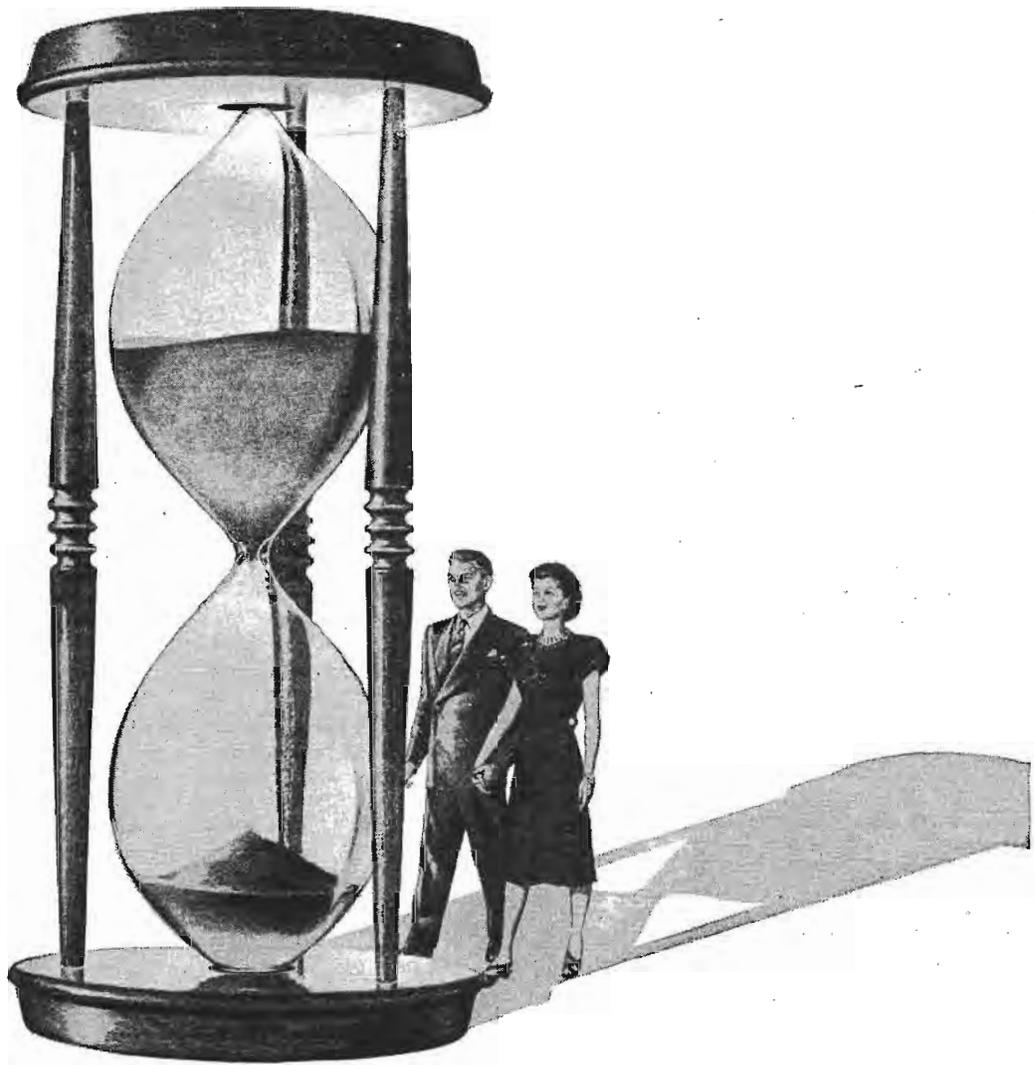


the  
Milwaukee  
Magazine

Published by The Chicago,  
Milwaukee, St. Paul  
& Pacific Railroad

November  
1947





## The years melt away ( as the years always do )

As your years dwindle down—as everybody's must—you'll need more than affection and companionship.

You'll need a place to live and food to eat. Which means you—not the family next door, but *you*—will need money.

There's only one way for most of us to get money—that's to save it. And for most of us, too, the best way to save money is through U. S. Savings Bonds.

Because U. S. Savings Bonds are the most widely and easily available investment to every citizen. Every bank sells them. Every post office sells them.

AND—most important—you can buy them *regularly* and *automatically* . . . which helps overcome human inertia and reluctance to save.

To do so, you just sign up for the Payroll Savings Plan

where you work, or for the Bond-A-Month Plan at the bank where you have a checking account. Then they really pile up.

Of course, there are other reasons for buying U. S. Savings Bonds.

**They're SAFE.** Backed by the credit of the United States, that's all.

**They're PROFITABLE.** You get 4 dollars out for 3 put in, after 10 years.

**They're LIQUID.** Like water. You can get your cash out of them at any time . . . in a few minutes . . . without penalty.

Remember those words "melt away." They say better than a volume of statistics that you have less time than you think, to save.

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

Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.

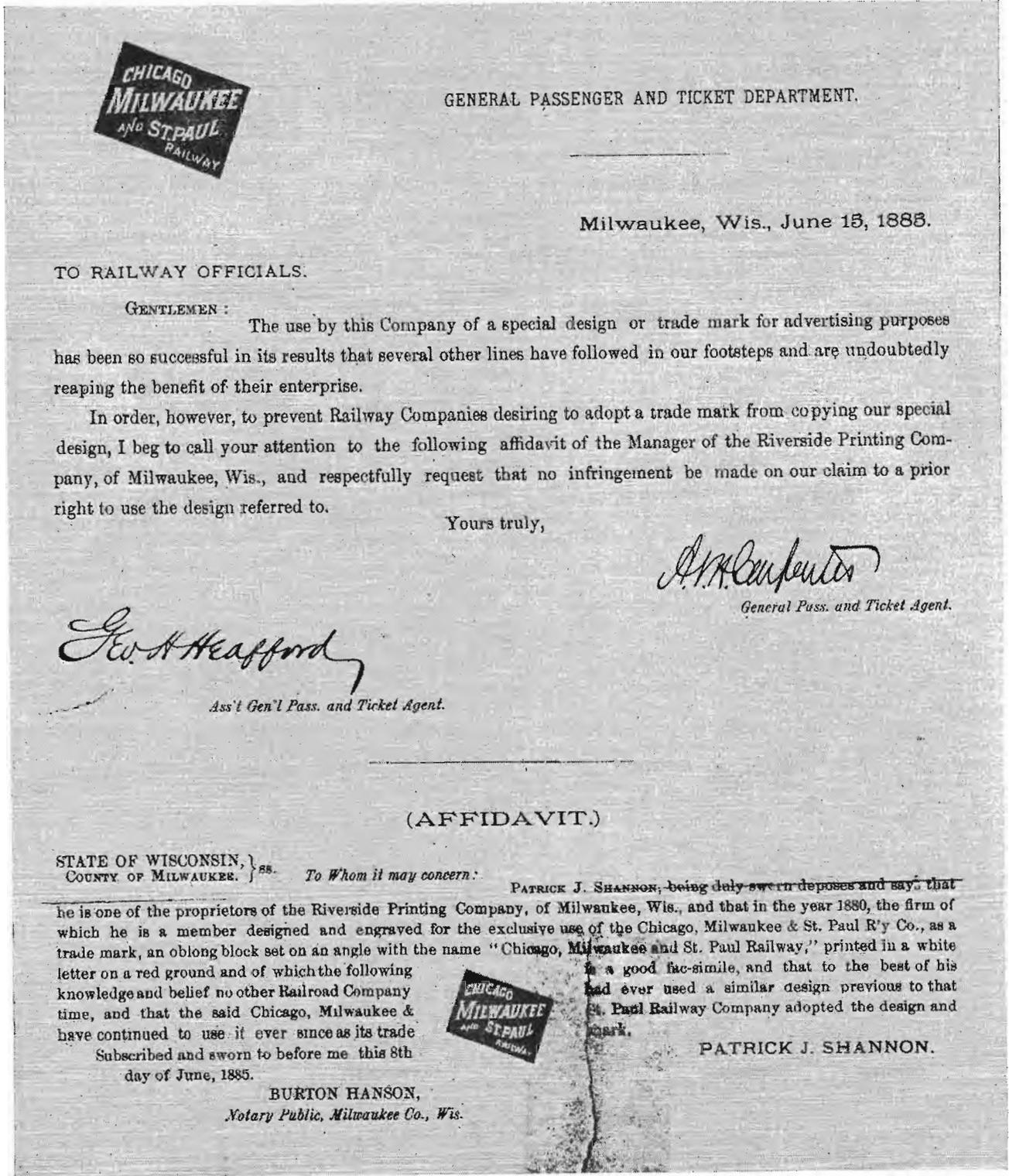


# Origin of a Trade Mark

THE document shown below answers the question so often asked regarding the origin of the Milwaukee Road trade mark. The original from which this reproduction was taken is now framed under glass and is in the possession of George A. Semmlow, the Road's advertising agent.

A. V. H. Carpenter, over whose signature the statement

appears, is credited with having established the Milwaukee Road's passenger and ticket department in 1865. He was the company's first general passenger and ticket agent and the father of Mrs. Isabelle Carpenter Kendall, founder of the Milwaukee Road Women's Club and editor of the Milwaukee Magazine during its first 27 years.



# Freedom Gardens in '48

TWENTY million "Freedom Gardens"! That is the goal the government has set for 1948. Twenty million families in city, town and country, producing fruits and vegetables to help lick the high cost of living and provide a decent meal for many who have long felt the pangs of hunger.

These are not idle words. Nor is this a request without meaning. Take a look at a dollar's worth of fruits and vegetables in the housewife's market basket.

The home gardener can help himself meet the increasing living costs and at the same time make a precious contribution to an undernourished world. Moreover, produce from Freedom Gardens may take the place of products that must be exported.

No, it is not too early to start planning the 1948 garden. For those who do not have a good garden site, now is a splendid time to select one and arrange for its use.

Good gardens are begun in the fall.

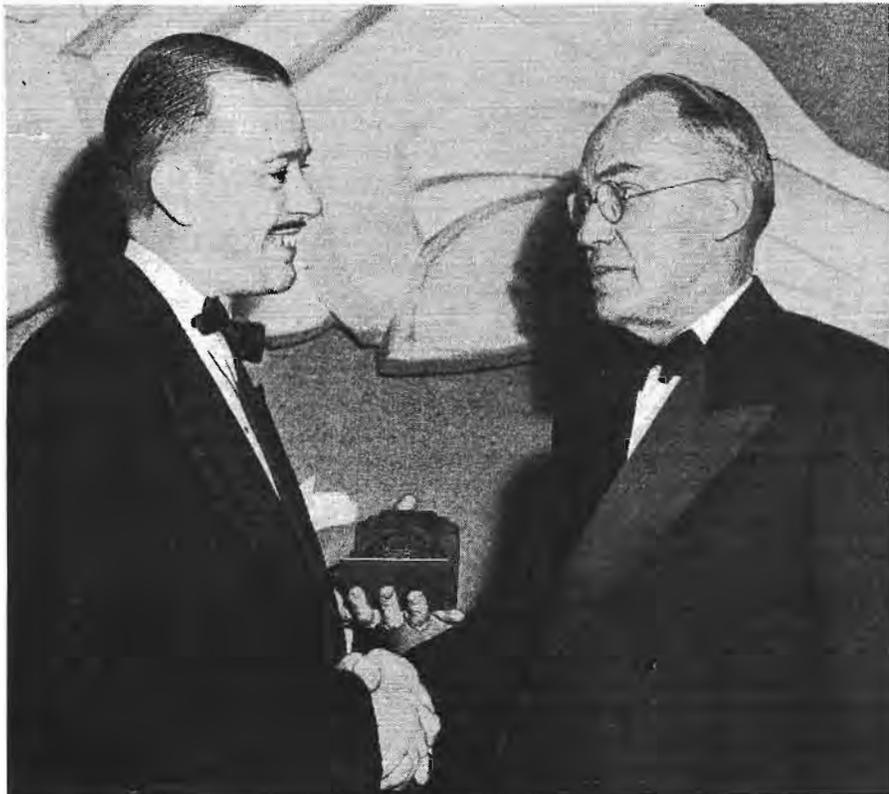
## Buford Receives Annual Report Award

PRESIDENT C. H. Buford, together with a number of Milwaukee Road officers from New York and Chicago, attended the Financial World annual report awards banquet at the Hotel Pennsylvania in New York City on Oct. 10 to receive the award tendered this railroad as publisher of the best 1946 annual report issued by any railroad in the northwest region. In 1945 the Road's annual report won second place.

Present at the dinner were more than 1,000 representatives of industry generally. For the purpose of judging, the railroads of the United States and

Canada were divided into three large groups. The lines, other than the Milwaukee Road, which won bronze "Oscars of Industry," signifying first place in their regions, were: Chesapeake and Ohio Railway, eastern region; and Missouri-Kansas-Texas Railroad Company, southwestern region.

The latter railroad, incidentally, also won a silver award as publisher of the best report in the railroad industry, as well as the coveted gold Oscar for the best annual report published by any industry in the United States and Canada.



Weston Smith (left), director of the Financial World annual report survey, presents the bronze "Oscar of Industry" to President C. H. Buford.

Preparations for improving the fertility and productiveness of next year's garden should not be delayed. If not already done, it is time to remove tomato vines, weeds and other plant refuse that may harbor insects and disease, causing them to live over winter. Weedy gardens make good homes for cut worms, stalk borers and other common insects.

Organic matter gives "life" to the soil. If you were unable to sow rye or some other green manure crop to add organic matter to your garden soil, it may be feasible to compost the leaves from your trees and shrubs instead of burning them. Turning under leaves and lawn clippings for several years often converts a soil that is inclined to bake and work hard, into one that is mellow, friable and easily cultivated, possessing high water holding capacity.

Perhaps you are within reach of livestock yards or points where cattle or sheep cars are cleaned. Such manure and litter will have a soil improving effect.

Unless you are sure your garden is in a high state of fertility it is advisable to broadcast at least two pounds per 100 square feet of commercial fertilizer containing from 10 to 20 per cent of each phosphoric acid and potash. A good time to apply this commercial fertilizer is before the ground freezes and snow falls. Winter action works it into the soil making it ready for plant use when the garden is planted in the spring. Fertilizers are still scarce and the smart gardener will get his supply early.

If you are unable to get and use manure of any kind on your garden, it will be well to purchase and apply a fertilizer containing nitrogen as well as phosphoric acid and potash. A good mixture is a 3-12-12 or others with a similar analysis.

Now is a good time to apply manure to rhubarb and asparagus. And after the ground is frozen hard enough to hold up a man, the strawberries should be mulched.

No, we repeat, it is not too early to plan and begin preparing a good Freedom Garden, one of the 20,000,000 that the government asks us to grow next year.

In his autobiography, the late William Allen White, the famous and successful Kansas editor, says: "Always I have taken care of business with my left hand. Money has never been important in my life. Devote to money a certain amount of orderly method along with consistent industry, with such honesty as the times require, and any man need never want seriously for money in this world. Yet he may enjoy the career that beckons to him. But let sloth or inordinate desire for riches creep into his life, and he is hag-ridden by his job."

# Harvester Celebrates 100 Years In Chicago

*In publishing this article the Milwaukee Road joins International Harvester in celebrating its 100th year in Chicago, a centennial which that company fittingly commemorated with its great free exposition called "Harvester's 100 Years in Chicago", held between Oct. 18 and Nov. 2. International Harvester dealers sponsored the movement of many thousands of farmers from 16 states to this exposition. The extra trains operated into and out of Chicago by the Milwaukee Road for the exposition will be the subject of an article in the December issue of the Milwaukee Magazine.*

*A large volume of materials and finished machinery moves over Milwaukee Road rails to and from Harvester plants and subsidiary industries at various points, reflecting the excellence of the market provided by Milwaukee Road farming areas. The efforts of this railroad to build the agricultural industry within the states it serves has meant much to the farmers and to industries such as International Harvester, as well as to the railroad, its employes and the public in general.*

IN THE year 1831 hand implements were the only harvest tools. With the cradle, which had evolved from the reaping hook and scythe, a strong man trained to its use could cut two acres of grain in a day. Ninety per cent of

the population lived on farms and toiled for their daily bread.

Into this picture of hunger-need, which throughout the ages had kept humanity chained to the soil, came Cyrus Hall McCormick. He was born Feb. 15, 1809, on the family farm, Walnut Grove, in Rockbridge County, Virginia. As a boy, he showed a bent for things mechanical. When he was 15 and not yet strong enough to swing a heavy cradle, he made a smaller one for himself. In his mind lived the inventive genius of his father, Robert McCormick, who had made several attempts to invent a mechanical reaper, but had never fully solved the problem. Cyrus was constantly with his father in the blacksmith shop. The work of the father inspired the son's interest in mechanical harvesting. In 1831, Cyrus Hall McCormick, then only 22, conceived his own new principles and in six weeks' time produced a machine which cut grain successfully.

The first public trial of McCormick's invention took place in a small field near Steele's Tavern, not far from the Walnut Grove homestead in July, 1831. The first step in mechanized harvesting—from manpower to animal power—had been taken.

In the construction of the world's first successful reaper, Cyrus Hall McCormick combined for the first time



The forge shop on the McCormick farm, Walnut Grove, as it appeared when Cyrus Hall McCormick invented the reaper. The reaper in its early stage can be seen in the foreground. This forge shop still stands.

and in their true balance and proportion the basic principles which have ever since been found essential in virtually all grain-cutting machines.

He spent almost a decade improving and developing his machine, and the year 1840 marks the first real reaper sales.

Late in 1844 McCormick set out on a journey to investigate for himself the possibilities for reaper sales in the western states from whence unexpected orders had come.

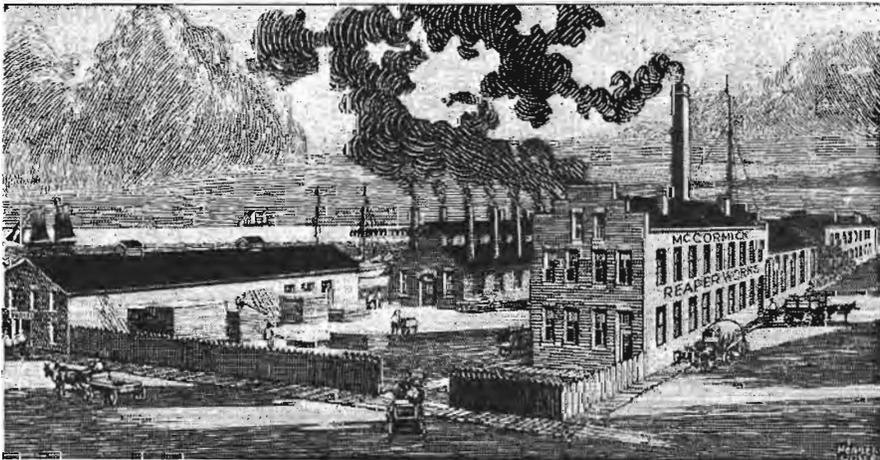
Observations on this trip crystallized in his mind the necessity for moving his reaper business to some place in the West where he would be closer to the reaper market. In 1845 he sold 123 machines and the next year sales mounted still further. The preparatory years were past; McCormick and his farmer customers had proved that the reaper would cut grain.

## A Young Industry in Chicago

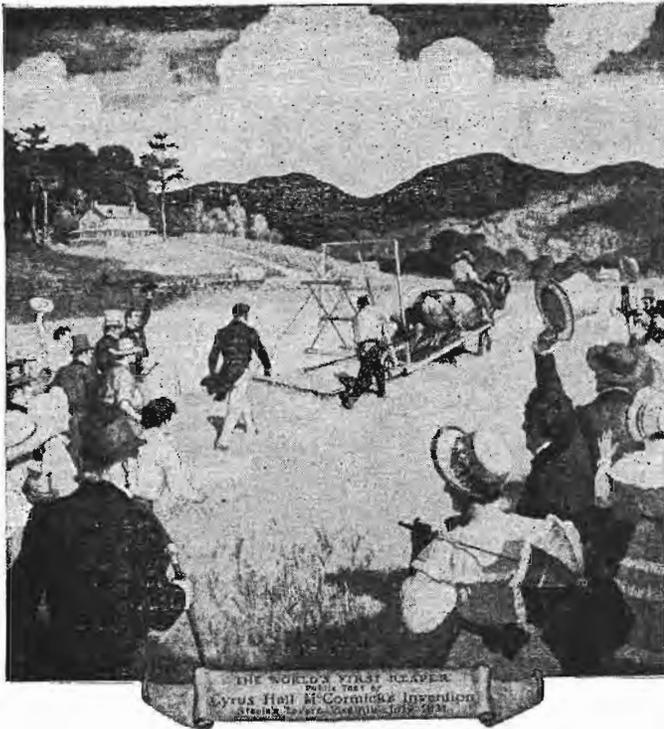
During his travels in the Middle West, Cyrus Hall McCormick had studied the advantages of several of the larger towns. He chose Chicago, Ill., as his City of Opportunity.

Cyrus Hall McCormick and Charles M. Gray formed a partnership on Aug. 30, 1847, purchased three lots on the north bank of the Chicago river east of the present Michigan Avenue bridge and immediately began the construction of a factory in which to build 500 reapers for the 1848 harvest.

During the next few years McCormick had several associates, each of whom contributed in his own way to the progress of the new reaper business. In these early years McCormick's brothers, Leander J. and William S. McCormick, having joined him in Chicago, ably assisted him in developing the



The McCormick Works in Chicago as it appeared in 1847.



reaper manufacturing enterprise. They later became partners in the business. By 1850 the reaper factory employed 120 men. Crude production line methods were employed in several operations. In 1851 Chicago newspapers boasted, "McCormick conquers nature to the benign end of civilization and brings bread to the mouths of the poor."

By 1856 the McCormick Reaper Works had a capacity of 40 reapers a day and 4,000 were actually made that year.

McCormick's interest and activity in improving his machines never waned. His original machine was improved from year to year. His early decision to supply replacement parts for each year's production of machines enabled farmers to repair their machines when rocks and roots took their toll. This service policy has been continued to this day by the large manufacturing enterprise which grew out of McCormick's first factory.

The War between the States in the early 60's sharply increased farm interest in labor-saving devices. In 1862 McCormick equipped his reaper with a rake arm which raked the cut grain off the platform and to the side of the machine. This eliminated the work of one man, the raker.

During the late 50's and early 60's McCormick and his brothers expanded their production to include machines designed to cut hay, important in dairying areas. As his company operations expanded, McCormick brought men of inventive genius into his organization to specialize on product improvement and new machine development. Thus he set the pattern for today's engineering research activities in industry.

Intense competition in the harvesting machine field in the late 60's and the ever-growing interest in faster work with less man labor brought the Marsh-type harvester, invented by C. W. and W. W. Marsh of DeKalb, Ill., which made hand binding of bundles more convenient.

The Great Chicago Fire of October, 1871, leveled the work of a quarter century. All that remained were rubble,

ashes and deepest discouragement. No, not quite all, for there remained in Cyrus Hall McCormick and his wife, Nettie Fowler McCormick, the courage to build again—and better than before. As was typical of the people of stricken Chicago in that awful year, McCormick had plans under way to build first a temporary factory on the old site, then an entirely new factory, almost before the tumbled bricks and stones of the old had cooled.

#### Growth After the Fire

Chicago was a far different city in 1871 than it had been in 1847. Development of the farming lands of the Middle West—in which harvesting machines, railroads and waterways had each played a gigantic part—had boomed the city to a population of 334,270 before the fire struck. Shrewdly sensing even greater growth in years to come, McCormick selected a building site on Blue Island Avenue, in the countryside

southwest of the new expanding city.

The new factory was planned and built in 1872. In the fine new factory a wire binder was developed in 1874. This machine tied its bundles with bands of wire, eliminating the hand binders who had ridden the Marsh-type harvester. The wire binder was followed in 1881 by a machine which used twine to tie the grain, a feature which won great popularity among farmers.

