

THE MILWAUKEE MAGAZINE

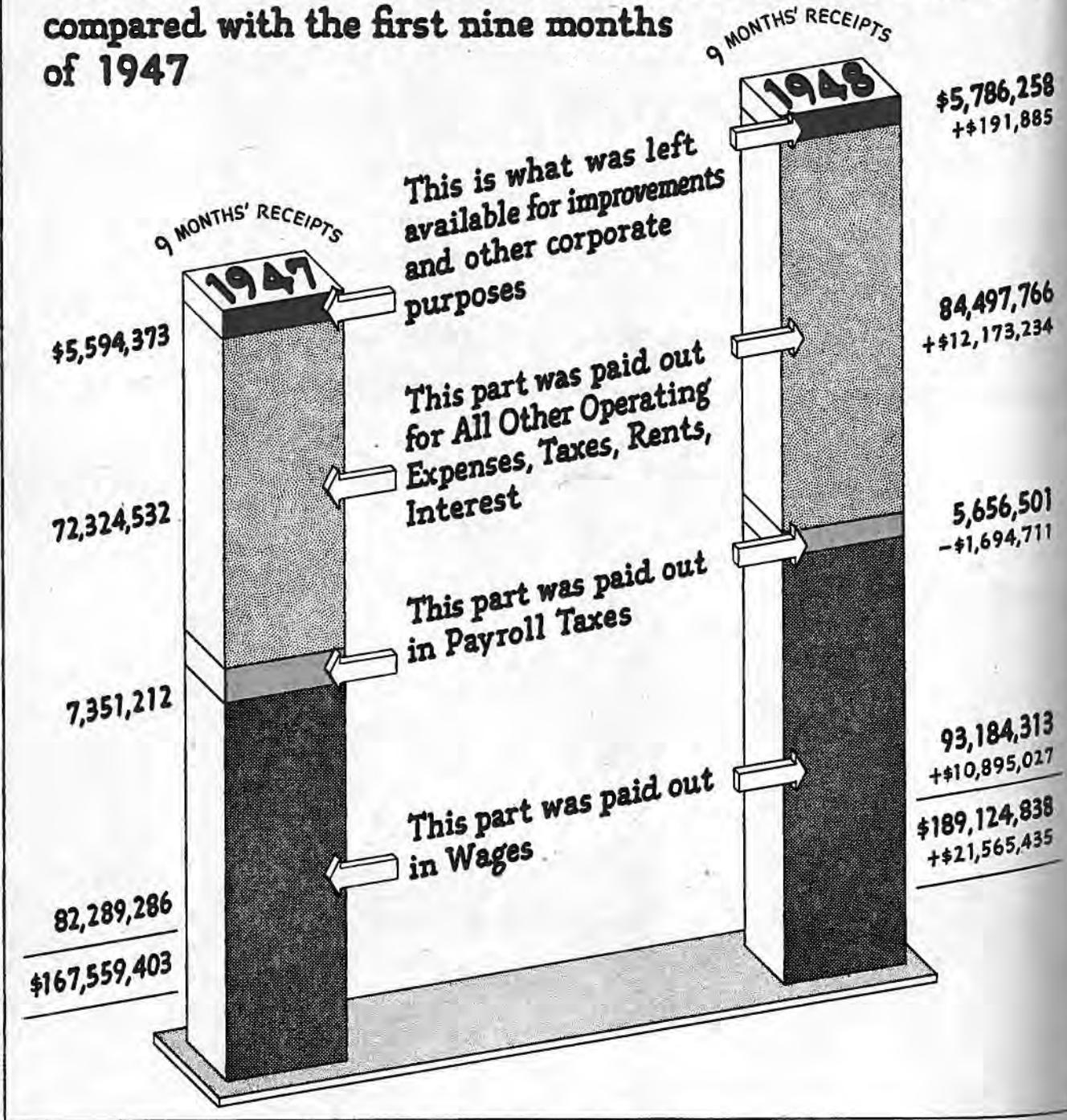
Published by The Chicago, Milwaukee St. Paul and Pacific Railroad

NOVEMBER 1948

FROM
3408 WEST MICHIGAN ST.,
MILWAUKEE, WISCONSIN
— E. W. GRANT —
— WISCONSIN —



THE 1948 FINANCIAL SITUATION THROUGH SEPTEMBER compared with the first nine months of 1947



The two columns in the chart represent our total revenues for the first nine months of the years 1947 and 1948. Each column is divided into four parts to show how the revenues were paid out or left available for improvements and other corporate purposes.

