

**THE
MILWAUKEE
MAGAZINE**

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Ever wish you were Aladdin?

You remember him . . .

He was the lucky fellow who found a magic lamp. It gave him everything he wished for—from diamond-crusted palaces to a sultan's daughter as his bride.

You've probably wished a lot of times for a miracle like this to happen to you. Maybe not for out-of-this-world treasures, but for something that will take care of the things that are bound to come up.

Like medical expenses, or college for the kids. Or maybe just for the nice, safe feeling it gives you to have some extra money put aside for the future.

Though no magic is involved, there is a way to give you this security. The Payroll Savings Plan. Or, if you're not eligible for the Payroll Plan but have a checking account, the new Bond-a-Month Plan.

Either way, it's almost unbelievable how quickly your money accumulates.

Where else can you get such a *safe*, generous return on your money (\$4 for every \$3)? It's so simple—so easy, you hardly miss the money that you're saving.

And don't forget—at the same time, you're *making more!*

Next to a magic lamp, there's no better way than this to make sure your future is secure.

Save the easy, automatic way . . . with U.S. Savings Bonds

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NEWS HEADLIGHTS

RKO-Pathé released on July 25 its new railroad moving picture, "Whistle in the Night", many of the scenes in which were shot on the Milwaukee Road and show a number of recognizable employes and familiar locations. This two-reel film, part of RKO-Pathé's "This Is America" series, will continue in use for about a year and a half and will be seen by approximately 40,000,000 people in 9,000 theaters throughout the country. It is a fast-moving, interesting and constructive film which should help to acquaint the public with the facts-of-life about railroads.

AT THE request of the War Department the Milwaukee Road is preparing to sponsor a railway operating battalion and a railway shop battalion. This move is part of a larger program which calls for the sponsoring of military organizations of a technical nature by a number of key industries so that in the event of a grave national emergency reserve officer personnel with highly specialized training will be immediately available. Eleven rail units are being organized throughout the country. For the present the units will consist only of a full complement of officers, the balance of the personnel to be provided in the event of mobilization. Headquarters of the shop battalion will be Milwaukee, and the operating group will headquarter in Minneapolis.

JUDGING by the number of vacationers who had used Milwaukee Road service to or from Three Forks, Mont., by the end of July, this year will exceed all others in the number of Gallatin Gateway Inn guests, Yellowstone Park tourists and dude ranchers using the Road's Gallatin Gateway entrance to the park. It is expected to exceed even the banner year 1929, and will probably surpass 1946 by as much as 225 per cent. By the end of July 2,348 vacationers had ridden Milwaukee Road trains to that area, most of whom at least stopped at Gallatin Gateway Inn for lunch.

THOUSANDS of children will soon be able to study pictures of the Hiawatha at the breakfast table as the result of a new type of advertising to be employed by the Kellogg Company. That company's cereal boxes are to feature not only the Hiawatha but other crack streamliners, together with brief articles about them. Each carton will first carry the picture of a locomotive in the form of a cut-out which can be folded and set up. Another carton will show a lounge car, for example, another a diner, and so on until all of the equipment for a complete train has been presented.

AMERICA has never harvested the quantity of "bread grains" that it is expected to harvest this year, and, according to the Road's agricultural and mineral development

department, grain-raising areas served by the Milwaukee Road will enjoy an increase in production proportionate to that of the nation as a whole. With the exception of Minnesota, where many acres formerly planted in wheat are now being used for soy beans, every Milwaukee Road state will produce from 6 to 35 per cent more wheat than in the record-breaking year 1946.

Due principally to floods and an unusually late spring, however, the feed grain harvest for the nation as a whole will be considerably less than in 1946. Corn alone will be down 21 per cent, a fact which points to heavy marketing of livestock in the fall.

Closer government supervision this year will prevent a recurrence of a potato surplus such as the country experienced in 1946. Production is down approximately 27 per cent. With the exception of Montana, which will raise 2 per cent more than last year, all potato-raising states have cut production.

CIVIC pride characterized the interesting leaflet entitled "Welcome to Deer Lodge, Montana", which was distributed among Olympian Hiawatha passengers when the train paused in that beautiful mountain town on its maiden trip, June 30. The leaflet, prepared and distributed by the Powell County Civic Association, offered congratulations to President Buford, as well as a number of other Milwaukee Road officers, and set forth a brief account of the town's founding and subsequent history. The cover carried a picture of the new train and on the inside were the names of the men in the train and engine crews, notable facts about the train, and a list of the town's claims to distinction.

THE first of 10 fusion welded boilers which the Milwaukee Road had ordered for use in heavy freight hauling locomotives was received from the American Locomotive Company early in July. Up to April of this year only seven fusion welded locomotive boilers had ever been constructed, although such boilers have been in use in the marine and stationary field for 10 years, according to Harry G. Miller, Milwaukee Road mechanical engineer at the Milwaukee shops. Replacing the conventional riveted boiler, the welded job brings locomotive construction up to the most modern standards, he explains. The boiler is 52 feet 8½ inches in length.

"P. R. Was Here", a booklet presenting in humorous verse a picture of what can be accomplished by the proper public relations attitude on the part of Milwaukee Road people generally, was distributed throughout the railroad in mid-July. P. R., the Road's sprightly symbol of public relations, is the principal character whose invisible presence is shown to result in all manner of courteous and thoughtful acts on the part of employes which make for better relations with the public. The verse is tricky, the color cartoons are funny and the moral makes sense. Anyone who has not seen it can get a copy from his supervisor.



Above: Mount Rainier observed the launching of the Olympian Hiawatha by shining forth in all its glory. Below: Mrs. Harold Allen of Tacoma christens the train. Looking on, left to right, are: Conductor R. B. Craig; Mayor C. V. Fawcett of Tacoma (background); F. N. Hicks, passenger traffic manager (kneeling); J. P. Kiley, vice president; and Joshua Green, director.



Below: Scene in the Tacoma passenger station before the new train departed on its maiden trip. Below right: Appropriately attired for the initial run of the gleaming new speedliner, Fireman John A. Johnson (in the cab), Engineer R. V. Hanicker and Conductor R. B. Craig (on the ground) make ready to leave Seattle. (Seattle Post-Intelligencer photo.)

Olympian Hiawatha Enters Service

THE addition which the Hiawatha family had been expecting put in its appearance on June 29 and, judging by the reaction of passengers and the throngs of people in cities and towns along the 2,189-mile route who came down to the stations to see it, the Olympian Hiawatha left little to be desired.

The beautiful new train, operating on a 45-hour schedule between Chicago and Seattle, is not only the Milwaukee Road's latest contribution to luxury transportation but is its first streamliner to operate in coast service.

Among the greeters of the newest member of the Hiawatha fleet, as the twin units prepared to depart from Chicago and Tacoma, was a group of 2,000 Tacomans who gathered at the station on June 29 to witness the ceremony in connection with its christening. Mayor C. V. Fawcett and other city dignitaries, as well as Milwaukee Road officers, were present to bestow their official blessing.

To Kenneth Kennell, past president of the Tacoma Chamber of Commerce, went the honor of introducing Mrs. Harold Allen, the sponsor, whose late husband was also a past president of the chamber.

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Left: Mrs. Harold A. Card of Grand Rapids, Mich., was the first passenger through the gate and aboard the Olympian Hiawatha in Chicago on June 29. Mr. Card is shown directly behind her. Gateman Frank Zuver has a look at their tickets as C. C. Dilley, travel promotion agent, pins a pink carnation on her jacket and Lieutenant of Police Harry Imm



and Harry Stastny of the advertising department stand by. Right: While little Marilyn Macaulay makes ready to order, Conductor Harry L. Jewell examines the tickets of her parents, Mr. and Mrs. John Macaulay, who were bound for Seattle. The picture was made in the lunch-lounge car as the train pulled out of Chicago on its first run.



Left: These three men from Richmond, Va., shown in a Touralux sleeping car as the Olympian Hiawatha left Chicago, lost no time in becoming fast friends when they met. They are, left to right: Henry B.



Sycle, E. D. Clary, and Col. Kirk Broaddus, the latter being stationed at Fort Missoula, near Missoula, Mont. Right: Scene in the Chicago Union Station on June 29, shortly before departure of the new train.



Left: The young and not-so-young alike enjoyed the fine food and air conditioned comfort of the Olympian Hiawatha diner as it left Chicago. The young lady trying a sip of iced tea is Carol Lynn Johnston, four-year-old daughter of R. F. Johnston, general passenger agent, Chicago.



Right: The triangular and diagonally-shaped tables of the diner on the new train demonstrate their advantage. General Passenger Agent R. F. Johnston can be seen midway of the car (back to camera) with Mrs. Johnston and daughters Judith Ann (left) and Carol Lynn.

"I christen thee Olympian Hiawatha," said Mrs. Allen as she broke the bottle of Mount Rainier and Puget Sound water against a truck frame. Moments later the motors of the gleaming 6,000 h.p. Diesel roared into action and the 12 cars clicked quietly out of the station.

Among the Milwaukee Road officers present for the ceremony were Joshua Green, a director; J. P. Kiley, vice president; William Wallace, general passenger agent (all of Seattle); and F. N. Hicks, passenger traffic manager, of Chicago.

More than 5,000 persons had gone through the train in Tacoma on the previous day.

By way of marking the inaugural run as a truly special event and possibly as a nostalgic gesture to the pioneer railroader who worked in his Sunday clothes, Engineer R. V. Hanicker, Conductor R. B. Craig and Fireman John A. Johnson took the train out in full dress. As the Tacoma News Tribune put it, "Swellhead, hogger and tallowpot, they were all in tails."

Engineer Hanicker is said to have set very definite conditions before agreeing to get into the outfit. "Well, I tell you," he replied to Superintendent Wiley of Tacoma, "I'll go for the gag if the Milwaukee undertakes all the expenses, if you get me a suit that fits, and if you have someone standing by to help me into it, put the studs in and tie the tie." Apparently Wiley met the conditions, as Hanicker was perfectly turned out, and wore his white gloves, white tie, silk hat and tails right into the cab and rode out of town in glory.

Scenery by Daylight

Departing from both Chicago and Tacoma at 1:30 in the afternoon, the Olympian Hiawatha traverses many of the most scenic areas during the daylight hours. The passenger traffic department has taken advantage of this fact by stationing a passenger representative aboard each train to tell the passengers something of the history of the cities and vast regions beyond the windows and to identify mountain ranges, rivers and significant landmarks along the way. The narration, carefully and interestingly prepared by C. C. Dilley, the Road's travel promotion agent, is read by the passenger representative from the conductor's "office" in the dormitory-express car, or from any other car where he may choose to plug in a portable microphone. Loudspeakers have been placed in the air ducts overhead in such a way that the narration, as well as station announcements, radio and recorded music can be heard throughout the train.

Mr. Dilley was aboard the train leaving Chicago on its initial run and



Gaiety rode the Olympian Hiawatha out of Chicago on June 29. Since a new streamliner doesn't take to the rails every day, these five girls were on hand to enjoy a ride as far as Milwaukee. Left to right are: Marion Johannesen, Chicago; Cathryn Caviezel, Chicago; Carolyn Basta, Villa Park, Ill.; Loretta Kirk, Chicago; and Alice Stortzman, Chicago.

served as narrator. R. E. Carson, general agent passenger department, Seattle, made the first run from Tacoma and played the role of the unseen voice. It is the present plan of the passenger traffic department to have a representative aboard each train during the entire summer travel season, after which time other plans may be put into effect. Milwaukee Road city passenger agents, traveling passenger agents, and general agents passenger department from all on-line and off-line points will be given an opportunity to ride the new train and serve as narrator at least once during the summer. Upon reaching Seattle, they take a bus trip around the city and nearby territory in order to re-acquaint themselves with the region.

Passages from the narration follow:

As the westbound train reaches Western Avenue on its way out of Chicago, the passenger representative says:

"Good afternoon, ladies and gentlemen. The Milwaukee Road welcomes you as its guests and sincerely trusts the journey you are about to make will fill the coming years with pleasant memories of a most enjoyable time.

"Our first stop will be Milwaukee, Wis., a name derived from an Indian word meaning 'good lands.' Visited in 1673 by Father Marquette, a Jesuit missionary, and Louis Joliet who traveled by canoe from the mighty Mississippi, it was not until 1760 to 1800 that eastern fur traders established the first settlement.

"Arriving at 2:40 P.M. and departing five minutes later, enroute passengers are requested not to leave the train."

As the train leaves Milwaukee, comment is made about the Badger State, and later some of the history of Portage and LaCrosse is related. Needless to say, the comment is not continuous.

As the train leaves St. Paul at 7:45 in the evening, the narrator again addresses the passengers:

Midway Between Equator and North Pole

"A few cabins clustered about a chapel, St. Paul's, formed the nucleus around which has been built this thriving commercial center, Minnesota's state capital. Fort Snelling, built in 1819, now used by the Veterans Administration, is a picturesque spot at the junction of the Mississippi and Minnesota rivers. Exploring the Mississippi in 1680, Hennepin saw and named the Falls of St. Anthony at what is now Minneapolis and which will be our next stop. Early development of water power from the Falls of St. Anthony established Minneapolis as the greatest flour milling center of the country, a position still maintained. Located in the city is a boulder bearing the following inscription: 'Latitude, 45 degrees north—Longitude, 93 degrees, 19 minutes, 10 seconds west.' It marks a spot exactly half way between the equator and the North Pole. Minneapolis is also the home of the University of Minnesota and the Falls of Minnehaha, immortalized by Longfellow in the poem, 'Hiawatha,' from which the train you are riding gets its name. Many of you will recall parts of this beautiful poem:

"Out of childhood into manhood
Now had grown my Hiawatha,
Skilled in all the craft of hunters,
Learned in all the lore of old men,
In all youthful sports and pastimes,
In all manly arts and labors.

"—Swift of foot was Hiawatha;
He could shoot an arrow from him
And run forward with such fleetness,
That the arrow fell behind him!
Strong of arm was Hiawatha;
He could shoot ten arrows upward,
Shoot them with such strength and
swiftness,

That the tenth had left the bow-string
Ere the first to earth had fallen!"

"When we leave Minneapolis, the route is westerly. During the night we will travel through Minnesota, also South Dakota and North Dakota. These twins of the north country were admitted to the Union in 1889. Dakota is an Indian word meaning 'an alliance of friends.' Here was the great buffalo country of the olden days, also the home of the Sioux Indians. These mighty warriors of the frontier days and their descendants are now living in peace and quiet on government reservations.

"Upon arriving in Minneapolis, we will be 421 miles from Chicago and 1,767 miles from Seattle.

"Good night."

vast areas of Illinois, Wisconsin, Iowa, Minnesota, South and North Dakota. In 1906, work was begun on the line to Puget Sound, from Mobridge, S. D., to Seattle and Tacoma. Hundreds of miles of track were laid, across four ranges of towering mountains, over foaming rivers, through canyons, tunnels and forests. Engineers still marvel at the speed with which seemingly insuperable barriers were conquered, as it was in 1909 that coast service was inaugurated. Later, the electrification of 656 miles of the line over the mountains was completed, making this the longest electrified railroad in America. And so the story goes, for almost a century—building for service, pioneering in development, sharing alike the hardships, burdens and successes of the splendid people whose efforts have created in the Northwest an 'Empire of Opportunity.'

"When we left Seattle, we were 15 feet above sea level and 2,188 miles from Chicago. We are now starting the climb over the Cascade Mountains. The area just a few miles east of here is known as the Seattle watershed, as that is the section from which the water supply for the city of Seattle is derived. After climbing, ever upward, we reach Snoqualmie Tunnel at an elevation of 2,564 feet. This tunnel,

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The Milwaukee Magazine, now in its 35th year of continuous monthly publication, is distributed free of charge to active and retired employes of the Milwaukee Road. The general subscription rate is \$1.00 a year. Single copies are 10c.

With much beating of tom-toms five little Indians-for-a-day welcomed the Olympian Hiawatha as it pulled into Three Forks, Mont., on the afternoon of June 30. Left to right are: Milford Fletcher, Berry Hamann, Joseph Evans, Harvey Burns and Allan Hopper.



Eastbound, as the train leaves Seattle, the narrator greets the passengers, wishes them a pleasant journey, and adds:

"I am going to tell you just a little about this great railroad, the only line operating over its own rails all the way between the North Pacific Coast and Chicago. The nucleus of the Milwaukee Road had its inception in the state of Wisconsin, where the original charter was granted in 1847, 100 years ago.

"The first rail was laid in Milwaukee in 1850 and the following year the first steam train chugged over the 20-mile line. As time passed, the lines were extended until they were serving

almost 2¼ miles in length, is our means of crossing to the east slope of the Cascade Mountains. Just east of the tunnel, at Hyak, is the famous Milwaukee Road Ski Bowl, where during the winter months, many thousands of winter sports enthusiasts take advantage of the facilities. Still further east, irrigation has worked wonders, the farms and orchards attesting the fact very plainly."

The following announcement is made shortly before the train reaches Miles City at 4:50 the following afternoon:

"Our next stop will be Miles City, the last great 'cow town' of the old

West. Within a few feet of where the railroad crosses Tongue River, General Custer and his band of 264, wiped out by the Sioux and Cheyennes under Sitting Bull, left behind an imperishable memory of brave fighting against odds. The following year General Nelson A. Miles built Fort Keogh, just west of the Tongue, which remained an army post until it was converted into the U. S. Range Livestock Experiment Station. Southwest of Miles City is Signal Butte, a high point used by the Indians for sending smoke signals to tribes south of here. In fact, it is recorded that messages have been sent from butte to butte all the way to the Black Hills. Miles City was named for General Miles."

The Olympian Hiawatha offers a great deal more than mere transportation. It not only meets today's travel requirements of speed, convenience and comfort, but introduces Americans to one of the most beautiful and fascinating regions of their America.

Railroading is a way of life and the persons who work on a railroad are among the most substantial citizens the nation ever had. The steel laid for railroad tracks in the 1860's and 1870's was a rugged job that called for rugged spirits and it opened up the West for population. Railroaders are solid citizens and the backbone of any community where they live.

Huron, S. C., Huronite & Plainsman.



In the presence of members of his force, B. J. Schilling, superintendent of sleeping and dining car service (left), accepts from R. H. La Bonte, assistant editor of Institutions Magazine, the Certificate of Sanitation awarded to the Milwaukee Road for supporting the public health safety program. Seated, left to right: Lawrence Janes, commissary agent, and Thomas Triggs, dining car inspector. Standing, left to right: L. C. Kusch, assistant superintendent, F. J. Wozny, dining car inspector, and A. J. Johnson, traveling inspector and chef's instructor.

Milwaukee Road Cited for Superior Sanitation

IN recognition of its quality dining car service and the high standards of its commissary facilities, the Milwaukee Road was honored recently with a Certificate of Sanitation by Institutions Magazine, a trade journal published in the interests of the nation's leading food dispensers. The award was presented for the "storing, handling, preparing and serving of food to the end that all facilities, equipment and operations afford the utmost health protection at every point of contact." The invitation to take part in the public health safety program was extended early this spring and the Milwaukee Road is the first railroad in the country to receive the certificate.

The Milwaukee Road qualifies as an institutional food dispenser through the operation of 53 dining cars, large commissary facilities and Gallatin Gateway Inn, the hotel at the entrance to Yellowstone National Park. During the course of a year the Road feeds over two million people. For the past two years a special cleanliness program has been in operation on the entire system. In pledging to support the national campaign, B. J. Schilling, superintendent of sleeping and dining car service, announced that the Road's program has shown very satisfactory results and that the precautions suggested would be practiced in addition to those already in effect.

Among the institutions which have subscribed to the movement are hun-

dreds of hotels, restaurants, hospitals, schools and industrial cafeterias. Employees of these places were required to sign coupons whereby they promised to maintain superior sanitary conditions in every phase of the preparation and serving of food. On the Milwaukee Road the movement received the full endorsement of all sleeping and dining

car officials. A crew of the Afternoon Hiawatha was the first group to sign the pledge. Since then all sleeping and dining car personnel and all employees in the commissary and laundry have followed suit.

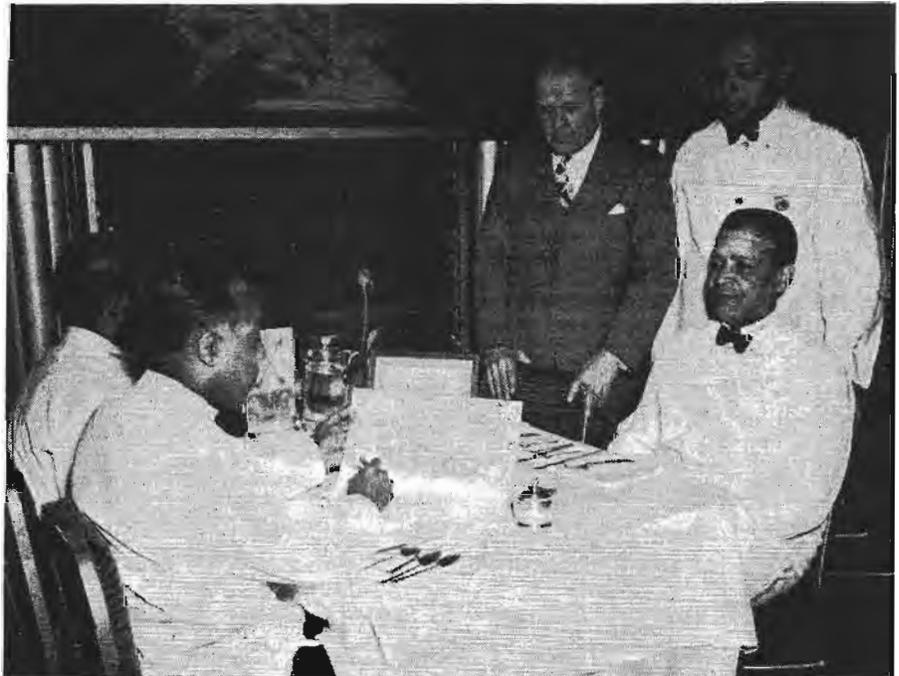
In return for signing the coupons, the Road received 53 certificates—one for display in each dining car. Food service employees put their signatures to "We Are Pledged" posters which were hung in all dining car kitchens.

Institutions which support the measure also receive a monthly poster designed for employe education. These carry instructions on a variety of subjects including the proper handling of dishes, glassware and silver, the protection of foods, control of flies and insects, the proper use of equipment, the washing and sanitizing of utensils and the care of personal health. "This Month's Sanitation Pointers" are posted conspicuously in pantries and kitchens of Milwaukee Road dining cars and put into practice by all waiters and chefs.

Favorite Scenery

The lady in room B, car 162 on the Milwaukee Road's transcontinental Columbian was obviously traveling the route for the first time. She gushed about the moonlight on the snow as the train climbed the Cascades to Snoqualmie Pass. She marveled at the horseshoe curve in the Bitter Roots and at the water rushing through the ice in St. Regis Canyon. Finally she stopped the porter as he came down the aisle and asked, "Porter, you've been over this line many times. It's all beautiful, but tell me, what scenery do you like best?" Without hesitation, the porter answered, "Chicago Union Station, eastbound."

—Trains



Crew members of the Afternoon Hiawatha were first to sign on the dotted line, pledging to observe cleanliness in meal service. Seated are Waiters C. W. Lee, Roy Fagan and T. H. Wells. Standing, Steward Frank W. McDonald and Waiter Louis Cave.

Walder Succeeds Curtis as Chief Purchasing Officer

G. H. WALDER, who had served as Milwaukee Road purchasing agent since 1920, was promoted to the position of chief purchasing officer, upon the retirement of D. C. Curtis on July 1.

Mr. Walder was born in Rochester, N. Y., and attended Cornell Univer-



G. H. Walder

sity, where he served as captain of the varsity football team in 1909. He was graduated from the engineering school in 1912 and shortly thereafter took a job as draftsman and engineer of tests at the Milwaukee shops in Milwaukee. Five years later, in 1917, he was appointed assistant purchasing agent and was advanced to purchasing agent on Nov. 16, 1920, which position he occupied continuously until the time of the present appointment.

D. C. Curtis was born in Remington, Ind., in 1878 but regards South Dakota as his home state, as his father, a livery stable operator and cattle buyer, moved his family to Huron, S. D., when Mr. Curtis was two years old. Growing up as a western youth, he began riding with the cowboys on nearby ranches when only eight years old. By the time he was 12 he was riding herd alone and doubling as "bronco buster".

His education came the hard way. Ranch work kept him busy from Apr. 1 until about Oct. 1 each year, and although he managed to graduate from high school at the end of the fourth year, he had to spend long hours studying to make up for time lost each spring and fall.

In 1896 he went to Illinois and broke horses for a buyer until 1898 when, at the age of 19, he took a job with the Burlington Railroad in Chicago as an

office boy and clerk in the engineering department. In 1899 he was transferred to the mechanical department of that railroad, working in the shops and studying mechanical engineering at night. Here he was placed in charge of the piece work department in 1904, and in 1907 was transferred to the stores department. In 1914 he became traveling storekeeper.

During the first World War Mr. Curtis served as federal superintendent of stores in the northwest region with supervision over 52 railroads. On May 1, 1920, he came to the Milwaukee Road as general storekeeper, and exactly five years later was appointed chief purchasing officer.

He has two sons, James A. Curtis of Chicago, who is associated with the Marquette Railway Supply Co., and Paul D. Curtis of St. Paul, manager of the northwest region for the American Locomotive Company.

Mr. and Mrs. Curtis have made their home in Deerfield, Ill., near Chicago, since 1937. His plans for the future are not definite, but he figures on taking things rather easy at his home in Deerfield and at his summer cottage near Iron River, Mich., where, he adds, he always holds open house.



D. C. Curtis

J. O. McIllyar Promoted

JAMES O. McILLYAR, whose appointment as assistant to vice president was announced in the July issue of the Milwaukee Magazine, has been with the Road since 1921.

Mr. McIllyar was born in Cambridge, Ohio, on Sept. 17, 1899, went to school



James O. McIllyar

there, and took his first job with a railroad on Dec. 11, 1917, in Loraine, Ohio. The Loraine, Ashland & Southern, his first employer, was later taken into the Pennsylvania Railroad system. He transferred to the Baltimore & Ohio in 1918, still being stationed in Loraine, and on May 1, 1921, he came to the Milwaukee Road, working in the Seattle general freight office.

In 1922 Mr. McIllyar was advanced to traveling freight and passenger agent with headquarters in Seattle, and in 1927 was promoted to commercial agent for the Road in Spokane. In 1935 he became division freight and passenger agent with headquarters in Aberdeen, Wash., and in 1938 he assumed the same duties on the Trans-Missouri Division, with headquarters in Miles City. From Sept. 1, 1941, until the time of his present appointment, he was assistant to the western traffic manager, in Seattle. As assistant to vice president, his headquarters are in Chicago.

Mr. McIllyar is married and has two daughters. However, at the time this was written, shortly after his transfer from Seattle, he had not succeeded in finding a home in the Chicago area.

Crazy Over Ties

THE United Press writer who recently boarded the Hiawatha at Chicago for a week end trip home was wearing one of those bow ties that light up from a concealed battery. The advertisement had read, "Have lot of fun; astonish, amaze your friends." Before wowing his local audience he decided to try out the razmatazz and turning with an ingratiating smile to a woman and two small children, he lifted his eyebrows, looked pop-eyed and flicked the switch. The children swallowed their bubble gum in fright and the mother called the porter. Uh-huh. The battery wasn't connected.

