated for the blind veterans and 61 packages cigarettes donated by the members to veterans; also 25 six-inch squares for assembling afghans. The Good Will committee is soliciting crossword puzzles, used picture cards and cartoons, urgently needed to assemble scrapbooks. Lunch and entertainment followed the business session.



Members of the Mitchell, S. D., Chapter at their annual May Morning Breakfast, held in the Congregational Church on May 13.



Mrs. George W. Loderhose, president general of the Women's Club, Mrs. Russell Anderson, president of the Green Bay Chapter, and Miss Etta N. Lindskog, secretary general of the club (left to right), at a dinner preceding the Apr. 29 meeting of the Green Bay Chapter.

★ Green Bay Chapter

Mrs. E. F. Muster, Historian

It has been a long time since Green Bay Chapter has reported on the meetings and activities of the club, but everything has been going well with a good attendance at our board and regular meetings each month.

Board meetings are held the last Monday of the month preceded by a 6:30 dinner, usually served by a committee of five board members, after which business is discussed and recommendations made to be suggested at the regular meeting, which is held the following Thursday evening. Apr. 29 the club had the pleasure of entertaining two distinguished visitors at our board meeting, Mrs. G. W. Loderhose, president general, and Miss Etta Lindskog, secretary general, of Chicago. There was a 6:30 dinner, the tables beautifully decorated with spring flowers, after which both of the visitors gave short talks, complimenting us on our club and the splendid cooperation in the 1946 membership drive which is on now. A gift was presented to each visitor after which a social hour was enjoyed by all present.

May 15 at 2:30 p.m. a public card party was given with prizes and delicious refreshments being served by the hostesses, Mmes. R. Anderson and Antone Johnson. At the board meeting May 27 plans were made to entertain the Hiawatha Band when it comes for the opening of the newly remodeled depot on South Washington Street. It soon will be vacation time, but we'll all be back on the job in the fall, so till then "happy days."

★ Sioux City Chapter

Mrs. Ben Rose, Historian

Mrs. G. L. Wean and Mrs. R. W. Leeper presided as hostesses at the May board meeting in the Harmony-Ann Tea Shop. Plans formulated by committees for the annual membership tea were harmoniously coordinated and the following Thursday afternoon, May 16, the affair was held in Scandinavian Hall.

In the receiving line were our president, Mrs. J. Bailey, Mesdames J. T. Hansen, T. D. Hakes, V. K. McCauley, W. L. Eckert and C. B. Davis. A diverting program of music, dancing and readings by students from Briar Cliff College and the Carroll Studio of Expression was presented. Charter members were introduced and corsages given to Mrs. L. A. Cline, charter, past president and oldest member. To Mrs. U. S. LaBreck, charter member. Flowers were also presented to Mrs. Bailey, and to Mrs. Hansen for her faithful service to our chapter. Then followed the introduction and welcome to our out-of-town guests, Mrs. L. L. Galland, president; Mrs. Otis Thompson and Mrs. Earl Hansen of Sioux Falls; Mrs. Geo. Gowling, Mitchell; Mrs. Ed Miller and Mrs. Sanderson of Hornick, and Mary Alice Davis of Elk Point.

Prizes were awarded to Mrs. La Breck, for membership; Mrs. Roy Whipple, largest ball of carpet strip, and Mrs. Ed Mattison for the "get acquainted" game. Mrs. W. L. Eckert directed the entire program.

Assisting Mrs. George Gaskill, dining-room chairman, were Mrs. J. O'Connor, Mrs. F. Pearson, Mrs. M. V. McCauley and Mrs. L. E. Cotter. A very charming tea table was achieved with an 18th century English table service of exquisite design combined with flowers and lighted tapers chosen to emphasize Milwaukee colors. Mrs. La Breck and Mrs. L. A. Cline poured. Nearly 70 registered.

★ Madison, Wis., Chapter

Mrs. Joe Graves, Historian

The club met on June 7 with Mrs. Joe Tomlinson presiding. Membership was reported as "going over the top." The card party of May 22 was a grand success, proceeds \$17.85. Prizes were given for each table. About 70 people were present. It was decided that the committee for each time would visit Veterans Hospital and also that parties be discontinued for the summer months. It was voted that \$10 be given to the Kiddies Camp fund. Four cards and a bouquet were sent out by Good Cheer chairman.

Mrs. Harley Thompson, Stoughton, Wis., and Mrs. Gray, wife of roadmaster, were introduced by Mrs. Tomlinson, who also thanked all members for helping to make our meetings a grand success. Mrs. Frank Rogers was elected the new corresponding secretary and Mrs. Joe Graves historian. The bank dollar was won by Mrs. Joe McNulty. Meetings have been adjourned until the first Thursday in October. The tables were decorated with flowers. Delicious refreshments were served by Mrs. John Vanderhei, Mrs. Al Stafford, Mrs. Lawrence Heiskell and Mrs. Wesley Cameron, hostesses.

★ Ottumwa Chapter

K. M. Gohmann, Historian

With summer here and the uncomfortably warm weather that accompanies it, we will discontinue our monthly meetings until September. Sunday, July 14, has been selected as the date for our annual picnic, to be held in Leighton Park.

Thirty-nine members attended the luncheon preceding our June 7 meeting. Mrs. Harry Vaughan served as chairman of the committee in charge of the luncheon. The report given by the membership committee disclosed that we have again gone "over the top" with 763 members; this included 38 new memberships. At the age of eight hours little Suzann McBeth became a member of our club, probably the youngest member ever to join. She is the granddaughter of Machinist C. F. Ebbert, West Yard roundhouse. We are hopeful that before the coming of next fall and the resumption of our monthly meetings our clubhouse will have moved to a new location and be in readiness for us to begin the season by meeting in it and continuing its use throughout the year.

Our past president of last year, Mrs. M. L. McNerney, is still confined to her home and is bedfast most of the time. We do wish her a quick return to good health; we have missed her at our meetings and in her participation in our activities.

★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

The Dubuque Chapter met for the first time in our new club room at the Y.W.C.A. It was our June meeting. We had a delicious one o'clock luncheon with about 20 ladies in attendance. The meeting was opened by our president, Mrs. McGough. Reports were read by the officers and various committees. It was decided to have our family picnic at Eagle Point Park on July 31. After the close of the business meeting we were favored with a program by Mrs. Zimmerman, Mrs. Hobdi and Mrs. Lee, including a vocal solo by Mrs. Hobdi accompanied by Mrs. McGough.

★ Channing Chapter

Mrs. Jack Meyers, Historian

The last meeting before the summer recess opened with President Mrs. Tuttle in the chair. Group singing was enjoyed by all. Various reports were given. We voted to defray the expense of sending magazines to veterans' hospitals. Motion was carried that we have a club picnic in August. Social Chairman Mrs. R. Enquist will arrange the details.

Plans were discussed for the 4th of July homecoming celebration for servicemen. Our club is to operate a "hot dog" stand. Mrs. L. Osborne, Mrs. F. Lindeman and Mrs. Jack Meyers are the co-chairmen who will work out the details. Following the meeting cards were played. Lunch was served by the social committee, Mrs. F. Lindeman and Mrs. A. Lindeman.

The last of a series of card parties was held on June 6 at the club rooms. Prizes for the evening were awarded to Mrs. F. Van Oss in bunco, Mrs. L. La Pointe in pinochle and Mrs. L. Thiele in "500." Grand prizes for the series were won by Mrs. E. Stephen in bunco, Mrs. L. La Pointe in pinochle and Mrs. V. Nolan in "500." Lunch was served by the committee, Mrs. Orto, Mrs. J. Meyers and Mrs. R. Deacon. Another four-game series will be started, bunco and sheepshead to be played.

★ Iron Mountain Chapter

Mrs. Robert Baldrica, Historian

Members at our May meeting completed plans for our annual picnic, to be held the afternoon of June 18 for members and their families. Prizes for cards went to Mrs. Arthur Flom for "500" and Mrs. Mabel England for bridge. Lunch was served by Mrs. Julius Tortelli, Mrs. Robert Baldrica and Mrs. Clare Hinkley.

★ Janesville Chapter

Mrs. J. W. Higgins, Historian

Greetings from Janesville Chapter. Are we ever proud of our clubhouse with its new drapes and a lovely Baldwin piano, the latter donated by our member from Milton Junction, Mrs. Caroline Robertson. Again we say, "Thank you, Mrs. Robertson." Our June meeting was held Tuesday evening, June 4, with our president, Mrs. Rachel Riley, presiding. Our membership has now reached a grand total of 426. Sadness has again touched our midst as one of our charter members passed on during the month. Mrs. William Tassel was buried the day of our meeting. The club sent flowers.

During the month of May \$7.50 was spent for welfare and nine families reached. A total of \$73 has been given in gifts to discharged members of the armed forces. We were indeed glad to learn that our faithful member, Mrs. John Davey, was home from the hospital and feeling better. Mrs. Otto Jacobson won bank night. We are planning another teen age party in June. Our May one was bigger and better than ever and the youngsters sure like them. At the last one "boogie woogie," etc., were taught. A grand time was had by all.

Othello Chapter

Mrs. E. R. Berkey, Historian

On June 4 we held our last business meeting until after the summer vacation. Good Cheer Chairman Mrs. John Kelly reports all members in good health and five personal calls made. House and Purchasing Chairman Mrs. L. Stinebaugh and her committee reported a net profit of \$92 on the dance which they sponsored to raise the balance of funds for our new drapes, which are beautiful and now in use; we are once more financially at ease.

The meeting was then turned over to Mrs. Geo. Larson, who took care of the bingo games which preceded our annual potluck supper. Our senior voting member, Mrs. Margaret Wilson, was presented with a birthday cake and a gift in honor of her birthday, and rosebud corsages were given to Mrs. Wilson, Mrs. J. W. Reynolds and Mrs. Leach, our three oldest members present. Good-bye till fall, unless something "too good to keep" happens, in which case we will report at once.

Marmarth Chapter

Mrs. Forest Williams, Historian

Our club met on May 30 for the last meeting of the season. It being a social, there was a good attendance. Cards and sewing formed the entertainment. Some of our library books were let out for summer reading. Red Cross work was discussed. A delicious lunch was served by Mrs. Robert Christensen, Mrs. Swan Swanson and Mrs. Wink Gorman.

Madison, S. D., Chapter

Mrs. Earl Allen, Historian

May 7 the last business meeting until September was held in the club rooms, opening with club motto, advancing the flag and repeating the pledge of allegiance. A very interesting letter from the hospitalized veterans at Hot Springs, S. D., was read, thanking the club for the gifts they had received. After business meeting lunch was served and cards played.

Social meeting was held May 28 with a good attendance. Whist was played during the evening. Door prize was awarded to Hans Westby. Lunch was served in the late evening by Mrs. Hans Westby, Mrs. Carl Berg, Mrs. A. D. Walker and Mrs. Ben Bast.

Des Moines Chapter

Nina F. Eggleston, Historian

Our chapter, having been quite active during the first few months of the year, will be taking a short vacation during the summer months. Besides our regular meeting in April we entertained members and their families at a Sunday evening buffet supper. About 50 members attended. The husbands seem to enjoy these meetings and bring their "appetites" along. The evening was spent in visiting and playing cards.

We were honored by having Mrs. Loderhose and Miss Lindskog present at our

Rub-A-Dub



RETIREMENTS

(Continued from page 18)

Madison Division

MICHAEL, LEWIS V.
Conductor Janesville, Wis.

Milwaukee Division

FOULKE, JAMES E.
Agent Spring Grove, Ill.
POPE, FRANK H.
Brakeman Milwaukee, Wis.
ROBBINS, WILLIAM W.
Loco. Engineer Milwaukee, Wis.
STOLZ, FREDERICK G.
Conductor Milwaukee, Wis.

Milwaukee Terminals

BUTLER, WALTER M.
Machinist Milwaukee, Wis.
GRABOWSKI, FRANK F.
Carman Milwaukee, Wis.
GUENTHER, HENRY H.
Sprayer Milwaukee, Wis.
HAYDIN, JOHN
Welder, Car Dept. Milwaukee, Wis.
McGOVERN, PATRICK G.
Switchman Milwaukee, Wis.
MROTEK, JOSEPH J.
Machinist Milwaukee, Wis.
O'NEILL, FRANK B.
Loco. Engineer Milwaukee, Wis.

Rocky Mountain Division

CAMERON, REUBEN A.
Ex. Gang Laborer Harlowton, Mont.
FLERMOEN, OLAF O.
Car Inspector Deer Lodge, Mont.
HAMADA, ZENEMON
Painter Helper Deer Lodge, Mont.
VOSS, WILLIAM H.
Loco. Engineer Great Falls, Mont.

Superior Division

RASSEL, DOMONIC
Section Laborer Ransom Lake, Wis.
SCHUMACHER, NICH. J.
Warehouseman Fredonia, Wis.

Trans-Missouri Division

CHMURA, JOHN
Section Foreman Marmarth, N. D.
NELSON, OSCAR
Boilermaker Helper Miles City, Mont.
RAYNOR, IVAN G.
Conductor Miles City, Mont.

Twin City Terminals

BAUERFIELD, FREDRICK F.
Switchman St. Paul, Minn.
HELANDER, EMIL H.
Laborer Minneapolis, Minn.
NADEAU, THOMAS
Trucker Minneapolis, Minn.
SKOMRA, LEO
Car Cleaner Minneapolis, Minn.



"THIS PAPER IS VERY POPULAR
FOR CHILDREN'S ROOMS."

MARSH & M^cLENNAN

INCORPORATED

INSURANCE

FEDERAL RESERVE BANK BUILDING
164 WEST JACKSON BOULEVARD, CHICAGO

NEW YORK
DETROIT
PHOENIX
VANCOUVER

BUFFALO
INDIANAPOLIS
SAN FRANCISCO
MONTREAL

PITTSBURGH
MILWAUKEE
LOS ANGELES
BOSTON
WASHINGTON

CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

About Town

INFORMATION TALES TIDINGS
EXPERIENCES BULLETINS CHATTER VERSE
REPORTS HAPPENINGS NEWS ANECDOTES
GREETINGS BROADCASTS CH.
STORIES

IOWA DIVISION

Iowa Division—Middle, West and Des Moines

*Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.*

Several of the young people in the railroad family were married during the last few weeks. John Cline, son of Engineer Bert Cline, who recently received his honorable discharge from the Army Air Corps, was married to Naomi Hakemeier in St. Louis, Mo. His parents and sisters were in attendance at the wedding, which took place at the rectory of St. Phillip of Neri. John will enroll in college in St. Louis this fall.

Donnus Santee, daughter of Conductor L. R. Santee, was married in Perry on June 1 to Robert McLaughlin, recently discharged from the army. Robert's father, Robert McLaughlin, worked for several years as a clerk and caller at Perry.

Janet McCarthy, daughter of D. H. McCarthy of the Perry shops force, following his discharge from the army was married to Florence Lockard at Perry.

A wedding of double interest in the railroad family occurred at Perry on May 22 when Fireman James Stebbins was married to Anna Rose Glenn, daughter of Conductor Francis Glenn. James spent 43 months in the army, most of which was with the 9th Infantry Division in overseas service.

Robert Dibbern, whose father was Engineer Louis Dibbern, was married in May to Iris Miller of Woodward. Robert was with the American Air Forces overseas for a long time and was recently given his honorable discharge. He is now attending the American Technical School in Des Moines.

M. F. Burnham, retired conductor, passed away suddenly at his home in Des Moines on June 14. Conductor Burnham worked on the Iowa Division for more than 53 years before his retirement a few years ago.

D. A. Bowen, who had been agent at Van Horne for a number of years, died suddenly on June 2. Mr. and Mrs. Bowen had gone to Cedar Rapids to spend the afternoon and immediately after leaving a restaurant where they had dined Mr. Bowen was stricken with a heart attack and passed away within a few minutes. He had been employed by the Milwaukee since 1900. Funeral services were held at Van Horne with burial at Cedar Rapids.

Alvin Johnson, employed in the signal department of one of the crews working on the Iowa Division, was killed during May in an automobile accident. He had made a weekend trip with some friends in Melbourne and was en route to his home when the accident occurred.

J. J. Stevenson, brother of Conductor William Stevenson, died at his home in Perry in June following a long illness.

Mrs. Merrill Cate, whose father was Conductor William Correll, died in Glendale, Calif., following an operation. Merrill, who is a son of Arthur Cate, retired conductor, worked on the Iowa Division for some years as a passenger brakeman. He is now manager of the personnel department at Lockheed's.

Assistant General Yardmaster E. E. Banyard, who has been on sick leave for several months, went to Chicago with Mrs. Banyard to attend the graduation and marriage of their granddaughter, Yvonne Banyard. Yvonne graduated from a Chicago high school and was married on the following day to C. E. Stephenson of Baltimore, Md.

Kenneth Griffith, whose father was Engineer Thomas Griffith of the Des Moines

Division, recently joined the ranks of young business men in Perry. Kenneth, who was recently discharged from the navy, purchased a shoe repairing business.

Train Baggage man William C. Moody returned to his run between Des Moines and Madrid in June, after having been on sick leave for two years.

Roy Mansfield of the signal department is back home after being in the service for more than three years.

Mrs. S. E. Buckley, abstract clerk in the Perry office, attended the Omega Sigma sorority convention at Fort Wayne, Ind., in May.

Leo Smithson, son of Mr. and Mrs. A. W. Smithson of Perry, will be in on the atomic bomb test to be conducted at Bikini atoll. Leo, who is a photographer's mate first class, is assigned to the *USS Saipan*, an escort carrier which will participate in the experiment.

Engineer Joe Calhoun and Engineer Ray Burns were hospital patients at the Perry Hospital during May and June.