Almost from the time of his arrival in Chicago, Cyrus Hall McCormick was interested in the development of markets for his machines abroad. His activities in the European market resulted in the shipment abroad of many products of American labor, an important factor in the industrial development of Chicago.

The year 1884 saw the output of the McCormick Reaper Works grow to 54,841 machines. That year also saw Cyrus Hall McCormick's well-filled life brought to a close. He died on May 13, 1884, at his Rush Street home.

#### Early Corporate Life

In the year 1879, McCormick had reorganized the company, dissolving the partnership contracts and forming a corporation with himself as president. On his death in 1884 he was succeeded as president by his oldest son, Cyrus H. McCormick. The new president had been well schooled by his father. The program of product development, the vigorous advertising and sales activities, the quality manufacturing, the repair service to customers and the expansion of foreign business continued without interruption under the new president's guidance.

In the meantime, other strong companies had developed around the farmer's need of labor-saving machines. William Deering and his Deering Harvester Company, Plano Manufacturing Company in West Pullman, Milwaukee Harvester Company, and Warder, Bushnell and Glessner of Springfield, Ohio, were all important contestants for the farmer's favor and business.



The McCormick Works at Blue Island and Western Avenue, Chicago, considered to be the world's largest farm machine factory. The Milwaukee Road connects with the Illinois Northern Railroad, which serves this plant.

### International Harvester Is Born

In 1902, the managements of the McCormick, Deering, Plano, Milwaukee, and Warder, Bushnell and Glessner companies joined their companies in a new organization to be known as International Harvester Company. Cyrus H. McCormick became the new company's first president. The conservative appraised valuation of all of the properties brought together in the new company was in excess of \$60,000,000. The amalgamation laid the foundation for extensive research and product development of inestimable value to agriculture and the nation. Headquarters were established at Chicago where four of the new company's principal factories were located.

The McCormick interest in foreign trade was given new opportunities to expand under the new corporate structure. Soon, the products of International Harvester found their way into foreign markets in substantial volume, carrying the name and fame of Chicago into all the lands of the earth.

Additional companies and factories were purchased outright by the new corporation as a rapid means of acquiring proved machines in demand in the farming areas. D. M. Osborne & Company, Auburn, N. Y., brought haying machines into the line. The Keystone Company, Rock Falls, Ill., brought the company a popular line of haying machines, corn shellers, and tillage tools. Purchase of the Weber Wagon



Company in Chicago brought farm wagons into the rapidly growing line. The Kemp manure spreader was also purchased. An empty factory in Akron, Ohio, provided extra manufacturing space which later served as the birthplace of the company's high-wheeled trucks for farmers, the forerunner of today's line of trucks. A later purchase in 1919, of the Parlin & Orendorff Company, Canton, Ill., provided a well-established line of plows, tillage implements, planters, beet machines, and potato diggers. In 1920 the factory and grain drill lines of the American Seeding Machine Company of Richmond, Ind., were purchased.

Thus, in less than 100 years the little McCormick factory on the north bank of the sluggish Chicago river grew into a group of major farm machinery factories in Chicago and many other cities, with management centered in general offices in Chicago.

The rapid and continuing develop-

### IT WAS NEWS IN THE MILWAUKEE MAGAZINE

## Thirty Years Ago

HAVING a hard time devising meat-less poultry-less meals? Thirty years ago, in the November issue of the Milwaukee Magazine, we read: "The average citizen still does not realize that the country is at war. The experience of our allies tells us that victory depends on Men, Money and FOOD." Federal Food Administrator Herbert Hoover claimed that meat-less Tuesdays and wheat-less Wednesdays would save one half of the flour and meat needed to support the entire French nation.

THE transition from steam to electric power in the Rocky Mountain district called for structural changes in the shops at Deer Lodge. Stalls and doorways were enlarged and a 15-ton crane was installed. Electric welding replaced the oxy-acetylene welding. A flat spot that required two and a half hours to weld by the oxy-acetylene process could be done in 20 minutes by the electric method.

THE efficiency of the four Milwaukee Road engineers who had been loaned to the Bates & Rogers Construction Company to assist in the construction of the Camp Grant cantonment won the highest praise of that company's officials. During the three months that the camp had been under construction nearly 3,500 cars of material, approximating \$5,000,000 in value, had been unloaded under their direction and put in use. The cantonment was designed to house 42,000 men at a cost of \$6,000,000.

BY LETTER from Windsor Castle King George of England and Dowager Queen Alexandra acknowledged the fine turnout of the 13th Engineers (recruited from Milwaukee Road personnel) in London. Their Majesties and Queen Mary reviewed our troops before Buckingham Palace. In France the hirsute pollus were calling our mustache-less doughboys the "boy-faced soldiers."

NOTED in a refreshing dissertation on fall sports: "This is the season for which the desk-tied sportsman traded his vacation with the young clerk last July when the young clerk did not know any better. But the sportsman knew the tingling sensation when the woods scintillate with the sun-touched frost flowers; knew that black bass were more savage and their flesh more firm than in July; knew the migrations of the feathered tribes; knew the fat plump squirrels were ready for the pan; knew the swift-flying pheasants feeding among the tangled vines of the thickets. He knew all this and was discreet. The young clerk would learn about it when the pilgrimage was over."

FOOTNOTES: Milwaukee Road employes subscribed \$358,000 to the second Liberty Loan . . . Cigarettes were 10 cents a package; Prince Albert sold for five cents . . . Ex-President Theodore Roosevelt and party were photographed on the open platform of the Olympian, bound from Chicago to Minneapolis . . . Milwaukee shops beat its own record for unloading coal with 1,174 tons every 24 hours for 30 days; enough to fill the Union Depot at Milwaukee to the roof . . . A mince pie "like mother used to make", auctioned by employes at Tama, Ia., swelled their Red Cross fund by \$48 . . . Secretary of the Treasury McAdoo plugged the Liberty Bond drive on a stopover of the Olympian at Moberg . . . Out of consideration for our foot soldiers the Milwaukee Magazine advised patriotic but inexperienced knitters to "start on a scarf, next a sweater, then a helmet. After this you are ready to graduate to the sock." A pair of socks was good for three days of active duty.

ment of the nation's agricultural lands however, provided ample room for growth of major competitors.

Soon after the formation of International Harvester Company, the company's engineers began experiments with farm tractors. Starting with engines mounted on wheels, models were developed and perfected to the point where practical tractors were being built in quantity when World War I broke out. As had happened before in the organization's history, the war shortage of farm labor again turned farmer's attention to labor-saving equipment. Pro-

duction of tractors boomed and the nation again met its food production needs with the help of farming machines.

By this time the company's line included machines to do almost every farming job. Many machines were operated by belts from tractors and engines. But many more were pulled by animal power. In the 1920's it became the engineer's task to design hundreds of new machines for tractor operation.

In 1910 International Harvester began operation of a new tractor factory, near McCormick Works south and west

(Continued on Page 15)

# "Hello Girls" Say Goodbye

The Milwaukee Magazine



NOVEMBER  
1947

VOL. XXXV  
No. 8

A. G. Dupuis  
Manager

Marc Green  
Editor

Marie Hotton  
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT  
UNION STATION — CHICAGO

HAVE you ever wondered about the identity of the Milwaukee Road "hello girls"? Only a small percentage of their fellow employes ever make the acquaintance of the members of this anonymous group, and that includes the telephone operators themselves. Many of them have been in direct communication over the wires for years, but rarely have an opportunity to see each other face to face.

Such an opportunity developed, however, on Saturday afternoon, Sept. 27, when a group of operators gave a tea in the Walnut Room of the Marshall Field & Company store in Chicago for Mrs. Ivy Healy, the first of their number to retire on a pension. Mrs. Healy, one of the first women to command a railroad switchboard, came to the Road as a relief operator in 1924, but the job became one of permanent relief. Through the following years she relieved at all exchanges in the Chicago area with the exception of Union Street.

The party was the inspiration of Marie Miller, operator at Western Avenue, where Mrs. Healy was relieving when she announced her retirement. Mrs. Miller celebrated with her and gave her a present. "But after Ivy was gone," she said, "I realized that the other Chicago operators and those in Milwaukee and Minneapolis, too, would have been grateful for the opportunity to make something special of the occasion." The Minneapolis operators were unable to attend the party but the Milwaukee exchange, through the cooperation of L. B. Porter, superintendent of telegraph

and signals, was represented by Mabel Chambers, chief operator, Ann Morrissey, Edna Klatte, Clara Wickert, Alice Daiker, Mary Heslich and Alice Watzin; the Chicago Union Station by Lillian Peterson, Grace Manning, Betty Nelligan, Margaret Metcalf, Myra Wickstrand and Margaret Hendron; Fullerton Avenue's delegate was Ruth Walsh; Western Avenue, Marie Miller; Union Street, Dorothy Potter; and from Galewood, Tilly Verdak and Frances Mason, chief operator. Mrs. Kathryn (Sparks) Stephenson, chief operator in Chicago before her retirement in 1926, came from her home in Knox, Ind., to complete the circle of well wishers.

## Buzz of Introductions

To say that Mrs. Healy was surprised would be understating the case. Her first reaction was typically feminine—"If I had known what was on foot I certainly would have been more dressed up." As a relief operator she had met most of the operators present, but all around her there was an excited buzz of introductions. "So you're Frances! I've always wanted to know you . . . And you're Ann, aren't you? I'm sure I know your voice . . . Well, Margaret! Somehow I didn't expect that the mother of six children would look so young."

An orchid corsage was waiting for Mrs. Healy at the head of the long mahogany table, where she presided, a small and dainty figure, while a steady hum of conversation passed back and forth

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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.

across the board. Long forgotten incidents were recalled, most of them humorous, family histories were reviewed, the number of children brought up to date and problems of particular concern to telephone operators underwent a thorough discussion. Mrs. Miller took advantage of a lull in the conversation to present Mrs. Healy with a hand-



Telephone operators of the Chicago area and Milwaukee, Wis., who honored Mrs. Ivy Healy, first of their number to retire on a pension, with a tea in the Walnut Room of Marshall Field & Company, Chicago, on Sept. 27. Seated, left to right: Edna Klatte, Lillian Peterson, Clara Wickert, Marie Miller, Mrs. Healy, Kathryn (Sparks) Stephenson, Frances

Mason, Alice Daiker, Mary Heslich and Tilly Verdak. Standing, left to right: Grace Manning, Ruth Walsh, Betty Nelligan, Margaret Metcalf, Dorothy Potter, Myra Wickstrand, Alice Watzin, Mabel Chambers, Margaret Hendron and Ann Morrissey. Mrs. Healy was one of the first women to operate a railroad switchboard.

## Joseph Caldwell

JOSEPH CALDWELL, retired general passenger agent, died in Memorial Hospital, Elmhurst, Ill., on Oct. 6. He had retired on June 1, 1945, after 52 years of service.

Mr. Caldwell was born in Vermilion, Ohio, on Jan. 31, 1875. He entered the employ of the Road in June, 1893, as a telegraph operator on the old River Division and worked in that capacity at various points on the division for six years, when he was appointed chief clerk in the St. Paul passenger department. In 1902 he became traveling passenger agent there. He served as city passenger agent in St. Paul from 1904 to 1906 before he transferred to Chicago as chief clerk in the general passenger department. In January, 1920, he became assistant general passenger agent. He was promoted to first assistant in November, 1936, and to general passenger agent in March, 1944.

Funeral services were held in his home town of Lombard, Ill., and interment was at Petersburg, Ill. Two sons, Joseph, Jr., and Frank Potter Caldwell, survive.

## C. F. Smith

CHAUNCEY F. SMITH, who retired in 1942 as cashier in the treasurer's office in Chicago after more than 63 years with the Milwaukee Road, died on Oct. 2 at the age of 86.

Mr. Smith's many years of service were all spent in the treasurer's office. He started with the Road on July 10, 1878, when the department was located in Milwaukee, and worked there for 12 years. In 1890, when the treasurer's headquarters were moved to Chicago, Mr. Smith went along. He became cashier in 1903 and served with distinction in that capacity until his retirement on Feb. 1, 1942.

Mr. Smith was a resident of Oak Park, Ill. Funeral services were held there, with interment at Racine, Wis.

bag and a cash gift, the operators' farewell present. With Alice Wickert and Mabel Chambers doing the honors, the Milwaukee delegation then produced individual gifts for her, "just because Ivy has always been so sweet to us over the wire." Mrs. Healy's response was a dazed, "Oh, this is just too much."

The party ended on a resolution to meet again in 1948. That will mean the celebration of Mrs. Healy's silver wedding anniversary and another opportunity for the telephone operators to get acquainted and identify each other as more than just a voice at the other end of the wire.

## The Railroads' Cost of Living

*The high cost of living affects railroads the same as it does each individual. This fact was made plain recently by the Interstate Commerce Commission in granting the railroads a temporary freight rate increase of approximately 8.9 per cent. The commission had the following to say, in part, concerning the needs of the railroads:*

RAILROADS, like many other industries, are vulnerable to inflationary forces or to sudden and sharply ascending costs. They are large and regular employers of labor, and are also heavy purchasers of fuel and various other materials and supplies; hence, they are directly affected by increases in costs occurring in any of these different categories. Sharp price increases have occurred in all of such categories.

Our duty is plain. The law requires us to give due consideration, among other factors, to the need of revenue sufficient to enable the carriers under honest, economic and efficient management to provide adequate and efficient railway transportation service for the nation.

It has been strongly urged upon us by responsible authorities that any increase in freight rates and charges at the present time might stimulate already existing inflationary forces. But in our judgement that factor is outweighed by the necessity of keeping the carriers, in the face of higher costs of operation, in a reasonably healthy condition in order that they may main-

tain their credit, procure additional equipment which is now urgently needed, and rehabilitate and improve their properties generally to take care of the demand of the public for adequate transportation service.

We are fully conscious of the fact that freight rates must be paid by shippers and receivers of freight and ultimately borne by the commerce of the country. It is clear to us, however, that increasing costs of operation now pose, and unchecked will continue to pose, a serious threat to the maintenance of adequate transportation service; that the railroads as a whole, and many of the most important railroads of the country in particular, are definitely facing such a threat at the present time; that the public vitally needs an efficient transportation service, and imperatively demands a transportation system that is adequate for the national defense in any emergency. So far as we are now able to act these immediate needs may be met measurably by granting the request of the petitioners for interim increases, with minor exceptions.

## Appointments

### Operating Department

Effective Oct. 16, 1947:

J. C. Paige is appointed general agent at Richland, Wash., in charge of the line from Beverly to Hanford, Wash., inclusive, and the cities of Kennewick and Pasco, Wash.

Effective Nov. 1, 1947:

R. E. Sizer is promoted to assistant superintendent of the Iowa and Dakota Division, first district, with headquarters at Mason City, Ia. The position of trainmaster at Mason City is abolished.

### Traffic Department

Effective Oct. 1, 1947:

R. K. Hurlbut is appointed district

passenger agent, Madison, Wis., succeeding M. L. Olson, resigned. Effective Oct. 16, 1947:

George F. Flynn is appointed traveling freight and passenger agent at Ellensburg, Wash., succeeding J. C. Paige.

Julien D. Pessein is appointed traveling freight and passenger agent at Great Falls, Mont., succeeding George F. Flynn.

To keep travelers informed concerning passenger train schedules the railroads of the United States distribute 80,000,000 timetables a year.

"America is a land of trains. It long has been that, and obviously long will be. Other means of communication will prosper and grow, undoubtedly. But many decades seem likely to pass before there is a marked change in the present basic travel pattern of this country."

Birmingham, Ala., Age-Herald.

# Hugh Carter Honored for Leadership

IT IS quite evident that during the 42 years that Hugh E. Carter has been the Milwaukee Road agent at Olin, Ia., he has won the high regard of his fellow townspeople. Some idea of their good opinion can be gained from the fact that this year he is serving his sixth consecutive term as mayor, besides being a member of the county board of supervisors.

So it happened that when Mr. Carter recently celebrated his 50th anniversary as a railroader, the business people of Olin honored him with a surprise party which will long be remembered in that locality. It was held in the Olin school gymnasium on Sept. 18 and was attended by approximately 120 of Olin's first citizens and a delegation of friends from the Milwaukee Road.

## Arranged by Business People

The banquet was arranged by a committee of business people headed by Frank E. Miles as chairman, assisted by Mrs. Miles, Dr. N. R. Waggoner and Mrs. Wagoner, Mr. and Mrs. Carl Feddersen, Mr. and Mrs. Howard Campbell and Roy L. Leibrock. Division Superintendent O. A. Beerman was charged with the railroad participation and guest list, which included Trainmaster W. T. Stewart and Mrs. Stewart; Train Dispatcher Willis Jordan; Train Dispatcher N. J. Gorman and Mrs. Gorman; R. E. Beauvais, DF&PA at Dubuque, and Mrs. Beauvais; Agent F. M. Duffy, Dubuque, and Mrs. Duffy; Roland Audas, chief clerk in the DF&PA's office at Dubuque; Agent Marc DeVoe, Fayette; and Agent John McGuire, Ox-

ford Junction, and Mrs. McGuire. Train Dispatcher Jordan had a special interest in the party, as he was Mr. Carter's immediate predecessor on the agent's position at Olin some 42 years ago.

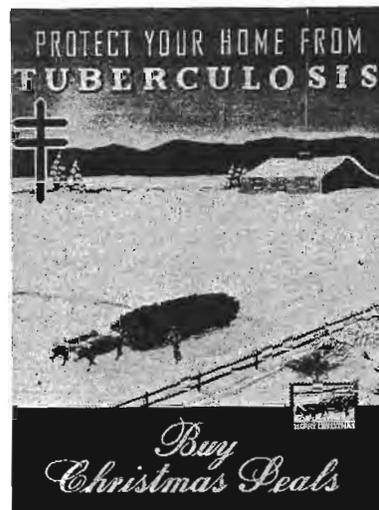
The railroad theme was carried out in the table decorations, with a miniature train used as a centerpiece for the speakers' table and crossing signs decorating the place favors. A sketch of a locomotive also appeared on the program covers. These and the floral decorations were all designed and executed by the wives of the committee members.

Frank Miles, in the role of toastmaster, led off the celebration which followed the dinner. Richard Frazier gave a program of songs, accompanied by Mrs. Leon Stivers at the piano, and Theresa Nowachek and Mary Ann Ingwerson played a number of piano duets. Superintendent Beerman then spoke a few appropriate words, after which Roy Leibrock, of the Olin committee, delivered a panegyric on Mr. Carter's lifetime of service to the community and presented its gift of appreciation. Mr. Carter responded with a talk in which he disclosed some of the events of the early days on the railroad and in city affairs.

## Began Railroading in '95

Mr. Carter's record started with the Rock Island at Neola, Ia., in 1895. Two years later he transferred to the Milwaukee, as operator. Before he went to Olin he was agent at Atkins, Templeton and Waucoma and he also put in some time as operator at the Marion yard and in the dispatcher's office.

Soon after he started at Olin he found himself busy with community problems and solved them so well that three years later he was elected mayor—for the first time. That year, 1908, was one of his busiest. In addition to serving as mayor he was chief of the fire department and president of the school board, as well as master of the local Masonic Lodge and patron of the Eastern Star. At various times he has held other elective offices. The party sponsored by the people of Olin was intended to express, in a measure, their appreciation of his leadership.



## Even the Birds Like Our Service

ON THE morning of Sept. 26, as No. 91 was taking coal at the Austin coal shed, two pigeons who had planned a little sightseeing trip via the Milwaukee Road, alighted on the engine tank.

Conductor Claude Hallman noticed the birds on the tank en route and threw them a couple of handfuls of wheat from a box car. When the engine stopped to take coal at Faribault, the birds flew to the top of the coal shed there, but as the engine started to pull out they resumed their seats on the tank, where they remained for the balance of the trip to Zumbro Falls.

The pigeons acted as engine watchmen during the night, and on the following morning were in place and ready for the return trip. As the train pulled into Austin yard the birds flew from the engine tank and headed for their nest, probably to tell the neighbors about their 204 mile round trip on the Milwaukee Road.

H. J. Swank,  
Division Editor, Austin, Minn.

The greatest loss of life in a single fire in the history of the United States occurred when 1,200 persons lost their lives in a forest conflagration at Peshigo, Wis., Oct. 9, 1871. This was the same day that the Chicago Fire of 1871 began.



Friends who feted Hugh E. Carter, agent at Olin, Ia., on his 50th service anniversary, photographed with the guest of honor at the banquet in the Olin school gymnasium on Sept. 18. Left to right: Roy L. Leibrock, Mrs. Frank E. Miles, Mr. Miles (Olin business people), Mr. Carter, Mrs. Carter, Superintendent O. A. Beerman and Mrs. Beerman.

# Service CLUBS

## Janesville Club Boosts Parker Pen's Peso Payday

WITH an assist from the Milwaukee Road and the employes' Service Club in Janesville, Wis., the Peso Payday of the Parker Pen Company was a great success and the week-long World Trade Fiesta staged by the Retail Merchants Association and the Janesville Chamber of Commerce in connection with the novel stunt proved to be the city's biggest event in years.

The idea behind Peso Payday sprang from a desire on the part of officials of the Parker Pen Company to demonstrate graphically to its 2,000 employes in Janesville, the community and the nation as a whole the important part foreign trade plays in the economy of a typical American city.

The whole thing started more than two years ago when Kenneth Parker, president of the pen company, which sells its products in 90 foreign countries, wrote an article in the company's employe publication, "Shoptalker." The article, concerning the company's export business, was titled "Imagine Getting Paid with Those Things," and

pointed out what would happen if Mexico paid in pesos for pens bought from Parker; if France paid in francs; or China in yen. The point was that the entire community would realize just how much it depended on foreign trade if Parker employes started passing pesos, francs and yen across Janesville's counters for their clothes, haircuts, food and entertainment.

### Few Understand Importance of Export Trade

President Parker, a firm believer in two-way foreign trade, maintained that too few people understood the importance of export trade in the lives of rank and file Americans, or the necessity of maintaining a good flow of imports to build up dollar exchange abroad, thereby providing foreign countries with the means of buying more American goods.



Seated atop a chest of Mexican pesos before they were loaded onto a Milwaukee Road train for transport from Chicago to Janesville, Wis., Luisa Islas, sister of the deputy consul general of Mexico in Chicago, converses in Spanish with Milwaukee Road Conductor Fred C. Tew, who happened along as the picture was being taken. Conductor Tew, whose home is in Wauwatosa, Wis., has traveled over a great part of the world.

When Parker decided to dramatize this fact to his own company's employes and to the Janesville community, Mexican currency was decided upon not only because Mexico is one of the countries in which Parker does business, but also because the peso is both stable and available. Pay envelopes, it was decided, should contain 40 per cent foreign currency and 60 per cent American, this being the ratio of the company's export and domestic business.

Arrangements were made with the city's three banks and 557 merchants to honor the Mexican money at an exchange rate of 20 cents a peso, this being within a fraction of a cent of the current exchange rate. The pesos, 367,000 of them in denominations of five, ten and twenty, were sent under heavy guard from the First National Bank of Chicago to the Parker Pen Company by Railway Express on the Milwaukee Road's Varsity on the morning of Sept. 12.

The Janesville Chamber of Commerce, recognizing the value of foreign trade through Parker pay envelopes, decided to stage a foreign trade fiesta. The Milwaukee Road Service Club in that city, realizing the Road's interest in the Parker Pen Company (we serve their plant at Menomonie, Wis.) and in the Janesville community, as well as being aware of the significance of world trade to the railroads, got in step with other progressive organizations and entered a beautiful float in the 100-float



Janesville street scene during the big parade.



Did we get our money's worth? A couple of Scotchmen from Chicago and Rockford, Ill., count pesos on a Janesville street.

parade. "What World Trade Means to Janesville" was the theme of the parade.

On the morning of Sept. 20 a group of 40 men and women, including President Parker and some of his associates, as well as newspaper and magazine writers, made the trip from Chicago to Janesville in two parlor cars on The Varsity. A press conference was held aboard the train. The larger part of this group returned that evening aboard The Marquette.

