

# The Milwaukee Magazine

1946

September



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



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**I**t's hard to beat a Milwaukee Road train for all-around comfort and satisfaction. Consider, for example, just a few of the many conveniences and advantages of travel on the Speedlined HIAWATHAS.

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**THE *Milwaukee* ROAD**

**THE HIAWATHAS: CHICAGO** { MILWAUKEE—LA CROSSE—ST. PAUL—MINNEAPOLIS  
 DES MOINES—OMAHA—SIOUX CITY—SIOUX FALLS

## To All Employees:

Some inquiry has been made as to why it is necessary at this time for our company to make substantial reductions in expenditures. In view of the fact that it affects so many of our employes, you should know that it is because earnings have fallen off greatly this year and expenses have mounted so rapidly that we have been operating at a loss, as shown by the following:

For the first six months of 1946 there was a deficit of \$3,539,238 in net income, after taking credit for \$4,662,000, which exhausted our excess profits tax carry-backs.

During that period our freight revenue was \$19,544,436 less than in the same six months of 1945, or 22.2 per cent. All other revenue decreased \$2,186,000 or 8 per cent. Total operating revenue decreased \$21,730,340 or 19 per cent. Notwithstanding the decline in business, operating expenses increased about \$1,945,000 or 2.3 per cent, mainly because of the increase in wage rates and prices of materials.

For the last six months of 1946 we estimate our operating revenues including the increases authorized in freight and accessorial charges, will be about \$14,300,000 less than in the same period of 1945.

The wage awards effective January 1 and May 22 this year are expected to result in a payroll increase of \$18,112,000 for the year.

The increase in payroll taxes due to these wage awards will amount to \$1,130,000, making the total increase for labor \$19,242,000 for this year.

The increased cost of materials at current prices will increase our expenses about \$4,800,000 for the year.

The emergency freight rate increases authorized by the Interstate Commerce Commission, effective July 1, 1946, it is estimated will increase our freight revenue about \$3,500,000 or 4.72 per cent for the last six months of this year, provided we obtain the same increases on intrastate traffic. For a full year, based on estimated traffic for 1946, the increases would amount to \$7,010,000.

This means that the rate increases granted, on an annual basis, fall by about \$17,032,000 to meet the increases in wages, material prices and payroll taxes. In addition, we are confronted with a reduction in operating revenues of \$36,163,000 for the full year 1946 as compared with 1945.

The deficit in net income so far this year not only forces a retrenchment in expenditures but has made it necessary to draw upon the cash reserve, accrued during the war years, to pay interest charges and take care of sinking and other essential funds. While the cash reserve accumulated during the war was substantial, it has been rapidly diminishing and a major portion of the remainder must be set aside and held to cover outstanding liabilities and provide adequate working funds.

The situation is serious and calls for drastic action to bring current outgo within current income. The work planned is highly desirable but must now be postponed. This acute situation, I trust, will not last long, as some additional increase in freight rates will, I feel sure, be granted before the end of the year, and the volume of traffic should increase when a degree of stability is attained in our national economy, and production becomes attuned to existing demand.

It is most regrettable that expenses cannot be curtailed or expenditures deferred without laying off good and loyal employes, but it is hoped that such lay-offs, as they become necessary, will be of short duration.





A group of the fiesta principals under the sign which marks the entrance to Minnesota's Montevideo. Left to right are: Tom Sickles, Fiesta Days chairman; Dr. Alfonso Grana, Uruguayan medical instructor now associated with the Mayo Clinic; W. J. Shorter, vice president of Swift and Company in Montevideo, Uruguay; Senora Montero and Senor Cesar Montero de Bustamente, official Uruguayan representatives; Mayor Roland H. Aaker of Montevideo, Minn.; Dr. William Schurz, acting chief of the American Republic Division, Department of State; and Dr. Peterson of the Civic and Commerce Committee, Montevideo, Minn. The Milwaukee Road depot and a locomotive appear in the background.

# Montevideo salutes Montevideo

**D**URING the summer of 1945, just before the cessation of hostilities with Japan, a light cruiser, the *USS Little Rock*, rounded Cape Horn at the tip of South America, and docked at Montevideo, Uruguay. As the cruise was in the nature of a good will tour, the vessel remained in the harbor for 10 days, during which the sailors, on shore leave, visited points of interest in the city, one of the most beautiful in the southern hemisphere.

Among the group was Douglas Lofdahl, S1/c, of Montevideo, Minn., and, incidentally, the son of Conductor Sig Lofdahl of the H&D Division. Doug was in charge of the men on leave and after the brief holiday, which had been such an enjoyable one, felt he would like to express their appreciation for the hospitality which had been extended to them. With this in mind, he secured an interpreter at the embassy and called on Mayor Juan Fabini. It was an interesting visit and Doug left it with some autographed literature and books for himself, as well as for his own mayor, Roland H. Aaker. He was also given a graphic description of Montevideo's annual celebration, the colorful and gay Fiesta Days. Upon his return home, he recounted the details of his visit in the South American sister city and the account of the festival struck a responsive chord in the minds of his fellow townspeople.

So the idea was born and so it happened that Montevideo,

by Martha Moehring

Minn., celebrated its first Fiesta on July 27, 28 and 29 of this year.

The little Minnesota country town, which has a population of 6,500, was flooded by over 35,000 people, the largest crowd in Montevideo history. All were anxious to honor the capital city of the South American republic. Civic organizations had united in their efforts to produce an attractive setting and the streets were decorated with the flags of Uruguay and the United States.

### Gauchos and Senoritas March

For weeks the male population, in anticipation of the big event, had coaxed mustaches and side burns into lush growth and, supplemented by white shirts, colored sashes and hats with a Spanish flair, presented the appearance of genuine



gauchos. The ladies impersonated señoritas by donning white blouses, colored full skirts, flowers for the hair and much jewelry, with a sprinkling of high combs and mantillas. In the stores the atmosphere was even more authentic as some of the clerks conversed in Spanish with the customers.

The three-day celebration opened on Saturday, July 27, with a costume parade, which featured visiting bands and a drum and bugle corps. Included among the highlights of the days which followed were rodeos, a band concert, an air show, radio broadcast, ball game, dancing and the crowning of Miss Janice Bakke as Fiesta Days queen. The fiesta ended on Monday evening, with a spectacular display of fireworks.

**Many Guests Attend**

Among the many distinguished guests who came to Montevideo to attend the celebration were Dr. Alfonso Grana, a medical instructor at the University of Montevideo, Uruguay, now doing research work at the Mayo Clinic, Rochester, Minn.; W. J. Shorter, vice-president of Swift and Company in Montevideo, Uruguay; Dr. William Schurz, acting chief of the American Republic Division, Department of State, Washington, D. C.; Senor Cesar Montero de Bustamente and Senora Montero, official Uruguayan representatives; Governor Edward Thyne of Minnesota and Dr. Asher Christensen, former cultural relations officer of the Department of State in Argentina.

Perhaps the most interesting feature of the entire Fiesta Days



Above: Fiesta Queen Janice Bakke, who was crowned under the Uruguayan flag during the parade which opened the three-day festivities. Janice is the daughter of Conductor Fred Bakke, employed on the H&D Division. Below, left: The Montevideo City Band marching in fiesta garb. All the Uruguayans dressed like Americans, while virtually every resident of the Minnesota city broke out in Spanish attire. Asked how the people of Montevideo, Uruguay, would dress if they were honoring an American city, the Uruguayans replied, "Why, like cowboys, of course." Below: A section of Montevideo's Main Street cleared for the parade and for the coronation of the queen under the Uruguayan flag.



## The Author



Martha Moehring

Martha Moehring, author of "Montevideo Salutes Montevideo," is chief clerk to Assistant Superintendent J. W. Wolf at Montevideo and for the past few months has been Milwaukee Magazine correspondent at that point. As her boss says, she has a wonderful sense of humor—wonderful enough, in fact, that on her previous job, with the Montevideo Ration Board, she made a host of friends instead of the customary enemies.

Martha's popularity at Montevideo is notable in view of the fact that for many years that station was a masculine stronghold. Nobody fussed when the boys put their feet on the furniture, and the atmosphere sometimes turned blue and sulphuric when things went wrong. That was where Martha and Maxine Lovhaug, the other half of the feminine staff,

stepped in. Subtly the scene changed. Flowers appeared on the desks, chairs were dusted, and only English was spoken. Last Christmas they even had a Christmas tree.

Of course, there were occasional lapses from grace, such as occurred during preparations for the Fiesta Days, when pseudo Uruguayans around the railroad became entangled in their beards and tripped on their sideburns. Martha reported that the language which came out of the brush wasn't Spanish.

In an aside to the editor, Martha gave the following version of how her home town acquired its name:

"One of the sailors from Magellan's crew hit this particular spot of North America and when he stood on the crest of the high hill (now our residential section) which overlooks the valley where the Main Drag is laid out, he is supposed to have ejaculated, 'Monte video!', which, if you ever heard of Latin or Spanish, means, 'At last I know what it feels like to spit a mile!' No . . . I'm thinking of what Richard Halliburton said when he climbed the Matterhorn. But let me get back to Montevideo. It means, 'I see from a mountain.' And that was how it happened."

was the international broadcast, staged on Sunday morning in beautiful Smith Park, through the facilities of the Columbia Broadcasting Company. Editor L. I. Roe of the *Montevideo News* was master of ceremonies and Bob Uniway, CBS's assistant director of Latin-American relations, recorded the speeches for the South American countries; Gil Frayseth handled the Montevideo broadcast from Station KWLM and a part of it was broadcast by short wave from Station WCCO, Minneapolis, through the International Press Division of the Department of State. The program got under way to the strains of the national anthems of the United States and Uruguay and at the close of the music, Senor Cesar Montero and Governor Thyé clasped hands in a gesture of friendship. Senor Montero then delivered Mayor Fabini's salute to the citizens of Montevideo, Minn., and presented the scroll to Mayor Aaker, who, in turn, presented the mayor's emissary with a memorial plaque. The text of Mayor Fabini's message was as follows:

"Juan P. Fabini, mayor of Montevideo, Uruguay, transmits a cordial salute to the most distinguished mayor of Montevideo, Minn., Roland H.

Aaker, with his best wishes for his personal well-being and happiness of the people of the municipality which joyously celebrates today a new anniversary of the foundation of that progressive city."

To these sentiments Senor Montero added his own in the following words:

"It is the work of natural law that an attractive town of Montevideo exists in this prosperous state and that another Montevideo grows with a capital splendor on the northern shore of the River Plata. God, nature and man have been in common the makers of the coincidental christening. But in the background of history something more substantial than the appeal of a mere word acts as promoter of those feelings of brotherhood that at this very moment are expressed here in behalf of the Montevideans of Uruguay. In this background of history we all see the foundation of common democratic principles over which our American and Uruguayan ancestors built the tiny Republica Oriental del Uruguay and the gigantic American federation. Those principles for which we all have striven from the beginning of our days are our solid ties and will be always and forever the fundamental reason of our

constant affection."

Farm-born diplomat Dr. William Schurz, representing the Department of State, replied as follows:

"Few names could be more appropriate nor of greater symbolic value than that of this city in the United States. Dedicated materially and spiritually to a life abundant, free and deeply American, it has chosen for its name that of a city of the South American continent, whose material and spiritual wealth has, during many generations, been part of the common and inalienable treasury of the Americas. In Montevideo, Uruguay, they speak Spanish; in Montevideo, Minn., English. But in both the language of the spirit is that of liberty and democracy, the common language that all the American republics speak in their several tongues."

The subject of Governor Thyé's speech was the understanding and good will which exist between the Americas and the many interests which they share. Speaking for the people of Minnesota, he said:

"I would like to express for the people of our entire state our deep interest and great pride in the broad spirit shown by the people of Montevideo in arranging this fiesta. It is representative of the spirit and resourcefulness of Minnesotans and an expression of the good will which we in the United States feel for our neighbors in South America."

The program ended with a Uruguayan-style barbecue for the fiesta guests.

In the hope that their Fiesta Days celebration will constitute another step toward the international friendship for which all nations are striving, the people of Montevideo, Minn., have declared their intention of repeating each year the tribute to their South American sister city.



L. I. Roe, editor of the *Montevideo News*, who acted as master of ceremonies for the speaking program which was aired over Stations KWLM, Montevideo, and WCCO, Minneapolis. A portion of the program was translated into Spanish and broadcast by short wave for South American listeners.

# First Railroad Patent Was Issued 110 Years Ago

IT was 110 years ago that the United States issued its first numbered patent, and it was for a locomotive, the Association of American Railroads reveals.

The patent was "designed to give a multiplied tractive power to the locomotive and to prevent the evil of the sliding of the wheels." It was issued to John Ruggles, a United States senator from Maine, who was largely responsible for the passage of the Act of 1836 which set up the present-day American system of granting patents and administering the system properly. Senator Ruggles' invention was a gear-like arrangement for locomotive wheels and railroad rail which would mesh for grades.

"Where adhesion of the wheel is insufficient for the purpose," Senator Ruggles said in his application for a patent, "the cogs may be so formed as to take against the check rail in descending as well as ascending."

## Patent Soon Outmoded

The invention which was accorded the honor of Patent No. 1 was outmoded as soon as it was patented. About that same time a locomotive startled the world by pulling a train of cars up a grade without the aid of outside cogs or gears.

That rapid progress has continued, until now the average locomotive contains almost 1,000 patented features, the Association of American Railroads said. In fact, railroad development has reached the point where it would take the combined weight of four complete locomotives of Senator Ruggles' time to equal just the amount of coal carried by one locomotive in its tender today.

Partly because of their many patented features, today's locomotives can pull loads up to 150 times greater at five times the speed of what journals of 110 years ago described as "our complete engines."

## First Patent Bill in 1790

Contrary to many people's opinion, Senator Ruggles' invention was not the first to be patented in the United States. Actually, the AAR pointed out, patent procedure dates back to 1790, the first patent bill having been signed by George Washington as President. However, Ruggles' invention was the first to be given a patent number in a manner similar to the procedure accorded present-day inventions. Since that time, more than 2,000,000 mechanical patents and 100,000 design patents have been numbered. For ex-

ample, Design Patent No. 100,000 was for railroad air-conditioning equipment.

Prior to 1836, patents were issued on authority of the Secretary of State, and many are considered valuable historic documents because they contain the signatures of the President, the Attorney General, and the Secretary of State of that period.

Although American railroads were only in their infancy when Patent No. 1 was granted to Senator Ruggles, six unnumbered patents were issued before 1836 on inventions pertaining to railroads. One of them was for a cog-wheel-equipped locomotive which was a forerunner of the Ruggles invention. Like many other patented inventions, these six fell by the wayside as American inventive genius changed the locomotive from an eight or nine-ton machine to one of 600 or more tons.

## Choral Club Enjoys Annual Outing

The Milwaukee Road Choral Club, which generally assumes a very decorous front for public appearances, admits that there was nothing sedate about the antics of its star choristers at the annual picnic on July 13. Between 55 and 60 members attended the affair, held at Forest Glen Forest Preserve and, according to June Mathison, club scribe, the rustic setting incited some very bucolic sport.

Of course a few of the more serious members did observe the formalities. President George Dempsey, for example, insisted on wearing his panama, and Bob Weber refused to part with his engineer's cap. George's action was the subject of much pointed comment on his susceptibility to bleaching; Bob merely explained that he considered it his duty to carry out the railroad motif.

The usual picnic contests were a lot of fun for spectators and contestants. For instance, Minna Drebes appeared astounded when she caught an egg full in the face, but accepted her informal facial like a good sport. So did Anne Peterson, winner of the hot dog race, who downed "dogs" at such a pace that she emerged from the contest extravagantly garnished with mustard. The committee thoughtfully awarded her the first prize—a cake of soap.

Among men of the ensemble, Adin Hopballe turned out to be a wizard with the needle and demonstrated that he was fully capable of sewing on his own buttons. And in the final race, "Scotty" Milton (back in the chorus

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Marc Green  
Editor

A. G. Dupuis  
Manager

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after a turn in the navy) and Merle Buchholtz provided some diverting comedy.

In determined competition with the native songbirds, a quartette contributed a little close harmony, after which "Red" Johnson passed the hat. However, she refused to keep the collection. This was construed to be the prompting of conscience, but Miss Mathison declares that the harmonizers, as well as the picnic, were a "howling" success.

For every man the world is as fresh as it was at the first day and as full of untold novelties for him who has the eyes to see them.

Thomas Henry Hurley.

## Slogan Contest News

Employees who submitted slogans in the big slogan contest conducted by the advertising and public relations departments will be interested to know that their entries are now under final consideration and that the selection of the prize winners is expected in time for an announcement in the next issue of the Milwaukee Magazine. When the contest started, in late spring, it aroused great enthusiasm and slogans poured in with every mail. The count shows that 1,859 were submitted before July 1, the closing date. They represent the suggestions of 477 employees and members of their families, in 17 states and the Dominion of Canada.

Interest was especially widespread in Illinois, Wisconsin and Washington. Wisconsin led the field with 513 entries. The greatest individual number, 320, was submitted by an employe on the Milwaukee Division. On the Pacific coast, an employe at Tacoma, Wash., contributed 235 of the 366 received from his state. Entire families entered the contest and employes in military service also tried their luck. Four slogans were submitted by a former yard conductor, now an officer in the army of occupation, stationed at Bremerhaven, Germany. Not every contestant can be a winner, but in a short time some lucky person will be \$200 richer and 27 other finalists will divide an additional \$300 in prize money.

# J. P. KILEY

## *He Believes in the Open Door*

**P**EOPLE in the Seattle general offices were pleasantly surprised on the first of June to see the new assistant to the president making a tour of all the offices for the express purpose of meeting everyone personally.

The gesture was typical of J. P. Kiley, for he is a man who admittedly likes people and who likes to keep his office door open so that he won't miss anything or anybody. His big, friendly smile is always ready to help put people at their ease.

It isn't necessary to be around this man but a very short while to learn that his chief interest, after his wife and four lovely daughters, is the railroad. However, being a railroader first, last and always, doesn't get in the way of his lively interest in sports and his enjoyment of a sociable game of cards. By way of understatement he also confesses to a liking for puttering around the house, and styles himself a jack-of-all-trades in the puttering department. The sad fact is, though, that his activities along that line have been somewhat curbed since his arrival in Seattle, as he and his family have not been too successful in their struggle with the housing problem. They haven't found a permanent place to live yet.

Mr. Kiley was born in Chicago on Aug. 13, 1895. His father was a construction man on the Rock Island and Santa Fe Railroads. "However," he hastened to add, with a smile, "parental influence wasn't responsible for my becoming a railroad man, as my father eventually went into the milk business."

### **Began as Rodman**

His first experience with the Milwaukee Road was in the capacity of rodman on a track elevation job during one summer vacation before he was out of school; the following summer he worked as an instrument man. After taking a degree in civil engineering at Villanova College, Villanova, Pa., he returned to the railroad on a full time basis, this time being assigned to a valuation job.

Contrary to general opinion, Mr. Kiley is no stranger to Lines West. He had been on the valuation work in Chicago only two weeks, as a matter of fact, when he was sent west to work between Harlowton, Mont., and Moberge, S. D. In October, 1913, he came to Seattle. Of his memories of Seattle, he has but one comment: "I stayed in

Shelleah Williams, author of the accompanying articles concerning J. P. Kiley and L. K. Sorensen, has been Seattle general offices correspondent for the Milwaukee Magazine since May of this year, an assignment she unknowingly trained for by editing her high school newspaper. She is employed in the office of H. E. Arnold, assistant to general manager, Seattle.

Seattle from October, 1915, to June, 1916, and never saw the sun." The weather seems to be better this time, however.

In June, 1916, he went back to Chicago, where he stayed as assistant valuation engineer until 1930, excepting,

of course, the year he spent in the Army Engineering Corps during the first World War. In 1930 he advanced to engineering assistant to the chief financial and accounting officer and worked on special studies for that department.

On Jan. 15, 1940, he became Mr. Gillick's special representative, and a year later was appointed auditor of investment and joint facility accounts. Dec. 1, 1942, found him serving as assistant to the general manager, Lines East, and on July 1, 1943, he was advanced to the position of assistant general manager, the position he held at the time of his appointment as assistant to the president.

Mr. Kiley has taken over his new duties with the vigor and directness which are among his principal characteristics. It is safe to say that in a short time not only the Lines West employes, but the Northwest generally will be aware of J. P. Kiley.



L. K. Sorensen (left) and J. P. Kiley

# L. K. SORENSEN

## *A Lines West Man Goes Home*

**L.** K. SORENSEN, most of whose 39 years of railroading with the Milwaukee Road have been spent on Lines West, returned to western territory on June 1, after an absence of five years, to succeed L. F. Donald as general manager, Lines West, with headquarters in Seattle. It was in the nature of a homecoming for him.

Mr. Sorensen was born in Denmark on Apr. 27, 1888, and completed grade school and mastered the carpenter's trade before setting out for America as a young man. A railroad career was not especially in his mind when he reached this country. In fact, as he smilingly admits, he started railroading only because he happened to be looking for work right at the time when the Milwaukee Road needed men.

He began his railroad career in 1907 on the old Chicago-Council Bluffs Division as a carpenter, but like many another Milwaukee Road old-timer, he came west in that same year with the expansion, working on the Rocky Mountain and Missoula Divisions. He remained there as a bridge carpenter, plying the trade he had learned in Denmark and which had been improved upon during the short period of specific application on the railroad. In 1910 he became a foreman, and nine years later he was advanced to chief carpenter.

### **Proves Himself in Emergency**

It was in 1925 that the opportunity came for him to prove himself a first-rate railroader and an even better emergency man. That was the year an earthquake in Sixteen Mile Canyon, Montana, caved in a tunnel and dammed a stream, backing up the water and creating a sizable lake. The problem, of course, was to re-open the line as soon as possible. To do this, Mr. Sorensen planned and built in record time a trestle to provide for temporary operation of the line. His ability to organize work and carry it through proved itself, and the area was soon humming with men and equipment making a good job of a bad mess.

Shortly thereafter, he was appointed trainmaster on the Aberdeen Division, and in 1927, when the Rocky Mountain Division needed a new superintendent, he was appointed and held the position until 1939. It was during this period that one of his superiors said of him, "He still has the habit of volunteering very little information about himself, but none of us can ask a question about his division that he does not know more

about than anyone else. He is an exceptionally quiet man." This same officer also commented on the fact that when Mr. Sorensen had an idea for improving the line, it was usually accepted "because nobody else ever had a better one."

On Jan. 1, 1940, Mr. Sorensen was appointed superintendent of the Coast Division, a position he held for one year

before going to Milwaukee as general superintendent. On May 15, 1942, he became assistant general manager of Lines East, and from July, 1943 to June, 1946, he served as general assistant to Mr. Gillick.

Now, L. K. Sorensen is once again on home territory, this time charged with the huge task of running that part of the railroad he helped build.

## Edward P. Sima Receives Army Citation

In a recent ceremony at the headquarters of the 9th Service Command in Seattle, Wash., Edward P. Sima, ex-major in the Army Transportation Corps, was presented with the Bronze Star Medal for services performed in connection with his duties as supervisor of work equipment for military railway units in World War II.

Mr. Sima, who is assistant superintendent of work equipment, Lines West, left that position in April, 1942, to enter the army, spending a year in technical training and in organizing railway operating battalions. He reached North Africa in April, 1943, where he had supervision of all construction equipment, including that of the British, South African and native units.

After the African campaign, which Sima characterized as a proving ground for equipment and techniques, he moved to Italy, where he encountered some of the most difficult and complex problems in railroad maintenance and rehabilitation. These included the re-opening of the Mt. Massico, Vivola and Itri tunnels, each about four and a half miles in length, which had been blown up, at intervals, from the inside.

December of 1944 found Mr. Sima in France where, in addition to his basic assignment, he was placed in charge of all printing, map reproduction and photography for Military Railway Service units. It was during the French and German campaigns that Sima's superiors cited his work as "contributing immeasurably to reducing the amount of time equipment was demobilized awaiting repairs, thereby aiding materially toward the speedy reconstruction of rail lines and the expeditious movement of military supplies to the fighting forces."