The left hand column shows that \$167,559,403 was taken in during the first three quarters of 1947. The right hand column shows that in 1948 we took in \$189,124,838 or an increase of \$21,565,435 over the previous year.

BUT—at the top of the right hand column we find that we were able to keep only \$191,885 more in 1948 than

we had left over in 1947.

SO—while our total revenues increased by approximately 13%, by the time we paid wages, payroll taxes, rents, and interest—less than one-hundredth of that revenue increase was left over.

Actually, we would have had less left over in 1948 than in 1947 were it not that our payroll taxes were lower by almost \$1,700,000. If our payroll taxes had been as large in 1948 we would have had for the first nine months of this year a result 27% lower than last year.

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November, 1

Munson Accepts Western Pacific Post; Succeeded by Whalen

W. J. WHALEN, general superintendent at Milwaukee, was promoted to the position of assistant general manager, Lines East, effective Nov. 1, to fill the position vacated by H. C. Munson, who accepted an appointment as assistant operating vice president of the Western Pacific Railroad. Mr. Munson will be elevated to the position of vice president and general manager, effective Jan. 1, 1949. His headquarters are in San Francisco.

Unlike Bill Whalen, whose family has its roots in the Milwaukee Road, Harry Munson was a first generation Milwaukee Road man. His beginnings were in Norway—in Oslo, to be exact—where he was born in 1901. His father, a cabinet maker by trade, brought his family to the United States in 1905 and settled in Muskegon, Mich., where Harry attended grade and high school.

In 1923 he was graduated from the University of Iowa with a degree in civil engineering, and on the day following his graduation he went to work for the Milwaukee Road as a rodman on the construction of double track near Momence, Ill.

Harry Munson advanced steadily in the engineering department, but in 1931 left his position as division engineer of the former Sioux City & Dakota Division to become trainmaster on the Kansas City Division in Ottumwa.

Other promotions followed, and by 1938 he had been made superintendent of the Iowa & Southern Minnesota Division. After serving in the same capacity later on the Dubuque & Illinois and LaCrosse & River Divisions, he went to Milwaukee as general superintendent of the Middle District. On June 1, 1946, he became assistant general manager, with headquarters in Chicago.

Whalen Family Is "Milwaukee Road"

Mr. Whalen comes into his new position with an unusual history of Milwaukee service behind him. His father, Roadmaster Martin Whalen, had been with the Road 68 years when he retired in 1938, and had four sons, three sons-in-law, one brother and two cousins in Milwaukee service. Their aggregate years on the job were, at the time of his retirement, in excess of 400 years.

Bill Whalen started his railroad-



H. C. Munson



W. J. Whalen

ing career in 1906 as water boy for a maintenance crew during the summer vacation from school. This job led to better ones—as timekeeper in 1909, then as extra gang foreman, and in 1916 as roadmaster at McGregor, Ia. At that time he was the youngest roadmaster in the United States.

In 1923 Mr. Whalen transferred from the engineering to the operating department, taking over the duties of trainmaster at Joliet, Ill. This assignment was followed by many transfers and promotions, and in 1937 he became superintendent of the Terre Haute Division. After serving as superintendent on the Dubuque & Illinois and LaCrosse & River Divisions, he was advanced to the position of general superintendent at Milwaukee on June 1, 1946, which position he held until the time of the present promotion.

All who know Bill Whalen and who are familiar with the record his family has made on this railroad realize that Harry Munson's work as assistant general manager has been placed in capable hands.

Asked, a few days before departing for San Francisco, how he felt about leaving the Milwaukee Road, Mr. Munson said:

"I thought a long time before deciding to sever relations with the railroad on which I had spent 25 years. As the saying goes, however, opportunity knocks only once at your door, and I couldn't afford to turn it down.