Council Bluffs Terminal

*Agnes Christiansen, Correspondent
Car Foreman's Office*

We have talent in our department. On June 16 Inspector Henry T. Jensen, a baritone, is to be presented at a recital at the Joslyn Memorial in Omaha, sponsored by the Society of Liberal Arts. His program consists of early English, Italian and German songs. He will also sing an aria from "The Marriage of Figaro" by Mozart.

Our sincere sympathy is extended to Club Car Attendant George Carroll who lost his wife recently.

Inspector Nels Jensen and his wife celebrated their 18th wedding anniversary on June 2.

We welcome the following new employees: Coach Cleaner Donald Petersen, Laborer Donald Englund and Harold L. Little, who succeeds C. F. Stalker as perishable fruit inspector.

We don't see much of Conductor Harley Michael since he started running on passenger.

CHICAGO GENERAL OFFICES

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

During the recent filming of scenes for "A Railroad at Work," it was noted that the interline bureau "stars" wore ties—with the exception of a few who looked normal. Ray Hackell received top billing as he played the hero—now he's selling autographs.

Arona Warren and her folks are touring New York and Pennsylvania on their vacation.

Vera Snapp and Howard Moffett were married on June 15 at high noon. A reception was held at the home of her sister. Vera's many friends throughout the building presented her with a lounge chair. Best wishes for a long and happy life together.

"The love bug'll get you if you don't watch out," and if you doubt the effects of its bite, just take a good look at Clarine "Red" Sporleder.

Our most recently returned veteran is Vic Quaritsch, and the welcome he got from the gals was worth something.



Back on the job after a turn in the armed forces are these men employed in Cedar Rapids, Ia., and pictured here with their supervisors. Left to right, front row: C. A. Trask, car foreman; Raymond E. Booze, Harold E. Kennedy, Robert F. Burk and Joe W. Chermak, general yardmaster. Back row: Henry E. McNabb, Edward M. McDonough, Warren E. Read, Albert H. McDonough and Wayne Bartlett.

Come on, Myrtle, give us the low-down on how you acquire that streamlined figure.

We are pleased to report Tony Naatz well, on the road to recovery, and as this is being written Bill "Bukke" Berman is expected back to work after an absence of three months.

It will always remain a mystery why Johnny Waterstrat didn't mind the rain on his recent honeymoon at Fox Lake.

Josephine Lazare, because of ill health, has requested an extension of her leave of absence.

Martin Bauer and Judy Dittrich were married on June 22 at Our Lady of Lourdes Church followed by a reception attended by many friends from the office. California is their honeymoon destination and one gift to start it off was a Chevrolet convertible. Bauer also thought of the housing situation and bought a three-flat building.

Doris Koegler and Gene Girard announced their engagement at a supper party in the Bismarck's Walnut Room. Edythe Hopke and Bill Foss also announced their engagement.

Irene Barry returned to work after a month's illness.

Ethel Brodeck and her husband celebrated their 20th anniversary at a dinner party at the "Fireside." Mr. Brodeck presented his lovely wife with a beautiful wrist watch.

For appreciation in keeping a sailor's morale up during the war, Lil Schoepf also received a wrist watch.

Marie Blahnik resigned to return to her home in Antigo, Wis.

Judging by the picture Phyllis Drisch has been showing around, the vacation at Jack and Jill Ranch was a huge success.

The sudden death of Laurine Beaudry shocked everyone. For many years Laurine and her friendly smile made the days more pleasant for all of us.

On May 25 Bob Klein and Lorraine Sima were married at St. Josephat's Church. An evening reception was held for the family and close friends. Bob's many friends at the office presented the newlyweds with a gift of money.

Freight Claim Department

Ray Allen, Correspondent

*Alas and alack!
Forget your blues.
"Little ol' Ray's" back
To bring you the news.*

Two of our employees have returned from service and are back on the job, working for Vincent Hunt in the OS&D bureau. They are Bud Bloethner—U.S.N. "amphibs", and Pfc. Clifford Brecken—Company M, 386th Infantry. From some of the stories they relate, being in the service isn't all war.

The ol' freight claim department is literally "bursting at the seams"—it is so full of romance. Some lucky boys have picked off some of our cutest tricks. For proof, here are a few of the engagements recently announced: Virginia Bartosch to John D. Molinaro—the wedding will take place on July 20 at St. Ferdinand's; Anne Maday and Raymond Bagner, engaged since June 1; and Yolanda Tuccy, engaged to Ervin Treiber on Feb. 25. Grace Selig gave her consent to Edward Valenzano on Apr. 20. Phyllis Brod "grooved up" with Richard Mac on May 9 and Ruth Enders is flashing a big diamond given to her by Harry Keller; they became engaged in April.

We have also had three marriages in the F.C.D. (Boy, those "two-bit" collections are sure making fast work of my poker winnings.)

Dorothy Christensen and George Cherry were married on May 18 in St. Timothy's Lutheran Church, Chicago. Mr. and Mrs. Cherry spent their honeymoon at Tomahawk, Wis.

Emma Miller and John Reed took the vows at St. John's Lutheran Church, Chicago. John and Emma, following the traditional pattern, honeymooned at Niagara Falls.

Accounting Department Typists Honor Rose Finnell



Group who attended the dinner in honor of Rose Finnell. Miss Finnell stands in the middle of the group in the background.

Approximately 40 employees of the central typing bureau at Fullerton Avenue, Chicago, feted Miss Rose Finnell, bureau head, on the occasion of her 30th anniversary with the Milwaukee Road. Rose, whose youthful appearance belies her 25 years as department head, is known to hundreds of employees in the accounting offices who have been her friends since the days when she worked on her first job, as a typist for the freight auditor. Most of them were on hand to salute the "First Lady" of the typing bureau or extended their felicitations by telegram. Employees of her department presented her with flowers and a beautiful handbag, and congratulations in the form of

many handsome gifts were sent by personal friends.

After a day in which the department found it difficult to concentrate on typing, the entire group gathered at the Sovereign Hotel for a turkey dinner. Christine Steggers, Miss Finnell's assistant, and Ruby Dunoven of her staff supervised the table decorations and floral arrangements. A toast, especially written for the event, was given by June Dahms and, following the dinner, community singing was organized by Kitty McCants, with piano accompaniment by Florence Sallwasser.

The verdict on the party—"a wonderful time"—was unanimous and as for Rose, well—in her words, "It was My Day."

Marion Kingsley and Howard Balow incorporated on June 22 in All Saints' Episcopal Church, Chicago. Howard and Marion honeymooned in Chicago and Milwaukee.

My social secretary, who attended all three weddings, said that the ceremonies were all very beautiful and that the brides looked very lovely in their all-white bridal gowns.

Chief Clerk Liewald has been a busy little man hiring new clerks. Here are a few—Bob Brodhagen, Ken Bronat and John Cullem. Now for the "pert parcels" recently employed: Rita McCarthy, Betty Minton, Beatrice Michalak, Betty Mesurelli and Bess Governale.

Saturday night, June 15, marked the celebration of the silver wedding anniversary of Mr. and Mrs. Elwin Kuehn. A host of the Kuehns' friends gathered at Franzen's Hall, Bensenville, Ill., to offer congratulations and sincere wishes for the future. The festivities opened with a mock wedding, presented by some of their very good friends of Bensenville and Roselle. One of the highlights was the story of El's courtship of Grace, the man with the shotgun, and a brief resume of the Kuehns' married life. Assistant Freight Claim Agent M. B. Mortensen, on behalf of El's friends from the freight claim department, presented the Kuehns with a sterling silver bowl filled with silver dollars and flowers, beautifully arranged by Mrs. Al Ducret. A silver-plated "piggy" bank was presented to young Donald Kuehn. Mr. Mortensen, in presenting the gift, gave a brief and complimentary speech about El's service with the Milwaukee Road. Miss Darlene (and this could be spelled "darling") Ducret sang "I Love You Truly" especially for the Kuehns. An orchestra furnished music for dancing throughout the evening. At midnight a delectable supper was served by friends of Mrs. Kuehn. El's mother

baked seven delicious angel food cakes for the occasion and, believe me, those cakes disappeared in a hurry. The party was really a gala affair. Our heartiest congratulations to both El and Grace. And now, kids, we are waiting for you to hit the 50-year mark.

W. E. "Bill" Nichols, former freight claim revisor, passed away on June 8. Bill was born in Hinkley, Ill., on Apr. 25, 1871. He began his railroad career with the Milwaukee Road on June 1, 1891, and retired on May 31, 1941, after a half century of loyal and efficient service.

If any of you gals are looking for romance, glamour, etc., talk to Millie Hollingsworth of the typing bureau. Millie has just returned from a two weeks' tour of Mexico, and says that those Indians "down O' Mexico way" have a technique all their own.

Car Accountant's Office

Harry M. Trickett, Correspondent

On June 6 the wedding bells rang out for Margaret Lewis at Scranton, Pa., when she was married to John Golden, recently discharged from the navy. The office presented her with a pressure cooker, so she can start the evening meal when she leaves for work.

Had a surprise visit from William Dinofria, HA 2/c, early in June upon his return from service in a South Pacific naval base hospital.

Natalie Bong expresses her appreciation for the gifts and many notes of cheer from her office friends while confined at home.

Sympathy is extended to Frances Moss and Julia Feindt in the loss of their mothers early in June. Julia has been confined at home since Dec. 1 because of ill health but expects to return to work soon.

Mary Jane Winsauer is convalescing at

home following an operation on May 11. Eileen (Collins) Hegg has extended her furlough another month due to ill health. Margaret Marshall is again confined at home due to illness.

Betty Hyslop, formerly of our office, announces the birth of a baby girl, Susan, on May 28.

Kenny Giblin, formerly of the Marine Air Corps, was recently released from service and has returned to Chicago. He is the proud pappy of a baby daughter, born two months ago.

Mrs. Joseph Kowal (Elvira Masters), formerly of our office, was a recent visitor.

The sudden passing of Laurine E. Beaudry, "Frenchy" of the computing bureau, on June 3 was deeply felt by her many friends in our office.

Mary Oehm had the highest bowling average—146—for the season in her church league and the second high series—502. Some kegler, eh what?

Hollywood came to our office on the afternoon of June 13 with its bright lights and camera, and the "C" bureau was featured in the shooting, starring Emilie Dodovich. We are all awaiting the premiere of the picture.

Operating Department

*Paul R. Ashland, Correspondent
Office of Assistant to Vice-President*

Ninety-two in the shade and the humidity content at 93 per cent—what an atmosphere in which to concentrate on an operating department column!

Welcome to the ranks of refrigeration-claim prevention, in the mail and records department, is Arnold Sanders of Chicago, after 28 months with the 74th Railway Operating Battalion in France, Belgium, Germany and England.

Other changes: Harriet Schuster, stenographer, has transferred from the treasury department to the office of general superintendent of transportation, to take the place of Dorothy H. Bauer, who is now secretary to assistant supervisor of wage schedules. New stenographer in the office of refrigeration-claim prevention is Christine Mjelde, who received her honorable discharge from the navy in March after serving as a secretary in the legal office at Washington, D. C.

Apologies to F. L. Clark for this column's inadvertently promoting him from chief clerk to chief engineer. "Champ" did recently receive a promotion in the engineering department and his new title is "chief clerk to chief engineer."

Congratulations to George Harder of the general manager's office and to Mrs. Harder on their recent 25th wedding anniversary.

Paul Dempsey of the office of police-safety reports that, speaking of safety, he has drawn up a set of rules for any mimeograph operators who may be interested, which when followed to the letter will eliminate any possibility of clothes being snagged or torn on the device.

Book of the month readers will be interested in the fact that the Milwaukee Women's Club, here in the Union Station, has a rental library. Librarian Dorothy C. Hallwachs, secretary to the general superintendent of transportation, will be glad to enlighten anyone as to the services rendered and books on hand.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Someone, somewhere, said June was the month for engagements and weddings. Apparently this is true—plenty of gals and guys are going ahead with the idea and some are jumping the gun.

Al Kissel took unto himself a wife on May 18, not so long after he departed military service. The timekeeping bureau and associates (which means just about everybody in the office) came through with several appropriate gifts for the occasion. However, there was no rolling pin among the evidence. Congratulations, Mr. and Mrs. Kissel.

Madelon Wallace took the marriage vows on May 25 at St. Mel's Church with Jimmy Murphy of the West Side Murphy clan, of course. Mr. Murphy, we understand, has already discovered that Mrs. Murphy prepares wonderful Irish stew. This might well lead up to something about Mrs. Murphy's chowder, but we won't talk about that; we'll only wish them many happy anniversaries.

Florence Kubiesa, who delves into war bonds clerically, married Michael Franzen on June 8 at nearby St. Josephat's Church. Her pals presented Florence with the appropriate gifts, including, in this case, a rolling pin. Happy days!

The marriage license bureau did a real business. On June 2 Rita Papadenis became Mrs. Anton Pegis. The wedding ceremony was performed at St. Andrew's Greek Orthodox Church and Ed Sowle lost another good girl. The newlyweds will reside in Milwaukee.

On June 8 Violet Kamin of the SPT office became Mrs. A. Santoni at St. Luke's.

On June 15 came another crisis. Gene Dowd of the material bureau was married to her "Andy"—Norman Anderson—at St. John Birchman's Church and the reception which followed was enjoyed by all, natch. It was a great affair, with Lorraine Ficht, also of the material bureau, as bridesmaid. We understand they had some seating difficulty at the church mainly through the assistance of Dick Dressler, also of the material bureau, who accepted an usher's job—at half price.

The news that leaked out the same weekend—that Mr. Sowle's secretary, Theresa Knippel, and that genial gentleman from the sixth floor, Frank Zopf, had been married on June 13—sent Sol Farley scurrying madly around to organize the usual collection for a wedding gift for this long-awaited event. The only thing we wished for was that Ray McGovern were here to add his good wishes to the returning newlyweds. One thing for sure, with the added responsibility of a wife, Frank will surely have to cut out those twice-a-week haircuts.

Engagement announcements: Edna Greinke and Ashur P. Lutz, both of the accounts receivable bureau; Harriet Gutowski and Floryan "Skippy" Sabacinski—Harriet is in the bond bureau and "Skip" recently moved from the machine room to the bill and voucher bureau; and Jean Clover and Warren Hobbs—Jean is part of the payroll bureau and getting married will play "hob" with that bunch.

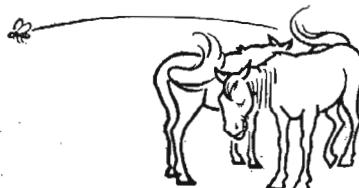
A delayed announcement, which your correspondent is sincerely sorry he omitted, is the engagement of Mervyn Glees and



"In shooing flies or hauling freight
It's wiser to cooperate."

"Now that's a trick all horses know—
They learned it centuries ago."

"One tail, on duty at the rear;
Can't reach the fly behind the ear—
But two tails, if arranged with craft,
Give full protection—fore and aft."



William Stangl. Pint-size Mervyn is in the material bureau and plans on becoming Mrs. Stangl on Aug. 10.

Then, too, there's a wedding scheduled for Aug. 17, involving Violet Mienke and Phil McDonald, both of Fullerton Avenue, who have been engaged the better part of a year. Why don't people tell me these things?

Among other office items came the news of "Papa" Passaretti's new little baby, Mary Ann, born on June 4. This is the number 2 Passaretti for Mr. and Mrs. Passaretti. Mother and daughter are fine but the old man doesn't look so hot—which is nothing new. It is hoped throughout the office, and by Papa himself, that Mary Ann takes after her mother. Congratulations!

Congratulations of a different nature go to Al Pieper, who was appointed bureau head of the bookkeeping bureau on June 1, filling the shoes of Herb Franzen. Al drew Johnny Ritter of the AFE bureau as his assistant. Lots of luck, boys.

Mary Ann Podegracz left the key punch section on June 15 to devote full time to the role of housewife.

June 17 brought the return of Ray Aylng, recovered nicely from his serious illness. Welcome back, Ray, it's great to see you.

Passenger Traffic Department

Doris Jones, Correspondent

It seems we have just about all of our boys back, now that Harry Hauser and Elroy Schilling have returned to the city ticket office. Harry, who served with the navy in the Pacific, returned on June 1, and Elroy, ex-GI in the European Theater, returned on July 1.

Ray Peters, still in navy blue but with the ruptured duck conspicuously displayed, stopped in to say "hello" to his friends. He may soon be back in the office of the general passenger agent.

We haven't had much summer weather to date, but it was extremely hot on June 10 and 11 when the out-of-town representatives showed up for a staff meeting. (No inference intended.)

Bill Wallace is keenly interested in advertising the ski run at Snoqualmie and believes in getting first-hand information on such matters. He was taken on a rugged hike over the territory (via snowshoes) and, we understand, really earned the pair of snowshoes he received for being such a good sport.

Mr. Sengstacken is happy these days after celebrating his birthday on June 11 with the receipt of a new Oldsmobile sedan with special gear shift, air conditioning and all the doodads one could want.

For the benefit of those who have been away on vacation or just too busy to notice the little things, that commotion on Saturday, June 15, was merely moving day for the employees in rooms 703 and 707. Now that the military work is mainly over and with Sigurd Berg deserting us for Gallatin Gateway Inn, OHB and his staff, plus Pop Etter, returned to their former headquarters in room 707. That leaves room 703 with Doris Healy, Bill Nelson, Ralph Burbank, Gene Henderson, yours truly and the file cases.

Speaking of vacations, as who isn't these days, Gene Henderson and his wife visited Seattle, Doris Healy went to Minneapolis, Alice Ferguson vacationed in Denver and George Gloss headed for his favorite fishing spot in Wisconsin. (Would appreciate hearing from more of you about your vacation plans or experiences. The column needs your assistance.)