### Membership in Hiawatha Unit 3 Hits All-Time High

IF THE Hiawatha Service Club at Milwaukee, Wis., reaches its goal of 3,000 members by the end of 1947—and it looks very much as though it will—the credit will belong to the officers of Unit 3, Ed McDermott, Elmer Marquardt and Al Oertel. On Oct. 5 their unit, the car department group, boasted the amazing membership of 622—amazing

because it represents a 100 per cent increase over the membership chalked up in 1946.

Their feat is the result of sheer determination and hard work. Before starting time in the morning, during their lunch periods and for many evenings the indefatigable three devoted their time to building up this remarkable total. At last report, thanks to Ed, Al and Elmer, the Hiawatha Club was only 25 short of the 3,000 goal.

Unit 3 held a meeting at Stanton's Green Mill Gardens on Sunday, Oct. 5, which was attended by about 300 members and their families. A business session was held and dancing and refreshments followed.

### Chippewa Club Hears Retirement Board Speaker

R. E. WIRSCHING, district manager of the Railroad Retirement Board at Milwaukee, Wis., was guest speaker at the Sept. 30 meeting of the Chippewa Service Club. This was the first meeting held in Miner's Hall at Iron Mountain, Mich., the club's new meeting place.

Mr. Wirsching gave an instructive talk on the new provisions of the Retirement Act. After his address the meeting was open for questions, to acquaint the members thoroughly with the changes in the Act. Superintendent F. T. Buechler and H. W. Marquardt, TF&PA, were among those who spoke at the meeting.

### Second Annual Party for Southeastern Club

THE Southeastern Service Club enjoyed its second annual Appreciation Party on Oct. 8. This year's affair was held in



Shirley Hamel, talented dancer, who appeared on the entertainment program at a recent Marion-Cedar Rapids Service Club party.

the Y.W.C.A. Hall at Terre Haute.

In the brief business session which preceded the festivities a large group of Service Club boosters heard Judge DeWitt Owen and Dr. E. C. Vogues speak. Both of the speakers had appeared on the club's programs during the past year and special invitations had been extended to them for the party. Jimmy Barnes and his orchestra played for the dance. Light refreshments were served.

The committee on entertainment did a very commendable job on the arrangements. Officers of this club are W. H. Cravens, chairman; Homer T. McCowen, vice chairman; and A. H. Austin, secretary-treasurer.



A part of the group which attended the Southeastern Service Club party.

## Fox Lake (Ill.) Club Holds First Session

THE reorganization of the Fox Lake (Ill.) Service Club became official on Sept. 18 with the first meeting at the Fox Lake Legion Hall. A special train was arranged to transport the employees throughout the area to Fox Lake and a large number also made the trip by automobile.

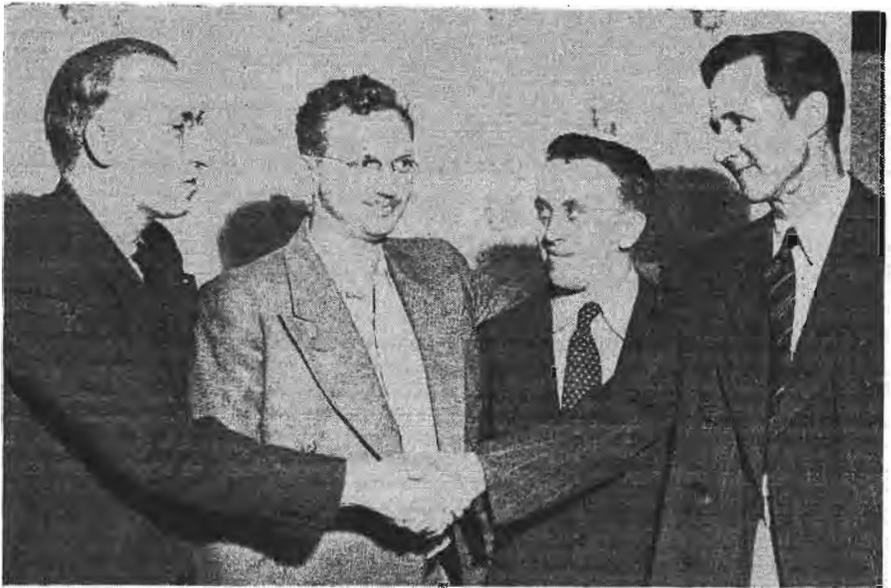
Some 75 prospective members were counted among the family groups when the acting chairman, George R. Anttonen, called the meeting to order. There followed a brief explanation of the Service Club movement, in which it was pointed out that Milwaukee Road employees need not go outside their own organization to make friends or engage in social activities; that common interests and mutual understanding are the best foundation for a successful club, whether business or social.

The enthusiasm aroused by Mr. Anttonen's speech indicated a sincere interest in supporting the club's objectives. Membership dues were discussed and officers were elected. Mr. Anttonen was appointed chairman, M. D. Nichols as vice chairman, G. A. Baker as secretary and W. V. Scott as treasurer.

After business was settled tables were arranged for cards and bingo. For those who wished to sing or dance there was music, played by Nicholas De Wald and his daughter Rita. A delicious lunch was served.

"What is the new baby at your house, Jimmy, a boy or a girl?"

Jimmy: "Aw, I guess it's a girl. I saw 'em puttin' powder on it."



Leaders of the newly reorganized Fox Lake (Ill.) Service Club, who were appointed at the club's first official meeting on Sept. 18, pledge their support. Left to right: W. V. Scott, treasurer; G. A. Baker, secretary; John S. Turner, chairman of the entertainment committee; G. R. Anttonen, chairman. M. D. Nichols, the newly elected vice chairman, was ill at the time the picture was taken.

## Retirements

The following employes' applications for retirement were recorded during September, 1947

### Chicago General Offices

JUNGK, HENRY G.  
Dining Car Conductor.....Chicago, Ill.

### Chicago Terminals

AMBROSE, PASQUALE  
Section Laborer .....Mannheim, Ill.  
BIHUN, SR., NICK  
Painter .....Chicago, Ill.  
CORONA, VITO  
Coach Cleaner .....Chicago, Ill.  
HEALEY, ANN I.  
Tel. Switchboard Opr. ....Chicago, Ill.

KLIMAS, JOSEPH  
Machinist Helper .....Chicago, Ill.  
KOCOWSKI, JACOB  
Carman Helper .....Bensenville, Ill.  
LAGOS, JOHN  
Section Laborer .....Chicago, Ill.  
LUCAS, JOHN  
Trucksmith .....Bensenville, Ill.  
SACCO, JOE P.  
Carman .....Chicago, Ill.  
SAK, STANLEY  
Carman .....Galewood, Ill.  
SPAKAUSKAS, FRANK K.  
Trucker .....Chicago, Ill.  
ZACHARIAS, CONSTANTIN N.  
Crossing Watchman .....Chicago, Ill.  
ZDUNEK, ANDREW J.  
Crossing Man .....Chicago, Ill.

### Coast Division

BIRZINSKI, MAX  
Carman .....Pt. Angeles, Wash.  
HAGGARD, HARVEY E.  
Brakeman .....Pt. Angeles, Wash.  
KESSEL, FRED E.  
Switchman .....Everett, Wash.  
KING, THOMAS H.  
Storehelper .....Tacoma, Wash.  
LAWLISS, JAMES  
Section Laborer .....Seattle, Wash.  
WILLIAMS, ALFRED M.  
B&B Carpenter .....Edmonds, Wash.

### Dubuque & Illinois Division

HOLDORF, WILLIAM C.  
Sig. Maintainer .....Byron, Ill.  
MESSINGER, HENRY  
Acetylene Cutter .....Savanna, Ill.  
SLADE, H. G.  
Conductor .....Savanna, Ill.

### Hastings & Dakota Division

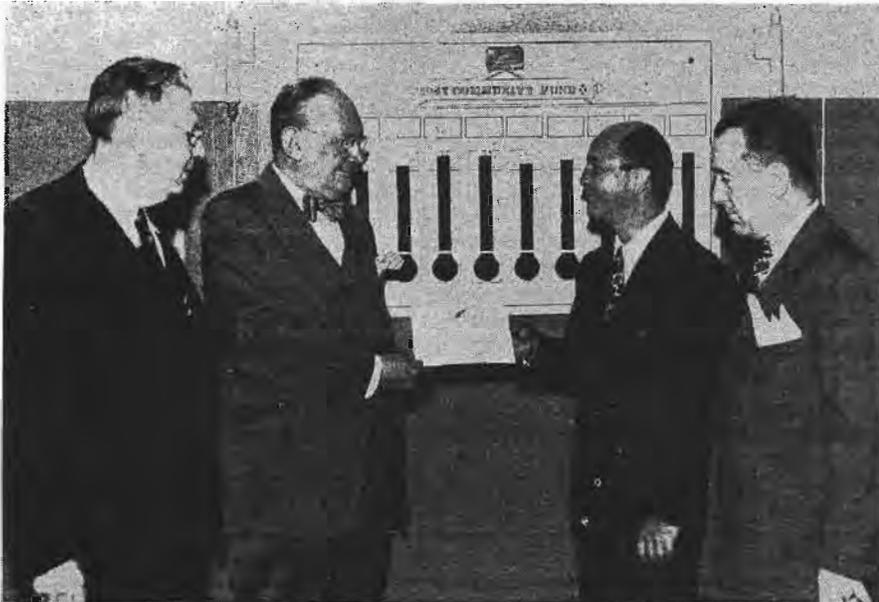
ADAMS, JOHN Q.  
Agent .....Virgil, S. D.  
CARY, RALPH G.  
Loco. Engineer .....Aberdeen, S. D.  
MORIARTY, WILLIAM J.  
Chief Clerk .....Aberdeen, S. D.  
RYAN, ROY P.  
Loco. Engineer .....S. Minneapolis, Minn.  
SKOBERG, EDWARD  
Loco. Engineer .....Minneapolis, Minn.  
ZIPPA, MIKE  
Extra Gang Laborer.....Aberdeen, S. D.

### Idaho Division

BARTHOLOMEW, MILES  
Brakeman .....Spokane, Wash.



Judge Owen was telling a railroad story at the Southeastern Club party when this picture was snapped. Left to right: Homer T. McGowen, vice chairman; Albert H. Austin, secretary-treasurer; William H. Cravens, chairman; Dr. E. C. Vogues; and Judge DeWitt Owen.



Standing by the Fullerton Avenue Building's campaign progress chart, A. E. Tomkins, manager of the Business Division of the Community Fund of Chicago, presents the Red Feather Honor Placard to William Kruckstein, assistant comptroller. Left to right: Frank Patterson, special accountant, Mr. Kruckstein, Mr. Tomkins, and A. G. Dupuis, assistant public relations officer.

## Fullerton Employees Receive Red Feather Award

MILWAUKEE Road accounting department employees in the Fullerton Avenue Building, Chicago, were presented a Red Feather Honor Placard by the Chicago Community Fund on Oct. 21 in recognition of their having met their quota in record time. A. E. Tomkins of the Community Fund made the presentation to William Kruckstein, assistant comptroller, expressing the gratitude of the Fund for the manner in which the employees opened their hearts and purses to aid the unfortunate.

Mr. Tomkins also stated that an additional award, or "Oscar" as he called it, would later be made to Frank Patterson, special accountant, whose plan-

ning and effective handling of the drive produced such satisfactory results. It was he who supervised the placing of placards and progress charts throughout the building and in other ways encouraged his fellow employees to give generously.

The forms to be filled out by subscribers to the Fund were distributed to the Fullerton Avenue Building employees on the afternoon of Oct. 15 and some of the departments had met their quota within a matter of minutes; others met theirs within a day or two. The ready response of this large group of Milwaukee Road people speaks well for them. Their sense of civic responsibility does them credit.

CHECKLEY, CALVIN W.  
Brakeman ..... Malden, Wash.  
COFFMAN, THOMAS C.  
Brakeman ..... Malden, Wash.  
COOK, JOHN R.  
Agent-Op ..... Othello, Wash.  
EMANOEL, GEORGE J.  
Section Laborer ..... Warden, Wash.  
MITCHELL, JAMES H.  
Conductor ..... Malden, Wash.

### Iowa Division

HEWITT, LEONARD G.  
Statistician ..... Marion, Ia.  
HIGGINS, WILLIAM D.  
Crane Operator ..... Perry, Ia.  
PRICE, FRANK WM.  
Conductor ..... Perry, Ia.  
WOOLLEY, ERNEST  
Carman ..... Cedar Rapids, Ia.

### Iowa & Dakota Division

EASTMAN, LORENZO A.  
Section Laborer ..... Canton, S. D.  
GEIGER, JOSEPH R.  
Engine Watchman ..... Murdo, S. D.  
HARKRADER, EDWIN W.  
Tile Oper. .... Sioux City, Ia.  
JENSEN, PETER  
Campman ..... Sioux City, Ia.

JUHL, ALFRED  
Boilermaker Helper ..... Mason City, Ia.  
LAWRENCE, WALTER W.  
Section Laborer ..... Calmar, Ia.  
McAVINNEY, JOHN  
B&B Carpenter ..... Mitchell, S. D.  
NELSON, NELS  
Section Laborer ..... Canton, S. D.  
NORQUIST, EDWIN N.  
Brakeman & Conductor ..... Mason City, Ia.  
OLSEN, HERMAN B.  
Agent ..... Lake Andes, S. D.  
PROBST, CHRIST WM.  
Section Laborer ..... Spencer, Ia.  
ROSE, BENJAMIN A.  
Loco. Engineer ..... Sioux City, Ia.  
SAND, BEN  
Section Laborer ..... Ossian, Ia.

### Iowa & Southern Minnesota Division

MAPES, RUDOLPH  
Section Laborer ..... Faribault, Minn.

### Kansas City Division

BOTTORFF, DONALD L.  
Loco. Fireman ..... Kansas City, Mo.  
ROBERTS, DONOVAN B.  
Section Foreman ..... Laredo, Mo.  
MURRY, OTTO  
Section Laborer ..... Chillicothe, Mo.

### La Crosse & River Division

ATKINSON, LILLIAN G.  
O. S. & D. Clerk ..... Wausau, Wis.  
MESNER, ERNEST  
Conductor ..... Tomah, Wis.

### Madison Division

FRIES, GEORGE A.  
Crossingman ..... Madison, Wis.  
LATHROP, LEWIS G.  
Agent ..... Bridgeport, Wis.  
PUCCIO, DOMINIC  
Laborer ..... Madison, Wis.

### Milwaukee Terminals

CERA, FRANK F.  
Section Laborer ..... Milwaukee, Wis.  
JUEDS, WM. H.  
Sheet Metal Man ..... Milwaukee, Wis.  
KOKICH, JOE  
Blacksmith Helper ..... Milwaukee, Wis.  
MILLER, JEROME W.  
Switchman ..... Milwaukee, Wis.  
NOWACKI, PETER  
Carpenter ..... Milwaukee, Wis.  
PALMERSHEIM, MARTIN P.  
Tinsmith ..... Milwaukee, Wis.  
PASOWICZ, JOHN J.  
Ex. Gang Laborer ..... Milwaukee, Wis.  
PELD, ANTON H.  
Cabinet Maker ..... Milwaukee, Wis.  
SCHULTZ, FRANK J.  
Hammer Operator ..... Milwaukee, Wis.  
SHADOWENS, SIMON O.  
Asst. Foreman ..... W. Lake Forest, Ill.  
SLATER, GEORGE J.  
Laborer ..... Milwaukee, Wis.  
TABAKA, STANISLAW P.  
Carman Helper ..... Milwaukee, Wis.  
TEREK, JOSEPH  
Air Brakeman ..... Milwaukee, Wis.

### Rocky Mountain Division

CLARK, FRANK W.  
Engine Watchman ..... Missoula, Mont.  
LEIB, HERMAN A.  
Loco. Fireman ..... Deer Lodge, Mont.  
PITMAN, GEORGE F.  
Telegrapher ..... Winnett, Mont.  
SOMMER, LOUIS J.  
Machinist ..... Deer Lodge, Mont.  
SPERRY, ROY I.  
Laborer ..... Harlowton, Mont.  
VOLLENWEIDER, GODFREY  
Carman Helper ..... Deer Lodge, Mont.  
WAITE, MABEL F.  
Telegrapher ..... Clinton, Mont.

### Superior Division

DUPREY, PAUL M.  
Section Laborer ..... DePere, Wis.  
FINELLI, FRANK S.  
Section Laborer ..... Crivitz, Wis.

### Terre Haute Division

BANKS, HUBERT  
Loco. Engineer ..... Bedford, Ind.  
WATERS, ELZA O.  
Cutter ..... W. Clinton, Ind.

### Trans-Missouri Division

CORAGUILO, JOSEPH  
Section Foreman ..... Trail City, S. D.  
DESPER, FRANK  
Loco. Engineer ..... Mobridge, S. D.  
FARNELL, LEONARD  
Section Laborer ..... Roundup, Mont.  
HESSER, LOREN E.  
Section Laborer ..... Melstone, Mont.  
NEPTUNE, CAROLE W.  
Conductor ..... Miles City, Mont.  
REGAN, JOSEPH  
Brakeman ..... Mobridge, S. D.  
REINHOLD, ALBERT A.  
B&B Carpenter ..... Mobridge, S. D.  
STIENSTRA, HENRY L.  
Conductor ..... McLaughlin, S. D.

### Twin City Terminals

CARLING, SEXTON L.  
Tractor Driver ..... Minneapolis, Minn.  
FAUST, WALTER H.  
Trucker ..... St. Paul, Minn.  
HARTWELL, JONATHAN  
Trucker ..... Minneapolis, Minn.  
KENT, JAMES U.  
Baggage Clerk ..... Minneapolis, Minn.  
McDERMOTT, JOHN  
Pipefitter Helper ..... Minneapolis, Minn.  
MOSTU, MARTIN  
Check Clerk ..... Minneapolis, Minn.  
ROSS, CHARLES W.  
Section Laborer ..... St. Paul, Minn.  
SEVERSON, BERNT  
Ex. Gang Laborer ..... Minneapolis, Minn.

No matter how long it is, a good story always seems short.

A good way to relieve the monotony of any job is to think up ways of improving it.

## Harvester Celebrates 100 Years in Chicago

(Continued from page 7)

of the Chicago loop. This plant grew to huge proportions through the years. In addition, much of the capacity of Milwaukee Works was devoted to engine and tractor production. The rise of the tractor popularity, however, soon necessitated the purchase and operation of a huge factory at Rock Island, Ill.

Motor truck production, started in 1907, had meanwhile been established in factories at Fort Wayne and Indianapolis, Ind, and in a factory at Springfield, Ohio. Thus, the harvest machine business had branched out into the transportation business in a big way.

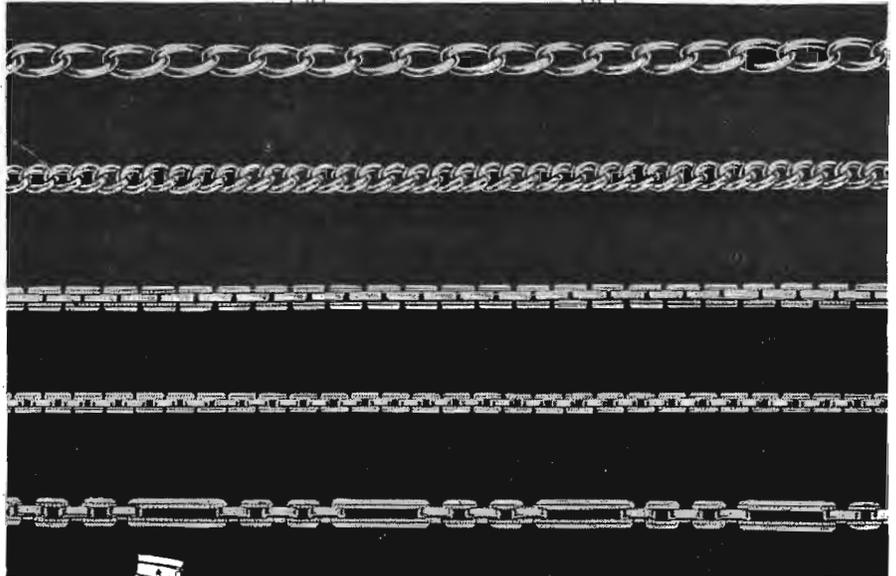
The depression period of the early 30's was utilized to advantage in designing new products and redesigning old in preparation for the return of normal markets. In the late 30's farmers' buying power and general business conditions improved and International Harvester's sales volume mounted. It hit a record high of \$364,635,000 in 1941.

When World War II broke out International Harvester was operating five plants in Chicago, employing about 30,000 people, and 15 plants in other U. S. and Canadian cities, with a total U. S. and Canadian payroll of 60,000 people. In addition, affiliated companies operated factories and sales outlets in many foreign countries. The success of the organization which grew out of Cyrus Hall McCormick's first factory seems large when it is realized that the total value of its plants and other properties amounted to \$176,000,000 in 1941. Yet this success pales to insignificance when compared with the progress made by agriculture, industry and commerce during the same period—a period in which each forward step of agriculture increased the nation's resources, released men for productive work in industry and added to the fullness of life on the farms and in the cities.

Cyrus Hall McCormick started in Chicago when the city was little more than an ambitious settlement. He and the city grew and prospered together. His genius and the genius of others who became associated with him or followed him helped the nation's farmers to farm their acres with less hand labor. As farming implements made it possible for fewer people to feed more people, much of the drudgery of life disappeared. Around this more wholesome outlook the people of America have built an industrialized civilization which is the envy of the world.

Consider the oyster: With a little grit it can produce a pearl of great value.

November, 1947



It's been building up for years... since 1873 to be exact. Generations of railroad men have always wanted and needed watch chains that were both good-looking and strong. And Simmons has made a specialty of making just such chains. The result has been a strong tie between Simmons and railroad men. Railroad men readily accept... always buy and wear... Simmons Quality Gold Filled Watch Chains. See the latest styles at your nearest jewelry store.

**R. F. Simmons Company**

ATTLEBORO, MASSACHUSETTS

# Women's Club Chapter News

## ★ *Janesville Chapter*

Mrs. Geo. McCue, Historian

The October meeting was called to order Tuesday evening, the 7th, by our president, Mrs. Stanley Riley. A rummage sale is planned for the latter part of the month. We will have our annual Hallowe'en Party on Oct. 30 with Mrs. Stanley Riley and Mrs. Geo. McCue as co-chairmen. A special lunch was served after the meeting honoring Mrs. Mary Ryan, a charter member, who is going to Arizona to reside. She will be greatly missed by all of our members. We are also sorry to hear that Mr. and Mrs. Wm. Wilcox are leaving us to make their home in northern Wisconsin. We have been advised that Mr. C. C. Robertson of Milton Junction is the oldest active working lineman on the system. Mr. and Mrs. Robertson are members of our Janesville Chapter. Mrs. John Davey is in Arizona convalescing from a long illness. We are all anxious for her speedy recovery so that she may be with us in the very near future.

Cash awards of \$92.00 were received for having gone over the top in our 1947 membership drive and being the first chapter in our group to do so. Mrs. James Fox is membership chairman.

## ★ *Tacoma Chapter*

Mrs. Earl Tallmadge, Historian

Monday, Sept. 29, our regular noon luncheon and business meeting got off to a fine start with members of the board serving the luncheon under the leadership of Mrs. Sowles. The tables and rooms were tastefully decorated with the choicest of our fall blooms. During the luncheon hour Dr. C. D. Ritchie spoke on the importance of a Milwaukee Blood Bank for employes and their families. He urged donors to go at once to The Pierce County Medical Ass'n at 728½ St. Helens for blood typing and other arrangements.