Piepho and Goodenough Ride the "Golden Jubilee Express"

by RAY ALLEN
Freight Claim Department, Chicago

JUNE, 1947, was a banner month for the Milwaukee Road. In addition to witnessing the inauguration of the new Olympian Hiawathas, it marked the 50th service anniversaries of Jay Goodenough and Charles Piepho, veteran employes in the freight claim department, Chicago. Jay and Charlie are a credit to the industry, the type of men who have helped the Milwaukee Road maintain its high standard of efficiency.

It was natural that these two men should acquire a vast number of friends in their half century of railroading, a fact made evident on the evening of June 28 when 150 members of the freight claim department force and friends in other industries assembled in the Pompeian Room of the Belmont Hotel in Chicago to give a party in their honor.

The room presented a lovely picture. The tables had been decorated with floral centerpieces, and individual favors of blue and white inscribed with a gold "50" stood at every place. Jay and Charlie's favors were symbolic of the occasion—miniature gold engines which carried their pictures in the cabs, with the gold "50" on their tenders. All were the handiwork of Mrs. M. B. Mortensen, wife of Assistant Freight Claim Agent M. B. Mortensen. Cor-

sages were waiting for Mrs. Goodenough and Mrs. Piepho.

The guests of honor and their wives had not been informed of the festivities which had been planned for them and so were detained in an anteroom while the crowd was seated. When the gathering was complete, they were escorted to their places at the speakers' table, accompanied by a group singing "I've Been Working on the Railroad." Mr. Mortensen, officiating as master of ceremonies, then proposed a toast of congratulation and dinner was served.

After dinner the fun started anew. Mr. Mortensen made a brief talk, touching upon the highlights of Jay's and Charlie's railroad careers which brought out the fact that they had been late for work a combined total of only 12 times. He concluded by presenting them with Lord Elgin wrist watches.

Freight Claim Agent G. W. Loderhose extended his felicitations and read a congratulatory letter from M. L. Bluhm, Milwaukee Road general solicitor. W. L. McFetridge, president of the Chicago janitors' union, and Fred Leonard, both former freight claim employes, also offered congratulations. Mr. Leonard revived old memories by calling the roll for the Golden Pheasants, a

social organization of World War I origin of which he was a member. Those responding included Jay, Mr. Mortensen, Vincent Hunt and Hattie Kosen. Jay and Charlie were then asked to speak and although claiming to be as nervous as "a hen laying its first egg," they succeeded in letting everyone know how happy they were and how much they were enjoying their party.

Along with other gifts, the two golden jubilee celebrants received a cablegram from Jay's brother, Stuart Goodenough, sent from Guam, and wires from Wilmer Howard Cordes of the American Steel and Wire Company, Cleveland; Catherine Richland, of the law department; Elmo Nowlin of the AAR, Ardmore, Pa.; E. R. Weinstein, Milwaukee, Wis., furniture dealer; C. H. Dietrich, AAR, Chicago; Joseph Loubsky, Fulton Market, Chicago; and Anabelle Donovan, Mr. Loderhose's former secretary now living at Orlando, Fla.

Remembered by Many Friends

Letters of congratulation were received from Howard Dunn of the International Forwarding Company, Chicago; Assistant Freight Claim Agent C. G. Hurlbut, Seattle; Agent R. G. Larson, Union Station; E. C. Snyder, Chicago Furniture Forwarding Company; W. J. Burns, Armour and Company; and H. R. Park, Chicago Livestock Exchange.

Among the out-of-town guests who attended were Jay's son Stuart, and his wife of Cleveland; District Freight Claim Agent R. E. Abrams and Mrs. Abrams, Milwaukee; District Freight Claim Agent E. H. Suhrbier and Mrs. Suhrbier, Minneapolis; Dorothy Young (former secretary to Mr. Mortensen), Washington, D. C.; and Mr. and Mrs. Leonard (formerly Helen Dahlquist, at one time secretary to C. H. Dietrich), Appleton, Wis.

On the guest list were the names of many old co-workers. The special list included the names of J. J. Crosby, Isadore Mackevich, Ira Mackevich, Mr. and Mrs. McFetridge, Mr. and Mrs. S. O'Regan, Mr. and Mrs. R. O. Reimers, Mr. and Mrs. H. Schueler (Jay's son-in-law and daughter), Mr. and Mrs. J. Wassman, Mr. and Mrs. L. Deegan (the former Elizabeth Kirback) and son, Mr. and Mrs. A. Pabst (the former Marie Kirback), James J. Rezab, Al Wackrow and Frank J. Wald.

After all of the speakers had been heard the entire group sang old-time songs, accompanied on the piano by Traveling Freight Claim Agent Mel Spurling. Mel also played a few of his own compositions. Dolores DeMuth of the freight claim force and Darlene Ducret, daughter of Traveling Freight Claim Agent Al Ducret and a member



Standing alongside the "Golden Jubilee Express" are, left to right: Jay Goodenough; M. B. Mortensen, assistant freight claim agent; G. W. Loderhose, freight claim agent; and Charles Piepho.



The group of employees who attended the party in honor of Jay Goodenough and Charles Piepho.

of St. Olaf College's famous choir, then entertained with a number of songs. The balance of the evening was spent in reminiscing and in dancing to the music furnished by the Four Sharps. When it came to handing out the prizes on the dance floor, Hattie Kosen and Chuck Good walked off with all honors.

For the record, Jay's first job with the railroad was as office boy at the salary of \$15 per month. He started out on July 1, 1897 and has since run the gauntlet of all jobs in the record, the OS&D and claim adjusting bureaus. He is now head clerk of the loss and damage claim adjusters. Along about 1907 he fell in love. The girl was another freight claim employee, Miss Lydia Waller, and Jay says he is still smitten.

Charlie started to work for the Road on Apr. 30, 1897. His first job was opening mail, which also paid \$15 a month. During his career he has held jobs in the OS&D, the record bureau, the sales bureau and as traveling adjuster, and is now reconsigning clerk. When he married, which was on May 21, 1910, he also picked his bride from the freight claim department. Mrs. Piepho is the former Meta Keppel. Charlie says he's been on a honeymoon ever since.

The members of the committee who arranged the party were H. W. Kirch, J. A. Hamm, E. W. Kuehn, A. H. Ducret and C. H. Larson. Congratulations were considered their due also, for providing an evening of pleasure which will be recalled whenever freight claim veterans get together.

August, 1947

Al Wareham Promotes National Publinks

LIKE many other devotees of the sport, Chief Clerk Al Wareham of the Minneapolis local freight office always seems to be talking golf. But actually, Al is somewhat of a golf impresario. As a member of the United States Golf Association publinks committee, he is probably the foremost public links figure between Chicago and the Pacific Coast.

Public links golf in his home town was confined to a six-hole, sand green course when All began to play. He started as a caddy and worked up to his present position through various offices in the state publinks association. This year he succeeded in his persistent effort to bring the National Publinks to Minneapolis.

Al's forte is planning tournaments. Years ago he acquired a law degree but he didn't think at the time that his most important cases would be tried on the golf links. He is often required to make decisions in tournament play and some of those decisions have affected qualifying berths in the nationals.

Al claims that his district is one of the most progressive and points to two national champions and a runner-up to

prove his statement. He reasons that public links golfers start younger, play more often, are more serious about the game and usually play on more than one course. He contends that as a result the public links players are better golfers than the National Amateur field. "Compare the scores," he suggests. "You'll find that it takes a lower score to qualify for the National Publinks."



Al Wareham (Minneapolis Star photo)

"This country—with only six per cent of the world's land area—has one-third of the world's railroad mileage. These railroads pay the highest wages of any railroad system on earth and provide the country with the most abundant and the cheapest land transportation in existence. Standards of comfort, dependability and safety are unsurpassed anywhere. This great railroad system is, beyond argument, the backbone of American Commerce."

Niagara Falls, N. Y., Gazette, June 2, 1947.



"She can't stand to ride backward."

Employees Help Ottumwa Flood Victims

THAT there is nothing more effective than a calamity to cement family ties is a fact well appreciated by the members of the Milwaukee Road family at Ottumwa, Ia., who were victims of the recent devastating floods in that area. In the July issue, the Milwaukee Magazine carried a report on the Ottumwa catastrophe, the worst in 100 years of the city's history, brought on by the rising of the Des Moines River on June 4 and 16. The disaster, which cost a number of lives, caused over 10 million dollars property damage and left about one fourth of the population homeless.

The situation called for heroic measures and in the crisis assistance came from all sides. The Milwaukee Road immediately dispatched to its employes 600 pounds of chlorinated lime for disinfecting purposes. Three centrifugal pumps were also shipped, in charge of Pump Repair Foreman John R. Post. The Road also arranged for the rental of a tank car from the Penick & Ford Company at Cedar Rapids and sent it on filled with water for the use of employes at West Yard. It helped a great deal to alleviate conditions, as city water was still contaminated weeks later.

Herschel Loveless, a former Milwaukee Road employe serving at the time as superintendent of city streets, was appointed director of relief activities. Mr. Loveless has since returned to the Road, in the B&B department. In the stress and hysteria which attended the disaster, Mr. Loveless succeeded in creating order and in co-ordinating the

work of the various relief agencies.

A survey to determine the extent of the damage showed that no less than 50 Milwaukee Road families had vacated their homes and were in need of immediate help. Notified of their precarious situation, railroad organizations in other cities forwarded by passenger train such items as canned goods, clothing, towels, and so on, and also started a fund-raising campaign.

The Milwaukee Road Women's Club answer the plea promptly with a check for \$1,000. Individual contributions began to pour in also. At Chicago the Booster Club collected \$640.78. The Hiawatha Service Club at Milwaukee volunteered to serve as a collecting agency and solicited funds from the shops and terminal forces. It also served as the receiving agent for the donations of the Milwaukee Road Mechanical Foremen's Association and other railroad organizations. As reported by Rudolph M. Freuler, general secretary-treasurer of the Hiawatha Club, the fund collected there amounted to \$2,378.92.

Dispatcher M. L. Fromm, chairman of the Ottumwa Service Club, headed the relief movement in his area, assisted by other officials. A women's committee, which ascertained the needs of the individual families, distributed the articles already received to where they were most needed. The relief funds were used largely to buy foodstuffs, clothing, footwear, soap and other necessary articles.

Mr. Fromm placed the damage to

APPOINTMENTS

Office of President

President C. H. Buford announced recently that the following changes in personnel of the President's Committee were being made, effective on the dates indicated:

R. D. Claborn is appointed chairman, succeeding C. E. Crippen, promoted, effective Aug. 15, 1947.

L. G. Cronin is appointed to the committee succeeding France Wood, promoted, effective Aug. 1, 1947.

G. A. Kellow is appointed to the committee succeeding L. B. Horton, promoted, effective Aug. 1, 1947.

homes of employes at a conservative estimate of \$50,000. The task of rehabilitation was slow and laborious. Only those who have seen the interior of a house after flood waters have subsided can conceive of the tremendous job it involves. However, using the pumps furnished by the Road, Foreman Post supervised the pumping of the water from the basements and our employes courageously began the long process of cleaning and rebuilding.

The flood waters affected railroad service seriously. Most of the downtown tracks were damaged and service there was at a standstill from June 6 to 17. Track was washed out between Newton and Sewal and on the main line at Ottumwa, between the CB&Q crossing and the Des Moines River bridge. Traffic was also tied up for a time by bridge damage west of Chillicothe. All of the damage has since been permanently repaired.

The relief sent by the Road and its employes to the flood sufferers went a long way toward alleviating their hardships. The Red Cross and the local press highly commended the work of Mr. Loveless and his committee. Prominent among those who assisted him were Dispatcher Fromm, General Roundhouse Foreman Harold K. Hill, Pump Repair Foreman Post, Mrs. Lloyd Frost, president of the Ottumwa chapter of the Milwaukee Women's Club, and Mrs. I. H. Rasmus, chairman of the chapter's welfare committee.

Superintendent F. R. Doud of the Kansas City Division expressed his personal thanks for the employes' fine cooperation and helpful spirit. "I assure you that the money will be put to the very best possible use," he said. "The way in which Milwaukee people came to the front in making such generous contributions is surely wonderful and I know that the Milwaukee Road families in Ottumwa who suffered from the floods will be forever grateful."



The Milwaukee Road employes flood relief committee in Ottumwa is shown with some of the remaining supplies purchased with employe donations for flood stricken employe families in that area. Left to right: Dispatcher M. L. Fromm, chairman of the Ottumwa Service Club; Harold K. Hill, general roundhouse foreman; Mrs. I. H. Rasmus, chairman of the welfare committee of the Ottumwa Chapter of the Women's Club; Mrs. Lloyd Frost, president of the Ottumwa Chapter of the Women's Club; Herschel C. Loveless, clerk to chief carpenter, who served as director of flood relief in the Ottumwa area during the worst of the flood.

Traffic Department

Effective July 1, 1947:

H. L. Holmes is appointed general agent, freight department, Seattle, Wash., succeeding L. J. Kidd, promoted.

H. E. Ridenour is appointed general agent at Denver, Colo., succeeding H. L. Holmes, promoted.

E. C. Abling is appointed traveling freight and passenger agent with headquarters at Denver, Colo., succeeding H. E. Ridenour, promoted.

G. S. Barnes is appointed city freight and passenger agent at Denver, Colo., succeeding E. C. Abling, promoted.

Effective July 16, 1947:

W. D. Goss is appointed general agent at Boston, Mass., succeeding R. F. Kelaher, promoted.

W. L. Furbush is appointed traveling freight and passenger agent with headquarters at Boston, Mass., succeeding W. D. Goss, promoted.

E. C. Mahoney is appointed city freight and passenger agent at Boston, Mass., succeeding W. L. Furbush, promoted.

Effective Aug. 1, 1947:

N. D. Kosta is appointed city freight agent at Minneapolis, Minn., succeeding Henry Sterba, transferred.

Purchasing Department

Effective Aug. 1, 1947:

C. B. Hanover is appointed purchasing agent with headquarters in Chicago.

B. B. Melgaard is appointed assistant to chief purchasing officer with headquarters in Chicago.

C. S. Finlayson is appointed assistant to chief purchasing officer with headquarters in Seattle.

R. M. Radicke is appointed assistant purchasing agent with headquarters in Chicago.

France Wood is appointed general storekeeper with headquarters in Milwaukee, succeeding J. V. Miller, who has been granted a leave of absence.

Operating Department

Effective Aug. 1, 1947:

J. J. O'Toole is appointed general superintendent of terminals with headquarters at Chicago, Ill.

C. E. Crippen is appointed superintendent of Twin City Terminals with headquarters at Minneapolis, Minn., succeeding J. J. O'Toole, promoted.

Effective July 10, 1947:

Neal C. Grogan is appointed chief dispatcher, Coast Division, Tacoma, Wash., succeeding J. W. Corbett, who is assigned to other duties at his request.

Effective July 7, 1947:

R. W. Riedl is appointed assistant
August, 1947

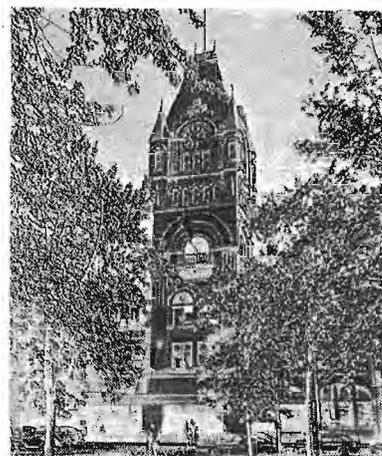
Evolution of a Cover

DID it ever occur to you to wonder how a Milwaukee Magazine cover got that way . . . why a particular picture was selected, why a border was used or not used and why the lettering was of a certain style? An interesting story could be told about each of the 12 covers which, it is hoped, decorate magazine racks and library tables in 30,000 employe homes during the course of a year.

Take, for example, the cover of this issue. It shows the tower and entrance of the Milwaukee Road passenger station in Milwaukee, but not exactly as it appeared to anyone who chanced to be passing that day. It is a photograph, but it is a number of other things, too.

After the photographer had developed the negative, he made a positive transparency of the same size. These he placed one on top of the other, slipped them slightly and placed them in the enlarger. The resulting effect was a beautiful, slightly three-dimensional cross between a photograph and an etching, from which the reproduction at the right was taken. This was given to the artist for the creation of a cover design.

In order not to spoil the print, which he regarded as a rare piece of darkroom photography, the artist had a photostat made for use in the preparation of the rough



This picture, which looks more like an etching than a photograph, resulted from a combination of the original negative and a positive "negative". With the exception of the sky, which is white in both, this picture is just the reverse of the one appearing on the cover.

cover layout such as is always submitted for approval. As it happened, however, the photostat negative was even more beautiful than the positive. Apart from the fact that the sky was black instead of white, it looked almost exactly like a wood cut. Consequently, the negative was used, all of the black sky except the background for the lettering being opaqued in white.

Bold letters were used for the Magazine name so that they would stand out strongly against the black, and the entire panel was placed at a point where it would balance to best advantage. By superimposing the leaves on the panel, it was made to blend and harmonize with the picture.

The next step involved the engraver, who was instructed to expose and etch the copper plate in such a way as to make the dark tones as dark as possible and the light ones as light as possible, thereby retaining the wood cut character. Careful as the engraver and printer were, however, the picture lost a great deal in these two processes, particularly with respect to the delicate tracery of the leaves.

It remains, nevertheless, a beautiful picture of a beautiful structure.



The original picture. This is the tower of the Milwaukee Road station in Milwaukee as it appeared to the camera on the afternoon of June 29, 1947.

trainmaster of the Madison Division with headquarters at Madison, Wis.

Agricultural & Mineral Development Department

Effective July 16, 1947:

Lyman B. Horton is appointed general development agent of the agricultural and mineral development department with headquarters in Chicago.

N.U.T.S.!

DURING a debate in the House of Lords recently, Lord Balfour of Burleigh, a Tory, proposed an amendment to the government's transport nationalization bill. "I hope that the Transport Commission [prescribed by the measure] will call itself the National United Transport Services," said His Lordship tartly. "Its initials will not only look good on an engine—they will provide a one-word epitome of what I think of this bill."

—Newsweek

Service CLUBS

J. H. Foster Club Picnics at Red Wing

THE J. H. Foster Service Club of Minneapolis scored another hit with its annual picnic, which was held this year at Colvill Park in Red Wing, Minn., on Sunday, June 15. As if in compensation for the bad weather of the preceding weeks, the day dawned sunny and warm and encouraged 1,200 club members to visit this beautiful pleasure ground on the Mississippi River. About 800 traveled from the Twin Cities in a special train and the balance by automobile.

Colvill Park is an ideal spot for such an affair, equipped as it is with swings, merry-go-rounds, whirl-aways, slides and other devices dear to the hearts of children. Tennis courts, horseshoe courts, launch rides and bingo games attract the adults. The fine refectory stand is another popular spot.

The picnic train discharged its passengers at 11 A.M. and they immediately set about to spread out the contents of the lunch hampers. After hearty appetites were appeased, G. L. Westerberg, alderman-at-large for Red Wing, delivered an address of welcome which brought a response from Service Club Chairman L. A. Hindert.

The program of sporting events to

which the majority of the picnickers were looking forward was then announced. The Service Club succeeded in winning the softball game, defeating a team sponsored by the United Hardware Distributors, 6 to 3. Games and contests of various kinds were in progress all afternoon. At 5 P.M. a drawing was held for \$100 in cash prizes. The first prize, \$50, went to H. J. Levine. P. W. Anderson, traveling engineer on the L&R Division, won the second prize of \$20 and the remainder was distributed in 13 individual prizes.

Nothing occurred to mar the perfection of the day—no rain, no casualties, no lost children. The train filled up for the homeward trip at 7 P.M. with a tired but a happy crowd which was convinced that it had just attended the best picnic that the Service Club had ever held.

The committee members worked hard toward that end and many circumstances conspired to make the affair run smoothly. The crew of the special train, Conductor R. B. Gillespie, Flagman Roy Christie, brakeman Walter W. Fitts, Engineer Harvey O. Pitts and Fireman Charles J. Morey, did their part by handling the run on schedule.



Elizabeth Hessburg, window cashier in Minneapolis, attended the J. H. Foster Club's picnic and won a prize as the woman employe with the greatest number of years of service—29 o'em.

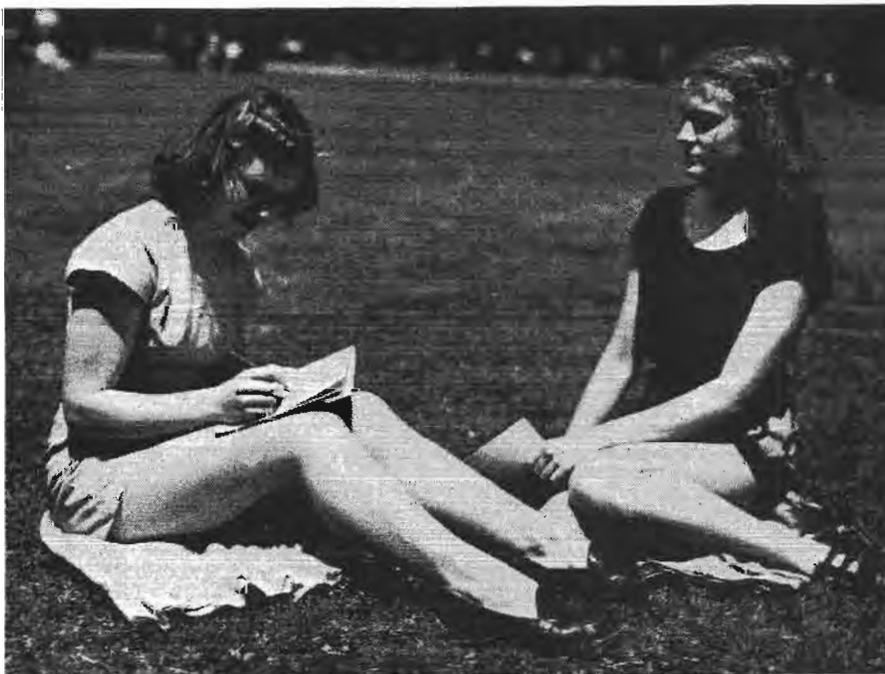
The officers of the L&R Division assisted in working out the plans and Agent I. P. Deschneau of Red Wing took charge of all negotiations with local city officials. Mrs. Kappler, manager of the concessions at the park, also entered into the spirit of the occasion. The result of this teamwork was a grand picnic which broke all previous records for enjoyment.

Green Bay Picnic Features Prize Drawings

FOLLOWING their policy of providing a continuous round of activities, officers and committee members of the Green Bay Service Club arranged a picnic for Sunday, July 13. It proved to be a beautiful day for picnicking and Bay Beach Park an ideal spot.

There were games for the children, a free-for-all ball game and plenty of ice cream and other refreshments. Valuable prizes were also distributed. Among those who were lucky enough to fill their empty lunch baskets was William Younger, B&B carpenter, who took home a radio. Leo B. De Byl, car department employe, won an electric fan and Herman Schuetter, store department employe, an electric iron. George Kabilek's prize was an electric roaster and Engineer Carl Sommers won an electric clock. Cash awards of five dollars went to Agent F. C. Lefty of Greenleaf and Conductor A. B. Hale.

Clouds gathered at the close of the day but did not succeed in dampening



Carol Burnquist sketches while Mrs. Donna Zimmerman poses at the J. H. Foster Service Club picnic. They are the daughters of Iver Burnquist, carman at Minneapolis.



The picnic committee for the J. H. Foster Club's recent outing. Left to right, front row: Richard Anderson, H. E. Gee, Frank Moril, Emil Baeyen, "Happy" Justad and Louis Muir. Second row: D. T. Bagnell, F. M. Balcom, F. P. Rogers, L. A. Hindert, R. E. Melquist, J. V. Anderson, F. J. Hardy, Roy W. Christie and R. B. Gillespie.

the spirits of the picnickers, who were then homeward bound after a full day of fun. Picnic Chairman George Buntin, his committee and Chairman Harold K. Matthews were congratulated on the success of their arrangements.

La Crosse Club Views Army War Films

SGTS. Ernest H. Park and Charles C. Cotton of the Army recruiting station at La Crosse, Wis., showed war films at the June 17 meeting of the La Crosse Service Club. The pictures, "Report on Japan", "Invasion of Southern France", "Operations in North Africa", "Operations in Burma" and "Japs Attacking U. S. Task Force", were vivid reminders of the late war.

Reporting on business matters, H. B. Christianson of the membership committee announced a substantial increase in membership. Plans for a summer picnic were discussed and Chairman M. E. Barton appointed a committee to study the proposition of inviting the public.

The lunch and card playing which are traditional at La Crosse meetings, followed.

East End Wisconsin Valley Plans Annual Affair

A SAVORY potluck dinner was served at the June 16 meeting of the East End Wisconsin Valley Service Club, held in the Legion Hall at Nekoosa. It was followed by an informal round table discussion, centering on arrangements for the annual Appreciation Party. The Legion Hall was selected as being the most inviting place to hold the affair and July 23 as the date, with a banquet headlining the program.

The meeting ended, card playing topped off the evening, with "sheeps-head" as the favorite game.

August, 1947

Beaver Dam Group Entertains Old Line Club

THE June 18 meeting of the Old Line Service Club at Beaver Dam, Wis., as handled by Agent I. C. Meyer and his staff, was a full session. On the business end of the program, TFA Henry Hefty and Roadmaster Leon Cole gave short talks on the Service Club movement. Herbert J. Kuhaupt was elected to assist Chairman W. W. Johnson as vice chairman and plans were made to hold the July meeting in the form of a picnic. Len Rich was appointed picnic chairman; Franklin Freinwald, George Schmidt and John Willers as assistants.

After the meeting adjourned, the social program got under way. Two entertaining motion pictures were shown and Gordon L. Umbreit, an employe at Randolph who is a master of legerdemain, displayed a variety of sleight of



The J. H. Foster Service Club softball team, which played the United Hardware Distributors at the picnic on June 15 and won 6 to 3. Left to right, front row: Morgey Allen (c); Bill Peterson (2b); Noel Kelly (c); Mike Mozis (c); A. Olson (1b); Kenny Glockner (ss). Second row: F. J. Hardy (coach); J. Crockett (2b); Bob Stroberger (rf); F. P. Rogers (manager); Jack Kennedy (cf); Don Peterson (p or 3b); Bill Welch (lf) and Lisle Young, regional assistant public relations department.

hand tricks. However, proving that the hand is quicker than the eye did not make for popularity when the card playing started. Prizes in cards went to Mrs. Rich and Mrs. Burns of Horicon and to Mrs. Greinke and Mrs. Smocke of Beaver Dam.

Speakers Hold the Floor at Rockford Meeting

WALTER Ehredt, field representative of the Railroad Retirement Board, Chicago, was guest speaker at the June 26 meeting of the Rockford Area Service Club. It was a pleasant summer evening and a large crowd attended to hear him explain the amendments to the Retirement Act.

Assistant Superintendent L. W. Palmquist, making one of his first social appearances since his appointment to the division, was welcomed by Chairman R. J. Kemp. Mr. Palmquist chose the occasion to deliver a fine talk on all around service and on the service of the new Olympian Hiawatha. C. E. Mahaffey, FSI, Madison, was another welcome guest.