"I have said several times since making that decision that if the officers and employes on the Western Pacific are as friendly and cooperative as those on the Milwaukee, life there should be a happy one."

At a farewell luncheon held in Mr. Munson's honor at the Union League Club in Chicago on Nov. 1, President Buford expressed the feelings of all of the officers and employes who have worked with Mr. Munson.

"I know," Mr. Buford said, "that you are going to make a record for yourself, Harry, and these fellows here are going to be boosters for you. Just know in your own heart that this gang is with you."

— IT'S A HIAWATHA YEAR —

Railroad Fair to be Held Second Year

THE Chicago Railroad Fair, which drew an attendance of more than two and a half million between July 20 and Oct. 3 this year, will be repeated in 1949, according to an announcement released Oct. 22 by Lenox R. Lohr, president of the Fair.

"Federal, state and municipal officials, leaders of Church and School; the Press; scientists and industrialists, and just plain American citizens have joined in demanding a repeat performance," the announcement stated.

— IT'S A HIAWATHA YEAR —

Happiness is not a destination but a manner of traveling.

They Were Thankful:

Are WE Thankful?



DURING the first dreary New England winter, when the cold kept biting mercilessly into their very bones, half of them had died.

So only about fifty of these imperiled beings in the Massachusetts wilderness were still alive. Still alive to suffer, which was the price to be paid for the chance to keep on striving.

Yet in this hour they were thankful. After their first harvest they set apart a day and called it Thanksgiving Day.

These thankful ones were the Pilgrim Fathers. The year was 1621.

Through the wintry days of danger and death they had cut down trees and built log houses. When the planting season came they seeded 20 acres to corn, taught how to do it by friendly Indians. And from these Indians they learned, too, how to hunt wild game and to fish.

Why did these colonists, on the Thanksgiving Day they had created, so solemnly give to God their utterances of gratitude?

Was it for the scanty measure of corn they had gathered? For the flesh of animals and fowl they had killed in field and forest? For the simple shelters they had fashioned from hand-wrought timbers?

Yes, of course, but there must have been one other thing. There must have been! A greater thing! A thing not of the body, but of the spirit!

* * *

Today, only a little more than three centuries later — really not a very long time — we look about us and see an unexplored continent now grown to the manhood of a great

nation. Grown into a nation more richly endowed than any of its brother nations of the Earth. And grown into the kind of country that distributes its wealth among the people far more abundantly and more justly than any nation has ever done since the beginning of time.

Over and over again we have been reminded that here in our American homeland we enjoy a greater and more varied supply of material things than any other nation in the world. There is no need for me to repeat the items of our wealth in terms of motor cars, radio sets, telephones, food, clothing, labor saving devices.

Nor is the lavishness of our physical possessions the theme of this little talk. For something finer and more glorious has been bestowed upon us; another gift which inspires and sustains our life. It is this: *Here in America there is more HOPE for its people.* HOPE—the most wondrous blessing of all!

* * *

Certainly we cannot go wrong in believing that, more than anything else, it was HOPE that stirred the Pilgrim Fathers to set aside a day for thanksgiving. For at last their months of desperation, the unceasing hours of danger and death, had softened a little. Only a little—but enough to allow HOPE to be kindled within their breasts.

And it was the kindling of HOPE that lighted their candle of gratitude. They were thankful!

And we — we who have cause for more HOPE per citizen than any of the world's others—are WE thankful?

President.

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November, 19

Essay Contest Winners Announced

"THIS is the most impressive evidence of employe feeling that I have ever seen."

Who said it? What was he referring to?

The statement was made by Robert J. Bayer, editor of *The Traffic World*, after almost an all-night session with the hundreds of manuscripts which Milwaukee Road employes had entered in the "Why I Like to Work for the Milwaukee Road" essay contest.

Mr. Bayer was one of the judges in that contest and, like M. L. Bluhm, general solicitor for the Milwaukee Road, and W. L. Schroeder, general chairman of the Brotherhood of Locomotive Firemen and Enginemen on the Milwaukee Road, he did a thorough, conscientious job.