Johnny Black, who celebrated being out of service for all of four months on June 15, claims it's wonderful to be "free, white and 21." Ah, but for how long, Johnny?

Oh yes, the column wouldn't be complete without reporting a change in the office boys in room 700. Bob Zorno left to complete his interrupted studies at the University of Colorado.



"LET'S BE FRIENDS"

When you offer a man a Dutch Masters, it's just like saying, "Let's be friends." For when two smokers share the treasured company of truly great cigars, a single match can light a life-long friendship.

DUTCH MASTERS CIGARS

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

The sad news of William F. Miller's death is given elsewhere in this issue.

William H. Nickels, formerly head clerk of the statistical bureau, is now freight auditor. Arthur Gentzcke, head clerk for many years of the accounting machine room, succeeds Mr. Nickels and Ben Reinert took over Mr. Gentzcke's position. William J. Ganzer, former head clerk of the review bureau, has been appointed assistant freight auditor. Edward A. Ludwig is head clerk of the review bureau now and Edward A. Reidy the new head clerk of the interline bureau. To all of them we extend congratulations.

Due to an oversight we failed to mention in the previous issue that Margaret Jones, accounting machine room, celebrated her 30th anniversary as a Milwaukee Road employee on May 2. She received many expressions of good wishes from fellow employees.

Lorraine Kwiatkowski, accounting machine room, is the proud wearer of a diamond engagement ring she received on Apr. 20 from Arthur Wierzbicki, recently discharged from the Coast Guard.

Wedding bells will ring for Irene Mondana, formerly of the machine room, who is to be married to William Keane on June 29.

Marty Griebenow of the accounting machine room and Ann Spexet of the same bureau became engaged on June 3. Ann had been vacationing at her old home town in Wisconsin and they became engaged immediately on her return to work. A number of co-workers are asking if the proposal was made at the office, when

Marty should have been working. Anyway, they are both dandy folks and we are happy for them.

Ex-Wave Ruth Norman, L&IB bureau, is to be married on July 14 to Harold Stockley.

Back on the job in the interline bureau is Larry Pluzcinski, ex-yeoman, who served all over the South Pacific. He returned to work on June 1.

Our men's softball team is playing up to expectations, having lost but one game this season, and expects to be an aggressive contender for the championship. Their pitcher, Jim Dietz, has been ill so another high grade pitcher is needed. Pete Lenicioni, Fullerton Avenue, is calling on Chicago terminal employees to help out. If interested, please telephone him on local 86. Games are played on Tuesday evenings, per schedule, at Weber Park, North Ashland Avenue and Wellington Street, from 7 to 10 p.m.

The men's bowling league will bowl at Lake View Alleys, 3239 North Clark Street, on Tuesdays at 6:15 p.m., starting Sept. 3. A meeting will be held about the middle of August for the lineup of teams. See Al Gehreke.

Tim Woods, review bureau, received congratulations on June 1, the occasion of his 25th wedding anniversary.

Purchasing Department

Josephine O'Hara, Correspondent

Decoration Day this first year of peace proved to be a thrilling one for Dorrell Thelander, Bob Nordin, Charlie Jensen and Bob Reiter, who attended the auto races at Indianapolis.

Their interest in the racing automobiles was so intense that the sun's rays made

little impression until the following day when our four boys appeared at the office in definite color tones as well as suffering from the effects of those rays. Oh, well, those races were well worth a good sunburn—so the boys say now.

Billie Galbreath had a new experience in a matter concerning a heel recently, and the incident emphasized the fact that shortages do exist today.

One morning while on her way to work, the heel from one of her shoes came off and rolled under a bus on Jackson Blvd. She sent both shoes downstairs to the shoe repair shop, assuming that her only requirement would be to buy a new heel corresponding in size, color and type to the one remaining heel.

However, Billie knows now that one should never be too assuming, for the shoe repair man did not have in his possession two identical heels of any type, so Billie completed her day's work wearing shoes that possessed one black high heel—the original—and one blue low heel.

Don Russo was the center of attention on one of our rare and perfect days in June when he received our Christmas package which had been destined for him as a gift last Christmas. Yes, it finally caught up with him at its point of origin, and, although he would have appreciated an "on time" arrival, we shared his pleasure as he unwrapped many gifts six months delayed.

Charlie Jensen is to be commended on the good neighbor policy he displayed during the railroad strike. Although Charlie lives in Roselle, he drove into Elgin in the morning to pick up a group of commuters, and returned home each evening after he had safely deposited his carload of Elginites in their fair city.

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING MAY, 1946
AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips Submitted		Name	Department or Occupation	Location	No. of tips Submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices									
Adams, E.C.	Chief Clerk to ACM	Chicago, Ill.	1		Flanagan, Jack	Station Force	Davenport, Ia.		
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	7	2	Georges, H.	Instrumentman	Savanna, Ill.	4	1
Burke, Jos. T.	Clerk, Traffic	Chicago, Ill.	1		Gillon, Agnes E.	Station Force	Davenport, Ia.		
Corbett, M.	Mach. Opr.	Chicago, Ill.	2		Graeber, Geo. J.	Conductor	Preston, Minn.	1	
Fletcher, H.D.	Paymaster	Chicago, Ill.	1		Hadaway, H.T.	Loco. Engineer	Davenport, Ia.	2	
Granz, W.A.	Clerk, Traffic	Chicago, Ill.	1		Herron, D.J.	Local Storekpr.	Marquette, Ia.	1	
Hakes, I.D.	Trav. Aud.	Sioux City, Ia.	1		Hersey, Harold A.	Police Officer	Savanna, Ill.	1	
Leen, M.J.	Chf. Clk., Trafi.	Chicago, Ill.	1		Hobde, M.D.	Capt. of Police	Dubuque, Ia.	1	
Mackreth, Carolyn	Bookkeeper	Chicago, Ill.	1	1	Johnson, G.C.	Crane Operator	Dubuque, Ia.	1	
May, E.M.	Asst. Frt. Aud.	Chicago, Ill.	1		Kupferschmidt, I.	Clerk	Dubuque, Ia.	1	
Melzer, R.E.	Frt. Svce. Insp.	Chicago, Ill.	2		Kurt, Francis	Asst. Indus. Engr.	Davenport, Ia.	5	4
Nehf, W.W.	Clerk, Traffic	Chicago, Ill.	1		LaRue, G.E.	Station Force	Davenport, Ia.	1	
Ordas, C.H.	Suprv. Motor Cars	Chicago, Ill.	1		McDermott, Anne	R.H. Clerk	Savanna, Ill.	1	
Rezab, J.U.	Trav. Clm. Adjust.	Minneapolis, Minn.	1		Miller, Lucille M.	Chf. Dispatcher	Dubuque, Ia.	1	
Schneider, Chas. L.	Clerk	Chicago, Ill.	1		Olson, E.W.	R.H. Clerk	Dubuque, Ia.	2	
Smith, Granger	Chf. Pass. Car Dist.	Chicago, Ill.	1		Fuller, Charles A.	Carman	Dubuque, Ia.	1	
Soske, Wm. J.	Aud. Capt. Expend. Off.	Chicago, Ill.	1		Schuster, L.A.	Dist. Storekeeper	Savanna, Ill.	4	
Strohmeyer, J.A.	Review Bur. Clk.	Chicago, Ill.	1		Schwartz, L.V.	Swain, Verle	Davenport, Ia.	1	
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1		Thode, Leona	Stower	Davenport, Ia.	2	
Wallis, W.C.	Reg. Asst., Pub. Rel.	Cedar Rapids, Ia.	1		Urmacht, H.A.	Station Force	Davenport, Ia.	1	
			27	3	Vogenthaler, A.G.	General Foreman	Davenport, Ia.	1	
					Westfall, R.R.	Ret. Carman	Dubuque, Ia.	1	
					Whitham, W.C.	Police Officer	Savanna, Ill.	2	
					Withhart, F.M.	Asst. Div. Engr.	Savanna, Ill.	1	
						Check Clerk	Savanna, Ill.	4	
								44	20

Chicago Terminals Division

Abrams, N.	Rate Clerk	Galewood, Ill.	3		Anderson, Clarence	Carman	Aberdeen, S.D.	1	
Benton, G.A.	Chief Caller	Bensenville, Ill.	1		Bain, Fred	Laborer	Aberdeen, S.D.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.	4		Brink, Ivan	Carman Helper	Aberdeen, S.D.	1	
Blitz, H.F.	Agent	Evarston, Ill.	1		Butzow, W.E.	Carman	Aberdeen, S.D.	3	
Boeck, H.J.	Chief Clerk	Galewood, Ill.	7		Fuhr, W.E.	Instrumentman	Aberdeen, S.D.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.	4		Fuller, B.F.	Dispatcher	Aberdeen, S.D.	1	
Brown, H.	Rate Clerk	Galewood, Ill.	5		Gisi, James A.	Carman	Aberdeen, S.D.	1	
Carusa, G.M.	Clerk	Galewood, Ill.	1		Grandpre, R.E.	Clerk	Aberdeen, S.D.	7	
Dyba, T.	Route Clerk	Galewood, Ill.	3		Johnson, Walter S.	Loco. Fireman	Aberdeen, S.D.	3	
Ensor, A.	Rate Clerk	Galewood, Ill.	2		Jones, Richard D.	Night Foreman	Aberdeen, S.D.	1	
Evans, R.	Clerk	Galewood, Ill.	1		Karr, John V.	P. & D. Clerk	Aberdeen, S.D.	1	
Ewing, J.J.	Clerk	Galewood, Ill.	4		King, Fred S.	Conductor	Minneapolis, Minn.	1	
Greenlimb, P.E.	Reconsigning Clk.	Chicago, Ill.	1		Lilly, Elaine C.	Rndhse. Clk.	Aberdeen, S.D.	2	
Hanson, K.	Clerk	Galewood, Ill.	3		Lundberg, A.P.	T.B.M.	Minneapolis, Minn.	5	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	4		Menzia, Anton	Storehelper	Aberdeen, S.D.	2	
LeMire, G.E.	Rate Clerk	Galewood, Ill.	127		Nertz, William	Carman	Aberdeen, S.D.	2	
Lemke, E.	Clerk	Galewood, Ill.	1		Miller, Chester	Clerk	Aberdeen, S.D.	1	
McQuinn, D.	Clerk	Galewood, Ill.	2		Moriarty, W.J.	Chief Clerk	Aberdeen, S.D.	1	
Miller, E.W.	Chf. W.B. Clerk	Chicago, Ill.	1		Morse, H.J.	Car Foreman	Aberdeen, S.D.	1	
Miller, John H.	C/L Notice Clk.	Chicago, Ill.	2		Patterson,	Clerk-Steno	Aberdeen, S.D.	2	
Morgan, I.	Clerk	Galewood, Ill.	1		Patricia	Carman Helper	Aberdeen, S.D.	1	
Oeftering, J.J.	Rate Clerk	Galewood, Ill.	11		Rieger, Albert	Clerk, Store Dept.	Aberdeen, S.D.	1	
Petersen, V.	Chief Clerk	Chicago, Ill.	1		Ryan, Winifred A.	Chf. Clk. to Div. Engr.	Aberdeen, S.D.	1	
Reimann, B.	Rate Clerk	Galewood, Ill.	1		Seiler, J.J.		Aberdeen, S.D.	1	
Siwek, G.V.	Clerk	Galewood, Ill.	1		Valle, Wanda	Clerk-Steno.	Aberdeen, S.D.	2	
Strate, T.H.	Div. Engineer	Chicago, Ill.	1		Wahl, Chris.	Carmen	Aberdeen, S.D.	4	
Wetzell, R.R.	General Clerk	Chicago, Ill.	1		Waldt, John M.	Carman	Aberdeen, S.D.	1	
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.	4		Walsh, Ruth	Carman Helper	Aberdeen, S.D.	3	
			1	197	Williams, C.G.	Wife of Agent	Warner, S.D.	1	
						Carman Helper	Aberdeen, S.D.	1	
								52	4

Coast Division

Bardwell, F.E.	Warehouseman	Bellingham, Wash.	1		Allen, Blanche M.	Wife of Rdstr.	Spokane, Wash.	1	
Carrotte, Clara C.	General Clerk	Tacoma, Wash.	1		Brotchie, F.W.	Captain of Police	Spokane, Wash.		
Cooke, Ruth M.	Clerk	Seattle, Wash.	1		Harry, A.F.	Yard Brakeman	Spokane, Wash.	1	
Davidek, W.A.	Boilermaker	Tacoma, Wash.	1		Petersen, W.M.	Police Dept.	Spokane, Wash.	1	
DeGuire, C.E.	Clerk	Tacoma, Wash.	2		Simms, Cora M.	Rdmstr's Clk.	St. Maries, Idaho	1	
Eshelman, W.M.	Inspector	Tacoma, Wash.	1					4	1
Geelhart, C.W.	Asst. Roadmaster	Cedar Falls, Wash.	2						
Germain, Margaret	Teleg. Operator	Bellingham, Wash.	1						
Goldsborough, A.	Station Force	Tacoma, Wash.	2						
Horr, P.R.	Asst. Foreman	Tacoma, Wash.	2						
Law, Alex M.	Supplyman	Tacoma, Wash.	3						
Mason, W.E.	Station Force	Everett, Wash.	1						
McClellan, H.J.	Ex-Gang Tkpr.	Greendale, Wash.	1						
McMahon, W.J.	Asst. Supt.	Seattle, Wash.	1						
McHugh, Lavina	Bill Clerk	Seattle, Wash.	3						
Pentecost, Al	General Foreman	Tacoma, Wash.	2						
Rathman, A.E.	Loco. Engineer	Bellingham, Wash.	2						
Rusch, Miss H.	Stenographer	Tacoma, Wash.	1						
Thompson, W.C.	Brakeman	Bellingham, Wash.	1						
Wilson, F.F.	Machinist	Tacoma, Wash.	1						
			24	7					

Dubuque and Illinois Division

Berlin, Fred H.	Freight Car Inspector	Spaulding, Ill.	1		Christiansen, Agnes C.	Wife of Check Clk.	Council Bluffs, Ia.	1	
Betzender, Dorothy	Station Force	Davenport, Ia.	1		Curran, F.C.	Stenographer	Council Bluffs, Ia.	4	
Brand, Justin	Storehelper	Dubuque, Ia.	1		Davis, E.E.	Rate Clerk	Cedar Rapids, Ia.	4	
Collins, Ervin	Box Packer	Savanna, Ill.	1		Farley, A.H.	Chief Clerk	Omaha, Neb.	1	
Datisman, H.E.	Clerk	Savanna, Ill.	1		Olson, Fred	Foreman	Manilla, Ia.	1	
Dilling, Robert C.	Station Force	Davenport, Ia.	3		Schonberg, Carl E.	Lead Carman	Council Bluffs, Ia.	1	
Dubmeyer, A.	Cutter	Dubuque, Ia.	1		Taylor, Clifford R.	Secy-Clerk	Council Bluffs, Ia.	1	
Eberling, A.F.	Conductor	Elgin, Ill.	4				Marion, Ia.	1	
Fisher, Darrell D.	Checker	Savanna, Ill.	1					10	1
Fisher, J.H.	Car Foreman	Savanna, Ill.	1						