A fine lunch was served by the women's committee and Earl Parker was chairman of the program. Earl was also appointed chairman of arrangements for the club's Appreciation Party, which this year will take the form of a picnic.

Harlowton Club Holds Annual Party

MEMBERS of the Harlowton Service Club were entertained at their first annual Appreciation Party in the Moose Hall at Harlowton, Mont., on June 21. The new Olympian Hiawatha, which was scheduled to make its inaugural run through that territory at the end of the



A group of 77 Boy Scouts and scout leaders from various points in the Northwest and Alaska arrived in Chicago aboard the Columbian on July 17, en route to the Boy Scout Jamboree in Paris, France. The picture above shows a group of the scouts and their leader, Mr. Strong, outside the Chicago Union Station with Earl Old Person (left) and F. X. Guardipee, Blackfoot Indians from the reservation in Montana, who were making the journey to France with the group.

Movie Actor Billy DeWolfe, who was passing through the Union Station as the Boy Scouts arrived, skinned out of his coat and showed them how to tie a different kind of knot. Mr. DeWolfe had been making personal appearances at the Chicago Theater in connection with the showing of "Dear Ruth", his latest picture. He took a Milwaukee Road morning train to Milwaukee.



following week, supplied the motif for the lavish decorations, with the 26-foot painting of the streamliner executed by George Delano of the mechanical and car department at Tacoma, occupying a place of honor in the dining room.

The party, which had been arranged by Chairman T. A. Jones, got under way at 6. P. M. with a banquet. After dinner Mr. Jones introduced the visitors and guests and the company adjourned to the dance hall. There the Moose Lodge orchestra opened the program with "I've Been Working on the Railroad", after which Master of Ceremonies M. D. Edson introduced the celeb-

rities. Mayor C. Eggenberger of Harlowton extended the city's welcome and President C. Vallance of the Commercial Club and Tony Poirer of the Kiwanis Club spoke briefly on the value of associations in club work.

Mrs. Gerald Chapin furnished a musical interlude with a piano solo. W. N. Smith of the Montana Flour Company and a former employe of the Road, then related a number of humorous incidents which had occurred during his railroad service and John E. Foster, well known rancher, spoke of the cooperation and service the ranchers in the area have received from Milwaukee Road

employees. A. G. Dupuis, assistant public relations officer, Chicago, who was guest speaker, discussed Service Clubs and their value to the community.

Following the speaking program a large group remained to dance. Noted among the out-of-town guests were H. A. Brownell, AGFPA, Butte; A. E. Gist, DFPA, Great Falls; George Flynn, TFPA, Great Falls, and Mrs. Flynn; and Assistant Superintendent J. O'Dore, Lewistown, and Mrs. O'Dore. The Miles City Service Club was represented by Chairman Claude O'Brien, Master Mechanic Martin Walsh, the former chairman, Swan Nelson, J. D. Wagner, Fred Yates and Arnold Running. The out-of-town guests were also served a trout lunch at noon in the dining quarters of the Kiwanis Club. The club's anglers got up before dawn to furnish the main course, upholding their claim to the best trout in the state.

Didn't Catch A Thing Today

MRS. E. Calhoun, wife of the Milwaukee Road agent at Varina, Ia., loves to fish, a sport which she sometimes finds conducive to poetry. The following was inspired by a day of fishing on the shores of Iowa's beautiful Spirit Lake:

*Didn't catch a thing today,
But I watched the sun rise high
Across a green and lovely lake
As the fleecy clouds rolled by.*

*Didn't catch a thing today,
But I heard a brown thrush sing
A lovely, happy, carefree song
And I saw a swallow's wing.*

*Didn't catch a thing today,
But I met a cherished friend.
We talked at length of this and that
While I hoped that pole would bend.*

*Didn't catch a thing today,
But as sun kissed lake good-bye
I thought, "Oh, what a lovely world,
And, oh, how blessed am I."*

Dog Attempts Suicide, Stops Train

G. J. KULIK, operator at Cresco, Ia., says it's a fact that on May 24 a dog got the right of way over Local Freight No. 93.

While switching in the Cresco yard, Conductor Bill Placek saw a dog trot over to the tracks and lay his head across one of the rails directly in front of the oncoming train. As the train came closer the dog continued to hold his position, so Placek stopped the train, went around and pushed him off the track. The dog didn't like it and growled, but after much persuasion stepped back a few paces and watched the train go by.

RETIREMENTS

The following employes' applications for retirement were recorded during May and June, 1947

Chicago General Offices

BURRESS, HERSHEL
Scale Inspector Chicago, Ill.
BRADY, LOLA B.
Comptometer Opr., Aud. Pass.
Accts. Chicago, Ill.
COSTELLO, MABEL M.
Stenographer, Vice. Pres.
Office Chicago, Ill.
FORD, LAWRENCE S.
Porter Chicago, Ill.
FRANKENSTEIN, WALLACE
Clerk, Aud. of Expend. Chicago, Ill.
MacDONALD, WYATT I.
Crane Engineer Chicago, Ill.
McDONALD, CHARLES B.
Crane Engineer Reads Landing, Minn.
MEYERS, FRED C.
Welder Chicago, Ill.
RAMSTACK, CONRAD F.
Asst. Bureau Head, Aud. Expend. Chicago, Ill.
RECORD, ANTON
Tie Treat Plant Laborer. Chicago, Ill.
TONIES, CURTIS S.
File Clerk, Vice Pres. Off. Chicago, Ill.

Chicago Terminals

BLAKE, JOSEPH
Switchman Chicago, Ill.
FOLGER, WILLIAM G.
Crossing Flagman Chicago, Ill.
FRENK, HENRY J.
Asst. Foreman Chicago, Ill.
GROSCH, HARRY E.
Bollermaker Bensenville, Ill.
HAGLEY CHARLES P.
Switchtender Bensenville, Ill.
HALL, CLIFFORD E.
Loco. Engineer Chicago, Ill.
HAMANN, LAWRENCE H.
Loco. Fireman Chicago, Ill.
HAWTHORNE, OSMAN F.
Machinist Bensenville, Ill.
HENNINGSEN, ROBERT E.
Clerk Chicago, Ill.
JOHNSON, BENJAMIN
Ex. Gang Laborer Chicago, Ill.
JOSLYN, JAMES D.
Loco. Engineer Chicago, Ill.
KING, GEORGE F.
Ex. Gang Laborer Chicago, Ill.
KMIEC, JOHN S.
Coach Cleaner Chicago, Ill.
KNEELAND, JAMES E.
Switchtender Chicago, Ill.
KRZYSCZAK, JOSEPH
Carman Chicago, Ill.
KUDELKO, MARTIN
Carman Helper Bensenville, Ill.
McDERMOTT, JOHN J.
Loco. Engineer Chicago, Ill.
PALACE, GEORGE
Switchman Chicago, Ill.
SHUMARD, CHARLES W.
Pipefitter Chicago, Ill.
STANKE, JOSEPH J.
Ex. Gang Laborer Chicago, Ill.
TORTORELLA, JOSEPH
Machinist Helper Bensenville, Ill.
TURNER, JAMES W.
Machinist Chicago, Ill.
WOODS, ELMER J.
Switchman Chicago, Ill.
ZIDEK, WENDEL
Carman Chicago, Ill.



Coast Division

BUSKE, MARTIN F.
Car Inspector Seattle, Wash.
GOUGH, ARTHUR
Section Laborer Seattle, Wash.
JELNICK, STEVE
Carman Tacoma, Wash.
MARCELL, HARRY W.
Guard Tacoma, Wash.
McCONNELL, FRANK E.
Hostler Tacoma, Wash.

MOSHER, HAROLD A.
Dispatcher Tacoma, Wash.
O'NEILL, JOHN S. A.
Ex. Gang Laborer. Seattle, Wash.
PERRY, PAUL N.
Ex. Gang Laborer. Tacoma, Wash.
PETERSON, JOHN
Section Laborer Everett, Wash.
REED, LOUIS
Ex. Gang Laborer. Smyrna, Wash.
RYEL, STEPHEN
Switchman Seattle, Wash.

SMITH, MILTON
Section Laborer Eatonville, Wash.
SPHUNG, RALPH R.
Telegrapher Sumner, Wash.
TUSKIE, CAROLINA
Wiper Tacoma, Wash.
WALTON, JESSE R.
Conductor Bellingham, Wash.
WOOD, RAY E.
Car Inspector Tacoma, Wash.

Dubuque & Illinois Division

ARNEY, GEORGE
Loco. Engineer Savanna, Ill.
BUTLER, FLOYD J.
Loco. Engineer Savanna, Ill.
CAIN, WILLIAM E.
Machinist Savanna, Ill.
GIPPET, WILLIAM F.
Roundhouse Laborer Nahant, Ia.
GLEISNER, FELIX F.
Car Inspector Marquette, Ia.
GRABOW, FRED A.
Brakeman & Baggage man. Dubuque, Ia.
HANSON, JOHN C.
Loco. Engineer Chicago, Ill.

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

BY the summer of 1917 the demands of wartime shipping had created a serious car shortage among American railroads. In the August issue, the Magazine brought out the disquieting news that shippers utilized only 43 per cent of the capacity of the equipment furnished to them. As the industry was bending every effort to keep transportation moving at the highest rate of efficiency possible, the Milwaukee Road appointed a committee to analyze all shipments handled by our company and to ask for the cooperation of shippers in the maximum loading of cars.

HOW the car shortage was affecting business generally: The Chicago Board of Trade could not move grain to the East and elevators were being forced to close. Tin plate manufacturers reported that if they were prevented from moving canning tin to the Pacific Coast the California fruit crop and the Alaskan salmon catch would be valueless. Fertilizer interests begged for action which would provide cars for moving fertilizer to farmers for their spring planting. The prosperity, in fact the safety, of the country appeared to be the railroads' responsibility.

FOR the third time in their history, Milwaukee Shops reported being under water, after a terrific storm on the morning of June 23. The force of it broke the Menominee River dam, sending down a column of water that tore out concrete walls near the Grand Avenue viaduct and carried debris against the Blue Mound railroad bridge. The resulting flood sent the waters over the yard tracks. A blockade at the cut-off trestle inundated the shops and roundhouse to a depth of two feet. Employes performed heroic work in saving company property. The first flood at the shops occurred in 1886; the second in the late '90s.

IT looked as though the electric locomotive was destined to play an important role in the future development of railroads, the General Electric Company citing the remarkable performance of the Milwaukee Road line in the Rocky and Bitter Root Mountains as an example of the economic advantages of electric power for all classes of traction service. Certainly, under the abnormal demands of wartime traffic the new type of motive power was creating a record for reliability and flexibility of service.

PILOTING a special near Chatauqua Park on Lake Madison (S.D.), Paddy Moran started across the railroad bridge at three miles per hour when, in sudden panic, he discovered that the bridge was occupied by two fair anglers, deeply engrossed in the bass below. Perhaps they miscalculated his speed or perhaps they were startled by his frantic "toots," but both of them jumped headlong into the pond. Paddy reached for the air and dived in after them. He pulled them to safety and received special commendation for bravery but apparently had small regard for the honor; "Aw, what's the use of being a hero when you're married," said he.

OTHER signs of the times: Selling Liberty Bonds at a corner on New York City's Broadway, the nine-year-old granddaughter of H. K. Stroud, a pump repairer on the old River Division, offered the inducement of a kiss with every bond and sold \$37,500 worth in one day. Milwaukee Magazine correspondents solicited a contribution of 10 cents from every employe in a drive to collect a comfort and luxury fund for the boys of Company D, the Milwaukee Road contingent which was "somewhere in France." And everywhere along the line, as harvest time approached, employes who were entered in the sytem's "best war garden" contest worked early and late to groom their entries for final inspection. With two valuable prizes to a division, competition promised to be close.

IRWIN, JOSEPH
 Boilermaker Helper Marquette, Ia.
 KLEIH, ARTHUR N.
 Switchman Dubuque, Ia.
 KUHN, ANDREW M.
 Car Inspector Savanna, Ill.
 LANKE, JOHN A.
 Loco. Carpenter Marquette, Ia.
 MEIER, JOHN
 B&B Carpenter Savanna, Ill.
 MUNTZ, ALBERT L.
 Blacksmith & Laborer Savanna, Ill.
 O'DONNELL, LEON E.
 Conductor Bensenville, Ill.
 ROCHE, PATRICK P.
 Machinist Savanna, Ill.
 ROUSELL, ALFRED
 Asst. Roundhouse
 Foreman Marquette, Ia.
 ROUSO, PAUL
 Section Laborer Savanna, Ill.
 RUH, ALOYS F.
 B&B Helper Savanna, Ill.
 SOWERS, FLOYD A.
 Conductor Chicago, Ill.

Hastings & Dakota Division

BAIRD, SPENCER
 Loco. Engineer Milbank, S. D.
 BALDWIN, ALBERT L.
 Loco. Engineer Aberdeen, S. D.
 BENSON, NICK
 Lampman Aberdeen, S. D.
 BENZ, HERMAN J.
 Extra Gang Laborer Fargo, N. D.
 BRADLEY, PERCY B.
 Loco. Engineer Montevideo, Minn.
 CULLY, JEREMIAH J.
 Conductor Aberdeen, S. D.
 DRUM, RAYMOND A.
 Conductor Aberdeen, S. D.
 FAETH, FRANK A.
 Cashier Aberdeen, S. D.
 FLOLO, CARL J.
 Boilermaker Aberdeen, S. D.
 JONES, FLOYD K.
 Machinist Helper Aberdeen, S. D.
 KIESLER, GEORGE
 Agent Hutchinson, Minn.
 LILLEHAUG, WILLIAM J.
 Section Laborer Graceville, Minn.
 MORSE, CLYDE K.
 Section Laborer Olivia, Minn.
 PHELAN, FRANK H.
 Section Foreman Milbank, S. D.
 PORTER, HARRY L.
 Agent Aberdeen, S. D.
 SPRIGGS, WILBUR T.
 Agent Woonsocket, S. D.
 SYLTE, ALFRED T.
 Section Foreman Loyalton, S. D.
 TOBOLT, FRANK F.
 Ex. Gang Laborer Montevideo, Minn.

Idaho Division

ALEXANDER, TOM
 Section Laborer Othello, Wash.
 BALL, RICHARD H.
 Ex. Gang Laborer Spokane, Wash.
 BEATSON, JAMES R.
 Lineman Othello, Wash.
 BROWN, ZINA
 Agent Malden, Wash.



NATIONAL SAFETY COUNCIL

CASTROFF, TONY
 Section Laborer Calder, Wash.
 CORRIOR, JOSEPH B.
 Brakeman Malden, Wash.
 GUMP, JERRY E.
 Conductor Spokane, Wash.
 HENNESSEY, EARL A.
 Conductor Malden, Wash.
 LANE, CORA L.
 Loco. Engineer Spokane, Wash.
 RENN, ROBERT
 Loco. Engineer Malden, Mass.
 REES, LEONARD
 Loco. Fireman Spokane, Wash.
 SOHLBERG, HANNES
 Section Laborer Lind, Wash.
 STEPHENSON, JAMES A.
 Agent Metaline Falls, Wash.
 STEPHENSON, SUE
 Clerk Metaline Falls, Wash.
 SWANSON, OLE A.
 Ex. Gang Laborer Spokane, Wash.
 TUTTLE, OLLIE P.
 Section Foreman Gibbs, Idaho
 WIDMAN, LOUIS
 B&B Carpenter St. Maries, Idaho

Iowa Division

ACKERMAN, GEORGE B.
 Section Foreman Jamaica, Ia.
 ANDERS, WALTER E.
 Loco. Fireman Rockwell City, Ia.
 BARTH, FRANK M.
 Loco. Engineer Savanna, Ill.
 BATCHELLER, RAYMOND F.
 Brakeman Savanna, Ill.
 BOWERS, JOSEPH A.
 Sec. Laborer & Foreman Delhi, Ia.
 CARRINGTON, CHARLES L.
 Brakeman Marion, Ia.

FREEMAN, FRANK H.
 Switchman Cedar Rapids, Ia.
 HULSEIZER, ROLAND R.
 Section Laborer Ferguson, Ia.
 NEWPORT, MERVYN
 Machinist Helper Perry, Ia.
 REINFELDT, WILLIAM F.
 Section Laborer Manilla, Ia.
 RINEY, AMBROSE L.
 Conductor Perry, Ia.
 ROLLER, WILLIAM C.
 Brakeman Marion, Ia.
 RUMLEY, EARNEST A.
 Conductor Perry, Ia.
 SCOTT, WALTER E.
 Electrician Council Bluffs, Ia.
 SLEAK, ALEX
 Section Laborer Morningside, Ia.
 SOBOTKA, JOHN F.
 B&B Carpenter Oxford Jet., Ia.
 WAGNER, FRANK E.
 Conductor Perry, Ia.

Iowa & Dakota Div.

ASSIDOURIAN, SAM
 Section Laborer Sioux City, Ia.
 BLANCHARD, CLOVIS
 Lineman Mason City, Ia.
 BURNS, THOMAS H.
 Agent Plankinton, S. D.
 CHRISTOFFERSEN, WALTER B.
 Machinist Sioux City, Ia.
 DEKOCK, CHARLES
 Section Foreman White Lake, S. D.
 HYNES, WILLIAM C.
 Conductor Mitchell, S. D.
 LINDAHL, HAROLD C.
 Stationary Fireman Mitchell, S. D.
 MEUWISSEN, LEONARD R.
 Chief Dispatcher Mason City, Ia.

Iowa & Southern Minnesota

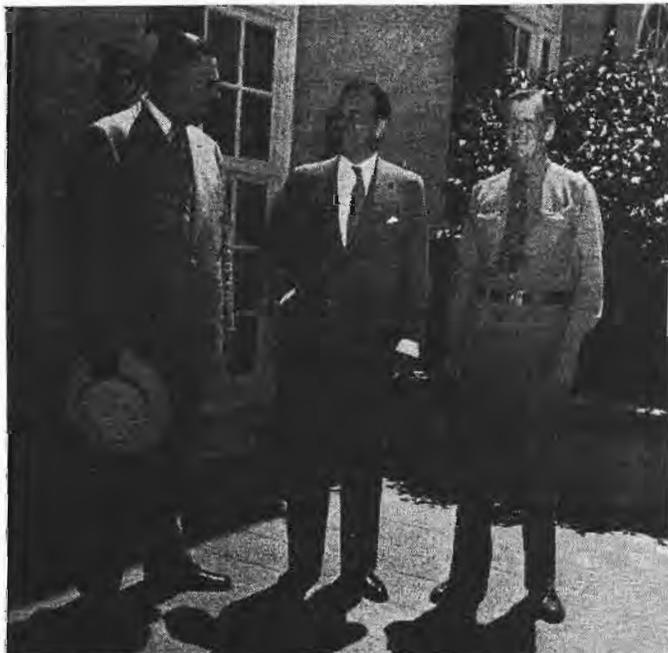
BAKER, CHARLES E.
 Coal Shed Laborer Austin, Minn.
 BARR, FLOYD G.
 Agent Colman, S. D.
 BIBB, CLAUDE H.
 Machinist Madison, S. D.
 CALDWELL, PAUL V.
 Section Laborer Wells, Minn.
 CHRZ, JAMES
 Loco. Fireman Austin, Minn.
 DOCKSTADER, HARRY B.
 Custodian Otranto, Ia.
 DOHERTY, THOMAS L.
 Section Foreman Grand Meadow, Minn.
 GALE, DELBERT
 Section Laborer Faribault, Minn.
 HEDEGARD, VICTOR C.
 Section Foreman Plymouth, Ia.
 SCHROEDER, CARL W.
 Section Laborer Aiden, Minn.
 SCOTT, HAROLD C.
 Clerk Austin, Minn.
 SORMAN, ARTHUR N.
 Brakeman Austin, Minn.
 STEPHENSON, WALTER J.
 Loco. Engineer Austin, Minn.

Kansas City Division

BARNES, CHARLES
 Section Laborer Blakesburg, Ia.
 COONEY, WILLIAM F.
 Loco. Engineer Kansas City, Mo.
 DOWD, HENRY C.
 Section Laborer Moravia, Ia.
 HUBBS, DAVID W.
 Coal Chute Laborer Washington, Ia.
 QUICK, JAMES E.
 Switchman Ottumwa, Ia.
 ROBERTS, OTIS
 Section Laborer Kansas City, Mo.
 ROE, NOAH T.
 Coal Chute Laborer Ottumwa, Ia.
 SENS, FRANK
 Section Foreman Seymour, Ia.
 SKINNER, IRA N.
 Section Laborer Ottumwa, Ia.
 WALLEN, MILTON O.
 Conductor Kansas City, Mo.

LaCrosse & River Division

BROWN, SIMEON S.
 Clerk Wabasha, Minn.
 COSTER, EDWARD S.
 Roundhouse Laborer La Crosse, Wis.
 DESOOL, PAUL F.
 Ex. Gang Laborer Portage, Wis.
 FRISKE, ADOLPH O.
 Watchman Tomah, Wis.
 GOTHOMPSON, BERENT A.
 Agent Portage, Wis.
 HANSON, WILLIAM A.
 Coal Shed Laborer Minocqua, Wis.
 JEEZ, SALEM
 Section Laborer La Crosse, Wis.
 LAFERER, HERMAN B.
 Agent New Lisbon, Wis.
 MARTIN, WILLIAM J.
 Section Laborer La Crosse, Wis.
 MILLER, LLOYD E.
 Lead Boilermaker Wausau, Wis.
 MURISSET, ALBERT V.
 Loco. Engineer Milwaukee, Wis.



While making a visit to Montana State College at Bozeman, Mont., on July 19, Gov. Thomas E. Dewey of New York stopped at the Milwaukee Road's Galatin Gateway Inn. He is shown here talking with Dean Chaffin of the college, at his right, and Dan Young, inn manager.

REED, HARRY M.
Switchman Wabasha, Minn.
SCHUELLER, STEPHAN
Blacksmith Helper Tomah, Wis.
TACKABERRY, LESTER C.
Telegrapher Lake City, Minn.
TOFSON, GUSTAVE L.
Agent West Salem, Wis.
URBAN, ALBERT
Crossingman Wis. Rapids, Wis.
WAAS, PETER H.
Section Laborer Dresbach, Minn.

Madison Division

CURRIE, ELMER
Switchman Madison, Wis.
KENNAUGH, THOMAS H.
Loco. Engineer Janesville, Wis.
SIBELL, FRED H.
Loco. Engineer Madison, Wis.
WACHTER, ALBERT J.
Station Helper Prairie du Chien, Wis.

Milwaukee Division

ALSIP, CHARLES A.
Conductor Milwaukee, Wis.
BEECHER, SR., ARTHUR P.
Loco. Engineer Beaver Dam, Wis.
BOEDER, ARTHUR E.
Section Laborer Mayville, Wis.
BOESEL, CHARLES R.
Section Laborer Ingleside, Ill.
EGDORF, WILLIAM J.
Section Laborer Clinton Jct., Wis.
EICHSTEADT, WM. F.
Crossingman Waupun, Wis.
FULRATH, ZALE D.
Equipment Maintainer Beloit, Wis.
HELMERS, FREDERICK W.
Loco. Fireman Janesville, Wis.
MANION, EMMETT J.
Loco. Engineer Milwaukee, Wis.
MCCAULEY, ANTHONY E.
Warehouse Foreman Freeport, Ill.
MICHELS, NICHOLAS W.
Telegraph Operator Lake, Wis.
NOEL, MATHIAS E.
Roadmaster Horicon, Wis.
NUNGESSER, CHAS. L.
Conductor Horicon, Wis.
O'SHEA, DANIEL
Extra Gang Laborer Milwaukee, Wis.
ROBINSON, RICHARD W.
Conductor Milwaukee, Wis.
RUSSELL, ALFRED
Section Laborer Stewart Jct., Ill.
SPICER, CLIFFORD E.
Section Laborer Pardeeville, Wis.
TRAMPF, JOSEPH W.
Engine Watchman Berlin, Wis.
WALLACE, WILLIAM C.
Loco. Engineer Milwaukee, Wis.

Milwaukee Terminals

BACH, HENRY A.
Machinist Milwaukee, Wis.
BINGENHEIMER, HERBERT
Painter Helper Milwaukee, Wis.
BISHOP JOHN A.
Signal Foreman Milwaukee, Wis.
BRINKMAN, JOHN
Pipefitter Helper Milwaukee, Wis.
BURGESS, HARRY
Extra Gang Laborer Milwaukee, Wis.
CHALMERS, ROBERT L.
Messenger Milwaukee, Wis.
CZAJA, LEO F.
Drill Press Operator Milwaukee, Wis.
CZAKOSKI, WALTER J.
Clerk Milwaukee, Wis.
FORRESTER, RAY L.
Caller Milwaukee, Wis.
GREETER, ARTHUR O.
Tinsmith Milwaukee, Wis.
HANRAHAN, JAMES P.
Crossingman Milwaukee, Wis.
HARDENBROOK, WILLIAM S.
Switchman Milwaukee, Wis.
IRMAN, JERRY
B&B Carpenter Milwaukee, Wis.
KOENIG, FRED W.
Steamfitter Milwaukee, Wis.
KRUSE, ALBERT J.
Carpenter Milwaukee, Wis.
LOUGHNEY, ALFRED A.
Storehelper Milwaukee, Wis.
MAUCH, RAYMOND R.
Switchtender Milwaukee, Wis.
MILLER, CHRIST
Switchman Milwaukee, Wis.
MILLIGAN, BURTON R.
Switchtender Milwaukee, Wis.
NEUMAN, AUGUST P.
Switchman Milwaukee, Wis.
NJRIC, MIKE
Laborer Milwaukee, Wis.
NOVAK, ALBERT W.
Gen. Boiler Inspector Milwaukee, Wis.
OBRODOVICH, LOUIS
Car Cleaner Milwaukee, Wis.
PALMISANO, MIKE
Cooper Milwaukee, Wis.
PHILLIPS, CHARLES
Trucksmith Helper Milwaukee, Wis.



On the Hiawatha's 12th anniversary run, May 29, Trainmaster Walter C. Wolf, a veteran of the streamliner's first trip, gallantly assists a fair passenger. She is Miss Janet Vivian, graduate student at Harvard University, returning to her home at Crosby, Minn., for a vacation.

PRISTOVNICK, VALENTINE
Blacksmith Helper Milwaukee, Wis.
PROJWOSKI, JOHN P.
Foundry Laborer Milwaukee, Wis.
SAYERS, PATRICK W.
Machinist Milwaukee, Wis.
SCHNEIDER, JESSE H.
Carman Milwaukee, Wis.
SCHNEIKER, JOSEPH J.
Loco. Fireman Milwaukee, Wis.
SEEFELDT, EDWARD E.
Electrician Milwaukee, Wis.
SHANNON, LUKE R.
Switchman Milwaukee, Wis.
STADLER, FRANK
Blacksmith Helper Milwaukee, Wis.
STANEK, FERDINAND
Boilermaker Helper Milwaukee, Wis.
STENSON, PATRICK
Blacksmith Helper Milwaukee, Wis.
VOZAR, JULIA L.
Matron Milwaukee, Wis.
WALTER, FRED H.
Switchman Milwaukee, Wis.
WILSON, GEORGE
Ex. Gang Laborer Milwaukee, Wis.
ZACHOW, ALBERT H.
Switchman Milwaukee, Wis.