All three judges read all of the essays, then went back and re-read and re-read. There was nothing in any of the manuscripts to indicate who had written them, as the names had been taken off and numbers assigned in their places.

As soon as the judges had made their preliminary selections they met in Mr. Bluhm's office, where the essays which each regarded as best were again reviewed, discussed and voted on. On the top of the resulting stack of winners and honorable mentions lay Essay No. 1184; and a telegram bearing good news went out that afternoon to R. V. Dawson, agent at Yale, Ia., followed a few days later by a \$100 check.



The contest judges met in the office of M. L. Bluhm, general solicitor, to make their final decisions. Left to right: W. L. Schroeder, R. J. Bayer and Mr. Bluhm.

THE WINNERS

Following are the names of employes whose essays on the subject, "Why I Like to Work for the Milwaukee Road" won prizes in the contest sponsored by this railroad:

First Prize (\$100).....R. V. DAWSON, agent, Yale, Ia.

Second Prize (\$75).....J. L. BOHAN, brakeman, Sanborn, Ia.

Third Prize (\$25).....VIVIEN LARRICK, telegraph operator, Missoula, Mont.

SELECTED for HONORABLE MENTION:

GILBERT ALLCOTT, shop schedule supervisor, Milwaukee, Wis.

MARTHA MOEHRING, chief clerk to assistant superintendent, Montevideo, Minn.

H. E. WHITTY, maintenance and ticket clerk, Horicon, Wis.

CLIFTON OESCHGER, chief clerk to district storekeeper, Mason City, Ia.

ROBERT D. MANDELL, passenger car inspector, St. Paul, Minn.

L. H. HINRICH, traffic department employe, Tacoma, Wash.

P. M. PJALDAUF, clerk, Glenview, Ill.

E. E. DAVIS, chief clerk, office of general agent, Omaha, Neb.

THOMAS CATE, freight trainman, Perry, Ia.

GRACE M. JOHNSON, secretary to general superintendent, Milwaukee, Wis.

NICK S. KONTOS, section foreman, Vendome, Mont.

H. J. MORSE, car foreman, Aberdeen, S. D.

The three prize winners and those whose essays were selected for honorable mention are listed on this page. The first, second and third place winners will be entered in the contest sponsored nationally by the American Railway Magazine Editor's Association, where they will compete with 90 other prize winners submitted by 30 other railroads in the United States and Canada. The prizes offered by the A.R.M.E.A. are \$1,000 for first; \$250 for second; and \$100 for third.

The Milwaukee Road prize winning essays, with pictures of their authors, will be published in the December issue of the Magazine. All of the essays selected for honorable mention, as well as others of outstanding merit, will appear in later issues.

* * *

Here is what the judges thought of the entries:

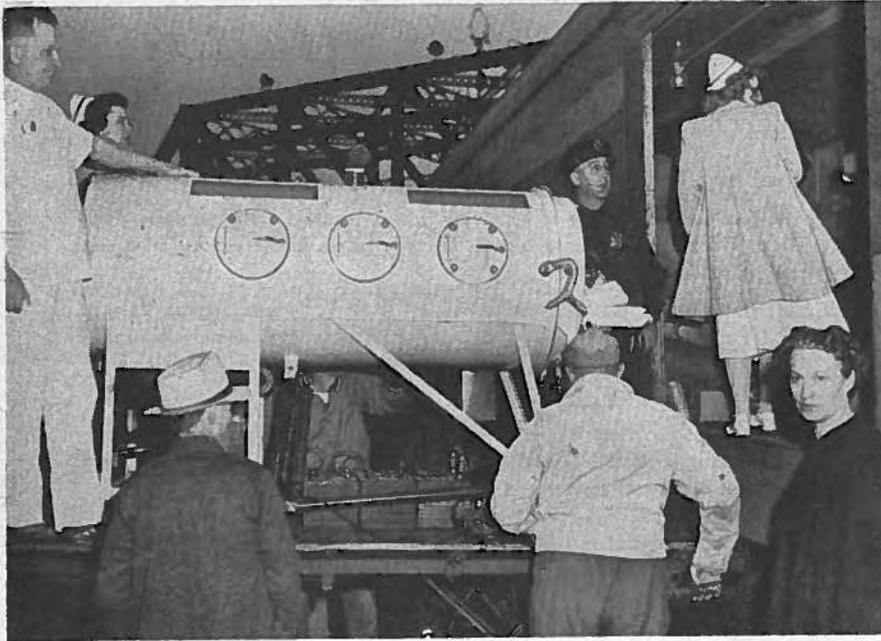
Mr. Bluhm: "... There were so many essays of high quality that the matter of selecting the three winners was not easy. We [the judges] were particularly impressed by the fact that the essays came from the rank and file of employes—trainmen, agents, roundhouse employes, telegraph operators and others, scattered all over the railroad.