If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Iowa and Dakota Division									
Anderson, E.E.	Sect. Foreman	Delmont, S.D.	1		Hughes, W.J.	A.M.M.	Beloit, Wis.	1	
Anderson, R.A.	Chf. Clerk	Mason City, Ia.	1		Hyzer, W.P.	Chief Clerk	Rockford, Ill.	1	
Broome, A.G.	Dem. Clerk	Sioux City, Ia.	1		Kruummel, W.J.	Car Foreman	Racine, Wis.	2	
Brown, Roy	Sec. Foreman	Armour, S.D.	1		Meyer, I.C.	Agent	Beaver Dam, Wis.	1	
Burnett, M.L.	Clerk	Mason City, Ia.	3		Mueller, A.A.	Operator	Beaver Dam, Wis.	2	
Kirschenmann, V.R.	Section Laborer	Yankton, S.D.	1					7	0
La Brune, Lawrence	Student Telegrapher	Lake Andes, S.D.	6						
Maass, H.O.	Rec. Dely. Clk.	Mason City, Ia.	1						
McKee, Loretta	Expense Clerk	Mason City, Ia.	1						
Mitchell, B.J.	Chief Clerk	Sioux City, Ia.	1						
Myers, Fred G.	Chief Clerk	Sioux Falls, S.D.	1						
Nihlen, N.E.	Station Force	Sioux City, Ia.	1						
Paulin, C.L.	Painter	Mitchell, S.D.	1						
Paulin, F.E.	Clerk	Mitchell, S.D.	1						
Quandahl, H.I.	Rate Clerk	Mason City, Ia.	1						
Spencer, O.H.	General Clerk	Mason City, Ia.	1						
Stedronsky, Ray	Student Telegrapher	Lake Andes, S.D.	5						
Tomic, Rudolph	Section Foreman	Lake Andes, S.D.	1						
			22	8					
Iowa and Southern Minnesota Division									
Dosey, E.H.	Cashier	Blooming Prairie, Minn.			Ewart, Jessie	Loco. Dept. Gen. Off.	Milwaukee, Wis.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	6		Gaulke, C.	Yard Clerk	Milwaukee, Wis.	1	
McDaniel, Mrs. F.R.	Wife of Agent	Fountain, Minn.	1		Kutter, W.J.	Sect. Stkman.	Milwaukee, Wis.	1	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1		Neulreich, Walter P.	Check Clerk	Milwaukee, Wis.	1	
Rafferty, H.J.	PFI Sec. Foreman	Austin, Minn.	1		Rainer, Francis P.	Clerk, Store	Milwaukee, Wis.	1	
Simon, J.E.		Blooming Prairie, Minn.			Rieboldt, Fred	Ret. Painter	Milwaukee, Wis.		
Wencl, R.J.	Student Telegrapher	Rose Creek, Minn.	1		Foreman	Milwaukee, Wis.	3		
Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	2		Stockman	Milwaukee, Wis.	1		
Wopat, Judy Ann	Daughter of Agt.	Chandler, Minn.	1		Agent	No. Milwaukee, Wis.	1		
			13		Tellefsen, A.E.	Pattern Shop Foreman	Milwaukee, Wis.	1	
					Weissenborn, O.E.	Loco. Dept. Gen. Off.	Milwaukee, Wis.	1	
								10	2
Kansas City Division									
Atkin, F.W.	Rate Clerk	Kansas City, Mo.	1						
Hammond, E.R.	Asst. Cashier	Ottumwa, Ia.	1						
Mills, J.W.	Cashier	Ottumwa, Ia.	1						
O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1						
Thompson, Frank	Section Laborer	Excelsior Springs, Mo.	1						
Ward, C.L.	Abstract Clerk	Ottumwa, Ia.	1						
			1						
			13	18					
La Crosse and River Division									
Arnett, Margaret	Stenographer	La Crosse, Wis.	1		Buerkle, Mrs. O.G.	Wife of Agent	Butte, Mont.	1	
Coney, L.R.	O.S. & D. Clk.	La Crosse, Wis.	1		Cedarholm, Bruce	Operator	Lewistown, Mont.	1	
Diersen, L.L.	Clerk	La Crosse, Wis.	1		Finklin, S.W.	Carman	Lewistown, Mont.	1	
Dietz, J.H.	Car Foreman	La Crosse, Wis.	3		Mason, M.A.	Station Force	Great Falls, Mont.	1	
Fischer, Bernard J.	Section Laborer	Watertown, Wis.	2		Murphy, Ed	Car Foreman	Lewistown, Mont.	2	
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		Samuel, Gus	Carman	Lewistown, Mont.	1	
Fuller, M.R.	Asst. Car Foreman	The Crosse, Wis.	4					8	0
Henry, C.O.	Roadmaster	Red Wing, Minn.	1						
Lemoine, C.K.	Instrumentman	La Crosse, Wis.	1						
Marcou, Russell J.	Lead Carman	La Crosse, Wis.	3						
Meyer, J.C.	Trainmaster	La Crosse, Wis.	2						
Ogden, Herman F.	Supt's Secretary	La Crosse, Wis.	1						
Peacock, R.	Clerk	La Crosse, Wis.	1						
Philipot, S.F.	Asst. Supt.	Wauausa, Wis.	1						
Pooley, Lawrence	Rodman	Onalaska, Wis.	1						
Rhoades, C.A.	Sec. Foreman	Brookaw, Wis.	1						
Ruder, George	Warehouse Frmn.	Merrill, Wis.	1						
Ruder, William	Yard Clerk	Merrill, Wis.	1						
Schaad, Gregory	Trucker	Merrill, Wis.	1						
Steen, M.E.	Rate Clerk	La Crosse, Wis.	1						
Sundet, A.O.	Freight Agent	La Crosse, Wis.	1						
Whalen, W.J.	Superintendent	La Crosse, Wis.	1						
Walden, Ed	Lead Carman	La Crosse, Wis.	1						
			26	8					
Madison Division									
Blethen, W.W.	Stenographer	Madison, Wis.	1		Bond, Oscar	Car Dept.	Terre Haute, Ind.	1	
Boland, J.H.	Roadmaster	Janesville, Wis.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.	3	
Conlin, R.A.	Clerk	Madison, Wis.	1		Ellis, Robert	Chief Clerk	Terre Haute, Ind.	15	
Coyle, J.A.	Track Dept.	Madison, Wis.	1						
De Blaeij, A.J.	Chf. Dispatcher	Janesville, Wis.	1						
Kilian, A.M.	Carman Helper	Madison, Wis.	1						
Nelson, Roy E.	Rate Clerk	Janesville, Wis.	1						
Sommerfeldt, B.C.	Car Repairer	Janesville, Wis.	1						
Wyman, Edward W.		Janesville, Wis.	1						
			8	1					
Iowa and Dakota Division									
The name of a prospect on a traffic tip card is half the job of making a prospect a customer.									
Milwaukee Division									
Hughes, W.J.	A.M.M.	Beloit, Wis.	1						
Hyzer, W.P.	Chief Clerk	Rockford, Ill.	1						
Kruummel, W.J.	Car Foreman	Racine, Wis.	2						
Meyer, I.C.	Agent	Beaver Dam, Wis.	1						
Mueller, A.A.	Operator	Beaver Dam, Wis.	2						
			7	0					
Milwaukee Terminals and Shops									
Ewart, Jessie	Loco. Dept. Gen. Off.	Milwaukee, Wis.	1						
Gaulke, C.	Yard Clerk	Milwaukee, Wis.	1						
Kutter, W.J.	Sect. Stkman.	Milwaukee, Wis.	1						
Neulreich, Walter P.	Check Clerk	Milwaukee, Wis.	1						
Rainer, Francis P.	Clerk, Store	Milwaukee, Wis.	1						
Rieboldt, Fred	Ret. Painter	Milwaukee, Wis.	1						
Foreman	Milwaukee, Wis.	3							
Solverson, E.L.	Stockman	Milwaukee, Wis.	1						
Swang, B.L.	Agent	No. Milwaukee, Wis.	1						
Tellefsen, A.E.	Pattern Shop Foreman	Milwaukee, Wis.	1						
Weissenborn, O.E.	Loco. Dept. Gen. Off.	Milwaukee, Wis.	1						
			10	2					
Off Line Offices and Miscellaneous Group									
Andrews, J.A.	Waiter	Chicago, Ill.	1						
			1	0					
Rocky Mountain Division									
Buerkle, Mrs. O.G.	Wife of Agent	Butte, Mont.	1						
Cedarholm, Bruce	Operator	Lewistown, Mont.	1						
Finklin, S.W.	Carman	Lewistown, Mont.	1						
Mason, M.A.	Station Force	Great Falls, Mont.	1						
Murphy, Ed	Car Foreman	Lewistown, Mont.	2						
Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1						
Samuel, Gus	Carman	Lewistown, Mont.	1						
			8	0					
Seattle General Offices									
Bouldin, Charlotte	Chief Clerk	Seattle, Wash.	1						
Davis, Gordon	Secretary	Seattle, Wash.	1						
Davis, J.N.	General Attorney	Seattle, Wash.	1						
Eaton, Lucille C.	Clerk-Gen. Mgr.	Seattle, Wash.	2						
Hickey, Margaret	Stenographer	Seattle, Wash.	3						
McGalliard, S.O.	Investigator	Seattle, Wash.	3						
Moody, Lillian	Auditor's Office	Seattle, Wash.	1						
Naramore, Dr. H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1						
Nelson, Mildred	Steno., Traffic	Seattle, Wash.	3						
Strassman, J.N.	Auditor	Seattle, Wash.	1						
Williamson, Glenn	Clerk	Seattle, Wash.	1						
			17	4					
Superior Division									
Deacon, M.J.	Storehelper	Green Bay, Wis.	1						
Johnston, S.W.	Engineer	Green Bay, Wis.	2						
Moureau, Harvey	Freight Checker	Green Bay, Wis.	1						
			4	0					
Terre Haute Division									
Bond, Oscar	Car Dept.	Terre Haute, Ind.	1						
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.	3						
Ellis, Robert	Chief Clerk	Terre Haute, Ind.	15						
			4	15					
Trans-Missouri Division									
Denson, F.L.	Boiler Foreman	Miles City, Mont.	3						
Gray, John Jr.	Pipefitter	Miles City, Mont.	1						
Hamre, N.	Section Foreman	Miles City, Mont.	1						
Handley, C.E.	Storehelper	Miles City, Mont.	1						
Hartwick, Tolley	Storehelper	Miles City, Mont.	2						
Kempton, R.A.	Loco. Engineer	Miles City, Mont.	1						
Kirchoff, L.R.	Secy. to Supt.	Miles City, Mont.	2						
Larimer, Mrs. G.	Widow of Chf. Carp.	Miles City, Mont.	1						
Stamp, H.L.	Div. Storekeeper	Miles City, Mont.	1						
			12	2					
Twin City Terminals Division									
Carl, Katherine	Clerk, Sig. Dept.	Minneapolis, Minn.	1						
Conway, E.F.	Capt. of Police	Minneapolis, Minn.	1						
Larson, Gust A.	Car Inspector	Minneapolis, Minn.	1						
Prescott, C.F.	Instrumentman	Minneapolis, Minn.	3						
St. Anthony, P.	Police Dept.	Minneapolis, Minn.	1						
			7	0					

Traffic Tips Reported During May, 1946

Division	Pass. Tips	Fr. Tips	No. of Tips Per 100 Employees
Seattle General	17	4	11.1
Chicago Terminals	1	197	6.1
Dubuque & Illinois	44	20	3.9
Iowa & S. Minnesota	13	18	3.2
Hastings and Dakota	52	4	3.1
Coast Division	24	7	2.0
Iowa and Dakota	22	8	1.9
La Crosse & River	26	8	1.5
Terre Haute Div.	4	15	1.4
Chicago General	27	3	1.2
Madison Division	8	1	1.2
Trans-Missouri Div.	12	2	1.2
Idaho Division	4	1	0.8
Kansas City Div.	3	3	0.8
Iowa Division	10	1	0.7
Rocky Mountain Div.	8	—	0.7
Milwaukee Div.	7	—	0.5
Superior Division	4	—	0.5
Milwaukee Terminals	10	2	0.3
Twin City Terminals	7	—	0.3
Miscellaneous	1	—	0.07
TOTALS	304	284	1.8

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

Conductor J. D. McFadden has been on the sick list for quite some time. Best wishes for a speedy recovery, Mac.

During the recent lull in business due to the coal strike it was reported that Conductor Jay Kindred of West Clinton wore out a brand-new rocking chair. Some rocking, I would say.

Equipment Maintainer K. W. Kintner has been transferred to North Harvey, succeeding C. A. Reuter who is now working at West Clinton.

Switchman Paul McFadden's small daughter has been seriously ill and we are all hoping that she gets well real soon.

Well, he did it again! That is, our super-fisherman, William E. Bashford, agent at Momence, claims he caught a six and a half-pound northern pike the other night. And darned if he doesn't carry a picture of a whopper fish around with him to prove it.

Speaking of fishing, Switchman Ed Merritt tells us he spent several enjoyable days fishing at Quibell, Ontario, Can., and, believe it or not, so far I haven't heard a word about the big ones that got away.

Terre Haute District

T. I. Colwell, Correspondent
Superintendent's Office
Terre Haute, Ind.

Conductor "Cliff" Currie and Mrs. Currie visited their daughter in Salem, Ore., during the early part of May. This was their first trip to the Coast over our line and they enjoyed the trip very much.

Herman Cruse, just recently back from Okinawa, returned to his old job as clerk in the traffic department. We are very glad to have Herman back with us but are also sorry to lose Marie.

R. H. Harding, DF&PA, received word from his son during the latter part of May that he was sailing for Japan with the navy.

Edward Pettus, PO 2/c, was discharged on May 5. He is the son of Frances Pettus and was formerly employed in the car department at Terre Haute.

Aaron E. Wright, chief clerk to the division storekeeper, is enjoying his vacation

visiting relatives in sunny California. J. J. McMahon, secretary-treasurer of the South-eastern Service Club, is filling in as chief clerk during Aaron's absence.

Storekeeper C. R. Adelsberger, Bedford, was a visitor in Terre Haute recently. Bob proudly displayed a photograph of his doll-like daughter.

The hustle and bustle in the Terre Haute store department is attributed to the impending annual inventory on June 30.

Richard M. Nash has returned to his position as stores helper after a turn with the Air Force.

Clerk R. J. Franzwa, store department, has been appointed a notary public since Rollie Blackwell of the locomotive department was transferred to Western Avenue. Rollie says he likes his new job fine—if he could just find some place to live.

Johnnie Dubbs, formerly a clerk in the storekeeper's office at Terre Haute, has returned from a leave of absence to work as steno-clerk in the local storekeeper's office at West Clinton. Johnnie wishes there was no material class 23.

Ralph Jabo Pounds is taking the job as leadman in the Terre Haute stores department. W. C. Glass replaced Pounds as counterman in the storeroom.

T. E. Pearce, a tie plant "S" iron driver, returned to service after 12 years' absence from the store department, due to inclusion of "S" iron drivers on the store department seniority list.

"Red" McDonald, displaced by T. E. Pearce, is now busily sorting scrap as chief scrap sorter.

Our undercover man at Crane hit the nail right on the head when he reported in last month's issue that Clerk John G. Schumacher was soon to become a grandfather. The blessed event took place on May 28 when "J. G.'s" daughter presented him with a grandson. Both are doing nicely. Granddaddy Schumacher is gradually recovering. The cigars will not be passed out until "Schu" gets his feet on the ground again.

Special Supervisor W. P. Radke, Crane, took a week's vacation last month and visited his old home town, Milwaukee, passing the time with his many friends there. He reports that the shortage of beer is also prevalent in the city that beer made famous.

Operator Sydney Shaw, who has been in the army for the past two years, is back with us and is working the swing job between Huronick and Walz. Glad to have him back again.

Operator Loris Hegwood is still on the sick list and we are hoping to see him back in the harness real soon.

Dispatcher Harry Edwards is on his vacation and we understand he is painting and otherwise enjoying himself around his new home.

Dispatcher Jimmy Ogden spent his vacation in California and reports a very enjoyable time. He ran into all kinds of weather while driving on the trip.

Student Operator Robert Warren is now a full-fledged operator, having relieved Agent Ammerman at Heltonville for his vacation and then going to Freetown to take care of that station while Cecil Elmore enjoyed his vacation.

Kimball SAFETY GOGGLES
DESIGNED ESPECIALLY FOR
ENGINEERS AND FIREMEN

"LOOKS" GOGGLES provide unobstructed vision and indirect, cinder proof ventilation. Frame and lenses are made of light, strong plastic for proper protection and correct vision!

"NU-LOOKS" ONE PIECE GOGGLES can be worn over your own prescription glasses thereby giving complete protection! Lens is made of cellulose acetate.

Available at your company store!

Kimball SAFETY GOGGLES
SAFETY PRODUCTS COMPANY
7314 WADE PARK AVENUE • CLEVELAND 3, OHIO

West Clinton Area

Earl H. Lehmann, Correspondent

We welcome Carl Reuter of Blue Island to West Clinton as the new car foreman of the west side.

The telegraphers and clerks at West Clinton are now on a six-day schedule, the relief telegrapher being Art Matthews.

Engineer Edward Acton has been off duty for some time on account of illness. By the way, Ed has a nice skating rink midway between St. Bernice and West Clinton, and we are always hearing someone say, "I'll be seeing you at Ed's skating rink."

Machinist Elmer King has been very ill for some time. We hope for an early improvement.

Sympathy is extended to Engineer Burlin Ray in the death of his mother in May.

Robert Wright and William J. Davis are learning to be telegraphers. Good luck, boys.

We were sorry to hear of the sudden death of James Campbell in an automobile accident in May. "Jimmie" was clerk to Master Mechanic Magnuson. Deepest sympathy is extended to the bereaved family.

Roundhouse Foreman John Gavin has been on the sick list for some time. We hope to see him back at the roundhouse soon.

We were without bus service between Clinton and St. Bernice for a number of years. However, the service has been re-established and it is certainly good news for everyone.

Guy Kelly, retired general yardmaster, has been in the hospital for several weeks and was recently removed to his home here. Hope to see "G.K." out again soon.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Hiawatha Post, American Legion, has organized a softball team under the management of Charlie Bihun. So far they have been very successful, winning four of their six games. Hiawatha Post meets at Fairfield and Iowa Streets.

Car Foreman William Bennett has returned to his home after undergoing an operation. We hope for a quick recovery.

Congratulations to Tony Watrobinski and wife on their new son.

Mildred Groff is the new girl in the car foreman's office.

We regret to report the deaths of Switchman W. P. Sullivan and of R. R. Courson and A. A. Carpenter, retired switchmen.

We regret that Jim McDuffle is still on the sick list.

Our sympathy is extended to Engineer George Lemke on the recent death of his daughter.

Wishes for a speedy recovery for Engineers H. Hutcherson and Seth Larsen.

Bruno Lapinski is the new car director at Galewood.

Congratulations to Helen Russo of the store department and Gerald Coors on their coming marriage. Also, to Switchman R. J. Woods and Mildred Perkins of Jackson, Mich.

The following poem is dedicated to Jack Hanscom, formerly chief clerk to master mechanic, who on Mar. 1 was appointed chief clerk to the assistant superintendent of motor power, Milwaukee, Wis.:

Remember Jack

There comes a time when words won't say
The things we want them to;
Of things you did in such a way
And things you helped us do.
We hate to see you go, dear friend,
Our parting makes us blue.
Our difficulties you helped mend—
We could depend on you.

And even though we can't express
Just what we have in mind,
We'll leave it to your thoughtfulness
To read between the lines.
We'll watch you as you climb the hill
Of life with those you serve,
Each sacrifice will help fulfill
The place you so deserve.