Following the luncheon there was a short social and greeting period preceding the business meeting. After the correspondence had been read our president called for the committee reports for the summer. All were very fine, showing a keen interest in the club's welfare even in vacation. Mrs. Sowles of Good Cheer had indeed been busy, with 137 personal calls; 66 telephone and 10 funerals. In addition many other kind acts were performed. Mrs. Hoffman presented Mrs. R. C. Schwichtenberg, a General Director of the Governing Board for Lines West. She has recently moved to Tacoma from Butte, Mont. We are very happy to have her with us. Under new business a carnival and bazaar was planned for early November and Mrs. Tallmadge named chairman. Scene of the frolic, the clubrooms. A rummage sale will be held in mid December at a designated uptown address. Place and dates will be named in October. Woe is us. The Charles Tuslers have moved to Seattle, where he was transferred Sept. 1. She was our luncheon chairman, having served for nearly two years. The Mesdames Herving, Fitzgerald, Taylor, Hoffman, Quivey and Tallmadge entertained the club members at the latter's home to honor Mrs. Tusler. Both Mr. and Mrs.

Tusler were honored on their silver wedding anniversary Sept. 1 when their daughters, Phyllis Tusler and Lois Ryan of Seattle, surprised them with a beautifully arranged dinner and reception.

We are all so thrilled over winning the prize for membership increase. Our thanks go out to Mrs. Fitzgerald and her committee.

## ★ *Portage Chapter*

Mrs. Jos. M. Wohlwend, Historian

Members of Portage Chapter opened their first fall meeting on Sept. 1, Labor Day, with 46 members present. Meeting was called to order by the president. Reports from all standing committees were heard. Thank you cards and good cheer reports were read. The meeting was closed and prizes for the day were awarded. The bank boost of \$1.00 was won by Mrs. Archie Stowers. Door prize went to Mrs. Chester Berger. Mrs. Alma Smith donated a lovely basket of fresh garden vegetables on which tickets were sold and a nice sum realized. Refreshments were served by Mrs. Jos. Wohlwend and her committee. Bingo and cards were enjoyed during the afternoon. A good time was had by all.

On Oct. 6 twenty-eight members gathered at the club house for our meeting. Reports of officers and committees were read. A card party was decided upon and committee for same was picked to serve. Meeting was closed in usual form. Mrs. Fred Tessman received the door prize and also was the lucky lady to win the beautiful angel food cake which was baked and donated by Mrs. Geo. Pomranz. Bank boost of \$1.00 went to Mrs. Geo. Baxter. The balance of the afternoon was enjoyed with bingo and cards. Refreshments of homemade cake and coffee were served by Mrs. Pomranz and her committee.

## ★ *Sioux Falls Chapter*

Mrs. Don Galland, Historian

The only meeting our club had throughout the summer months was our annual picnic which had to be held in our club rooms due to rain. Food was plentiful and a merry time was had by all present. The October meeting was held on regular date in club rooms. Our president reported that we were the first chapter in our group to go over the top in both voting and contributing membership. We won a very nice amount of prize money. Our chapter plans to sell rugs as a new method to raise money. Remainder of evening was spent playing cards with prizes going to Miss Lois Miller and Mrs. Earl Seibold. The club furnished the refreshments. They were served by Mrs. L. Galland, our president.

## ★ *Kansas City Chapter*

Mrs. Wm. Kinder, Historian

We met Oct. 7 at the Northeast Masonic Temple at 2 p. m. Meeting called to order by Mrs. Dobson, president. Club motto was repeated by 15 members. Reports were read and approved. Mrs. Morrison, welfare chairman, reported one family assisted with groceries and clothing. Six personal calls

made and a donation of clothing of \$15.00 valuation for welfare work. Treasurer's report balance on hand Oct. 1, 1947, \$492.74.

Mrs. Alexander, secretary, presented a Red Cross Certificate of Award that was given us for past services. They also requested our continued support. Good Cheer chairman, Mrs. Sevidge, 30 phone calls, six personal calls, three cards mailed. A letter from Miss Lindskog was read congratulating us on earning a cash prize of \$47.50 for going over the top in membership. Mrs. Morrison, Mrs. Kalen and Mrs. Sisk were appointed as Nominating Committee to select new officers for 1948. Plans were made for a dessert luncheon, card party and bazaar Dec. 2. Door prize of \$1.00 won by Mrs. Sisk. Meeting adjourned. Mrs. Banta and committee prepared and served a delicious baked ham dinner at 6:30 to members and families. Fifty guests thoroughly enjoyed it and cleared a nice balance of \$16.00.

## ★ *Lewistown Chapter*

Mrs. Charles H. Koch, Historian

The club held its regular meeting at the club room Oct. 2. A no-hostess dessert luncheon was served. Meeting was called to order by President Mrs. Ole Haanes. After repeating the club motto the secretary's and treasurer's reports were read and approved. Mrs. Otto Davey, Mrs. Earl Short and Mrs. Herbert Ruether were appointed on the nominating committee. One guest was present, Miss Florence Schmieg from Hutchinson, Minn. Cards were played in the afternoon in honor of Mrs. T. J. Hansen. Mrs. Earl Short scored high and Mrs. Hansen low. The door prize went to Mrs. E. K. Crawford.

On Sept. 18 a no-hostess potluck dinner was given in honor of Mrs. Joe Smeltzer, who is leaving Lewistown to make her home in California. Mrs. Haanes, president, presented the honor guest with a gift from the members. Mrs. Helen Cross, a sister of Mrs. Smeltzer, was a guest. A social hour followed the dinner.

## ★ *Austin Chapter*

Inez McCarthy, Historian

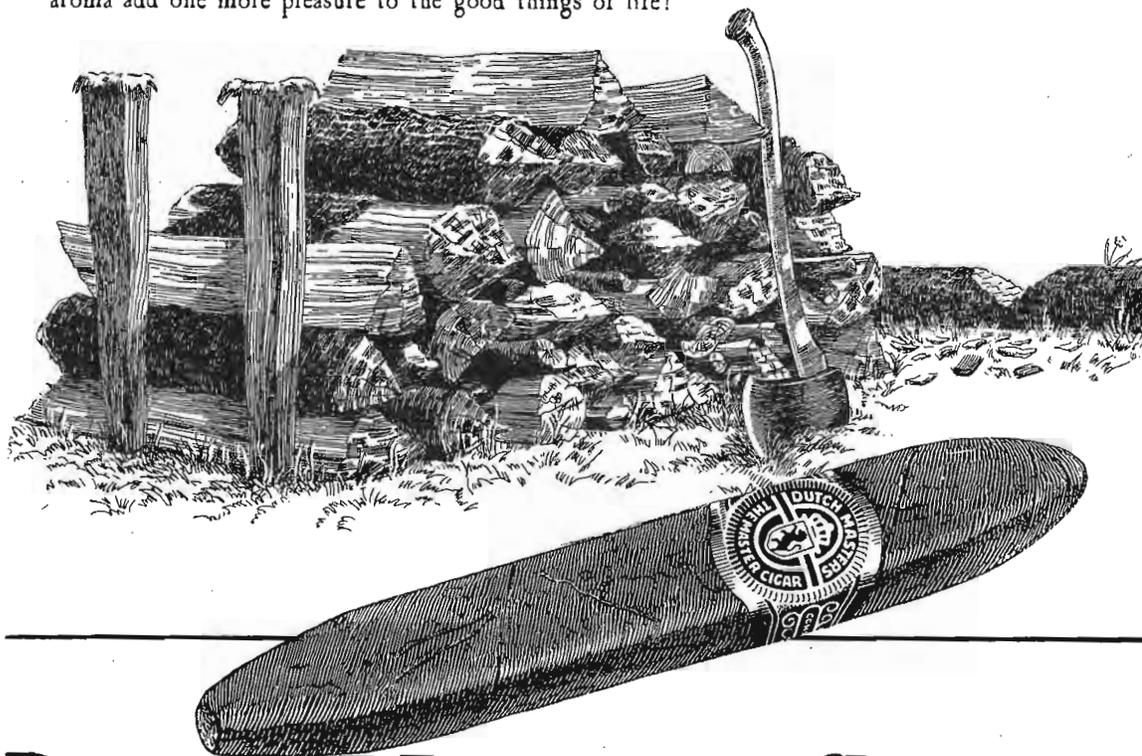
On Sept. 4 the first meeting of the club was held after the summer recess. A dessert lunch was served by Mrs. Graves, our president, assisted by Mesdames Ben King, John Lutz and Earl Long. The various reports were given as follows: Secretary, Mrs. Earl Long; Treasurer, Mrs. M. Sevedge; Auditing, Mrs. John McCarthy, and a splendid report of sunshine by Mrs. L. L. McGovern. Bridge and 500 were enjoyed the remainder of the afternoon.

On Saturday evening, Sept. 27, the Women's Club and the Service Club held a potluck supper in the club rooms to welcome Superintendent and Mrs. Rowley. There was a large turnout to meet the Rowleys, who were introduced by Chief Clerk L. L. McGovern. After a delicious meal bingo was played and a good time was reported by all who attended.

The October meeting on the first day of the month was called to order by Mrs. Maurice Sevedge in the absence of the President, Mrs. R. C. Graves, who was in Chicago on business. A dessert lunch was served by Mrs. George Wood, Mrs. Arthur Rielly and Mrs. Paul Sommers. Plans were discussed for a dance to be held jointly with the Service Club the first Monday in November. Mrs. McGovern reported 30 personal calls made and eight bouquets sent to shut-ins with no expense to the club. The attendance prize was won by Mrs. John McCarthy.

# Woodpile

First frost and wood-smoke, and the tang  
of a freshly cut woodpile...What a time and place to  
light up a fine Dutch Masters cigar and let its nut-sweet  
aroma add one more pleasure to the good things of life!



## DUTCH MASTERS CIGARS

### ★ *Council Bluffs Chapter*

Mrs. Earl Smith, Historian

Council Bluffs Chapter had a good vacation. Meeting was held at the Y. M. C. A. Oct. 1, with 12 members present. Mrs. M. A. Ford, president, presiding. Had reports from all chairmen. Program chairman reported a card party held June 18 cleared \$12.50. A dance was held June 26 with a good crowd. A picnic was held at Fairmont Park July 2. Membership chairman reports going over the top in membership. We received second place prize in our group with a check of \$65.00. Voting members 108, contributing members 148. Welfare chairman reported helping one family during the summer. Good cheer reports 14 cards sent, 22 telephone calls and 25 personal calls. The club served dinner for a member of the club who had lost her husband. A program has been planned for our next meeting to be held Nov. 5.

### ★ *Marmarth Chapter*

Mrs. Earl D. Cornell, Historian

We held our first meeting after our summer vacation on Sept. 11, with our president, Mrs. C. M. Bertz, presiding. We were very happy to receive from the General Governing Board a check for \$52.50, membership prize for going over the top and being the first in our group. Good Cheer reported that two sympathy cards, two bouquets of flowers and three children's gifts

had been given. The bank drawing was held with the contributing prize going to Ole Wiesman, and voting to Mrs. Bill Striebel.

Our social meeting was held Sept. 25. Whist was played and a good time had by all. High prize went to Mrs. Leo Rushford, low to Mrs. H. Dirnbach. A delicious lunch was served by the hostesses, Mrs. Bob Christiansen and Mrs. Tom Stewart. Our monthly meeting was held Oct. 8, with our president, Mrs. C. M. Bertz, presiding. Good Cheer reported three cards had been sent. Bank drawing was held with Patty Childers and Sharon Finnamon drawing the names of Gordon Olson for contributing prize and Mrs. Pat Childers for voting.

### ★ *Othello Chapter*

Mrs. Sam Pessein, Historian

Our first meeting was held Oct. 7 after a summer vacation. Although we didn't hold meetings during the summer, we kept up our activities, holding our regular second Tuesday ladies' pinochle parties and giving dinners from time to time, the proceeds of which were used to purchase two dozen new steel folding chairs for our club rooms. On Sept. 14 we held a luncheon in honor of our past presidents.

### ★ *Marquette Chapter*

Mrs. Stanley Hunter, Historian

Our regular meeting was held Oct. 8 in our club rooms. The meeting was called to

order by our treasurer, Miss Hazel Barr, because of the absence of both our president and vice president.

After a short business meeting we played "500," with Mrs. Kenneth Woerm winning high and Mrs. Carl Gaulke the traveling prize. A very delicious lunch was served by Mrs. Richard Meyers, Mrs. Ted Boade, Mrs. Inez Denning and Mrs. Donald Fritz. The door prize was won by Mrs. Inez Denning.

### ★ *Marion Chapter*

Maude Holsinger, Historian

On Oct. 9 the chapter met for a luncheon at the K. V. Cafe. There were 30 members in attendance and Miss Etta Lindskog, Secretary General of Chicago, was our guest. She gave a very nice talk, bringing us many new ideas from other chapters and encouraging us to build up both our treasury and membership. Our business meeting was then held with our vice president, Mrs. Bess Smith, in charge. A very interesting letter was read from our president, Mrs. Ernest Woolley, who, with her husband, has spent the summer in England. We hope to have her back with us for our next meeting. A family picnic was decided on for our next meeting. A committee was appointed to be in charge of the same. A white elephant sale was held at the close of the business meeting with Mrs. Donald Hempy, a very capable auctioneer. \$10.45 was realized by the sale.

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

**COAST DIVISION**

Harry W. Anderson, Division Editor

The following poem came to my attention recently and I thought it worth repeating for the benefit of our old timers and also for some who are not so old but concerned about it:

"Let me grow lovely, growing old,  
 So many fine things do;  
 Laces, and ivory, and gold,  
 And silks need not be new;  
 And there is healing in old trees;  
 Old streets a glamour hold.  
 Why may not I, as well as these,  
 Grow lovely, growing old?"

The home of Engineer J. F. Kemp was destroyed by fire recently. From newspaper reports about it, we learned that there was not much assistance in putting out the fire because it was in a fire district, which is possibly why it was completely destroyed.

G. C. Casebeer and Theo Rooks, who worked as rodmen during the summer, have returned to school; Mr. Casebeer to Washington State College and Mr. Rooks to the University of Washington.

Lyle Van Winkle, former stenographer in the chief carpenter's office, settled the marital situation by getting married to Ab-

ner (Bud) Roberts at the Bethesda Baptist Church on Oct. 11.

Rodman Leland S. Petitjean is the latest addition to the engineering department force.

Esther Delaney is filling the vacancy in the assistant superintendent's office temporarily, following the resignation of Douglas Woodward.

Gertrude Alden, chief carpenter's clerk, had the exciting experience of being trapped in the elevator between the fifth and sixth floors of her apartment building recently. About 20 minutes was spent in pushing buttons, but the elevator was of the stubborn type and would not respond to her push button pleas. Her vocal chords also got a good workout before the hero arrived on the scene and rescued her.

Herb Davis, of the engineering department, is a grandpa again. A son arrived recently at the home of his daughter in Auburn, Wash.

A campaign is now in full swing to get blood donors for the Milwaukee Hospital Association credit at the Tacoma Blood Bank. Clara Carrotte of the superintendent's office, acting as a committee of one, is out for blood—yours and mine—because the Milwaukee credit at the bank is now about eight pints in arrears. While we hope not, there may be a time when some of us will be in need of a blood change and when that time comes, we surely want our credit to be in good standing. So let's do our part. Bulletins have been put out covering the details and each month, commencing with the next issue of the Magazine, I will mention the names of the donors.

**Seattle Yard**

F. J. Kratschmer, Correspondent

Our sympathy is extended to Engineer Elmer Ritter of the yard crew, for the loss of his father, who passed away on Sept. 23.

W. T. "Bill" Emerson, old time traveling engineer, well known over the entire system, called on us for a friendly chat on Sept. 17. Bill, now retired, is looking fine and he says he is just taking things easy at his home at 4265 Linden Street, Seattle. He and his wife started on a trip through southern California the latter part of September.

Machinist Charley Balch of the roundhouse force spent his vacation doing some wiring around his home. He also took in the Western Washington Fair at Puyallup.

Brakeman Fred Diehm of the Renton turn took a prolonged trip through the East, starting Sept. 1. He visited relatives in Boston and other eastern cities, made a trip to Nova Scotia and doubled back to New York City in time to take in some World's Series games. To top it off, he drove back to Seattle in a brand new automobile.

Another fellow who arrived in Seattle September 16 behind the wheel of a new car is Yardmaster A. L. McDonald. "Mac" had been in Detroit, Chicago and Milwaukee where he and his wife did a lot of visiting.

George Kraft, air brake man in the car department, spent a week at home in Sep-

tember. Steve Cage took care of the "air" during his absence, and some of it was "hot," too.

Car Inspector Ernest Scheibel is confined to a local hospital with a fractured leg. It happened when the motorcycle on which he was riding skidded on a wet pavement, falling on him.

Melba Batson, clerk in the car department, accompanied her husband to Chicago on Oct. 4, when he attended a convention of radio technicians. They drove back to Seattle in a new Chrysler.

Switchman Bill Kapral pulled out on Oct. 12 with his red cap and red sweater, bound for his old home town of Cle Elum, Wash. He was lucky in that his vacation started on the same day that the hunting season opened. When he left he was talking about deer, elk, grouse and other birds, so we are anxiously awaiting the report on the finals.

Some extensive repairs are in the offing at Seattle roundhouse and car department. B&B Foreman Harry Fordyce has been on the go for some time unloading creosoted lumber for this work.

**Seattle Local Freight Office and Marine Dept.**

F. W. Rasmussen, Correspondent

Port Master Harry E. Wilson was taken to the hospital recently with a bad case of pneumonia. He is home now and well on the road to recovery; expects to go to California with his wife, to recuperate. His place is being filled by Ed Martin.

Olive Swift, OS&D clerk, has taken a three-month leave to be with her father near Denver. He is not in the best of health.

Ralph Chapin, retired bargeman, and wife were called to Walla Walla recently on account of the illness of their daughter. The Chapins run an apartment in Seattle.

Mary Galster, abstract clerk, spent her recent vacation in Wenatchee and Spokane, a part of which was spent in hunting deer, so she says, but we think it was "dear."

Warehouse Checker John Bechler and wife spent their vacation in their old home town, Cleveland, Ohio, during October.

The local freight was very surprised one day recently when Mary Foley, former clerk in the local office, walked in. She is living in Seattle, having moved there recently from Iowa with her mother.

Assistant Freight Agent Guy E. Anderson was taken to the hospital for an operation on Sept. 20. At this writing he is at home recuperating and is expected back on the job soon.

Baby Ann arrived at the home of Barbara Harrison on Sept. 11. Barbara was our former outbound rate clerk.

Dolores Niehoff, agent Ludwick's secretary, has taken a three-month layoff and is spending her time with her sister in Palm Springs, Calif.

Milo Morgan, of our marine department, spent some time in the Marine Hospital during October. We understand that he is getting along well.



Call it beginner's luck or what you will, Traveling Engineer C. W. McMillan seems to be a natural when it comes to fishing. Here is the prize of his second fishing expedition—a 40-pound salmon which he caught while trolling off Cape Flattery near the Straits of Juan De Fuca north of the Olympic Peninsula. The two at his feet are scarcely worth mentioning, at only 18 and 10 pounds each. How much fish is this in cans? Well, this catch amounted to 76 pint tins.

Sgt. Robert E. Hyett visited the local freight on Sept. 13, on leave from Madigan Hospital at Fort Lewis. He is one of the two survivors of a plane crew that was shot down over England by the Germans early in the war. Robert has had a long uphill pull but expects to be out of the hospital in a few months. He is a son of General Freight Agent E. J. Hyett of Chicago.

Louis A. Knowles of the interchange force underwent an operation recently and is still confined to his home.

Record Clerk Frank C. Bell visited his brother at Marion, Ia., during October. On his return trip he expected to stop at Grand Canyon to take pictures. He also expected to visit G. E. Coburn and wife in Long Beach, Calif. Mr. Coburn was a member of our local freight force, now retired.

Frank C. Berg, retired waterfront checker, and wife have sold their home in Seattle and will leave shortly for Austin, Tex., Mrs. Berg's old home; also expect to go to Florida. They will make their future home in California.

Walter H. Rappuhn is the new secretary to Agent J. R. Ludwick. He comes to the Road after five years in service and more recently from college.

We are glad to report the steady improvement of Assistant Superintendent W. J. McMahan. We hope it will not be long until he will again be on the job.

Mrs. Ellen Holtun, who has been on the sick list for about a year, is back on the job doing extra work in Seattle local freight. She is filling in as record clerk.

Bernice (Facer) Clausen, former OS&D clerk, is now clerk at Snoqualmie Falls. She commutes from Seattle every day.

## IOWA DIVISION

### East End

*Benjamin P. Dvorak, Correspondent*

Francis Curran, rate clerk in the Cedar Rapids freight house, was on vacation in October, visiting in Seattle and Chicago.

Assistant Rate Clerk William Chadima of the Cedar Rapids freight house spent a few days of his vacation seeing what makes Chicago tick.

John Feiereisen, who has been doing the swing work during vacation time, is wondering what his regular job is like, he has been away from it so long.

Bill Jepson is back from the yards, taking over the general clerk position, with Kenneth Freeman now handling duties of assistant cashier since Virgil Dvorak went to Marion.

Switchman F. M. Chermak and two other fellows made the headlines of our daily paper with two bears and three deer. Fred claims he shot the game but we haven't been able to talk to the other men, so we can't say he didn't.

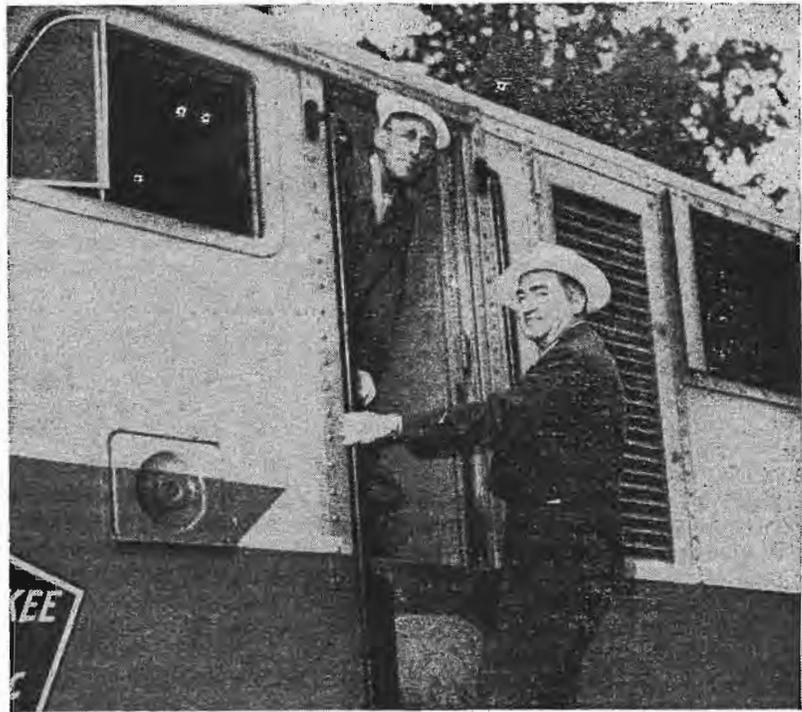
Miss Vernona Vernon, our lovely extra operator, has went and done it. The lucky fellow is Loren Rodman of Lisbon, Ia. They will make their home in Iowa City while Mr. Rodman attends the University of Iowa.

Chief Carpenter D. H. Fisher, wife, daughter Jeanne and son Lyle were in Diagonal, Ia., on Sept. 13 to attend the wedding of another son, Alan, and Miss Bonnie Wood. Young Mr. and Mrs. Fisher are making their home in Storm Lake, Ia., where Alan is attending Buena Vista College, taking a course in forestry. He was employed in our engineering department during the past summer.

Ralph Whiteford, Jr., who was employed as a rodman during the vacation period last summer, has resumed his course in

November, 1947

## Henry T. Dersch Retires as Traveling Engineer



This picture of Traveling Engineer Henry T. Dersch, who retired on Oct. 1, was taken in connection with the All-Iowa State Fair in September, 1946, showing him in the cab of the Midwest Hiawatha. His friend is Charles J. Gustin, manager of the Montrose Hotel in Cedar Rapids.