Rocky Mountain Division

BLATTER, OTTO J.
Water Inspector Lewistown, Mont.
CHOLLAR, HOMER B.
Loco. Fireman Three Forks, Minn.
CROUSE, THOMAS O.
Section Laborer Camp Creek, Mont.
FIOCK, DELBERT
Agent Coffee Creek, Mont.
HULL, WILLIAM
Electrician Deer Lodge, Mont.
LaGRANGE, ULYSSES H.
Loco. Engr. Deer Lodge, Mont.
LARSEN, JULIUS M.
Carman Helper Deer Lodge, Mont.
McARTHUR, WILLIAM M.
Section Laborer Piedmont, Mont.
MONACO, ANTONIO
Section Laborer Bryson, Mont.
ROCK, ANDREW J.
Clerk Alberton, Mont.
SCHREIB, OTTO A.
Storehelper Deer Lodge, Mont.
SCHUBERT, LOUIS A.
B&B Carpenter Lewistown, Mont.
SEWELL, JOSEPH
Machinist Helper Deer Lodge, Mont.
SPENSLEY, WILLIAM H.
Groundman Butte, Mont.
STEINHAUSER, CLIFFORD E.
Agent Harlowton, Mont.

Seattle General Offices

SWEET, ROY W.
Asst. Engineer Seattle, Wash.

Superior Division

BALDRICA, ROBERT J.
Clerk Iron Mtn., Mich.
BEACHKOFESKE, FRANK J.
Section Laborer Menasha, Wis.
CHMIELEWSKI, ANTON S.
Carman Green Bay, Wis.
COURTIN, MAURICE S.
Section Laborer Green Bay, Wis.
DONOWSKI, JOSEPH
Crossing Flagman Menasha, Wis.
HARVEY, HECTOR A.
Brakeman Green Bay, Wis.
JACOBINSKI, PAUL J.
Section Laborer Amasa, Mich.
ROBINS, WILLIAM S.
Conductor Green Bay, Wis.
WARDEN, FRANK J.
Sta. Clerk & Bagman Green Bay, Wis.

Terre Haute Division

BROOKS, JOHN L.
Machinist Helper W. Clinton, Ind.
COLLINGS, RICE
Ex. Gang Laborer Humrick, Ill.
DENNY, CHARLES E.
Section Foreman Kurtz, Ind.
FORD, HORACE B.
Conductor Terre Haute, Ind.
HARDY, HOMER A.
Boilermaker W. Clinton, Ind.
LARAMORE, ANDREW E.
Section Laborer Delmar, Ill.
LONG, CHARLES E.
Section Laborer West Dana, Ind.
LOVELAND, AMOS C.
Section Laborer Manhattan, Ill.
MCCAULEY, HARVEY
B&B Carpenter Terre Haute, Ind.
MILLER, GEO T., SR.
Telegrapher Latta, Ind.
OWENS, RAYMOND C.
Machinist Bedford, Ind.
PEARCE, FRANK S.
Clerk Crane, Ind.
PENROD, GEORGE O.
Section Foreman Terre Haute, Ind.
PHILLIPS, MELVIN
Loco. Engineer W. Clinton, Ind.
POWELL, THOMAS W.
Section Laborer Walz, Ill.
WEDDEL, GEORGE C.
Section Foreman Elnora, Ind.
WILSON, JESSE L.
Section Foreman Williams, Ind.

Trans-Missouri Division

ALLGAIER, CLARA H.
Agent Rhame, N. D.
EGGEN, CARL P.
Pipefitter Miles City, Mont.
ERTHER, WILBUR C.
Telegraph Operator Baker, Mont.
HORAN, JAMES W.
Ex. Gang Laborer Miles City, Mont.
MALDONOFF, ELI P.
Pipefitter Helper Miles City, Mont.
MARSHALL, BEN B.
Section Laborer LaPlant, S. D.
OBERG, FRANK
Section Laborer Bascom, Mont.
WANNEBO, ARTHUR M.
Conductor Miles City, Mont.

Twin City Terminals

ALBERTS, JOSEPH J.
Crossing Flagman Minneapolis, Minn.
BENSON, JOHN G.
Carman Minneapolis, Minn.
BURGMAYER, OSCAR S.
Carman St. Paul, Minn.
CAREY, WILLIAM J.
Clerk Minneapolis, Minn.
CARLING, CARL O.
Freight Checker Minneapolis, Minn.
CASTILLO, FILOMENO
Roundhouse Laborer Minneapolis, Minn.
GABLER, JOHN S.
Carpenter Helper St. Paul, Minn.
HOMOLKA, JOSEPH
Ex. Gang Laborer St. Paul, Minn.
JESBERG, HENRY
Boilermaker Minneapolis, Minn.
MANDELL, GEORGE D.
Car Inspector St. Paul, Minn.
MORRIS, JAMES W.
Switchman St. Paul, Minn.
MUELLER, HENRY M.
Night Foreman Minneapolis, Minn.
NOVAK, FRANK
Machinist St. Paul, Minn.
PETERSEN, IVER K.
Carman Minneapolis, Minn.
RICHMOND, THOMAS E.
Gen. Foreman, Track
Dep't. Minneapolis, Minn.
RUDD, SIDNEY S.
Machinist Minneapolis, Minn.
SHEPHAN, THOMAS J.
Carman Minneapolis, Minn.
SORENSEN, CARL A.
Roundhouse Laborer Minneapolis, Minn.



Scene in the Narcissus Room of the Marshall Field store, Chicago, during the luncheon honoring Mrs. C. H. Buford. Standing are, left to right: Mrs. W. W. K. Sparrow, Mrs. J. T. Gillick, Mrs. R. J. Middleton, Mrs.

R. E. Lindahl, Mrs. G. W. Loderhose, Mrs. C. H. Buford, Mrs. H. A. Scandrett, and Mrs. O. P. Catlin. At the head table, but not appearing in the picture were Mrs. E. W. Soergel and Mrs. Elizabeth M. Peterson.

Mrs. Charles H. Buford Honored At Women's Club Reception

Mrs. C. H. Buford, wife of the president of the Milwaukee Road, was officially welcomed by the general governing board of the Women's Club and by the Chicago Fullerton Avenue and Union Station Chapters on June 28.

On that afternoon the club held a recep-

tion and luncheon in Mrs. Buford's honor in the Narcissus Room of the Marshall Field & Company store, Chicago. Members of the general executive committee of the general governing board and officers and chairmen of the Fullerton Avenue and Union Station Chapters, 66 in all, as-

sembled to greet her. Among those present were Mrs. Grant Williams, Mrs. Elizabeth Peterson (first vice president general, and recording secretary general at the time the Women's Club was organized in July, 1924), Mrs. R. J. Middleton, and officers and chairmen of Bensenville Chapter.

In the receiving line were Mrs. O. P. Catlin, president, Union Station Chapter; Mrs. R. E. Lindahl, president, Fullerton Avenue Chapter; Miss Etta N. Lindskog, secretary general; Mrs. H. A. Scandrett, honorary president general; Mrs. Buford; and Mrs. G. W. Loderhose, president general.

Mrs. Loderhose extended the welcome to Mrs. Buford, expressing the members' pleasure in her recent return to the Milwaukee family and to the club. In responding, Mrs. Buford made known her pleasure in meeting the Chicago area group and expressed her appreciation of the gesture in her behalf. Mrs. Loderhose then introduced Mrs. Williams, Mrs. Peterson and Mrs. Scandrett, other members of the general executive committee and chapter presidents.

The club members appreciated this opportunity to meet Mrs. Buford and enjoyed visiting with her after the luncheon.



The receiving line at the reception and luncheon given in honor of Mrs. C. H. Buford. Left to right: Mrs. O. P. Catlin, president, Union Station Chapter; Mrs. R. E. Lindahl, president, Fullerton Avenue Chapter; and Miss Etta N. Lindskog, secretary general (all three partially obscured); Mrs. H. A. Scandrett, honorary president general; Mrs. C. H. Buford; and Mrs. G. W. Loderhose, president general. At the left are, left to right: Mrs. H. C. Munson of Chicago and Mrs. C. C. Steed of Milwaukee.

Politicians like to promise that their particular system will eliminate the age-long struggle for existence. This struggle is based on such human elements as the desire for betterment in living conditions, the individual's urge to excel, fear of the future, jealousy of rivals, and unequal qualifications in energy and intelligence. No government has ever eliminated any of these traits of human nature. In fact, such traits are especially prominent among officials of reform governments. No official can act more selfishly than a dictator; jealousy among bureaucrats is proverbial.

—Through the Meshes

Like kindness to animals, it is common decency to stop a man from telling a story that you heard long ago.

Women's Club District Meetings Held in St. Paul and Spokane

The Women's Club held its third district meeting of the season in St. Paul on May 22, in the club rooms of the Teachers' Federation, with Mrs. G. W. Loderhose, president general, presiding. Nine general executive committee members were present: Mrs. G. W. Loderhose, president general; Miss Etta N. Lindskog, secretary general; Mrs. W. R. Dolan, recording secretary general; General Directors Mrs. Roy E. Melquist of Minneapolis and Mrs. Holsey C. Johnson of Miles City; Mrs. Charles H. Ordas, general constitution chairman; Mrs. James L. Brown, general welfare chairman; Mrs. C. C. Steed, general safety chairman; and Mrs. O. P. Catlin, general luncheon chairman.

Ten chapters were represented: Aberdeen by Mrs. Mary Karr, president; Austin, Mrs. R. W. Graves, president; La Crosse, Mrs. John L. Rogowski, president; Madison (S. D.), Mrs. Leslie Beck, president; Milbank, Mrs. Otto Werner, president; Miles City, Mrs. Carl E. Rehn, president; Minneapolis, Mrs. Marvin E. Brown, president; Mobridge, Mrs. J. O. Willard, president; Montevideo, Mrs. George A. Daniels, president; and St. Paul, Mrs. C. W. Shafer, president.

Following the roll call Miss Lindskog reported on the work and activities of the club as a whole and expressed her appreciation of the cooperation extended by local chapters. Other general executive committee members followed with remarks and reports. Reports of chapter presidents were then given. They indicated increased welfare and good cheer activities and progress generally. Under new business, the matter of present-

ing a Past President's pin was submitted. It was taken under consideration.

Upon adjournment luncheon was served in the Continental Room of the St. Paul Hotel. Mrs. Loderhose extended a cordial greeting, congratulating chapters for their splendid reports and activities. During the luncheon Irene and Lou Le Ferriere of Radio Station KSTP entertained with guitar and banjo music. Following the luncheon the choral group of the O.E.S., consisting of 22 women, presented several delightful songs. One hundred fifty-nine members attended the luncheon. Mrs. Roy E. Melquist was chairman in charge of arrangements, assisted by Mrs. Frank M. Washburn, Mrs. C. W. Shafer, president, St. Paul Chapter, Mrs. Marvin E. Brown, president, Minneapolis Chapter, and other Twin Cities members.

At four o'clock a reception and tea was tendered to visiting members by the St. Paul and Minneapolis Chapters. Members welcomed this opportunity to visit and become better acquainted.

Mrs. Melquist and the officers and members of the St. Paul and Minneapolis Chapters were extended thanks for their hospitality.

Spokane District Meeting

On June 11, members of chapters in Washington, Idaho and Montana gathered at the Davenport Hotel in Spokane for the last of the four district meetings held by the Women's Club. The meeting was called to order in the Hall of the Doges at 10:30 A.M. by Mrs. G. W. Loderhose. Other

general officers and chairmen present were Mrs. R. C. Sanders, third vice president general, of Seattle; Miss Etta N. Lindskog, secretary general; Mrs. C. H. Ordas, general constitution chairman; and Mrs. O. P. Catlin, general luncheon chairman; all of Chicago.

Thirteen chapters were represented: Alberton by Mrs. Charles Rock, recording secretary; Avery, Mrs. Earl F. Husaboe, president; Butte, Mrs. Pete Olson, president; Deer Lodge, Mrs. John J. Dorsey, president; Great Falls, Mrs. Mildred Washburn, president; Harlowton, Mrs. Walter Cavanaugh, recording secretary; Lewistown, Mrs. Earl Short, welfare chairman; Malden, Mrs. W. D. Hale, president; Othello, Mrs. Robert Brown, president; St. Maries, Mrs. Claude Hallead, president; Seattle, Mrs. B. R. Johnson, president; Spokane, Mrs. Nathan B. Jones, president; and Tacoma, Mrs. Carl E. Hoffman, president.

After reading the minutes of the general governing board meeting of October, 1946, Miss Lindskog gave her report, calling attention to the good accomplished through welfare and good cheer work, and complimenting various chapters. Miss Lindskog's figures showed the amount expended for welfare and good cheer, the amount realized on money-making activities, increased membership and other club projects. Social contact through the club with members of the railroad family was stressed.

Chapter presidents and representatives were then called upon for the reports of their particular chapters. These indicated a great deal of activity and good work, with several chapters over the top in membership. Time was given to discussion of chapter problems and methods. Upon completion of business Mrs. G. H. Hill gave an interesting description of the beautiful Hall of the Doges in which the meeting was being conducted and the Isabella Room in

Scene in the Davenport Hotel, Spokane, during the Lines West district luncheon held by the Women's Club on June 11.



which the luncheon was to be held. Meeting adjourned at 12:30.

Luncheon was served to approximately 100 members. Arrangements for the splendid program were in charge of Mrs. Nathan B. Jones, Spokane Chapter president, who was assisted by Mrs. Hill and members of Spokane Chapter. At the conclusion of the luncheon visiting members were taken on a sight-seeing tour which included a trip to Cliff Park. Spokane is one of the most beautiful cities of the Northwest and the opportunity to view its beauties was greatly appreciated. The tour ended at the club

rooms in the Union Station, where open house was held and refreshments served by members of Spokane Chapter.

In the evening visiting members again met at the Davenport Hotel for dinner with Spokane members and their husbands. An interesting program consisting of vocal selections and a moving picture of the Inland Empire formed the evening's entertainment. An enjoyable social hour concluded a perfect day. As out-of-town members left for their train, many were the expressions of appreciation to Mrs. Jones and members of Spokane Chapter for a happy time.

Women's Club Chapter News

★ *Sioux City Chapter*

Mrs. Ben Rose, Historian

Arrangements for entertaining the oncoming district meeting were completed at the May board meeting; Mrs. G. Gaskill and Mrs. F. D. Morgan, hostesses. The assemblage opened promptly at the appointed hour May 17 at the Mayfair Hotel, Mrs. G. W. Loderhose, president general presiding, assisted by Miss Etta Lindskog, a longtime, valued friend of the Sioux City Chapter. Worthy of note were excellent financial and statistical reports, really something to take back home to the chapters. Registrars: Mrs. J. T. Shea, Mrs. E. Weiland, Mrs. G. Johnson. Dining room: Mrs. M. Conway, Mrs. C. Davis, Mrs. L. E. Cotter. Program: Mrs. Geo. Wean. A 5:30 P.M. snack was served to the departing guests at the C.D.A. club rooms; general committee—Mesdames O. Hagen, J. Seekatz, J. Sweeney and A. Nelson; hostesses—Mesdames V. K. McCauley, G. Gaskill, F. D. Morgan, J. C. Suffield and T. D. Hakes. Our chapter is justly proud of our president, Mrs. J. Bailey, for her untiring efforts and skillful engineering of the whole program for the entertainment of our very welcome guests. We so much enjoyed having you all with us. Please come again, sometime.

At the May business meeting a final round-up preceding the summer vacation was completed. Not previously announced and new appointments are: Mrs. G. Gaskill, telephone; Mrs. E. Weiland, treasurer; Mrs. G. Johnson, recording secretary; Mrs. J. Sweeney, kitchen hostess; Mrs. J. Seekatz, welfare.

★ *Ottumwa Chapter*

K. M. Gohmann, Historian

With desolation all about us, our city torn by its worst flood in history, we abandoned the plans for the six o'clock cooperative supper and meeting on June 6, which had been arranged by our June committee, with Mrs. John Lindholm as chairman, and Meses. H. Vaughan, J. L. Rector, Robt. Yates, H. C. Barnard, and E. J. Kervin.

Many of our club members are giving much of their time assisting in the activities of the Red Cross, the Salvation Army, American Legion, and other organizations carrying on the work of aiding the homeless and the destitute. The flood waters partially inundated our club house and damaged the floors in the rear of the building and a small section of the floor in the club room proper. The home of our president, Mrs. Lloyd Frost, had several feet of water in the basement and first floor, which did much damage to the floors and some of the furnishings. The next few months will be difficult and busy ones for the members of our Milwaukee families who suffered damage to their homes, furnishings and the loss of clothing and food. We deeply appreciated receiving the messages from Miss Lindskog and the

generous contribution of \$1,000.00 from the General Governing Board of the Women's Club, which will assist very materially those who were unfortunate in living in the flooded areas of our city.

The "stay-at-homes" missed an interesting meeting and an enjoyable time by not attending the district meeting in Milwaukee, judging from the report given by our president, Mrs. Frost, who was accompanied by Mrs. L. Hakeman, Mrs. Norbert Davis, Mrs. C. L. Bearicks, and Mrs. Berle Dunham.

Our evening of games and social party on May 21st was well attended. Program was in charge of Mrs. Merwen Taylor. The humorous readings by Richard Luman brought forth many good laughs; two violin solos were given by Melvin Johnson, accompanied on the piano by his mother, Mrs. R. M. Johnson, who also played the piano for tap dance given by her daughter Marilyn and Marilyn Mullins.

★ *Milwaukee Chapter*

Mrs. F. Whitty, Historian

Last meeting before our summer recess was held June 16. On June 12 our club entertained 102 veterans at the Veterans' Hospital, Woods, Wis. Mrs. Ross was chairman. Bingo was played, 58 prizes being given.

Sunshine chairman reported three cards and one floral bouquet sent. There was a letter of thanks read from the Recreation Department of the Veterans' Hospital. Red Cross report for April and May: knitting of 18 cast sox, 12 six-inch squares donated by a member, completion 200 hours, one new member enrolled. Sunshine fund, \$410.

Ice cream, cake and coffee were served, after which games were played. May each member enjoy her vacation. I'll see you all in the fall.

★ *Kansas City Chapter*

Mrs. Wm. Kinder, Historian

We met June 6th at Mrs. Midkiff's country home for our annual picnic. The Weather Man favored us, so we could be in the yard among the flowers and trees, and a rippling brook; an ideal spot for a picnic. Mrs. Banta, social chairman, planned and served a delicious picnic lunch at noon, assisted by her committee.

Mrs. Dobson, President, called the business meeting to order at 1:30. Reports were read and approved. Mrs. Sevidge, good cheer chairman, reported 18 phone and three personal calls and four cards mailed. Mrs. Tarbet, membership chairman, reported 83 voting and 120 contributing members. Mrs. Skaggs joined us as a new member. Meeting adjourned and there will be no more meetings until fall. During the social hour Mrs. Apfeldt gave a reading, "The Lily." Guessing games were played and we tried our luck at dart throwing, with prizes for the winners. Twenty-three members were present to enjoy the pleasant outing.

★ *Montevideo Chapter*

Mrs. B. E. Nordquist, Historian

The last meeting before our summer vacation was opened by our President Mnefor Daniels. Our secretary, Mrs. Ashburn, waene in Colorado, so the chair was nicely fillete by Mrs. Cramer. Reports were given on the th pot-luck supper held May 18, which wan N so nicely planned and conducted by Mrsf t Fandrey and Mrs. Ryman, our social comrer, mittee. A delicious baked ham dinner with h all the trimmings was served to about 200worl A musical program was greatly appreciate A and enjoyed. Members donated food anner others contributed cash.

The club rooms are a joy to behold, f Members spent two days scrubbing anmen cleaning walls, cupboards, dishes, windowsCha etc., and another day sewing new drapesent which bring a bit of color to the windowsand Curtains were donated for the ante-room and the kitchen. The President thanked all thosegirl who worked and helped her clean the cluben rooms and make the supper a success. Goodanc Cheer committee reported eight personaanc calls, and three bouquets to the sick. Mrsent Daniels reported on the district meetingEv held in St. Paul. Also in attendance weretpei Mrs. Nordquist and Mrs. Acers.

The members discussed plans for a floatCo to enter in the big Fiesta parade and alsoPa appointed were committees for the choosing of a queen to be sponsored by ouran Milwaukee Club. A delicious lunch wasof served by Mesdames Fandrey and Ryman.m And Mrs. Fandrey was also the lucky winner of the dollar door prize.

Happy vacations! See you next fall.

★ *Madison, Wis., Chapter*

Mrs. C. H. McCrum, Historian

Meeting was called to order on June 5. s About 30 members attended. Plans were made for our annual picnic to be held at Vilas Park for all members and their families. Three new members were welcomed into our chapter: Mrs. Erwin Garner, Mrs. Orville Roberts and Mrs. L. Berg. Refreshments were served by Mrs. Oscar Kline, Mrs. Frank Rogers and Mrs. Parkin. Our next meeting will be held in October.

★ *St. Maries Chapter*

Mrs. Chas. Conley, Historian

Our regular meeting was held on June 2 at the Club house. Mrs. Claude Hallead, President, presided. The secretary's report was given by Mrs. J. L. Shaner. Mrs. Ben Casey gave the treasurer's report. Mrs. Elizabeth Hazzard, good cheer chairman, reported on visits she had made to the sick, also cards sent. During the meeting the ladies worked on the auditing of the books. After adjournment we went to the C & M Cafe and enjoyed a lunch. Several members went to Spokane June 11 for the district meeting.

★ *Seattle Chapter*

Mrs. Roland C. Sanders, Historian

When Seattle-grown flowers were pinned on the shoulder of Mrs. Loderhose, our President General, the tea, honoring the governing board members, was in official swing. Honored guests were: Mrs. G. W. Loderhose, Miss Etta N. Lindskog, Mrs. R. C. Sanders, Mrs. C. H. Ordas, and Mrs. O. P. Catlin. Mrs. Lano and Mrs. Halverson, chairmen, transformed the club rooms into a lovely tea garden, decorated with flowers from our members gardens.

The tea table was set with beautiful silver service and tea delicacies. A group of delightful songs, sung by Mrs. Cora Hartman, preceded the tea and was acclaimed by all. Those who poured were Meses. A. J. Hillman, L. K. Sorenson, Wm. Wallace, and C. E. Nummerdor.

Mitchell Chapter

Mrs. John Entwistle, Historian

Mitchell chapter held its last meeting before recessing for the summer months on June 5. Mrs. Paul Olson, President, opened the meeting. Hazel Coury, official delegate to the district meeting held in Sioux City on May 17, gave a report. At the conclusion of the meeting, Evelyn Livingston, treasurer, presented Mrs. Olson with a corsage on behalf of the club for her outstanding work this year.

After the business meeting, Service club members were guests. At that time a surprise program was presented. A style show of the past and present was put on with members of the club participating. Mrs. Phas. Sloan and Evelyn Livingston represented the 1897 girl and boy. Hazel Coury and Mickey Tobin the 1925 girl and boy, and Phyllis Stephens represented the 1947 girl. Skits were put on by each couple. The remainder of the program was outside talent and included a piano solo, baton twirling and a vocal selection. As a climax to the entertainment Mrs. P. Olson, Hazel Coury, Evelyn Livingston and Phyllis Stephens appeared in railroad uniforms and led in group singing. Refreshments were served by Hazel Coury and her committee, with Mrs. Perry Paullin presiding at the serving table.

To date the Mitchell chapter has 94 voting and 134 contributing members, and is one of the chapters to go over the top in its membership drive this year.

★ New Lisbon Chapter

Mrs. George Oakes, Historian

On May 13 the meeting was held at the Park Hotel. Good cheer report was \$12.89 spent, 17 personal and phone calls made, seven cards sent and two families reached. Net profit earned was \$1.87. The door prize was won by Mrs. P. Walsh. Motions were carried to remember our railroad graduates with a gift of \$1.00 and to give potted plants to our railroad widows and widowers on Memorial Day. After adjournment bingo was played and luncheon served to the 17 members present by Mmes. V. Artz, O. Anderson, E. Nelson, J. Cade, P. Mortensen, L. Hansen and G. Oakes.

Our June 10 regular meeting was called to order by Vice President R. Zeilsdorf at Mill Bluff State Park after 13 members and eight guests had enjoyed a delicious pot luck picnic dinner. Good cheer report was \$17.54 spent, 13 personal and phone calls made, five cards sent and 29 families reached. Net profit earned was \$6.88. We now have gone "over the top" in our membership drive with 79 voting, and 65 contributing members. There were 34 geraniums distributed by our chapter for Memorial Day. Door prize was won by Mrs. K. Andrews. Motion was carried to recess through July and August.

★ Marmarth Chapter

Mrs. Earl D. Corneil, Historian

Meeting was held May 8 with our president Mrs. C. M. Bertz presiding. Reports: Good cheer, Mrs. Childers, four cards, one baby gift and two bouquets of flowers sent in April. Mrs. Finnamon, chairman of Membership reported 49 contributing, 43 voting members. We now have enough members to make us eligible for a prize. The attendance drawing was held, the \$1 voting award going to Mrs. Wm. Striebel, the 25-cent contributing to Tom Seamon. A delicious lunch was served by hostesses Mrs. J. Leonard and Mrs. Artie Willis.

Our last meeting until fall was held at the Club house on May 29. This was our social meeting. Whist was played with high going to Mrs. E. Case, low to Mrs. A. Willis. Hostesses for a delicious lunch were Mrs. Ollie Hedges and Mrs. E. Case.



Two views of the group attending the district luncheon of the Women's Club in St. Paul on May 22.



★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

We had a pot-luck luncheon at our last meeting. There was a very nice attendance with several husbands as our guests. After the luncheon the meeting was opened by our President, Mrs. J. Litscher. All reports were given and approved. Plans were made for our next meeting. All business having been taken care of, the meeting was adjourned. A social hour followed, during which cards were played.

★ Marquette Chapter

Mrs. Stanley A. Hunter, Historian

Our regular meeting was held June 11 with a nice turnout. It was our last meeting until Sept. 10. It was decided not to have our picnic this year. After the meeting "500" was played, with high going to Mrs. Florence Woods and traveling to Mrs. Al Henry. The hostesses, Mrs. Roy Campbell, Mrs. Donald Thein, Mrs. Kenneth Whalen and Mrs. Louis Sass, served a very delicious lunch. The door prize was won by Mrs. Emma Barton.

★ Avery Chapter

Mrs. R. E. Townsend, Historian

Only a few members were present at the June meeting. Fishing season opened that day, and some of the members took advantage of that sport. The club has gone over the top in membership with 42 voting and 99 contributing members, making a total

of 141 members. The spring party May 14th was a huge success. Pinochle and bridge were played and the rooms were beautifully decorated in spring flowers. Three members, Mesdames E. F. Husaboe, John Cass and Roy Peterson, attended the district meeting in Spokane June 11. There will be a summer recess from club meetings during July and August. The 3rd of September will be our first meeting this fall.

★ Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Madison chapter met at its club rooms Tuesday, June 10. Mrs. Leslie Beck reported on the district meeting which was held in St. Paul. The attendance prize was won by Mrs. Elmer Farmer. Lunch was served after the business session. There will be no meetings until September.