Sleeping and Dining Car Department

W. R. Jones, Correspondent

With all the "hubbies," sweethearts and sons home again and our superintendent, B. J. Schilling, finally on the road to recovery from a serious operation, it seems good to look around and note the happy expressions, now that we all have a brighter future to look forward to. The only one who seems a little distressed is Charles Rozek, wondering how "the three firemen," as he calls them, are coming along on the knitting instructions they are getting gratis, as they watch June and Margery working on their rugs during their lunch hour. Well, Ed Sokol, Jim Nolan and Gene Landry, won't you please let Charlie know what progress you are making?

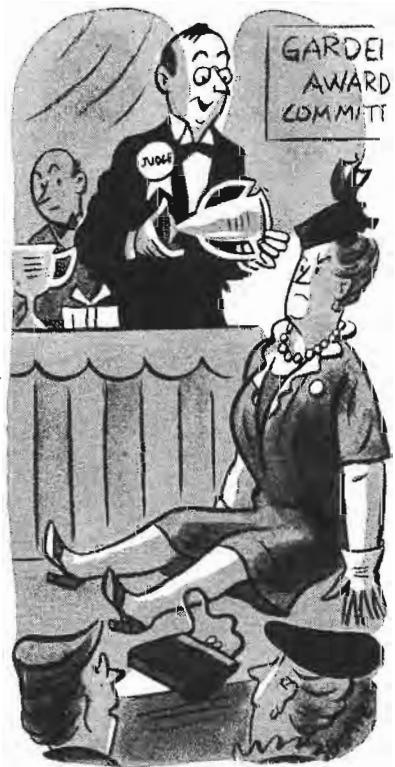
We were happy to receive another humorous letter from our former office boy, Paul Schacke, who tells us that he will graduate from "boot training" in the Marines in another few weeks. He's going through the regular grind of scrubbing barracks with everything, including a toothbrush (so he says). Boy, those Marines are rugged!

Letters of condolence were sent to the families of Waiter William Stephens, who passed away on June 7, and Waiter Paul J. Lewis, who passed away on June 1.

Porters W. Dean, J. E. Jones and A. B. Hollan are ill at present. We hope it won't be long before they are back to work.

Porter J. T. Walker, a former GI, completed his schooling under the GI Bill of Rights and has returned to work.

The "welcome home" sign is also out for the following GIs who are back to work: Waiters John H. Glover, Kenneth Mize and Edgar (Sidney) Davis and Charles W. Nicholson, cook.



"Better get a pair of those new B. F. Goodrich Silvertown rubber heels with the special non-slip feature!" And... extra wear where you need it means more miles per foot.

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS
CENTRIFUGAL BLOW-OFF MUFFLERS

GRID SECTIONAL AIR-COMPRESSOR RADIATION
UNIT HEATERS

WILSON ENGINEERING CORPORATION

122 So. Michigan Ave., Chicago

We mine the coal we sell.

**DEEP VEIN
AND
BLACKHAWK COALS**

DEEP VEIN COAL COMPANY

111 North 7th Street
Terre Haute, Ind.



28 East Jackson Blvd.
Chicago, Ill.

Organized 1903

**WE SPECIALIZE
IN
STOKER PREPARATIONS**

Circle Tower
Indianapolis, Ind.



LA CROSSE & RIVER DIVISION Wisconsin Valley

Lillian G. Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wisconsin

Margaret Ann Hayes, daughter of Conductor and Mrs. W. J. Hayes, was married to Carl A. Lau on May 11. Vows were exchanged in a ceremony at St. Mary's Catholic Church. They will make their home in Chicago.

Mrs. Olga Ziegler and Godfrey Paulus were united in marriage at St. Paul's Evangelical Church on June 1. They are spending several weeks at Kimberly, Wis., and in Chicago before returning to Wau-

sau. Mr. Paulus is employed in the roundhouse at Wausau. Best wishes are extended for a happy and prosperous wedded life.

Engineer Carl Granholm passed away on May 31 at the Holy Cross Hospital, Merrill, Wis., following a heart attack. Funeral services were held on June 3 and burial was in the Merrill cemetery.

James Barrett, retired lineman, passed away at the home of his sister in Columbus, Wis. Burial was at Watertown, Wis. Deepest sympathy is extended to his bereaved family.

Mr. and Mrs. Martin Slomski celebrated their golden wedding anniversary recently with an open house and family dinner at their home. Mr. Slomski was associated with the road for 40 years. At the time of his retirement he was employed as station fireman.

Engineer Russell Crandall has returned from a visit with his daughter, Sister M. Anne Therese, who is medical librarian at St. Francis Hospital, La Crosse, Wis. He also visited relatives in Minneapolis, Minn.

Engineers Jay Campbell and Raymond Kerr have returned from Miami, Fla., where they were employed by the Florida East Coast Ry. They will work on the Valley Division for the remainder of the summer.

Mrs. Ray Schulz, wife of the agent at Rothschild, Wis., is visiting relatives at Boston, Mass.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent
Three Forks, Mont.

I don't have any doubt that people will take my word for it, but I also am glad others saw it. On Sunday, May 26, a deer was playing all around our neighborhood, then crossed the alley back of our house and turned away from town toward the river. I think this is as good a story as a moose grazing on the lawn of the Elks Club in Bozeman that same week. We

have almost any kind of big game out this way that you wish to look at from the back door.

Several important things seem to have happened in June too. Had a visit from our Magazine editor. He was en route home from points west; liked our state pretty well too. Also, Conductor Vanderwalker had his picture in the Magazine and a nice little story. Congratulations, "Van"!

And of course the big item hereabouts was the opening of Gallatin Gateway Inn (with Dan Young as manager, of course) the middle of June, after several years of being closed on account of the war. Understand they expect to handle 35,000 people through there this summer, which will keep all concerned real busy.

The tragic death of Lester C. McKenon, eldest son of Engineer L. C. McKenon, occurred in Deer Lodge on June 2. The young man was cleaning a gun which accidentally discharged, shooting him in the hip, and died shortly after reaching the hospital. He was well known here, attending school and later working as trainman out of this point. He entered the navy and had just been discharged when this accident happened. His father and mother and several brothers and sisters survive him, to whom we extend our sincere sympathy.

Mrs. John Rogers, widow of the late Conductor John Rogers and who now resides in Los Angeles, was a visitor at the Kilpatrick home here. Mrs. Rogers was returning home after attending the funeral of her sister in Iowa.

Conductor and Mrs. James Lingerfelter of Deer Lodge have a new son, born May 31. Congratulations!

The death of Dr. H. L. Koehler of Polson occurred in Missoula on June 8 after a few days' illness. Dr. Koehler was on the staff of the Milwaukee Hospital Association at this place while the hospital was open here a number of years ago. He is survived by his wife, two sons and a daughter.

MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

:-:

:-:

CHICAGO

COAST DIVISION

*Harry W. Anderson, Division Editor
Superintendent's Office
Tacoma, Wash.*

Marc Green, editor of our Magazine, paid us a visit on June 4 with a view to reorganizing the business of news gathering on the Coast Division. At this writing we have very little time before the deadline date to cover much territory for the July issue; however, it is hoped that future issues will include items of interest from the entire division.

Steno Frances Sommers, superintendent's office, is back to normal following a painful session with the dentist at Auburn and Seattle for a stubborn wisdom tooth. For about 10 days smiling was painful and looked as though she had taken to "chawin' tobacco."

Superintendent L. Wylie started his vacation by heading for Palo Alto, Calif., where his daughter, Mary, is graduating from Stanford University.

Louis Patrick Seaman, superintendent's secretary, also bowler and softball player of some repute (opinions vary on this, however, at various times) is spending his vacation taking his family to his old home town of Butte, Mont. Believe this is a family reunion.

On June 6 we were dealt quite a shock when we heard that Conductor H. R. (Buck) Freeman passed away at Seattle while acting as chairman of a railroad brotherhood meeting and immediately following his introduction of Governor M. C. Walgren. Mr. Freeman was an oldtimer on the Milwaukee, having started in 1909. He was well known and liked by many along the railroad and our heartfelt sympathies are extended to those left to mourn his loss.

Tommy Norwood, the energetic chairman of the Milwaukee Service Club, has been hotfooting in high gear lately, getting the softball team organized, and from the latest reports he has done a good job of it. They are now signed up with the Tide Flats League. Games are played in the evenings at 6 p.m. at Penn Salt Field. Schedules are being made up and will be posted just as soon as they are completed. The lineup of players is as follows: L. J. Pentecost, Frank Kinzner, William McCauley, Kenneth Burr, Cliff Olson, Lyle Smith, L. P. Seaman, John Luchessi, Bill Martin, Jim Dykes, George Warring, Marty Boyles and Ray Garstad.

Rolla E. Chadwick, who for many years was an operator at Ellensburg until his retirement in December, 1943, on account of poor health, passed away on June 7 at the age of 58. The sincere sympathies of the Milwaukee folks are extended to those left to mourn his loss.

John J. McFadden, son of Chief Carpenter T. E. McFadden, was married to Elizabeth Ann McKenna in an elaborate ceremony at Yakima, Wash., on June 8. John was recently released from military service after serving in nearly all sections of the European area.

Tacoma

*R. A. Grummel, Correspondent
Agent, Tacoma, Wash.*

Claim Clerk Tom Dolle attended the meeting of the board of adjustment, Lines West, in Seattle on May 27 and 28 and also attended the banquet in honor of Mr. Donald. Chairman H. F. Love spoke a few words and wished Mr. Donald the success he deserves in his new assignment.

The following employees are vacation-minded: John Lunan, vacationing at present; Millie Anderson, vacationing in the country; Mrs. Velma Wheeler, back on the job after spending her vacation at home with illness, and Boardman George T. Gordon, Mary Pederson, Amanda Stewart and Janitor Pete Grande, all returned from their vacations.

Mrs. Anne Beaumont, yard clerk, is off on a 90-day leave of absence on account of illness.

Claim Clerk Mort Eshelman has returned

OPERATING 161 MOTOR TRUCKS, TRACTORS AND TRAILERS

RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS

ESTABLISHED 1880

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

after a 30-day leave of absence on account of the illness of his wife.

John E. Scott, janitor at the passenger station, left on May 31 for a vacation and visit with his son, recently discharged from the Veterans Hospital at San Francisco, who is now residing with his family in Los Angeles. Mr. Scott's son served overseas in the Pacific Theater and sustained severe injuries, being blown bodily out of a foxhole by high explosives.

Cashier Ivar Berven's family took a brief trip to Brainerd, Minn., to visit with relatives and friends.

Willard C. Miller has turned in Uncle Sam's uniform and is displacing Anne Beaumont, A.C.Y.C., on second shift. It is good to see Willard back with us again. After all his European experiences he sure is glad to be home.

V. O. Spann, whose position was abolished, has displaced James McMahon; McMahon bumped Warehouseman William Berven, who went to the yard as a checker.

William S. Burroughs, former ticket clerk at Tacoma passenger station who recently retired, is ill at St. Joseph's Hospital.

A meeting was held by the Mount Tacoma Service Club on May 23 to make plans for the annual picnic on Aug. 18 at Wapato Park. The softball club is in the Tide Flats League; it has played two games, losing one and winning one, with two games to make up.

Agent R. A. Grummel attended a farewell dinner on May 28, given in honor of General Manager L. F. Donald, Seattle, by the Seattle Service Club. The occasion was Mr. Donald's departure to assume new duties in the East.

Yard Office

H. W. Montague, G.Y.M., a glutton for work, recently added new responsibilities to his position. While the war was on, Idaho brakeman came through to handle troop trains and also took care of a small plant in the yard office. Rather than see this treasured little plant (which had been nursed so faithfully) die, our G.Y.M. pieced together some hose and pipe and is now assuming the watering responsibilities. In addition to his horticultural pursuits, Car Distributor Ralph Moyles continues to decorate the G.Y.M.'s office with homegrown flowers, which are artistically arranged by Board Clerk Helen Alleman. Not to be outdone in this respect, A.C.Y.C. Bob Shipley, also an adept gardener, brings from his home daily beautiful bouquets of flowers which are arranged tastefully by his assistant, Mary Pedersen. It must be remembered that our Tacoma yard office is surrounded by silt and sand and these decorative contributions are appreciated by everyone.

Thomas O'Dore, son of Trainmaster Jim O'Dore and formerly a clerk in the yard office at Tacoma, was recently discharged from military service and was married in Philadelphia, Pa., to Janet Currinder of that city. They are now on their way to



TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES

**Potosi Tie & Lumber Co.
ST. LOUIS DALLAS**

Ordinary Batteries
Often "Go Dead" Lying Around
In Your Flashlight

But

**RAY-O-VAC
LEAKPROOF
Flashlight Batteries**

STAY FRESH FOR YEARS AND YEARS

And

Are GUARANTEED Not to Damage a
Flashlight by Corrosion or Swelling

A New Flashlight FREE if One Ever Does

"M-F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

**MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.**

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U.S.A.



DELICACIES FOR THE TABLE *Specialties*

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

732-738 W. Van Buren St.

Phones: Monroe 0432-0433-0434

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

Don Bangs, son of General Yardmaster H. O. Bangs and formerly employed in the Seattle yard office, dropped in on us during May for a friendly chat. Don has been at Ft. Lewis since Mar. 8, serving in the Engineers' Corps. He left for Ft. Belvoir, Va., on May 23 to take an eight-week course in technical training, after which he is hoping he will be returned to dear old Washington state. Donald was married on May 21 to Phyllis Stebbins of Seattle.

John Lee, boardman in the yard office, braved the threatened railroad strike and took off on May 16 for a visit with relatives in and around St. Paul, Minn. John has since returned and he says he reached his destination before the tie-up happened. We were all quite concerned that he might be put off somewhere in the wide open spaces.

Clerk Robert Davidson, track department, has returned from a two-week visit with friends and relatives in Aberdeen, S. D. Bob also motored up to Port Angeles before returning to work. Mrs. M. G. Elder relieved on his job.

J. P. Crawford is our new water service man working out of Tacoma. He takes the position vacated by Mr. Roller, who recently retired.

In recent changes in the yard office, Jack Cole took the third trick boardman, John Hogan transferred to the day shift and Fay Fox replaced Eddie Cartwright, who bid in a position at the local freight.

Carman Harry Jones, Seattle, left on June 3 for Milwaukee as a delegate to the Carmen's Joint Protective Board.

Joe Barnreiter, retired carman, who worked on the Seattle car repair tracks for several years, passed away at his home in Kirkland, Wash., on May 10.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Conductor William H. Bowers, 58, died as his train, the Olympian, pulled into the Seattle depot from Tacoma on May 21. Conductor Bowers' home was in Tacoma. He had been with the Milwaukee Road for 35 years, first as a brakeman and for the past 28 years as a conductor. He is survived by his wife and three sons.

Catherine Mahoney, statistical clerk in the local freight office, was married on May 29 to Coleridge P. Fowler, construction engineer of Seattle. The newly married couple will make their home in Seattle.

Charles Miller, former interchange clerk and warehouse checker, was appointed a police officer under Capt. Guy Truscott on May 20. For the present Mr. Miller will have charge of the employment office, taking the place of Jack Oren who recently passed away.

Emma Galesky of the OS&D department resigned on June 13 to accept a position with the American Mail Line. Her position has been taken by Archie Constable.

Sgt. Robert D. Hyett, former yard clerk and son of General Freight Agent E. J. Hyett, has been transferred to the Madigan General Hospital in Tacoma, Wash. His wife at present is staying with his mother in Seattle.

Something to remember: Marjorie A. Oldenburg, extra employee and daughter of Accountant Lucille Oldenburg of the cashier's office, and Eileen Eubank, daughter of Jeanette Eubank of the city ticket office, have the honor of being the leading senior high school scholars in their respective schools.

After several months of illness Lavina McHugh returned on June 1 to her position as government bill clerk in the local freight office. We are all glad to have Lavina back and hope her good health will continue.

Martha Dougal, who has been off on account of sickness for several weeks, is

reported to be improving slowly but is still confined to her home.

Roger Wilhelm, who recently returned from four years in the navy and took over the transit position, has been made chief clerk and secretary to Import and Export Agent Roy J. Kidd, relieving Gordon Davis, who goes to Aberdeen, Wash., as chief clerk in the DF&PA office.

New members of the Milwaukee Veteran Employees Association are Leland H. Ward and Edwin M. Martin, both assistant port captains, and Barge Captain Peter G. Kittleson, each with 36 years of continuous service in our marine department; also Assistant Freight Agent Guy E. Anderson, with 45 years of continuous service. Mr. Anderson started his Milwaukee service as a relief operator and agent in Wisconsin.

SUPERIOR DIVISION

J. B. Philips, Correspondent
Superintendent's Office, Green Bay, Wis.

Since reporting the last news for the Superior Division two more deaths have occurred among our retired employees. Foreman Storekeeper Desire Maes passed away on Apr. 19 and Adolph Anderson, retired machinist helper, died on the same day. We wish to extend the sympathy of all Milwaukee Road employees to their families.

Engineer Greg LaChapelle has decided to take the pension.

Chief Train Dispatcher J. T. Dinwoodie is still off on the sick list. However, he is coming along well, feeling a lot better, and expects to be back on the job within a short time. I. A. Fries is acting as chief during John's absence.

Machinist Charles Robinson, Truck Driver Robert Derwae of the store department and Carman Mack Nelson, all of Green Bay, and Thomas Rassel, section laborer at Random Lake, have all retired on the pension.

Former Roadmaster A. F. Carlson spent some time in the hospital at Green Bay but is up and around again and expects to spend some time here in Green Bay. Here's hoping for a speedy recovery, Art.

According to last month's Magazine, a nice party was tendered Jake Hansen, who has been promoted to general car foreman at Minneapolis. We want to congratulate Jake on his promotion and wish him well, as he is a product of the Superior Division and we are all glad to see the progress he is making.