"It is unfortunate that we could select only three winners, for this meant that many very meritorious essays had to go unrewarded. We were impressed with the fact that so many of the writers touched upon the fact that they liked to work for the Milwaukee Road because the Milwaukee Road was a friendly road, with that human touch.

"While our three entries will have severe competition in the national contest, I am sure they are good enough to merit serious consideration."

Bayer: "Me, an editor, sitting up half the night reading manuscripts voluntarily!

"Once having waded into the pile,



Arlene Kathan and the iron lung are taken aboard a baggage car on the Hiawatha at LaCrosse. (LaCrosse Tribune photo.)

Hiawatha Performs Errand Of Mercy

THE bond of neighborliness created by the tragic consequences of polio very often finds the Milwaukee Road lined up on the community front. This is an account of what takes place behind the scenes when such a situation arises, and of what it involves in the way of cooperation from railroad employees.

The case of Arlene Kathan of Minneapolis, a 15-year-old polio victim, attracted attention on Sept. 12 when

Superintendent L. W. Palmquist received an appeal from St. Francis Hospital, La Crosse, which asked the railroad's assistance in moving the young patient to General Hospital in Minneapolis. Arlene was stricken during her summer vacation and she had then been hospitalized in an iron lung for two months. Naturally, she was anxious to go home and be near her family.

The movement was approved, of

Essay Contest

(Continued from page 5)

I found it impossible to stop . . . They are, as a whole, fascinating . . . The experience of helping in the difficult task of determining which were the better essays was heartening, and at the same time humbling, to a hardened old manuscript reader like myself.

"I doubt whether any similar group in any other industry could have put into written words so clearly and feelingly their reactions to their employment and their employer."

Mr. Schroeder: [Mr. Schroeder's opinions about the essays are best expressed in brief notes which he jotted down about some of the outstanding ones as he read. Here are a few:]

"Excellent in every respect. Comes to the point as to why he likes to work for the Milwaukee Road in con-

cise and understandable language."

"Human interest stories about Milwaukee Road employes. Exceptionally good because it depicts everyday life on the railroad."

"Stayed right on the subject. Good in every respect."

"Good reference made to manner in which our railroad takes care of older employes."

"Exceptionally good—comes to the point, giving good reason why he likes to work on the Milwaukee Road."

"Good, straightforward."

* * *

Every employed person owes it to himself to stop and think about why he is doing the work he is doing. The essays submitted in this contest indicate that all of the people who entered it did just that—they gave intelligent, constructive thought to a subject well worth thinking about. They did themselves a good turn.

They also did their railroad a service which will long be remembered.

course, and advance preparations for the trip started immediately. Speed, as well as the comfort of the patient, were imperative and arrangements were made with W. R. McPherson, assistant superintendent of transportation, Chicago, to have necessary equipment installed on No. 5.

Since the iron lung which was to be used was equipped with an AC motor only, a new alternating current machine was sent to the Western Avenue yards and the forces there were instructed to mount it in the express car. A company electrician was also directed to hook up temporary facilities at La Crosse, to supply current while the patient was being moved into the train. As a further precaution, Minneapolis terminal officers were notified to arrange for a police escort at that point.