★ Wausau Chapter

Mrs. Olga Paulus, Historian

Tables were attractively decorated with spring flowers for our annual May luncheon held at the club house May 13. Covers were laid for 36. Cards provided the diversion for the afternoon. Luncheon hostesses were Mmes. Wm. McEwen, Slomske, Billington, Hahn, Sherbert, Kroepelin, Ray McEwen, and Lehrbas.

Forty members enjoyed a pot-luck picnic luncheon at the club house June 10 for their last meeting until September. Cards were played, with prizes being awarded.

INFORMATION TIDINGS TALK HAPPENINGS HUMOR
 TALES ABOUT PEOPLE OF THE RAILROAD BULLETINS
 NEWS ANECDOTES VIEWS BROADCAST STORIES
 REPORTS GREETINGS

I & S M DIVISION

East End

H. J. Swank, Division Editor

After nearly 40 years of railroad service, Floyd G. Barr, agent at Coleman, S. D., retired in April. Mr. Barr began his railroad career at Bradley, S. D., as station helper in November, 1909. In April, 1910, he was transferred to Grand Meadow, Minn., as helper and in February, 1912, accepted the agency at Alpha, Minn. Being unable to find living quarters, he returned to Grand Meadow. He then accepted the agency at Armstrong, Minn., and in November, 1912, was senior bidder for Okabena, Minn. He remained there until January, 1929, when he was appointed agent at Colman. While stationed at Colman he earned quite a reputation as a flower grower, maintaining very attractive flower beds on the station grounds. Mr. and Mrs. Barr will make their home in Sioux City, at 1917 Villa Avenue. They also plan to spend some time in Arizona.



Floyd G. Barr

Received a card from Harris Igou, former electrician at the Austin roundhouse, who is in Arizona for a few months, advising that he is getting along nicely and that Switchman Al Erickson had called on him. Al and his wife are in Arizona for his wife's health.

Special Officer Ira Syck was on the sick list for couple of weeks the latter part of June and early July.

Best wishes to Janet Smeby, bill clerk at the Austin freight office, who became Mrs. Richard Bothun on June 29. The honeymoon was spent in northern Minnesota. Janet was given a surprise party by the office force on June 26 and presented with several gifts for her new home.

Congratulations to Fireman Pat Gannon and wife on the arrival of a nine-pound six-ounce girl on July 9. Thanks for the stogie, Pat.

West End

E. L. Wopat, Correspondent

H. F. Belling, coaler-pumper at Chandler, Minn., underwent an operation recently at Northwestern Hospital, Minneapolis, Minn., and would like to hear from some of his co-workers. We all wish him a speedy recovery.

Swede Bloom, agent at Okabena, Minn., was off for two weeks, taking a shot at some big fishing. Understand he caught some real big ones. He was relieved by O. C. Groves of Chandler, Minn.

Joe Rooney bundled up his fishing equipment and accompanied by his wife, spent two weeks fishing at Lake of the Woods

in northern Minnesota. Joe came back with the biggest fish in the lakes and tells us that there isn't any trick to catching them. He still has his fishing school in operation at Madison, S. D. Leo Flynn took over the conductor job on 222-203 during his absence.

Miss Bess Campbell, agent at Butler, S. D., is back on the job and wants to express her thanks for the cards and letters sent to her at the hospital at Webster. Bess says they really speeded up her recovery.

Understand Agent Leo Burke, Pipestone, Minn., is out practicing baseball with the Pipestone team. Leo thinks that after two months he will be in good shape but his batting eye is a little weak so at present he is wearing glasses.

Nels Moe, agent at Flandreau, S. D., spent a vacation visiting his son in the sunny South. He was glad to get back North again; no South for him. He was relieved by O. C. Groves.

Your correspondent was fortunate in securing 14 round trip tickets to the Luther League Milwaukee church convention. The party left Chandler, Minn., on June 24 and returned on June 30. Had a letter from the east conductor telling me that the Chandler-Hadley-Lake Wilson group had the best singers among the passengers that made the convention trip.

R. M. Olson, our ORT chairman, made a trip over the ISM during June. It was nice to see Reider again. He was accompanied by Secretary Strunk.

MADISON DIVISION

W. W. Blethen, Correspondent

Albert Moore, retired section foreman, and Mrs. Moore, of Madison, celebrated their 50th wedding anniversary on June 29 by holding open house for their friends. We all join in congratulating them on this special occasion.

Machinist Helper Pete Donis is recuperating after an operation at the Wesley Memorial Hospital, Chicago, on June 23.

James Pratt, retired conductor, passed away at a LaCrosse hospital on June 8 at the age of 75, following a long illness. He had retired in August, 1939. Sincere sympathy is extended to Mrs. Pratt and a daughter who survive.

Agent E. R. Doyle, Browntown, has been laying off on account of his health. During his absence W. O. Burns is handling the work at Browntown.

Have just learned of the arrival of a little son, Gregory Allen, at the home of Telegrapher L. Zelinka and Mrs. Zelinka at Milton Junction, April 18.

Chief Carpenter Wesley Cameron and Mrs. Cameron, Madison, announce the marriage of their daughter Joan to Gordon Pedersen, at the First Baptist Church at Madison on June 29. Both young people attended the University of Wisconsin.

John B. Meyer, telegrapher at MX tower, is working as first trick operator in the train dispatcher's office while Bill McDonnell is working as relief dispatcher during the vacation period.

Assistant Warehouse Foreman W. A. Murphy and Mrs. Murphy, celebrated the 25th wedding anniversary on July 4 by holding open house at their cottage, Heart Desire, on Lake Waubesa.

A new steel coaling station is being constructed at Janesville which we hope to get in operation in September.

We were sorry to hear of the death of Ed McCann, retired engineer, on July 15 at the home of his daughter, Mrs. B. McNulty.

I & D DIVISION

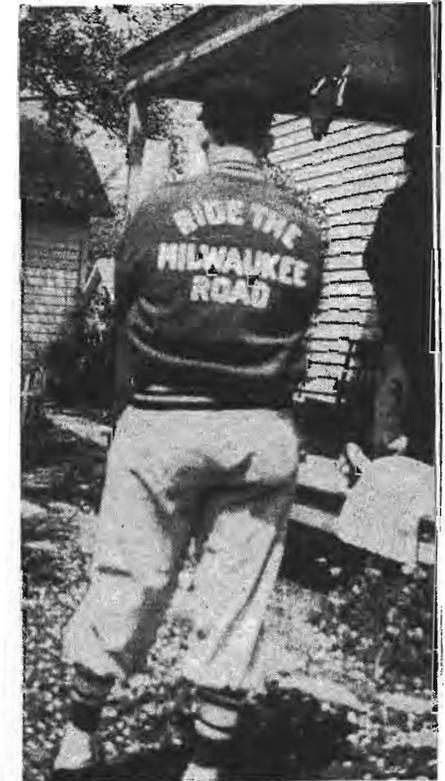
Sanborn-Rapid City

Margaret Kelly, Correspondent

On June 19, Charles E. Clark, I&D conductor, passed away at Mitchell after brief illness. The "champ" as he was known, had completed 29 years of loyal service for the Road. He never complained; he was always happy and we are sure he is now.

Car Foreman George L. Wood is minus that strained look since the arrival of his six-pound daughter. Jan made her appearance in June.

Also on the light and airy side these days is Traveling Fireman D. E. Miller, whose



Bert Shields, passenger flagman on the Chipewew, is president of the baseball team in his home town, Iron Mountain, Mich. As a tribute to Bert the team members have adopted the name of his train and wear a Milwaukee Road slogan on the back of their uniforms. There may be nothing in a name, but at last report the Chippewas had won 11 out of 12 games

second daughter was born in June. Don says the next one has got to be a boy.

New employes in the car department this month include Coach Cleaner Bernard O. Bialas and Carman Helper Joe Maier, Jr. Joe Maier, Sr., is Mitchell yard inspector.

We are glad to have Bill Carrick, lieutenant of police at Mitchell, back with us again. He recently underwent an operation.

Ticket Clerk Clarence Wangness has returned from his vacation in Yellowstone and points west, where he froze to death and spent all his money. (The latter we don't believe.)

Agent F. H. Clark, Kadoka, dealt a death blow the other day to a rattlesnake that was lying on a mail sack in his freight house. Frank didn't see the snake until he had reached down for the sack. We haven't checked to see if Frank is still in this part of the country, we heard that the freight house didn't look the same when the battle was over. The snake? Well, his rattlers are now souvenirs at the Kadoka station.

The floating pipe crew has been working on West I&D under the supervision of Ralph Clough while regular foreman W. E. Harms is on vacation.

Relief Section Foreman Walter H. Gollammer broke all records recently in recuperating from a ruptured appendix. Walter was admitted to the hospital at 3:30 p. m. on Tuesday, released on Friday of the same week and was back to work on the Monday following.

Sioux Falls Line

F. B. Griller, Correspondent

Station Baggage man Don J. Wullstein, Sioux Falls, and Avis Erickson of Beresford were married on June 21 at Beresford and honeymooned at the Twin Cities.

Jess Grimes, third trick operator, Sioux Falls, was on the sick list and when the boys sent him dandelions instead of orchids he thought it was time to get back on the job.

Effective July 1, Passenger and Ticket Agent Lloyd F. West was promoted to traveling freight and passenger agent, vice Henry M. Stueben, retired.

Conductor John W. Dunham made a trip to Seattle the latter part of June to meet his son, who was coming from the Orient where he had been in service for over a year.

Conductor and Mrs. T. H. Calligan returned from a Seattle and Portland vacation the second week of July and reported the Pacific Northwest as beautiful and crowded.

Harold P. Peters, our train baggage man on the Midwest Hiawatha, took a whirl at fishing in northern Minnesota.

Sioux City and Western Branch Lines

Helen H. Flynn, Correspondent

Lineman A. E. Erickson and Mrs. Erickson have returned from a vacation spent at the Minnesota lakes. Al tells of the 25-pound fish he caught, but says he was unable to ship it to Sioux City because he could not get enough dry ice to pack it.

Passenger Trainman W. A. Helmhold and Mrs. Helmhold have returned from a trip to California, where they visited their daughter and new grand-daughter.

Fred Costello of the assistant superintendent's office has taken a six-month leave of absence on account of ill health.

Henry M. Stuben, retired traveling freight and passenger agent, and Mrs. Stuben have

August, 1947

Three I&D Vets End 147 Years of Railroading



Assistant Superintendent J. D. Shea bids farewell to (left to right) Emil Obland, M. R. Burrell and Ben Rose at the time of their retirement. (Sioux City Journal photo.)

THREE veteran employes at Sioux City, Ia., retired on June 30 with a combined total of 147 years of railroad service, 134 of them with the Milwaukee Road. Conductor Murray Robert Burrell and Engineer Benjamin Ayrault Rose entered Milwaukee service in 1900 but Ticket Agent Emil Obland, who started in 1907, had also run up 13 years with the C&NW.

These men are all well known on the Sioux City and Western Branch lines of the I&D. Conductor Burrell is a native Iowan, born in Fayette County in 1874. He started in the Sioux City roundhouse, transferring to train service in 1906. He was promoted to conductor in 1912, making his last run on the Platte line. Back in 1930 he distinguished himself by moving an engine and burning cab from the roundhouse at Platte, S.D., and extinguishing the fire.

Ticket Agent Obland was born at Fulton, Ill., in 1866 and received his early railroad training at Carpentersville. He is a familiar figure to Sioux Cityans, having spent his entire service with the Road in the Sioux City office. During those 40 years he earned a reputation for courteous treatment of travelers and for service to the community.

Ben Rose, engineer on the Midwest Hiawatha, entered service as a fireman. He became engineer in 1906 and has been on the Hiawatha since its inauguration in December, 1940. In 1923 he received special commendation for resourcefulness when the throttle of his engine became disconnected at Morningside Hill. By manipulating the air and reverse lever he succeeded in taking it through to Manilla without a delay.

The three veterans arranged to retire together, shortly after Engineer Rose brought in the Hiawatha on his last run.

moved to Pueblo, Colo., to make their home there.

Sympathy is extended to E. L. Athon, retired conductor, for the loss of his wife, who passed away on July 16.

Agent Albert Gorman and wife of Jefferson, S. D., are the proud parents of a baby girl who arrived on July 15.

Time Revisor J. W. Bailey, Mrs. Bailey and daughters Beverly and Linda, spent a week's vacation at the home of his parents at Aredale, Ia.

M. M. Noonan, retired yardmaster, who now lives in California, spent two weeks at Sioux City visiting his son, Martin Noonan of the police department.

James Robinson of the police department retired from service on July 15.

Tom L. Ericson is the new ticket agent at Sioux City, taking the place of Emil Obland, who retired on July 1.

Engineer George G. Gaskill is the proud owner of a new Ford.

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

A newcomer in our engineering department is S. Neal Davis, instrumentman, who joined our force on June 24. He is a graduate of Purdue University and served in the Army Transportation Corps in the late war. Mrs. Davis and his young daughter, who are still in Otterbein, Ind., will come to Ottumwa as soon as a home is found for them.

Dave Williams and James Lynch, of Ottumwa, are working their vacation period.

Harold Henson and wife were in Des Moines during the last week of June to attend the Eagles convention. Harold was a delegate of the Ottumwa lodge.

C. H. Baker and wife attended the Elks convention at Portland, Ore., in July; Mr. Baker as a delegate of the Ottumwa Elks. They continued on to Los Angeles to visit

Agent T. E. Manso Chalks Up Record

WHEN T. E. Manso of Lawson, Mo., senior agent on the K.C. Division, received his 50-year service button recently, it was an occasion for congratulation by his community as well as by the Milwaukee Road. The following notice about one of Lawson's leading citizens appeared in the Lawson Review:

"Thomas Edward Manso, joint agent for the Chicago, Milwaukee, St. Paul & Pacific Railroad Company; agent for the American Railway Express Company and for the Western Union Telegraph Company, has received from the Milwaukee Road a 50-year service button—a little late, however, as he has been in railroad work for about 51 years. Fifty years ago last August, however, he became connected with the Milwaukee Road as night operator at Liberty. In point of service he is the oldest station agent on the Kansas City Division of the Milwaukee Road. He has been stationed at Lawson since 1911."

It went on to list his numerous religious, fraternal and civic interests. The latter have included the presidency of the Lawson Board of Education and the jobs of city alderman and city clerk.

The fine acknowledgment from the press appeared just as Mr. Manso was about to take over further duties. Effective June 2 he became custodian of the station at Elmira.



Thomas E. Manso

with C. J. Connett and wife. Mr. Connett is a retired CB&Q superintendent.

Lloyd Nicholson of Redondo Beach, Calif., paid a visit to Sherman Street station on July 7, stopping off for a brief visit with his brothers, Harry and Don, and his parents, Mr. and Mrs. A. R. Nicholson. Lloyd is president of the Hermosa Beach Kiwanis Club and was en route home after attending a convention of the Kiwanis clubs in Chicago. He was a conductor on the KC Division before moving to California seven years ago.

Births: On July 4, a son, to Mr. and Mrs. Vincent E. Bergman at the Ottumwa hospital. Mr. Bergman is a KC Division brakeman.

On June 28, a daughter, to Mr. and Mrs. John E. Shea of Gloversville, N. J. Mrs. Shea is the former Ruth Wendell of Ottumwa. On the same date, a son, to Mr. and Mrs. Jack Mercer of Ottumwa. Mrs. Mercer is the former Marjorie Wendell. The young mothers are the daughters of W. I. Wendell, ticket agent at the Jefferson Street station.

Machinist Helper Joseph Overturf underwent an operation in the Wesley Memorial Hospital in Chicago on July 3. Joe suffered a knee injury a few years ago which caused trouble from time to time. Because of it he was not able to work for several months.

Jean Wingate, daughter of Conductor and Mrs. C. E. Wingate of Ottumwa, has accepted an offer from the Omaha University to fill a secretarial position and to take an advanced course in commerce.

Operator Jack W. Jones resumed work on July 2 at Polo, following his discharge from the Army Signal Corps on May 13. Jack entered the Army on April 18, 1946, and spent seven months in Korea previous to getting his discharge.

Visitors in Ottumwa in the latter part of June were Clay M. Gallentine, retired engineer, now living in Ventura, Calif., his son, H. V. Gallentine, wife and little daughter Linda; en route to Ottumwa, visited with Mrs. F. Scott in Kansas City. They

spent a two-week vacation in this part of the country.

Engineer Odie Newell sustained a serious back injury on June 7, the day of the first big flood in Ottumwa. While he was out looking over the flooded district in the vicinity of Benton Street a large limb fell from a tree and struck him in the back. He was taken to the Ottumwa hospital for treatment and is now confined to his home.

G. S. Wilson took over the agency at Linby on July 2. R. R. Burns had been working at that station.

At the first postwar convention of the Women's Auxiliary of the Order of Railway Conductors of America, held recently at Columbus, Ohio, Mrs. J. C. Roberts was appointed deputy vice president, to serve on the Milwaukee system.

Doris Lewzader, daughter of Elmer Lewzader and Mrs. W. H. Sanchez, became the bride of Charles Van Antwerp, son of Mr. and Mrs. Van Antwerp of Ottumwa, in the First Christian Church on June 10. Elmer Lewzader, Jr., who was to have given his sister in marriage, came from Waukegan, Ill., for the wedding but was marooned in South Ottumwa by the flood and was unable to attend the ceremony.

Hilma L. Pearson spent the Fourth of July holiday period in Mason City visiting her niece, Mrs. Walter H. Fuhr, and family.

Chester Miller, engineering department, is now a rural resident, having moved his family into a modern cottage north of Ottumwa on the Rutledge Road, high and dry and away from the river. After the recent flood waters filled the basement of his home in South Ottumwa Chester did something about it by moving to the hilly section of the city.

Agent Ira S. Williamson, Mystic, died on June 30. He had been in the employ of the Road since June 13, 1907, and had served as agent at Mystic since Aug. 1, 1918. He is survived by his widow and a son Robert, who is a telegrapher for the company.

Engineer Edward J. Davis died suddenly

of a heart attack at his home on July 2. He was on vacation at the time and at work on remodeling the basement of his home. He is survived by his widow Helen, of Ottumwa, his father, his sister, Genevieve Williamson of Huntington Park, Calif., and his brother Frank, employed as a locomotive engineer by our company at Cedar Rapids.

On July 6 Fireman Robert Hughes died of a heart attack at his home on the Blackhawk Road. He had worked on the day helper engine shift that day and in the late evening summoned his neighbor, Fireman Donald Harness, to his home to give him aid. His death occurred shortly after the arrival of a doctor.

R. E. Lewis died on July 5 at his home in Ottumwa after a lingering illness. He was the father of Conductor Robert E. Lewis and the grandfather of Bob Lewis Jr., of the store department at West Yard.

A double misfortune came to Section Laborer D. W. Wood during June. The death of his wife occurred in the latter part of the month. Also, serious damage was done to his home in Central Addition by the disastrous floods. Mrs. Wood had been hospitalized for five weeks previous to the first flood and Mr. Wood kept from her the knowledge of the great loss they had sustained. He will live temporarily with a daughter.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent

Marguerite Rodgers, stenographer in the engineering department at Miles City, is ill in the local hospital with rheumatic fever. Her condition at this time is somewhat improved and we hope she will soon be able to return to work.

Mrs. Ann Anderson, trainmaster's stenographer at Miles City, visited friends in Seattle, Tacoma and Spokane during July.

Engine Watchman Tony Erkeneff, Melstone, Mont., is in the Holy Rosary Hospital at Miles City for medical treatment.

Leonard Kirchoff, personal stenographer to Superintendent J. T. Hansen, attended the Elks national convention at Portland, Ore. Mrs. Kirchoff and children were also in Portland, visiting relatives.

Mr. and Mrs. Arnold Running vacationed on the Coast, visiting their son, Arnold, Jr. who works in Tacoma shops, and their friends.

Joseph Peschl, time reviser at Miles City, spent a vacation with his parents in Minnesota during July.

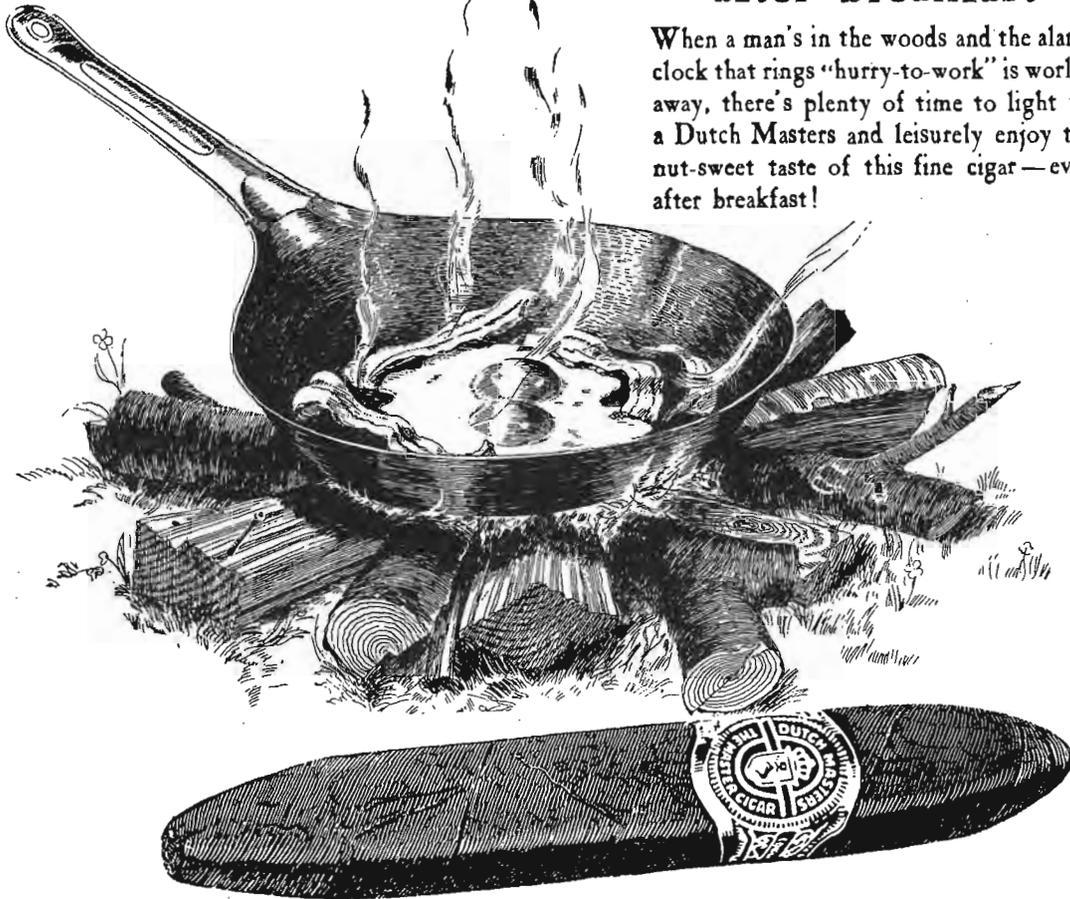
Miss Margaret Gilbert, stenographer in the division master mechanic's office at Miles City, spent her vacation in July on the Coast. She reports a very enjoyable time and from the looks of the third finger of her left hand, things must be pretty well settled. Cupid has been very busy among our office force, this making the third diamond that has appeared recently—Marguerite and Joyce of the engineering department also have new diamonds. The best of luck and much happiness to all of you girls.

Word was received in Miles City of the recent death of George Wagner, retired engineer, who was employed for many years on the west end of the Trans-Missouri Division. He had been in ill health for some time. Mrs. Wagner survives him. They had been living in California since his retirement. Our sincere sympathy to Mrs. Wagner and relatives.

Many a live wire would be a dead one except for his connections.

after breakfast

When a man's in the woods and the alarm clock that rings "hurry-to-work" is worlds away, there's plenty of time to light up a Dutch Masters and leisurely enjoy the nut-sweet taste of this fine cigar—even after breakfast!



DUTCH MASTERS CIGARS

MILWAUKEE SHOPS Store Department

Earl L. Solverson, Correspondent

Assistant Stockman Charles Crotty timed his vacation to be on hand to greet his new son, Patrick Hugh, 6 pounds 13 ounces, who was born on July 10 at Misericordia Hospital. Charlie now has two sons and a daughter and finds his evenings fully occupied until bed time. Mother is the daughter of E. H. Bannon, assistant to the general superintendent at Milwaukee. On July 16 Charlie took over his new duties as ticket agent at the Union Depot.

The new national skat champion is none other than Herman J. Jahnke, store department chauffeur, who won first prize of \$500 at the national skat tournament on June 15 at the Milwaukee Auditorium from a field of 1,300 players. He also collected \$16 in the pre-skat tournament and \$22 at the post-skat tournament. Herman had a big day; played 27 hands with a net of 26 hands won and 679 points.

Rudolph M. Freuler, twice state skat champion, entered the tournament but did not have his usual luck. He won the 113th prize of \$15.

Vernon Kulk of the district storekeeper's office and wife spent their vacation travelling through the West via train; visited Denver, Salt Lake City, San Francisco and Los Angeles.

Assistant Stockman Gerald G. (Jerry)

Meyer and wife spent part of their vacation at Pickerel Lake in northern Wisconsin and caught 15 pike and bass the first day. Besides eating plenty of fish every day they brought some back for their folks and the neighbors. Jerry's co-workers at the shops only received a post card which told about all the fish they caught, which certainly did not appease the appetite it created.

The department of Wisconsin—American Legion—is sponsoring two special trains to the national Legion convention in New York, via the Milwaukee Road and other railroad and steamship lines, one train to leave Milwaukee on Aug. 24 and the other on Aug. 26. Total cost of either tour is \$113.50, which does not include the stay in New York. Legionnaires and war veterans who are interested should contact General Agent Passenger Department Tom Austin, 210 E. Wisconsin Avenue, Milwaukee, or Jack Spore, department adjutant, 207 E. Michigan Street, Milwaukee; telephone Marquette 1940. Tour groups return to Milwaukee on Sept. 2 and 4, respectively. Employees who know of war veterans who are interested should send in traffic tip cards.

Typist William J. Fuss of the district storekeeper's office was married on July 5 to Genevieve Erdmann at St. Paul's Evangelical Lutheran Church. A reception was held at the V.F.W. clubhouse. The couple motored to Tomahawk Lake for their honeymoon. A gift of \$25 was presented to them by their office co-workers.

Maletta Brimmer, price clerk, and Ruth Brimmer, secretary to the district storekeeper, took a three-day vacation trip on July 14, motoring to the Cave of the Mounds west of Madison.

Alois Bogrowski, storehelper at the Davies repair yard, will be married in September to Gladys Peterson. His co-workers are anxiously waiting to assist in the event.

Joseph Klewein, adjutant of the Milwaukee Road Legion post and clerk in the assistant shop superintendent's office, is the proud father of a baby girl, born on July 12 at the Milwaukee Hospital. Congratulations, Joe.

Davies Yard

J. J. Steele, Correspondent

Correction! Ralph LePage has been promoted to car foreman at Beloit. It was erroneously stated that he went to Wisconsin Rapids. So sorry. Lots of luck, Ralph.

Evelyn Schilhansl, daughter of Andrew Schilhansl, was married on June 28. Our best wishes to the bride and groom.