Henry T. (generally called Heinie) Dersch, lately of the Iowa Division, and one of the best known traveling engineers on the system retired on Oct. 1.

A look at Heinie Dersch's service record will show why he was one of the most well liked engineers between Chicago and Tacoma. He started with the Road on Aug. 1, 1902, in the boiler and machine shops at Dubuque. The following year he was promoted to fireman on the Dubuque Division and four years later he was set up to engineer. The traveling engineer appointment became effective on Jan. 10, 1918.

His first headquarters were at Madison, Wis. In 1921 he transferred to the Iowa Division; September, 1932, found him back on the Dubuque Division, and a short time later he was sent to the H&D. Six years at Aberdeen, and he was transferred to the L&R, then, in 1939, to the C&M, and in 1942 to the Coast Division, between Avery and Tacoma. He came back East in July, 1943, with his transfer to the Iowa Division at Marion.

News of Mr. Dersch's impending retirement was the signal to his associates for a celebration. The Milwaukee Road Women's Club offered the use of their meeting rooms at Perry for the occasion and a buffet supper was served there on Sept. 29. Division Master Mechanic Wayne W. Henderson, Traveling Engineer John T. Phleger and Acting Roundhouse Foreman Frank Hoes were the supervising major domos. Division Superintendent O. A. Beerman, a friend since Mr. Dersch's Madison, Wis., days, was toastmaster. Messrs. Ejorkholm and Bodenberger of the Milwaukee, Wis., locomotive department, also former associates who were present, spoke of their mutual experiences in earlier days and W. M. Foster, retired master mechanic of the Iowa Division, gave a stimulating talk on the pleasures of retirement and the constructive preparation for it during active service.

The group presented Mr. Dersch with a leather traveling bag and a billfold, the latter containing some negotiable paper. The gift appears to be headed for heavy duty, as 30 years of traveling have apparently not chilled his enthusiasm to be on the go. On Oct. 8 he and his wife left on what they said was a second honeymoon, bound for a balmy winter at St. Petersburg, Fla.

commerce at the State University of Iowa. Harold O. Burgess of Perry was appointed foreman of concrete crew M-5 on Sept. 19 with headquarters at Adams, Minn.

Fred Howe took over the duties of traveling engineer on the Iowa Division on Oct. 1, vice Henry Dersch, retired on Sept. 30. He and Mrs. Howe have moved their

residence from Terre Haute, Ind., to Marion, Mr. Howe's headquarters.

Shirley Jean Barnes, grand-daughter of B&B Carpenter Clifford Barnes, won fourth place in the baby contest held by the D.O.K. of K. at Cedar Rapids on Sept. 26. It entitled her to serve as duchess to the queen in the coronation pageant held

in the Memorial Coliseum at Cedar Rapids on the following day.

The death of Engineer Walter O. Hoover occurred on Sept 13; burial service on the 16th in Savanna, Ill. Mr. Hoover entered the service of the Road as a fireman on Sept. 9, 1909, and was promoted to locomotive engineer on April 23, 1914. He had been in freight service between Savanna and Atkins prior to his death.

Trainmaster W. T. Stewart and wife visited with relatives in Missouri recently, stopping en route at Ottumwa, Ia., where Mr. Stewart held his first position as trainmaster. What—on a vacation and no fish stories?

Division Engineer R. A. Whitford and wife were in Excelsior Springs, Mo., during their vacation in October.

Robert M. Lowe and family occupied their mountain cabin 12 miles west of Rapid City, S. D. Since their return to Marion they are remodeling their home.

R. R. Mills, wife and daughter Rosamond, traveled recently through the East and South, including a visit with Mrs. Mills' brother in Washington, D. C., and Mr. Mills' sister in Reading, Pa.

J. L. Vavra took his family to Lake Whitearth, Minn., for a fishing trip. His son Vernon, 15, caught a small-mouth bass of four and a half pounds, a very rare species and the second largest of its kind ever taken from this lake.

Assistant Engineer L. R. Boetcher spent two weeks in September fishing at Lake Vermillion, Minn.

Electrician Bob Zemanek, Cedar Rapids roundhouse, and secretary of the Service Club, returned to work after an absence account illness.

Chief Dispatcher L. S. Dove and wife spent their recent vacation in their cottage at Ox Lake near Brainard, Minn., getting acquainted with their new grand-daughter, Kathryn Lynn Danskin.

Due to Section Foreman Claude Becker being on sick leave for an indefinite time, his position is held temporarily by J. M. Orman.

Verto M. Reichert is on a temporary sick leave on account of a heart seizure on Sept. 13, while on vacation. He has been chief clerk to Division Engineer Whiteford since July 28 and was employed for many years in the store department, with a brief period of service in the freight house at Cedar Rapids.

Your correspondent's four and a half-year-old grand-daughter sold over \$54 worth of poppies for the Veterans of Foreign Wars post of Cedar Rapids. LaDonna Lee Curtright's father works in the freight house at Cedar Rapids and he has been having a hard time keeping his buttons on his shirt since then.

### Council Bluffs Terminal

*Agnes Christiansen, Correspondent*

We are sorry to report the death of Engineer Lewis Kear, 53, who passed away suddenly on Sept. 30, just as he was reporting for work. It was a great shock to his fellow employes, as Lew was well thought of by all of us. We extend our heartfelt sympathy to his widow. Lew started working for the Road on July 12, 1920.

Our sincere sympathy is extended to Boiler Maker Hugh McLean, who lost his nine-year-old grandson on Sept. 10. The boy was swimming in the creek with a companion when he stepped into a hole and was drowned.

We also extend sympathy to Air Brake-man Max Lake on the death of his brother Glenn, a former employe of the Road. Glenn's residence was in Marion and he

The Milwaukee Road Choral Club is shown performing in concert for the benefit of the American Federation of the Physically Handicapped, at the Central "Y" in Chicago on the evening of Oct. 11. The purpose of the concert was to direct attention to the national "Employ the Physically Handicapped Week." Director Stanley Martin is shown seated at the piano. J. A. Strohmeier, clerk in the freight auditor's office, was in charge of the program. George M. Dempsey, general inspector, division of safety, is president of the organization.



died at his home on Oct. 5 from a heart seizure.

Lead Carman Carl Schonberg makes the news this month with the birth of his first grandson, David Eugene Childs, on Sept. 26. The mother is Mrs. Dorus Childs, the former Virginia Schonberg.

New employes in the car department are Earl Phillips and Ira Havens, carmen helpers, and Antonio Renteria, Robert Acox and Curtis Underwood, coach cleaners. The latest addition to the department is Donald Wells.

Steve Vallinch said goodbye to the car gang and is now a Milwaukee fireman at this point.

The store department also reports a new employe in Harry Matuski.

Carman Eddie Kinder has returned to work after spending part of his recent vacation at La Crosse. While in Wisconsin he visited his sister Lillian, former Milwaukee Magazine correspondent, and his nephew, "Little Ike."

I would like to feature some news from Omaha once in a while. Will you Omaha employes please let me in on some of the "goings on" over there?

## I & S M DIVISION

### East End

*H. J. Swank, Division Editor*

Our sincere sympathy is extended to the hereaved relatives of the following employes: Conductor Nick Klaser, Madison, S. D., who died suddenly on Sept. 17; Section Laborer E. N. Williams, Howard, S. D., who died on Sept. 20. He had been absent since October, 1946.

Your correspondent received a very nice letter from Alvin Erickson, former switchman at Austin yard, who is living in Arizona on account of his wife's health. He advised that Harris Igou, former electrician, has purchased a home just two blocks away from him. Al is working on the S. P. He also enclosed a clipping from the Tucson Daily Citizen which carried pictures and a writeup of the famed B-29 Pacusan Dream Boat. Among the crew was Capt. William J. Valentine, son of F. M. Valentine, former chief dispatcher, Austin, who also worked for the Milwaukee before going into military service.

Julius Tonder, Austin ice dock, is looking better these days. The reason? Mrs. Tonder has moved from Flint, Mich., and they have set up housekeeping here.

Yardmaster Bert Voorhees returned to work on Sept. 23 and, while not quite up to "par" yet, advised that he is coming along nicely.

Congratulations are in order for Clair McMichael, agent at Oakland, and Mrs. McMichael on the arrival of a new heir on Oct. 2.

Engineer Jens Jorgensen and wife vacationed in Seattle and reported a nice trip. They especially commended Steward Smith, on the diner between Minneapolis and Seattle, for the wonderful service.

Chief Dispatcher Peed and wife vacationed in California early in October. While visiting in San Diego they tried to contact G. A. Van Dyke, former superintendent, but he was not at home.

## CHICAGO GENERAL OFFICES

### Office of Auditor of Passenger Accounts

*Bill Tidd, Correspondent*

June Rogers and Harold Earll selected June's parents' 25th wedding anniversary, Sept. 23, as the date for their wedding. June and Harold received many beautiful gifts from friends in the accounting offices.

Lucille Ayers and Richard Beoulich were married at St. Sebastian's Church on Oct. 18, followed by a reception at the Southmore Hotel. The typing bureau came through with a beautiful gift for the newlyweds.

Christine Steggers celebrated her 30th year with the Road on Oct. 18. She was showered with many congratulatory messages and gifts.

Gus Rohde was the honored guest at a banquet sponsored by the B.A.R.E. in celebration of his 25th year as a member of the organization. He received a gold membership pen and many gifts.

Hazel Dillon returned recently after an extended illness.

The Pioneer Post bowling teams are going great guns and would appreciate some cheers and jeers from the gallery. They bowl every Friday night at the Idle Hour, 3112 North Ashland Avenue at 6:30 P. M.

Alma Gieseke, formerly of the computing bureau, paid us a visit recently.

Anna McGravie, a genuine Scotch lassie, is our new comptometer operator.

Cora Smith of the central computing bureau entered her cat "Spooky" in the North Shore Cat Show. He came home with a blue ribbon.



### Car Accountant's Office

Harry M. Trickett, Correspondent

Dolores Loacker resigned on Sept. 30 and was the recipient of a beautiful leather purse from her office friends.

Lorraine (Pinky) Kummer resigned on Sept. 24 to take up her household duties.

Evelyn (Jinx) Rosenkranz was given a bridal shower on Sept. 26 and married on the following day. She is now Mrs. Major.

Betty Wise, formerly of the sorting bureau, announces the arrival of Beverly Jo at Augustana, Ark., on Sept. 14.

Roberta (Reid) Mycke is the mother of Susan La Verne, born on Sept. 18.

Dolores Snow displayed her new diamond ring on Sept. 28 and announced her approaching marriage.

Fern Hanson, a newcomer to the sorting bureau, joyously displayed two beautiful diamond rings on Oct. 13 and announced her marriage of Oct. 11. She is now Mrs. Erwin Schmidt.

Erna Ruzicka, who resigned 12 years ago, was an office visitor on Oct. 13. She is living in Boston, Mass.

### Auditor of Station Accounts and Overcharge Claims Office

Lois Pearson, Correspondent

Carmen Wald, our former correspondent, has resigned to take up a position elsewhere. We are sorry to see her leave but wish her luck and success in her new field of endeavor.

Frank W. Zorn, an employe of the Road for many years, passed away at his home on Oct. 6 after a brief illness. Frank was loved and admired by all who knew him. Our heartfelt sympathy goes to his wife and daughter.

Jack Jennings, who was married at St. Vincent's Church on Sept. 27, honeymooned in Washington and New York.

Don Ostien and Marge Dittberner exchanged vows at St. Andrew's Church on Oct. 11. Marge wore a grey suit with blue accessories. She resigned from her position to become a full-time housewife for her hubby. We wish Don and Margie loads of luck.

Evelyn Poprawski became the bride of Walter Tibor at St. Joseph's Church on Oct. 11. Our little Grace Glaski was one of the attendants. A large reception was held in the evening.

Betty Mueller spent her vacation in Miami and came back looking as though

she really enjoyed that Florida sunshine.

We were sorry to learn of Mr. Hogan's illness. We are wishing him a speedy recovery.

Several new faces are seen these days in our bureau. They are Lorraine Gorge, Jacqueline Thominet, Dolores Richard and Bill Ptack.

George Frank, 64, overcharge claim revisor for the assistant comptroller's office for the past 15 years, died on Oct. 20 after a sudden illness. He had been in Milwaukee Road service since 1911. Co-workers in the AOC office acted as pallbearers. His mother and two sisters, of Chicago, survive.

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

Elmer Schulz, of the timekeeping bureau, took unto himself a wife on Oct. 4. Within a few short months "El" set a new Fullerton Avenue record for fast work. Introduction, engagement and wedding piled right on top of each other.

F. J. Klima, assistant material bureau head, has returned after an illness, as has Meta Friske of the "comp" bureau, who broke some important bones in her foot.

Catherine Hunt, of Mr. Sowl's office, had a two-fold celebration on her 19th birthday recently, when she became engaged to Lawrence Calo. The wedding is set for Jan. 17, 1948.

Visitors for the month were Mrs. Ruth Cleaveland and Mrs. Marion Soroparu, nee Frohlich and Dopheide, respectively, ex-railroaders who now specialize in homemaking. Their two cute baby boys made the visit a "howling" success.

C. F. (Connie) Ramstack, assistant head AFE bureau, recently retired, surprised us with a visit just before deadline.

### GIRLS BOWLING LEAGUE Oct. 14, 1947

Team—	Won	Lost
Arrow .....	10	2
Chippewa .....	8	4
Olympian Hiawatha .....	8	4
Mjdwest Hiawatha .....	8	4
Varsity .....	6	6
Olympian .....	6	6
On Wisconsin .....	6	6
Sioux .....	6	6
Copper Country, Ltd. ....	6	6
Hiawatha .....	6	6
Minnesota Marquette .....	5	7
Pioneer .....	5	7
Fast Mail .....	5	7
Tomahawk .....	5	7

Traveler .....	5	7
Marquette .....	5	7
Southwest, Ltd. ....	4	8
Fisherman .....	4	8

Individual leaders in the scramble are Shirley Klein, 146; Marion Klewer, 145; Mabel Klug, 142; Adeline Connick, 141; Emily McDyer, 137; A. Wishes, 132; Dolores Koy, 131; Florence Steiner, 131; Alice Johnson, 131; Frances Meyers, 129; Mary Casey, 129; Catherine Crowley, 128; Lorraine Boyk, 127; Lydia Zeman, 127; S. Pabst, 126.

### Freight Auditor's Office

J. A. Strohmeier, Correspondent

Robert Franks, 88 years of age and still spry, who retired three years ago after more than 70 years of railroading, paid us a visit on Oct. 7. He is now living in Rockford.

'Tis said that Jim Murrin has benefited greatly from the beautiful fall weather, it having enabled him to do much thumbing of rides from the Union Station to Fullerton Avenue, while traveling to and from his home in Libertyville. That leaves more money for peanuts, candy and ice cream.

Eleanor McDermitt, WB filing bureau, spent her recent vacation at Winger, Minn., visiting friends. She enjoyed watching them harvest and thresh flax and milk cows with a milking machine.

Gertrude Ladowski, L&IB bureau, left the service on Sept. 30 to take up housewife duties. She received a gift from employes, along with many good wishes.

Joining the 30-year veterans: Frank Weichbrod, review bureau, Oct. 8; Paul Fitzsimmons, same bureau, Oct. 12.

Chief Clerk James Harvey, interline balance suspense bureau, rested during his vacation at the Alexian Brothers resort at Signal Mountain, near Chattanooga.

Best wishes to the former Lillian Bohn, rate revising bureau, who became Mrs. John S. Erickson on Oct. 5.

Robert Walton, statistical bureau, left on furlough, Oct. 15, to study under the GI Bill of Rights for an oculist.

Helen Anderson, accounting machine bureau, resigned on Oct. 15 to be married to Arne Edward Orsahl. The ceremony was performed at St. Timothy's Evangelical Lutheran Church on Oct. 19. Mary Klein, formerly of the freight auditor's office, was one of her bridesmaids. Her gift from friends was currency for silverware along with many good wishes.

**T**ALLEYDALE 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

Erna Hendrickson returned to work on Oct. 16 after three weeks of hospitalization following an operation. She is again tickling the keys of a card punching machine in the accounting machine bureau.

Mabel Underwood is back on the job after spending some time in her home town, Iron Mountain, Mich. We extend sincere sympathy to her in the death of her sister.

Bowlers off to a flying start and already in mid-season form, doing their stuff every Tuesday at the Lake View Bowl, 3239 North Clark Street, 6:30 p. m. They hope for more visitors to cheer them along. Out-in-front scores: H. Tobin, 610; J. Pease, 610; M. Schlee, 609; R. Osmundsen, 595; C. Becker, 578. The Fast Mail is really carrying the mail with 2706. The Southwest leads the league with 14 won and 4 lost. The Pioneer Limited, after a slow start, is getting up steam.

Mary Ann Kunz, now a key punch operator in accounting machine bureau, turned into a lovely little lady on Oct. 6 for she celebrated her 18th birthday on that day. At lunch time office friends presented her with a big decorated birthday cake. She sure was surprised. All had a grand time wishing her a happy birthday.

### Passenger Traffic Department

Roy H. Huntsman, Correspondent

M. L. Olson's farewell party at Madison, Oct. 3, was attended by R. F. Johnston, W. R. McPherson, W. J. Caughey, A. V. Marxen, Rudy Gertz, Gil Henkins, Sam Grafensten, O. R. Anderson and W. Van Buren.

We were sorry to hear that Mary (Lauk) Gunderson's mother passed away recently.

Larry O'Sullivan is back to work in the rate department after being laid up for three and a half months.

Anita M. Manghera has taken over Alice Ferguson's duties in the passenger department. Alice is now in Mr. Dilley's office.

Roy Huntsman has a grand-daughter, Lynn Barbara McFall, born on Oct. 6.

R. F. Trumper, former general agent, Buffalo, died on Sept. 28 after a long illness. Funeral services were held at Lakeview Cemetery, Cleveland, Ohio. Mr. Trumper was born on June 18, 1872, and entered the employ of the Road as a clerk in Cleveland in 1909. He retired on Aug. 31, 1940. His daughter Elizabeth, of Buffalo, and a son survive.

### TRANS-MISSOURI DIVISION

#### West End

Pearl Huff, Correspondent

Mrs. Duncan Finlayson, wife of Car Inspector Finlayson of Miles City, returned to her home on Sept. 14 after spending three months visiting friends and relatives in Lochcarron, Rosshire, Scotland. Mr. Finlayson reports that she saw many of their old school friends there.

Mr. and Mrs. Robert Leidholt are proud parents of a son, born in September. Mr. Leidholt is a carman at Miles City.

Assistant Car Foreman F. E. Willoughby and family returned in September from a motor trip to Tacoma, Wash. They made stops en route, including one at Glacier National Park.

Repair Track Checker Charles Daly spent his vacation in Illinois and Kentucky.

Mrs. Edith Smith, formerly of Dumas, Ark., is filling the clerical position vacated by Stella Gaglia, who was married recently.

Edwin H. Mundt, who was transferred from the Miles City car department to Lewiston in 1942, has returned to work at Miles City.

Carman Foreman M. L. Johnson was in Chicago during September, attending the convention of the car department officers' association.

Many thanks to you, Eileen Wohlgenant, for the car department news. Do it again—it all helps.

Division Master Mechanic Martin A. Walsh spent Oct. 21 and 22 in Milwaukee, attending the meeting of master mechanics.

Walter C. Johnson, powerhouse laborer at Miles City, is around again after undergoing an operation in October. He hopes to return to work soon.

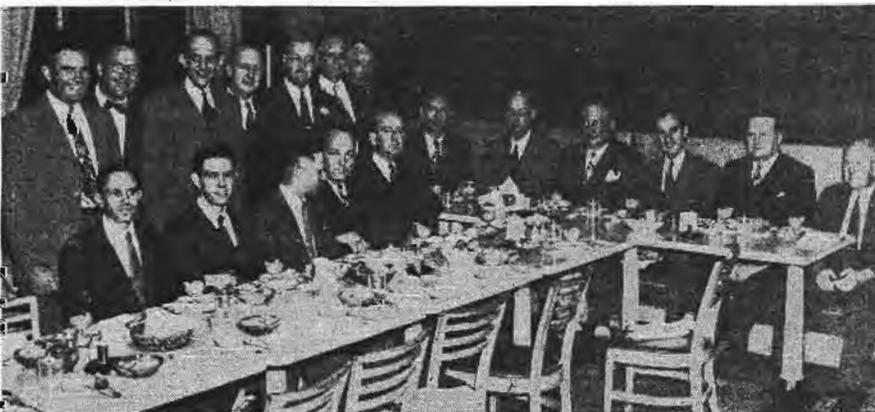
The housing shortage is being felt keenly by many Milwaukee employes. Car Foreman M. J. Johnson is having his home remodeled.

The great thing in this world is not so much where we stand as in what direction we are moving.



Left: Assistant Comptroller William Kruckstein hands out some fatherly advice to son Bill, a prospective bridegroom, at the bachelor dinner given for the latter by his co-workers in the Chicago Union Station accounting department on Oct. 16.

Below: The future benedict is fortified with a hearty meal at the Cafe Bohemia. Standing, left to right: J. M. Hazelton, Jr., R. N. Edman, W. T. Barrington, E. S. Campbell, N. J. Werhane, C. O. Salle, J. P. Hynes. Seated, left to right: G. Ubl, P. Patterson, J. Carr, J. Crunican, J. J. Roche, H. J. Feller, F. J. Owens, Mr. Kruckstein, Bill, R. S. Stephenson, F. W. Lippert.



## MILWAUKEE SHOPS

### Davies Yard

*J. J. Steele, Correspondent*

Congratulations to Mr. and Mrs. Frank Adams on the birth of a son, Stephen Michael, born on Oct. 17, weighing eight pounds.

Mrs. Mathew Selendich passed away on Oct. 9 at 64 years of age. Our deepest sympathy is extended to the bereaved family.

We are happy to see the smiling faces of George Barbian and John Baumann again. Both of these men recently had serious operations.

Congratulations to Leonard Schulta and Arlene Wellner who said "I do" on Oct. 11.

A newcomer to the Davies yard clan is James Boeshaar who has taken Dorothy Wick's place. We wish both James and Dorothy success in their new positions.

Don Ritzke is busy counting the days until he becomes a beaming bridegroom.

### Store Department

*Earl L. Solverson, Correspondent*

Herbert A. Lukaszewski's son William has been awarded the Distinguished Flying Cross for heroism during anti-submarine operations in 1944. Herbert was a combat air crewman on a Navy patrol bomber. Presentation was made at the Lukaszewski home on Oct. 14 by Capt. William J. Mullins, commanding officer of the Naval ROTC at Marquette University.

Assistant Stockman Frank Buretta of section-H, lower floor of the main storeroom, lost his mother on Sept. 20. She was 83 years of age and had been a resident of Milwaukee for the past 60 years. Four children survive.

After attending the meetings of the Wisconsin Credit Union at Green Bay on Saturday, Sept. 20, Stockman Rudolph Freuler returned on the night train, leaving at 1:50 p.m. Woke up in Chicago, so he ate breakfast there and returned to Milwaukee on the 8:10. Guess he hasn't told his wife why he was late.

Our skat champions, Rudolph Freuler and Herman Jahnke, participated in the Wisconsin skat tournament on Oct. 19; both after the big prize.

William (Buck) Rogers, clerk in the builders store, spent his recent vacation at Minocqua on Lake Kewaugasagee. Claims that he caught several northern pike and a muskie 32 inches long, whose shadow weighed about 12 pounds. Has the gall to tell us that this story will be verified by Louis Klubertank, assistant paint foreman of the car department. First muskie that Bill caught since he started fishing there when he was 14 years old.

Chauffeur James Pelikan died on Sept. 16. Jim started working for the Road on

## James A. McCormick Leaves Milwaukee Shops



**James A. McCormick**

JAMES A. McCORMICK, the veteran assistant to the superintendent of motive power at Milwaukee shops, announced his retirement on Sept. 30. He has occupied the position for the past 23 years and leaves a distinguished record.