As Sima's duties required a great

deal of travel, he was able to see many of the famous points of interest in Italy, France, Germany and the land of his forefathers, Czechoslovakia. Languages were no barrier in his travels, for he is fairly proficient in Italian, French and Czech. In addition to vivid memories of his experiences overseas, he acquired a fine collection of snapshots, including several unusual ones of Mt. Vesuvius in eruption and anti-aircraft fire over Naples at night.

After his official release, Dec. 23, 1945, Mr. Sima returned to his former position but retains a reserve commission as major in the Transportation Corps.



E. P. Sima (left) and James Hayes, now trainmaster on the Rocky Mountain Division, shown together in the St. Lazare Station, Paris.



# IOWA CELEBRATES

**The Hawkeye State Looks Back Down Its First 100 Years and Finds Cause for Pride.**

WITH a fanfare which is resounding from coast to coast, citizens of Iowa, over two and a half million strong, are this year celebrating the 100th anniversary of their state's admission to the Union. Native son Meredith Willson, composer-conductor and radio commentator, has composed a centennial song with which he bombards the air waves, leaving his audiences aware of the fact that Iowa is "a wonderful name when you say it like we say it back home." Bing Crosby has crooned the same sentiments into the recorders and the first disk was presented to Iowa's governor, Robert D. Blue. Iowa Elks, attending the national convention in New York City early in July, featured the centennial on their float in the big parade.

The forms the celebration is taking are notable for their number, variety and evidence of pride. The Milwaukee Road joins the people of Iowa in singing the praises of the state where the tall corn grows.

In keeping with the centennial slogan, "Every week in 1946 is Old Home Week in Iowa," descendants of pioneer families from Maine to California vacationed in the Hawkeye State and hundreds of broilers marched to the block to provide them with chicken dinners. Listed among the prominent visitors were Mrs. Nannie Briggs Robertson, grand-daughter of Iowa's first governor, and her daughter, who spent the summer at Cherokee. Out in Southern California, Iowans a long way from home assembled on Aug. 3, anniversary of the adoption of the Iowa state constitution, to receive the official invitation of the centennial committee, as read by Governor Merriam, a former Iowan. From Utah the Mormon Church sent its congratulations and a delegation, headed by President George Albert Smith, who retraced the old Mormon Trail and were lunched and dined by Chambers of Commerce from Keokuk to Council Bluffs.

Surrounding states in the corn belt

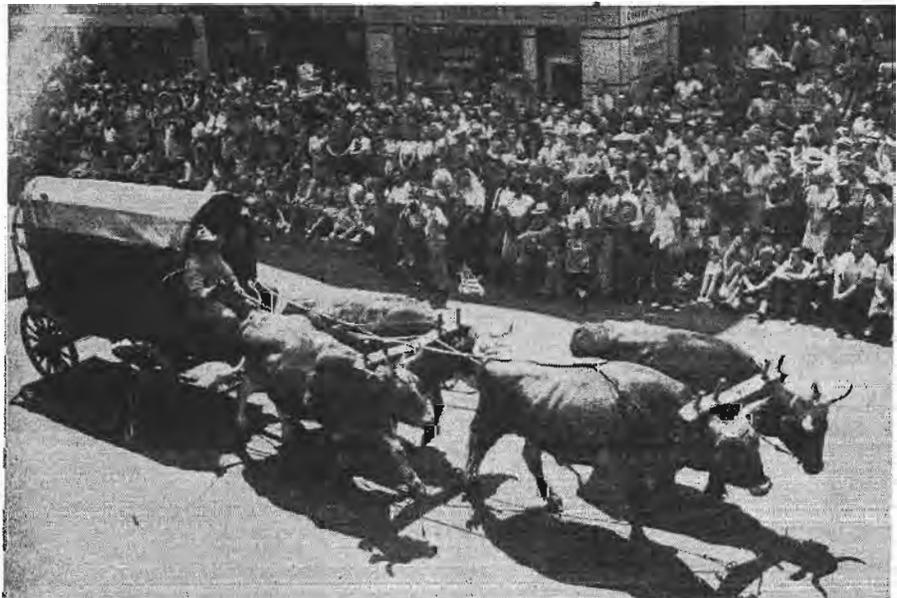
also celebrated. In neighboring Nebraska 20 Kiwanis Clubs in the Omaha area met for luncheon to honor Iowa's first century of progress and Montana Hawkeyes observed it at their annual picnic. And at the request of the U. S. Department of State, a description of the centennial, its statewide projects and the centennial features of the Iowa State Fair, were transcribed for re-broadcast to distant Australia.

#### Local Celebrations

Due to the war, the year of the centennial found Iowa without plans or allocated funds for a celebration. A statewide rally was conducted and in less than five months, through an amazing example of whole-hearted community cooperation, every city, town and village was busy advertising its pride in the achievements of its commonwealth. In this work they were supported by newspaper editors, teachers, librarians, club organizations, public officials and private citizens. Radio stations offered their facilities for a series of centennial

broadcasts. Every club in the state planned at least one comprehensive Iowa program and county fairs reported the largest attendance in Iowa history.

Many new projects were started, including the reactivation of county historical societies and the founding of new ones, to collect and preserve the records left by the pioneers for future generations. This uncovered many fine examples of early glassware, china, pictures, kitchen utensils, furniture—many of them being articles of household goods carried into Iowa 100 years ago to furnish pioneer homes. Another movement which received support was the founding of the historic trails association, to mark Iowa's scenic and historic spots for out-of-state visitors and home folks. The listing of farms owned by individual families for 100 years or more had half the counties digging into dusty courthouse records to prove long-time ownership of property. A new fifty-cent centennial coin was minted and the Des Moines Public Library placed the centennial seal in all new



The development of transportation facilities in the state was one of the principal themes of the many centennial celebrations, and most of the parades featured ox-drawn covered wagons. The one shown here appeared in a Des Moines parade.

# ITS 100th ANNIVERSARY

books purchased during 1946.

Most of the educational institutions participated. Iowa State College at Ames arranged 35 educational panels for display. At Davenport 2,000 school children staged a centennial music festival early in June and school children throughout the state restored historic log cabins, revived handcrafts, staged pageants and marched in parades. The army and navy opened exhibits featuring Iowa's celebration and the army band played on a statewide tour. Communities sent invitations to home-town boys who made good, and MacKinlay Kantor, Iowa-born writer and journalist, came home to make a speech during the celebration at Webster City.

#### Pageants and Parades

During July and August, hundreds of outdoor pageants revived memories of the men and women who made the trek westward, 100 years ago. Descendants of settlers who came from every corner of the earth to farm the rich prairie soil danced in the streets in old pioneer and native peasant dress. Against the background of the old and the new world, Hungarian songs and negro spirituals regaled nostalgic audiences. Horse shows, style shows, beauty shows—every town had a beauty queen—flourished. Street carnivals prospered and the old river days along the Mississippi were revived in pageant and parade.

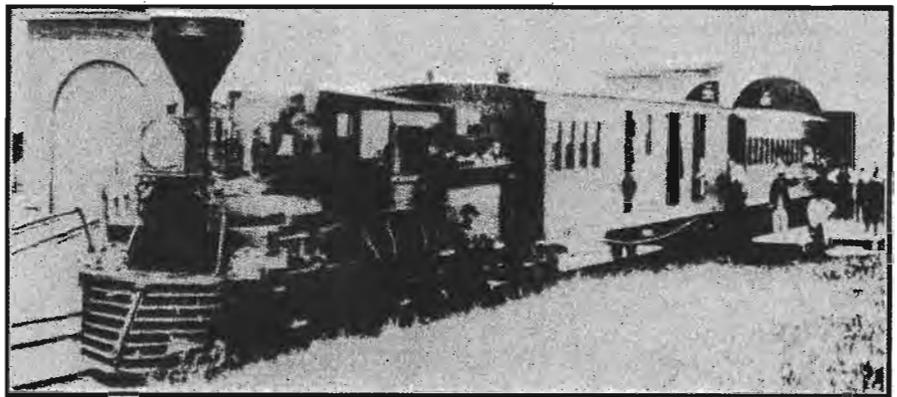
Youthful impersonators of be-whiskered pioneers met the situation by forming whisker clubs. Prizes were offered for the most luxurious hirsute growths. Bobby sox were concealed by rustling hoop skirts and in many communities forfeits were extracted for the failure to dress in costume. This practice gave rise to the slogan, "Bonnets or beards or a button for a buck." Gaudy blankets, peace pipes and feathered head dresses bloomed on sedate main streets all over Iowa and respected citizens were transformed by grease-paint into murderous chieftains and other villainous characters.

Transportation, largest factor in the development of the West, was featured in many of the parades by all modes of transport, from the Indian travois to the newest streamliners. Old-time stagecoaches and covered wagons rumbled through the streets. Long-neglected surreys with fringe on the top made dashing displays and every parade had an

ox team and a fine turnout of Iowa's famous horses.

Government officials honored the state by authorizing the issue of a centennial stamp bearing the Iowa flag, with its motto, "Our liberties we prize and our rights we will maintain". It was placed on sale at Iowa City on Aug. 3, in a ceremony attended by Admiral

Louis Joliet and Father Pierre Marquette, who traveled down the Mississippi from the Great Lakes region and landed on its western banks on June 17, 1673. The only inhabitants of Iowaland at that time were Indians, whose ancestors had roamed the hills and valleys for centuries, in search of game for trade and sustenance. Some of the



This train, operated between the Twin Cities and Milwaukee on a Milwaukee Road predecessor line, is shown at North McGregor, Ia., in 1867, the year in which through service between those cities was first established.

William D. Leahy, a native of Hampton. A horde of dealers, collectors and centennial-minded Iowans was on hand to secure the first covers, in one of the biggest first-day-of-issue events on record in the United States. Special cachets were designed for the occasion. Governor Blue received the first stamp from Joseph L. Lawler, third assistant postmaster general, on the steps of the old stone capitol; stamps were also mailed to the governors of the other 47 states. Greetings were sent to President Truman, with a sheet of stamps for the presidential collection.

In thankfulness for Iowa's good fortune, churches of all denominations held Centennial Sunday services, featuring choirs, music and inspirational talks. Outdoor religious rites were observed with processions and parades. Cooperating with the civic organizations, the churches also gave special sermons and arranged historical exhibits.

#### Pioneer History

Looking beyond the last hundred years of history and across nearly three centuries of progress, present-day Iowa provides a strange contrast to the scene which greeted the first white men who set foot on its fertile acres. They were

tribes were peaceful villagers; others were fierce warriors, but all were hunters. The explorers were fortunate to encounter a friendly tribe. Father Hennepin, following them in 1680, wrote glowing accounts of the region's "fruitful soil". As the fur trade increased, the Indians became commercial trappers and hunters. But the influx of white settlers put an end to the fur trade and to Indian domination.

For a long time the Indians fought to stop the tide of civilization; Iowa history is bloody with Indian wars. The battle was hopeless and as the frontiers of the white men pushed westward the Indians sold their title to the land, leaving it free for cultivation.

Iowaland was under nominal French rule from 1671 to 1762, when it was turned over to Spain to prevent its falling into the hands of the British; Spain later returned it to France. The United States acquired it in 1803 with the Louisiana Purchase. Lewis and Clark traversed the region in 1804, exploring the land and making friends with the Indians. From that time until 1838, when Congress created the territory of Iowa, it was a part of various territories, with little local government.

### Statehood

The state of Iowa was created after much political badgering. Robert Lucas, a military officer and Ohio statesman, who was appointed territorial governor by President Polk, started the agitation for statehood. In Washington, Congress passed a bill admitting Iowa to the Union in March, 1845, but the local question of statehood was entangled in political and boundary differences and received little support. Public opinion gradually altered and on May 4, 1846, a convention was called in Iowa City to adjust these differences. The people finally adopted the new state constitution on Aug. 3, but by a close margin. President Polk signed the measure approving it on Dec. 28, and Iowa at last became a state.

Without waiting for the formal approval of Congress the territorial governor had issued a proclamation for a general state election on the preceding Oct. 26. The candidates went through one of the hottest campaigns in Iowa history. Ansel Briggs, a 40-year-old county sheriff and ex-stagecoach driver, was elected the first governor and installed in the old stone capitol building in Iowa City on Dec. 3, twenty-five days before Iowa's official admission to the Union. Briggs' inauguration may not have been perfectly legal, but no one ever challenged it.

### Early Transportation

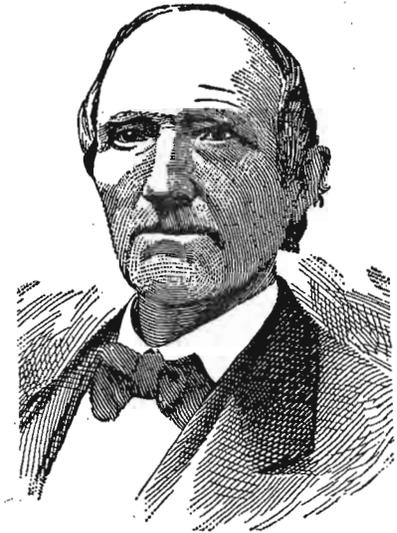
Steamboats and stagecoaches were the sole form of transportation when Iowa became a state. These were augmented by thousands of ox-carts and covered wagons, which had brought the pioneer families to their homes; most of the settlers intended to acquire land and make a living and knew they would

need oxen or horses and mules to work their farms. Some of the hardiest even came on foot, following the wagon trails and crude roads. The rivers carried the principal commercial traffic. Packets crowded the wharves and carried passengers and freight between the river towns. The cargo vessels and floating palaces on the Mississippi continued to prosper until some time after the Civil War but the fast spreading network of the steel rails eventually robbed river traffic of most of its romance and revenue. Stagecoaches continued to link the inland cities but by 1859 they too had seen their best days and revised their schedules to connect with the advancing railroads.

Iowa farmers, who had to haul their produce to market over long distances were quick to recognize the advantages of rail transportation. As the railroad fever spread, five major roads spanned the Mississippi and reached across the state. However, the panic of 1857 discouraged railroad building and it did not revive until after the Civil War. Rapid strides were then made and by 1870 Iowa had 3,000 miles of railroad; by 1920 the mileage was 9,842.

### The Milwaukee Road in Iowa

The Milwaukee Road played an important role in Iowa's development, dating from the year 1859. The first railroad in Iowa to be part of the Milwaukee system was the Dubuque Western, incorporated in 1855, which in 1859 constructed the line from Farley to Sand Springs; in the following year it was extended to Anamosa. In 1861 this road was sold to the Dubuque, Marion and Western Railroad Company, which went to Springville. The DM&W was acquired by the Dubuque South-



Ansel Briggs, first governor of Iowa.

western, which advanced to Marion (1863) and to Cedar Rapids (1865); it became a part of the Milwaukee Road in 1881. The second predecessor line was the McGregor Western Railway Company, incorporated in 1863 and acquired in 1867, which built the line north from Cresco to Owatonna, Minn.

Rail construction proceeded rapidly on other predecessor lines. The Chicago, Milwaukee and St. Paul Railway constructed the line from Sabula to Marion in 1872 and between Marion and Council Bluffs in 1882; the bridge and line from Savanna, Ill., to Sabula was completed in 1881.

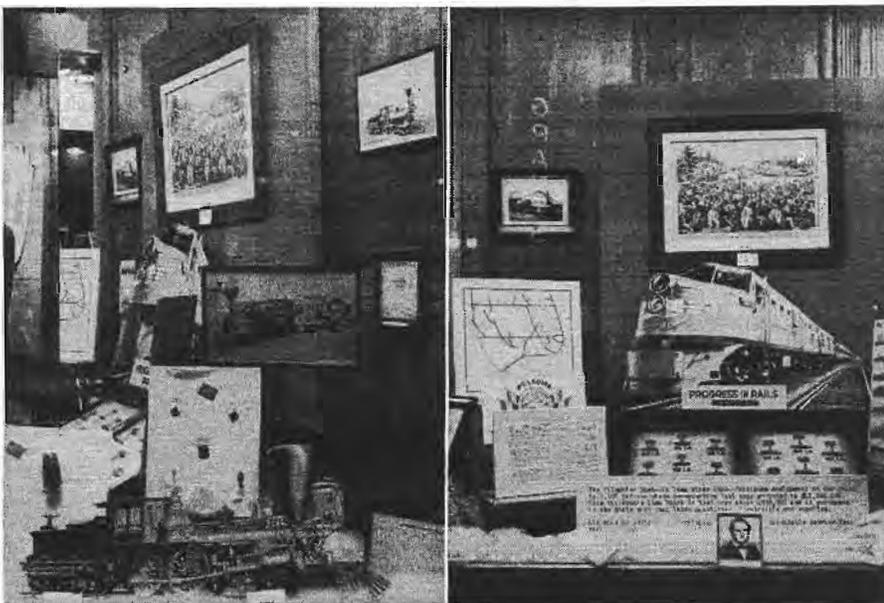
It is significant that when the first line of the Milwaukee Road was built in Iowa, the population of the state was 192,214; the census of 1940 shows a population of 2,538,268. The Road now has over 1,800 miles of track in the state and furnishes employment to 4,500 persons, whose compensation in 1945 amounted to \$11,685,662. In 1945 it paid about \$653,000 in Iowa state taxes and it purchases in the state each year large quantities of materials and supplies.

### A Century of Progress

Iowa is a typically American state. It was near Spillville that the famous Bohemian composer Anton Dvorak wrote "Humoresque" and found the inspiration for his "New World Symphony." Buffalo Bill was born in Iowa, at LeClaire. Another famous American, Herbert Hoover, was born at West Branch. The country surrounding the towns of Eldora and Grundy Center provided the background for Herbert Quick's novels of pioneer days. Many centennial visitors made pilgrimages to The Little Brown Church in the Vale and to John Brown's home, still standing at Springdale.

Typically American, too, is the pride

The Milwaukee Magazine



Two views of a display of Milwaukee Road historical items which appeared in a store window in Davenport during the summer. Similar displays have been set up in various Iowa cities and will continue to be moved from city to city throughout the year.

# Service Clubs

## Northern Montana Enjoys Dramatic Performance

The Northern Montana Service Club received recognition of its club activities during the past year at a turkey dinner in the banquet room of the Park Hotel, Great Falls, Mont., on July 18. Acting as toastmaster, Robert Zeigler had everyone in a good humor and kept things moving on the program, which was arranged by George Flynn, TFFPA, Great Falls. Mr. Flynn also introduced the guests.

Bill Haney of the *Great Falls Tribune* and his magic tricks headlined a bill which included the Klick Dancers, accompanied by Miss Virginia Klick and Harold Connolly, xylophone player. The program closed with a reading of "The Face on the Barroom Floor" by Bill Haney, assisted by volunteer performers from the audience. Mr. Flynn assumed the leading feminine role and although Bill Haney proved to be a very creditable make-up artist, it was Mr. Flynn's histrionic ability which really brought down the house.

Chairman C. M. Brown was general chairman of the arrangements, assisted by Mrs. Joe Steiner and George Flynn, who supervised the program.

of Iowans in the state's achievements. This is especially true of its agricultural development, for Iowa leads the world in grain production and has won its greatest fame as "Ioway—that's where the tall corn grows." Corn, in Iowa, is king; 26-foot stalks have been reported during the centennial year. Iowa also leads the world in cash farm income, the production of grain and eggs, hogs, horses, poultry, and marketing of grain-fed cattle. Industrially, it ranks 18th among the states. It is the home of the nation's largest washing machine and fountain pen factories and the world's largest cereal plant. As an insurance center it ranks second to Hartford, Conn. The nation's highest rate of literacy is found in Iowa and its agricultural schools are the best in the country.

This fall will witness a renewal of the centennial program, with the air waves jammed with centennial events. Iowans are proud of their state, its sweeping prairies, its fertile valleys and beautiful homes, and they consider the harvest season an appropriate time to proclaim its virtues. This, they feel, is only a beginning. The second century will produce even greater achievements than the first.

## Women's Wallop Defeats Inland Empire Team

More than 125 people attended the annual Inland Empire Service Club picnic at Natatorium Park, Spokane, Wash., on July 28. The event was a gala occasion for the children and families of the members, as well as for their friends. A regular picnic dinner was enjoyed and coffee, ice cream and pop were furnished by the club.

D. J. Sullivan directed the entertainment and cash prizes were awarded to the victors in the various contests. The highlight of the afternoon was a softball game between the men's and women's teams. Battery for the women was Miss Rita Gengler and Mrs. Ursula Falk, while Rita's father, Joe Gengler and Donald Milan were the stars of the men's team. Due to the short outfield of the ball diamond, the women were permitted to hit the ball but the men were required to bunt, which may be one alibi for the score—14 to 7 in favor of the ladies. However, Miss Gengler's mighty wallop was the most likely reason for the ladies' victory.

Serving on the picnic committee were Mrs. G. H. Hill, Mrs. C. F. Allen, Mr. and Mrs. Pat Burns, W. T. O'Reilly and D. J. Sullivan.

## J. H. Foster Team Competes in City League

The diamondball team sponsored by the J. H. Foster Service Club, Minneapolis, Minn., got off to an auspicious

start for its first season in the Commercial League, winning five games and losing three. This was considered a very fine showing for the first year of league competition, as most of the teams are veterans of several years' standing.

The games were played at the parade grounds and were attended by a large gallery of rooters. Encouraged, perhaps, by their loyal following, the players showed plenty of drive and it is the prediction of their fans that during the coming season they will be hard to beat.

The team's natty uniforms, carrying the Milwaukee Road emblem, and its equipment were furnished by the Service Club. The club also outfitted four other teams — the Hiawatha, Pioneer, Sioux and Olympian — which play in the House League. All of the teams play one game a week but get out and practice two or three evenings a week in addition to the regular schedule. The Hiawathas are the champions of this group. Some fine talent has been developed among the players, which will be available for replacements on the city league team.

About 50 employees, all Service Club members and representing all departments, have participated in the games, which received considerable publicity in the newspapers. Plans are now on foot to extend their activities, to include bowling and outdoor sports during the winter months. At the present time the J. H. Foster team is negotiating for a home and home game with the team at Mason City, Ia.



The Minneapolis Service Club softball team. Left to right, front row: William Peterson, 2b; M. J. Mozis, c; James Crocket, 2b; R. E. Stroberger, 1b; M. C. Fontaine, p; Kenneth Glockner, ss; Don Peterson, 3b & p; Emmett Keenan, utility. Back row, left to right: W. H. O'Neil, Service Club chairman; Don Hollingsworth, cf; Alfred Olson, 1b; M. Allan, c; William Welch, lf; J. J. Kennedy, rf; S. Mancini, utility; F. P. Rogers, Milwaukee Magazine division editor for the Twin Cities.



## Hiawatha Band Featured at All-Iowa Fair

The Hiawatha Band brought their summer season to a brilliant climax on Aug. 13 when they gave a series of performances at Cedar Rapids and Marion, Ia., in connection with the All-Iowa Fair. Snappily attired in their maroon and orange uniforms, the musicians started the day with crashing cymbals and booming drums in a parade through the streets of Cedar Rapids in the morning; night found them, after a number of earlier appearances, behind the footlights at Hawkeye Downs fairgrounds, playing a concert in prelude to the evening's variety program on the large stage before the grandstand.

The All-Iowa Fair, known far and wide for its fine livestock shows and competitions, was revived this year after having been discontinued during the war. In addition to its usual features, it constituted another of Iowa's thousands of celebrations in observance of her 100th year of statehood.

The day of the band's appearance, the third of the six-day fair, was Farm Family Recognition Day. Twenty-six farm families, one each from the 26 Iowa counties participating in the fair, had been chosen for special honors as representatives of the folks back home, and were feted by the Retail Merchants Bureau of the Cedar Rapids Chamber of Commerce. They were lunched, photographed, introduced to the thousands at the fairgrounds, presented with radios, and treated like royalty.

Among the gestures of welcome accorded these families was a special concert in light-hearted vein by the Hiawatha Tooters, a small group of musicians from the Hiawatha Band, in the lobby of the Roosevelt Hotel in Cedar Rapids preceding the luncheon in honor of the 26 families. John W. Beck, representing the Retail Merchants Bureau, was present to express the gratitude of his organization for the contribution the Hiawatha Band was making to the revival of the All-Iowa Fair. Representatives of the Marion-Cedar Rapids

Top to bottom: Drummer Matt Flamenig of the Hiawatha Band, and miscellaneous noise maker for the Tooters, lets part of his audience at the Roosevelt Hotel in Cedar Rapids push a few buttons on his novel "musical instrument" just to show them what first class bedlam should sound like. The Hiawatha Band's concert in Marion City Park drew a large crowd, a part of which is shown here.