The trip had been scheduled for Sept. 21. It was a damp and misty day at La Crosse, but a small crowd of relatives and friends was waiting when the big transfer truck carrying the iron lung drew up at the station. As soon as the wheels stopped, a white-coated attendant descended and plugged an electric cord into a socket on the platform.

This was the signal for a four-wheeled hand truck to move forward and the iron lung with its precious burden was lowered carefully and pulled under the protection of the canopy. A hand respirator stood by for emergency. A few minutes later the Hiawatha came to a stop with the baggage car opposite the spot where the lung was waiting, and as Superintendent Palmquist directed the loading, the party—Arlene, her mother and two nurses—went aboard. The whole operation took only a few minutes.

At Minneapolis the transfer to the hospital was also accomplished with mechanical precision. Six men, fellow employes of Arlene's father, lifted the lung onto a waiting truck and a police escort cleared the way to General Hospital. There a cordon of doctors, nurses and attendants stood by with long range electrical connections and an emergency tank of oxygen, and Arlene was quickly placed in another iron lung. The one in which she made the trip was rushed back to the station where the Hiawatha was being held up to take it back to La Crosse for another emergency.

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We Entertain Visitors from Brazil

DR. JAYME CINTRA, president of the Paulista Railways of Rio de Janeiro, was feted at Montevideo, Minn., late in October when he spent the day there looking over the Milwaukee Road's centralized traffic control system. Accompanied by R. B. Scott, Brazilian representative of the General Electric Company, Doctor Cintra has been studying American railroad methods with a view to modernizing and speeding up Brazilian transportation service. Officials of the South American company selected the Milwaukee Road for particular study because its methods fit in best with the Paulista Railway situation.

Montevideo is a strong supporter of the good neighbor policy, as evidenced by the annual Fiesta Days celebration in honor of its sister city in Uruguay, and the visitors received a home-like welcome. When their train pulled into the Milwaukee Road

station they were greeted by the lovely Fiesta queen, Miss Shirley Pederson, and Miss Barbara Gibbon, another Fiesta beauty dressed in a native costume. Bringing up the rear were Milwaukee Road Agent W. D. Smith, Signal Supervisor T. J. Hanlon, Chief Dispatcher R. D. Mathis, Mayor Larson, and Tom Sickles and Gale Clawson, representatives of the Fiesta committee.

A photographer was on hand to record the event and the guests were then taken to the Kiwanis Club where they met more of the townspeople and sat down with them to a typical American lunch. Following the meal, the visitors set out on their mission and the rest of the day was spent in the field observing the operations of the Milwaukee's signal system. The visit concluded with a dinner given by a group of railroad people in the Fiesta Room of the John Ward restaurant.



The Brazilian visitors and railroad personnel who greeted them on their arrival at Montevideo. Left to right: Agent W. D. Smith, Signal Supervisor T. J. Hanlon, Dr. Jayme Cintra, president of the Paulista Railways of Rio de Janeiro, Chief Dispatcher R. D. Mathis, and R. B. Scott, General Electric Company of Brazil.

Truman Bridge Rates in Beauty Contest

TO PEOPLE who think of a beauty contest in terms of glamour girls it may come as a surprise that bridges also are candidates for beauty prizes. The Harry S. Truman bridge, the Milwaukee Road-Rock Island span over the Missouri River at Kansas City, received such an award recently in a national contest. Reviving a custom abolished during the war, the American Institute of Steel Construction presented steel plaques to the nine most beautiful steel bridges erected in the period between 1942 and 1947. The Truman bridge placed

first in class IV for 1945. Another railroad bridge, the Pecos River on the Southern Pacific, was first in class II, 1944, and two Santa Fe bridges received honorable mention.

The Truman bridge went into service on June 1, 1945, to replace the old Milwaukee Road bridge which had been in use since 1887. The cost, exclusive of the approaches, was \$2,250,000 and it was nearly three years in the building. Many of its features were special designs and are not to be found in any other structure of the kind. Its dominant feature is the 420-foot lift span, the longest vertical lift span to be found on any railroad bridge in the United States.