Our sincere sympathy to Roman Waszak on the loss of his mother, who passed away on June 30.

Don Ritzke, a confirmed bachelor who vowed he would never marry, has finally been struck by cupid's arrow. Don became engaged with all the trimmings, diamond ring and bended knee, and is now waiting for his fiancée to set the day.

Ignatz Bushnig bought a new rowboat and motor. The day he received it he decided to take his wife for a trial spin. They cruised around the lake for hours until the gas tank was empty and, of course, Ignatz had to row back to shore. Ignatz tells us that the salesman instructed him on the starting of the motor but neglected to show him how he could shut it off.

George Allie has taken a pledge never to go swimming again. While swimming in a nearby lake he was nipped by a ferocious crab and nearly lost a big toe. Then, after struggling with this nautical beast he staggered up to his car and found that a thief had drained his gas tank.

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

June, the matrimonial month, claimed additional brides in our office, each of whom was given a bridal shower. Dora Mengarilli was married on June 21 and Kathryn Tague and Mae DeChristopher on June 28.

On June 27 Laurette Karlov resigned and was given a bridal shower. She was married on July 5.

The first step toward the altar, an engagement, was announced by Emilie Dodovich as she displayed a ring on June 21.

Sympathy is extended to Herman Treskett in the death of his sister on June 16.

Margaret Gallagher was honored on July 12 when she was presented with cards, gifts and flowers to commemorate 30 years' service in the office.

Eileen Hegg was granted a leave of two months on June 21, on account of ill health.

Joseph Kowal was called to southern Illinois on July 15 by the serious illness of his father.

Helen Degner had a new experience when she recently served for two weeks on a jury.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

A fine affair it was, as two of our co-workers joined hands in marriage. Anne Gawin and William Bert of the supervisor of payroll taxes force were married on July 13 at St. Hyacinth's Church. A lovely reception followed in St. James' parish hall. Many of their Fullerton Avenue friends attended.

Glad tidings from an ex-workmate: Margaret Hicks Danielson became the mother of a nine-pound baby girl, Donna Lee, on June 27.

Betty Jane Robinson, CDA mail pilot, is exhibiting a new diamond. Bill Keith is the boy in the case.

Vacationites included Harriet Kennedy, who did the deep South, Guatemala, that is, and returned with wonderful color shots of her travels. Anyone who wants a good travel tour lecture should just see Harriet.



NATIONAL SAFETY COUNCIL

Hortense Germain and Ella Grobe were Mexico tourists this year and Lydia Larson made a circle tour of the West. Catherine Crowley and her "ma" also covered the West, from "hyar to thar."

Howie Smith's Legion softball nine is playing twice a week at nearby fields and could use a little moral support from the ball fans. Watch your bulletin boards for the place and time.

After many years of railroad service Edna Lutz has bid the office goodbye to stay at home and keep "Ash" in line. We hope she will visit us once in a while.

Bartlett Hills country club is suffering its yearly beating, now that the Milwaukee Road golfers are in top form. With most of the players having completed 10 matches, the standing is as follows:

	W.	L.	T.	Pts.
Leo Walsh, Jr.	7	3	0	14
Roy Johnson	6	1	0	12
Leo Walsh, Sr.	5	4	1	11
Willard Wilson	5	4	1	11
John Mooney	5	3	1	11
John Gross	5	3	0	10
Al Hehl	5	4	0	10
William Houck	5	2	0	10
Emil Rachner	5	5	0	10

The top nine are trailed closely by Fritz Miller, Rudy Thoren, Harry Johnson, Frank Freeman, Clair Capron, "Doc" Wires and Len Bigott. Most of the "experts" have their eyes set on the coming Booster Club championship.

Mr. Sowle's office was hard hit by weddings in July. On the 19th Caroline Cernik became Mrs. Michael Lavinio at Our Lady of Mount Carmel Church. A reception followed at home. Connie Specht and Theodore Wortsman became Mr. and Mrs. on July 26, with ceremony and reception at home in Evanston.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Harry J. Stastny, secretary to the advertising agent, was graduated from Northwestern University on June 18, receiving his diploma from the School of Commerce. He majored in advertising. Although the university recommends only two hours of work each semester, Harry carried six for the past year. He had been attending Northwestern for a number of years when his course was interrupted by three years of Army service. Harry has obtained a 60-day leave to go to California and assist his former Army commander, Col. Richard Bard, in writing a book on military government operations during the late war.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Kay Swanson and Robert Brodhead exchanged "I dos" at Westwood Lutheran Church recently. The reception which followed was attended by many of Kay's office friends. The couple received many beautiful gifts and wishes for happy married life.

Muriel Mackin was transferred to the Union Station. We miss her beaming personality and pleasant smile.

Emily Gannon and Margaret Porten are on the sick list but we hope to see them back soon.

We are all saddened by the death of Bill Berman, who would have completed his 30th year with the Road on July 16. Bill worked in the home interline bureau for many years, as rate and division clerk. We extend our deepest sympathy to his family.

Orrin and Ruth Putnam, owners of the Mantup & Northern Railroad, advise that on May 25 a young lady applied for a position and furnished the following information: name—Luanne Marie Putnam; birth place—Holy Cross Hospital; weight—seven pounds, fourteen ounces.

To celebrate Roy Shaffer's 30th year of service with the Road, his boss presented him with a solid mahogany desk chair (slightly used).

Arona Warren became engaged to Jack Mattingly by proxy on July 3. Jack's father presented Arona with the ring, as Jack is still in the Navy, stationed in California.

"Railroads are so vital to the nation's welfare that whenever they are denied the opportunity to earn a fair return on the services they render, it adversely affects our national economy. This condition should be corrected to protect the jobs of thousands of railroad workers and, above all, carriers must not be deprived of the means of safeguarding life and property."

Jackson, Tenn., Sun,
June 20, 1947.

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Peter J. Mick Leaves Train Crew



Quitting time for Trainman Peter J. Mick, whose retirement after 34 years of service breaks up the longest train crew service record on the Milwaukee Division. Conductor Albert (Stonewall) Jackson (left) has 43 years and Trainman Walter Vantine (right) 44 years. Willard V. Scott, flagman and relief conductor, looks on.

THE retirement of Trainman Peter J. Mick of the Milwaukee Division on July 1 broke up a train crew with 141 years of service, the longest record on the division. Mr. Mick had accumulated 54 years' service. The other crew members, Conductor Albert L. (Stonewall) Jackson and Trainman Walter Vantine, boast of 43 and 44 years, respectively.

In speaking of his retirement, Mr. Mick made it very clear that he had enjoyed every one of his years of railroad service and that he believes a kind fate intervened in his selecting it as his career. His father had a large limburger and Swiss cheese factory near Monroe, Wis., and confidently expected son to follow in his footsteps. But Pete did not take to dairy farming, which required him to be up early and late ministering to the capricious moods of cheeses.

When the Columbian Exposition opened in Chicago in 1893 he high-tailed it for the big city and loafed around there as long as he decently could. Eventually he had to go home, but while loitering around the railroad station he got into conversation with a trainmaster, to whom he confided his apathetic interest in cheeses and in farming generally. "Why go home?" said that practical person. "Come on upstairs and I'll give you a job and a uniform."

So Pete joined the Milwaukee Road force. He was shifted up to the roundhouse at Janesville but in 1904 he transferred to train service on the Milwaukee Division and had been employed in that capacity ever since.

Pete has a number of grandchildren who have been looking forward to his retirement this summer. He intends to give them a good work-out and to loaf around with his old friends and fishing cronies. Later on he plans to visit in California.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

Sincere sympathy is offered to Bill Slodoway whose father passed away on June 23.

Hazel Flowers' daughter Dorthey was installed as honored queen of Job's Daughters Bethel 26 on June 3. Many friends from the office attended the installation.

Hugh D. Rush is a newcomer in the pickup and delivery department.

The 14th annual Grasscutters Ball was held at the home of Weed Johnson on June 21. Attending were the Brinks, Siudas, Gallagher, Wesemans, La Rues, Stingles, Slodoways, Frandsens and Petries. Staging it were A. Wackrow, A. Weitzenfeld, C. Anderson, H. Kraebber, F. Wald, F. Green, J. Milton, E. Hamacher, F. Shannon, O. Jensen, F. Carr, A. Payne, F. Zientarski, J. Jennings and D. Ostien. The festivities were topped with a hot roast beef dinner and a barrel of beer. Main event was Mrs. Johnson's apple pies. Yum-m-m.

The vacation season has blossomed once more with Grace Strey sporting a lovely California suntan. Bertha Wilson vacationed in Colorado Springs and Josephine Di Amicio in the Evergreen State, Washington.

Grace Glaski is back with us after an operation, due to a bad fall.

Lillian Michmich left us on July 2 to become a bride. The ceremony took place at St. Hedwig's Church, followed by a reception at the Keymans Club.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Vacation trips are the most discussed topics these days. Jack Narva and family spent a week in Salt Lake City helping the natives enjoy their centennial anniversary. John Mischke (rate bureau) and Mrs. Mischke spent a week in Denver, Colo. Herb Dombrow (review) and family went to Salt Lake City, returning via the DRGW narrow gauge line, Durango and Marshall Pass, to see the places where narrow gauge livestock cars are converted into broad gauge line cars, having figured the conversion changes in weights and charges for many years.

Herb Mueller (review) and family were at Yellowstone Park, Salt Lake City and Colorado Springs. Grant Miller and Bowler Al Gerke were at their old fishing haunt near Sturgeon Bay, Wis. No one has ever seen them catch any fish. It's rumored that Grant takes the cook out for a walk each evening and Al walks the dog.

Al Dinoffria and family went on a trip down the St. Lawrence River and through eastern Canada but came home sooner than

intended. Being unable to read the French menu, they became hungry and homesick. John Orłowski (review) and family vacationed at Los Angeles, Catalina, San Diego and nearby points. Joe Chiessi said he and his family had the best vacation of all, in Chicago, discovering many new and interesting places in the old home town.

William Kures, rate bureau, became the proud daddy of a baby girl on June 25. Her name is Christine. Bill is having a hard time getting his chest back into place.

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

Paul Kirst, accounting machine room, left us on July 10 to take up studies at the Plastic Institute at Los Angeles. He was employed here since February, 1943, except for time served in the Army.

Monica Simmons left the Road on July 3 and Irene Keene on July 15; both now to take up the important duties of housewife. Shirley Monroe, estimated earnings bureau, left the Road on July 15.

William Callahan, employed here many years and who left the Road about eight years ago, paid friends a visit on July 14. His present position is that of executive secretary of the Dental Laboratory Technicians Union at San Francisco.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

When the new train pulled out of Spokane on its trial run to the Coast, it was stopped after reaching the west switch shanty and Conductor Jack Downey was seen running back to the station—a 14-car sprint. What for? It seems that Jack was so excited about the trip that he forgot his black bag and overcoat.

Taking a busman's holiday on his vacation, Conductor Harry Hook and his four-year-old grandson Brian went to St. Maries, Idaho, just so Brian could get the thrill of his first train ride. "Gramp" enjoyed it too.

Mrs. Clyde Amick, wife of conductor, whose daughter graduated from the University of Washington, continued her own education at Eastern Washington College at Cheney and received her Bachelor of Arts degree in the teaching profession. Daughter Helen Louise will sail from New York on Aug. 22 to study art for a year at Stockholm, Sweden.

Speaking of artists, Minnie McAuley, sister of Conductor C. M. McAuley, recently completed a mural for a Spokane church. The hand painted place cards for the recent Women's Club luncheon at the Davenport Hotel were samples of her work.

Chester Alison and Frank Daly are busy hiring laborers for the extra gangs, including the large gang 959, supervised by Vincent Perrone, now located at Plummer Junction. In his leisure Chet goes fishing and according to reports actually catches the big ones.

I have found out why the biggest fish get away. It's because they are so big that

they either break the reel or jerk it out of the fisherman's hands. To prevent such accidents Fisherman Spetz has bought himself a nice new and sturdy reel with Timken bearings.

W. T. O'Reilly is confined to the hospital and we hope he will soon be up and about. Adolph Carufel is doing his work and Estelle Nolting has been acting as file clerk in the superintendent's office.

Carl Pfaff, car foreman's clerk, is now out of the hospital and still looking peaked. We hope he will be fully recovered shortly.

Time Reviser A. L. Boyd attended the clerk's organization convention at Cleveland and drove back with a brand new Chrysler. However, at this writing he is unable to enjoy the car as he is spending some time at the Deaconess Hospital. Tommy Norwood of Tacoma is filling in during his absence.

Henry Harris, former Spokane freight office employe, visited around the offices in Spokane recently.

Section Foreman G. C. Morgan and family left recently for a trip which will take them to Yellowstone National Park.

Also on vacation at Coast points at present is Car Foreman E. Medley. W. C. McCaughey is acting as foreman while he is away.

H. L. Hewing and C. E. Barrett made a trip to Spokane, Othello and St. Maries recently.

AAR Inspector Harry Belond recently checked at Othello.

W. A. Snure is mighty proud of the new addition to his family, that is, to daughter Jane's family—a son, whom they have named "Robert Jay."

The engineering department has taken on as tapemen two college students who are working during the summer vacation. They are L. A. Dovler and J. M. Hornback, students at the University of Idaho. Instrumentman Virgil Miller, who is a graduate of the School of Mines, Rapid City, S. D., is regularly employed.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Pearl G. Nee, Correspondent

So sorry—no news from the Valley last month. Where are all those people who were going to help me round up the new items?

Lillian G. Atkinson, who entered service at Wausau on July 1, 1917, as clerk in the trainmaster's office and later transferred to the agent's office as OS&D clerk, will retire on Aug. 1. Lil has been a very loyal and faithful employe and we will miss her. She has the good wishes of everyone for many happy years of retirement.

H. C. Cleveland, formerly agent at Wisconsin Rapids, has been transferred to Wausau.

J. E. Whaley, formerly agent at Wausau, has been transferred to Port Edwards. P. Blanchfield has been assigned to the Wisconsin Rapids agency.

R. J. Nilles, Wisconsin Rapids, has been assigned to the OS&D job at Wausau.

Margaret McGinley, who went west on her vacation, reported having a wonderful time.

R. R. Sternitzky returned from a vacation at Portland, Ore., where he visited his family.

A daughter was born in June to Mr. and Mrs. Guy Lenert in Santa Monica, Cal. Guy is a former employe and Mrs. Lenert is the daughter of Conductor and Mrs. A. McDonnell of this division. Mrs. McDonnell has been with her daughter and is enjoying the western climate.

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Chief Carpenter W. M. Cameron took this picture of the B&B crew at Jamesville, Wis., at a recent safety meeting. District Safety Engineer Roy A. Dahms, who addressed the group, is second from the left in the front row.

MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

Newcomers George Tomasik and Bob Codere have augmented the yard office clerk force in the A. O. Smith yard. They join veterans Eddie McGrath and Eddie Farrell. Judging by the suntan Ed "Lefty" Eckhart and Joe Spende are sporting these days we would venture to say there must be a lot of open territory up North Milwaukee way.

The Jim Madushaws enjoyed the wonders of Yellowstone Park on their vacation and the Rudy Placeks looked over California. Up into Canada went the Stanley Martins for a well planned vacation. Demurrage Clerk Ernie Reinhart enjoyed a man-size vacation up in the Wisconsin northwoods region. His luck with hook and line must be on the good side because he sent Phyllis Kowalski a shipment of freshly caught fish.

A change is apparent in the Chestnut Street district. New firms are locating along the right of way and the established firms are expanding their plants. To name a few, the Schlitz Company is building a new bottle house just east of its yard, the Schroeder Lumber Company is relocating in the Gibson district and the A. George Schultz Company is building in the Gibson district.

The new position of yard clerk in the west end of Gibson has been assigned to Quinn Murphy. Clarence Gaulke will handle the yard and Tommie Regan the snake track.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

The moving picture, "A Railroad at Work," was shown at West Clinton on June 25.

Crane Operator George Miller, of Iowa, and his fireman, Ray Byers, Elnora, were working here during the latter part of June; then went on to Bedford, Ind.

Car Foreman J. C. Davis and wife visited their daughter and her family in Kansas City during the latter part of June.

Yard Clerk Bill Hewitt saw some big league ball games at St. Louis and Chicago while on his vacation.

Machinist Grover Fowler and wife spent the early part of June visiting Grover's brother, who is a Missouri Pacific engineer, in St. Louis. He and Grover hunted squirrels and rattlesnakes—Grover has pictures to prove it.

The June Safety First meeting was held in the Odd Fellows Hall at Jonestown on the night of June 19. Safety Inspector Otto Stainer and Trainmaster F. G. McGinn conducted it. Refreshments were served by the West Clinton Milwaukee Women's Club.

When Operator Joe Wright was asked how he enjoyed the moving picture "A Railroad at Work," he replied, "Fine—but then it was the first moving picture I've seen in 10 years."

Car Oiler Frank Hunnicutt and wife were called to Tennessee the latter part of June on account of the sudden death of Frank's brother, Sam.

We were sorry to hear of the death of



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SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin

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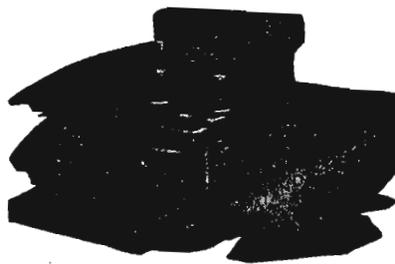
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GRID SECTIONAL AIR-COMPRESSOR RADIATION

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WILSON ENGINEERING CORPORATION

122 So. Michigan Ave., Chicago

Dave Thurman, retired section foreman, during the first part of June. Dave had many friends here.

Conductor J. L. Maloney and family are visiting Leslie's brother in Chicago at this writing.

Suppose Inspector Henry Mindeman has forgotten his friends here for the time being, as he and his family are on that long talked of fishing trip to northern Minnesota.

Brakeman Bennie Conner and wife have returned from a trip to Toledo, Ohio.

J. H. McDonall, retired engineer, and wife have purchased a nice residence in Clinton, where they expect to make their home. Maybe we'll see a little more of "Mac" from now on.

"Cash" Campbell, retired carman, of Dana called on some of his old friends in and around West Clinton during June.

"Nancy Ann" is the name of the baby daughter born to Brakeman and Mrs. Robert Vestal in the early part of July. She is the grand-daughter of Carman Frank Hunnicutt.

Blacksmith Edgar Snodgrass returned recently from a visit with his brother in Washington, D. C.

Section Foreman H. T. Gish and family spent the first part of July in Kentucky.

Assistant Foreman Thomas Cortis and family spent their vacation in Wisconsin and the Northwest. Of course, Tom stopped off at Bensenville a couple of times.

You can see G.Y.M. Robert T. Davis for instructions on riding his new "Hiawatha" motor scooter. Other owners are Carl Allen, Joe Burton and Tommy Hall.

David Ammerman is trying to prove that he is a better carpenter than brakeman. The improvement to his residence does look very nice.

"Ted" Armstrong, retired conductor, called on friends here in June. Claude is now located in Corpus Christi, Texas.

Car Inspector John Stewart has returned to work after several months' illness.

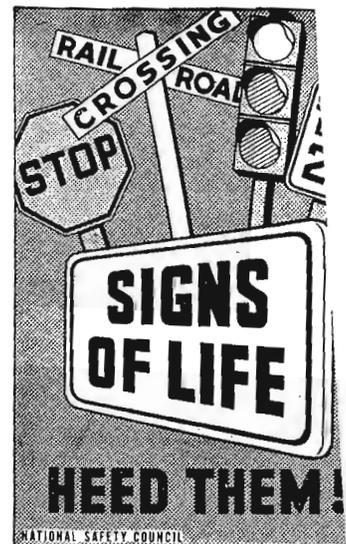
Car Inspector Earl Mullen spent part of his vacation in Fond du Lac, Wis., and the rest of the time in digging post holes on his farm.

Section Foreman Bill Lane and wife spent two weeks in July up in Michigan and along Lake Erie. Foreman Jesse Rasmusel and his faithful "chow" looked after things while Bill was away.

John Hafley, car department employe, was in the Clinton hospital for surgery in July. We are very glad to report his improvement.

Transportation progress is desirable, but fair play is imperative. The country ought to have learned during the last six years that the railroads are the backbone of industry and commerce and are starved or abused only at the national peril.

Portland, Me., Press-Herald.



Terre Haute District

T. I. Colwell, Correspondent

Harry Paton, of the engineering department, has entered his son in the Soar Derby, under the sponsorship of the waukee Service Club of Terre Haute. He is tutoring him on the various rules under his expert guidance. Thomas offers some keen competition.

Assistant Engineer Bruce Daniels was in the hospital in the latter part of June correct recurring attacks of appendicitis. He recovered from the operation quickly and surprised hospital attendants by occupying his own bed on the second day. He had planned some really rugged exertion for the third day but the doctor vetoed them as being too strenuous. Anyway, Bruce is now getting along nicely.

Bill Johnson, of the traffic department was on vacation during the latter part of June.

Dispatcher "Doc" Heller, who was on vacation during the early part of July, planned to do a little fishing for some time in Michigan and to see some major league ball games.

Dispatcher Harry Edwards and Clerk F. Mancourt were on vacation in July. Uncle Harry is spending most of his time in the vicinity of Seymour, Ind., helping some relatives harvest a wheat crop, while F. is manifesting a keen interest in the current situation here at home.

Trainmaster F. G. McGinn and family also vacationed during July, visiting with parents and relatives at Farmington, Minn.

Effective July 10 a controlled automatic block system was installed on the track in Terre Haute between Preston and Be Junction.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

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

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.
Chicago General Offices				
Benson, L. J.	Asst. to President	Chicago, Ill.	3	
Brennan, Marian	Sec'y to Secretary	Chicago, Ill.	1	
Calvin, A. R.	Trav. Auditor	Minneapolis, Minn.	1	
Carr, Frank P.	Rate Clerk	Chicago, Ill.	1	1
Chandler, D. B.	Asst. Bur. Head	Chicago, Ill.	1	
Covnick, F. W.	Trav. Auditor	Minneapolis, Minn.	1	1
Dempsey, G. M.	Gen. Insp., Div. of Safety	Chicago, Ill.	1	
Dougherty, C. R.	Asst. Mgr., RS&CP	Chicago, Ill.	1	1
Fletcher, H. D.	Paymaster	Chicago, Ill.	1	
Fortier, H. L.	Industrial Dept.	Chicago, Ill.	1	
Gallagher, Margaret	Clerk, Car Acctnt	Chicago, Ill.	1	
Gloeckner, Helen	Clk. Aud. Expend.	Chicago, Ill.	1	1
Gove, A. D.	Cim. Investigator	Chicago, Ill.	2	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	1	5
Gurrer, Helen M.	Sec'y, Indus. Dept.	Chicago, Ill.	1	
Herrick, F. G.	Trav. Auditor	Milwaukee, Wis.	1	
Jennings, Jack	Clerk, Aud. Sta. Accts. & O/C	Chicago, Ill.	1	
Kiessling, Z. E.	Gen. Adj. Office	Chicago, Ill.	1	
Leen, M. J.	Chf. Clk., Traffic	Chicago, Ill.	1	
McCormick, W. D.	Clerk, Gen. Frt. Dept.	Chicago, Ill.	1	
McNamee, Patricia	Sec'y, Law Dept.	Chicago, Ill.	3	
Mussweiler, H. J.	Chief Clerk, Tax Dept.	Chicago, Ill.	1	
Pearson, L. M.	Clerk, Aud. Sta. Accts. & O/C	Chicago, Ill.	2	
Retter, A. R.	Treat. Plt. Insp.	Terre Haute, Ind.	2	2
Ripplinger, J. L.	Clk., Frt. Aud. Off.	Chicago, Ill.	1	
Risberg, R. E.	Clk., Accounting	Chicago, Ill.	1	
Roth, Alfred	Draftsman	Chicago, Ill.	1	
Schlosser, Richard	Law Dept.	Chicago, Ill.	1	
Shortall, Elizabeth	Tax Dept.	Chicago, Ill.	1	
Stainer, O. C.	Dist. Sfty. Engr.	Chicago, Ill.	1	
Vraney, J. A.	Clk., Frt. Aud.	Chicago, Ill.	1	
Strohmeier, J. E.	Chf. Trav. Aud.	Chicago, Ill.	1	1
Wilson, F. J.	Engineering Dept.	Chicago, Ill.	1	
Wiltz, Ernest	Instrumentman	Chicago, Ill.	1	
Wood, Clara	Clk., Car Acctnt.	Chicago, Ill.	1	
Zorn, Frank	Balance Clerk	Chicago, Ill.	1	
			36	13

Hastings and Dakota Division

Bauer, Wilmer	Relief Foreman	Wolsey, S. D.	1	1
Dun, Frank	Machinist Helper	Aberdeen, S. D.	1	
Foran, J. D.	Loco. Engineer	Aberdeen, S. D.	1	
Glander, P. W.	Telegrapher	Webster, S. D.	1	
Grandpre, R. E.	Clerk, Car Dept.	Aberdeen, S. D.	1	
Johnson, J. B.	Roadmaster	Aberdeen, S. D.	1	
Kaufmann, M. L.	Sec'y to Solicitor	Aberdeen, S. D.	1	
Lighter, Ralph	Loco. Engineer	Montevideo, Minn.	1	
Lundberg, A. F.	T. B. M.	Minneapolis, Minn.	3	
Menzia, Anton	Storehelper	Aberdeen, S. D.	3	
Mertz, W. G.	Car Brk. Rep.	Aberdeen, S. D.	2	
Moehring, Martha	Clk. to Asst. Supt.	Montevideo, Minn.	1	
Prunty, C. J.	Pump Repairer	Aberdeen, S. D.	1	
Riedl, Robert	Instrumentman	Aberdeen, S. D.	4	
Sytle, C. E.	Sec. Foreman	Loyalton, S. D.	1	
			22	1

Coast Division

Anderson, Millie	Abstract Clerk	Tacoma, Wash.	1	
Bampbell, Jewell M.	O. S. & D. Clerk	Seattle, Wash.	2	
andler, C. A.	Clerk	Tacoma, Wash.	1	
arrotte, Clara	General Clerk	Tacoma, Wash.	1	
oble, W. H.	Freight Agent	Lynden, Wash.	1	
owling, P. L.	O. B. Rate Clerk	Tacoma, Wash.	1	1
eny, Gertrude	Loco. Engineer	Seattle, Wash.	1	
ixon, Gerald	Clerk	Tacoma, Wash.	1	
shelman, W. M.	Inspector	Tacoma, Wash.	7	
leb, A.	Checker	Tacoma, Wash.	1	1
ould, Alice	Steno-Clerk	Seattle, Wash.	1	
ing, E. N.	Clerk	Tacoma, Wash.	1	
uth, L. D.	Steno-Clerk	Tacoma, Wash.	1	
prwood, T. E.	Asst. Dem. Clerk	Tacoma, Wash.	1	
ou, A. W.	Asst. Supt.	Tacoma, Wash.	1	
smussen, F. W.	Chief Clerk	Seattle, Wash.	2	
owalter, F. A.	Signal Maintainer	Auburn, Wash.	1	
opulos, H.	Sec. Foreman	Duvall, Wash.	1	
			24	2