Group at the Hotel Montrose in Cedar Rapids just before the start of the busy day; all of the individuals in uniform are members of the band. Left to right: Jack Klima, William Mueller, Lois Kleist, majorette; Nick C. Nooyen, Jr., Max O. Shorr, chairman of the Marion-Cedar Rapids Service Club's civic and public affairs committee; John W. Beck, representing the Retail Merchants Bureau of the Cedar Rapids Chamber of Commerce at the welcoming of the Hiawatha Band; Archie W. Graff, band chairman; Francis C. Curran, chairman of the Marion-Cedar Rapids Service Club; Eugene W. Weber, band director; Robert W. McKee, drum major.

Service Club were also present at the hotel and assisted throughout the day with the multitude of details involved in such an ambitious program as the one laid out for the band that day.

In addition to the morning parade and the 'Tooters' concert, the group's schedule included an early afternoon concert at Hawkeye Downs, another in Marion City Park, and a final concert at Hawkeye Downs, together with time out for meals and a good deal of getting about from place to place; but they found time to comply with a request made by Radio Station WMT (Cedar Rapids) for a 15 minute recording which was put on the air that night. The Hiawatha Band put in a busy day and their performance was a distinct success.

## 6,500 Attend Hiawatha Picnic

The eighth annual picnic of the Hiawatha Service Club, Milwaukee, Wis., held at Old Heidelberg Park on Aug. 18, was attended by over 6,500 employes and their families and friends. Ideal picnic weather contributed to the record attendance.

The day was full of planned activities. The Hiawatha Band performed in concert. Games and contests were staged for the adults and gifts were distributed to all of the children. Unit 11, the Union Station group, produced the best barbershop quartette and an amateur contest was staged for the youngsters; they were also the judges, signifying their choice of winners by applause. There was dancing, to both old-time and modern music.

As might be expected, a large quantity of refreshments were consumed. Presiding at the bratwurst stand, the ladies of the Milwaukee Chapter of the Women's Club were kept busy, as



Scene at the Marion-Cedar Rapids Club's pot-luck dinner on July 18. Left to right: Superintendent O. A. Beerman, Mrs. D. Gustofsen, D. Gustofsen, Mrs. F. C. Curran, Bob Zemanek, club treasurer; F. C. Curran, club chairman; William Chadima, club secretary.

were Marty Biller and his crew, who dispensed sausages and wine. Charles Michalski headed the picnic committee, assisted by Ervin Tarnow, Edgar Douglas and General Chairman John Macht.

## Hiawatha Band Plays for Madison, Wis., Picnic

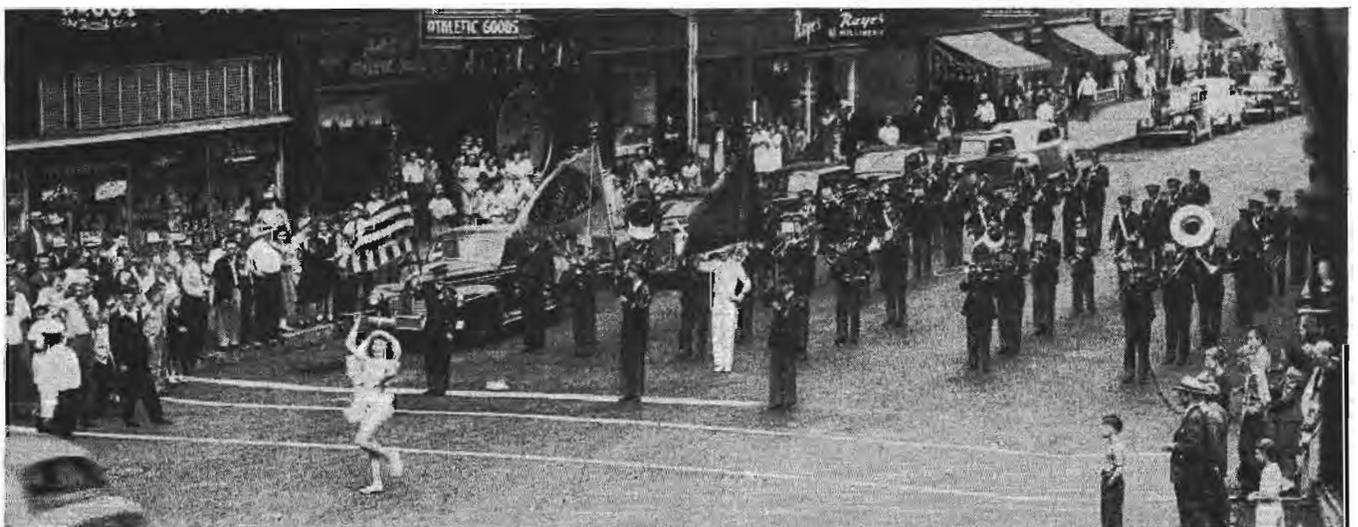
Plans for a local Service Club picnic on Aug. 11 at Olin Park, Madison, Wis., developed into a large and successful affair, attended by some 600 people. Chairman E. P. Kingston had appointed Bob Slightam to head the picnic committee, and his willing workers and the Madison Chapter of the Women's Club did a splendid job.

Many picknickers were on hand as early as 10 a. m., but things really began to happen shortly after noon, with the arrival of the Hiawatha Service Club Band of Milwaukee, Wis., and about 70 Milwaukee visitors on No. 47 at the Franklin Street station. A police escort preceded the band on its

line of march across the square to the Washington Street station. The tranquility of a Sunday morning in Madison was broken as band music filled the air and housewives halted the preparation of dinner to watch Majorette Lois Kleist, as she preceded the standard bearers, and Band Major Bob McKee, who directed the group. Lois also performed for the spectators at the station, before the coaches were boarded for transportation to the picnic grounds.

The Milwaukee contingent was there treated to a fine meal, prepared by members of the Women's Club. Representative groups from Service Clubs in the vicinity were also present to enjoy the band concerts, including delegations from Janesville, Watertown, Old Line and Rockford. Two concerts were given during the afternoon.

With such a representative crowd on hand, it appeared to be a good time to stage a tug-of-war for the regional championship. In the ensuing contests the Madison "muscle men," to the ac-



The Hiawatha Band on parade in Cedar Rapids on Aug. 13.

companiment of grunts and groans, bested all comers. While it was in progress, the children engaged in games and races, the nickel and dime scramble proving to be most popular. Harvey Roever supervised the contests for adults and Mrs. C. Mahaffey and Charles Dorn directed the children's games.

The Hiawatha Band and its rosters left for Milwaukee at 5:45 p. m., fortified for the return trip with a substantial lunch prepared by the Women's Club. However, more musical entertainment was provided during the evening by DeHaven's dance orchestra.

Among those responsible for the success of the affair were Ray Corbett, grounds committee; Kenneth Moore, Bill Murphy, Roy Cross, Chauncey Mahaffey, Walter Klebesadel, Gay Reinold and Gilbert Gleason, lunch and refreshment committee; Pete Donis, dance and sound equipment; and Frank Dempsey and Joe Tomlinson, transportation for band equipment. Mr. Klebesadel also made the arrangements for the speed boat rides. An always willing Service Club supporter, J. H. Vanderhie, also donated his services.

Serving on the Women's Club committee were Mmes. W. F. Murphy, J. A. Tomlinson, R. M. Middleton, C. E. Mahaffey, J. F. Conlin, E. Hohnadel, E. P. Kingston, G. Gleason, J. H. Vanderhie, G. E. Gray and H. Wagner.

Blessed is the man who is too busy to worry in the daytime and too tired to lay awake at night.

Wife: "What's wrong, dear?"

Hubby: "My razor doesn't cut at all."

Wife: "Don't be silly, darling. Your beard can't be tougher than the linoleum."



Group in attendance at the August meeting of the Dubuque Service Club, held in Eagle Point Park pavilion.

## Boom and Bedlam

"To travel by plane, a passenger must now sacrifice his comfort, his sleep, and often his baggage. He must endure inconveniences that rise to the level of punishment. And sometimes he finds he could have got there faster by train."

So said *Fortune* magazine recently, after a long hard look at the nation's airlines ("What's Wrong with the Airlines"). Except for scenery and safety, and the latter is an increasingly big "question mark", *Fortune* found nearly every phase of air travel in a mess. Examples:

Reservations and waiting lists have become a joke in many places, simply because it is much easier to sell to the "go-show" (airline lingo for the passenger without a reservation who takes a chance on getting aboard at the last minute in place of the "no-show") than to check a long waiting list by phone.

Bus and limousine service to and from airports is "bad throughout the U. S." The average passenger spends 80 minutes per flight in uncomfortable

ground travel.

Baggage service is terrible. "Some airline men believe that there is a great deal of baggage endlessly sailing the skies like the Flying Dutchman, transferred from plane to plane and city to city forever." (One Reno-to-San Francisco passenger's brief case, containing \$50,000 worth of building plans, turned up days later in St. Petersburg, Fla.)

Passenger facilities at airports are usually inadequate or worse. Chicago's is "a slum. Chewing gum, orange peel, papers and cigar butts strew the floor around the stacks of baggage... To rest the thousands there are exactly 28 broken-down leather seats. One must line up even for the rest rooms..."

As for safety: Many airports are "deficient in length of runways, clearness of approaches and other features important to efficiency and safety." Landing at any airport in bad weather is a long, ticklish job. It necessitates a dangerous "stacking" in the air of all incoming traffic. Planes must fly a tight, narrowly prescribed course on instruments until directed by ground radio to land, sometimes hours later. A plane last spring had to circle Washington airport for five hours.

Growing Pains. The cause of all this bedlam: 1. The sudden boom in commercial aviation: 2. Airlines' management. Personnel policies are antiquated, pay is low and big-business methods are virtually unknown. Some executives believe that bigger, faster planes will solve things, forgetting that they will only cause bigger problems at obsolete airports. Rather than use the partial benefits of radar in its present form, the industry is holding out for an all-purpose system, which is at least five years away.

"If any part of the trouble lies with the CAA," says *Fortune*, "it's up to the airline to build bonfires under CAA. If part of the trouble lies in city-owned, politics-ridden airports, let the airlines put pressure on the municipalities." In short, the airlines have a big job to do—somehow.

—from *Time*, Aug. 5, 1946



E. P. Kingston (left), chairman of the Madison (Wis.) Club, is shown presenting a check for \$303, representing the employees' voluntary donations to the Kiddie Camp fund, to William T. Evjue, editor of the Capitol Times. The Times is co-sponsor of the fund, which provides fun and recreation for child victims of rheumatic fever. Shown, left to right, are some of the members of the Service Club's committee in charge of raising the fund: A. M. Kilian, J. F. Conlin, G. G. Reinold, A. J. Peters, W. F. Murphy, Joyce A. Coyle, F. J. Dempsey and C. J. Higgins.

# RETIREMENTS

The following employes' applications for retirement were recorded during July, 1946

**Chicago General**  
 HOWIND, HENRY E. Water Inspector ..... Chicago, Ill.  
 McNAMEE, WILLIAM P. Clerk, Traffic Dept. .... Chicago, Ill.  
 SLAUGHTER, WILBUR M. Waiter ..... Chicago, Ill.  
 WEEKS, FRANK E. Draftsman ..... Chicago, Ill.

**Chicago Terminals**  
 CORCORAN, THOMAS J. Telegrapher ..... Chicago, Ill.  
 ROGERS, HARRY Locomotive Engineer ..... Chicago, Ill.  
 SCHAEFER, FRED W. Switchman ..... Chicago, Ill.

**Coast Division**  
 BENSON, JOHN B&B Carpenter ..... Seattle, Wash.  
 DRANGE, WILLIAM V. Carman ..... Tacoma, Wash.  
 POWLES, CHARLES H. Section Laborer ..... Cle Elum, Wash.  
 REYNOLDS, FRANK D. Telegrapher ..... Seattle, Wash.

**Dubuque & Illinois Division**  
 BORN, PAUL F. Locomotive Engineer ..... Elgin, Ill.  
 HANSON, JOHN C. Locomotive Engineer ..... Chicago, Ill.  
 LEFFERT, ALBERT F. Conductor ..... Dubuque, Ia.

**Hastings & Dakota Division**  
 ANDERSON, OLE Extra Gang Laborer .. Montevideo, Minn.  
 MORRISON, JOHN R. Machinist Helper ..... Aberdeen, S. D.  
 TOWNER, WILFRED G. Conductor ..... Minneapolis, Minn.

**Idaho Division**  
 HAMILTON, PAUL A. Locomotive Engineer ..... Malden, Wash.  
 WEBSTER, WALLACE G. Conductor ..... St. Maries, Ida.

**Iowa Division**  
 CALHOUN, JOSEPH Locomotive Engineer ..... Perry, Ia.  
 DIPPEL, GEORGE W. Engine Watchman ..... Adkins, Ia.  
 HUNTER, JOHN H. Switchman ..... Cedar Rapids, Ia.  
 SWANSON, ELMER Machinist ..... Perry, Ia.

**Iowa & Dakota Division**  
 GRAY, JOHN H. Agent ..... Baltic, S. D.  
 SCHUMACHER, WILLIAM R. Loco. Engineer ..... Platte, S. D.  
 WOOD, FRANK B. Agent ..... Freeman, S. D.

**Iowa & Southern Minnesota Division**  
 NELSON, LOUIS Locomotive Engineer ..... Austin, Minn.

**Kansas City Division**  
 KITTO, JESSE M. Section Laborer ..... Ottumwa, Ia.  
 McFADDEN, CHARLES B. Conductor ..... Ottumwa, Ia.

**LaCrosse & River Division**  
 JEWERT, FRANK A. Telegrapher ..... Milwaukee, Wis.  
 JOWETT, FREDERICK A. Locomotive Engineer ..... Postage, Wis.  
 KLEIST, GEORGE T. Section Laborer ..... Portage, Wis.  
 McMAHON, WILLIAM B. Locomotive Engineer ..... Postage, Wis.  
 MULLENS, DANIEL P. Boiler-maker ..... Portage, Wis.

**Madison Division**  
 BERGMAN, AUGUST C. Safety Appliance Man. .... Janesville, Wis.  
 JACQILLOT, ARTHUR C. Station Helper ..... New Glarus, Wis.  
 SIEBERT, PAUL O. Locomotive Engineer ..... Janesville, Wis.

**Milwaukee Division**  
 BEHRENS, JOHN A. Section Foreman ..... Spring Grove, Ill.  
 BROWN, OSCAR Switchman ..... Racine, Wis.

**Milwaukee Terminals**  
 CARLIN, JAMES E. Locomotive Engineer ... Milwaukee, Wis.  
 GREISLER, JOHN N. Crossing Flagman ..... Milwaukee, Wis.  
 JACHOWICZ, ANDREW Janitor and Cleaner. .... Milwaukee, Wis.  
 KEMPF, GEORGE P. Supt. of Reclamation. .... Milwaukee, Wis.  
 KNICKERBOCKER, HERB. O. Switchman ..... Milwaukee, Wis.  
 MILLER, AUGUST M. Hostler Helper ..... Milwaukee, Wis.  
 MORRISEY, JOHN E. Crossing Flagman ..... Milwaukee, Wis.  
 SALBERG, JOHN A. Laborer, Frt. Car Shops. Milwaukee, Wis.  
 STEINBORN, EDWARD R. Section Laborer. .... North Milwaukee, Wis.  
 VANNU, CHARLES J. Switchman ..... Milwaukee, Wis.

**Superior Division**  
 LA CHAPELLE, GREGORY Locomotive Engineer ... Green Bay, Wis.

**Trans-Missouri Division**  
 ALLGAIER, IRVIN E. Telegrapher ..... Rhame, N. D.  
 HALING, GEORGE W. Telegrapher ..... Roundup, Mont.  
 HURLBERT, LUCIUS H. Locomotive Fireman ..... Mobridge, S. D.  
 LYNCH, CHRISTOPHER T. Section Laborer ..... Eagle Butte, S. D.  
 PERONTO, DUFFY Boiler-maker Helper. .... Miles City, Mont.

## Twin City Terminals

BLYBERG, GODFREY Shop Superintendent. .... Minneapolis, Minn.  
 BURNS, JAMES J. General Yardmaster. .... Minneapolis, Minn.  
 CHAMBERLAIN, EDWARD T. Conductor ..... St. Paul, Minn.  
 HOOGAN, ALBERT VAN Freight Handler. .... Minneapolis, Minn.  
 PRENTISS, BERT L. Switchman ..... St. Paul, Minn.  
 ROUSE, JOHN W. Heiper ..... Minneapolis, Minn.  
 SCHMITZ, ELLIS Asst. Mast. Mech. .... Minneapolis, Minn.  
 SMITH, EDWARD O. Switchman ..... Minneapolis, Minn.  
 WALTERMER, ROYAL B. Locomotive Engineer. .... Minneapolis, Minn.

## "Everything Perfect" on the Olympian

"Here I am (on the Olympian) and everything is perfect. I just have to tell you what a wonderful road the Milwaukee is. The service couldn't be better — air-conditioned, clean, comfortable, smooth and beautiful. Never saw more beautiful scenery. The meals on the train beat anything I ever ate. Hats off to your railroad. It can't be beaten."

Miss Erma Stoltenberg,

More than half of the fires in the United States occur in dwellings.. rubbing a cat's back is all that is needed to set off an explosion of gasoline vapor or the fumes from certain types of cleaning fluid.

## "Y" Indian Guides Receive Hiawatha Plaque

The "Y" Indian guides, a fathers and sons project of the Marion, Ia., Y.M.-C.A., was honored recently by the presentation of a plaque bearing the emblem of Hiawatha. Time Revisor W. E. Failor of the superintendent's office, who is chief of the Sac tribe of the guides, made the formal presentation to L. R. Langfeldt, chief of the

Hiawatha tribe, at a tribal ceremony in the Marion Presbyterian Church. The Hiawatha is the second tribe to be organized in Marion and took its name from the Midwest Hiawatha, a tribute to the Milwaukee Road trains and service in that territory. The new plaque will be placed in the Hiawatha's totem pole.



W. E. Failor (left foreground) presents the Hiawatha plaque to L. R. Langfeldt, chief of the Hiawatha tribe. In the background are, left to right: E. W. Wolte and son Dennis; E. E. Lala and son Edward; Dennis Jackson, John and Fritz Langfeldt; R. Derflinger and sons Richard and Steven; C. Wilson and son Robert; M. A. Hulbert and son Donald.

# Poems From the Back Shop

"Locomotive Puffs," a new book of railroad poetry written by a man who speaks the language of the back shops, was published in July by Bruce Humphries, Inc. (\$2.00). The author is Leon R. Harris of Illinois, who has worked for railroads and railroad construction companies during most of his life and who is at present employed by the Rock Island System. Mr. Harris is not new to this field for he has been writing poetry since he was 11 years old and much of the work in this volume has appeared in railroad magazines.

There is a profound appeal in Mr. Harris' style, which sets to rhythmic meter the hum of the repair shops—the hopes, ambitions, the triumphs and disappointments that are the lot of the locomotive mechanic. The interpretation of the activities in the roundhouse are remarkable in their insight and cover a great range of experiences. Any man who has listened, dog tired, for the sound of the whistle, cannot fail to quicken to these lines from "Quittin' Time":

Quittin' time—and we say good-night.  
Labor is ended—the shop's out of sight.  
We trudge toward our homes with a happy thought  
Of all the good the day has brought—  
Of the service rendered—the praise we won;  
Of tasks completed—the task begun.  
Truly he merits a peaceful rest  
Who has borne his part, who has done his best,  
And in spite of the dirt and grease and grime,  
That man's a man when it's quittin' time!

More of the poems in this little volume, such as "Give Me a Drink," "5005," "An After Dinner Speech" and "That Boilermaker, Mike," must strike a responsive chord in the hearts of all railroaders. Perhaps not since the days when "Jawn Henry" and Casey Jones were immortalized, has the saga of the railroads been recorded in a more human and simple fashion. A fine example of Mr. Harris' work are the following stanzas, dedicated "To a 'Prentice Boy," which capture the spirit of a

young man's initiation into the world of the steel rails:

'Prentice Boy, I wish you knew  
Just how much we envy you!  
Luck came by but wouldn't stop  
Till she met you in the shop:  
Then, from out her golden gourd,  
Blessings on your head she poured—  
Little wonder why we men  
Wish that we were boys again.

All this common noise we hear  
Is sweet music to your ear:  
Like the crooning of a crone,  
This eternal, constant drone,  
Mixed with shrieks of whistles shrill—  
Sudden sounds that shock and thrill;  
Moans and groans of mighty cranes;  
Buzzing motor's weird refrains;  
Growls and howls of emery-wheel,  
Smoothing engine-frames of steel;  
Roar of forges—hiss of air—  
Hum of lathes that chip and pare;  
Bang of hammers small and great;  
Clang of falling boiler-plate—  
All of this and more besides  
Makes the tune the shop provides  
For the interest and joy  
Of a lucky 'Prentice Boy!

From each intricate machine  
Some new lesson you can glean;  
Precious Wisdom speaks to you  
When you have a task to do:  
Bids you at her fountain drink;  
Learn to use your eyes, and think;  
Skillfully to train your hands,  
Ere you hear Life's stern commands;  
For these pleasant, happy days,  
'Prentice Boy, won't last always.  
Soon you'll be just like we men,  
Wishing boyhood's days again.

Now's your chance, just do your part  
With a firm and honest heart.  
When a boy desires a trade,  
He's a man who's nearly made!  
Men who labor with their hands  
Are the greatest in all lands—  
Governments their counsel seek;  
Princes tremble when they speak!  
Learn your trade—and learn it well;  
Those who know the most excel;  
Give the boss an honest day;  
Love the work more than the pay.  
Opportunity is here,  
Grasp her, or she'll disappear;  
Life's before you to enjoy—  
You are lucky, 'Prentice Boy!

Teacher: "Correct this sentence:  
'Girls is naturally better looking than boys'."

Pupil: "Girls is artificially better looking than boys."

## Service Pleases Spanish War Vets

"On behalf of Commander Alfred B. Boock and the 44 delegates attending the national encampment of the United Spanish War Veterans at Milwaukee, Wis., Aug. 4 to 8, I wish to thank Mr. Olsen of the St. Paul ticket office for his help in arranging the trip. Also, the Milwaukee Road for the excellent and courteous service rendered by its employes."

S. N. Adams,  
Travel Director,  
United Spanish War Veterans,  
St. Paul, Minn.

## Commuter Commends Crews

"I have been a commuter on your railroad from Ingleside, Ill., to the Union Station (Chicago) for the past 16 years and I think you have the finest group of men working on your trains that I have ever had the pleasure of knowing. They have, from my observation, always tried to please the people who ride the trains.

"A short time ago in the Union Station I heard a commuter complain because a step was not placed for him to alight. He threatened to report the incident to your office and, as I felt it uncalled for, I am making this expression of the treatment I have received from your men for these many years."

C. H. Tillmann,  
L. A. Rose - Tillmann Co.,  
175 West Jackson Blvd.,  
Chicago 4, Ill.

## Courtesy on the Hiawatha

"Mrs. Pratt and I just returned from a visit to Minneapolis and had the pleasure of traveling to and from that city on the Hiawatha. We can not help but compliment you on the courteous service we received from your steward and the waiters in the diner. They went out of their way to be sure that everything was done to make our meals on the train enjoyable."

C. W. Pratt,  
110 North Franklin St.,  
Chicago, Ill.

## PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

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St. Paul, Minn.



## An Engineer and His Hobby



Engineer-Artist William F. Henrich and one of his canvases.

A long time ago, when Engineer William F. Henrich was a third grade pupil in one of the Milwaukee, Wis., public schools, he drew a crayon portrait of a blue jay which his teacher sent to the St. Louis World's Fair. Recognizing hidden talent, she did her best to develop his natural gift, but unfortunately Pa and Ma Henrich had other ideas. Apprehensive of their little Billy's future in a profession which could only lead to a cold attic with his meals dependent upon a paint brush and capricious clients, they steered his interest into other channels; and so it happened that Billy forgot all about drawing birds.