The Milwaukee Magazine



NOVEMBER
1948

VOL. XXXVI
No. 7

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PUBLIC RELATIONS DEPARTMENT
UNION STATION — CHICAGO

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The Milwaukee Magazine, now in its 36th year of continuous monthly publication, is distributed free of charge to active and retired employees of the Milwaukee Road. The general subscription rate is \$1.00 a year. Single copies are 10c.

M. H. McEwen

MALCOLM Hines McEwen, assistant to vice president-traffic, with headquarters in Seattle, Wash., passed away there on Nov. 4 after a long illness. Burial was at Forest Park, Ill. He is survived by his widow, Laura, two daughters and a son.

Mr. McEwen was born in Merchantville, N. J., in 1883 and educated in Philadelphia, Kansas City and Chicago. His entire railroad career was spent on the Milwaukee Road, starting in 1901 as a clerk and stenographer in the freight traffic department in Chicago. From 1906 to 1912 he occupied positions of responsibility with two predecessor companies, the Chicago, Milwaukee & St. Paul of South Dakota and Montana and the Chicago, Milwaukee and Puget Sound. In 1913, returning to the Milwaukee Road staff, he represented the traffic department in Chicago and subsequently in Waterloo, Ia., Davenport, Denver, Dubuque, Pittsburgh, New York and Minneapolis. He had been in Seattle since 1938 when he was appointed western traffic manager there. The appointment as assistant to vice president-traffic was received last Sept. 16.

Mr. McEwen was widely known among traffic men. His affiliations included membership in the Associated Traffic Clubs of America, Seattle Transportation Club, the Traffic Club of New York, and the Association of Freight Traffic Officers.

Women's Club Opens Fall Program

THE Milwaukee Road Women's Club got off to an early and flourishing start on its fall campaign of welfare and social work, judging by a survey of recent activities. These activities took various forms, but were all directed toward a common purpose.

The chapter at Perry, Ia., which had been marking time during the summer, called an abrupt halt on Oct. 1, opening the fall program with a "family night." Three of these are held there every year—in the spring, in the fall and at Christmas time. A committee composed of Mrs. George Franks, Mrs. Ed Davis, Mrs. Gus Koch and Miss Maxine Kock, and

ber party. About 75 were present. After the dinner the regular business meeting was held at which the chapter discussed ways and means of raising \$200 pledged to the Tomah Memorial Hospital Fund. Plans were also made for holding a card party and rummage sale and a family Christmas party.

A similar birthday party was reported on Oct. 18 at Milwaukee, Wis., where Mrs. George J. Kelly is chapter president. Dinner was served for 156 members in the club rooms above the depot. Milwaukee, the largest of the club's 61 chapters, has been active in the rehabilitation of disabled service men for some time and is

continuing with that work this fall.

A banquet in honor of the chapter's past presidents ushered in the fall campaign at Minneapolis on Oct. 20. Guests of honor were Mesdames C. F. Holbrook (1934), D. T. Bagnell (1935-37), O. H. Berg (1938-39), L. A. Hindert (1940-41), H. M. Hauser (1942), R. E. Melquist (1943-44), and H. O. Pitts (1945). Also honored were Mr. and Mrs. Frank P. Rogers, charter members of the club; F. Hardy, chairman of the Service Club; General Superintendent D. T. Bagnell, Minneapolis; and Mrs. Marvin E. Brown, chapter president for 1948.

Minneapolis Chapter meetings are arranged to coincide with the sessions of the local Service Club and are preceded by a supper for members of both organizations. The two groups meet again for a social time after the business sessions are over. The dinner on Oct. 20 was a forerunner of Hallowe'en, with table decorations of jack-o-lanterns, cats and pumpkins. Members of the Women's Club prepared and served it and Mrs. Melquist presided as toastmistress.

Channing Chapter also celebrated in traditional Hallowe'en fashion on Oct. 20. The occasion was the club's



An early shopper at the Deer Lodge rummage sale bargains for the purchase of a stuffed bunny.

directed by Mrs. Carl Vodenik, chapter president, prepared dinner for the crowd. Mrs. Harley Woods was in charge of service. A short business meeting was held after the dinner and the rest of the evening was spent playing cards and Bingo.