Chief Clerk W. F. Kramer is away on his vacation, visiting his old stamping grounds in the good old state of Iowa.

The ore season has finally started after getting off to a very late start this year due to strikes. This means that six crews of the Milwaukee Road are now working on the C&NW.

The latest report on the reopening of the passenger station on Washington Street, Green Bay, is that it will take place on June 30. We will have a nice station when this goes into effect, with a lot of new furniture in both the waiting room and the ticket office—a big improvement over the present accommodations.

TWIN CITY TERMINALS

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis

July 1 marks the retirement of Shop Superintendent Gus Blyberg and Assistant Master Mechanic Ellis Schmitz of the Twin City terminal, with service dates of 1905 and 1907, respectively. Mr. Blyberg served his apprenticeship in Sweden and couldn't resist the temptation to see the world as a boomer machinist. He was first set up as machine foreman in 1914 and from the very beginning made an enviable record and many friends. His first assignment will be to paint the cottage at Lake Washington, where he expects to keep in practice making those well-known "muligans." Mr. Schmitz worked first as an H&D fireman, was promoted to engineer in 1912, roundhouse foreman for three years and then traveling engineer all the way from Kansas City to the Rocky Mountains, until 1940 when he became assistant master mechanic.

Remember when Henry Pottsmith set out for LaGrange with his ruler and red apple? Well, he's back now and has his D.E. (Diesel Engineering) degree.

If you need a boat for your vacation fishing, just call on E. F. (Futile) Schwenke, for he hustled out to Lake Sullivan at the first sign of spring and got it all fixed up, good as new. Just ask Ed how many aches there are in scraping the paint off of one boat.

Your former columnist and more recently a Marine, S/Sgt. Kay McBride, has a new love, none other than Breezy Point Lodge at Pequot, Minn. It's Kay's first venture in that direction and she has a big responsibility but she is very enthused about her work, even though she is kept busy about 27 hours out of every day.

Understand store department's Loraine Kline went all the way to California to spend her vacation and incidentally to act as a bridesmaid.

On May 16 Mrs. John Moe, daughter Patricia and son Jackie, left Minneapolis to join the Lieutenant Colonel in Frankfurt, Germany.

Whoever said twins were no more trouble than one? Please ask Mrs. Ralph Preston what she thinks since Ralph and Ray arrived on May 2. Trouble or no, H&D Fireman Ralph Preston and his wife think the boys are pretty nice.

And, in order that the Royal Order of Pipefitters may be perpetuated, William Edward Barnard, Jr., was born on May 20. His dad, W. E. Barnard, Sr., has been with the Milwaukee the greater part of the past 23 years.

The big smile worn by Grace Sederholm, store department steno, was brought about by the return of husband Bob, who spent the past year and a half as a radio engineer in Manila.

Paul R. Patock, a Milwaukee Road sheet metal worker since 1922, passed away on June 5.

Quality above all!



MORDEN SECURITY ADJUSTABLE RAIL BRACE

Standard on The Milwaukee Road.
Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE

Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Belt Switches and Security Track Designs.

Morden Frog & Crossing Works CHICAGO, ILL.

Representatives In
Cleveland, Ohio
New Orleans, La.

St. Louis, Mo.
Louisville, Ky.
Washington, D. C.

PREFERRED NON-CANCELABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH — ACCIDENT — LIFE (Death from any cause)

HOSPITAL BENEFITS • NON-CANCELABLE POLICY

NO MEDICAL EXAMINATION REQUIRED

GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



EMPLOYEES MUTUAL BENEFIT ASSOCIATION
1457 Grand Avenue

St. Paul, Minn.



NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down. Simplified testing kits and control methods. Practical and competent service engineers. Complete and modern research laboratories. Surveys, analyses and recommendations furnished without obligation.

NATIONAL ALUMINATE CORP.
6216 West 66th Place CHICAGO, ILLINOIS

Still Greater **PROTECTION** for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb vertical shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical shocks

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

CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed to meet specifications
for new bars.

VULCAN XX STAYBOLT IRON

VULCAN ENGINE BOLT IRON

VULCAN IRON FORGING BILLETS

LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

Minneapolis Local Freight and Traffic Dept.

(Contributed by Leda M. Mars)

Our correspondent, Gladys Mirocha, was married in a double ring ceremony to Laurence Johnson, also of the local freight, on June 15 at Holy Cross Church. A reception, dinner and dance were held at Kozlak's Hall, attended by about 300 people, including a great turnout from the local freight. Gladys and Larry have gone up to the north shore on their honeymoon. Everyone at the local freight wishes them happiness.

I reported last month that Martha Osbloom was back to work after a long illness. Now I am sorry to report that she has entered the hospital again for an operation.

Florence McCaulley is spending a week's vacation at home.

Mrs. Paddy Nelson (nee Flaherty) has

left the service and, we understand, is knitting tiny garments.

Sympathy is extended to Harold Beringer and family in the loss of his mother, who passed away on June 7 at her home in Dubuque, Ia.

Sympathy is extended to John Baader of the local freight in the loss of his wife on May 29. John has taken a leave of absence and is taking a trip with his son to New York and Miami and is then flying to Havana, Cuba.

Myrtle Henry, secretary in the commercial department, is enjoying a vacation by motor car through the East and New England states.

A. G. Bantly, retired traveling freight agent, dropped in on the office. He is looking fine and enjoying life thoroughly. We are always glad to see him.

Through error the name of our new messenger in the commercial office was reported in the last issue as "Bob Burns." It should be "Robert J. Young."

City Freight Agent Henry G. Sterba, in an effort to get away from the heat in Minneapolis, ran into temperatures in the neighborhood of 102 degrees on a weekend trip to Omaha, Nebr. Guess Henry hasn't heard about our wonderful lakes in Minnesota, but he will learn.

St. Paul Traffic Department

Brooksie Luth, Correspondent

1st Lt. Carl Sorlien, formerly a ticket clerk in our city ticket office, was home recently on an emergency leave to attend the funeral of his father. Lieutenant Sorlien is stationed at Camp Stoneman, Calif., an embarkation point for men and supplies to Japan. He expects to be discharged from service late this fall and plans to return to his former work.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Melvin C. Fontaine, who enlisted in the navy in September, 1942, was welcomed on June 10 on his return to work as carman helper in Minneapolis shops. He received an honorable discharge with three and a half years' service to his credit.

Belated announcement: Wedding of Oscar E. Nelson on Apr. 6 at Minneapolis. Congratulations to the groom and happiness to the bride is the wish of all.

Births: A baby girl, Susanne, on May 19 to Mr. and Mrs. Harold R. Anderson; a baby girl, on May 27, to Mr. and Mrs. Harry Kentfield; a baby girl, on May 30 to Mr. and Mrs. L. W. Demmers (A. L. Demmers, foreman at Minneapolis shops, is grandpa).

Retirement: John Pribula, carman at Minneapolis shops for 30 years, retired on May 14 to take it easy at his home in North Minneapolis.

Alfred Korslund, carman at Minneapolis shops, returned to work on June 1, following five months' illness with arthritis.

Einar Hauger and family will vacation on the farm near Havre, Mont.

St. Paul Freight House

Allen C. Rothmund, Correspondent

R. J. Dunn, son of Signal Maintainer R. J. Dunn of Hoffman Avenue, St. Paul, who is on leave from the Signal Department, was promoted to captain. He is stationed at Memphis, Tenn.

My only unmarried daughter, Eileen, informed me that she is marrying on July 27. She walked out of the room when I answered that it is hard to part with your one remaining daughter and sometimes impossible. That remark no doubt will cost me a double wedding present.

Then there was the man who always left his spoon in his coffee cup when he drank coffee. One day he swallowed the spoon. Now he can't stir!



PROTECT YOUR TOES
with
SAFETY FIRST SHOES
BUILT WITH PROTECTIVE
STEEL TOE-BOXES

A wide range of styles
available thru your local
storekeeper.

**SAFETY FIRST
SHOE COMPANY**
Holliston, Massachusetts



The Answer to Your Heating Problem

is a
WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants
and
Retail Stores Everywhere

Distributed by

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit,
Milwaukee, Cleveland, New York, Cincinnati

MILWAUKEE SHOPS

Store Department

John W. Ewald, Correspondent

With regret we heard that Peter Sonetz, who was employed in section L for the past 25 years, passed away on June 8. He left work about a month previous, not feeling well. His sole survivor is a brother who lives in Chicago, to whom we extend our sympathy.

We also learned of the death of Mrs. J. C. Miller, mother of J. V. Miller, who passed away after a long stay in the hospital. Our sympathy is extended to Mr. and Mrs. Miller and their family.

Bill Fuss, the able requisition writer in the main office, had contemplated marriage some time in August. However, due to the illness of his fiancee, it has been decided to postpone the big event for a while.

Joe Reiter's mother and dad were present at the store department unit Service Club party in the Moose Club on May 29 and celebrated their 40th wedding anniversary. Joe's brother was also there, accompanied by his bride from London.

Frank Motola was married on May 25 to Rose Marie Kovacs at St. Joseph's Church. A reception was held in the evening at Forst-Keller Hall. No one could find out where the newlyweds spent their honeymoon. Best of luck to them!

Stockman Rudy Freuler is a grandpa for the second time. Rudy also attended the recent National Skat Tournament in Milwaukee but his luck wasn't very good this year.

We are told that Al "The Baron" Epp finally succumbed and took a week's vacation in the vicinity of Three Lakes, Wis., returning to work a new man. It is said that this was his first vacation in 35 years; however, the place struggled along without him.

Al Beier attended a few meetings of the local coal convention held downtown and it is said he hobnobbed with the Andrews Sisters, who were a part of the entertainment program.

Barbara Doud was granted a 30-day leave of absence to take the big step, her marriage being solemnized on June 22 in St. Rose's Church. She was feted at a party given by the girls, at the McKinley Restaurant. All of us wish her a lot of success and happiness in married life.

Biggest headache in the department these days, here at Milwaukee as well as all over the railroad, is the annual inventory to be taken on June 30. Stocks, shelves and storehouses are all being put in order to facilitate the quick completion of an accurate inventory.

Earl "Twinkletoes" Wanty returned to his cherished job of messenger on May 22 after a few years spent in the navy. It is good to see him back and we believe this about completes the list of those who will return.

The "Tomahawks," the store department baseball team, did all right in the warm-up

games, having won two and lost one, but when the regular season got under way they lost the first game by a close margin—four to three. A couple of errors again proved the reason for the defeat. The longest and best hit of the game was a home run by Bill Riley, shortstop. The members of the team are anxious to know when their number 1 fan, Del Flanigan, will be out to cheer them on. Certainly a little support from him and other well-known softball fans will provide the incentive to give our team an undefeated season.

Speaking of baseball, Al Zirkel is reported to be the manager and coach of an all-girl baseball team, "Friedman's," of West Allis. It is reputed to be one of the best in the state and we are also told that Mrs. Zirkel usually attends the games.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

The main office baseball team looked like a champion its first week out. It won both of its games in good style—4 to 2 and 5 to 2. However, when everything was looking up and rosy it met the lowly cellar team and found it a tartar. Our boys were tipped 4 to 2, starting them "down the old dirt road." To make matters worse, the following week the leaders rolled over them to the tune of 9 to 0. Wow! So now the main office "Pioneers" are not high any more.

Art Schultz and Butch Weber were among the Hiawatha Band players who put on a concert for the public at Washington Park in the Blatz Bandshell. The weather was not very good and the crowd was small but all were satisfied, as the music was played as only the Hiawatha Band can play it.

Hank Kundert is setting a new pace and is out to become a new man. Meet "Golfer Hank Kundert" and "Bike Rider Henry Kundert." Due to a strenuous riding and golfing season ahead, Hank will not have time to participate in any of his past "idiosyncrasies."

Rudolf Brooksma and the "missus" took a short vacation trip to Minneapolis to visit some friends who live on East California Street. Rudy couldn't read the handwriting of the address, which was abbreviated, and interpreted it to read "E. Caby St." They never found the latter, but after several hours of searching, a handwriting expert diagnosed the directions, and only then were they united with their hosts.

Ed Watts of the upholstering department reports a rather disappointing time at the Strachota Sweepstakes. With so much dough to shoot at and such a good bowler, too! Don't let it get you down, Ed. Why, I remember way back when I used to be a mediocre bowler. Remember, always keep smiling and trying.

Would like to assemble a team of former Hiawatha softball players for the Shorewood tournament late in July. Included among the players are Orville Fox,

Alfred Roesler, Ted Tanin, Roman Rozek, Ted Detzak, Dick Bauch, Ray Fendrich, Don Bartz and Richard and Wilbert Weatherwall. Are there any new ball players of major AAA caliber who feel as though they would like to show their wares?

The gentleman whose picture appears in our column is none other than 88-year-old Walter B. C. Wible, who started working for the Milwaukee Road as office boy and clerk in 1893. Mr. Wible retired nine years ago after 44 years of work but a few weeks ago stopped in to say "hello" and see how many of his old friends were behaving. He posed for this picture and appeared in good health. Formerly a resident of Elm Grove, Mr. Wible now stays in town with one of his three sons at 24th and Wells. He takes his daily walk as he wants to keep active as long as he can. Mr. Wible was with the office of superintendent of car department.



Walter Wible

Locomotive Department

Ray Stuart, Correspondent

Locomotive Shops

Two more shop men, Machinist William Viethaler and Apprentice Robert Fenner, have returned from serving with the armed forces. We bid them a hearty welcome.

Machinist Al Fontaine of the erecting shop has been laid up for the past several weeks but we hear he is coming along very nicely.

Machinist Frank Westercamp has returned to work after an absence of several months due to illness. We all were glad to see him back "in the pink" again.

Word was received recently that Charles Hardtke, retired machinist, passed away at his home near Tomahawk, where he had been recuperating for the last year and a half.

Machinist Apprentice John Ladik came to work recently with a smile a yard wide and was seen passing out cigars, which could only mean one thing. Yes, Johnnie is the proud father of an eight and a half-pound baby boy. His wife and the baby are coming along nicely.

Marvin Gullickson, an apprentice who recently returned from the armed service, put on his best bib and tucker and marched down the aisle a short time ago. He and his bride motored to Los Angeles, Calif., for a month's honeymoon.

It seems that our returned apprentices are letting the love bug get the best of them. Ervin Czerniejewics was married on May 25 in Philadelphia, Pa., and spent his honeymoon in New York City. He and his bride returned to Milwaukee on June 4 to make their permanent residence here.

**THE IMPROVED
FAIR
RAIL ANCHOR**

**THIS LARGE BEARING SURFACE
PROLONGS TIE LIFE**

THE P. & M. CO.

CHICAGO • NEW YORK • DENVER • CLEVELAND • ST. PAUL
WASHINGTON • ST. LOUIS • BOSTON • SAN FRANCISCO

Roundhouse

The roundhouse gang dusted off their "welcome" mat for Ray O'Brien, formerly of the army, who came back to work as fuel clerk. Welcome home, Ray!

Office of Superintendent of Motive Power

The big event in the office since the last issue was the marriage of Marie Helfer and Ray Skiba on June 1. Marie is a steno-clerk in the general foreman's office and Ray is personal steno to Division Master Mechanic A. M. Martinson. The marriage was the climax of a romance that started over two years ago and all their co-workers were on hand at a reception in the evening to wish this grand couple the best of everything. Marie certainly made a lovely bride and Ray was the typical blushing bridegroom. (His face matched his hair that day.) We all want to wish them a long life of marital bliss. Ray took his bride on a trip through Canada, stopping at Toronto, Niagara Falls and Montreal, and then down to New York City.

Foundry

Apprentice Molder Robert Wohlfard won third place in the apprentice molding contest sponsored by the American Foundrymen's Association. We are proud of you, Bob.

Another apprentice molder, Carlo Tarantino, has returned to work after being released from the navy. Welcome home, Carlo.

Baseball is in the air. The foundry "Hiawatha" team is leading the league. Will the softball teams in Chicago contact Ray Stuart for a game on some Sunday? Come on, gang, if you can't play, then come out to cheer.

Did everyone get a cigar from Thaddeus Kroll, laborer in the foundry? He and his wife welcomed a baby girl and we have never seen a happier father.

We want to send Ronald Kent, former laborer in the foundry and son of Cupola Tender Calvin Kent, loads of luck. He is enlisting with the Leathernecks—Marines to you.

Newlyweds Richard Marek and wife visited the gang at the foundry. Richard is still in the army but hopes to come back to work soon.

Foreman William Porsow is temporarily at the Milwaukee Hospital following a recent operation. We wish you a speedy recovery, Bill, and hope to see you back soon.

Car Department

George L. Wood, Jr., Correspondent

Highlighting the news from the blacksmith shop comes word that an eight-pound baby girl arrived at the home of Mr. and Mrs. Ray Baum.

Upholsterer Apprentice Bill Moch and Miss Marie Klewein "middle aisled" it on July 6. Best wishes to the happy couple.

Dick Bauch didn't wear a cap and gown on June 12 but that was the day he graduated from the apprenticeship ranks. He's now a full-fledged carman, just like the big boys.

Among the June election returns we find Eddie Schmeichel and Tony Radtke, president and vice-president respectively of the tinner's local.

Joe Klewein, our debonair bill clerk, smiles, and we know why. He got on first base in the Pioneer-Hiawatha baseball game the other evening.

Tinner and Mrs. Joe Friedmann have a second baby daughter at their home, the most recent arriving on June 1. Joe says he just doesn't know what he'll do with three women bossing him around the house now.