School years passed and Bill, still no budding artist, decided that he would follow the plow. With this idea in mind he started out with a pal early on the morning of Mar. 10, 1912, headed for Dousman, Wis., and a job tilling the soil. After a short interview, during which the prospective farm hands learned that their spare time would be devoted to splitting wood, they took the next train back to Milwaukee and Bill headed directly for the Milwaukee Road roundhouse. That same evening he was on the payroll and a few months later he was set up as a fireman on the old R&SW Division; a good job but scarcely conducive to artistic development.

In the course of time Bill married and acquired a family, became an engineer and moved to Racine, Wis. It

was some 40 years after the "blue jay incident" before he again felt the urge to draw pictures. He well remembers the day—it was July 25, 1943—when he finished his first painting. Although it was only a reproduction of one he had seen in a magazine, as his first attempt to work with colors it was a triumph and completely astounded his friends. Encouraged by their interest and admiration, he began to paint in earnest and soon had some of his pictures on display in local shop windows.

By the winter of 1944 Bill knew that he needed more training and criticism so he enrolled in the Wustum Art School at Racine, where, on the strength of the material he submitted, he was allowed to join the professional painting class. There he learned to mix colors properly and to paint portraits, murals and nudes with the professional touch. His favorite mediums are pastels and oils. He built all of his own equipment too—palette, guide, art case and so on—and the lights which often burn late in the basement of his home are an indication that he is at work on one of the many phases of his new-found hobby.

That is what Bill intends to make it, just a hobby. Since the discovery of his latent talent he has had many opportunities to capitalize on it, but he says that a complete mastery of the brush requires many years of study and practice, and that starvation in a garret holds little appeal for his family,

which has, in the meantime, grown accustomed to regular meals. Bill admits that he enjoys them too. And, in addition, his avocation must share the spotlight with his work for the Racine Area Service Club, of which he is chairman.

### Western Scenic Beauty Inspires Poem

"This past May I traveled, via the Milwaukee, from Tacoma to Chicago; for many years my husband, Dr. Edgar Dodds, and I always went 'Milwaukee.' Never before had I realized fully the beauty of the scenery or enjoyed so much the comfort and excellent service of the Road.

"Doctor Dodds was the surgeon for the Milwaukee at Missoula, Mont., at the time of the building and electrification of the Road, so we both have had a special interest in its progress. He died in 1943 but were he here today he would join me in congratulating you upon your plans for a finer train, a Puget Sound Hiawatha.

"Climbing in the early evening out of Butte, I wrote these lines about the grandeur of Pipestone Canyon:

"Immutable, like fabled monsters,  
Out of time unknown, and space,  
Rear the tors of vast proportions,  
Furies of a glacial race.  
Mile on mile they loom unending,  
In sphinx-like silence, doom impending.

"Far away the purple foothills,  
Backdrop for a dying sun,  
Slant tinted shadows down the canyon,  
When the glare of day is done;  
Touch the tors, with beauty gleaming  
As by magic, ugliness redeeming."

Mrs. Mabel P. Dodds,  
822 North J Street,  
Tacoma, Wash.

Man is the only animal that blushes.  
Or needs to.

A young skeptic went about trying to disprove all the commonly accepted beliefs. He made his first great demonstration when he gave the lie to the statement that "a watched pot never boils." He actually watched a pot until it did boil. It was equally difficult, but as worth while, to prove that sometimes a rolling stone does gather moss. He kept on, however, until he amassed considerable data on the subject of popular misinformation.

Then he heard the statement that "an Indian never forgets" and he set out to disprove it. He went out to the Crow Reservation in Montana and became acquainted with a young buck. He asked him if he liked eggs; and the Indian replied:

"Yes."  
Twenty-five years later the skeptic returned to the reservation and met his Indian friend. Raising his hand in salutation, he said to the redskin:

"How!"  
"Fried," the Indian replied.

# The Milwaukee Railroad Women's Club

## ★ Marmarth Chapter

Mrs. Forest C. Williams, Historian

The "Know Mississippi Better Train" arrived in Marmarth on July 25th around four o'clock. There was a large crowd at the station to welcome it, including Milwaukee Railroad Women's Club members.

Our club house was open to our visitors with a lovely display of locally grown flowers, corn, wheat, oats, tree lettuce, beets, onions, carrots, squash, and cucumbers. The grains and vegetables were from the George Couture and Russell Gilmore farms. Mrs. John Chumura and Mrs. G. B. Childers furnished the flowers. Mrs. Childers took some pictures.

W. E. Barnes, head of State Department of Education for 21 years, was our first Speaker, Si Corley for Department of Agriculture, second speaker, ex-Governor Dennis Murphree was then introduced.

The train consisted of 15 Pullman cars, carrying 211 people. It left Jackson, Mississippi, July 14th.

These tours were started in 1925, discontinued during the war, and this is the first trip since. Each year they travel the North American Continent, from Savannah to Alaska, and from Mexico City to Prince Edward Islands. In these seventeen years more than 500 towns and cities in the United States, Canada, Alaska and Mexico have been visited.

The train was equipped with dining car, mail and telegram, medical attention by Dr. Felix J. Underwood, state health officer, and the daily bulletin and newspaper. The purpose of this train was to make friends for the State of Mississippi amongst the people of the towns and cities visited. The "Know Mississippi Better Train" traveled the Milwaukee Road from Tacoma to Chicago.

## ★ Minneapolis Chapter

Mrs. H. R. Campbell, Historian

Our party for the Elizabeth Kenny Institute was a great success. Legion Hall was jammed with members and their friends, who played bridge, 500 and bunco. There were prizes for each table plus door prizes galore—59 to be exact. Cakes were raffled off and, of course, refreshments were served. \$135.74 was realized, and a check for that amount was presented by our president, Mrs. Webster, to the Institute.

Congratulations to Mrs. Conway and her committee for making the party such a successful one.

## ★ Channing Chapter

Mrs. W. L. Myers, Historian

The 4th of July celebration and welcome home to service men and women, which was partially sponsored by Channing chapter, proved to be a very successful venture. The weather was ideal for the program, which was opened with the parade led by the service men in uniform and the band, followed by several beautiful floats, doll buggies and bicycles. Although our float didn't receive a prize, the committee on that project is to be commended for its hard work.

Following the parade, the Gold Star parents were presented with potted plants. Our school superintendent, Mr. Eckholm gave a short talk. Rev. Fast also spoke a few words in keeping with the day and gave the benediction at the close of this part of the program. Music for the occasion was furnished by local talent.

Various stands and amusements were operated throughout the day. Channing

## Announcement

Of Interest to All Voting Members  
of The Milwaukee Railroad  
Women's Club

The biennial meeting of the general governing board and the general get-together luncheon for all voting members will be held at the Hotel Sherman, Chicago, Ill., on Oct. 18 and 19, 1946.

This will be the first time we have all been privileged to get together since the spring of 1940, due to the fact that no conventions were held during the war.

Your local chapter president will be happy to supply you with any information desired.

I hope that you can all take advantage of this opportunity to meet and become acquainted with members of other chapters, and I am looking forward with pleasure to the occasion.

Lillian J. Loderhose,  
President General,  
The Milwaukee Railroad  
Women's Club.

Chapter sold "hot dogs" and barbecued hamburgers. A profit of nearly \$40 was realized. We sincerely appreciate the help everyone gave us.

Many service people and their guests were served a free baked ham dinner. A baseball game was played in the afternoon. At night there was a beautiful display of fireworks. The day's celebration ended with a dance at the Sagola clubhouse in the evening.

The total net receipts of the day were almost \$450. This money has been set aside to be used to finance a similar event next year. The homecoming was a complete success in every sense and each and every person who helped in any way can be sure his efforts were greatly appreciated.

Next regular meeting will be on the first Tuesday in September.

## ★ Ottumwa Chapter

K. M. Gohmann, Historian

Ideal weather, plenty of good food, an interesting ball game played by teams composed of roundhouse and maintenance of way employees, and bingo for the evening entertainment, made a success of our July 14th annual picnic at Leighton Park. Had a nice attendance, including Mr. and Mrs. H. L. Neal of Blakesburg, Mr. and Mrs. Aron H. Summy and daughter Mary, of Hedrick. General chairman of the picnic committee was Mrs. R. O. Clapp, assisted by Mesdames Fred Wilford, E. E. Whited, Norbert Davis and Frank Chrisman.

Mrs. M. L. McNeerney, a former president of our club, ventured away from home for the first time on August 5th since suffering a heart attack last April 1st. She is much improved and it is hoped will soon be well again.

Planning to open our next season with a noon luncheon on September 6th, and we are hopeful that our club house will be available at that time.

## ★ Wisconsin Rapids Chapter

Mrs. Howard Gibbs, Historian

Members of our chapter, their children, and two guests enjoyed a picnic dinner in Lyons Park Tuesday, July 16th. After the dinner, everyone engaged in contests which were conducted by Mrs. Clarence Brave, prizes being awarded to Mrs. Ray McCulloch and Mrs. Lester Staeger. Juvenile prizes were won by Bobby Kroll and Joyce Randrup.

Mrs. Ray McCulloch was Picnic Chairman, assisted by Mrs. Lester Staeger. Our next regular meeting will be held the third Tuesday in September, with Mrs. Lester Staeger at Nekoosa.

## ★ Tomah Chapter

Mrs. Francis Brown, Historian

Tomah Chapter has been enjoying a vacation since the May meeting. A picnic was scheduled for June at Willow Park, but owing to the rainy day it was held in the club rooms. We had a good crowd and the members enjoyed playing cards. After the pot luck supper. Cake and ice cream were furnished by the club.

Our membership committee was busy during some of the vacation, getting old members' dues and some new ones. We finally made the grade.

## ★ Sioux City Chapter

Mrs. Ben Rose, Historian

Reports at the June Board meeting: Mrs. Geo. Wean, Membership, 697; Mrs. T. Snyder, Treas., \$419.30; Mrs. E. Cussens, Sunshine, \$36.39. Mrs. J. T. Hansen, Good Will Project, which is not measured in dollars. Yet, it has been since its inception a "humming activity." As do all alert and active organizations, the promotion of this Good Will finds new fields of endeavor and problems for solution. A recitation of its many accomplishments would make a too-lengthy report. Again our Milwaukee Railroad Women's Club is graphically proving its usefulness.

Following the business meeting, the Board gave Mrs. Hansen a miscellaneous-going-away shower. The remainder of the afternoon was spent in reminiscing and also welcoming Mrs. J. D. Shea, who with her husband succeeds the Hansens.

Shakespeare's definition of a man includes the qualities of gentleness and honest thought as specific components. Rightly mixed, the Bard opined that Nature could "say to all the world, "THIS IS A MAN." The complete verse from Julius Caesar is inscribed on a bronzed plaque which was presented to—"Jerry T. Hansen, by employees of the Chicago, Milwaukee, St. Paul and Pacific Railroad, in token of their Respect and Affection. Sioux City, Iowa. June 1946."

The presentation took place at a farewell dinner for the Hansens (who have been transferred to Miles City), given at the Mayfair Hotel, Sunday evening, June 2. Simultaneously Mrs. Hansen received a handbag from our chapter, presented by Mrs. Jay Bailey, president.

Among those who expressed the sentiments of our local Milwaukee Road group were: Clyde Zane, George Wean, Homer Snow and Harry Hoskins. But not in a whole book could the depth of our emo-

tions be adequately stated. During the eight years of their sojourn among us, they have ever rejoiced with us in our attainments and have sorrowed with us in grief and misfortunes. This, we can never forget.

Assisting on the Dinner Committee were Mesdames Welland, Gaskill, Bailey, Eckert and Wean.

The pay-off luncheon of the membership drive was held in the Shriners' El Bon Club. Happy in our achievement (697 members) the losers felt it was a privilege to be hostesses on such an occasion. Mrs. J. D. Shea was honored guest during the afternoon of cards. We are happy to have her with us and anticipate many pleasant relationships, personally, as well as in chapter activities.

The annual picnic was held in Riverside Park Sunday evening, July 14. The canopied branches of our famous old oak trees made excellent umbrellas during the several short and cooling showers which fell upon a good natured and nonchalant 115 people.

Among the winners in the various children's games were Carole Davis, Billy Kelley, Pamela Conway, Jimmie Adelman, Francis Joestman, Rodney Asbra, Jill, Judy, Nicky, Larry and Jerry Boyle, Mary Conway, Patty Welcher, Lynn Adalna, Dean Kelley, Linda and Beverly Bailey, Florence Christopherson, Evelyn Woestman and Mary Ausdahl. The prizes were dolls, mechanical toys, animals and stationery.

Casualty of the traditional ball game—Engr. E. J. Hopkinson, who caught the ball—with his eye. Latest bulletin—Convalescing but still warming the bench.

### ★ Spokane Chapter

Mrs. W. T. O'Reilly, Historian

Spokane Chapter is pleased to report that Mrs. George Hill was recently elected president of Spokane City Federation of Women's organizations. Mrs. Hill has her Federation affiliations through the Tuberculosis League. Past president of the Washington State Society, Daughters of the Confederacy, she is a past president of Mildred Lee Chapter and has held other presidencies, notably the Spokane Presidents' Council and the Milwaukee Railroad Women's Club.

Mrs. W. F. McDonald, a former Spokane resident, now of Milwaukee, Wisconsin, visited friends here while Mr. McDonald attended the convention of the American Society of Civil Engineers.

This is just to keep Spokane Chapter on

## Milwaukee Road Train Carries Six Stageloads!

The following article, copied from the *Davenport (Ia.) Weekly Gazette* of Oct. 26, 1870, concerns the Davenport & St. Paul Railroad, construction of which was begun in 1869. It was purchased by the Milwaukee Road in 1879 to form the beginning of the Davenport-Maquoketa branch line, a portion of which (between Eldridge and DeWitt) has since been abandoned.

"Saturday last the new passenger coaches and baggage car of the D. & St. P. R.R. were put in service and the first regular passenger train over the road inaugurated. There were passengers enough on the cars to make half a dozen stage loads, and yet several missed the train, or the omnibuses, and could not 'foot it' out to the starting place, upper Brady Street crossing, in time. The new cars attracted much attention along the road, and scarcely without an exception at every farm house near the road women and men folks and the little ones waved a welcome, and cheered success to the new railroad.

"The train left at 7:15 a.m., and soon was at Eldridge Junction 10 miles from Davenport. Fifteen minutes was announced (unofficially) for breakfast. As hot cakes and coffee were not ready, off

the map even though we are not holding meetings during the summer. We had a no host luncheon at the Desert Hotel honoring Mrs. W. F. McDonald, with 30 guests present. It was a most enjoyable affair and gave us all an opportunity to say a few words to Mrs. McDonald, who has always been held in highest esteem by Spokane Chapter, having been president during a very trying period—year 1930 to be exact.

went the train. Next stop was at Long Grove station, 14 miles from the city. Here the honest yeomen were out in full force. The fine large flag that during the late war was displayed in honor of victories for the Union, was brought out and hoisted to the breeze of the lovely morning, and waved a welcome to the pioneer passenger train and railroad through *their* town. Leaving Long Grove, in a few minutes the Wapsie was crossed, and in 12 minutes the train halted in front of the Gates House, DeWitt. A real passenger train was unexpected. Yet there was a crowd to welcome it which soon increased in size, when the cannon sounded forth in loudest tones a greeting. From the expression of good will heard on about every hand, we have no hesitation in saying that the people of DeWitt feel particularly friendly to the Davenport & St. Paul Road, and the people of Davenport. They recognize the enterprise in both cases as something that will be much for their benefit also.

"The fare to DeWitt is only 90 cents; to Eldridge Junction and Long Grove, 50 cents. Passengers should bear in mind that trains run by Chicago time, which is about 15 minutes *ahead* of Davenport time. Our citizens generally will be pleased to hear that the road is doing better than could be expected for so short a run. This time next month, unless the weather should be unusually rough, the cars will reach Maquoketa. The tracklayers are slapping down the iron lively, and are today nearly three miles north of DeWitt.

"Yesterday arrangements were made for the immediate building of a station house at Long Grove. The building will be well finished throughout. The shingles are to be soaked in a salt solution to prevent liability of fire from sparks. Dr. Richardson, we understand, is to be the agent at that station."

First Lunatic: "Betcha you can't climb up that beam of light that's shining in the window."

Second Lunatic: "Do you think I'm crazy? I'd get half way up and you'd turn it off."

A prize heifer belonging to a farmer was chewing her cud in a pasture when a stranger happened along and admired her. So he drove over to the farmer's house to see if he could buy the handsome animal.

"What'll you take for your cow?" he said.

The owner narrowed his eyes, ejected a squirt of tobacco juice, and wiped off his mouth before he answered:

"First-off I wanter know if you're the tax assessor or has the cow been killed by a railroad train?"



Float entered by the Three Forks Chapter of the Women's Club in the second annual Lewis and Clark celebration parade held in that town on July 28.

## CHICAGO GENERAL OFFICES

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

After almost 48 years of railroad service, Edward J. Fricker took his pension on July 31. For many years he was a familiar figure in the bill and voucher bureau of the district accountant's office at Milwaukee and on the chief disbursement accountant's force at Chicago. Eddie can now put in full time on his home on Milwaukee's south side. We know his many railroad acquaintances and friends wish him many years of enjoyment and rest.



Edward J. Fricker

Back from service in the navy is Dick Biggott, now plugging away in the bill and voucher bureau.

Iona DeCamp of the general bureau has returned after a siege in the hospital and convalescence at home. Evathing's okay now, says Iona.

Wedding news—and there's plenty of supply and demand on this subject. Most of this information can be attributed to your correspondent's zealous helpmates, Felicia Kosiba, LaVerne Bussell and Jean Franz.

An announcement we really neglected was the wedding of Dolores Pohl and Edward Banderowicz at St. Veronica's Church on June 29. Mr. and Mrs. Banderowicz could be celebrating anniversaries already if someone didn't arouse Yours Truly once in a while.

July 13 marked the wedding of Beatrice Eckert and Richard Surmin. The ceremony was performed at Bethany Lutheran Church. This is another slip-up, but you'll notice I'm getting closer all the time.

Aug. 10 was the date of the Mervyn Glees-William Stangl marriage. At the latest checkup we were up-to-date on nuptial news.

Hubert "Zeke" Glombeck left the railroad family on Aug. 17. "Zeke" is trying his luck in another field and his pals in the SPT gang wish him the best of luck.

Mary Ann Podgegracz presented Mr. Porgegracz with a baby girl, Susanne Catherine, on July 27. Mary Ann formerly worked in the SPT office but has turned her efforts toward home making.

Better than half way through our schedule, the CDA golf league is looking forward to finishing the season at Bartlett Hills without serious injury or ejection for damages to the course. We have a tie for the lead between Bob Wilson and John Gross, with 14 points each on a "games won" basis. Harry Johnson, Bill Wilson and Quentin Robinson trail closely, with 13 points each.

#### Standing—Aug. 15

	Won	Lost	Tied
Bob Wilson	7	2	0
John Gross	7	3	0
Harry Johnson	6	2	1
Quentin Robinson	6	2	1
Bill Wilson	5	2	1
Emil Rachner	4	3	2
Bill Wires	3	4	3

## Purchasing Department

Josephine O'Hara, Correspondent

Another year has rolled around and Morgan Pritchard is again passing around those books of tickets for that home to be raffled off in his community, Glenview, next month. Milwaukee Road people have a special interest in this thriving suburb, for it is served by our railroad, which would make it only fitting that the lucky winner should be one of our members.

Two of our girls, Marilyn Rycroft and Dorothy Croffoot, visited the Illinois State Fair and Marilyn returned with a Charlie McCarthy doll. Yes, she won Charlie because another man didn't guess her age correctly.

Bob Reiter met up with a rather freakish and somewhat serious accident recently, which resulted in a neck injury. Although he insists that it happened while he was bowling, there are doubtful expressions on several countenances around here as to the origin of the accident.

Members of group three are happy that Andrew Markus is away on vacation because his absence has given them a chance to see of what material the top of his desk is made. You see, Andrew's busy personality is constantly expressed on the top of his desk.

Our vacationers are all returning with very healthy and colorful appearances, but to date none of them have offered competition to Kay Wilson, who came back after a leave of absence with the "tannest" tan in the office.

Our sincere sympathy is extended to Dorothy Mae Easton, whose father passed away on Aug. 4.

Charles Gooding is the happy and proud recipient of our congratulations, for he is now the father of a baby daughter, Stephanie, weighing six pounds, 13 ounces, born on Aug. 12 in Libertyville, Ill.

## Freight Claim Department

Ray Allen, Correspondent

Charles Good has returned to work in the OS&D bureau since being discharged from the navy. Chuck served for two years, being stationed at Great Lakes, Madison, Wis., and San Francisco.

Four of our cutest tricks have resigned: LaVerne Harris, Betty Misurelli, Dorothy Cherry and Anita Stade. Good luck to you all. Sure going to miss you.

No doubt most of you have read the famous baseball poem, "Casey at the Bat." With the bases loaded and all the Mudville fans whooping it up, for it was "Mighty Casey's" turn to bat, what happened? Casey struck out! Well, all I can say is that Casey hasn't got a thing on our own Jim Dietz of the record bureau. Just ask Jim—and then duck.

Esma Chaden has mailed her Christmas cards to the folks down home in Missouri. Esma says with good luck and a break on the weather, the cards should arrive about a week before Christmas. Esma's home town was also mentioned in a recent issue of the *Chicago Sunday Tribune*. It seems that this town is the home of the world's champion badge collector. Now, ain't that sumpin'!

Marilyn O'Donnell of the typing bureau has returned from a very exciting week's vacation spent at Lake Lawn, Delavan, Wis. O'D. said it was sure a grand feel-

ing to take a peace-time vacation and see something besides all girls.

Lorraine Held's boy friend, Stan Morrison, is back home and discharged from the navy.

Eleanor Bialek Anderson, formerly employed in the typing bureau, is the proud mother of a new seven pound-six ounce baby daughter. The baby's name is Kim.

Two former employes of the F.C.D., Loretta Pajak and Elaine Rutkowski, paid us a visit in August.

Claim Adjuster Roy Born is running around the office very proud of himself, as he recently became a grandfather.

Betty DeBusman and Fred Westlund are hanging on the same streetcar strap on that short ride to and from work. Incidentally, Betty caught Virginia Molinaro's bridal bouquet.

Mary Powitz of the typing bureau has a lot of interesting stories to relate about little happenings that took place while she was vacationing. Mary had quite a time visiting the Smoky Mountains. Miami, Fla., and Havana, Cuba.

Your correspondent recently had the pleasure of meeting Joe Reading, a retired employe of the F.C.D. Joe said to be sure and tell all the old timers "hello."

Rumor has it that two cute colleens in the record bureau, Rita McCarthy and Noreen Callahan, are late victims of "moon dust." Well, how about it gals? When are the weddings scheduled?

At this minute the A.B.C. radio program is signing off, and so am I.

Propaganda is the other side's case put so convincingly that it annoys you.



John Molinaro and his bride, the former Virginia Bartosch, an employe of the freight claim department, Chicago. The picture was taken following the ceremony at St. Ferdinand's Church on July 20.

## Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Charles Davis, building engineer, who entered Edgewater Hospital on July 19 for an operation, is back on the job and looking over the radiators in such a way that oldsters say the coming winter will be a long and cold one.

Alvin H. Payne, first floor AOC&SA department, celebrated his 25th anniversary as a Milwaukee Road employe on Aug. 4. Al is the last of the Spanish War "old guard" in the building and helped Teddy Roosevelt and his Rough Riders charge up San Juan Hill in 1898, with a Texas cavalry regiment. His son, Howard, was in the Engineers in World War II and fought in the battle of the Bulge.

Sherman Arp had a strenuous vacation in the wilds of Canada, where he went to rest. First report received had him being chased by a bear; second report stated: "I'm a bit tired but still holding out." We wondered if the same bear was still after him.