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.
Seattle General Offices				
Brinkley, R. A.	Sec'y to V. Pres.	Seattle, Wash.	1	
Brundage, W. W.	C. F. A.	Seattle, Wash.	1	
Crippe, Roy	Signal Inspector	Seattle, Wash.	1	
Fritz, H. C.	Insp. Frt. Clm.	Seattle, Wash.	1	
Greengard, S.	V. P. Office	Seattle, Wash.	1	
Hardman, Lorraine	Clerk	Seattle, Wash.	1	
Harris, H. E.	C. F. A.	Seattle, Wash.	2	
Lyons, Leonard	Spcl. Supervisor	Seattle, Wash.	1	
MacLennan, C. D.	Freight Claim	Seattle, Wash.	1	2
McGalliard, S. O.	Invest. Frt. Clm.	Seattle, Wash.	3	
Morgan, H. R.	Asst. Engineer	Seattle, Wash.	1	
Murphy, Monica	Steno, M. L. Co.	Seattle, Wash.	1	
Naramore, Dr. H. S.	Asst. Chf. Surgeon	Seattle, Wash.	1	
Neumen, L. E.	Dist. Adjuster	Seattle, Wash.	1	
Noiske, Edward J.	Asst. Tax Agent	Seattle, Wash.	1	
Sedgwick, A. L.	Asst. Ind. Comm.	Seattle, Wash.	1	
Spisak, John E.	Supvr., M. L. Co.	Centralia, Wash.	1	1
Strassman, J. N.	Auditor	Seattle, Wash.	1	2
			19	5

Madison Division

Agner, C. H.	Train Dispatcher	Madison, Wis.	1	
Boland, J. H.	Roadmaster	Janesville, Wis.	2	
De Blae, A. J.	Track Department	Janesville, Wis.	2	
Frank, W.	Bill Clerk	Janesville, Wis.	1	
Hurlbut, H. J.	Conductor	Madison, Wis.	1	
Kilian, A. M.	Chief Dispatcher	Madison, Wis.	1	
Klein, W. C.	Carman	Madison, Wis.	1	
McGeen, J. A.	Clerk	Waukesha, Wis.	1	3
Neese, John S.	Trucker	Waukesha, Wis.	1	
Soan, E. V.	Telegrapher	Waukesha, Wis.	2	
Sommerfeldt, B. C.	Rate Clerk	Janesville, Wis.	1	
			14	3

Milwaukee Division

Fontaine, Viola	File Clerk	Milwaukee, Wis.	2	
Francey, Elenore	Sec'y to Supt.	Milwaukee, Wis.	1	
Phillips, Lois	Roadmaster's Clk.	Milwaukee, Wis.	1	
			4	0

Dubuque and Illinois Division

Brenton, F. L.	Local Storekpr.	Davenport, Ia.	1	
Dohse, A.	Carman Helper	Savanna, Ill.	1	
Dubmeyer, A.	Cutter	Dubuque, Ia.	1	6
Fuerst, A. M.	Carman	Dubuque, Ia.	1	
Hall, Gladis M.	Clerk	Savanna, Ill.	2	
Horsfall, C.	Carman	Dubuque, Ia.	1	1
Keck, W.	Cutter	Dubuque, Ia.	1	6
Kurt, Francis	Clerk	Waukon, Ia.	7	
Millar, Lucille	Clerk	Dubuque, Ia.	2	
Riechmann, Wm.	Laborer	Dubuque, Ia.	1	
Unmacht, H. A.	General Foreman	Dubuque, Ia.	2	
Vargas, Henry	Laborer	Nahant, Ia.	1	
Whitham, W. C.	Asst. Div. Engr.	Savanna, Ill.	1	
			20	14

Milwaukee Terminals

Cheney, R. S.	Asst. Engineer	Green Bay, Wis.	1	
Gaulke, C.	Yard Clerk	Milwaukee, Wis.	1	
Gregory, Fred N.	Fattern Shop	Milwaukee, Wis.	1	
Guschl, A. M.	Foreman	Milwaukee, Wis.	1	
Haslam, R. R.	AAR Clerk	Milwaukee, Wis.	1	
Keller, C. M.	Steno-Clerk	Milwaukee, Wis.	1	
Keller, E. A.	Chief Clerk	Milwaukee, Wis.	1	
Lapama, Ben	Carman	Milwaukee, Wis.	1	
Mayer, J.	Asst. Stockman	Milwaukee, Wis.	1	
Roberts, Rex	Switchman	Milwaukee, Wis.	1	
Sandberg, C. A.	Chief Lineman	Milwaukee, Wis.	1	
Schwartz, M. A.	Carman	Milwaukee, Wis.	1	
Steed, C. C.	Clk., Signal Dept.	Milwaukee, Wis.	1	
Steuer, G. A.	Chief Clerk	Milwaukee, Wis.	1	
Wilkommen, Edw.	Blacksmith Hlpr.	Milwaukee, Wis.	1	
			15	0

Name	Department or Occupation	Location	Pass. Frt.	No. of tips submitted	
Iowa and Dakota Division					
Bailey, J. W.	Time Reviser	Sioux City, Ia.	1	1	
Bankson, J. R.	Yardmaster	Sioux Falls, S. D.	1		
Calligan, T. H.	Conductor	Sioux City, Ia.	3		
Hemmes, Mrs. Carl	Wife of Engineer	Sioux City, Ia.	1		
Kurschner, A. C.	Clerk, Car Dept.	Sioux City, Ia.	1		
Medin, M. V.	Pass. Conductor	Sioux City, Ia.	1		
Mitchell, G. A.	Carman	Sioux City, Ia.	1		
Moran, C. Grace	Secretary	Mason City, Ia.	1		
Pappas, Tony	Mach. Helper	Mason City, Ia.	2		
Parker, A. W.	Rdhse. Foreman	Mitchell, S. D.	1		
Paulin, Perry	Mach. Hlpr. Appr.	Mitchell, S. D.	1		
Shadle, W. G.	Conductor	Sioux City, Ia.	1		
Stone, John J.	Pipefitter Helper	Sioux City, Ia.	2		
Weiland, A. B.	Section Foreman	Mitchell, S. D.	1		
			17		1

Idaho Division				
Allen, Blanche	Wife of Rdmstr.	Spokane, Wash.	2	0
Brotchie, F. W.	Captain of Police	Spokane, Wash.	1	
Hoyt, E. M.	Engineering Dept.	Spokane, Wash.	3	
Loftus, Mrs. J. W.	Wife of Rdmstr.	St. Maries, Idaho	1	
Perrone, Gennaro	Section Foreman	Spokane, Wash.	1	
Stevens, C. M.	Storekeeper	Spokane, Wash.	1	
			9	

Superior Division				
Brown, John L.	Chief Clerk	Plymouth, Wis.	1	5
Bundy, Otto	B. & E. Dept.	Marinette, Wis.	3	
Goodell, A. R.	Agent	Lena, Wis.	1	
Herman, M. B.	File Clk. & Steno.	Green Bay, Wis.	1	
Kramer, W. F.	Chf. Clk. to Supt.	Green Bay, Wis.	1	
Lande, C. J.	Yard Conductor	Green Bay, Wis.	2	
LaVeau, F. J.	Agent	Republic, Mich.	2	
Lowell, V. E.	Train Dispatcher	Green Bay, Wis.	1	
Miller, Jerry	Engineer	Menasha, Wis.	1	
Ratagick, Anton	Truck Driver	Green Bay, Wis.	1	
			9	

Iowa and Southern Minnesota Division				
Hayes, Albert	Operator	Albert Lea, Minn.	3	1
Johnson, Charles	Agent-Operator	Sherburn, Minn.	1	
Olson, Mrs. H. L.	Wife of Agent	Brownsdale, Minn.	4	
Schulze, R. W.	Operator-Cashier	Pipestone, Minn.	1	
Wopat, E. L.	Agent	Chandler, Minn.	14	
			23	

Iowa Division				
Connolly, C. F.	Legal Dept.	Omaha, Neb.	1	0
Fish, C. R.	Painter Helper	Perry, Ia.	2	
Miller, L. J.	Agent Operator	Springville, Ia.	1	
Nelson, M. H.	Crané Operator	Perry, Ia.	1	
Schonberg, Carl E.	Lead Carman	Council Bluffs, Ia.	1	
Wain, R. A.	Signal Maintainer	Paralta, Ia.	2	
Winfrey, L. W.	Section Foreman	Cedar Rapids, Ia.	1	
			9	

La Crosse and River Division				
Bezosky, Leo	Shop Foreman	La Crosse, Wis.	2	11
Blanchfield, E. C.	Cashier	Merrill, Wis.	1	
Conklin, Mildred	Stenographer	Wausau, Wis.	1	
Douglas, W. D.	Carman	La Crosse, Wis.	1	
Frazier, Douglas	Trucker	Merrill, Wis.	1	
Fracier, I. L.	Rate Clerk	Merrill, Wis.	2	
Frye, M. J.	Chief Clerk	Merrill, Wis.	1	
Goudy, Wayne	Storekeeper	La Crosse, Wis.	1	
Lemke, M. A.	Carman	La Crosse, Wis.	3	
Marcou, R. J.	Lead Inspector	La Crosse, Wis.	1	
Philpot, S. F.	Asst. Supt.	Wausau, Wis.	2	
Ruder, W.	Yard Clerk	Merrill, Wis.	1	
Schaad, G. W.	Whse. Foreman	Merrill, Wis.	1	
Sturm, R. A.	Agent	Reeseville, Wis.	1	
Wyss, E. S.	Trucker	Merrill, Wis.	1	
			9	

Name	Department or Occupation	Location	Pass. Frt.	No. of tips submitted
Chicago Terminals				
Bishop, N.	Asst. Agent	Galewood, Ill.	3	146
Boeck, H. F.	Check Clerk	Galewood, Ill.	6	
Borman, H. A.	Rte. Clerk	Galewood, Ill.	3	
Brown, H.	Rate Clerk	Galewood, Ill.	5	
Carter, P.	Clerk	Galewood, Ill.	1	
Dyba, T.	Route Clerk	Galewood, Ill.	3	
Ensor, A.	Rate Clerk	Galewood, Ill.	1	
Evans, R.	Clerk	Galewood, Ill.	1	
Ewing, J. J.	Clerk	Galewood, Ill.	3	
Grill, Wm. J.	Car Order Clerk	Chicago, Ill.	1	
Kerwin, J. J.	Rate Clerk	Galewood, Ill.	3	
LeMire, G. E.	Rate Clerk	Galewood, Ill.	102	
Lemke, E.	Clerk	Galewood, Ill.	1	
Oeflering, J. J.	Rate Clerk	Galewood, Ill.	9	
Reimann, B.	Rate Clerk	Galewood, Ill.	1	
Tyckoson, E. G.	Paint Foreman	Chicago, Ill.	1	
Willison, H.	Asst. Chief Clerk	Galewood, Ill.	4	
			2	

Terre Haute Division				
Daniels, B. E.	Asst. Div. Engr.	Terre Haute, Ind.	3	3
Mahalek, John R.	Cashier	Terre Haute, Ind.	1	
Terrell, E. L.	Agent	Linton, Ind.	1	
			2	

Kansas City Division				
Baker, C. H.	Div. Time Reviser	Ottumwa, Ia.	1	0
Bottenfield, Mrs. W.	Wife of Loco. Engr.	Ottumwa, Ia.	1	
Bowen, Nell	Steno-File Clerk	Ottumwa, Ia.	1	
Cain, Kathleen	Steno-Clerk	Kansas City, Mo.	1	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1	
Gohmann, K. M.	Steno-Clerk	Ottumwa, Ia.	2	
Herrington, Mrs. W. J.	Wife of Brakeman	Ottumwa, Ia.	1	
			8	

Trans-Missouri Division				
Bennett, H. P.	Chief Clerk	Roundup, Mont.	1	1
Brady, James W.	Asst. Time Revsr.	Miles City, Mont.	3	
Braun, Val	Contract Drayman	Reeder, Mont.	1	
Gossmann, Mrs. P.	Wife of Sec. Frmn.	Lemmon, S. D.	1	
Hartwick, Tolley	Storehelper	Miles City, Mont.	1	
Heward, B. L.	Chief Clerk, Store	Miles City, Mont.	2	
Jensen, R. H.	Chf. Clk. to Supt.	Miles City, Mont.	1	
Kirchoff, L. R.	Sec'y to Supt.	Miles City, Mont.	5	
Mowery, C. R.	Operator	Miles City, Mont.	1	
Notton, R. E.	Agent	Musselshell, Mont.	1	
Perkins, L. A.	Machinist	Miles City, Mont.	1	
Reving, O. O.	Conductor	Miles City, Mont.	2	
Wagner, J. D.	Clerk	Miles City, Mont.	1	
Weiss, Joseph L.	Storehelper	Miles City, Mont.	1	
			21	

Rocky Mountain Division				
Allen, Eurma	Stenographer	Butte, Mont.	2	0
Lupton, N. B.	Time Reviser	Butte, Mont.	1	
			3	

Twin City Terminals				
Allard, R. B.	Chf. Carp. Clerk.			1
Allen, H. V.	Chief Clerk	Minneapolis, Minn.	1	
Androff, James E.	Cutter	Minneapolis, Minn.	1	
Bergquist, O. S.	Machinist	Minneapolis, Minn.	1	
Blake, H. C.	Asst. Engineer	Minneapolis, Minn.	2	
Brew, George	Carman	Minneapolis, Minn.	1	
Brokopp, Julius	Carman	St. Paul, Minn.	1	
Campbell, H. R.	Car Dept.	St. Paul, Minn.	1	
Carl, Katherine	Clerk	St. Paul, Minn.	2	
Hindert, L. A.	Shop Foreman	Minneapolis, Minn.	1	
Maybee, C. W.	Storehelper	Minneapolis, Minn.	1	
Meyer, M. L.	Engineering Dept.	Minneapolis, Minn.	2	
Ryberg, E. G.	Car Dept.	Minneapolis, Minn.	1	
			14	

Traffic Tips Reported During June, 1947

Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	19	5	13.7
Chicago Terminals	2	146	4.5
Iowa & S. Minnesota	23	1	2.7
Madison Div.	14	3	2.3
Chicago General	36	13	2.1
Dubuque & Illinois Div.	20	14	2.0
Trans-Missouri Div.	21	1	1.7
Idaho Div.	9	...	1.6
Superior Div.	9	5	1.6
Hastings & Dakota Div.	22	1	1.4
Coast Div.	24	2	1.1
Iowa and Dakota Div.	17	1	1.0
Kansas City Div.	8	...	0.9
La Crosse & River Div.	9	11	0.8
Iowa Div.	9	...	0.6
Twin City Terminals	14	2	0.5
Milwaukee Div.	4	...	0.3
Milwaukee Terminals	15	...	0.3
Terre Haute Div.	2	3	0.3
Rocky Mountain Div.	3	...	0.2
Miscellaneous
TOTALS	280	208	1.4

Faithorn District

Berniece Sparks, Correspondent

Congratulations to Mr. and Mrs. Kenneth Kintner and to Mr. and Mrs. Jack Hootman, who are the proud parents of baby girls. Kenny is the equipment maintainer at North Harvey and Jack is a clerk in the Chicago Heights office.

Congratulations to Operator Bob Wright, who was married to Miss Mary Francis of Crete, Ill., in Kentucky during June.

Engineer "Judy" Conti has just returned from a fishing trip; ditto Switchman Ed Merritt.

Was glad to see Switchman Malen Martin back at Faithorn after a long illness.

H & D DIVISION

East H & D

W. H. Applegate, Division Editor

Having acquired housing accommodations at Aberdeen, Superintendent A. T. Berg recently brought Mrs. Berg and daughters Wilma, Karen and Claudine, and grandson Wayne Little here to establish their home.

Agricultural Agent O. G. Claffin solved his housing problem by buying a home in Aberdeen, after commuting for several months to Ipswich.

C. E. McGrew, traveling auditor with headquarters at Aberdeen, finally has the promise of an apartment and is planning to move his family to Aberdeen around Aug. 1.

Mrs. Frank Nys, daughter of Roadmaster Gus Carlson, who formerly worked in the car department filled in at the superintendent's office during Johnny Faeth's vacation.

Bob Bach, chief clerk in the traffic department at Aberdeen, recently took his wife on a week end trip to Spokane, to view the scenic wonders along the Milwaukee Road.

Operator R. M. Olson, Aberdeen yard, and Sarah J. Bjork, relief agent and operator and daughter of Agent Bjork of Eureka, S. D., were married at Eureka on June 15. W. L. Mayer, third trick operator at Aberdeen yard, was best man.

Agent William Swan, Roscoe, spent his vacation at Pelican Rapids, Minn., in July, going there to fish and to visit his son and family. Following that he went to Orton-

ville, Minneapolis and Chicago. "Shorty" Lamble relieved at Roscoe.

C. D. Mayer, agent at Westport, bid in the dispatcher job at Montevideo.

The stork visited the homes of two division engineering department instrumentmen on the same day recently, leaving a son, Garry, at Dale Longs', and a daughter, Sally, with the Kenneth Bennetts.

Congratulations to Robert Riedl on his appointment as assistant trainmaster at Madison, Wis. Bob was instrumentman in the division engineer's office at Aberdeen for about seven years.

Conductor R. A. Drum, who has been ill for some time, and Mrs. Drum are flying to California to be with relatives there.

The new instrumentmen in the division engineer's office at Aberdeen as of July 1 were John M. Bruton and John W. Lyddon.

Miss Maud Dixon, messenger at Aberdeen, recently became Mrs. Frank Soilke and is no longer pounding the pavement for the Road.

Relief Agent W. M. Schaible reported from Java, S. D., that some time ago, when the Olympian Hiawatha test train went through that section Laborer Casey Witlock went out to the junction in his model A Ford to watch it go by. After it passed it was noticed that one side of the truck had collapsed and now they are kidding Casey, claiming that it was done by suction.

Car Foreman H. J. Morse reports that a wire received on June 26 from Glen Ireland, chairman of the committee on relief for railroad families made destitute by the floods at Ottumwa, Ia., brought an immediate response from Aberdeen. The message was called to the attention of the Local Federation of Shop Crafts, which immediately organized a drive in the roundhouse and car department for funds to aid the unfortunate brothers in the flood area. With donations from all of the shop crafts in the federation, supervisors, office help and enginemen, the sum of \$197.10 was realized. The Aberdeen chapter of the Milwaukee Women's Club added another \$100 and a bank draft for the total was sent to Mr. Ireland on July 5. This is an example of the fine spirit always displayed by the Milwaukee family, which never fails to aid its members in distress.

We regret to report the death, July 12, of M. M. O'Reilly, crossing flagman at Aberdeen. Mr. O'Reilly had been with the Road since 1915 and was the watchman at Aberdeen's Main Street crossing since 1943. He and Mrs. O'Reilly had recently celebrated their golden wedding anniversary. He was 79 years of age.

Starting on June 29 and timed to coincide with the inaugural run of the Olympian Hiawatha speedliners, the city of Aberdeen celebrated Railroad Week. The station and numerous store windows here were appropriately decorated. A. G. Dupuis, assistant public relations officer, Chicago, was here for the celebration.

The only old person is he who no longer desires to learn.

Middle H & D

R. F. Huger, Correspondent

In the July issue of the Magazine I mentioned that Brakeman John Gobershock was enjoying a vacation in northern Minnesota. I am sorry to report that John was taken ill with poisoning shortly after starting on his trip. He is out of the hospital now and recovering nicely.

We now have a work train and a gravel train tying up at Bristol. Jim Murphy and crew, Bob Nostrud and Bob Hausauer, have been doing a good job with the work train under the direction of General Foreman Fred Mallas. At the present time Jim is on vacation, which it was rumored would be spent at Watson.

Duane Rockwell, agent at Ortle, and wife took their vacation recently. Agent Louis Dunlap of Waubay took his also. He was relieved by Joy Udseth.

Signal Maintainer Chris Peterson, Webster, and his wife and family returned recently from a vacation which was spent at the lake and at Minneapolis.

East H & D

Martha Moehring, Correspondent

Rose enthusiasts who can't see Joe Adamson's back yard right now are missing something. Every night visitors go in the little white gate to stand and admire the beauties. We had a gorgeous bouquet of them on the desk for a couple of days and they were out of this world.

Congratulations to the Wally Natzels and the Arvid Strobeens on recent visits from the long-legged bird. It's "Janet" at the Natzels and "Allen" at the Strobeens.

We're all being nice to Yard Clerk Cliff Bofferding these days. Who knows, he might give us a ride in his spanking new car or at least let us touch it.

The annual visit of Donald Rue, freight service inspector at Harlowton, is now but a memory, but he'll visit us again next year. In the meantime his brother, PFI Harold Rue, and wife went out to visit Don's family and to take a "look see" at the mountains. Arthur Klucas was at the desk while Harold was gone.

C. L. Charter and wife attended the B of LF&E convention at San Francisco, expecting to be gone for several months. En route they planned to stop at the Black Hills, Yellowstone Park and Salt Lake City. Engineer Ashville Austin also planned to attend the convention. Before returning he will visit relatives in Seattle.

We've had a few men on the sick list lately. Sonny Hocum came down to see us

Rescued From the Rails

ONE chilly morning in May a two-year-old youngster at Albert Lea, Minn., got tired while he was out for a walk and sat down to rest—on the Milwaukee Road tracks. It was Section Foreman George Bachtold who found the nonchalant truant, barefoot and beginning to shiver in his overalls and light shirt. Bundling him into his jacket, George carried him to the depot, a mile and a half away, and notified the police. Mrs. Alvin Carlson, the child's frantic mother, had already enlisted their help in finding the lad and was extremely relieved to hear that he was safe and sound.

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a short time ago so we could see how pale and beautiful his hands and face were after his recent illness. Conductor Lord has been very ill with double pneumonia and Brake-man Vernon Lund was similarly afflicted. We're glad to report that all three are on the mend.

As this column is being written, the Montevideo Fiesta Days are in full swing. There are the usual Spanish moustachios around but the prize for the most lush growth goes to Operator John Dangel. With a smattering of Spanish he could pass for something south of the border.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Our sincere sympathy is extended to Coach Cleaner Edward Grund, who lost his mother on May 2.

R. J. Kendall, flagman on the Hiawatha, and his wife recently returned from a Florida vacation. Mr. Kendall also made a trip to Laredo, Tex., where he was called on account of his sister's illness.

C. D. Milner was on the job as general foreman of the Council Bluffs section recently, taking over while Vern Sands was away. Vern and his wife took an extensive vacation trip, to California and the Southwest.

Signal Supervisor V. F. Rathje was in a Marshalltown hospital for several weeks recently. He was later moved to his home in Perry.

While in Council Bluffs recently on account of the death of his father, West Division Conductor C. D. Hunt suffered an attack of appendicitis and submitted to an emergency operation. The operation took

place on Friday and he was able to attend his father's funeral on Tuesday. He recuperated at his home in Perry.

Berle Robinson, who has been working as an operator on the Iowa Division the last few years, was married at a lovely church wedding in May to Miss Robinson of Yale. Berle is now third trick operator at Madrid.

Congratulations to Mr. and Mrs. Carl Schonberg who celebrated their 24th wedding anniversary on June 20. Mr. Schonberg is lead carman at Council Bluffs.

Carman and Mrs. Andrew Thompson announced the marriage of their daughter Betty to Robert Boyer on June 29. Best wishes are extended to the young couple.

The Milwaukee Veterans Club enjoyed its annual picnic in Car Foreman T. P. Schmidt's yard on June 30, with about 40 veterans attending. Re-election of officers was held and T. P. Schmidt was voted in as chairman, Ed Lee as secretary and Frank Colburn as treasurer. Part of the evening was devoted to the taking of colored moving pictures by Ted Schmidt, Jr., who also showed some pictures taken at previous gatherings.

Machinist Al LaHeist's son Vernon and his family, of California, spent their vacation here.

Best wishes to Yard Clerk Howard Rooney and his wife who celebrated their 27th wedding anniversary on June 17.

Trucker George T. Jacobs and his wife had a wonderful vacation this year at Butternut Point, located at Big Whitefish Lake, Pequot Lakes, Minn. The proprietor of this lovely spot is Wayne Anderson, former lieutenant of police at this station. Also vacationing at the resort were Mr. and Mrs. Max Eckert of Omaha, Neb. Max is employed in the store department here. Mr. and Mrs. Eckert also toured through Canada. Says Max, "Lucille's arm is still sore from reeling in fish."

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

Summer is here without a doubt, after one of the coolest and wettest springs we have had for a good many years. Rain every day during June in most every part of the state and though gardens and shrubs were late after going through frost after frost until even the leaves on the trees had to start all over again, now we are on the way once more. Crops are wonderful and one of the largest wheat crops the state has ever had will be on the market this fall.

Dan Young has about got to the point where he looks at you but doesn't know who you are. Why wouldn't he. So many park visitors every day, he thinks hard where he will put them. But leave it to him. In one day over 500 people went through our gateway hotel and entrance to Yellowstone. Travel was so heavy during the July 4 holiday that all places for tourists to sleep were taken and they used their cars to get a few hours rest and then went on to some other place. Largest attendance in the history of the park, say the powers that be. An odd incident occurred on the way out of Gallatin Gateway, about a third of the distance to West Yellowstone. A mother bear and her cub held up traffic for some time and the traffic was willing. After the mother bear had looked the cub over and also shoved it around considerably they both turned and ambled off into the woods back of the trail where the bear had followed down to the public highway. Traffic, receiving the clear sign, then proceeded.

Mr. and Mrs. W. E. Brautigan of Deer Lodge met Mr. and Mrs. J. E. Bjorkholm

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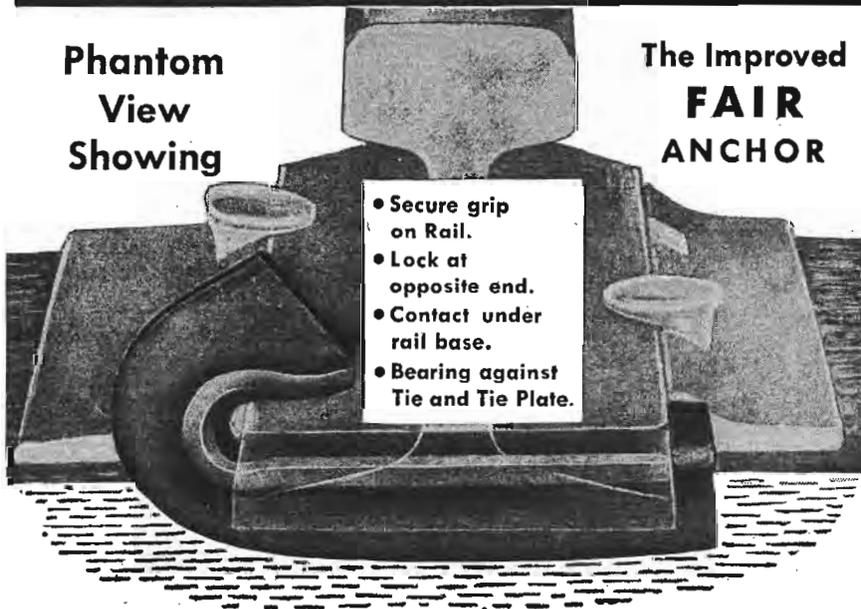
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The Milwaukee Road's representatives in the Women's Bowling League at Savanna, Ill. Left to right: Rose King, daughter of Yardmaster R. M. King; Capt. Ethel Ellithorpe, wife of Iowa Division Conductor Ellithorpe; Doria Hiher, daughter of Machinist Arthur Hiher; Ida Lambert; and Dorothy Darr, daughter of Conductor J. S. Darr.



of Milwaukee at Three Forks on July 15 and they took a trip through the park together.