At the shops Jim McCormick has been identified with the mechanical department for so long that few people recall he was a school teacher before he entered the employ of the Road; figuring it the hard way, that was in 1908 at 8 a.m. on the 8th day of the 8th month. When he left his teaching job in Nash, N. D., and came East he was looking for something which was more energy-consuming for a young fellow.

The ex-teacher started out as a steno-clerk in the master mechanic's office in Milwaukee at \$40 a month. Four years later—he was then stenographer to the superintendent of motive power—he found what he was looking for and took a job as clerk in the mechanical engineer's office. In a year he was chief clerk. Other promotions followed swiftly, first as chief clerk to the assistant superintendent of motive power, then chief clerk to the superintendent. He was made assistant to the superintendent in February, 1924.

Jim is a woodworking enthusiast and carries on his hobby in his beautiful home in Wauwatosa, Wis. All of the work is done with hand tools. His retirement will allow him to devote more time to creating handmade examples of the art.

Apr. 11, 1926. Interment was in Arlington cemetery.

Erwin Tarnow of the lumber yard store lost his father, August W. Tarnow, on Oct. 8. He was 74; survived by his wife, three daughters and a son. Erv says that his father worked for the Road many years ago.

The writer was in Deaconess Hospital from Oct. 4 to 13, inclusive, with a rare infection in his leg. Co-workers say that they streamlined me; had to take up a few notches in the belt.

## TERRE HAUTE DIVISION

### West Clinton Area

*Earl H. Lehmann, Correspondent*

Car Foreman J. C. Davis and Mrs. Davis are the happy grandparents of Virginia Ann, born in October to their daughter and son-in-law, Rev. and Mrs. George Williams of Kansas City. Nellie Pearl has many friends in St. Bernice who join us in saying "congratulations."

Car Inspector Earl Mullen has been seriously ill for some time. We hope for his early improvement.

Section Employee Clarence Barry received a painful injury to his arm in September. It is hoped he will soon be okay again.

Conductor Dean Allen and wife are the proud parents of a baby girl, born on Sept. 13. No wonder Conductor V. E. Allen has been wearing a big smile lately; it is his first grandchild.

Conductor Homer McBride has decided to move to Clinton. Homer has always been a country boy and we will be uneasy about him over there with Kindred, Jones, Hadden, Speer, the Kyle boys and others.

Conductor William G. Pate has purchased a nice residence on Main Street in St. Bernice and will soon be back home again. He and Mrs. Pate lived here several years ago.

Brakeman O. A. Young and Mrs. Young spent the latter part of September visiting with their daughter and son-in-law, Dorothy and Fred Osso in Cranston, R. I. This is

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the first time "Busty" has been away from home, so he will have a lot to talk about.

We have received an interesting letter from Clare E. Church, retired CM&G engineer now living at 641 Sutherland Avenue, Janesville, Wis. He has raised some fine dahlias and wishes to add to his collection. He will appreciate it if anyone having dahlia bulbs will write to him or send some. Here is an opportunity to help out a mighty fine Milwaukee man.

We welcome C. Kaump, our new lineman to the division. He comes down from Minnesota. His headquarters will be in Terre Haute, where his family will join him later.

Conductor O. S. Hadden enjoyed a week's rest the latter part of September and spent a few days at the ball games in Brooklyn.

Carman Emil Bauer and Mrs. Bauer spent some time in September with relatives at Lake Morrison, Mich. Fishing was grand. They also went to Cleveland, Ohio.

Carman John H. Bailey and Mrs. Bailey visited relatives in the mountains of West Virginia during September, coming back via Akron, where they spent a few days with their son John and family.

Car Inspector George Smith recently insulated his home and is convinced that he won't need any coal at all this winter.

Conductor R. A. Stewart has taken a leave of absence on account of his health. We hope Bob will soon be back on the job.

Conductor H. H. Ferguson has taken the Lewis turn formerly held by Conductor Stewart.

### Terre Haute District

T. I. Colwell, Correspondent

Fred W. Howe, who has been our traveling engineer for some years, has been transferred to the Iowa Division. He is being replaced by Orville E. Miller, one of our veteran locomotive engineers. A dinner was given in Mr. Howe's honor at Bohannon's restaurant on Sept. 27, attended by about 25 of those with whom he has been in close contact during his stay on this division. We all wish Freddie a lot of success on his new assignment.

Mrs. Bobbie Bair, clerk to the chief carpenter, is in Allegheny Memorial Hospital, Covington, Va., recovering from an operation which was performed on Sept. 27. Bobbie's son, Gordon Carmichael, is one of the top doctors in the hospital. We had a letter from Mrs. Bair on Oct. 13 and she says she is getting along very well.

We are very sorry to report the death, Sept. 23, of George Tucker, retired lieutenant of police, and wish to extend our deep-

est sympathy to Mrs. Tucker and relatives.

Chief Clerk Fred Pearce and wife were on vacation during October. They went to Denver to visit their daughter and son-in-law.

Dispatcher "Doc" Heller celebrated his 14th wedding anniversary on Sept. 29. We understand he took Mrs. Heller out to a very fancy eating place for the celebration.

When it comes to predicting the scores of the World Series baseball games, quite a number of the people around the Rea Building are willing to admit that Captain of Police Roy Mulhern is an expert.

### Faithorn District

Bernice Sparks, Correspondent

A speedy recovery is the wish from the gang here at Faithorn for Engineer Herb Seenausen and Switchman "Luke" Lukaszewitz, who are hospitalized at this writing.

Trainmaster G. M. Robson spent part of his vacation in Michigan and Iowa.

We are happy to see Switchman J. A. Dumas back on the job after a year's absence.

Now that the World Series is over, we can all sit back and relax, that is, most of us.

### D & I DIVISION

#### First District

E. Stevens, Correspondent

Leslie B. Simpson, brakeman on the Iowa Division for the past 25 years, died in the city hospital in Savanna on Oct. 5, following a stroke. Surviving are his widow, a brother, Switchman J. Simpson of Savanna, and a sister, to whom sympathy is extended.

Mrs. A. C. Novak, wife of Trainmaster Novak, Ottumwa, convalesced from an operation at the home of her mother, Mrs. G. Coats, in Savanna during October.

C. A. Manson, retired yardmaster, Savanna, and Mrs. Manson celebrated their 50th wedding anniversary on Sunday, Oct. 19, with a family dinner in the Lafayette Hotel in Clinton, Ia.

Mr. and Mrs. Herman Georges (engineering department), Savanna, celebrated their 25th wedding anniversary on Sunday, Oct. 5, with an open house.

O. B. Lambert, agent at Forreston, Ill., is the extra dispatcher in the chief dispatcher's office at Savanna during the vacation period.

Silas E. Brock, father of Engineer Jesse Brock, Savanna, died in Brush, Colo., on Sept. 4. Engineer and Mrs. Brock attended the funeral services which were held in Julesburg, Colo.

Engineer Walter Hoover passed away in the city hospital in Savanna on Sept. 13 from a heart ailment. He was the father of Dan, Leslie, Kenneth, Floyd and Harold and Mrs. Irvin Shrake of Savanna, to whom sympathy is extended.

Anton Vetrisek, car department employe,

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Retired carmen of Key City Lodge No. 275 get together at the carmen's annual picnic, which was held at Eagle Point Park, Dubuque, Ia., on Aug. 10. Left to right: Alvin Buehler, Dominic Gritti, Peter Hauptert, John Theoes, Henry Haune, Christ Farnslow, Carl Gau, Albert Voggenthaler and Peter Theobald.

who was married in Savanna on Sept. 13, has returned from a wedding trip to California.

Miss Shirley Bandy of Burlington, Ia., and Switchman William Plattenberger were married in the First Presbyterian Church in Burlington on Sept. 21. The young couple have returned from a wedding trip to northern Wisconsin and are at home in Savanna.

Mr. and Mrs. Maynard Dunham (store department), Sabula, announced the marriage of their daughter Jacqueline to Charles Hopkins, of Savanna, at Waukegan, Ill., on May 24.

Mrs. Winifred Hersey became the bride of Charles E. Bates of the Savanna car department, on Sept. 29 in Freeport, Ill.

Miss Mary Cruz, daughter of Sectionman Jesus Cruz, Savanna, became the bride of William K. Young at Savanna on Oct. 18. They will live in Savanna, where Mr. Young is employed in the roundhouse.

## IDAHO DIVISION

*Mrs. Ruth White, Correspondent*

With the opening of the bird season, Carl Pfaff, clerk in the car department at Spokane, expected to do a lot of walking. He says he won't blame his cockers if he doesn't get the birds, because they can really hunt but it is up to him to hit them.

Hunting season is on its way in also. However, Chet Alison of the police department has already bagged his deer in the high spots of eastern Oregon, where he spent his vacation. Another ardent hunter is Agent Schlatter of Worley, Idaho, who is being relieved by F. E. Lockie, Jr., so he can vacation and do his hunting this fall.

Carl Pfaff, who contributes the news about the car department which appears in this column, reports that S. W. (Chub) Lang never fails and that Roy E. Evans generally manages to get either a deer or elk. Now, don't let us down, fellows, after bragging you up like this. And don't forget "Spike" Jensen; going after a buck which he says he has tied up.

Car Inspector A. A. Fischer has returned from his vacation. Andy informed us that he was at the track most of the time—and he didn't mean railroad track.

Coach Cleaner Engle S. Thompson made a trip to Seattle recently for medical attention.

Carman E. C. Krume, St. Maries, plans to attend college and has moved to Seattle for that purpose.

Othello reports the fall potato loading is heavy on account of the weather conditions making it necessary to harvest the crop early. Perhaps they saw the flakes of snow reported by Mr. Pfaff the night of Oct. 7. I think I saw them, too, but I didn't want to believe it at the time.

Section Foreman William Savas passed away recently at Haugan, Mont., where he was working. He is survived by his widow, a son and three daughters, all of Spokane. Funeral services were conducted in Spokane at the Holy Trinity Greek Orthodox Church.

Conductor G. W. David, who had been ill for some time, passed away in St. Maries Hospital on Sept. 22. His service with the Road dates back to 1918. However, from 1920 to 1932 he worked with the Potlatch Forests, Inc., as trainman, returning to our employ in 1941. He is survived by his widow and two daughters, to whom we extend our sincere sympathy.

Dave Roberts, retired machinist, is in Deaconess Hospital, Spokane, at present. I am sure he would enjoy visits with old timers of the Road.

E. M. Hartman, formerly of Milwaukee, has moved out West and intends to make Spokane his home. He is now working second trick operator in Spokane, thus relieving the strain of long hours for George Thornton and John Maddox. By the way, George got married not so long ago. Now he has someone to put up his lunch and keep his slippers handy. Congratulations.

N. O. Bundy and F. E. Lockie, Jr., are extra agent-operators relieving regular agents during vacations.

G. M. Durkee has taken over the agency at Othello and George C. LaValley has been assigned to second assistant chief operator at Plummer Junction.

File Clerk Wayne Rentel passed the cigars and candy and announced that his wife Betty had presented him with a boy, Gary, on Sept. 16.

I know how it is to have a new baby around the house, too, now that we have Mitzie, our Chow Chow dog. As a result of a recent house-breaking, we added her to our family with the thought of security and protection. However, at the age of three months she isn't what you would call a watchdog, but we have hopes.

Othello Car Foreman J. H. Barrett and

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wife took in the fair at Puyallup, Wash., which is quite an event.

Track Inspector R. G. Simmons and Assistant Engineer of Maintenance of Way Nelson made their semi-annual trip over the division on rail inspection recently.

E. H. Johnson, former division engineer at Spokane, stopped off in Spokane on his way back to Chicago after having been in Seattle on business.

Division Engineer W. E. Ross and wife made a trip to North Carolina recently to visit his mother who has been ill.

Mrs. C. F. Allen, wife of Roadmaster Allen, was a recent visitor to Chicago where she visited with her sister, grandsons and nephew.

Mrs. E. W. Stratton of Worley visited her daughter Viola in Washington, D. C., recently and saw her new grandchild. Foreman Stratton took a few days off to try for an elk in the mountains of central Idaho.

Operator Lillian Root was called to Missoula due to the illness of her father, J. Randolph, who is lineman at Roland, Idaho. Agent-Operator C. H. Coplen is doing relief work at St. Maries while Gus Myers is off for a short time.

Shovel 33, in charge of Orin Leggett, has moved from Rover, on the St. Maries branch, to Metaline Falls where it will be utilized in ditching for Roadmaster Allen.

Ditcher X-162, Operator Blake in charge, is back in service after being overhauled and is being used between Malden and Plummer.

## I & D DIVISION

*Karen B. Rugee, Division Editor*

Mr. and Mrs. W. B. Braheny are the parents of a girl, born on Oct. 2. Understand the young lady has red hair and has been named Mary. "Barry" Braheny is steno-clerk in the Mason City freight office.

C. E. Mutschler, chief clerk in the superintendent's office, is grandpa again. It's another son for Mr. and Mrs. William J. Mutschler of La Grange, Ill., born on Sept. 19.

It's a girl for Mr. and Mrs. Gerald Fish. Mr. Fish is a machinist helper at Mason City.

Spencer Steece had a very eventful week recently—promoted to conductor and becoming the father of a girl.

Congratulations to Brakeman L. H. Taylor, Spencer, who disregarded all advice and decided that two could live as cheaply as one.

Martin Churchill, retired section foreman, is ill at the Mercy Hospital in Mason City.

M. L. Sullivan, employed at the Mason City roundhouse, has been released from the hospital following a siege of pneumonia. Also hospitalized at present is Baggage-

man William H. Woodhouse, Mason City. We hope he will soon be on the road to recovery.

William L. Garrity, retired chief carpenter's clerk, has been relieving during the vacation period in the Mason City office. Whenever they need extra help Bill comes to the rescue.

Our sympathy to Agent D. F. Moran. Pukwana, whose sister, Mary Moran, passed away on Sept. 25. Miss Moran was employed as station attendant at Pukwana for many years.

Mrs. J. L. Burns, wife of Operator Burns of the Mason City office, spent a few days recently in Kenosha, Wis., with her sister, Mrs. Harold C. Ramsey, and family. Mr. Ramsey is the son of Mark Ramsey, former train dispatcher.

Our sympathy to Frank Brose, retired engineer, whose wife passed away recently. Mr. Brose has been in poor health for some time and is confined to a Mason City nursing home.

The September issue of the Magazine named C. H. Thomas as the new yardmaster at Mason City. We don't know just where the "s" came from. It should have been C. H. Thoma.

## Sioux City and Western Branch Lines

*Helen H. Flynn, Correspondent*

Chief Dispatcher A. G. Elder and Mrs. Elder of Ottumwa were callers at the dispatcher's office recently on their way to the west coast.

Conductor C. S. Rifensbark was sure wearing a big smile on the morning of Sept. 16. The reason was that his wife was expected home that morning after spending three months in Denmark.

Switchman E. J. O'Hara was married on Sept. 17. He and his bride are making their home in Sioux City.

Emil Frank, fireman on this division for the past 30 years, died on Sept. 16 after



Train Baggage-man Hugo Spetz of the Idaho Division caught this prize kumloop on the opening day at Pend Oreille Lake, before the fish knew what he was up to. The speckled beauty was a 25½ pounder and measured 37 inches in length.

## Conductor A. K. Foote Retires



Observed in the delegation which met the Sioux at Sanborn, Ia., on Sept. 29 to congratulate Conductor Alfred K. Foote as he retired after 46 years' service. Left to right: District Safety Engineer F. M. Washburn, Minneapolis; Trainmaster R. E. Sizer, Mason City; Conductor Foote; and W. K. Peterson, station agent at Sanborn.

WHEN the Sioux drew into Sanborn, Ia., on Sept. 20 it marked the end of nearly half a century of railroading for Conductor Albert K. Foote of the well known Sanborn family of conductors. At one time there were four in Milwaukee Road Service. C. E. Foote, his father, worked out of Sanborn, as did A. K. and his brother L. A., and another brother, G. V., worked out of Mitchell.

Mr. Foote started with the Road in 1898 as a call boy at Sanborn where he grew up. One evening in 1900 when he showed up for work his father's train was short a brakeman and the trainmaster drafted him to go out on the run. He continued as a brakeman, working out of Sioux City. He was set up as conductor on Nov. 1, 1906, when he was working between Chamberlain and Rapid City.

At that time the Milwaukee Road was still under construction in South Dakota and Mr. Foote did construction work west of the Missouri from 1905 to 1907, when the line was completed to Rapid City. He settled his family at Murdo and lived there until transferred back to Sanborn in 1918. For 10 years he was on the fast freight from Sioux Falls, known to railroaders as the "meat train." He had been a passenger conductor out of Sanborn since 1940.

a short illness. We extend our sympathy to his family.

Engineer William F. Wilson of Tripp, S. D., was a caller at this office on Sept. 30.

Assistant Superintendent J. D. Shea, Mrs. Shea and daughter Mary Suzanne have returned after spending their vacation with Mr. Shea's mother at Ottumwa and visiting in Chicago.

Chris Christensen, baggage helper at Sioux City passenger station, spent his recent vacation visiting relatives at Sioux Falls and Rapid City.

Marie Kvidahl, roundhouse clerk, has returned from a visit with her sister in Chicago.

Gladys Lillie, expense clerk at Sioux City freight house, became the bride of Marlow W. Jorgensen at the Rustin Avenue Methodist Church on Sept. 7. They will make their home here.

Baggage man George Hewitt and family spent their vacation visiting relatives in Chicago and Gary, Ind.

Miriam B. Munsch, daughter of Agent T. Munsch of Gayville, S. D., was married at Vancouver, Wash., Sept. 12, to Raymond E. Williams of Portland. They will live in Portland. Agent Munsch and wife attended the ceremony.

Pumpman Ray Rhoads, Hawarden, spent his vacation recently visiting his son in Chicago.

Fred Costello of the assistant superintendent's office, our former correspondent, now on sick leave, is recuperating in California.

Passenger Brakeman Frank L. Anderson and family have returned from vacationing in California.

We are sorry to report the death of R. D. Thompson, retired operator, formerly located

at Vermillion. We extend our sympathy to his family.

Conductor M. G. Meacham broke several ribs while chopping wood at his country home at McCook Lake.

Willard Leach, Sr., chief caller at the roundhouse, enjoyed a visit with his son, Willard, Jr., who had a 30-day leave from the Navy. He is stationed at San Francisco.

Conductor Dave Murphy was called to Chicago on account of the illness of his sister.

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## Sioux Falls Line

*F. B. Griller, Correspondent*

Albert J. Sherman, 90, retired car department employe who was a veteran of 47 years of service, died at the home of his daughter, Mrs. L. H. Cronk, Sioux Falls, on Aug. 10. Burial was at Flandreau.

Vacationing in California during November was Eleanor Griffiths of the Sioux Falls freight office. She stopped at San Bernardino, where her sister Margaret is teaching in the public schools.

We regret to report the death of Mrs. Robert Manson on Aug. 19 after a three-month illness. Mrs. Manson had taught school in Sioux Falls for 25 years and was an active member of the Milwaukee Road Women's Club.

Rate Clerk William Lagan, Sioux Falls, traveled to the Pacific Northwest in September for his vacation.

Nels P. Hanson, retired car department employe at Canton, died there on Sept. 27. He retired from active service about six months ago.

## LA CROSSE & RIVER DIVISION

**Wisconsin Valley**

*Pearl G. Nee, Correspondent*

Fred L. Kerr, a well known baggageman on the Valley, and Miss Mabelle Olsen of Los Angeles, Calif., were married in the garden of the Methodist parsonage at Sparta on Sept. 20. They are making their home on Adams Street in New Lisbon.

John J. Schultz, senior engineer on the Valley Division and a Wausau resident for 39 years, died on Oct. 7 at a local hospital after an illness of two months. Mr. Schultz was an employe of the Road for 50 years. He is survived by his widow, a daughter, Donna Mae, and son Roger; also, a brother, Louis, and sister, Emma, who reside in Tomahawk. We will miss John. His family has our deep sympathy.

We regret to report that Engineer Charley Harbaugh is still in critical condition at a local hospital.

Local Storekeeper W. F. Freeborn has applied for railroad annuity. His position has been filled by A. J. Miller, storekeeper at Portage.

"Don't go away mad," said the keeper to the escaping lunatic.

## H & D DIVISION

**West H & D**

*W. H. Applegate, Division Editor*

It just so happened that your division editor's claim adjusting duties were so overwhelming recently that he wasn't even around when the stork visited his home on Sept. 24 and delivered a son, William Harry, to complete the family foursome. So, very little was done this month in the way of news gathering.

We are sorry to report that Conductor L. G. Bush is laid up on account of illness at present and that Mrs. Bush is also ill and hospitalized.

Some changes occurred recently in the division storekeeper's office at Aberdeen. Chief Clerk W. J. Moriarity retired on Sept. 1 after a long period of service. We wish him many years of leisure.

Don Suelflow, formerly of Mason City, replaces Mr. Moriarity. Don quickly solved the housing problem in Aberdeen by purchasing a home.

Another change in the local store department is the transfer of Fred Lonn, who has gone to Mason City as invoice and price clerk. He was replaced here by Alice Livesay of Mason City.

Master Mechanic Wade attended the meeting of the locomotive maintenance officers of the A. A. R., held recently at the Sherman Hotel in Chicago.

Lloyd Gilbert of the engineering department, Aberdeen, was appointed assistant trainmaster at Aberdeen on Sept. 15. J. F. O'Connor is now yardmaster.

Ed Boettcher, Mitchell line roadmaster, spent a few days in the hospital recently on account of blood poisoning in a finger.

We regret to report the death of R. E. Stocks, retired West H&D freight conductor, on Oct. 10. Sympathy is extended to the bereaved.

Sept. 24 marked the opening of another season for the Milwaukee bowlers at Aberdeen. Eight teams of five each—four men and a woman on a team—will vie for honors. The feminine percentage, while small, is effective.

James Keough, retired West H&D engineer, suffered a heart seizure on Oct. 10 and is confined in a local hospital at present.

Billy Wells, No. 1 man on the H&D conductors' list, celebrated another birthday on Sept. 12 and received numerous congratulations.

E. J. Rummel, URTL representative at Minneapolis, was a recent Aberdeen visitor.

The stork brought a newcomer to the home of Mr. and Mrs. Merle De Forrest on Sept. 26—a daughter, Linda Kay. Merle is a West H&D locomotive fireman.

**East H & D**

*Martha Moehring, Correspondent*

First it was fish stories; now it's ducks. Pretty soon it will calm down to rabbits maybe. Dispatcher Fred Harvey dresses in rubber boots that come up to his neck and then when the ducks fall in water deeper than a foot he sends his trusty dog, Ace, out after them.

Pat Maloney brought us his birthday cake recently. Angel food it was and a good foot high and nobody minded a bit.

Engineer Oscar Sorby's orchard is a picture these days. The trees are loaded with shiny red and golden apples. Oscar is a busy man and the basement at his house is something to wish for. He's generous with his samples, too. Not long ago he brought us seven perfect varieties, all different apples and all growing on the same

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Miss Lila Schwantes, daughter of Agent Emil W. Schwantes of Mayville, Wis., in regal finery as queen of the mammoth centennial celebration which was held at Mayville during the past summer. The civic demonstration virtually halted business in that area while it was in progress. A brilliant pageant highlighted the celebration, presenting in panoramic review the city's development from the log cabin settlement of 100 years ago to its present position as a large dairy market and manufacturing center. The new city dam was dedicated during the demonstration.



he's another uncle. It's been three times in a row lately.

The H&D Division now has its own news sheet which comes out the middle and first of each month. Your columnist has branched out and taken on the job of editor and has news hounds up and

down the line sending in the highlights. For the present the paper is called "Rails" but there's a contest on for a new name.

#### Middle H & D

R. F. Huger, Correspondent

Brakeman Robert Finch was married recently to Betty Oswood at Webster, S. D. He has purchased a basement house in Montevideo, where they will reside. Jap Wik, dispatcher at Montevideo, and his wife stood up for the young couple.