Joan Nelson Boe, former employe of the freight auditor's office who left us about a year ago to marry Jimmy Boe, who was employed at the Union Station and later in the Armed Forces, brought little blue-eyed blond Jimmy to see us on Aug. 14.

George Schmalbeck, interline, went to Danish-American Hospital, Aug. 12, for an operation. We all hope for a speedy recovery for him.

"Little Kathy"—Kathleen Hill, waybill filing bureau—left the service of the Road on July 31 to prepare for her marriage to Francis Van Sant on Sept. 14. Her friends gave her a lovely chenille bedspread and personal gifts. The gifts were presented to her on the day before she left, which was also her birthday. We all wish "Little Kathy" lots of luck.

Monica Gunia, interline, is to be married on Sept. 1 to Casey Simmons.

Arthur Schrock, employed in the rate bureau for many years and who left us to work for the Marquette Cement Company, died on July 22.

Ann Siret of the machine accounting room and Marty Griebenau, who formerly worked there, are to be married on Aug. 31. Marty left us recently and is now employed at Burlington, Wis. He was in the navy during the war and was very active in baseball and basketball circles.

Vacationing has been the big topic in the machine room. Eddy Marks vacationed in old Chicago, Helen Breen at Seattle, Wash., and Tillie Ziemann with a trip by car around Lake Michigan. Olga Thal vacationed with her parents at Wisconsin Rapids. Margaret Jones vacationed at home, serving as nursemaid to her nephew, who now has a new brother.

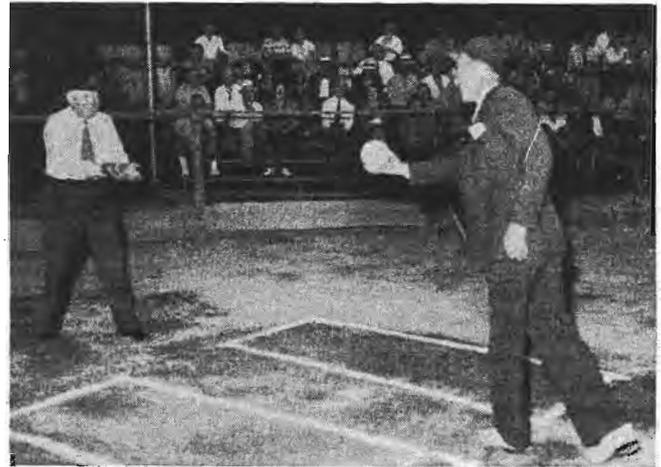
On returning from his vacation, J. Fred Miller of the Booster Club received precise instructions from the brothers and sisters, including Wager and Murrin, on how to use the little green net in the Pullmans.



Jo (left, we think) and Elizabeth Iwanski are the identical twins who cause confusion wherever they go, but only because of their remarkable resemblance—especially when amused at the same time. Fortunately, they do not work together. Jo is in the paymaster's office, Chicago, while Elizabeth is employed in the freight auditor's office.

September, 1946

Freight Auditor William Nickels (left) and Passenger Accounts Auditor Arthur Dryer demonstrated how they did it in the good old days as a pre-game attraction on the night of July 23 when the Milwaukee Road men's softball team of Chicago played the Utilities Engineering team and beat them 9 to 4. Bat Boys Don and Jim Johnson are shown with the team. Left to right: Peter Lincioni, manager, Robert Hall, Jim Dietz, Ray Allen, Jack Canty, Al Ulrich (face obscured), Robert Notson, Jack Jennings, Willard Wilkinson, William Rice and Ed Duszak.



## Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Cora Blodgett retired Aug. 13, and after a few months' rest intends to do some extensive traveling. To help her realize this desire, her friends at the office presented her with a set of matched luggage. A farewell dinner was given in her honor by eight of her friends, on Thursday, Aug. 15, at Math Izler's Casino, and a hilarious time was had.

The Kinataders became the parents of a daughter on July 28. Her name is Barbara Catherine.

Tom Nape also passed out cigars, as the stork ushered in Thomas Morton Nape, Jr., on Aug. 6.

Mary Leemutte spent a very memorable and romantic week in Winter, Wis.

Bessie White toured the East and Tony Rocco went to New York City on their vacations.

Herb Gumz went to Sturgeon Bay to find out if it was true that the sturgeon needs no urging.

Violet Meinke and Wilbur McDonald were married, Aug. 17, at Hope Epiphany Lutheran Church, followed by a reception attended by their many friends from the office. Violet and Wilbur received many beautiful gifts and good wishes.

Buzz Martin resigned to continue his education at Chicago Tech.

Lucille Ayers became engaged to Richard Bulaich on Aug. 7.

We are now waiting for the sound of wedding bells, since Art Sommers presented Beverly Nancarrow with a diamond.

Bev is a former employe and well liked. We wish them both luck and happiness.

Postwar vacations: What money was saved during the war is really changing hands and climates now. Ed Rumps and family spent six heavenly weeks in sunny California, John Stubing hibernated in northern Minnesota, Ken Stone and wife took to Iowa like a duck to water, Orrin "Putt" Putnam and his family graced the old homestead and Phil decided it was the proper time and place for whooping cough. But the vacation that topped all vacations was Erna Reck's—a three-month tour of the West.

## Passenger Traffic Department

Doris Jones, Correspondent

Looks like the West has the strongest attraction for our vacationers this month. There certainly is plenty of territory to cover out that way and Ralph Burbank, intent on seeing quite a bit of it, has the Grand Canyon, Los Angeles and a visit with his brother in San Francisco on his itinerary. Bill "Before-the-War" Nelson is also planning a trip to California, via automobile.

John Dunne was so well impressed with that Texas country while stationed there, that his trip is planned to take in Arkansas, Texas and Mexico. Bob Chermak decided he would like to return to Miami and see what it's like from a civilian's viewpoint.

The reservation bureau advises that Mrs. Bernice Murphy made her first trip west on The Milwaukee Road to Seattle and also enjoyed a side trip to Los Angeles.



Group at a dinner party given on July 17 in honor of Hattie McMurray of Los Angeles and Pearl Sacks of Seattle, formerly of the car accountant's office. Seated, left to right: Myrtle Gannon, Laura Long, Hattie McMurray, Pearl Sacks, Charlotte Peyrot, Elsie Graening and Pross Roberta. Standing, left to right: Margaret Gallagher, Marie Streiber, Oma Carruthers, Viola Asa, Madalaine Koehler and Rose Parker.

The advertising department has been rivaling the reservation bureau in the number of changes recently. Bud Waggoner returned on July 22 as shipping clerk (and with a mustache, no less), and when Raymond Peters returned to service after his little sojourn in the navy, Al Pope moved to the reservation bureau. They have also welcomed Bettina Stallman as accountant while Mary Gunderson is on a leave of absence.

At this writing there is no change to report in the office boys in room 700; must be they like it.

### Car Accountant's Office

Harry M. Trickett, Correspondent

Early on the morning of July 24, Joseph Kowal's Packard coupe was stolen from his driveway in Bartlett, Ill. It was only the second car stolen in that city over a period of many years and no report has been forthcoming of its whereabouts.

On Aug. 8 Joe discovered a diphtheria quarantine sign placed on his home and has been unable to find out who is responsible for it, especially when both of the children are healthy.

Jake Lewin was again hospitalized for observation on July 29, but has gone home for a month's complete rest.

Margaret Norris submitted to minor surgery on July 18 and after a few weeks' convalescence returned to work.

July 24 was the lucky day for Janet Tabor when her fiance placed a diamond ring on her matrimonial finger.

Corrine Rohde also has a sparkle in her eye since Aug. 1, when she received her engagement ring.

On Aug. 3 Mary Dordan was united in marriage and is now Mrs. William Lemke. There being no previous announcement of her approaching marriage, an office bridal shower was held on Aug. 10, at which she was presented with many useful gifts, and flowers.

Caroline Heiser resigned on July 20, after many years of service in our office, and will assume the full duties of a housewife. Her co-workers presented her with an electric clock and various gifts and flowers.

Hulda Streck was the recipient of a purse on Aug. 3 and her desk was decorated with miniature animals and farm books, as she was leaving the office and moving with her family and grandchildren to a farm at Baraboo, Wis.

Mary Skiles attended the Springfield state fair on Aug. 10, but returned without any ribbons.

Berniece McWhiney has been on a sick leave since July 12 and is now convalescing at home.

"Smile that way again, dear."  
She blushed and dimpled sweetly.  
"Just as I thought. You look like a chipmunk."

### Sleeping and Dining Car Department

William R. Jones, Correspondent

It certainly did seem good to see B. J. Schilling back on the job and he looked wonderful; and with that gleam in his eyes, it was very obvious he was all set to make up for the past months, following his operation.

Special Representative T. J. Rowley is back after a week's rest, looking good. All that is missing is a nice coat of tan.

Congratulations are in order for Bill Jones and his wife, on the arrival of Miss Emily Alice, Aug. 3.

Now that Charles Rozek has found a home that comes up to his expectations, everything will be back to normal, as far as Charlie is concerned. Lucky Charlie. There are others, here in the department, who are likewise in need of a place. Any leads would be appreciated.

One of our veteran waiters, Wilbur Monroe Slaughter, has retired after many years of service with the Road. Our best wishes for his retirement, now that he has joined the ranks of leisured gentlemen.

Letters of condolence were sent to the families of Waiter Perry Harold Gambrell, who passed away on Aug. 2; Waiter James W. Fuqua, who passed away on July 15; and Waiter William Stephen, who passed away on June 7.

Vacation time has practically come and gone and if anyone wishes to make an

ideal itinerary of the different sections of our wonderful country, they should try any of the following points which were picked as favorite "spots" to enjoy a vacation. Dorothy Miner selected the Northwoods at Minocqua for fishing, which she enjoyed very much, and can we blame her? She had Mark along. Kay Masterson took her usual ride up to her retreat in the Fox Lake region. Helen Haut spent a few days at Cedar Lake, Ind., and, much to her regret, only one day at the Dells. Eddyvine Ciecielski went on the best train ride anyone could possibly take when she rode the Olympian out to Seattle. Al Guettel prefers spending his vacation visiting his grandchildren in New York. William R. Jones was kept occupied at home for a special reason. To date no one has found out what's the big attraction in Cleveland that draws Rene Chauveau. Ruth Juhnke, according to custom, goes to Florida in the spring or Texas in the fall. George Converse of the commissary is enjoying his vacation — destination unknown. We all know Marie Keys will enjoy her vacation in good old Chicago; likewise Margery Lambin, who is perfectly contented to stay at home, now that her "hubby" is back. Lee, our office boy, plans a jaunt in the near future.

### D & I DIVISION

#### First District

E. Stevens, Correspondent  
Office of Superintendent  
Savanna, Ill.

Miss Jean Mulder, daughter of chief clerk to D.M.M. at Savanna, was one of seven 1946 graduates of Carroll County high schools to receive scholarships in normal colleges of Illinois. Each high school in the county is entitled to one scholarship each year, to be awarded to the highest ranking member of the graduating class who signifies an intention to teach school in Illinois.

Mr. and Mrs. Frank Wilder (the former Nelle Nolan of Savanna freight house) and Mrs. Wilder's father, William Nolan, a retired car department employe, Wilmar, Calif., arrived in Savanna the latter part of August for a visit with friends, and principally to attend the vets' convention in Milwaukee.

We hope that by the time these notes show up in print, Traveling Engineer Hughes, who has been confined to St. Joseph's Hospital in Elgin since the lat-

## Boosters Announce Golf Tourney

Attention, golfers of Chicago and vicinity! The Booster Club, which curtailed its golf activities during the war, announces resumption of its annual tournament on Sept. 15. The place, White Pines Golf Club near Bensenville, Ill., located on Church Road, between Irving Park Road and Grand Avenue. The tee-off is scheduled for 1 p. m., but entrants are urged to be in the line-up at noon. The valuable prizes donated by the Booster Club will be awarded on the Peoria Handicap system, which should give everyone a chance to win. Low gross prizes will also be awarded to the three low scorers, who will compete at a later date for possession of the championship trophy. Presentation of the prizes will take place at a banquet-style dinner, which will follow the tournament.

White Pines has excellent club house accommodations and two 18-hole courses, one of which will be assigned exclusively to the tournament players. Tickets are \$1.75 for golf, \$2.25 for dinner and \$3.75 for the combination tournament and dinner and should be ordered as soon as possible from a Booster Club representative or the golf committee. Members of the committee are William M. Hauck, room 44, Fullerton Avenue building, telephone local 280; Joseph F. Johann, auditor of expenditure's office, Fullerton Avenue building; and Joseph Kopec, engineering department, Union Station, Chicago, Ill.



## WHEN IT'S TIME TO RELAX

He who relaxes after one hard job is better able to carry on with the next. Light up a Dutch Masters and see what comfort its mellow goodness gives you—see how much more you feel like going back to work.

# DUTCH MASTERS CIGARS

ter part of July, will be back on his feet and come riding in on the Hiawatha diesel.

W. E. Long, retired machinist, Savanna, who has been visiting his daughter and son-in-law in Greeley, Colo., suffered a stroke on Aug. 1 while on a fishing trip in the mountains. Reports from his bedside are not very encouraging.

We regret to report the passing of two well known station agents, one on the first district and the other on the second district of the D&I. C. M. Mack, who was a familiar figure at Davis Junction for many years, passed away at his home in Davis Junction on July 18, as the result of a fall down the cellar stairs. He was buried at Monroe Center. Mr. Mack was born in 1860 and began his railroad career with the Milwaukee in June, 1883, as operator at Itasca; then was promoted to agent at Harper in 1884 and transferred to Bartlett as agent the same year. In 1893 he was made agent at Monroe Center and on Nov. 21, 1902, came to Davis Junction as agent, where he remained until his retirement on July 1, 1937. He was married Oct. 25, 1882, to Bell Wayland of Byron, Ill., and they celebrated their 63rd wedding anniversary last October. Surviving are his wife and a son and daughter, to whom we extend sympathy.

M. E. Ferris, agent at Caledonia, Minn., passed away on July 21, following a heart attack. Mr. Ferris started work as an operator on Oct. 5, 1905. He was appointed agent at Caledonia and worked there continuously up to the time of his death. Sympathy is extended to his widow and relatives.

## KANSAS CITY DIVISION

*K. M. Gohmann, Division Editor  
Superintendent's Office  
Ottumwa, Iowa ..*

With the transfer of Trainmaster W. T. Stewart to the same position on the Iowa Division, A. C. Novak returns to Ottumwa as KC Division trainmaster. For some time he had been trainmaster at Kansas City, working with Superintendent E. O. Eckert of the Milwaukee-KCS joint agency. A dinner was given at the Hotel Ottumwa on the evening of Aug. 3, by the officials of the division and the office personnel of Sherman Street building, honoring Mr. Stewart. Signal Supervisor R. C. Dueland was toastmaster. Brief speeches were made by Superintendent Hotchkiss, Chief Dispatcher Elder, Chief Clerk Sowder, Assistant Engineer Johnson and District Safety Engineer Riley, with a response from Mr. Stewart. He was presented with a gift.

Others to leave our division are Storekeeper T. A. Richards, who is also transferred to the Iowa Division, with headquarters in Marion. His chief clerk, Sodie Blake, Jr., goes to Council Bluffs as storekeeper. William G. McGowan, chief clerk to Mr. Lemay, Western Avenue, Chicago, comes to Ottumwa as assistant storekeeper.

A new employe at Sherman Street station is R. H. Scully, filling the position of clerk to chief dispatcher and ticket clerk. Harold served overseas for two years in the Tank Corps.

General Roundhouse Foreman Harold K. Hill has been a surgical patient in the Ottumwa Hospital for several weeks. He is recovering nicely and it is expected that he will soon resume his duties. During his absence L. V. Coots has been acting as general roundhouse foreman.

On Aug. 1 Superintendent E. O. Eckert was discharged from the Research Hospital in Kansas City, where he had undergone his second operation in four months. He expects to return to his position about Aug. 12.

Mr. and Mrs. C. F. Ebbert were called to Peoria, Ill., on July 25, when Mr. Eb-



**Donald L. Davis**, son of Section Foreman George H. Davis, Blakesburg, Ia., worked on the section at Rathbun prior to his enlistment in the navy, May 7, 1944. After boot training at Far-

ragut, Idaho, he went to officers' training school at Bowling Green, O., and was stationed at the Glenview, Ill., air base when discharged on July 15. He is now in the naval reserve and plans to attend Iowa State University.

**MAUMEE INDIANA**  
 WASHED AND DRY DEDUSTED  
  
 MINED AND SHIPPED BY  
**THE MAUMEE COLLIERIES COMPANY**  
 TERRE HAUTE, INDIANA

*For a*  
**FASTER  
 FINER**  
  
**Railroad Future**

The railroads of the United States deserve the nation's thanks for their part in the war; a tough task well done.

Now that peace has been restored, railroad officials naturally will begin planning for a faster, finer, railroad future.

Already new types of locomotives, passenger cars and freight cars have been projected, promising higher and higher speeds; greater passenger comfort; and increased freight hauling economy—with roller bearings again to the fore in helping to make the equipment designers' visions come true. The Timken Roller Bearing Company, Canton 6, Ohio.

bert's mother suffered a heart attack.

A daughter was born to Mr. and Mrs. Lee O. Van Dyke, Jr., at the Ottumwa Hospital on July 25. On the previous day a daughter was born to Ensign and Mrs. J. S. Coughlin at the naval hospital, Corpus Christi, Tex. Mrs. Coughlin is the former Elaine Van Dyke. The new babies are grandchildren of Conductor L. O. Van Dyke.

Only July 9 a son was born to Dr. and Mrs. D. G. Emanuel, Iowa City, Ia. Mrs. Emanuel is the former Mary Coughlin, daughter of Yard Conductor J. Coughlin.

B&B Carpenter H. M. Weber has a new son, James Milton, born on July 1.

Mr. and Mrs. Lester P. Kizer announced the marriage of their daughter, Laura Ellen, to James F. Murphy of Ottumwa. The double ring ceremony took place in the home of the bride's parents on July 27. They will make their home in Ottumwa, where Mr. Murphy is with the C.I.T. Corporation.

Mr. and Mrs. LeRoy L. Moon arrived in Greeley, Colo., late on July 24 to spend a vacation and at 2:00 a.m. on the following day Mr. Moon died suddenly. He was 55 years of age and had worked in the roundhouse at west yard for the past 25 years. He was buried in Ottumwa.

Alfred Doak, 73, retired roundhouse employe, died on July 27 at his residence in Ottumwa. He had suffered a heart attack. Burial was in the Brooks cemetery near Hedrick, Ia. Mr. Doak retired from active service in 1935.

Thomas E. Eskew, retired car and track department employe, died at his home in Ottumwa on Aug. 1. He retired in 1937, after 35 years' service with the company.

Trains 3 and 103, coupled together from Rutledge, Ia., Aug. 5, were the first trains to operate over the new Sherman Street race bridge.

Because of the serious illness of their daughter, Mrs. Frank J. Anderson, Time Revisor C. H. Baker and wife made a hurried trip to Benton Harbor, Mich., on Aug. 6.

Keith Kennedy, son of the agent at Ottumwa, was discharged from the army on July 20. He was in the army for over four years and sustained serious injuries in Alsace-Lorraine while serving in the Infantry.

Lloyd R. Lewman, who went to the

**BACK ON THE JOB.**

Gordon R. Christisen served aboard the USS Drew for 20 months, as a machinist mate third class. He was separated from service recently at Great Lakes, Ill., and has returned to his old job as fireman on the Kansas City Division.



William A. Genochio, son of Engineer Tony Genochio and a former roundhouse employe at west yard, Ottumwa, Ia., was inducted on Aug. 14, 1944, at Camp Dodge, Ia., and went overseas



with the 177th Field Artillery Battalion. Under the late General Patton he campaigned through Southern Germany and Austria. Upon cessation of hostilities in the ETO he was assigned to the army of occupation and served as a guard at Dachau prison camp. He was later stationed at Munich, Augsburg, Mannheim and several other places and visited Hitler's historic retreat at Berchtesgaden. Toward the end of his 15 months' overseas duty he drove a truck which hauled prisoners of war and displaced persons through the American zone. He was released from the army on June 28, as a technician fifth grade.

army in March, 1943, was recently discharged. He was injured while in service and did not resume work with our company.

Fireman Robert H. Shannahan, Cedar Rapids, who went into the navy in February, 1943, was discharged on June 17. He resumed work on July 31.

Eugene L. Dravenstott, who went into the navy on Oct. 5, 1944, was discharged on June 3 and resumed work on his old job as station helper at Excelsior Springs, Mo., on June 24.

Roundhouse Laborer William A. Genochio, Ottumwa, who went into the army on Aug. 4, 1944, was discharged on June 28.

Tommy L. Haney, former car department employe at Coburg, who enlisted in the navy on Mar. 7, 1945, was discharged on July 29.

**SEATTLE GENERAL OFFICES**

*Shelleah Williams, Correspondent*

Mrs. Betty Shults has taken a 90-day leave of absence to make a circle tour of the U. S. with her husband. Meanwhile Miss Odette Tilson is filling her place as traffic department steno.

Something we never knew until now is that Henry Williams (assistant to president's office) shoots golf in the low 70's and is a member of the Hole-in-One Club, a national organization with not too many members. Last month he divided his vacation between the Foster golf course and the sands of our local beaches.

**MARSH & McLENNAN**

Incorporated

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 ST. LOUIS

MILWAUKEE  
 MONTREAL  
 SAN FRANCISCO  
 LOS ANGELES

SEATTLE  
 PORTLAND  
 PHOENIX  
 VANCOUVER

Mr. McEwen's son, Laurance, is taking a vacation after being released from the army. As a member of the army's intelligence service, he traveled extensively, making trips to Germany, England and South America. He plans to enter Harvard this fall.

Miss Eva Duncan of the general agent's office fell and broke her hip in July. After spending some time in Doctors Hospital she was taken to Swedish, where it is expected she will remain for about two months.

Last month we mentioned Superintendent of Transportation N. A. Meyer planning to remodel his living room during his vacation. We regret to report that Mr. Meyer spent the time recovering from a stroke. At the time this is written it is reported that he is doing nicely.

Though the Milwaukee Service Club suspended operations during the summer, one of its activities—donations to the King County blood bank—continued. Some of those who made the long trek to the bank to give their pint deposit were J. Greer, Anne Williams, Bernard Shults, J. O. Mcllyar, A. G. Britzius, Dean Swanson, Margaret Hickey, D. Duncan, J. Nupp and W. Brundage. Others included were C. G. Lovell, Berniece Campbell, George Baker, Max Boydston, Mina Dow, Mildred Fetters, Harold Schneider, Harold Whatmore and Bob Sackerson.

Vacationists were still in the limelight last month. The Strassmans spent two weeks in California with their daughter, Jean, Jean Benner traveled to Detroit, Operator W. H. Holly went to Glacier Park for the fishing, Elsie Anscove (purchasing department) chose near-by Portland as her vacation spot, B. E. Lutterman retired to his farm near Redmond for a couple of weeks, and an informant listed Ruth Fowler (auditor's department) and Claire Laubacher (ticket office) simply as "on vacation."

Speaking of informants, your correspondent would be most grateful for any items readers would care to pass along. Either call extension 327 or write to room 6661, Stuart Building.

## MILWAUKEE SHOPS

### Car Department

George L. Wood, Jr., Correspondent

After 30 years of faithful service with the Road, Upholsterer William Lehman retired on July 31. In bidding him farewell, Foreman Harvey Klind said: "I'm losing the man that broke all records in the upholstery department for bond purchases throughout the war." A record to be proud of.



William Lehman

The new "lady in white" you see over in Miss Hurley's medical emporium is Miss Cecella Russell, recently discharged from the Army Nurse's Corps.

Congratulations to Mr. and Mrs. Marshall Johnson, who took in an additional boarder; a seven-pound baby boy, arriving July 28.

Passing through the lobby at the Schroeder Hotel we saw our own Harriet Boyle doing a grand job as one of the receptionists at the veteran's convention, held in Milwaukee on Aug. 28 and 29.

With little time to welcome Bob Sjogren, a recently discharged lieutenant (j.g.) to our department, we now bid him farewell. Bob was married to Marjorie Ann Fagerland of Boston, Mass., on Sept. 3 and is now on the west coast, about to enter law school at Stanford University.