An interesting conversation was overheard in the cafeteria recently. Anna said to Eva: "Look at him sneak up on it!" Eva said to Bernice: "He's determined to get it!" Bernice said to Helen: "He moves toward it as craftily as an Indian hunter!" Helen shouted: "Oh, he's clutching it by the neck!" Upon investigation we found Hank Willard, the cafeteria man, out on bottle collecting maneuvers.

A newlywed among our second shift crew is Welder Frank Feder. Congratulations to Frank and best wishes to Mrs. Feder, nee Miss Beatrice Gallagher.

We saw Trucksmith Clarence Schultz at the recent Milwaukee-Louisville baseball game at Borchert Field. In addition to smithing Hiawatha trucks Clarence also does a good job of ushering in the reserved seat section at all Milwaukee home games.

Congratulations to Second Shift Welder Vaughn Wolford, whose family has been augmented by the arrival of a seven-pound baby girl.

John Kominowski, a shipbuilding and army veteran, is working the third trick in the blacksmith shop. Welcome home, Johnnie.

We note that the passenger car shops have quite a variety of apprentices. To name a few there are John Mikulas, locksmith apprentice; John Clementi, carpenter apprentice; Henry Gleixner, upholsterer apprentice; Al Lane and Harold Krumnow,

tinner apprentices; Jake Schweitzer, painter apprentice, and Robert Winter, serving his time in the airbrake shop.

Johnnie Soule of the reclamation shop was seen passing out cigars. This gesture was occasioned by the arrival of a brand-new baby boy and Soule heir on June 5.

The most recent to return from the service and back on the job in the car department are Marco Kos, Eugene Kujawski, Harold McGrath, Ed Paccagnella, Bill Schwab, Byron Heder and Emil Orlick.

Car department employees bid farewell to Coach Painters Emil Deuter and Henry Guenther, who retired from active service during May. Emil served our company for 42 years and Henry served 30 years.

Painter Fred Galbrecht, chairman of the Hiawatha Service Club, freight shop unit, has thrown his hat into the political ring once more, this time seeking the position of assemblyman of the 23rd ward. Take note, you 23rd warders!

Last but not least, we extend best wishes to Blacksmith Helper Roy Staeger and Miss Margie Opperman, who became Mr. and Mrs. on June 8.

MILWAUKEE TERMINALS

Muskego Yard

Grace Johnson, Correspondent

Norbert Miller, train clerk, Muskego yard, has been back from the navy the past month and is working as relief clerk at the canal yard. Norbert looks great and thinks the railroad is a pretty good place to be. His brother, Stanley Miller, switchman, is still in Austria but is hoping to be home late this summer.

John Callahan, switchman, was in for a visit and expects to be back on the job soon.

The car record office is glad to welcome back John Manders, train clerk, who has been off the job for some time.

Al Zachow, Jr., was married during the past month. The wedding cake was reported to be first-rate, if Caller Larry LaRue is any judge, also the fellows in west yard; seems that west yard employees come in for more than their share of cake. Larry, however, should know the quality of food, being in the food production business himself. It is rumored that his reason for accepting an office in the Service Club was in the hope of getting help for his farm this summer. The OPA is the governing factor on price still, Larry, and if you post the prices on the bulletin board that you have in mind, they'll get you sure.

H. O. Knickerbocker, contemplating retirement, is spending three or four days a week at his retreat at Koshkonong Lake. We hear that the major portion of his time is spent pouncing on mammoth mosquitoes, the technique of climbing on freight cars being very helpful in this battle, as the pests at Koshkonong roost in trees and Herbie has to go up after them.

All the friends of Switchman John Lar-kin are sorry to learn that he is confined to the hospital as the result of a heart attack suffered several weeks ago. Good luck and speedy recovery, John.

The George McKennas have a new arrival at the house. We are a little slow in reporting it as Mary Margaret came to them on Apr. 28. George said he thought the stork was getting pretty fresh, and when asked why, he said, "Well, the stork flew over the house and asked where to put this one."

Sincere sympathy of the entire terminal is extended to the wife and family of A. Wifler, switchman, who died May 24. Mr. Wifler was a loyal worker and will be missed by his fellow workers. He had a service date of Nov. 1, 1926, with the Milwaukee Road.

The height of delicacy was displayed by the flagpole sitter who, when his wife died, sat at half-mast.

Cleared 640,000 Trains



At the conclusion of his 48 years with the Milwaukee Road, Frank A. Jewart of Milwaukee, Wis., retired with a fanfare which was echoed in his home town newspapers. The reason for all the publicity was the fine record he had established as a railroad operator in Milwaukee and its environs, an area noted for efficiency of operations. As first trick leverman at Grand Avenue tower, considered one of the busiest on the system, Frank and his 48-lever interlocking control board dominated the main line traffic in and out of Milwaukee, in addition to remote control of Elm Grove; an average of 60 trains pass the tower on an eight-hour shift. Frank was an operator for 32 years, seven days a week, and estimates roughly that in the course of his railroad service he has cleared 640,000 trains.

Back in 1898 Frank, then 20 years old, applied for his first job at the terminals and worked there until 1917, when he was appointed agent-operator at Highwood. Later he was transferred to Elm Grove on the second trick and then to West Allis as agent, but in March, 1943, he returned to Milwaukee and the tower under the Wisconsin Avenue viaduct.

During the war, traffic in and out of the terminal was very heavy and Frank's day often stretched into a 12-hour shift. That is all over now, though, and, as he says, he just intends to "take it easy."

Coach Yard

Richard Flechsig, Jr., Correspondent

Jim Palmer, a former night foreman, paid us a visit. Jim recently received his discharge from the army.

Helpers Ralph O'Halloran and Eugene Waszak gave up their helpers jobs and took up apprenticeships. Ralph will be here for a while and Eugene went out to Davies' yard.

Ray Stark has come back and is now a carman on the third shift.

Cleaner Leon Schneider was promoted to carman helper on the second shift.

Chester Witters, Jr., is the new night foreman. Chester is taking Bill Mauer's job; Bill left us for a job at Davies' yard.

We wish to extend our sympathy to Edward Berndt, whose mother passed away in Chicago.

Congratulations to Elizabeth Faik who recently became a grandmother for the second time.

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

Dick Steuer, Correspondent

Just missing the June issue of the magazine by a few days, Thomas James McDonald, born May 20, is the new addition to Agent and Mrs. Leahy's "grand" family. They now boast of four grandchildren. Mr. Leahy was quickly presented with a rubber apron and an appropriate congratulation card from the office force. The card was the brain child of Demurrage Clerk Ernie Reinhardt.

Stenographer Dick Wank became the proud papa of a baby boy. The day was June 11 and the little tot weighed six pounds. Mother Gloria, who formerly clerked at North Milwaukee and Chestnut Street, is doing nicely, too.

Our newlyweds, Eddie and Joan Kurtz, enjoyed a wonderful trip to New York. They took in the sights, saw the Yankees and traveled different routes coming and going—the New York Central and Pennsylvania lines.

The Stanley Martins decided to travel in the opposite direction and went to Seattle, Wash. While in that vicinity they looked over Portland, Ore., San Francisco and Los Angeles. Stan says it was two weeks well spent.

At the May meeting of the Hiawatha Service Club, unit 13, the following "Chestnutians" were present: the Stanley Martins, the Bill Kaeglers, the Frank Lahms, the Dick Steuers and Miss Phyllis Kowalski. With this amount of representation you would think someone would win a prize. No such luck. They had to be content with dancing, and that was easy with Leo Lando's popular music style.

A memo informs us that Wallie Holz is a civilian again. Fresh out of the navy after 3 years, 6 months, 20 days and 12 hours, Wallie hasn't decided what to do. From yeoman second class on the deck of a ship in the Pacific to civilian is a big step.

Nowadays when a man bites a dog it isn't news—it's lunch.

CONTINENTAL SERVICE

The CONTINENTAL CASUALTY COMPANY is represented wherever railroad men are found. Here are a few Continental representatives located on the Milwaukee System, who are ready, day or night, to serve you.

W. G. STELZER R. CUNRADI
125 East Park Blvd. 910 S. Michigan
Villa Park, Ill. Ave., Chicago, Ill.
Ph. Villa Park 2429J Ph. Wabash 7272

M. C. CHIER L. J. EMOND
806 First Wisc. 229 E. Wis. Ave.
Nat'l Bank Bldg. Milwaukee, Wis.
Milwaukee, Wis.

L. J. LIGHTFIELD G. E. REYNOLDS
407 Walworth St. 1532 Locust St.
Elkhorn, Wisconsin Terre Haute, Ind.
Ph. Crawford 5963

GEORGE W. BURT
3144 19th Ave.
Minneapolis, Minn.

J. ELLEFSEN
Apt. 301
1530 La Salle St.
Minneapolis, Minn.

H. W. NELSON — S. J. MYERS
Box 783
Livingston, Montana

A. E. HANKINS
Box 1173
Spokane, Washington

R. A. WEGNER
1411 4th Avenue Bldg.
Seattle, Washington.

W. N. HAMILTON
6323 Greenwood Ave.
Seattle, Washington

ACCIDENT AND HEALTH PROTECTION

"The Railroad Man's Company"

CONTINENTAL CASUALTY COMPANY
CHICAGO - TORONTO - SAN FRANCISCO

WEST COAST WOOD PRESERVING CO.

[[We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers.]]

Office: 1118-4th Avenue, Seattle, Wash

◆ **Plants: Eagle Harbor and West Seattle**

Sioux City and Western Branch Lines

Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.

Jerry T. Hansen, for the past six and a half years assistant superintendent at Sioux City, was promoted on June 1 to superintendent of the Trans-Missouri Division at Miles City, Mont. Mr. Hansen made a host of friends during his stay in Sioux City and, while all rejoice at his promotion, he will be sadly missed in the area. Prior to his departure a dinner party was held for him and for Mrs. Hansen and daughter Judy, who will remain in Sioux City until suitable living accommodations are available at Miles City. Mr. Hansen is succeeded by James D. Shea, who was recently discharged from military service and whose career in the army was covered in the story, "Jim Shea Reports," in the June issue of the Magazine.

Engineer David W. Thompson terminated 52 years of service as engineer on May 18 by retiring under the Railroad Retirement Act and on the following day was married to Mrs. Emma Miller of South Sioux City, Nebr.

Roundhouse Foreman Paul Mueller, Sioux City, is on a fishing trip up at the northern lakes. We suppose that, as is usual with fishermen, he will come back with a long tale about the poor fishing weather and with no fish to distribute to his fish-hungry co-workers. Ah well, such is life, but we still keep on hoping. Maybe some day someone will give us a fish instead of that moth-eaten old comeback, "Why the h—l don't you go fishing yourself if you're so fish hungry?" To be perfectly honest about it, the reason we don't is that we are too lazy to even go fishing.

William R. Schumacher, for many years engineer on the Platte line, retired on May 31.

Engineer Alonzo Thompson broke his leg while moving some lumber in his garage at home. At last report he was convalescing nicely.

Lineman "Curly" Erickson is a busy man these days, helping with the installation of a dispatcher's telephone between Manilla and Sioux City.

Firemen Kenneth Sabin, Luverne J. Kelly, John West and Howard Dimmitt, Jr., were recently qualified for promotion to engineers by Division Train Rules Examiner Pack.

Conductor Chester M. "Paddy" Moran narrowly escaped serious injury or possible death in the recent tragic fire in the La Salle Hotel in Chicago. "Paddy" was asleep in the hotel at the time of the fire but escaped without injury and continued his vacation trip to Eastern points.

Sioux Falls Line

F. B. Griller, Correspondent
Sioux Falls, S. D.

W. F. Trenkler transferred from Marquette, Ia., to Sioux Falls on June 1, as car foreman.

Trainman Don Carnicle became the proud father of a daughter, Sheila Ann, on June 1.

Mrs. Ella Jepson of the newsstand in the Sioux Falls passenger station, underwent an operation and is now at her home recovering.

We wish to extend our sympathy to Electrician John Madden, Sioux Falls, whose mother died on June 7 at her home in Milwaukee after a long illness.

Funeral services were held for Sgt. La Verne McDonnell on June 14 in Sioux Falls. La Verne, who was still in the armed forces, was a trainman on this division.

Chief Clerk Fred Myers left Sioux Falls on June 12 for a vacation and visit with his daughter at Corpus Christi, Tex.

Another who is through with the vacation list is Operator George Raines, Sioux Falls, who reports nothing exciting, as he just stayed home and helped the little woman.

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

UNION REFRIGERATOR TRANSIT LINES Milwaukee, Wisconsin

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin



CREOSOTED
MATERIALS
and
COAL TAR
PRODUCTS

Republic Creosoting Co.
Minneapolis

The many friends of W. G. Powrie on the I&D Division extend to him their sincere sympathy on the recent death of his wife. Mr. Powrie was at one time assistant division engineer at Mason City.

Bob DeVries, PFI at Mason City, is recovering at his home in Moscow, Minn., after a major operation, and hopes to be back on the job very soon. Bob has been missed.

Sgt. Jimmy Colloton, brakeman, was called home recently due to the serious illness of his mother, Mrs. Harold Colloton, wife of Machinist Colloton.

Now that the war is over and the help situation has eased a little, many of our employees are vacationing for the first time in several years, some visiting friends, others fishing and some "just staying home."

Two former employees of the car department have received their discharges from the army and nav and are back on the job as carmen helpers at Mason City—Rudy Saliger has returned after two years in the South Pacific with the 750th Field Battalion and Karl J. Walters has returned from the Pacific after serving five years in the navy.

Otto Olson visited his former co-workers over the Memorial holiday. Otto was formerly employed as carman and is now working as such in Milwaukee.

Tom Cross, son of Conductor W. T. Cross and formerly employed in the icehouse, enlisted in the Marines and left for San Diego shortly after graduation. Another son, Dick, who has just received his discharge from the army, has enrolled in the University of Iowa at Iowa City.

Agent G. C. Scobee, Algona, attended an ORT convention in Columbus, O., during May.

Two sons of Agent W. F. Millard, Garner, have received their discharges from the armed forces and are back on the job, Bill as agent at Farmersburg and John as station attendant at Garner.

B. W. Miner has bid in the side table job in the Mitchell, S. D., dispatcher's office.

Traveling Engineer Replogle left for Milwaukee where he will take a course in the operation of new passenger Diesels.

The employees of the I&D Division were deeply grieved over the passing of Mrs. Viola Dickhoff, wife of Yardmaster F. H. Dickhoff. Mrs. Dickhoff passed away on June 18 at her home in Mason City.

Blackie—An Obituary



There is deep mourning at the Montevideo, Minn., roundhouse and even the railroad offices are plunged in gloom—Blackie is no longer with us.

Blackie's coat was sooty and his ancestry questionable but there wasn't a smarter dog in all of Chippewa County, and this statement comes from the lips of Casey Conright himself. When Casey was transferred to Milbank, S. D., recently as roundhouse foreman, the wag went out of Blackie's stub tail, there was a notable sadness in his eyes and when he was found beside the railroad track one morning, his friends wondered if it was an accident or an act of despondence.

For five years Blackie greeted all trains that passed through Montevideo and at night, when there weren't enough trains to keep him busy, followed Carman Nels Bjorndahl on his tours of inspection. He was a great bluffer. He would pick fights with other dogs, then run for the roundhouse and let Boomer, his pal, take over. Boomer would make quick work of the "furriners" while Blackie sat back and took in the details of the slaughter. As a result, Boomer was much battle-scarred but Blackie didn't have a blemish.

Whether Boomer will now be sole canine ruler of the roundhouse has not yet been determined. For the present, even the engines seem to look blacker and the smoke that rolls from the smoke stacks seems dark and dismal—a silent tribute. Blackie is dead.

The measure of a man's character is what he would do if he knew he would never be found out.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Congratulations to Fireman D. E. Miller and wife on the arrival of a baby daughter on June 9. She has been named Judith Kay.

Sidetable Operator B. F. Williams has taken over the agent-operator duties at Belvidere. He has been replaced at Mitchell by Bert Miner, who just finished breaking in at Mason City as dispatcher.

Clement Quass, son of Conductor and Mrs. J. R. Quass, Mitchell, has been discharged from the army and has accepted a position as mail clerk. At present he is in St. Paul but we expect to see him out this way on our trains in the near future. Roundhouse Foreman L. A. McDonald, Rapid City, recently became "grampa."

Jim Johnson of Rapid City, retired engineer, is confined to the hospital for an operation but won't stay there very long if he has anything to do about it.

Dick Colvin, son of Agent Colvin, Rapid City, is now a baggageman at this point.

Chief Carpenter H. H. Kruse has finally found an available "two by four" and is moving his family to Mitchell from Mason City.

Mrs. Carl Anderson, wife of clerk at Rapid City, has just been released from the hospital where she was confined for some time. We understand she is getting along fine.

General Boiler Inspector A. W. Noval was a recent caller in Mitchell. Always glad to see you, Al.

The employees of the Mitchell roundhouse have subscribed 100 per cent to membership in the Milwaukee Women's Club, making this the third consecutive year they have done so.

Roundhouse Clerk Florence Paullin was a member of one of the two teams that journeyed to Kansas City and entered the national bowling tournament.

Machinist Apprentice Perry Paullin, recently discharged from military service, has moved into his home on the south side, where, we hear, there is to be a house-warming.

Roadmaster H. F. Larson is spending his vacation in Minnesota, where he expects to do some big fishing.

Assistant Trainmaster and Traveling Engineer Robert J. Dimmitt is keeping busy these days riding the new Diesels between Manilla and Sioux Falls.