Conductor G. E. Miller recently purchased a mansion on North 3rd Street in Montevideo. A house warming was held on Oct. 25.

Stub Holzer has jumped back and forth from the passenger to the freight service so often lately that he thinks he is on a local.

Virgil Parker, operator at Bristol, and Warren Mayer, operator at Aberdeen yard, returned recently from their vacation, which took them down to St. Louis.

Agent Bill Witte of Bristol and family helped his folks celebrate their 50th wedding anniversary recently.

tree, which proves Oscar knows his graft!

Conductor Bill Harding is the proud grandpa of twin girls named Paula and Pamela.

And Conductor Fred Bakke is proud, too. Remember the Montevideo Fiesta days of a year ago when his daughter was the queen and the Milwaukee Magazine showed that beautiful photograph of her? Well, she's gone and gotten crowned again. This time she's homecoming queen at Gustavus Adolphus College in St. Peter, Minn. Next, it'll probably be Atlantic City.

From Lake View Sanitarium at Madison, Wis., comes good news about Dave Mulcahy. He's improved so much that he and his little son Butch (who is also a patient there) were able to spend three days at home recently. It was a glorious three days, says Dave, and now they are looking forward to Christmas time when they expect to go home for good. Dave's friendly spirit has won him the title of president of the Goodfellowship Club at the San. We just knew they'd spot him for that!

Every time we see Yardman Harold Natzel smoke a cigar these days we think

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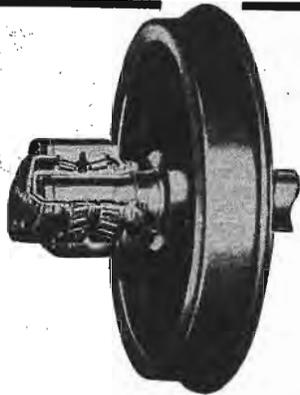
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Charles Donahue was recently appointed section foreman at Bristol.

Note: Correspondent Huger closes with this remark: "Sorry so little—been hunting the last several days and I'm tired."

## ROCKY MOUNTAIN DIVISION

*Nora B. Decco, Correspondent*

After a stormy September, October arrived, just as stormy and ill tempered as could be. What is the matter with this country? Can you remember when September and October and sometimes right up to Thanksgiving was something to brag about as far as Indian Summer was concerned? So can we, but not these past few years.

What do you know about Passenger Conductor O. G. (Call Me Van) Vanderwalker retiring? Yes, he has. September 28th was his last trip and all he has to do now is what he pleases. Is that the life. Mr. Vanderwalker came to this division in 1912 and worked out of Three Forks between Harlowton and Deer Lodge on freight for a good many years, going on passenger the past six or seven years. He has a nice home in Deer Lodge and plans to remain there. But he has a daughter, son-in-law and grandchild in Washington and he plans to be with them a considerable time, too. Van says that all he expects to do from now on is "just sort of keep busy." And he will, as he has always been one of those folks who delight in new experiences. During his early life he spent some years in Uncle Sam's navy and, from what he tells us, must have called at every port on the oceans. Mr. Vanderwalker was liked by the traveling public; had his picture in our Magazine before he retired and this is something—a writeup and picture in the Seattle newspaper. We will miss him, and wish him and Mrs. Vanderwalker many years of good health.

Another retirement on this division was that of O. G. Buerkle, agent at Butte, on Oct. 1. Mr. Buerkle opened the station at Bozeman on Oct. 30, 1910. Many years ago I overheard a Bozeman citizen remark that OGB knew every man, woman and child in the city and never missed a picnic, which, no doubt, was true. He was one of the best liked agents ever to be stationed at that point. He started railroading back in 1890 as operator, later ticket clerk and billing clerk (Did you ever see his handwriting? You should.) on the old Milwaukee Northern, now the Superior Division. He married Miss Margaret Erdmann of Chilton, Wis., in 1907 and came to Montana in 1910 after his good friend, the late J. W. Ross of this division, came here and urged him to do so. He is retiring after a railroad service of 57 years, 53 of them for the Milwaukee Road. After visiting friends in this state and the East he thinks he might do some neglected fishing and



The "Kickapoo" Sampsons, senior and junior, posed for this picture recently when they met in Portland, Ore., for a vacation. Junior is a yardmaster at Bensenville. Friends of the elder Sampson who haven't seen him since he retired as train director at Galewood will be glad to see how well he is looking.

play a little baseball. A party was given for him by his friends and co-workers in Butte and a beautiful wristwatch was presented to him. He was genial and popular and will be missed by those with whom he worked, as well as by the public. H. C. Johnson, who was chief clerk for 12 years, will be the new agent at Butte.

Word comes from A. E. Barnes that he is doing very well after the accident he had while fishing at Camel River, Canada, in September, with his son Charles. It happened that while resting on the hotel porch he tripped over a small puppy and broke his hip. He is in Providence Hospital in Seattle. Mrs. Barnes was called to Chicago on account of the death of a brother there.

Clarence Clayton, retired engineer living in Puyallup, Wash., has kept his word. He promised to mail a picture of "The Mountain" to everyone who asked him to do so and I was one of them. He is home now after a six-week car trip of 6,500 miles. We enjoyed meeting his son and daughter.

George McRae, retired engineer, whose home is in Cedar Rapids, was a guest at the home of his sister here; Mrs. Jessie Gray, wife of the late Ernest Gray, retired conductor.

The Milwaukee Road had the right of way from Missoula and Bozeman to Butte on Oct. 18 when the big Bobcat-Grizzlie football game was played there. More than 10,000 advance tickets were sold. This was the first special to this game from Bozeman over our line for many years. Understand that Agent Merkel at Bozeman worked overtime to get everything working as it should.

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Mrs. William Foshag, wife of Engineer Foshag of the Northern Montana Division, stopped off in our town recently, en-route home after entering her two daughters in college in Bozeman.

Engineer and Mrs. Whitehead have returned after a two-week trip to west coast points by car.

Ruth Marie Nelson and Lester McKinnon were married at the parsonage of the Federated Church here on Oct. 5. Both are well known here, Mrs. McKinnon coming from Miles City but spending the past summer here. Mr. McKinnon is an engineer who has worked out of here for many years. He was attended by his son Don, who is in the Army and stationed at San Antonio, Tex. We extend our very best wishes to this couple. They will live in Three Forks.

## CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

A great event in the life of Engineer Harold Schuler and Mrs. Schuler occurred on Sept. 20, as that was the date on which their daughter Irene was married to Edwin Czyz, and it was also their own 25th wedding anniversary. To keep up with the youngsters, Harold and his wife had their marriage blessed on that day. In the evening a dinner and reception were held in Harmony Hall, attended by about 300 friends and fellow workers. Everyone had a fine time.

Switchman James McDuffie has returned to work after being laid up for 21 months due to illness.

Charles Anderson has returned to work fully recovered from an injury a year ago.

William T. Hill, coach yard switchman, passed away in October. The body was taken to Cleveland, Ohio, for interment.

## Bensenville

Dorothy Lee Camp, Correspondent

Gosh all fish hooks, Georgie Panza going, going, gone! Georgie has been such a grand fellow to work with, as well as being an unusually fine workman, that it surely is hard to lose him. Well, best of luck in your new home in McHenry, Georgie, and on your new job. Don't forget we'll all be missing you.

Howard Lawrence still holds the record for high series for the team he bowls with at Bensenville. Unable to bowl for several weeks on account of a lame arm, he's now back and trying to beat his own high scores.

Wonderful news for the friends of Evie and Glenn Phillips. At last this young couple has a house to call home.

Welcome, welcome, and welcome! Ethel Novak, our night telephone operator at Galewood, came back to work on Oct. 15 after several months' absence. Surely sounds good to hear Ethel's pleasant "Hello, Galewood."

Mr. and Mrs. Harry Harrington (the former Dolores Stone of Mr. Brown's office) were rather slow in letting us hear about that baby boy of theirs. But since proud grandfather "Alabama" George Stone, a fireman here at Bensenville, finally let us in on the news, all is forgiven.

Mr. and Mrs. Harvey Riedel had daughter Bonnie Joy christened on Oct. 19 at the Westwood Lutheran Church. Joe and I had the honor of being her godparents. Since she is our first godchild we are both very thrilled over such a lovely little girl. We took movies of the christening so Bonnie Joy, in years to come, can see how we all acted on her special day.

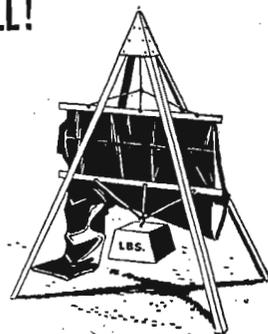
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CHICAGO, ILL.

Christmas will soon be here and our basement is beginning to look like it did at this time last year. So far two rocking horses have come out of the wood pile and I see two or three doll houses on the list and more rocking horses, besides a lot of smaller toys. Surely is fun. We will be glad to have any of our friends drop around to see what a big time we can have just making the wets happy.

Glad to hear that Mrs. Herb Duga is doing nicely after her recent illness. She had Herb pretty worried for over a month but doctors' reports are very encouraging. Ask Herb to show you his housemaid knees.

Did you notice those snapping eyes and that well trimmed mustache at the trainmen's counter in the Bensenville yard office the first part of October? They belong to Charlie Ueberham. Charlie decided to visit his friends again and to let someone else run the passenger trains for awhile. Oh yes, he's a C&M conductor.

Ben Smith is also back with Conductor Herman Rohde after spending most of the summer on passenger. About time, is what I say.

Say, those apples that Louie Mendel sent me were something. Then, after the first bushel was sent, he shipped another bushel to me. Had some of them at the office several times, so we all enjoyed Louie's thoughtful treat.

Have you noticed that Robert Wiegand is back nights in Mr. Deviney's office and that Dick Stark has gone back to a day job in Galewood?

People we'd like to hear from: How about some of you who are retired dropping me a line so I can let your friends around the terminal know how you are? Just write in care of William Bishop's office at Bensenville, Ill., and I'll get the letter. Don't forget your return addresses.

More little sprouts for our news! Marc Green, our editor, just informed me that little Frances Elizabeth, a bundle of pink and fluffy things, arrived in his home on Oct. 8. Little Frances has a sister and a brother waiting for her to grow past the breakable stage so they can play with her.

### MADISON DIVISION

W. W. Blethen, Correspondent

The marriage of Ruth Anita Conlin, daughter of Freight Agent and Mrs. John F. Conlin of Madison, and Robert G. Saeman of Cross Plains took place on Sept. 13 in St. Raphael's Cathedral. The bride wore a white taffeta gown and a veil of Chantilly lace. Following a reception at the Loraine Hotel, the young couple left on a honeymoon trip to Niagara Falls and New York. They are now at home in Cross Plains. Ruth

is employed as assistant cashier in the freight office.

Train Dispatcher and Mrs. O. S. Kline, Madison, returned recently from a trip to Los Alamos, N. M., where they visited their daughter, Mrs. L. B. Seeley, Jr.

Congratulations are in order for Agent and Mrs. B. A. Allen of McFarland, who recently celebrated their 40th wedding anniversary.

Joan Pyre, clerk and stenographer in the superintendent's office, has taken a leave of absence to attend the University of Wisconsin. The vacancy is being filled by Catherine Watson, formerly employed in the freight department.

Brakeman Earl M. Bowes and Joan Chojnacki of Stevens Point were married, Oct. 3, in the rectory of the Holy Redeemer Church at Madison. The young people will make their home in Madison. Congratulations "Major."

Adolph Fischnich, who is now in Government service in Washington, D. C., called on his railroad friends in Madison recently. Adolph was employed in the freight department for several years prior to taking the position in Washington.

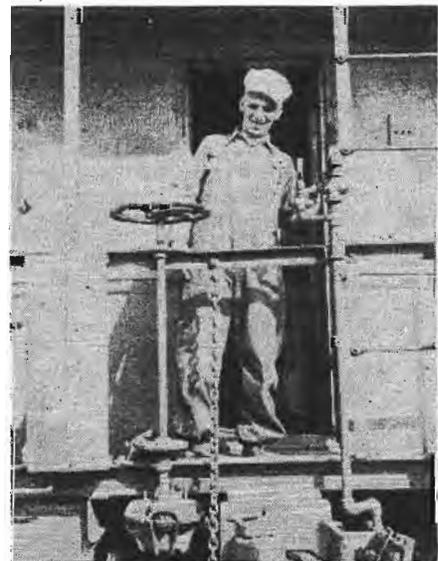
Joseph L. Speckner, 86, retired ticket agent, died in a Madison hospital on Sept. 4. Mr. Speckner was appointed ticket agent at Franklin Street station in 1907, which position he held until December, 1942, when he retired. He is survived by his wife and a sister, to whom we extend our sympathy.

Mr. and Mrs. Frank Thompson of Ajo, Ariz., were recent visitors in Madison. Frank was employed as machinist helper in Madison roundhouse for several years before going west for his health. He was looking fine.

Roundhouse Laborer Charles K. Daniels, 55, died at a Madison hospital on Aug. 4 following an illness. He is survived by his widow, two daughters, Mrs. Bernadine Warren of Grange, Ill., and Mrs. Edwin Hill of Madison, and a son, Frazier, of New York City. Sincere sympathy is extended to the family.

District Passenger Agent Marshall L. Olson, Madison, has resigned his position and gone to California where he will engage in business. A big stag party was given for "Marsh" at the Loraine Hotel on Oct. 3.

Mrs. Gailord Reinold, wife of roundhouse



Conductor "Sorgum" Soergel utilizes his time between runs on the J line to take camera shots. Here is one of his candida showing Conductor Archie Davenport just as he came out of his caboose. Archie and his family live in Bensenville, Ill.



Freight Claim Inspector Al Coltrin snapped this picture of Ben Ranallo's section gang out at Bensenville yard. Benny is standing, second from the right. The end man at his left is Pete Morelli, a long-time Milwaukee Road veteran.

foreman at Madison, passed away at a Portage hospital on Oct. 3, following an illness. She is survived by her husband, a son, Donald, of Madison, and a daughter, Mrs. Dorothy McGuire, of Hibbing, Minn., to whom we extend our sympathy.

Pontoon Bridge Engineer Sam Jensen, Prairie du Chien, retired on July 1 after 33 years of service, and went to Milwaukee to make his home.

Mr. and Mrs. Robert Wasko of Kansas City, Kan., stopped to see us on Oct. 2. Mrs. Wasko will be remembered as Marilyn Dempsey, formerly employed in the superintendent's office.

Switchman Donald E. Connelly, 21, son of Conductor and Mrs. J. F. Connelly of Madison, met his death in a motorcycle accident on Aug. 24 near Westfield, Wis. Sympathy is extended to the family.

Mrs. Ruth M. Steil became the wife of Jonathan A. Preston, agent at Belmont, in a ceremony at the home of the bride in Mineral Point, on July 29. Ruth has been employed as clerk at Mineral Point for the past four years.

James E. Doyle, retired car inspector, died at a Madison hospital on Aug. 21 following a long illness. Mr. Doyle retired in 1944 after serving the Road for 47 years. He is survived by his widow, a son, James E., of Madison, and seven daughters, Mrs. Karl Kreuger, Mrs. Ernest Burmeister, Mrs. Roman Rodenschmidt, Mrs. Olas Olson, Mrs. Harold Whitesitt, Mrs. William Rogers

and Mrs. Donald Moldenhauer, all of Madison, to whom we extend sympathy.

Agents D. C. Collins of Brodhead and E. R. Doyle of Browntown are recuperating from recent illnesses.

R. K. Hurlbut has been appointed district passenger agent.

E. P. Kingston has been appointed chief clerk in the passenger department at Madison.

## KANSAS CITY DIVISION

*Chester Miller, Division Editor*

F. D. Lau, engineering department, and Mrs. Lau have returned from a two-week vacation. They took their son Bobby back to college in Illinois. Frank had a night of coon hunting and some fishing.

H. G. Johnson, engineering department, and Mrs. Johnson attended the A. R. E. A. meeting in Chicago the week of Sept. 17. Hank was on one of the committees.

Iver R. Carlson, division freight and passenger agent, took his vacation in September. (He painted his house—white, I think, from the color on his face.)

M. M. Reynolds has taken over the agency at Walford.

G. S. Wilson is second trick operator at Blakesburg.

J. J. Judd is operator at the Sherman Street station, Ottumwa.



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**FALSE TEETH**  
 or NO COST



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**LASTS 3 TO 6 MONTHS**

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 NO PASTE, POWDER OR PLASTER. Simply squeeze "GUM GRIPPER" on evenly—then put your plate in your mouth. Wear it while "GUM GRIPPER" sets in a few minutes. **THAT'S ALL YOU DO.**

**GUARANTEED ON ANY DENTAL PLATE**  
 Will not harm denture or irritate gums—sanitary, tasteless, odorless. Keeps mouth sweet and clean, prevents sore spots. **SEND NO MONEY.** Order a Tube today for only \$1.00—use the coupon below. Application of "GUM GRIPPER" is guaranteed to last from 3 to 6 months, or your money back.

**FREE** **GENEROUS SIZE PACKAGE**  
 DENTAL PLATE CLEANER included **FREE** of Extra Cost—cleans like magic without brushing. Will not harm denture.

**Send No Money - Mail Coupon**

Gum Gripper, Dept. K2, 127 N. Dearborn, Chicago 2, Ill.  
 Rush "GUM GRIPPER" on money-back guarantee.  
 I'll deposit \$1.00 plus postage with postman.  
 Enclosed is \$1.00. You pay postage.

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 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ Zone \_\_\_\_\_ STATE \_\_\_\_\_

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 Publisher, P. O. Box 796, JN, Chicago 90, Ill.

J. E. Koetting, operator at Laredo, is the father of a girl, Janna Marlene, born on July 16.

Vic Grimsley, section man at Sherman Street station, Ottumwa, planned to retire in October. Vic has worked around the depot building for 42 years. The present building was only a one-story structure without a platform when he started to work. He has a farm about eight miles from Ottumwa and is going to work it when he is through railroading. Everyone around the offices at Sherman Street will be sorry to see him leave, but they wish him all the luck in the world.

Mr. Barnard, third trick dispatcher, relieved while Chief Dispatcher A. G. Elder was on his vacation.

Section Foreman W. W. Richardson, Kansas City, broke his leg in an automobile accident on Sept. 29. He will be off duty for some time.

K. W. Barbian is our new storekeeper at Ottumwa. He and his family have an apartment with Division Lineman R. J. Coker.

Agent Griffin of Seymour is sporting a new Chrysler.

Helen Curtis and Rex Surber were joined in the bonds of matrimony on Sept. 5. Helen intended to surprise the gang but one day she came to work and was greeted with a big cake. Guess who was surprised.

Locomotive Engineer L. C. Christianson spent a week recently in Perry, Ia., and southern Missouri. He had good luck squirrel hunting and favors the Lake of the Ozarks for fishing. He tried to tell me how to catch fish but I guess I don't hold my pole right.

Extra Gang Foreman Nick Malley left the division recently. He had been laying 112-pound steel on the Marion line.

J. O. Pauley, agent at Mystic, has been with the Road for more than 35 years. He started on April 22, 1912, at Powersville, Mo.; went from there to Cedar Rapids and then back to Powersville. Stayed for several years and then worked at Titus, Dawn, Chula and then back to Powersville to stay for another 25 years. He then went to Newton and from there to Mystic. He has worked as relief operator in most stations on the division. Mrs. Pauley worked his trick while the Road was short of operators.

**TWIN CITY TERMINALS**

**St. Paul Freight House**

*Allen C. Rothmund, Correspondent*

Safety Engineer Math Medinger pays us a visit quite often. We like his ways as well as the pencils he passes around.

If you know of someone who has a tent for sale, please notify Frank Hennessy. Frank has received one of those dreaded eviction notices.

Denny Sullivan, traveling freight and passenger agent out of Spokane, visited with us for a short time the first part of October.



The picture that backed up a fabulous fish story told by Engineers Cash Standart and J. L. Tarbet of the Kansas City Division. Engineer Standart had the honor of holding the evidence, a 37 1/4-pound spoonbill catfish they caught recently in the Lake of the Ozarks.

Denny was formerly a bill clerk in this office.

We have more company at the present time; Traveling Auditors Frank Covnick, Earl Twedt and Francis Joynet.

Janitor Rudy Leih was proud of his flower garden in the front of this office until Jack Frost paid his visit.

On the opening day of the hunting season Fred Overby not only lost several ducks but also his wrist watch.

**Minneapolis Local Freight and Traffic Dept.**

*Leda M. Mars, Correspondent*

Mike Ahern has been on the sick list since Sept. 25. Although he is improving, it will be some time before he returns to work.

Ben Hultman is back to work again after an operation, and is feeling fine.

Stan Luce, depot ticket agent, spent his vacation in Phoenix, Ariz.