A notable story concerning Welder and Mrs. Leroy Tice appeared in the state edition of the *Milwaukee Journal*. For those who did not read it, here it is in part:



# IN PEACE



# AS IN WAR

## O'Sullivan heels & soles

Made to stand the gaff

wherever the going is rough!

During the war the millions of pairs of O'Sullivan Heels and Soles worn by America's fighting forces withstood the hardest kind of wear and the roughest sort of weather with unexcelled endurance.

Today the improved insulating and non-skid qualities of the new peacetime O'Sullivan Heels and Soles are providing thousands of America's railway workers with more protection and safety underfoot, along with increased wear and greater walking comfort.



ask for **O'Sullivan**  
AMERICA'S No. 1 HEEL and SOLE

*You can own one of these fine Time pieces NOW!*

Any railroader will appreciate the super-accuracy of these fine pocket watches. Dependable to the split second, their sixteen jewel movements are superlatively precise. Limited number only. Satisfaction guaranteed of your money back. Send no money. Pay Postman C.O.D. plus postage. Price includes 10% Federal Tax. Order by number.

No. 61, 16 jewels. Small second hand. Chrome case. \$35.00



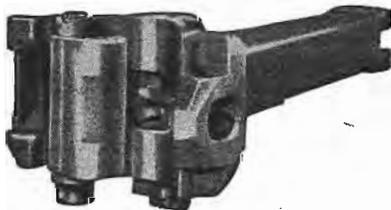
No. 63, 16 jewels. Small second hand. Modern thin design, deluxe face finish. Chrome case. \$37.50



No. 71, 16 jewels. Small second hand. Extra thin chrome case with double cover feature. \$39.75

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**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

"Sheriff Martin From has a purse containing \$752 and a restored faith in human nature. Both came from Mr. and Mrs. Leroy Tice of Milwaukee. The Tices, they related to the sheriff, had traveled from California to Chicago in a train seat just ahead of a sailor and his wife. The two couples did not become acquainted. At Chicago the other pair preceded the Tices off the train. The purse was left behind on their seat. The Tices picked it up, made an effort to notify the other couple and because they had to catch another train immediately, took the purse along with them to their home. It contained \$752 in cash and travelers checks and some jewelry. The name of Mrs. James Tewes, Owosso, Mich., was inside also. She was immediately notified by the sheriff and the purse is now well on its way to the owner."

We extend best wishes to Miss Abbie Wendell, a former CD employe and Hiawatha Band drum majorette, who became the bride of Richard Svoboda of Chicago on Aug. 24.

Former servicemen and the most recent to sign apprenticeship contracts under the GI Bill of Rights are James Curtis, tinner apprentice; Richard Voss, carpenter apprentice; and George Fedenia, carman apprentice.

We regret to write of the sudden death of Joe Ohlenforst on July 23. Mr. Ohlenforst was one of the oldest employes in the department, having served with the coach painters for the past 30 years. We extend sincere sympathy to his bereaved family.

Congratulations to Dick Weatherall (captain, army reserves) and Mrs. Weatherall upon the arrival of a seven and a half-pound baby boy on July 2.

The most recent to return from military service and back to their jobs in the department are Gabriel Atinsky, Stephen Augustine, Stanley Gralewicz, William Neumann, Oscar Fabian, Robert Buschmann, Sylvester Czerwinski, Joseph D'Alessio, Gordon Robinson, Raymond Weidensee, Kenneth Wodke and George Zego. The car department welcomes you, fellows. A wedding of interest to freight shop

**BACK ON THE JOB.** Al Vanden Breul, recently separated from military service, received a hearty welcome from the car department blacksmiths at the Milwaukee shops. Al was in service for three and a half years, with the 94th Infantry, and spent 15 months in the European Theater.



**BACK ON THE JOB.** Mike Moritz, machinist apprentice at the Milwaukee shops, has returned to work following a three-year hitch in the Army Air Corps. Mike was in foreign service for 25 months, mostly in the Central and South Pacific areas.



employes was that of Painter Herschell Fletcher and Miss Josephine Andlar, which took place in July. Best wishes to the happy couple.

Blacksmith Apprentice Joe Foren wrote a letter to his wife back in December, 1943, from "somewhere in the Pacific Ocean," en route to India. Mrs. Foren received the letter on last July 31.

**Store Department -**

*Earl L. Solverson, Correspondent*

August Steinbrenner of section G became the proud father of a six pound-eleven ounce daughter on July 26. She has been named Leslie. August received a phone notification while at work and dropped everything to rush to the hospital. In the excitement he made out his time card for a full day, although it was in the a. m. Congratulations, August. We hope there will be many more.

While attending the American Legion convention at Racine, Wis., on Aug. 4, Stockman Rudolph Freuler happened to be at the railroad depot when the national commander and national auxiliary president arrived from Chicago and were met by National Committeeman Jim Durfee. They all got into the first official automobile. The second official car was empty and the driver hailed Rudy to hop in, which he did. The cars sped down State Street with an official police escort and sirens blowing. Rudy had thoughts of being pinched but hoped a newspaper photographer would be on hand to get a picture as he stepped from the car, in company with the national commander and president. No such luck.

Frank Brewa of the garage carried one of the Milwaukee Road Post Number 18 flags during the four-mile parade, which was mostly on brick pavement and quite rough. Frank had a tough time getting into the army, due to his feet, but with considerable persuasion he was accepted and served for over two years. He surprised us all by marching in this parade and carrying the flag.

Stockman Earl Solverson marched in the stout men's squad, with "Doc" R. J. Mashek of Wisconsin Avenue and Walter Rose, a candidate for department commander, who was later elected to the

**BACK ON THE JOB.** Rudy Eisbrenner recently returned to his old job in the blacksmith shop at the Milwaukee shops, after three years' service in an ordnance outfit. Most of that time was on foreign duty, in Iceland, England, France, Belgium, Holland and Germany.



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BUILT WITH PROTECTIVE STEEL TOE-BOXES

A wide range of styles available thru your local storekeeper.

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Holliston, Massachusetts

UNION MADE

office. Had some trouble keeping a straight line across, as no one was able to decide if the guide should be the fore or aft portions of the marchers.

Rev. C. N. Bittle, chaplain of Milwaukee Road Post Number 18, was elected a delegate to the national legion convention at San Francisco, Calif., on Sept. 29 to Oct. 5. Stockman Clarence Horlivy of the oil house missed being elected a national delegate by one vote. He voted for another candidate.

All railroad employes who know of persons interested in attending the national American Legion convention at San Francisco, should send traffic tip cards to the passenger agent. Folders can be obtained from General Agent Tom Austin's passenger department at 210 East Wisconsin Avenue, Milwaukee, Wis.

**BACK ON THE JOB.** Russell Tice, ex-technical sergeant with the 758th Railway Shop Battalion, has returned to the machine shop at Milwaukee shops as a machinist apprentice. During his three years' service in the armed forces, Russell spent 25 months in the CBI Theater.



**Locomotive Department**  
Ray Stuart, Correspondent  
FOUNDRY

Hurrah! The foundry softball team, the "Hiawatha," won the championship of the railroad softball league. It had five shut-outs for the season. Gordon Wagen was the pitcher and credit is due Coach Paul Skrbac and Manager Ray Stuart for keeping the boys on their toes.

Robert Skrbac, son of Molder Paul Skrbac, has enlisted in the navy. He studied ship fitting for three years and Uncle Sam is getting a nephew of whom he will be proud.

Speedy recovery wishes for Wheel Foreman Herman Mau. He is undergoing a siege of pneumonia, but with all of us pulling for him, we know that he will soon be back on the job.

Another recovery note! We hear that Chipper Harold Strauss is well on the way to recovery. Good work, Harold.

OFFICE OF SUPERINTENDENT OF  
MOTIVE POWER

Our little friend, Steno-Clerk Audrey McNeill, bids us farewell. She has been very helpful to your correspondent in obtaining some of the news items that appeared in the Magazine. Is she going to help again? She certainly is. She leaves us with the news that she is awaiting the arrival of Mr. Stork. Thank you very much, Audrey, for helping. We all wish you good luck.

**Davies Yard**

J. J. Steele, Correspondent

Congratulations to Mr. and Mrs. Ralph LePage on the birth of their baby daughter, born on Aug. 7.

Don (Call Me Gable) Ritzke spent his vacation in Hollywood, Calif. It is rumored that Don hobnobbed with all the movie celebrities.

Harry Gehrke's true love is the railroad and Harry is the most staunch avower of this. It seems that while vacationing with Mrs. Gehrke Harry decided to take a boat trip. En route he became violently ill and Mrs. Gehrke was forced to arrange for an ambulance upon docking. It is Harry's firm statement that the railroad operates on terra firma and that's for him!

Fred Ramer left the Milwaukee Road after 30 years of service, to devote his time and efforts to his resort at Crooked Lake. Good luck to you, Fred.

Our sincerest sympathy to John Dunn upon the death of his father, Dominic Dunn, who passed away on July 8. Mr. Dunn was 83 years of age and had been employed by the Milwaukee Road as a section boss for 54 years before his retirement in December, 1936.

Iggy (Kid Green) Zielinski, Davies yard supply sergeant, has been taking boxing lessons from Joe Kies and plans on turning professional next winter.

It has been rumored that Martin Klewein, Jr., will say "I do" in the very near future.

Val Schuler, the self-appointed highway commissioner, has chosen Capt. Arthur Scharada as his assistant.



"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.

**MILWAUKEE TERMINALS**

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

Dick Steuer, Correspondent

The indestructible Ed Ross, who has been around these parts for many years, made an appearance at Chestnut Street the other day. Sporting his ever present smile and good humor, Ed said he wanted to show the younger generation how it's done—walking around again after his unfortunate accident last fall. Mr. Ross is planning another meeting of the RSOB. This one should round out 20 years for that organization.

Revising Clerk Nada Vieth is back at her desk after an itchy siege of poison ivy. Her fingernails should be standard length in about a month.

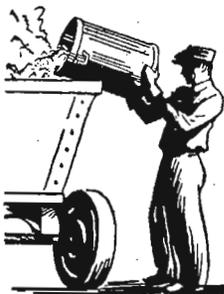
Bill Koepke used his automobile to good advantage during his vacation and saw quite a lot of the wonders of Wisconsin and upper Michigan. Leave it to Bill to get around! He capped it with a few days of roughing it on a farm.

None other than Bill Radke, in person, was in to see the old gang. He was on his way to take over the duties of assistant agent at Minneapolis.

West Allis handled the Ringling Brothers and Barnum and Bailey circus this year. The four special trains were handled with dispatch.

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CHICAGO, ILL.

## Coach Yard

Richard Flechsig, Jr., Correspondent

Fred Tolzman, steamfitter helper on the second shift, became a father again. Congratulations, Fred, from the whole yard!

Bob Laetsch is now on the day shift at the depot. It seems that two Laetsch brothers on the night shift was one too many.

John Stetzenbach received his discharge from the navy at Great Lakes. John was in the Pacific for awhile.

The fellows at the coach yard would like to know if Clarence Clark is still out West or if they dropped him off the train some place and forgot about him. With A.C. stripping time coming on, his old side kick, Art, will miss him.

Les Leiberg has returned to the electrical department. He is now on the third shift.

## H & D DIVISION

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

We were all saddened by the death, July 28, of E. L. Feddern, freight agent at Aberdeen since Sept. 26, 1929. Our heartfelt sympathy to the bereaved family.

At this writing we are hoping for the complete and speedy recovery of Lisle Young's daughter, Annette, who is seriously ill in the local hospital.

Lieutenant of Police Martin Silvernail, Aberdeen, had family misfortunes recently. His son Robert, 12, was seriously injured in a farm tractor accident and his son Jimmy, 4, was seriously ill following an adenoid operation. We are glad to report that both youngsters are well on the road to recovery.

We are glad to see Rose Cummings back on the job after illness and hospital confinement and it goes without saying that Captain of Police Burke, her boss, is relieved by her return. If this column is somewhat lacking in news, Rose's absence is the answer. She's a big help to your editor.

Welcome to Aberdeen, A. C. Andersen, newly appointed local freight agent. We're sure you'll find cooperation and pleasant surroundings in your new position.

It is rather quiet around the division engineer's office at Aberdeen. Could Dorothea Henningsen's vacation have anything to do with that? Dot is seeing the sights in Chicago, while Margaret Murray bemoans the fact that she hasn't been anywhere, has seen nothing and done less.

Superintendent's Chief Clerk W. J. Kane received the following anonymous note about golf recently: "Golf is a game in which a ball one and a half inches in diameter is placed on another ball, 8,000 miles in diameter. The object of the game is to hit the small ball." Bill accuses Govert Dyke as the sender. We do know

Ens. Herbert J. Lathrop, Jr., who worked for the Road as a machinist helper prior to his enlistment in 1943, is the son of Locomotive Carpenter Herb C. Lathrop of Miles City, Mont. Under the navy V-12 program Herb Jr., attended the Montana School of Mines and the University of Minnesota, from which he graduated with a degree in mechanical engineering on June 14. After a short leave, spent at Miles City, he reported at San Francisco to join the 7th Fleet, which is now stationed in Chinese waters.



that golf pro Dyke has been around the course with W. J. K.

Controlled automatic block went into operation west of Aberdeen on Aug. 13, so the men who man the trains have new guides to follow. The West H&D is gradually becoming more streamlined.

Assistant General Manager H. C. Munson made his first visit to Aberdeen since taking his new position, on Aug. 13.

Claim Adjuster Ray Ellsworth and wife are leaving on Aug. 16 for a vacation trip to Portland, Ore., and vicinity. Pleasant journey. R. F.

## East H & D

Martha Moehring, Correspondent  
Montevideo, Minn.

Certainly is a relief to have the Fiesta Days over and gone. Everyone has now come out from behind the bushes and the day after it was all over we recognized quite a few of our boys around the place. Somewhere around this issue you will very likely find a picture of what we had to put up with during those grim days of July.

Vacations and more vacations, and your perspiring correspondent still hasn't broken away for hers, but she's going to. Maxine spent several days at the lake and came back looking like she was part Chipewa and part Sioux. Max reports that swimming was wonderful. So was sleeping late in the mornings.

Special Officer Jim Madden and his wife and their two daughters, Suzanne and Pat, are vacationing out in Butte, Mont. Assistant Superintendent J. W. Wolf and Mrs. Wolf didn't go quite that far. They're spending a few days in the Black Hills. Pat and Effie Maloney went to Harlowton to visit with Pat's boy friend, Don Rue, who is freight inspector out there. Add to Pat's countless qualifications a decided flair for art, as evinced by the post cards the office received during his absence.

Chief Dispatcher Mathis took his family to northern Minnesota and Canada and they are now sold on northern scenery. Bob didn't send any cards to us. He simply couldn't find anything that could begin to compete with Pat's donations. E. J. Ruehmer did the honors in Bob's office during his absence, both as to keeping trains running and drinking coffee.

We extend deep sympathy to Conductor Fisch in the loss of his little daughter and to Conductor Lyle Nemitz in the tragic drowning of his six-year-old daughter, Sally, while the family was vacationing at the lake.

Signal Maintainer Tommy Hanlon took his family to Milwaukee for a couple of weeks. He reports a good time.

Anyone detecting a decided "sneaker smell" on second No. 15 on July 26 between Montevideo and Aberdeen will be

relieved to know that the heavy air was caused by a pound of limburger cheese being transported to home territory by Electrician Bill Miller and Water Inspector Harry Porter.

F. L. Harvey is the new dispatcher at Montevideo. He came to us from Perry, Ia., and replaces Jesse Proffitt.

Oscar D. Wisner, retired H&D engineer, passed away on July 31 at the Minnesota Masonic Home, as he was approaching his 88th birthday. Funeral services were conducted in Minneapolis, Minn., with members of the Brotherhood of Locomotive Engineers as pallbearers; he had been affiliated with the brotherhood for 63 years. Mr. Wisner was born near Barrington, Ill., in 1858 and as a young man went to Calmar, Ia., where his uncle was foreman of the shops. He originally started braking but decided it wasn't a job for a farm boy and a few weeks later, on his 20th birthday, hired out as a fireman. Among his associates at that time were James H. Foster and Jim Gillick. As the Road developed he operated all models of locomotives, from one of the last wood burners owned by the company to the later models. He had the honor of taking the first Olympian into Montevideo and it was said that he operated the first regular train into Milbank, S. D., after the rails were laid. At 75 he was still pulling the Olympian from Minneapolis to Montevideo. He retired in November, 1937, after 59 years' service. Surviving him are his son, Engineer LeRoy J. Wisner of the H&D and daughter, Maude Wisner Newman of Minneapolis.

"I didn't see you in church last Sunday."

"I know you didn't. I took up the collection."

**LONG TIME NO SEE!**

**WEAR GOGGLES**

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NATIONAL SAFETY COUNCIL

## I & S M DIVISION

East End

H. J. Swank, Division Editor  
Office of Superintendent  
Austin, Minn.

On account of the rearrangement of territories, Division Storekeeper C. A. Capon, Austin, has been transferred to Minneapolis and Division Storekeeper C. C. Smola, Mason City, will again have jurisdiction over I&SM store matters. B. A. King remains as local storekeeper at Austin.

John Malone has returned to his position as agent at Hayward, Minn., and H. E. Otterness is working as second operator at Austin.

Margaret Rafferty is relieving at Freeborn while regular Agent H. H. Wood is off on account of illness.

Best wishes for a speedy recovery are extended to Robert R. Dodds, who is recovering from an operation at St. Olaf's Hospital, Austin; also, to Mrs. Harvey Peterson, wife of roadmaster's clerk, who is recuperating at home following an operation; and to Storehelper Matt Schumacher, who is confined to St. Mary's Hospital, Rochester, following an operation. Mrs. Schumacher advises at this writing that Matt is not yet able to receive visitors.

Roadmaster J. A. Larkoski, Austin, and Mrs. Larkoski vacationed at San Diego, Calif., with their daughter, son-in-law and grandson. While there they visited down Mexico way. Joe also had a nice visit with G. A. Van Dyke, former superintendent, who has been living in California since his retirement.

Yard Clerk Bill Holm and wife were presented with a grandson during July while visiting their daughter at Ingleman, Calif.

The I&SM Division suffered little misfortune from the tornadoes which struck Mankato and Wells on the evening of Aug. 17. The only damage incurred by company property was to the chimney and windows of the depot at Wells. The twister did about a million dollars of property damage at Wells, with no loss of life, but seven people were killed and 54 injured at Mankato.

Harvey G. Gregerson, station agent at Madison, S. D., for 25 years, died of a heart attack on June 17 after an illness of several years. He had retired in December, 1944, on account of falling health. Mr. Gregerson was born on May 6, 1884, at Albert Lea, Minn., and was educated at Pillsbury Academy, Owatonna, Minn., and the University of Chicago. He started railroading at Albert Lea in 1905, with the Minneapolis and St. Louis but transferred to the Milwaukee Road four years later. In March, 1919, he was sent to Madison as station agent and remained on that job until his retirement. He is survived by his wife, Maude Isabella Kanouse Gregerson, his six children and nine grandchildren. Mr. Gregerson was a prominent Mason and was buried with the funeral rites of the Order of the Eastern Star.

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## I & D DIVISION

Margaret C. Lownsberry  
Division Editor  
Mason City, Ia.

Switchman Arthur W. Arnold retired on Aug. 1 after 34 years with the railroad. Our wish is that his retirement years may be happy ones.

Agent F. R. Lewis and Mrs. Lewis are the proud grandparents of a son born to Capt. and Mrs. William E. Lewis of Washington, D. C. William is in air communications on the general staff at the Pentagon building.

Conductor W. R. Kerlin has been on the sick list for quite some time. Best

wishes for a speedy recovery, Ray.

Operator D. B. Bush's son, Tommy, is ill at his home in Algona and we are all hoping that he gets well real soon.

Added to the trainmen's list in the yard office is a new brakeman, Robert C. Kemp, son of Roadmaster C. E. Kemp.

Charles W. DeVoll, recently returned from military service, is back as a brakeman.

Machinist Tom Peterson had the misfortune to break his arm while playing baseball. Best wishes, Tom, for a speedy recovery.

Word has been received that at a meeting of the United Spanish War Veterans of South Dakota, held at Hot Springs on June 11, J. F. Broderick was elected department commander. This is the top office in the department of South Dakota. Mr. Broderick, a former fireman who retired on Aug. 31, 1938, is now making his home in Madison, S. D.

The police department is surely watching traffic violators in Mason City. If you do not believe so ask Trainmaster R. E. Sizer, Chief Dispatcher L. R. Meuwissen and Time Revisor D. W. Woodhouse.

Some of our trainmen are so thorough in the inspection of their trains and keep such a close watch that when a pig falls from the upper deck of a stock car out into the corn field, they make their reports accordingly. (What we are all wondering about is, who has the pig?)

House-to-House Salesman, explaining terms of sale: "You pay only a small deposit. Then you make no more payments for six months."

Lady of the House: "Who told you about us?"

## Traffic Tips Reported During July, 1946

Division	Pass. Tips	Freight Tips	No. of Tips per 100 Employees
Seattle General	19	13	16.8
Chicago Terminals	2	150	4.6
Dubuque and Illinois	40	12	3.1
Hastings and Dakota	48	2	2.8
Iowa and Dakota	23	13	2.2
Iowa and S. Minnesota	13	4	1.9
Superior Division	5	9	1.9
Madison Division	13	..	1.8
Coast Division	18	2	1.7
Chicago General	35	6	1.6
Idaho Division	6	1	1.1
Kansas City Division	7	1	1.1
La Crosse and River	19	7	1.1
Milwaukee Division	13	1	1.1
Trans-Missouri Division	11	..	0.9
Iowa Division	9	2	0.8
Rocky Mountain Division	9	..	0.8
Terre Haute Division	1	10	0.8
Milwaukee Terminals	18	3	0.4
Twin City Terminals	9	3	0.4
Miscellaneous	1	..	0.07
<b>TOTALS</b>	<b>209</b>	<b>239</b>	<b>1.3</b>

## Time Is Our Business

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## Sanborn-Rapid City

Margaret Kelly, Correspondent  
Mitchell, S. D.

Pvt. DeWayne Weiland is home on furlough, having completed basic training in Louisiana. DeWayne is a former section laborer in Mitchell yard who enlisted in the army last June. At the completion of his furlough he will be sent to the Pacific area. DeWayne is the son of Section Foreman Tony Weiland, Mitchell yard.

Dispatcher V. K. Drury made a hurried trip to the hospital for an emergency appendectomy. He is reported going fine and we expect to see him back on the third trick before very long.

Assistant Superintendent John Wolf of Montevideo was a recent visitor in Mitchell. He was formerly assistant trainmaster and traveling engineer here.

Engineer Donnie Dale has retired to take the pension. From now on Donnie says all he is going to do is hunt and fish.

E. O. Wright, former boiler foreman at Mitchell, passed away on Aug. 11 at the home of his daughter in Cedar Rapids.

Sympathy is extended the family of Machinist Helpers Joe and Art Hoeltzner, whose mother passed away on Aug. 7.