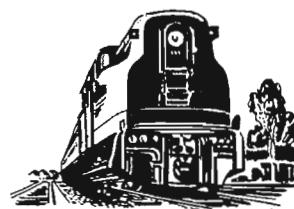
H & D DIVISION

W. H. Applegate, Division Editor
District Adjuster, Aberdeen, S. D.

Recent remodeling work at the Aberdeen station is providing Chief Dispatcher V. P. Sohn with a private office, which should reduce the interference at that busy desk, although genial Vern has never exhibited any distaste for disturbances.

Many of the Aberdeen employees had the pleasure of meeting Mr. Crowley, chairman of the board of directors, when he was here on May 21 to give a talk at the Civic Association luncheon. We marvelled at Superintendent Doud's ability to remember

R. R. SPECIAL



EMPLOYEES ONLY

If you work on the Milwaukee our Accident and Sickness Policy is available to you.

See a Travelers
representative at once

or address
Railroad Department

THE TRAVELERS
HARTFORD, CONN.

It's Dangerous If You Are Deafened

If you are deafened, bothered by ringing, buzzing head noises due to hardened or coagulated wax (cerumen), try the Ourine Home Method test that so many say has enabled them to hear well again. You must hear better after making this simple test or you get your money back at once. This simple test is made with Ourine Ear Drops used with a simple syringe. Best by test to remove hardened or impacted ear wax. Your druggist has or can get Ourine Ear Drops for you today.

LUMBER PILENG—TIES

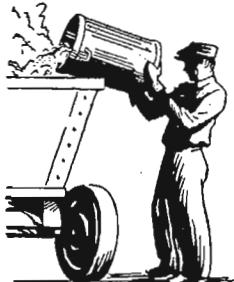
and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago



The ASH MAN could tell you who uses the Best Coal

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that GLENDORA—"The Wonder Coal" is NOT being used.

GLENDORA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

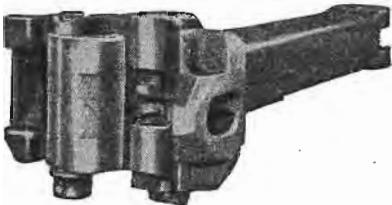
GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD
8 So. Michigan Ave., Chicago

Try GLENDORA the next time you order coal.

STERLING-MIDLAND COAL CO.

**THE A.A.R. TYPE "H"
TIGHTLOCK COUPLER**



A.A.R. Type "H" Tightlock Coupler and Attachments provide maximum strength and safety with reduced end shocks.

THE BUCKEYE STEEL CASTINGS CO.
NEW YORK COLUMBUS, OHIO CHICAGO

The Sisseton, S. D., section crew halted their busy summer program long enough to smile into the camera. Left to right: Foreman Russell Tangvold, R. A. Dykes, George Johnson and Frank Sherman.



all of our names when he introduced us to Mr. Crowley.

Sympathy is extended to Master Mechanic W. W. Henderson on the passing of his mother, Mrs. William Henderson, whose death occurred at Minneapolis on May 20.

We regret to report the passing of F. E. Avery, Aberdeen switchman, retired since March, 1937, who died on June 4.

We also extend sympathy to the family of James Grimm, West H&D passenger conductor, who retired in March, 1945, and who passed away on May 10.

Oiler Elmer Albrecht, Aberdeen car department, recently returned to his job following navy service with a destroyer escort. Welcome home, Elmer! It is rumored that the snazzy-dressed young man who recently craned his neck out of the window of No. 16 in the direction of the Aberdeen division engineer's office window, needed the services of an osteopath afterward to straighten the kink out of his neck. We wonder if Dot was looking.

Machinist Apprentice Alvin A. Springer, Aberdeen, claims that Miss Maud Grapes has promised to marry him and that the wedding will be soon.

Romances seem to flourish about the Aberdeen roundhouse and, as it is only a stone's throw from the roundhouse to the master mechanic's office, Boilermaker Apprentice Russell Dixon managed to get into the front office often enough to charm Stenographer Thyllis Martin. Marriage is in the offing.

Walter E. Fuhr is now assistant engineer at Aberdeen, vice J. W. McReynolds, transferred to La Crosse. Congratulations, Walt, on the promotion.

Geneva Hogue, stenographer in the Aberdeen ticket office, is expecting the return of her husband, Jerome, following his service in the Marines.

Ticket Clerk Leo Dewalt, Aberdeen, has sold so many long-distance travel tickets to patrons that he finally decided to investigate why and where they go and has taken his family on a journey to Portland, Ore. It's no fun passing out travel tickets to the other fellow all of the time and not going yourself, so we hope Leo and family have a swell time.

Yardmaster Pete Ziegler made the mistake of taking his family on a little trip to Omaha the other day and the Mrs. liked the ride so well that she decided to go on to Long Beach, Calif., for a month. That's how bachelors are born. How's the cafe cuisine, Pete?

Trainmaster's Clerk George Crampton, Aberdeen, and family visited the old home place at Menominee, Wis., recently.

Roundhouse Foreman C. E. Leonhardt, Milbank, recently retired and K. T. Conright, night foreman at Montevideo, has been moved to the Milbank spot. Machinist Walter Klucas, Aberdeen, has been promoted to the night roundhouse foreman position at Montevideo.

Leslie E. Palmer, recently discharged from the navy, has returned to his job as machinist helper at Aberdeen. Welcome home.

W. F. Harris is now agent at Fargo, N. D., replacing the late A. R. Corwine.

Operator Guy Smith, Redfield, is the proud papa of a baby daughter, born on June 7. There will be a lot of bragging down Redfield way from now on. Your editor knows; he's guilty too.

East H&D

*Martha Moehring, Correspondent
Montevideo, Minn.*

The smoke has now cleared away from around the Milwaukee depot. In fact, the atmosphere is clear all around Montevideo, and all because Perishable Freight Inspector Harold Ruehas had his trusty, rusty Ford clinched. What used to be a belching oil burner is once more a respectable car and everybody is relieved. Harold is once more a friend of the insurance men, both life and car.

Brakeman Ralph Thornton, who went all through the war without being injured, sprained his ankle playing softball recently. He won't be on the switch engine for a while, and looks like a battle-scarred veteran, with his cane and limp. His smile, however, remains the same.

LaVere Natzel, former section foreman at Montevideo, has gone to Fife, S. D., for the summer, where he is general foreman of the ballast gang. Before leaving us he became a fond father. It was supposed to have been a girl, so they're going to put it in dresses for a year. No name has been chosen as yet but "Sheboygan" has been suggested. LaVere's duties as a father were further impressed on him during the time his housekeeper was in the hospital. His sons, Michael and Dion, came down with the measles and, among other things, simply refused to eat their father's cooking. Only by resorting to bribery was he able to keep them from starvation.

Assistant Superintendent J. W. Wolf was host to the brotherhood of one of the Big Stone City churches recently. They came especially to watch the Olympians travel along the CTC board and enjoyed the visit in the dispatcher's room. Afterward Mr. Wolf presided at the coffee pot and our Olympic commissary came through with a stack of its delicious sandwiches and Mrs. Elrod's good homemade doughnuts.

The stork left a future conductor's wife at the home of Brakeman L. J. Roder recently and a son at the home of Dispatcher J. J. Proffitt. Congratulations!

Congratulations also to Fireman Arvid Strobeens, who recently persuaded Doris Christianson to become Mrs. Strobeens.

Our brakemen get into trouble when they're not working, it seems. Noble Evenson broke an ankle during a layoff period and now he's really laying off.

Lots of excitement at the home of Op-

**OFFICIAL
MILWAUKEE UNIFORMS
★ QUALITY ★ SERVICE ★
Abel & Son Inc.
MASON CITY, IOWA**

**Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers**

Webster Lumber Company
2522 Como Ave., West
St. Paul, Minn.

Under all conditions and at all times, T-Z Products give unexcelled service.
"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

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

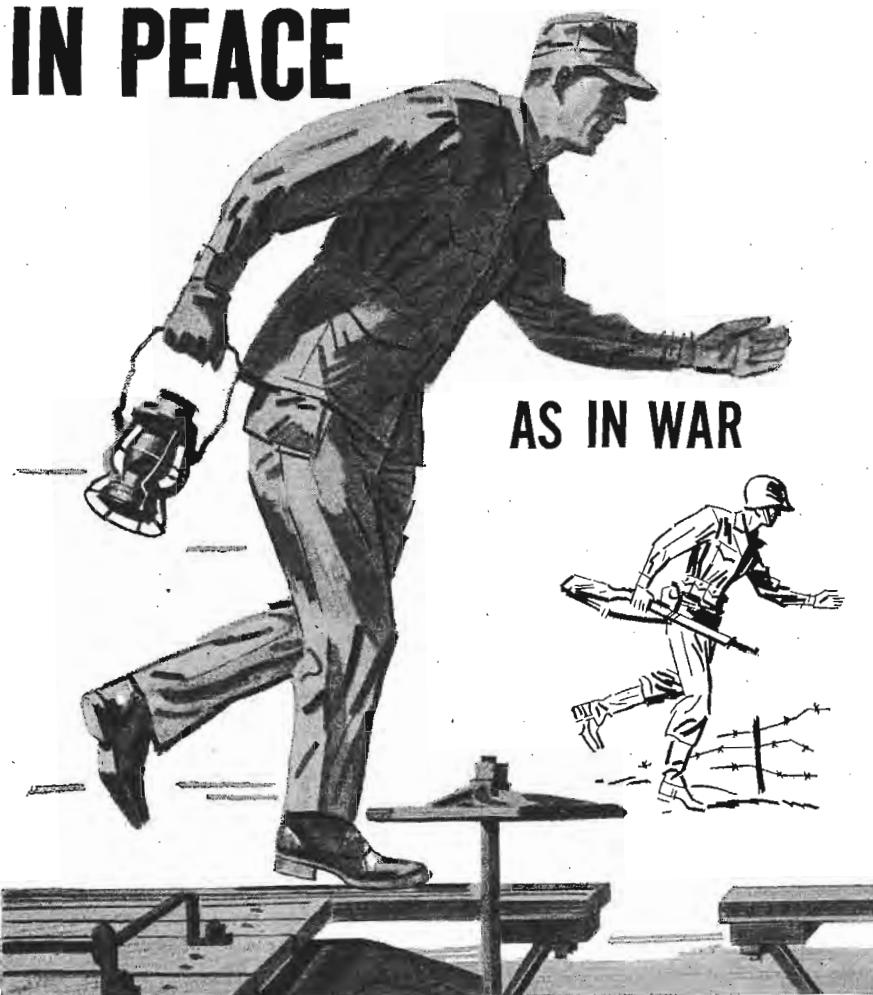
T-Z Railway Equipment Co.
8 So. Michigan Avenue
Chicago, Illinois

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

Youngstown Steel Door Co. & Camel Sales Co.
332 S. Michigan Ave.
Chicago
—OFFICES—
The Arcade
Cleveland
—PLANTS—
Hammond, Indiana • Youngstown, Ohio

500 Fifth Ave.
New York

IN PEACE



AS IN WAR

O'Sullivan heels & soles

For Maximum Safety
And Greater Protection
—Plus Longer Wear

During the war millions of pairs of O'Sullivan Heels and Soles were worn by America's fighting forces. The sure-footed support and protection they supplied under the roughest, toughest conditions imaginable, was a dramatic demonstration of their superior quality.

Because of O'Sullivan's extensive wartime developments in scientific product improvement, the new peacetime O'Sullivan Heels & Soles are of the latest, non-skid design—with greater insulating qualities against both heat and cold.

*Get maximum safety,
comfort and wear...*



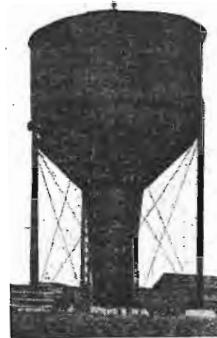
ask for **O'Sullivan**
AMERICA'S No. 1 HEEL and SOLE

NO-OX-ID
IRON + OXID RUST
TRADE MARK
the original rust preventive

USE NO-OX-ID
ON TANKS

STOP CORROSION
INSIDE-OUTSIDE

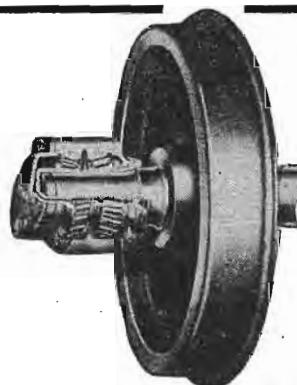
You can protect interiors of metal tanks against corrosion without water contamination. Guard exteriors and all metal fittings. Extensive precleaning unnecessary.



DEARBORN CHEMICAL
COMPANY

310 S. Michigan Ave., Chicago 4, Ill.
New York • Los Angeles • Toronto

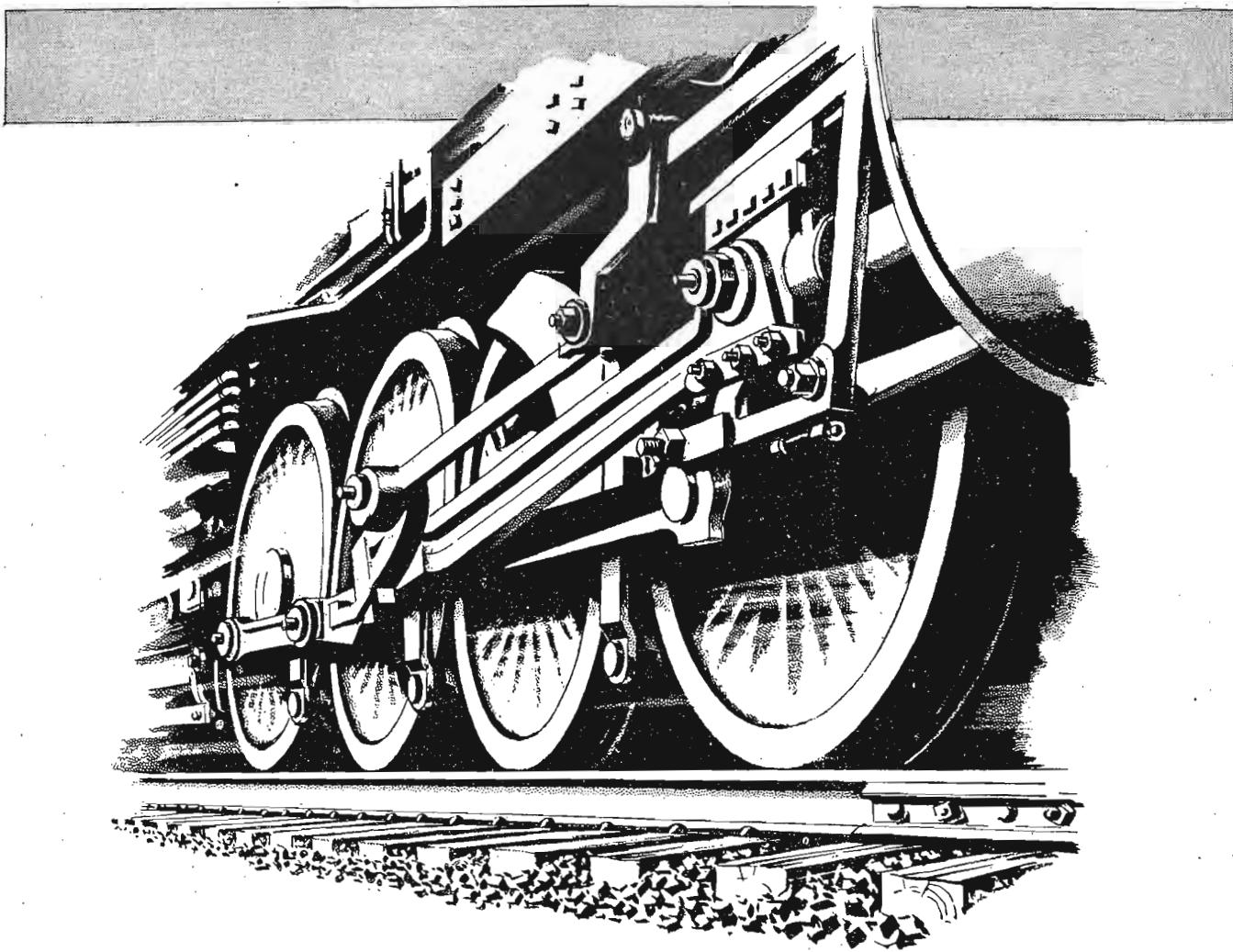
TIMKEN
TRADE-MARK REG. U. S. PAT. OFF.



THE BEARING
THAT KEEPS 'EM ROLLING
FASTER,
SMOOTHER
FOR CONSISTENT ON-TIME
PERFORMANCE

THE TIMKEN ROLLER BEARING
COMPANY, CANTON 6, OHIO

WHAT EVERY BUSINESSMAN SHOULD KNOW ABOUT HIS PARTNER - THE RAILROADS



THE **DRIVE** THAT GIVES AMERICA ITS **GO**

The successful working of American industry depends upon the giant driving rods of American railroads.

That was true in war—it is true in peace—because railroads are the nation's great common carriers. They handle every sort of freight, everywhere in the country, every day in the year... and at the lowest average charge for comparable service. Rail transportation opens nation-wide mar-

kets to every industry. And they are driving rods of prosperity for still another reason—the effect of the purchases of railroads upon the industries of the nation.

For railroads buy all sorts of things—100,000 different items—which range from food and fuel for daily use to long-range investment in heavy machinery and construction.

Look back and you will see that when this country has been

prosperous, the business of its heavy industries has been brisk . . . and that never in peacetime has there been brisk business in the heavy industries without active buying by the American railroads.

And it will be true in the future that the ability of railroads to buy, as well as their ability to haul, the products of American industry will continue to be a major factor in the nation's well-being and prosperity.

Association of AMERICAN RAILROADS

The Milwaukee Magazine