*(Continued on Page 36)*

**WEST COAST WOOD PRESERVING CO.**

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

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
<b>Chicago General Offices</b>				
Benson, L. J.	Asst. to Pres.	Chicago, Ill.	2	
Burtmess, T. W.	Secretary	Chicago, Ill.	1	
Gove, A. D.	Cim. Investigator	Chicago, Ill.	1	
Graves, Villa M.	Asst. Secretary	Chicago, Ill.		4
Kramer, R. C.	Spec. Accountant	Chicago, Ill.	1	
Kruckstein, W.	Asst. Comptroller	Chicago, Ill.	1	
Langer, F. X.	Travelling Auditor	Minneapolis, Minn.	1	
Linden, E. J.	Asst. Aud. Stn. Accts. & O/C Claims	Chicago, Ill.	1	
Lowry, Frank C.	File Clerk			
Miller, Irene	Pres. Off. Clerk	Chicago, Ill.	1	
Mongeluzzo, S. A.	Car Distributor	Chicago, Ill.	1	
Peterson, A. E.	Chief Clerk			
	Frt. Aud.	Chicago, Ill.	1	
Vraney, J. E.	Chf. Trav. Aud.	Chicago, Ill.	1	
			13	4

<b>Chicago Terminals</b>				
Dietzel, C. J.	Police Dept.	Chicago, Ill.	1	
Hance, R. W.	Rate Clerk	Chicago, Ill.		14
Roberts, W. R.	Asst. Notice Clk.	Chicago, Ill.		10
			1	24

<b>Coast Division</b>				
Black, A. G.	Red Cap	Tacoma, Wash.	1	
Carrotte, Clara	General Clerk	Tacoma, Wash.	1	
Deeny, Gertrude	Clerk	Seattle, Wash.	1	
DeGuire, C. E.	Clerk	Tacoma, Wash.	1	
Eshelman, W. M.	Inspector	Tacoma, Wash.	4	3
Hutchinson, W. A.	Sec. Foreman	Eatonville, Wash.	1	
Jennings, W.	Asst. Gen. Frmn.	Tacoma, Wash.	1	
Modglin, Juanita	Stenographer	Tacoma, Wash.	6	
Monahan, E. J.	Waterfront Chkr.	Seattle, Wash.	1	
Muh, L. D.	Steno.-Clerk	Tacoma, Wash.	1	
Oldenburg, Lucile	Clerk	Seattle, Wash.	1	
Rasmussen, F. W.	Chief Clerk	Seattle, Wash.	2	
Rusch, H.	Stenographer	Tacoma, Wash.	1	
			22	3



<b>Dubuque and Illinois Division</b>				
Dubmeyer, A.	Cutter	Dubuque, Ia.		5
Fisher, J. H.	Car Foreman	Savanna, Ill.	1	
Helle, A.	Sec. Foreman	Lansing, Ia.	1	
Horsfall, C.	Carman	Dubuque, Ia.		1
Kurt, Francis	Clerk	Waukon, Ia.	11	7
Olson, E. W.	Chief Dispatcher	Dubuque, Ia.	2	
Schuster, L. A.	Carman	Dubuque, Ia.	1	
Spengelmeier, J. A.	Lift Trk. Oper.	Dubuque, Ia.	1	
Unmacht, H. A.	Gen. Foreman	Dubuque, Ia.	1	
Youngblood, L. A.	Machinist Tester	Marquette, Ia.	1	
			19	13

<b>Hastings and Dakota Division</b>				
Gulbranson, A. M.	Steno.-Clerk	Aberdeen, S. D.	1	
Mertz, Fred	Coach Cleaner	Aberdeen, S. D.	1	
Moriarty, W. J.	Ret. Store Dept. Employee	Aberdeen, S. D.	2	
Palmer, Elaine	Roundhouse Clk.	Aberdeen, S. D.	1	
Schafer, Duane L.	Cashier	Fargo, N. D.		3
Sylte, C. E.	Sec. Foreman	Loyalton, S. D.	2	
			7	3

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
<b>Idaho Division</b>				
Blackwell, E.	Sec. Foreman	Sherwin, Idaho	1	
Brotchie, F. W.	Capt. of Police	Spokane, Wash.	2	
Gengler, J. C.	Chf. Clk. to DMM.	Spokane, Wash.	1	
Sessions, G. J.	Fireman	Malden, Wash.	1	
			5	0

<b>Iowa Division</b>				
Sheets, William A.	Mech. Dept.	Perry, Ia.	.1	
			1	0

<b>Iowa and Dakota Division</b>				
Flynn, Helen	General Clerk	Sioux City, Ia.	6	
Glander, A. M.	Chief Carpenter	Mason City, Ia.	1	
Gourley, E. Jr.	Engineering	Mason City, Ia.		1
Gross, Barbara	Widow of Mach.	Mason City, Ia.	1	
Hogan, Judy	Clk., Supt.'s Off.	Mason City, Ia.	1	
McMaster, A. P., Jr.	Traffic Dept.	Sioux City, Ia.	1	
Modereger, J.	Sec. Foreman	Tabor, S. D.	1	
Murphy, J. M.	Roadmaster	Sioux Falls, S. D.	1	
Myers, Fred G.	Chief Clerk	Sioux Falls, S. D.		1
Schlitz, R. J.	Machinist	Mitchell, S. D.	1	
Sizer, R. E.	Trainmaster	Mason City, Ia.	1	
			14	2

<b>Iowa and Southern Minnesota Division</b>				
Anderson, H. W.	Agent	Zumbrota, Minn.	1	
Heldtke, B. J.	Sec. Foreman	Brownsdale, Minn.	1	
Johnson, Charles	Agent-Operator	Sherburn, Minn.		2
Jones, S. O.	Agent-Operator	Bixby, Minn.		7
McDaniel, F. A.	Agent	Rushord, Minn.	1	
McDaniel, Mrs. F. R.	Wife of Agent	Rushord, Minn.	1	
Olson, C. M.	Son of Agt. & Rel.			
	Agt.	Brownsdale, Minn.	1	
Samuel, G. C.	Agent	Lansing, Minn.	1	
			6	9

<b>Kansas City Division</b>				
Vaughan, Harry R.	Mech. Dept.	Ottumwa, Ia.	1	
			1	0

<b>La Crosse and River Division</b>				
Blanchfield, E. C.	Cashier	Merrill, Wis.	1	
Dietz, J. H.	Car Foreman	La Crosse, Wis.	1	
Frazier, I. L.	Rate Clerk	Merrill, Wis.		2
Frye, M. J.	Chief Clerk	Merrill, Wis.		1
Johnson, Wm. L.	Frog Shop Frmn.	Tomah, Wis.	1	
Koch, Carl	Car Dept.	La Crosse, Wis.	1	
Manskee, C. O.	Operator	Watertown, Wis.	1	
Morgan, M.	Clerk	La Crosse, Wis.	1	
Ruder, George	Whse. Foreman	Merrill, Wis.		2
Ruder, William	Yard Clerk	Merrill, Wis.	1	
Ruprecht, D. J.	Trucker	Merrill, Wis.	1	
Schaad, Gregory	Trucker	Merrill, Wis.		1
Siten, John M.	Ret. Conductor	Watertown, Wis.	2	
Wyss, E. J.	Trucker	Merrill, Wis.		1
			10	7

<b>Madison Division</b>				
Kilian, A. M.	Chief Dispatcher	Madison, Wis.	1	
			1	0

Name	Department or Occupation	Location	Pass. Frt.	No. of tips submitted
<b>Milwaukee Division</b>				
Ehr, John M.	Engineer	Horicon, Wis.		9
Fiebelkorn, W. C.	Chief Clerk	Beaver Dam, Wis.	1	
Gray, Lenora M.	Clerk	Rockford, Ill.	3	
Mueller, A. A.	Agent	Beaver Dam, Wis.	3	
			7	9

<b>Milwaukee Terminals</b>				
Bross, A. S.	Asst. Chief Clerk	Milwaukee, Wis.	1	
Ewart, Jessie	Steno.-Clerk	Milwaukee, Wis.	1	
Kabacinski, C. M.	Load Inspector	Milwaukee, Wis.		1
Stelzel, E. P.	Chief Clerk	Milwaukee, Wis.	1	
			3	1

<b>Rocky Mountain Division</b>				
Allen E.	Steno.-Clerk	Butte, Mont.	3	
Ring, W. E.	Division Engr.	Butte, Mont.	1	
Rodgers, Beatrice	Cashier	Butte, Mont.	2	
Storarr, Mae	Steno.-Clerk	Butte, Mont.	1	
			7	0



<b>Seattle General Offices</b>				
Guinotte, John	Asst. Engineer	Seattle, Wash.	1	
Hickey, Margaret	Stenographer	Seattle, Wash.	2	
Jackson, Mary E.	Clerk	Seattle, Wash.	2	
Knuehman, J. P.	T. & T. Insp.	Seattle, Wash.	1	
Mahoney, J. S., Jr.	Chf. Clk., G.A. Off.	Seattle, Wash.	1	
McGalliard, S. O.	Invest. Frt. Clm.	Seattle, Wash.		1
Mumford, M. C.	Chf. Clk.	Seattle, Wash.	5	
Neumen, L. E.	Dist. Adjuster	Seattle, Wash.	1	
Notske, Edw. J.	Asst. Tax Agent	Seattle, Wash.	1	
Sedgwick, A. L.	Asst. Ind. Comm.	Seattle, Wash.	1	
Sievers, H. D.	Auditing	Seattle, Wash.	1	
Strassman, J. N.	Auditor	Seattle, Wash.		4
Thomas, R. V.	Elec. Equip. Mtr.	Seattle, Wash.	1	
Wilson, E. C.	Rate Clerk	Seattle, Wash.	1	
			18	5

(Continued from Page 34)

Stewart Elmslie is back to work after an extended illness. He looks hale and hearty again.

Robert L. Bach, chief clerk in F. W. Baker's office at Aberdeen, has left the Road, deciding to study law. Douglas Workman of the commercial office has gone to Aberdeen to replace him. Cliff Dahlberg has taken Doug's place as messenger.

Ruth Miller of the traffic department spent her recent vacation in Seattle and environs.

Bridgroom Bob Young seems to thrive on his wife's cooking. But ask him how he likes "rock" candy.

We were all sorry to hear of the death of W. E. (Bill) Sinclair, former general agent at Minneapolis, in Los Angeles, Calif., on Oct. 13. He came back to visit us last spring and seemed so happy to be among his co-workers again. Mr. Sinclair was born in Missouri on Apr. 16, 1876. He entered Milwaukee Road service in 1893 as a telegraph operator and served in various positions. He retired on Oct. 31, 1945, and went to Los Angeles to live. Funeral services were held there in Trace Chapel, Inglewood Park Cemetery.

Yours Truly attended the banquet and brunch given recently by the Indianapolis

chapter of the National Railway Business Women's Association.

Marth Osbloom spent her recent vacation visiting friends in Chicago.

Item worth mentioning: F. W. Root celebrated his 65th anniversary with the Road on Oct. 15.

### South Minneapolis Car Dept. and Coach Yard

Orlone M. Smythe, Correspondent

After enjoying a sea voyage to Sweden, Carman Charley Cline returned to work on Sept. 2.

Congratulations to Lawrence Gauthier, carman helper at Minneapolis shops, on his marriage on Sept. 19.

A baby boy was welcomed by Welder Arthur Duvick and wife on Sept. 29.

"Grandma" O. M. Smythe of the car department office announces the arrival of her third grand-daughter at the home of Mr. and Mrs. Jack Smythe.

Wedding bells rang for Lorraine Kline, personal steno, and James Mueller, both of the store department, on Sept. 19 at Minneapolis. Their co-workers presented a lovely gift. Lorraine is wearing a beautiful 10-diamond wedding band.

Name	Department or Occupation	Location	Pass. Frt.	No. of tips submitted
<b>Superior Division</b>				
Jolicoeur, L.	Clerk	Iron Mountain, Mich.		2
Kastei, Harry F.	Sig. Maintainer	Iron Mountain, Mich.	1	
Landry, R.	Brakeman	Green Bay, Wis.	1	
McLean, W. H.	Whse. Foreman	Green Bay, Wis.		2
Watson, Ray V.	Clerk	Plymouth, Wis.	1	
			5	2

<b>Terre Haute Division</b>				
Daniels, B. E.	Division Engr.	Terre Haute, Ind.		15
Elingsworth, M.	Messenger	Terre Haute, Ind.	1	
			1	15

<b>Trans-Missouri Division</b>				
Althaus, C. J.	Ctrman. Chauff.	Miles City, Mont.	4	
Anderson, Ann	Trnmstr.'s Clk.	Miles City, Mont.	1	
Brady, James W.	Asst. Time Rev.	Miles City, Mont.	1	
Fuller, H. G.	Time Reviser	Miles City, Mont.	5	
Gilbert, Margaret	Steno.-Clerk	Miles City, Mont.	6	
Hartwick, Tolley	Storekeeper	Miles City, Mont.	1	
Hilleman, R. A.	Brakeman	Miles City, Mont.	1	
Houston, Jess	Sec. Foreman	Sheffield, Mont.	1	
Huff, Mrs. Pearl	Loco. Clerk—			
	DMM Office	Miles City, Mont.	3	
Johnson, M. L.	Car Foreman	Miles City, Mont.	1	
Kern, J. C.	Ret. Conductor	Miles City, Mont.	2	
Larimer, Mrs. C.	Widow of B&B Foreman	Miles City, Mont.	1	
Lefford, W. R.	Ret. Conductor	Miles City, Mont.	2	
Magnuson, Andy	Brakeman	Miles City, Mont.	1	
Nelson, Sid	Yard	Miles City, Mont.	1	
Reich, Albert	Storehelper	Miles City, Mont.	2	
Sather, P. A.	Store Dept.	Miles City, Mont.		1
Voorhies, C. M.	Machinist	Miles City, Mo.	3	
Wanneho, A. N.	Ret. Conductor	Miles City, Mont.	1	
Wohlgenant, Eileen	Clerk	Miles City, Mont.	1	
			38	2

<b>Twin City Terminals</b>				
Conway, E. F.	Capt. of Police	Minneapolis, Minn.	1	
Lindgren, R.	Steno.-Clerk	Minneapolis, Minn.	1	
Muff, Harry	Engineer	Minneapolis, Minn.	1	
Radke, W. P.	Agent	St. Paul, Minn.	1	
Rothmund, A. C.	Cashier	St. Paul, Minn.	1	
			5	0

Store Department Clerk Joe Lagow, who sustained a back injury while on an outing with a group from his church, is out of Swedish Hospital and expects to be on the job soon.

Allan Templeton, former store clerk who retired last year, visited the office recently. He is looking fine.

Sympathy is extended to the family of Walter Crouch, who passed away on Sept. 16. Mr. Crouch, a former River Division engineer with 44 years' service, retired in 1938. He had been in ill health for some time.

Foreman of Inspectors James C. Weatherell is convalescing at home, following two weeks of illness at Northwestern Hospital. With the good care he receives at home we expect him to return to work soon.

Roundhouse Foreman A. G. Neese, who has been ill, is improving.

A sympathetic donor presented Chief Clerk Charles Laird with a second hand pair of safety shoes, minus shoe strings, but complete with a safety poster addressed to "Mr. Golfer." Warning: A good golfer just doesn't drop his golf clubs on his foot.

Fun is like insurance. The older you are, the more it costs.

## Traffic Tips Reported During September, 1947

Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	18	5	12.1
Trans-Missouri Div.	38	2	3.3
Dubuque & Illinois	19	13	1.9
Iowa & S. Minnesota	6	9	1.7
Coast Division	22	3	1.6
Milwaukee Division	7	9	1.1
Terre Haute Division	1	15	1.1
Iowa & Dakota	14	2	0.9
Superior Division	5	2	0.9
Chicago Terminals	1	24	0.8
Idaho Division	5	...	0.8
Chicago General	13	4	0.7
La Crosse & River	10	7	0.7
Hastings & Dakota	7	3	0.6
Rocky Mountain	7	...	0.6
Twin City Terminals	5	...	0.2
Kansas City Div.	1	...	0.1
Madison Division	1	...	0.1
Milwaukee Terminals	3	1	0.08
Iowa Division	1	...	0.07
Miscellaneous	...	...	...
<b>TOTALS</b>	<b>184</b>	<b>99</b>	<b>0.8</b>

### St. Paul Traffic Department

Brooksie Burk, Correspondent

Anyone who has been in St. Paul long enough to read a morning paper knows of a certain column in the St. Paul Pioneer Press—Paul Light's "So What!" And anyone who has read that column has an admiration for its author. I have met Mr. Light and found him as gracious and courteous as I had imagined.

In a recent issue Mr. Light wrote something of interest to us, and, with his permission, I am quoting it:

"On Sept. 6, 1901, Joe Caldwell, in his capacity of Milwaukee Road traveling passenger agent, arrived at the old St. Paul Union Depot. He walked up Fourth Street en route to the Milwaukee's ticket office at Fifth and Robert. He reached the Pioneer building (then the Pioneer Press building) and noticed a crowd in front of the paper's bulletin board.

"Joe paused and read an announcement that President William McKinley had just been assassinated at the Buffalo exposition. . . .

"Joe continued to his office a block away. He sat down at a telegraph operator's desk alongside the long glass window on the Fifth Street side of the building.

"Without turning on the lights he threw on a switch that opened the Milwaukee Road's eastern circuit. Without addressing the message to anyone in particular he tapped out the words:

"President McKinley was shot tonight in Buffalo." He repeated it and as he concluded the repetition there came back over the wire the request: 'Sign'. . . .

"Someone was asking Joe to identify the station sending the message. He gave the 'VR' which was St. Paul's identification. Then another message came—"Where did you get the information? I am "AJE" at Oconomowoc."

"AJE," as Joe well knew, was President A. J. Earling, top executive of the road. Mr. Earling's summer home at Oconomowoc was adjacent to the railroad right of way. He always had a key and a sounder in his bedroom.

"Joe told Mr. Earling he had gotten the information from the St. Paul Pioneer Press.

He promised to forward further news. The road president then expressed his thanks."

St. Paulites who remember Joe Caldwell as a popular city passenger agent, starting in 1906, will be sorry to hear that he died recently at the age of 72. He was buried at Petersburg, Ill.

I am particularly thankful for Mr. Light's permission to use his story because no one of the Milwaukee Railroad family in St. Paul wants to get into this column. At least, no one furnishes me with any news or gets into any kind of mischief that I can report.

Now that the bowling season is breaking eardrums again, perhaps now and then I'll get a spectacular score to report. The bowlers in this office—Bert Hoen, Jack Maher and Darrell Newcomb—don't want to talk about their scores, somehow. Bert and Jack bowl

in the Transportation Club league, as does Hank Monge, of the passenger department. Hank and Jack must have had a circus bowling against each other recently. As I understand it, Jack's team took three games but Hank had more fun in the razing department.

To new tenant: "You know we keep it very quiet and orderly here. Do you have any children?"

"No."

"A piano, radio or phonograph?"

"No."

"Do you have a dog, cat or parrot?"

"No. But my fountain pen scratches a little sometimes."



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## Bill Harper, Olympian Hiawatha Pilot, Retires



Congratulations for Engineer William J. Harper of the Olympian Hiawatha as he retired from service, at Milwaukee, Wis., on Sept. 27. Left to right: Fireman Marlon Benner, Engineer Harper, Superintendent J. H. Valentine and Conductor Edward Riley. Harper and Riley worked together for 40 years.

WILLIAM J. Harper of Milwaukee, Wis., one of the Road's top engineers and pilot of No. 16, the Olympian Hiawatha, retired on Sept. 27 after 46 years of service. The occasion was observed by a delegation of friends who met the train at the end of his run to wish him luck.

Bill is a strong propagandist on the merits of the Iron Horse, 40 of his 46 years of railroading having been spent at the throttle of a steam locomotive and the controls of a Diesel engine. He began his railroad career on the old Northern Division on Sept. 15, 1901, as a fireman. In 1902 he transferred to the C&M and on Oct. 13, 1906, he moved to the right side of the cab.

Bill intended to make his home with his daughter Edith and her husband, Capt. Everett L. MacMillen, a 25-year veteran airlines pilot, at Balboa Island, Calif. However, on Oct. 24 Captain MacMillen figured in the headlines as the pilot of the United Airlines plane which crashed in Bryce Canyon, Utah, killing 52 persons, including the pilot.

## MILWAUKEE TERMINALS

### Coach Yard

Richard Flechsig, Jr., Correspondent

Math Haberle recently took his pension. Math started working for the Road in March, 1907, and retired on Oct. 15. Most of his service was on the night shift.

Peter Anderson has been promoted from cleaner to carman helper. He will take Math's job as box packer.

We may get a sample of deer meat this year because Elmer Olenski is looking for a good deer-rifle.

Thomas Cotra has been off for some time and the third shift misses him. We all wish Tom a speedy recovery.

Erwin Ruediger has been promoted to a carman helper on the second shift.

The coach yard bowling team has seven wins and eight losses, with Dick Siden as high man.

Sam E. Smith, trainman on No. 28 be-

tween Milwaukee and Chicago, tells us that Mrs. Tom Casey, wife of a yard engineer at Milwaukee, drummed up a little business for us recently. Hearing that the Martha Orth Chapter of the Service Star Legion was sending eight delegates to the national convention at Baltimore, she sold them on the idea of riding the Milwaukee Road between Milwaukee and Chicago.

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

Dick Steuer, Correspondent

Dale (Buck) Leaman, retired yardmaster, paid a visit to the Humboldt yard office and to Chestnut Street recently, sporting an outdoor tan and a streamlined figure. Buck had the office gang in stitches with his chatter. The Leamans are living out Winnebago way and taking things easy out there. Well, after 37 years of railroading Buck deserves a good vacation.

Kansas City must hold some special interest besides the Swope Zoo for Clerk Larry

Janus. Last year Larry dropped a card from the local zoo in Washington Park to Chief Clerk Stanley Martin. It occasioned much good-natured kidding between them during the past year. This year Larry mailed three cards to him from the famous Swope Zoo, all containing appropriate comments.

Miss Carol Keller, daughter of Chief Elmer Keller, was installed as worthy adviser of Milwaukee Assembly No. 2, Order of Rainbow Girls, sponsored by Arcadia Chapter of the Eastern Star. The installation took place at the McKinley Masonic Temple on Oct. 4.

Herb Flint has been assigned to the new position at North Milwaukee. He had been working on the night shift at Muskego yard.

The new position at Chestnut Street was awarded to Nada M. Vieth.

### Fowler St. Station

Mrs. Mickey Doss, Correspondent

Sgt. Vinc Piraino was joined at the United States Disciplinary Barracks here in Milwaukee by M/Sgt. Galen Gerber. Galen is a clerk and works from eight to five, returning home in the evening. The difference between working at the office and at the D. B. is that the latter is a five-day assignment.

Marine Pfc. Kenny Stelzel is now at Camp Pendleton, Oceanside, Calif., awaiting orders.

Pfc. Charles Roessger is stationed with the Army Air Forces weather station at Kearney, Neb.

At this writing Johnnie Geisler is a patient at the Milwaukee Hospital. Johnnie's legs are giving him a hard way to go.

Frank Schlosser made something of a sensational recovery from his recent operation.

Carl F. Vollhardt, cooper at the fruit house, has been on the sick list since Aug. 20. Ray McGrath, chief yard clerk in the Canal district, is on the list, too. Lester Viet has taken over in his absence.

Back after a long sick leave is Henry Strukel, assistant foreman at House 7.

Helen Kobasic had herself a look at Niagara Falls recently, en route to Toronto and Chatham, Ontario, Can., where she vacationed.

Jack Klima spent the greater part of his vacation building his summer home in Iowa.

Virginia Knolton, ex-Marine, is mamma to an eight and a half-pound boy, born at Waco, Tex., on Oct. 2.

Gladys Cassens Weissenborn, former OS&D steno, also had a boy recently.

But—it was a girl at the Albert Stollenwerk's. Five and a half-pound Aleda made her appearance on Sept. 20, a sister, finally, for Al's three boys.

Ray Gustafson, our former Western Weighing inspector, is now traveling agent for the Chicago Great Western in Wisconsin.

Mike T. Palmisano, retired, we hear is now handling fruit along 12th Street for a local commission man.

Yard Clerk Albert Kasalke was married on Oct. 11.

It has been estimated that railroad purchases provide employment for one person in outside industry for every person in railroad service. In other words, besides the men and women who make up the railroad family, the purchases made by the railroads create useful jobs for about 1,400,000 men and women who manufacture and supply the things the railroads need. For instance, in a recent year, railroad purchases of coal alone kept 73,000 miners on the job.

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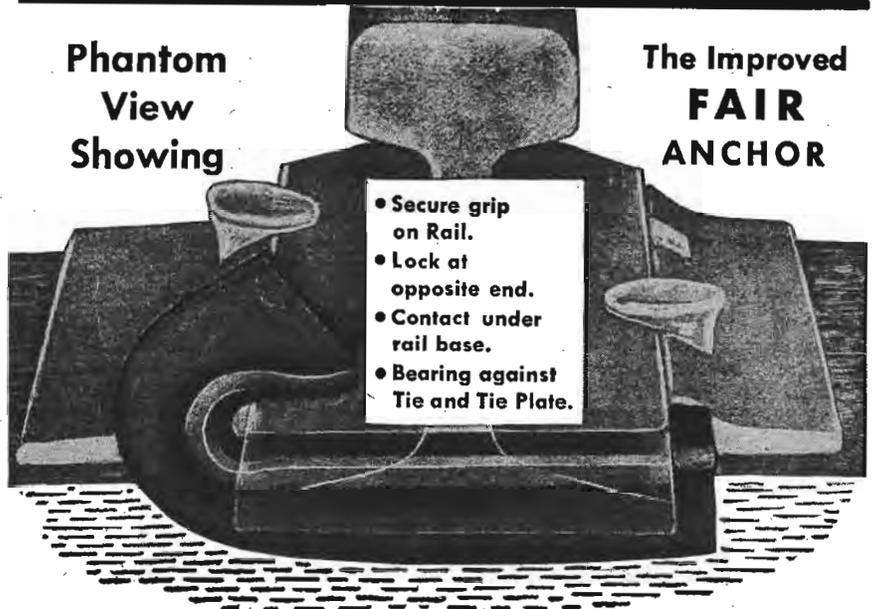
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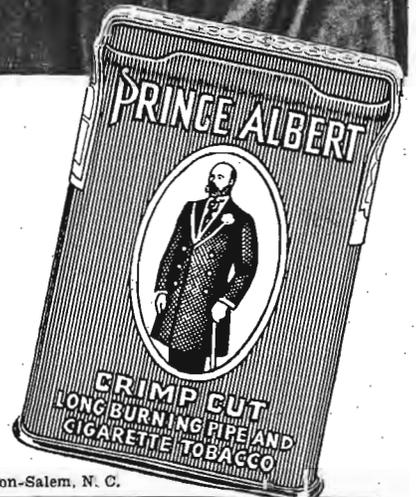


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