New brakemen recently hired on the I&D Division include Charles Fenton, Wil-

(Continued on page 35)

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Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Kansas City Division</b>					<b>Rocky Mountain Division</b>				
Bradley, Herman	Switchman	Ottumwa, Ia.	1		Foster, E.H.	C.C. to DMM	Deer Lodge, Mont.	1	
Curtis, Helen	Bill Clerk	Ottumwa, Ia.	1		Haanes, Ole	Roadmaster	Lewistown, Mont.	1	
Farrell, J.T.	O.S. & D. Clerk	Ottumwa, Ia.			Jerabek, Charles	Carman	Deer Lodge, Mont.	1	
Gohmann, K.M.	Steno. & Clerk	Ottumwa, Ia.	3		Kohlhase, A.C.	Superintendent	Butte, Mont.	1	
Harrod, Glen P.	Baggageman	Ottumwa, Ia.	1		Koube, Rex	Train Dispatcher	Lewistown, Mont.	1	
Haseltine, Q.	Car Clerk	Ottumwa, Ia.	1		Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1	
			7		Stephens, Walter	Baggageman	Butte, Montana	1	
					Woolmer, Hazel	Car Clerk	Butte, Montana	1	
					Wurth, T.C.	Carman	Avery, Idaho	1	
								9	
<b>La Crosse and River Division</b>					<b>Seattle General Offices</b>				
Bezovsky, Leo C.	Mechanic	La Crosse, Wis.	2		Andrews, John H.	Chf. Clk., Frt. Clm.	Seattle, Wash.	1	
Blanchfield, E.C.	Cashier	Merrill, Wis.	1		Baker, Geo. A.	Claim Adjuster	Seattle, Wash.	1	
Blasezyh, A.	Carpenter	La Crosse, Wis.	1		Brundage, W.W.	C.F.A.	Seattle, Wash.	1	
Briebach, Fred R.	Carman	La Crosse, Wis.	2		Gale, Elsie M.	Clk., Purchasing	Seattle, Wash.	1	
Devine, F.E.	Switchman	La Crosse, Wis.	1		Hickey, Margaret	Stenographer	Seattle, Wash.	1	
Dietz, J.H.	Car Foreman	La Crosse, Wis.	1		Horak, Agnes	Clerk	Seattle, Wash.	1	
Ellefson, J.	Supvr., Tel. & Sig.	Milwaukee, Wis.	2		Jorgensen, R.P.	District Adj.	Miles City, Mont.	1	
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	1	Lyons, Leonard	Police Dept.	Seattle, Wash.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		MacLennan, C.D.	Trav. Frt. Clm. Agt.	Seattle, Wash.		2
Hough, James F.	Police Dept.	La Crosse, Wis.	1		McGalliard, S.O.	Investigator, Frt. Clm.	Seattle, Wash.	2	
Kopacek, John W.	Carman	La Crosse, Wis.	2		Naramore, H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1	
Lunke, Martin	Carman	La Crosse, Wis.	1		O'Neara, J.J.	Chief Clerk	Seattle, Wash.	1	
McLaughlin, R.F.	Fireman	Watertown, Wis.	1	1	Pinson, J.F.	Asst. Engineer	Seattle, Wash.	1	
Ogden, H.F.	Supt's Secretary	La Crosse, Wis.	1		Sanders, R.C.	G.F.A.	Seattle, Wash.	2	
Peacock, R.	Clerk	La Crosse, Wis.	1	1	Sedgwick, A.L.	Asst. Ind. Commsnr.	Seattle, Wash.	1	1
Prechter, Hans	Helper	La Crosse, Wis.	1		Stoll, E.J.	Asst. Ind. Eng.	Seattle, Wash.	1	
Ruder, George	Warehse Foreman	Merrill, Wis.	1	1	Strassman, J.N.	Auditor	Seattle, Wash.		10
Ruder, William	Yark Clerk	Merrill, Wis.	1		Williams, Henry J.	Clerk	Seattle, Wash.	1	
Schaad, G.	Trucker	Merrill, Wis.	1		Wilson, Clarence	Clerk, Traffic	Seattle, Wash.	1	
Staff, C.M.	Carman	La Crosse, Wis.	1					19	13
Taylor, James D.	Police Dept.	La Crosse, Wis.		1					
			19	7					
<b>Madison Division</b>					<b>Superior Division</b>				
Conlin, R. Anita	Acting Cashier	Madison, Wis.	1		Brennan, E.J.	Laborer	Green Bay, Wis.	1	
Coyle, Joyce	Steno-Clerk	Madison, Wis.	2		Flom, Clifford W.	Sec. Laborer	Iron Mountain, Mich.	1	
Dempsey, F.J.	Storekeeper	Madison, Wis.	5		Hansen, Martin	B. & B. Foreman	Green Bay, Wis.		3
Kilian, A.M.	Chief Dispatcher	Madison, Wis.	1		Heckler, Mrs. Lucille	Wife of Chf. Clk.	Plymouth, Wis.		4
Meuer, Wm. D.	Bag. Agent	Madison, Wis.	1		Henrichs, J.A.	Trucker	Menominee, Mich.	1	
Pyre, Joan	Stenc-Clerk	Madison, Wis.	2		Hohnson, H.E.	Chief Clerk	Menominee, Mich.	1	
Sloan, E.V.	Telegrapher	Waukesha, Wis.	1		Miskimins, Roy R.	Mgr., Mtr. Trans.	Green Bay, Wis.	1	2
			13	0	Procter, W.E.	Gen. Yardmaster	Green Bay, Wis.	1	
								5	9
<b>Milwaukee Division</b>					<b>Terre Haute Division</b>				
Benzing, Henry	Car Dept.	Horicon, Wis.		1	Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.	1	10
Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	1		Raton, H.C.	Asst. Engineer	Terre Haute, Ind.	1	
Francy, Elenore	Secy. to Sup.	Milwaukee, Wis.	3					1	10
Krummel, W.J.	Car Foreman	Racine, Wis.	2						
Kuhn, H.	Clerk	Beaver Dam, Wis.	5						
Meyer, I.C.	Agent	Beaver Dam, Wis.	1						
Mueller, A.A.	Operator	Beaver Dam, Wis.	1						
			13	1					
<b>Milwaukee Terminals and Shops</b>					<b>Trans-Missouri Division</b>				
Filut, S.C.	Chief Clerk	Milwaukee, Wis.	2		Deacon, F.L.	Boiler Foreman	Miles City, Mont.	1	
Fuss, William	Typist, Store	Milwaukee, Wis.	1		Lancaster, Mrs. W.H.	Wife of Mach'st	Miles City, Mont.	1	
Guschl, Audrey	Clerk	Milwaukee, Wis.	1		Revling, O.O.	Conductor	Miles City, Mont.	2	
Hamann, Mrs. Edithe	Clerk-Steno.	Milwaukee, Wis.	1		Voorhies, C.M.	Machinist	Miles City, Mont.	1	
Haslam, R.R.	AAR Clerk	Milwaukee, Wis.	1		Yates, Korliss	Painter	Miles City, Mont.	6	
Keller, E.A.	Chief Clerk	Milwaukee, Wis.	4					11	0
Knoll, Irma	Clerk, Tel. & Sig.	Milwaukee, Wis.	1						
Moritz, Michael	Car Dept.	Milwaukee, Wis.		1					
Pfaff, F.A.	Supvr., Tel. & Sig.	Milwaukee, Wis.	2						
Ross, F.T.	Asst. Chf. Opr.	Milwaukee, Wis.	1						
Schultz, Leona	Hist. Record Clk	Milwaukee, Wis.	1						
Shipman, H.M.	Est. & Sig. Val. Engr.	Milwaukee, Wis.		2					
Spende, Joseph V.	General Clerk	No. Milwaukee, Wis.		1					
Steed, C.C.	Clerk	Milwaukee, Wis.	1		Bolmgren, E.W.	Div. Engineer	Minneapolis, Minn.	1	
Thielke, Ralph F.	Rate Clerk	Milwaukee, Wis.		1	Bornquist, I.	Carman	Minneapolis, Minn.	1	
			18	3	Brew, George	Carman	St. Paul, Minn.	1	
					Campbell, H.R.	Car Dept.	St. Paul, Minn.	2	
					Gallagan, J.J.	Police Dept.	Minneapolis, Minn.		3
					Hagen, Walter	Chief Clerk	Minneapolis, Minn.	1	
					Hughes, T.B.	Coach Yard Fore.	St. Paul, Minn.	1	
					Lovberg, John	Carman	Minneapolis, Minn.	1	
					Neumann, W.	Electrician	St. Paul, Minn.	1	
								9	3
<b>Off Line Offices and Miscellaneous Group</b>					<b>Twin City Terminals Division</b>				
Tannahill, M.C.	Stenographer	New York, N.Y.	1						
			1	0					

Their cars having collided, Jock and Pat were surveying the situation. Jock offered Pat a drink from his bottle. Pat drank and Jock returned the bottle to his pocket.

"Thank ye," said Pat. "But aren't ye going to have a bit of a nip yourself?" "Aye," replied Jock, "but not until the police have been here."

I often pause and wonder  
At fate's peculiar ways,  
For nearly all our famous men  
Were born on holidays.

A pat on the back develops character  
if administered young enough, often  
enough and low enough.

Impatience is waiting for something  
in a hurry.

I hate to be a kicker; I always long for  
peace,  
But the wheel that squeaks the loudest  
Is the one that gets the grease.  
—Josh Billings.

(Continued from page 32)

lie Dill, Fred Zaugg and Kenneth Wold. General Clerk J. P. O'Neill, Mitchell freight house, is on the convalescent list and undergoing treatment in Chicago. Hurry back, Jack.

### Sioux City and Western Branch Lines

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

New arrivals in the local Milwaukee families—a daughter to Switchman and Mrs. Orval A. Sherrill at Sioux City, July 21; a son to Brakeman and Mrs. Felton C. Talcott, July 25, at Sioux City; and a son to Machinist and Mrs. Kenneth Casey, at Sioux City, on Aug. 16. Many thanks to Machinist Casey for arranging things to have this piece of news come just at the deadline. Usually they happen a day or so after the news items have been sent in.

Engineer John V. Leafstone and wife and daughter recently made tour of Yellowstone National Park by auto.

Engineer Robert L. Hollifield recently returned from Chicago, where he underwent an operation at the Wesley Memorial Hospital.

Section Laborer Ray Coburn, Sioux City, is in a local hospital suffering from infantile paralysis. Ray had a very serious attack but is reported to be recovering nicely, although it is doubtful if he will be able to resume service for several months.

Gene Hansen, son of Engineer Earl Hansen of Sioux Falls, was recently employed as brakeman on the second district. This makes the second brakeman Earl has contributed to the Milwaukee

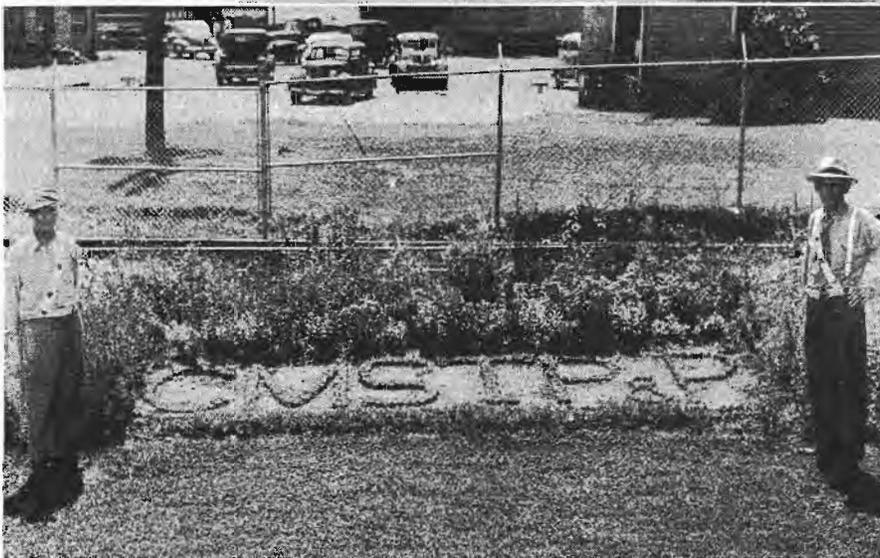
personnel, an older son, Vern, having started to work a couple of years ago. With brother Avery "Skip" Hansen working as conductor and his two boys working as brakemen, Earl only needs to furnish a fireman to have a full train crew.

George A. "Skeeter" Sanger, Sioux City switchman, took a leave of absence to visit his relatives in New Jersey and incidentally show them his wife and new baby. "Skeeter" had not been home in nearly five years, or since his induction into the army.

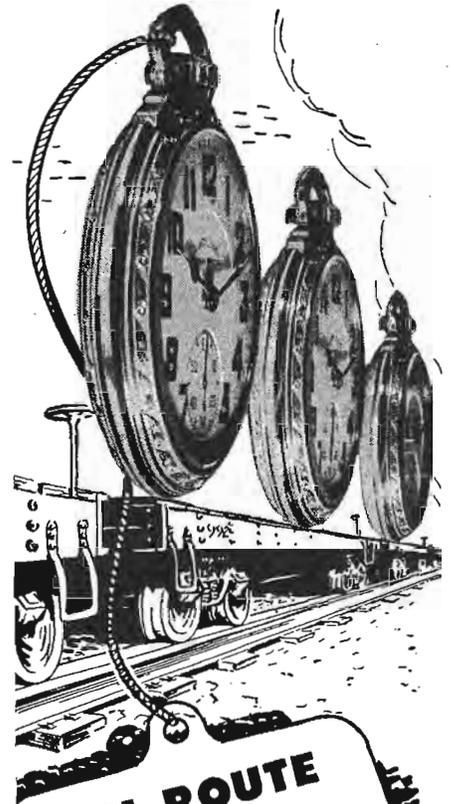
District Safety Engineer Frank Washburn made his periodical inspection trip of the Sioux City terminal during the fore part of August and held some very instructive "safety" meetings while here.

Agent L. C. Landmark, Springfield, S. D., spent several days in Chicago recently while undergoing a check-up at the Wesley Memorial Hospital.

Oscar W. "Sandy" Sandbeck, telegrapher in the chief dispatcher's office at Sioux City, was recently promoted to train



Each of the above pictures shows Wes Vishek (left) and Wes Baxa, crossing flagmen at the Sixth Street and Ninth Avenue S.W. crossing in Cedar Rapids, Ia., and the excellent job of landscaping they have done on the small triangular piece of ground on which their flag shanty is located. Both men were employed as freight truckers at the local freight house from 1914 to 1935.



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TO YOU**

**Hamilton  
992**

Coming down the line... more Hamilton 992's are due to arrive shortly. You've waited patiently for this famous railroad watch—esteemed for its "on the dot" accuracy. Deliveries to watch inspectors and jewelers are being made monthly. Now, with production steadily gaining momentum, more and more 992's will soon be on the rails—coming to you. Check with your watch inspector. He may have good news for you. The great demand for these fine watches exceeds the present supply so you may not get one immediately... but the tracks are clear. Your Hamilton 992 is en route to you. HAMILTON WATCH COMPANY, LANCASTER, PENNSYLVANIA, U.S.A.

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**FEED WATER HEATERS**  
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**CENTRIFUGAL BLOW-OFF MUFFLERS**

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**VULCAN XX STAYBOLT IRON**

**VULCAN ENGINE BOLT IRON**

**VULCAN IRON FORGING BILLETS**

**LOCOMOTIVE FORGINGS**

**AXLES**

**CRANK PINS**

**PISTON RODS**

**PULVEX**  
FLEA POWDER

DDT



Kills the fleas QUICKLY!

Keeps others off for days!

Still 25c and 50c



dispatcher.

Frank C. Evans, veteran switchman at Sioux City, was seriously injured on Aug. 14. He will probably be disabled between two and three months.

**Sioux Falls Line**

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

Visiting with old acquaintances at Sioux Falls on Aug. 9 was Tom Biggs, retired conductor, who now lives in Long Beach. He advises that he is planning to locate in Oregon.

Dapper Trainman Max Newman of the Arrow just returned from his vacation in New York City and at Coney Island. Understand he was negotiating a deal for an appearance at Lake Placid.

Car Foreman Bill Trenkler, recently of Marquette, is feeding us a lot of those Mississippi fish stories. He plans to spend his vacation there shortly and says that the channel cats are so large they have to open the pontoon bridge for them, but due to the box car shortage he will not be able to bring one back to convince us.

Ticket Agent Lloyd F. West and family spent their vacation in California the latter part of July. Lloyd also attended the Imperial Shrine convention in San Francisco.

Continuing with the vacation list: Looking around Oshkosh, Wis., and Milwaukee, to see where this beer is we are not getting, was Rate Clerk William Lagan, but he has not yet compiled the statistics.

A. B. Main, retired engineer, who has been residing in Santa Monica, Calif., has decided to spend the summer months in Sioux Falls and winter in California. Al has not been very well and the change for that period will be more beneficial to his health.

Leaving Sioux Falls on Aug. 3 for a vacation at Victoria, B. C., and returning via the Canadian Rockies, was Yardmaster J. R. Bankson and family.

The celebrated soprano was singing a solo when Bobby, referring to the conductor of the orchestra, said to his mother:

"Why does the man keep hitting at that woman with a stick?"

"But he isn't hitting at her," replied his mother.

"Well, then, what's she hollering for?"

**IOWA DIVISION**

**Council Bluffs Terminal**

Agnes Christiansen, Correspondent  
Car Foreman's Office

Storehelper Max Eckert is the envy of all Council Bluffs employes. He is the first one to own a new postwar automobile—a special de luxe Plymouth. How you do rate, Max!

Mrs. Paul Brown and Mrs. Lew Kear were overheard talking about going to Chicago over the weekend to attend the ball game, and the oddity of the conversation was that they were both going to wear shoes.

The new diesel locomotives which have been assigned to the passenger pool between Chicago, Minneapolis and Omaha are now in operation. The first one arrived at Council Bluffs on June 10 and with exception of one trip they have been in service continuously and have been giving fine performance. However, we still miss the sound of the old steam locomotive which performed the service so well in the past.

Everyone enjoyed the meeting held recently at the YMCA, with representatives of each department present to discuss reactivation of the Service Club. W. C. Wallis, regional assistant of the public relations department, with headquarters in Cedar Rapids, was in charge. This was followed by a Service Club meeting at a later date in the railroad YMCA, with a large attendance.

The Veterans' Club of Council Bluffs had a picnic at General Car Foreman T. P. Schmidt's home on July 30. There were over 50 in the crowd. Arrangements were made to attend the convention to be held on Aug. 28 and 29 at Milwaukee, and all are looking forward to having a grand time at the Schroeder Hotel.

Council Bluffs is celebrating Iowa's centennial by observing Frontier Days and with all the banners, etc., one would hardly recognize the place. The men are growing beards to avoid a public dunking. Car Inspector Bill Russ resembles Abraham Lincoln. Engineer Bob Moore is also following fashion.

**Correction**

The Milwaukee Magazine desires to correct an error which appeared in the July issue among the Iowa Division—Middle, West and Des Moines news items. The two paragraphs which were scrambled together in the typesetting process should have read as follows:

"Janet McCarthy, daughter of D. H. McCarthy of the maintenance department, was married at a lovely church wedding on May 18 to Gene Jacobs of Marion, Ia.

"Donald Bennett, son of Omer Bennett of the Perry shops force, following his discharge from the army was married to Florence Lockard at Perry."

The Magazine also regrets exceedingly that, due to a misapprehension, it reported the death of Mrs. C. E. Robbins in the August issue. The paragraph should have read as follows:

"James Franks, a nephew of Switchman George Franks and Mrs. C. E. Robbins, wife of another switchman in Perry yard, was killed at Indianapolis."

General Roundhouse Foreman Merritt Ford, Mrs. Ford and daughter, Earlene, are enjoying their vacation in Portland, Ore., visiting Mr. Ford's family. Night Roundhouse Foreman Jack Allavie is acting foreman in Mr. Ford's place. The Allavie family just returned from Claremore, Okla., where daughter Jayne had a marvelous vacation.

Machinist Al LaHeist and family recently returned from Colorado, where they vacationed. Touring back with them were the parents of Mrs. LaHeist, who will make their home with them.

Enjoying a quiet vacation at home are Machinist Helper Frank Hurd and Boilermaker's Helper Chester Adams.

Chief Clerk Fred Bucknam, wife and daughter, Barbara, are spending a two weeks' vacation in California. They are visiting his sister and other relatives and friends in Los Angeles.

Recently returning from their vacation were Chauffeur Leslie Grote, wife and son, Gary. They enjoyed two weeks in Colorado, dividing their time between Colorado Springs, Estes Park and Denver.

Spending their time fishing at Twin Lakes, Minn., were Freight House Foreman Lowell Bryant, wife and son, Richard.

Car Inspector Russell Anderson will soon be heading to Chicago to attend the ball games.

At this writing Truman Felton and wife are enjoying a visit with their daughter in Los Angeles.

As for news from Omaha, this time it's "heard nothing, seen nothing and know nothing," coming from your most apologetic correspondent.

## TWIN CITY TERMINALS

South Minneapolis Car Dept.  
and Coach Yard

*Oriole M. Smythe, Correspondent*

Welcome is extended to James W. Culey, former carman helper, who returned to work at South Minneapolis car shops following his honorable discharge from Maritime Service on Aug. 7. James enlisted on June 12, 1944, at the age of 17 and served for two years; he had worked for the Road about a year previous. He was married in January. Congratulations!

Welcome, also, to Mrs. Ruth C. Miller, stenographer in the car department office, relieving on the position of Alice Finsen, who has been ill. Alice is now recovering at home, following a month's sojourn in the hospital.

Congratulations to Carman John J. Ridzik, South Minneapolis shops, and Mrs. Ridzik, on the birth of a baby girl on July 7. All are well and happy, especially daddy.

Congratulations to Grandpa Edward L. Erickson, wrecking foreman, on the birth of a grandson on June 28 to his daughter, Mrs. Elaine Larson.

A speedy recovery and return to work is wished to Carman Carl A. Carlson, who underwent an operation in the latter part of June.

Congratulations to Electric Welder Lawrence J. Olson, Minneapolis shops, who is now a titled land owner, having closed the deal on a 12-room mansion (duplex to you and me) in South Minneapolis. He is painting and decorating the building in fine shape.

Chief Clerk C. C. Laird vacationed at home the first two weeks in July; then sent Mrs. Laird and Mary Jane to Seattle to visit Grandma Laird and an aunt. Stenographer Lois Barrett returned from a week's vacation in Davenport, Ia. Personal Stenographer Ella Siegler is vacationing at Lake Minnetonka and Winona.

Retirement: Jacob Walner, on Aug. 1, following 30 years' service as carman at South Minneapolis shops. Best wishes for an enjoyable time and lots of leisure.

District General Car Foreman C. E. Barrett and Mrs. Barrett vacationed with their son, Dr. F. C. Barrett, and daughter-in-law at Davenport, Ia.; also with relatives and friends.

General Car Foreman J. Hansen and Mrs. Hansen are vacationing in Milwaukee, Wis.

All work and no play makes jack.

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FUSEE COMPANY  
Beloit, Wisconsin

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**Perfect Honeymoon**



When Joyce Anne Pate, pretty daughter of Conductor W. G. Pate of Terre Haute, Ind., and Walter Nowacki of East Chicago were married on July 4, they had the kind of wedding many young folks dream about—in church, the altar decorated with flowers and tapering candles, an organ playing soft melodies, and surrounded by their families and friends. Joyce wore a gown of white lace with a long train, designed by her mother, and a net veil, lace-edged, which floated from a tiara of seed pearls. Centered in her bouquet of carnations was a large white orchid and she also wore a string of pearls, a gift from the groom. Her attendants, dressed in similar gowns of white net, carried colonial bouquets of roses. A wedding breakfast was served later to the bridal couple and their friends, after which they left for a honeymoon in New York City.

While in New York, they had the good fortune to appear on the "Honeymoon in New York" radio program and received a number of lovely gifts from the National Broadcasting Company. Then, to round out the perfect honeymoon, they were the N.B.C.'s guests at the Waldorf-Astoria Hotel and were entertained on the Starlight Roof.

Joyce is a graduate of Indiana State Teachers' College and last year was a member of the Jasper High School faculty. She and Walter will live in East Chicago, where he is employed as a design engineer.

The motor is OK, but needs fixing; doors are in good shape, but need glass and locks; some minor work is needed on the upholstery, but, outside of that, she's a good car. The b.f. works in an auto supply house, so we may soon see the store department's smiling stenographer driving to work in a completely overhauled job.

Worry: The interest paid by those who borrow trouble.

The Milwaukee Magazine



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 CHICAGO, ILLINOIS

**LUMBER  
 PILING—TIES**

and

**MINE TIMBERS**

**Egyptian Tie & Timber Company**

St. Louis

Chicago

**St. Paul Traffic Department**

*Brooksie Luth, Correspondent*

We have another new face in the ticket office: Bill Golden, ticket seller in the Minneapolis depot, has come to St. Paul to take care of Vic Barquist's customers while Vic is away on a 30-day leave.