Many on the Rocky Mountain will remember A. J. Buchen, a former engineer on this division, now living in Tacoma, who called on old friends in July.

Mrs. H. T. O'Donnell, wife of Engineer O. O'Donnell, is a patient at the Broadwater Hospital in Townsend.

Dr. James Logan, who hails from Sunburst, Mont., has arrived in our city and has taken over the office and practice of Doctor Shafferzick, who moved to Tennessee some time ago.

Among the items first out this month should be that of the retirement of Roadmaster Art Jersey, who marked his name off the list on July 1. Mr. Jersey had been roadmaster of the Three Forks to Missoula district for many years and has besides his home in Butte, a fine ranch home near Toston on the Missouri River. We extend our very best wishes to him and his wife for many years of ease and happiness.

Water Service Foreman Damschen has been transferred to Lewistown.

When the Olympian Hiawatha arrived at our station on June 20 the passengers were surprised to find the platform packed with cowboys, horses, cowgirls and painted Indians, apparently on the warpath; but on taking second look, delighted to find them only local residents and boys and girls showing off and incidentally advertising the annual Pioneer Trails celebration due on July 26 and 27.

A wedding of interest to the Rocky Mountain employes was that of Miss Hildah Sikla and Frank McAvoy of Deer Lodge, on June 29 at Anaconda. Mr. McAvoy is a retired RM Division engineer. After a trip to coast cities they will return to Deer Lodge.

Another lovely wedding occurred on June 25 when Miss Geraldine Brasch, oldest daughter of Engineer and Mrs. E. W. Brasch of Three Forks, and Joseph P. Shannon, son of Mr. and Mrs. John Shannon of Butte, were married there in St. Mary's Church. The new Mrs. Shannon has lived in Three Forks most of her life and is a 1947 graduate of Three Forks High School. Mr. Shannon is a graduate of Boys Central in Butte and is employed as a telegrapher on this division. We extend our best wishes for their happiness.

About the nicest thing that has happened in our town for some time was the opening of the new youth center, "The Lark." This is a \$10,000 building and was planned and built almost entirely by Engineer Thomas Lefever of this division. It contains a large room with booths and

counters, a beautiful fountain complete for serving every sort of soft drink, ice cream or sandwiches, for the people of the town or anyone who happens in. It has a large recreation room with floor for dancing and a large fireplace, and various rooms including a shop for Mr. Lefever. A wide, shady enclosed porch completes the place. If you think it isn't popular, watch the teen agers and others too start in that direction in the evenings. A local couple directs the dancing several evenings during the week and square dances are "the thing" right now. Engineer Lefever is to be congratulated.

Mr. and Mrs. W. H. Merrill have gone to Illinois, Indiana and Kansas City on a three-week trip to visit relatives. Archie Bryan from Two Dot is handling the board while Mr. Merrill is away.

Engineer Markel was standing on the platform when No. 15 arrived recently. His picture is now being sold on post cards for five cents.

D & I DIVISION

First District

E. Stevens, Correspondent

We have been vacationing from news writing, so the items mentioned this month cover the happenings of both June and July.

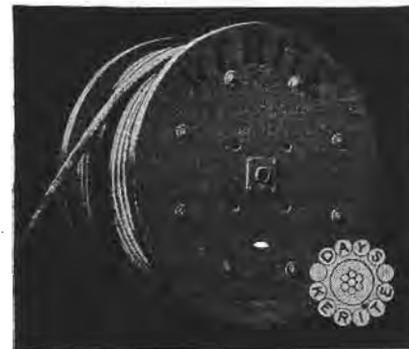
Congratulations to Maintenance of Way Employee Frank Esposito and Mrs. Esposito on the arrival of a daughter on June 27.

We extend a welcome to the following newcomers to the division: P. A. Middleton, who has been appointed assistant superintendent at Savanna, succeeding G. H. Rowley, appointed superintendent at Austin, Minn. To J. A. Ogden, district safety engineer with headquarters at Savanna, coming from the position of train dispatcher on the TH Division. To J. E. Ryan, appointed trainmaster with headquarters at Davenport, succeeding J. J. Van Bockern, now assistant superintendent of the DRI&NW at Davenport.

A dinner party was held for Mr. Rowley at Savanna prior to his departure for Austin and he was presented with a leather portfolio, a pen and pencil set and a desk cover. Due to the housing situation, Mrs. Rowley is remaining in Savanna for the present.

Mrs. William Hardcastle, wife of Engineer Hardcastle, Savanna, passed away at their home in Savanna on July 1 after a lingering illness. Surviving besides her husband are five brothers and a nephew who made his home with the Hardcastles.

William Russell, first district engineer, was found dead in his home in Chicago on July 7, as the result of a heart seizure. Surviving are four daughters. Mr. Russell



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Work stops on Foreman Pete Demas' section crew at Savanna, Ill., while all hands pose for their picture. Front row, left to right: Pete Spinosa, Rudolfo Valladoris, Felipe Amesquita and Assistant Foreman Sam Kampas. Center row: Assistant Foreman Steve Deisis, Modesto Garcia, Joe Amesquita, Royal Klitz and Steve Kampas. Back row: Joe Hernandez, Jim Rogers and Spiro Thomas.

started his railroad career as a fireman on Feb. 2, 1907 and was promoted to engineer on June 27, 1911.

C. L. Abbott, retired CM&G conductor, passed away at St. Joseph's Hospital in Joliet on June 4. He became a brakeman on Aug. 16, 1907 and was promoted to conductor on Aug. 20, 1908, retiring from service on Feb. 20, 1938.

F. M. Hutcheson, Elgin, Ill., who was a train baggageman on the D&I first district from July 3, 1918 until his retirement on Aug. 28, 1945, passed away on June 9. He started his railroad career on Sept. 11, 1912.

H. Stebens, an employe in the freight house at Davenport for many years who retired on July 31, 1936, passed away on May 20.

Iowa Division Fireman Frank Barth passed away in the Savanna City Hospital on June 18 following an illness of nearly two years. Surviving are his wife, mother, son, three sisters and two brothers.

In a lovely ceremony in the Oak Park Christian Church at Savanna on June 29, Miss Dorothy Jean Dunn, chief carpenter's clerk at Savanna, became the bride of Darrell F. Koecke. A reception was held in the church parlors after the ceremony. Dorothy is taking a month's leave to get the new home running smoothly. Miss Jean Mulder is substituting during her absence.

Ann Elizabeth Ervin, daughter of Engineer and Mrs. William S. Ervin of Wacker, became the bride of George W. Hamilton, Jr., of Mt. Carroll on July 6.

Line Storekeeper Frank H. Shradeja, located at Milwaukee, was married to Wilma Shelly of Savanna on June 30, the ceremony taking place at Oconomowoc, Wis.

We are a little late with news of some of the retirements. A. G. Keith, who retired a few months ago, came to the Road as a switchman on the yard engine at Clinton in 1907, taking charge as conductor in 1914 and holding that position until his retirement. He had completed 47 years of railroading, his prior service being with the Northwestern.

Conductor Floyd Sowers retired from service the latter part of April. He started his

railroad career on Dec. 7, 1903 as a brakeman on the D&I Division, being promoted to conductor in December, 1908. He will be at home in Rockford, Ill., on his "forty acres" where the peonies grow, row on row.

TWIN CITY TERMINALS

**South Minneapolis Car Dept.
and Coach Yard**

Ortolo M. Smythe, Correspondent

The car department employes in the scheduled repair shop enjoyed a two-week vacation, June 28 to July 12, with perfect weather all the time. Foreman Demmers visited parents at Aberdeen, motored to Brainerd and fished. Foreman Hollingsworth vacationed at Beloit and Chicago. Foreman Penny, Manser and Garvey relaxed at home and about; Weatherell fished north of Green Bay, "in the woods." Clerk Einar Hauger attended several ball games in Chicago and visited relatives and friends at Winnipeg and Langenburg, Sask. Carman Charles Cline sailed from New York for a visit with his parents and sister in Sweden.

Sympathy is extended to Mrs. Erick Peterson and to Fred and Lillian Kvam in the death of sister and mother, Mrs. Anna Johnson, who passed on May 20 after a heart seizure.

U. Udeson, locomotive department electrician, is visiting his parents in Denmark and will return this fall. Stenographer Agnes Robertson and relatives motored to Manitowoc, Wis.; car ferry across Lake Michigan to Ludington and on to Niagara Falls and Toronto, returning via Detroit.

Sympathy is extended to Nell and Emily Hiddleston on the loss of their brother William, who died suddenly on June 17. Bill was a former Milwaukee Road employe at Minneapolis and Aberdeen several years ago. He is survived by his wife and his son, Col. Eugene Hiddleston of the Army.

Lorraine Kline, store department stenographer, is wearing a lovely new diamond. Lots of good luck is the wish of all.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Chief Clerk Darrell Newcomb has returned to the office after spending a holiday as a guest of the Northwestern Hospital, Minneapolis. It was an appendectomy.

Now that vacation time is here, our tribe has the wanderlust. Thus far in the season, Bern Hoen, CFA, has gone to South Dakota and General Agent R. A. Burns has been to California and the Pacific Northwest. Rate Clerk Harry Genereau plans to spend his vacation in Idaho, Washington and Oregon.

Speaking of vacationers, George Quinlan, from the Detroit office, came a-visiting recently. Once upon a day George was a member of this force.

There are some who will remember Harry Grevett, our former chief clerk, who retired in November of last year. Harry died on June 29 after nearly a year of illness.

While no comments have been requested, I want to add my approval of the latest "Mr. P. R." booklet—"P. R. Was Here." It renews that good feeling I have because I am a member of the Milwaukee Road family.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Walter Lindquist, perishable fruit inspector, has been ill at home since January. He is up and around now and recently paid a visit to the fruit house. We all hope he will soon be back on the job.

Arthur Lundberg and wife recently visited their son, who now lives on Long Island, New York.

New fathers in the office: John Seeland is the proud papa of his first, a girl, Sandra Jane, who arrived June 24. Larry Himlie has another little daughter, Judy Ann, born June 30.

Bonnie Stevens has taken a month's leave of absence on account of ill health.

Ann O'Toole is back at the local freight during her summer vacation.

Smoke Abatement Engineer W. H. O'Neill and wife spent a week at the International



The proud father is Arthur Koch, night general yardmaster at Western Avenue and Galewood. The young man with a horn is son Walter, a pupil in the Bensenville grade school, where he leads the trumpet section of the band. Besides winning top honors among trumpeters in the local schools, Walter recently won first prize in the statewide school band contest at Bloomington, Ill.

August, 1947

Smoke Convention at Toronto, Can., July 7 to 11.

Vacations are in full swing in the commercial office. Carl Matzoll and Al Lakmann returned from fishing trips brown as berries—but not talking much about the big ones they caught. Ruth Jackson is back from points south—Louisville, French Lick Springs, Cumberland Mountains in Tennessee, etc. Elmer Lund says he's glad to be back, but we wonder! He seemed to find Lake City very attractive.

W. E. Sinclair, retired general agent, was a visitor in Minneapolis recently. He looks fine.

Chief Clerk Stewart Elmslie is improving and hopes to be back on the job soon.

Joe Oberhauser is back on the job again after making a trip through the range country of Montana studying the prospects of crops and livestock.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Gene Vojcs is a married man. It happened in June. He was absent from the bill desk for two weeks, vacationing and honeymooning out West.

Chief Yard Clerk George Mueller's mother passed away in June.

Helen Reed is the new girl in the office. She hails from Hopkins, where they hold the annual raspberry festival.

Tom Carney, our claim clerk, retired on July 1.

Betty Hilger, general clerk, who will soon be married, resigned to take up house-keeping.

Bob Moorhead, formerly clerk in this office, is now living in Inglewood, Calif.

Betty Jaspersen has returned after an absence of several months.

Georgine Sweet spent her vacation in her home town, Hudson, Wis.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

I'm happy to report two new arrivals in Milwaukee Road families. First, Evie and Glenn Phillips have a bouncing boy born on July 2, young John Thomas, who weighed in at 8 pounds 11 ounces. Little John is named for Glenn's father, John Phillips, also of the Milwaukee family. Johnny has

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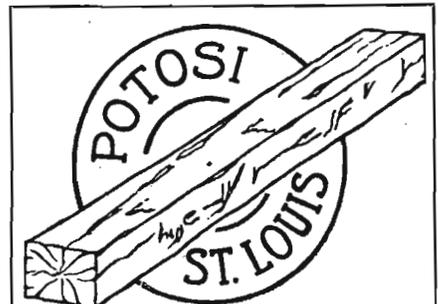
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two sisters, Noreen Patricia 7, better known as "Twinkie," and Johanna, 23 months.

The second arrival blessed the home of Norman and Betty McCarthy on July 8, weighing six pounds four ounces. Norman and Betty named their pretty little daughter "Laurie Ann."

Engineer Happy Nummer returned, June 30, from a two-week vacation at Miami, Fla., where he visited his father, Nick Nummer, retired car man. Happy really lived up to his name while telling of the wonderful vacation and the grand trip he had.

Frank Kading, first leverman at Cragin tower, returned recently from California. He and his wife left from here around the middle of February. Mrs. Kading's health has improved so much that they are now going to remain in Chicago. Frank is looking for a house. If anyone knows of a good buy, he is really interested.

Frank Wind, of Mr. Bishop's office, has asked for a leave of absence on account of Mrs. Wind's poor health. They are leaving the first part of August for the South. Good luck.

Charlie Hagley, switch tender afternoons at the west end of the south yard, took his pension on June 16. Charlie, a former telegrapher, hired out on the Milwaukee in July, 1918. He was a fine fellow to work with and liked by all who knew him. His mother died some years ago and, to my knowledge he has never missed a day of walking from Grand and Harlem Avenues to St. Joseph's Cemetery before boarding the train at River Grove to go to work. Rain, sleet or snow never caused him to miss a day. This is just a sample of Charlie's faithfulness, which extended also to his job.

Irvin Schierhorn, relief tower man, will soon be a happily married man, as he and the lovely Evelyn Merit will be middle-aiding it on Sept. 13. In Irvin's words, "This is really it and she's wonderful."

"Wee Willy" Mickels made himself a real stake the first part of July and took a week's vacation to enjoy some of the green stuff he had poked down in his pockets. Willy is second trick leverman at Soo line tower.

Rex Miller is in California, visiting his daughter. Don't stay too long, Rex, or Bill MacBeth, your brakeman, will be getting lonesome.

Cecelia and Bob Jackson are proud grandparents of a baby girl, born to their daughter Kathy. Cecelia is our relief telephone operator at Galewood.

How's the golf ball business, Rogers? During a recent golf tournament at Tam O' Shanter golf club, George Rogers spotted a new golf ball on the fairway and stooping, picked it up. About 15,000 people screamed, "Drop that ball!" George says he left in a hurry.

By the time this appears in print, "Kickapoo" Sampson and his daughter Guyette will be visiting in Portland, Ore., with "Kickapoo's" father. The elder "Kickapoo" is a retired Milwaukee Road train director, also visiting in Portland.

Just a word of welcome to our three new out-of-town yard clerks, Glenn Byars, Dave Richmond and Bert Poirer. Glad to have you boys with us. Also want to welcome all of our local boys who are now new yard clerks.

Brakeman Ben Smith took a few days off to give his house a face lifting with two coats of white paint. I saw the job and it really looks dandy. Ben lives in Milwaukee.

Johnny Baker, day train director at Galewood, took a 20-day vacation, starting July 18. Bet those old card playing pals got a workout.

Galewood

Howard Lawrence, Correspondent

Mail Clerk Frank Dominick is the owner and driver of a midget racing car, competing every Friday night at Hanson Park stadium. For a night of speed and thrills come out and cheer him on in his blue number 20. His wife, Tommy, who is a comptometer operator at Galewood, says they need moral support.

The Galewood Booster Club softball team has been having tough sledding. They are

playing in the Chicago parks industrial league, which is a tough league, and could use a cheering section on Monday and Thursday evenings at Riis Park, Fullerton and Mobile Avenues.

Car Distributor Carl Stark has been appointed chief clerk to Assistant Superintendent King at Bensenville.

Judy Howard retired on July 5 to await a blessed event. She had been with the Road since Sept. 11, 1944. For the past nine months she was night bill clerk at Galewood and previous to that time she was manifest clerk in the Galewood freight house. The night crew at Galewood gave a farewell party for her and everyone wished her the best of luck.

Sleeping and Dining Car Department

Marie Keys, Correspondent

Our dining car assignment man, Eugene Landrey, has been on his vacation, getting into condition for the time when he can bring the junior member of the family home. Junior weighed only four pounds six ounces at birth and must remain in the hospital until he acquires more weight.

Norma Schacht, stenographer, has been quite ill but is steadily improving. We hope she will be able to return in the near future.

Jess R. Camp, Chicago Union Station representative of the sleeping and dining car department, retired on July 24, after 44 years' service. Jess at one time was one of our depot passenger agents in Chicago and is well known among sleeping and dining car people.

John Pierman, waiter on the Pioneer Limited, observed his silver wedding anniversary on July 6 with a big party at his home in Evanston. John is the father of 13 children; 17 of his grandchildren attended the festivities.

COAST DIVISION

Harry W. Anderson, Division Editor

Gertrude Alden, chief carpenter's clerk, spent her vacation visiting with her brothers in California and reported having a very enjoyable time.

Frances Sommers has been appointed to the position of secretary to superintendent, made vacant by the transfer of Louie Seaman to the store department. Besides being a good secretary Frances is also a good rug maker. A short time ago she brought to the office a rug she had been working on for several years that would make some Persian artists look up and take notice. It is surprising to see what some people can do with a crochet needle and a bunch of old clothes.

Rodman G. C. Casebolt has been added to the division engineer's staff for the summer, after which he expects to return to Washington State College.

Lyle Van Winkle, chief carpenter's stenographer, is flashing a diamond on her left hand that could, in a pinch, be used for a headlight on a foggy night. It won't be long now before we hear the wedding bells.

Albert W. Herven, Jr., son of Al Herven of the engineering department, was married at a church ceremony in Port Angeles on July 5 to Patricia Goodrich of that city.

Dispatcher Pinky Miles has just returned from a vacation which he spent motoring through Montana, taking in Yellowstone and Glacier National Parks. While on the trip Pinky visited his sister, who owns and manages a large wheat ranch in Montana.

Murray Dixon, conductor on the Morton switch run, was taken to St. Joseph's Hos-

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It's a boy, curls and all. This young husky, Dennis Grubb, is the 17-month-old son of Richard Grubb, clerk at Bensenville yard.

pital at Tacoma on account of sudden illness. We wish him a speedy recovery.

C. C. Fay, retired conductor, passed away on July 9.

Doris Reeves is a new member of the superintendent's office force, as chief clerk's stenographer.

Seattle Yard

F. J. Kratschmer, Correspondent

Yark Track Foreman Sam O. Wilson took an extended trip during his vacation in June, driving down to Arizona via Salt Lake City, over the Oregon Trail route, and returning by way of Glacier National Park. Sam was accompanied by his wife and relatives.

Faye Fox of the yard office rested up during June. Danny Cartwright took over during his absence.

Roxy Odegard, who keeps things cleaned up around the yard and marine offices, took off during July to rest and catch up with her home work. She also went back to Missouri to visit her parents.

Congratulations to Yardmaster Ray Pence on the arrival, June 29, of a five-pound baby girl. This is the Pence's second girl.

Bert Roberts, P.F.I. man at Seattle, took a three-week vacation on July 7. It looked as though he was in for some real work, judging by the amount of fertilizer he had on hand for the new lawn. Harney Nail of the freight house relieved him.

Dave Elder, cook and manager of the dining car department of the outfit cars at Seattle, was off duty in July. He and his wife took several trips.

Well, it's a six-pound thirteen-ounce baby boy, born July 10 to Mr. and Mrs. Donald Bangs. Don has recently been holding down the job of checker in the local freight house. The happy event makes our general yardmaster Harry O. Bangs a grand-daddy.

Another proud and happy daddy is Switchman Coy Carter, who telephoned that his wife presented him with a bouncing eight-pound twelve-ounce baby girl on the morning of July 11.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Russell Crow, formerly clerk in the local freight office, was a recent visitor, having just returned from a 7,600 mile auto vacation trip through the central and southern states. He is now alcohol tax agent for the government, with headquarters at Hood River, Ore.

Janitor-Watchman James Donhue spent several weeks at his old home in Worcester, Mass., during June. His place was taken by Harmen Leroux.

Harney Nail, who has been division clerk in the general freight agent office for some time, has returned to his old position as outbound rate clerk, displacing Gerald Brundage who goes to Auburn as chief clerk.

Miss Bette Yates, daughter of Freight Service Inspector and Mrs. Stanley M. Yates, left recently for Madison, Wis., where she will be married in September to Robert Kent Ace.

A baby girl arrived at the home of Warehouse Foreman and Mrs. Ray E. Fink on June 18. Ray is getting down to earth again. Congratulations.

Barge Captain Pete Kittleson and wife were called to Portland recently on account of the sudden illness of Mrs. Kittleson's father.

Warehouseman Christopher P. Lyons died in Providence Hospital following a heart attack on June 18; burial in Madison, S. D. Christopher was a brother of Police Officer Leonard Lyons.

Record Clerk Frank C. Bell, his son Ward and wife took a vacation trip in June photographing scenes in Yellowstone and Glacier National Parks. They were well equipped

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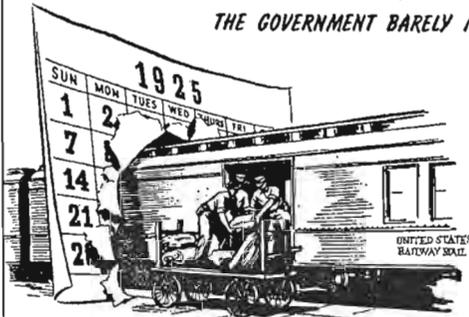
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for taking pictures and expected to bring some good ones back.

Chief Station Accountant William Foggstedt bought a new home recently on 13th Avenue NW. This in lieu of building on his acreage near Edmonds.

Alice Gould is back on the job after a vacation spent in Yellowstone Park.

The flying OS&D clerk, Ollive Swift, took to the air for Anchorage, Alaska, on June 21, checking on those saucers you have been reading about. So far she has reported no saucers.

The wife of Bergeman Charles Blum, marine department, left recently for Winnipeg, Man., and Prince Albert, Sask., to visit relatives.

Barge Captain Arnold Wesley and wife have returned from their honeymoon trip, which took them to New York, Washington, Niagara Falls and many other eastern cities.

Mrs. Ray Leigh, wife of Quartermaster Ray Leigh, marine department, left on July 15 for Hinton, W. Va., to visit relatives and old friends.

Delores Niehoff, secretary to Agent J. R. Ludwick, has returned from a vacation trip to southern California. Her place was filled by Mabel Goldie.

Cashier L. M. Weigand is confined to Providence Hospital following an operation. He is reported to be coming along nicely.

Myra Rupp Barnett is confined to the

hospital on account of an operation. She is expected back on the job soon.

At the present time Outbound Rate Clerk Ray Anderson is vacationing in Salt Lake City (100th anniversary celebration of the arrival of the Mormon pioneers in the Utah country) and in California. He follows the same trail his brother Harry did recently. Others vacationing in California are Mary and Jack Webb and Charles Ganty and wife; also Lucile Oldenber.

The new yard clerk is William McNeilly, brother of Margaret McNeilly, secretary to Assistant Superintendent W. J. McMahan.

Frank Litteau, 65, former member of the Seattle police force and during the war special guard at the Milwaukee oil farm, died on June 12. He was born in Winona, Minn., and lived in Seattle for 40 years.

Tacoma

R. A. Grummel, Correspondent

FREIGHT AND PASSENGER DEPOT

Your correspondent attended the 1947 annual session of the freight station section operating-transportation division of the AAR, held at the Congress Hotel in Chicago in June. The meeting covered all phases of freight station section work, placing special stress on claim prevention. I am sure all agents who attended took home valua-

ble information to pass on to their forces

Al Goldsbrough, chief outbound revising clerk, took his vacation in July, visiting in the Midwest. Loren Cowling, his assistant, took over and Mrs. Dorothy Clover relieved in the billing department.

Tommy E. Norwood, our Bing Crosby demurrage clerk, has gone to Spokane temporarily, helping out on the time revising job in the superintendent's office during the illness of Lee Boyd. He is being relieved by Mrs. Manda Schrock.

Mary Pedersen, outbound abstract clerk, was married, June 21, at Holy Rosary Church, Tacoma, to Ben Volk. A reception followed at the Tacoma Hotel. The yard and freight office force presented her with a beautiful set of silverware.

Frank Bryan, balance sheet clerk, along with a former Milwaukee employe, C. J. Turner, recently attended the 27th annual VFW state convention at Walla Walla, Wash.

Chief Clerk O. R. Powels, who spends the week ends on his ranch at Lake Tannawax, reports the wild deer as still eating up his garden and orchard, regardless of his expensive 10-foot fence. Being kind of heart, he bears the situation with a smile.

Glen I. Russell has returned from an extended visit to the Southwest and down East. From the flood of postcards that arrived daily, it is safe to assume that he had an enjoyable trip, although he did lose his baggage in the floods in the Mississippi River basin.

Switching Clerk John S. Gates is very happy these days after having a dream come true. He and the Mrs. recently bought property on North Hill overlooking the peaceful and fertile Puyallup Valley—the drowsy comfort and seclusion every city dweller dreams of. It will be an ideal environment for his two children. The house is situated in a grove of giant Douglas firs.

Roger Grummel, son of Wood Shop Foreman, Mike Grummel, Tacoma, was awarded the Richard Graff Memorial at the graduation ceremonies of Lincoln High School, June 12. This is the top award for scholastic standing in the graduating class. Roger carried off this outstanding honor from a class of 892 students. For the summer he is working in our freight house and car department and in the fall he will take up the study of medicine.

Warehouse Checker James B. McMahon has been working in the yard lately, relieving on various positions during vacations.

Our new streamliner, the Olympian Hiawatha, got away to a fine start on Sunday afternoon, June 29. Prior to leaving, dedication exercises were held at the passenger station, which had been gaily decorated for the occasion. A large crowd of spectators and officials and employes of the Road were on hand and Mrs. Allen, wife of a pioneer Tacoman, broke a bottle of Puget Sound water on the trucks of the new train. J. P. Kiley, assistant to president, and several city and Chamber of Commerce officials spoke over a radio hook-up to commemorate the event. On the day prior to its inaugural trip, 5,000 people passed through the exhibition train.

CAR DEPARTMENT

O. H. Guttormson, our genial CYC, enjoyed a motor trip south into Oregon during his recent vacation.

At the present writing ACYC Robert E. Shipley is on a vacation. Bob is spending it at home and we understand he will devote his energies to moving, transplanting shrubs, etc. "Madam Queen" Helen Allerman is relieving during his absence.

One thing worse than a quitter is the fellow who's afraid to begin.

The Milwaukee Magazine

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