There are very few faces in our freight traffic office, what with vacations and illness. When Chief Clerk Harry Grevett returned from his vacation, he was put in the hospital for another "vacation." As soon as Harry returned Rate Clerk Bill Murley decided he'd try hospital rations for a while. Enough is enough, boys. Let's settle down again, please.

Grandma's Advice Corner: If you're bored with your lot in life and want a little excitement, don't liven things up by having an automobile accident. I tried it, and while it was exciting enough, I won't recommend it as good sport. In fact, I'll have no more of such goings-on, thank you.

**TERRE HAUTE DIVISION**

**Terre Haute District**

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

Robert Harding, Jr., son of our division freight and passenger agent, who served 21 months with a hospital ship stationed at Pearl Harbor and Japan, was released from the navy and returned home on Aug. 3.

Rate Clerk Bruce J. Glimpse, Bedford, is seriously ill and confined to the hospital at Bedford. We all hope he will have a speedy recovery.

Special Supervisor Bill Radke, who was transferred to the agency at North Harvey, has now been transferred to Minneapolis. We all wish Bill a lot of good luck.

Our best wishes for a speedy recovery to Christine Reichert, trainmaster's clerk, who is confined to the hospital at Terre Haute after undergoing a recent operation.

**Terre Haute Store Department**

*(Contributed by L. Maitlen)*

Clara Glass is filling the vacancies created by vacations in the division storekeeper's office.

Clerk Francis Carrico of the store department is dividing his vacation between Chicago and Detroit. Understand he has something in both cities. Lucky lad!

The resignation of Oscar Clawson, Jr., came as a surprise to the store department. Oscar, we hear, is devoting his full time to beating the drums.

Harry McGibbons of the store department was granted a 30-day leave of absence for an operation. Frank Uffen, a furloughed employe, was called back to work to replace Harry.

R. M. Wash worked in the storeroom at Bedford for a few days. Back at Terre Haute now, he states that the housing situation at Bedford is terrible.

Stockman W. C. Glass, Sr., Terre Haute, is the store department's ace fisherman. Walter does all right, even if he does upset the boat occasionally.

Betty Goad and Company have purchased an automobile of undisclosed make.

## West Clinton Area

Earl H. Lehmann, Correspondent

We were shocked to hear of the death of Third Trick Yard Clerk Bill Vorek in a motorcycle accident on Aug. 1. He was on the way to his home for a birthday dinner in his honor when the accident occurred. Deepest sympathy is extended to his parents.

Carpenter Homer McMillian, car department, retired on July 31. He was succeeded by Everett Kyle.

Assistant Storekeeper Alvin Reed will be much wiser and stronger by winter. He is digging a basement.

Conductor William G. Pate has been proudly displaying some souvenirs, among them a leather key ring and cigarette case. They were remembrances from his daughter, who was married recently.

We were surprised by a visit from Homer Hite, retired conductor. Glad to see you any time, "Rabbit."

Car Inspector Henry Mindeman says fishing was good up in Wisconsin. He has pictures of some nice northern pike to prove it.

We have a report that Furloughed Brakeman Charles Clive was in an automobile accident and was in the hospital. Hope his injuries were not serious.

## SUPERIOR DIVISION

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

The Superior Division has been out of the limelight for some time, due to lack of news; however, we are still in there pitching.

We are sorry to report the death of Passenger Brakeman Henry Martyn, who died suddenly on July 5, after coming in from his run on the 4th. Our sympathy goes to his family.

Our congenial operator, Miss Ethyl Hermanson, whom everyone should remember from her picture on the front cover of the Magazine in September, 1943, has been ill for some time at Rocky Knole Sanatorium, Plymouth, Wis. Ethyl wrote to me as follows: "Ethyl expresses her ap-

Billy Heup, son of Clerk Stephen Heup, Menasha, Wis., is back in the States, after spending two years with the navy at Panama. Billy is planning to complete his education and has enrolled for the fall semester of high school.



preciation for the many notes of cheer from her fellow employes, while she is confined." We all hope for her speedy recovery and hope to see her back on the job in the near future.

Chief Carpenter O. H. Czamanske has just returned from his vacation and looks rested, although he states he worked harder during the vacation period.

Chief Dispatcher John T. Dinwoodie is still on the sick list and has been off the job for some time now. We hope that he will soon be around again.

Conductor John J. Fleming, who has been ill for some time, has decided to take the pension. John has disposed of his property in Green Bay and intends to move to his home in Hot Springs, Ark., for a much needed rest. Best of luck, John.

Conductor John Parker has also been off on account of illness and we hope he will soon be well enough to resume his run on the Copper Country Limited.

Car Foreman C. G. Witters, Channing, decided to take his pension the day after his 65th birthday, Aug. 9. We all wish Mr. Witters the best of health to enjoy it. Milo A. Fuller, La Crosse, Wis., has been appointed car foreman to succeed Mr. Witters.

Engineer Gregory LaChapelle has also taken the pension, effective June 1. Greg looks good and no doubt will have plenty of opportunity to enjoy it.

Agent A. E. Antilla, Sagola, Mich., has adopted a child from a foreign country. We think this is a very noble deed and he is to be congratulated for doing so.

## COAST DIVISION

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

Tommy Norwood underwent an operation at the hospital recently for the removal of an abscess in the darndest place. He survived the ordeal and is back on the job, getting along fine with the aid of two seat cushions.

I. L. Kirkendall, 71, old time locomotive engineer who retired four years ago, passed away at his home in Tacoma. Our heartfelt sympathies are extended to those left to mourn his loss.

Diogenes, I believe, was the bird who armed himself with a lantern and started looking for an honest man. He should have tried the Milwaukee Road. On July 17 Major Pyle of the army lost his wallet containing \$700 in a telephone booth in a Tacoma store. A lady found it and turned it over to City Passenger Agent E. A. Schumacher, who notified the baggage room, as the wallet contained a baggage check. So, when the major called for his baggage he was pleasantly surprised to recover his wallet. Another case was that of a woman losing a keepsake ring on our train, which was found under the seat by a coach cleaner and returned to the owner. A soldier, Richard Foley, lost his wallet containing \$193 and per-

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CHICAGO

sonal papers from a moving troop train between Corfu and Taunton. He advised Agent G. C. LaValley at Othello, who attempted to find it. A few days later Fireman I. W. Barnett on the work train found the wallet and returned it to Agent LaValley, who sent it to the soldier. These are a few cases which show that not only is a person safe on our trains, but his valuables are also.

Roadmaster's Clark La Verne Hinrich has moved into his own home and those who have given it the once-over say it is a honey. Verne did a lot of work on the house in his spare time, prior to moving in, and is now concentrating his efforts on the landscape. Maybe he could use the railroad weed mower to good advantage on his bumper crop of ferns.

Vacation time is in full swing. Trainmaster Jim O'Dore spent his soaking up the sulphur, or whatever it is they soak up, at Sol Duc Springs. Ruth Phelps migrated to Canada and reported having a wonderful time. Time Revisor Guy Bell went to Spokane for a visit with his brothers. Clara Carrotte went for a boat ride to Alaska and, as she is an antique collector, she no doubt made all the second-hand shops wherever the boat stopped. She picked up a wonderful old oil lamp, possibly from an Eskimo igloo. What distances some people won't go for an old oil lamp. Our Bellingham news sleuth reports that Clara stopped there for a pleasant visit. By the way, I forgot to mention that Ruth Phelps chatted with Eddie Cantor in Vancouver, B. C. Hobnobbing with celebrities, eh?

It is with sincere regret that we report the passing of Mrs. H. L. Wilttrout on Aug. 2. She was the wife of Lou Wilttrout, retired train dispatcher. We extend our heartfelt sympathy.

Mrs. W. H. Norris, wife of Locomotive Engineer Doc Norris, passed away on Aug. 8. She had been ill for some time.

Eddie Herzog started his vacation, or, should we say, made several attempts to start before making it stick.

I have received news items from Bellingham but as yet nothing from the other points that letters were sent to. Hope we get some next month. There surely must be something happening along the line that we would like to hear about.

### BELLINGHAM

Mr. and Mrs. Pete Useldinger are spending their vacation in San Francisco visiting their son.

Section Foreman E. S. Fraser and wife vacationed in Marshfield, Wis., where they experienced, in their own words, "dunder and blitzen" storms.

Vacationing in Minneapolis and Wisconsin also were Warehouse Foreman Bob Bardwell and wife.

The Fourth of July turned out to be a sad day for B. W. Handerson, agent at Sumas and small ranch owner. While baling hay, his 11-year-old son got his foot caught in the baler, losing one foot and all but the large toe on the other foot.

### Safety Thought

H. B. Olsen, agent at Lake Andes, S. D., contributes the following thought on the subject of safety!

**A 100 per cent attitude toward safety goes much deeper than mere acceptance of protective clothing, machine guards and safety devices as "a good thing." It covers all your thoughts while actually doing the job, and prevents mental failures which lead to accidents.**

Car Foreman W. E. Sandstedt returned from his vacation at Horse Lake, Can., producing a large smoked trout as evidence of his prowess as a fisherman. Best we have ever tasted.

C. R. Lanphear, G.F.P.A., was in the hospital for a few days suffering from a foot infection.

### Seattle Yards

F. J. Kratschmer, Storekeeper  
Correspondent

Boardman Mike Herman of the yard office spent his vacation at home this year, catching up on chores that had fallen behind. We are willing to bet, however, that he visited the ponies at least once.

John Anderson, formerly of the roundhouse force, paid us a call in July. John, who is the son of Assistant General Storekeeper J. V. Anderson of Minneapolis, has re-enlisted in the army, receiving a commission as second lieutenant. He has been assigned to the Aberdeen Proving Grounds at Aberdeen, Md.

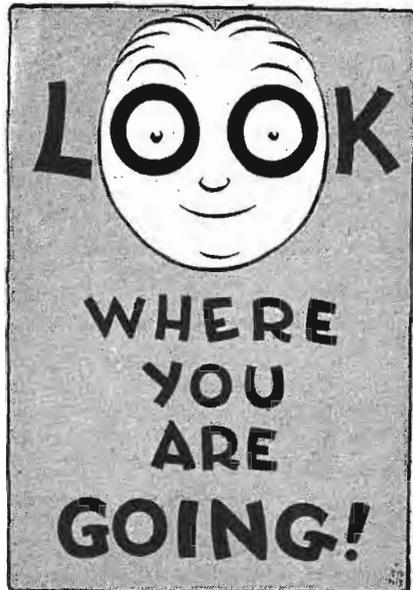
Melba Batson, clerk in the car foreman's office, spent a week at Lake Chelan in eastern Washington the early part of July.

Fay Fox of the yard office spent two weeks with his family at Beaver Lake near Issaquah, Wash., during July. Fay tried hard to get a tan but the climatic conditions were unfavorable.

Lewis Dillman, former switchman in Seattle yard and for the past four and a half years with the Air Force, three years of which were served overseas, has returned to the old stand and after a short visit with his brother in Canada will go back to the old job of switching. Lew hasn't done so badly since he left here. He returned as a captain and has filled out some of the lanky places.

Storekeeper F. J. Kratschmer spent the

The Milwaukee Magazine



week-end of July 21, visiting friends at Spokane and Twin Lakes, Idaho.

Roundhouse Foreman R. W. Jones dropped down to Portland, Ore., on July 21 to escort his wife home. "Red" had been a bachelor for over a week and wanted to make sure that his wife did not change her mind and prolong her visit.

Ray Pence has taken over the afternoon yardmaster job, coming over from the night water front shift. Frank Hanley, whom he replaced, is now on the afternoon switch shift.

Charley Balch and George Dolan of the roundhouse force took their vacations during August. Charley made a trip to Port Angeles, while George found plenty to do around home.

### Twain on a Train

Waiting in a railroad station, Mark Twain was petitioned by a casual acquaintance to stake him to a railroad ticket to the next town. Twain explained that he hadn't enough money to cover two fares, but offered to hide the man under his seat. Then Twain secretly bought two tickets.

When the conductor came by, the stowaway was cramped beneath the seat with Twain's bags camouflaging the front of the seat. Twain handed the conductor the two tickets. "But where is the other passenger," the conductor asked.

Twain opened his legs and tapped the refugee on the head. "He's quite harmless," he explained gravely. "He always rides under seats."—from "Facts."

It's nothing much to think of,  
But every now and then  
I wonder where Mahatma Gandhi  
Carries his fountain pen.

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent  
Local Freight Office

Charles M. Clemens, 65, lieutenant of police under Captain Guy Truscott of Seattle, died at his home in Spokane on July 13, as he was packing his grip to return to Seattle after a vacation spent at home. Lieutenant Clemens served the Milwaukee for 34 years on Lines West. He was transferred to Seattle about two years ago, to assist Captain Truscott in the task of handling the heavy volume of police business brought about by the war. He was buried in Missoula. His many friends on the Milwaukee Road express their deepest sympathy to the bereaved family.

Mrs. Martha (Prentice) Dougal, chief of the expense bill room, now on sick leave, underwent an operation in the Providence Hospital on July 13 and is reported to be doing nicely.

An eight-pound daughter, Pamela Jule, was born to Mrs. Joe Hubbs (Mary-Lou to us) on July 22. We all remember Mary-Lou as our former PUD clerk. Congratulations to Mr. and Mrs. Hubbs.

Mrs. Mary Newton, mother of Betty Herts, janitress at the local freight, arrived from Chicago on July 25 to make her permanent home in Seattle with Betty.

Our new employment officer in the police department is O. H. Schultz of Chicago. He is taking the place of Jack Oren, who recently passed away. Charles Miller, former employment office, has been assigned to other duties in the police department.

A special train of Jehova's Witnesses left on July 31 for Cleveland, O., some 600 strong. Freight Agent J. R. Ludwick being a party to securing this business for the Milwaukee Road, acted as special escort to Cleveland and back, with E. Webster of the passenger department acting as convoy from Seattle to Chicago and W. Van Buren from Chicago to Seattle.

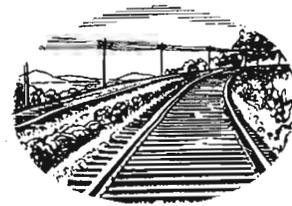
Albert S. Howes, supervisor of oil docks, is about the busiest man on the waterfront right now. Ships are coming in every few days with fish and other oils to be unloaded into tanks on the Milwaukee oil tank farm, where it is stored until shipped east. Tank car cleaning and loading is going on on a large scale this time of the year.

Robert E. McGuire, son of Conductor Eugene McGuire of Beverly, was separated from the Naval Air Corps in July and went to work in the Seattle yards on Aug. 9. He had been in the navy since December, 1944.

Consider the turtle: He never gets anywhere until he sticks his neck out!

The pastor had preached a good sermon on marriage. Two old Bridgets waddled out at the close of the service. "Ah, 'twas a fine sermon his rivrence was after a-givin'."

"Indade it was," said her friend, "an' I wish I knew as little about it as he does."



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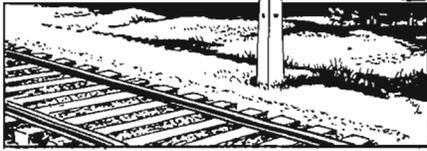
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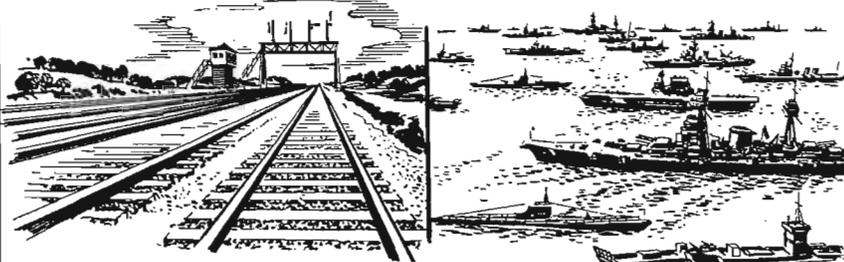
Plants: Eagle Harbor and West Seattle

# Rail oddities

EVER WONDER HOW MANY MILES PER HOUR THE TRAIN IS GOING? JUST COUNT THE NUMBER OF SECONDS BETWEEN TWO MILE POSTS AND DIVIDE INTO 3600.



THE WEIGHT OF STEEL RAIL IN THIS NATION'S VAST NETWORK OF RAILROAD TRACKS WAS 4 TIMES THE TOTAL TONNAGE OF THE U. S. NAVY AT THE CLOSE OF THE WAR.



A SOUTHERN NEWSPAPER SET UP SHOP IN A BOX CAR AND BECAME A HOMELESS WANDERER THROUGHOUT THE SOUTH FOR 3 1/2 YEARS (1862-1865), BUT NEVER FAILED TO PUBLISH AN ISSUE EACH MORNING.

ASSOCIATION OF AMERICAN RAILROADS 846

## Tacoma

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

### FREIGHT OFFICE AND PASSENGER STATION

Assistant Superintendent Thor, Freight Service Inspector Art DeGarmo and Agent Ray Grummel made their regular division claim inspection trip over the southwest branches, holding meetings with committee members at the various stations, with good results.

Chief Clerk O. R. Powels is back at his desk after three restful weeks on his farm at Lake Tanwax, not tilling the soil, but resting in the shade in his hammock, on the porch overlooking the lake. He must have acquired that million-dollar suntan in the moonlight.

Mille Anderson enjoyed a week's vacation with first rate summer weather.

Messenger Veronica Wendt resigned from the Road on Aug. 1 and was replaced by Jack P. Bashey, recently of Auburn station.

Thomas J. O'Dore, recently discharged from military service, has returned to work, taking over the position of demurrage clerk in the local freight office. He displaced Manda Schrock, who will work on the extra list for awhile.

John S. Gates, A.C.Y.C., was recently transferred to the switching desk, freight office, taking over from Eugene Hallan, who replaced Amanda Stewart. Amanda resigned on July 18. Gates' position at

yard has been filled by George E. Schwartz.

### YARD OFFICE

Eddie Alleman, recently discharged from the Merchant Marine, is now located in the chief dispatcher's office, Spokane, Wash., as general clerk.

The Milwaukee Service Club team finished the season in the Tideflats League by defeating the Northern Pacific Rails on July 23. The manager of the team is L. J. Pentecost of the shop forces, and Frank Kinzner of the car department assisted by Cecil Snyder as scorekeeper. A crowd of about 100 attended and after the game refreshments were served. Out of 11 games played, the Milwaukee team won eight and lost three by very small margins.

### LOCOMOTIVE SHOPS

Safety Appliance Inspector M. P. Hannon paid a visit to the roundhouse on July 27.

Bollermaker Joseph Hillan, Austin, called at the flats and renewed acquaintances. Joe was a Lines West employe several years ago and worked at various points before transferring to Lines East. Call again, Joe.

Jim Norris, chief to the DMM, started on Aug. 3 for a much needed vacation.

Perley R. Horr retired on July 16 on account of ill health. We are very sorry to see him retire. The following letter addressed to his Milwaukee friends express-

es Mr. Horr's sentiments on his retirement:

"On account of ill health I am forced to retire, after having been employed continuously for over 44 years by the Tacoma Eastern and the C.M.St.P.&P. All of this service was at Tacoma, Wash. I held the positions of shop and erecting foreman since June 10, 1918, and came in contact with most of the departments, especially on the Coast and Idaho Divisions. I wish to thank the officers, fellow supervisors and particularly the men under my direct supervision, for their loyalty and whole-hearted cooperation, without which no supervisor could succeed."

### CAR DEPARTMENT

W. C. Meyer of Bremerton, Wash., passenger on second Number 15 arriving at Seattle on July 18, left a small hand satchel on the train. On arrival of the equipment at Tacoma coach yard the satchel was found by Coach Cleaner Kate Dickinson, who turned it over to Assistant Coach Yard Foreman Garrison. Upon opening the bag for identification purposes, he discovered a billfold containing \$345, with the owner's name and address. It was returned to the owner on the same day.

Joe Spencer, a carman at Tacoma shops for over 30 years, now retired, and Mrs. Spencer are visiting their son, just out of the army, who is residing in Denver.

Wrecking Foreman Ed Garstad and wife are visiting relatives in Portland, Ore.

Mrs. O. A. Torkelson, wife of coach yard carman, is visiting relatives in North Dakota.

Coach Cleaner Nancy Parham found a valuable ruby ring in her coach on July 3. It had been reported lost by a lady passenger.

Minnie Jurich, file clerk in the office of the district general car foreman, has returned from her vacation, most of which was spent visiting friends in Bellingham.

Stenographer Bernice Rippl is spending her vacation at her palatial summer home, located on Lake St. Clair, south of Tacoma.

William J. Retallick, 81, veteran of 40 years' service with the Road, passed away at Tacoma, Wash., on July 19. Mr. Retallick began his service record at Aberdeen, S. D., traveling westward with the extension to the Coast, and was the first car foreman at Miles City, when that point was reached in 1908. Later, when the branch line was taken over, he was transferred to Lewistown, where he made his permanent residence. He retired in 1938 and about two years ago moved to Tacoma, where most of his family now resides. He is survived by his wife, Catherine, four daughters, two sons, nine grandchildren and one great-grandchild. Funeral services and burial were at Tacoma.

Two Gurkha soldiers who had volunteered for service with India's sky troops, asked an N.C.O.:

"From what height are we supposed to jump?"

"Five hundred feet," was the reply. "Nothing doing," they said; "it's too high. Can't we try from 300 feet?"

The N.C.O. explained that from such a low height there was a danger of the parachutes not opening in time and the Gurkhas broke into smiles.

"Oh, that's different," they said. "We get parachutes, do we?"

Rastus: "Listen, woman! Didn't ah see yo' kissin' a no 'count piece of trash las' night?"

Liza: "Gwan, Rastus. It was so dark ah thought it was yo'."

Rastus: "Come to think of it, mebbe 'twas. What time was dat?"

# America finds a new, easy way to save

OUT of the war has come one blessing—a lesson in thrift for millions of those who never before had learned to save.

Enrolled under the Payroll Savings Plan in thousands of factories, offices, and stores, over 27 million American wage earners were purchasing "E" Bonds alone at the rate of about 6 billion dollars worth a year by the time V-J Day arrived.

With War Bond Savings automatically deducted from their wages every week, thrift was "painless" to these wage earners. At the end of the war, many who never before had bank accounts could scarcely believe the savings they held.

The moral was plain to most. Here was a new, easy way to save; one as well suited to the future as to the past. Result: Today, millions of Americans are continuing to buy, through their Payroll Savings Plan, not War Bonds, but their peacetime equivalent—U. S. Savings Bonds.



**From war to peace!** War Bonds are now known as U. S. Savings Bonds, bring the same high return—\$25 for every \$18.75 at maturity.



**Out of pay—into nest eggs!** A wage earner can choose his own figure, have it deducted regularly from earnings under Payroll Savings Plan.



**New homes to own!** Thousands of new homes, like this, will be partially paid for through Bonds wisely accumulated during the next five to ten years.



**Keeping cost of living in check!** Buying only needed plentiful goods and saving the money which would bid up prices of scarce goods keeps your cost of living from rising. Save automatically—regularly.

Weekly Savings	SAVINGS AND INTEREST ACCUMULATED	
	In 1 Year	In 10 Years
\$ 3.75	\$195.00	\$2,163.45
6.25	325.00	3,607.54
7.50	390.00	4,329.02
9.38	487.76	5,416.97
12.50	650.00	7,217.20
15.00	780.00	8,660.42
18.75	975.00	10,828.74

**Savings chart.** Plan above shows how even modest weekly savings can grow into big figures. Moral: Join your Payroll Savings Plan next payday.

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BUY YOUR BONDS  
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*“Readin’ and ’ritin’ and ’rithmetic’ were about all that children learned in the days of the little red schoolhouse. Today, of course, we cover a lot more ground. And classroom projects on transportation form so important a part of our studies these days that this fourth ‘R’ of mine would stand for Railroads.*

*“Our young people have learned that the railroads are an important partner in the business of living . . . Because only the railroads have the enormous carrying capacity required*

*to transport most of the food the children eat, the clothes they wear, and the things they need and use every day.*

*“Yes, ‘R’ for Railroads means a real partnership — one which has been firmly interwoven into the whole pattern of our American life.”*

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every community they serve. They employ local people, buy supplies locally, own local property and pay local taxes.

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