Perry Chapter has an enrollment of 532 members and has shown a consistent gain every year. As part of its regular welfare program this fall it is collecting jigsaw puzzles for Woodward State Hospital, a nearby institution for homeless children and the feeble minded.

Tomah, Wis., one of the most active chapters in the club, reported a birthday dinner at the American Legion Hall on Oct. 6. As the name implies, this get-together is a birthday celebration for members and is held semi-annually, in the spring and fall. The members who have birthdays during the last six months of the year were hostesses at the Octo-



Seattle Chapter made a clean sweep of all articles left unsold at the end of the carnival and bake sale. The auctioneer at the left is R. C. Sanders. Assisting, left to right: Mrs. Sanders, Mrs. L. J. Kidd, Mrs. C. S. Findlayson, Mrs. F. W. Watkins, Mrs. Roscoe James and Mrs. A. H. Barclay. The clubrooms were festooned with Hallowe'en decorations.



The fall birthday party given by Tomah Chapter on Oct. 6 was a popular affair, judging by the attendance.



Perry Chapter started the fall program of activities with a "Family Night," to which dad and the children were invited.

33rd anniversary. The group, numbering about 70, included seven charter members and 21 guests from Iron Mountain Chapter. Mrs. Harold Hessel is president of Channing Chapter.

On the Coast, two ambitious projects started the season's activities. The annual bazaar and carnival of Tacoma Chapter was held on Oct. 27 and on the following evening the Seattle unit gave a harvest dinner, followed by a bazaar and food sale.

For the Tacoma affair, a committee headed by Mrs. Earl G. Talmadge transformed the club rooms over the depot into a miniature carnival with barkers, fortune tellers, games, and exhibits of handicraft and household articles. Mrs. W. J. Fitzgerald and Mrs. I. Bervin supervised the sale of garden wares and household knickknacks, and Mrs. Carl Hoffman, chapter president, and a committee supervised the needlework booth.

The bakery sale managed by Mrs. C. Schwichtenberg was very pop-

ular; also the psychic readings by Mrs. Edwin P. Allen. Other features were a fish pond where everyone made a "catch" (Mrs. Roger Smith's booth) and Bingo and guessing games (Mesdames L. G. Taylor, A. O. Thor and M. H. Murphy in charge). Refreshments (Mrs. F. L. Sowles, chairman) consisted of apple cider, doughnuts, pie and coffee.

Every guest at the Seattle harvest dinner—there were 150—wore a "know your neighbor" identification tag. For the occasion the club rooms in the Union Station were festooned with the orange and black of Halloween and decorated with baskets of harvest fruits and vegetables, carved pumpkins and eerie scarecrows. Musical entertainment accompanied the dinner and it was followed by a technicolor movie of Washington's scenic beauty.

The bazaar and bake sale offered handmade articles such as aprons, doilies, pot holders, towels, dish

cloths, Christmas cards, and homemade cakes, pie and cookies. Mrs. Roscoe Janes, president, was in charge, assisted by Mesdames R. C. Sanders, F. W. Watkins, C. S. Finlayson and C. F. Goodman. Those who assisted on the dinner committee were Mesdames J. F. Grier, C. R. Blum, O. H. Hawkins, Scott McGillard and H. C. Halverson, and Mildred Veters, Bertha Atterell and Alice Gould.

In recent months bazaars, bake sales and rummage sales have been popular forms of ways and means activity. Deer Lodge Chapter is one which has held profitable rummage sales. A local shoe dealer donated space in his shop on the town's main business street and the sales were advertised by Milwaukee Road posters placed in downtown business houses and by ads in the Butte papers.

"We found out that it certainly pays to advertise," reported Mrs. (Continued on page 17)



The past presidents and chapter members who were honored by Minneapolis Chapter on Oct. 20. Seated, left to right: Mesdames M. E. Melquist, O. H. Berg, H. M. Hauser, L. A. Hindert and M. E. Brown. Standing, left to right: Mesdames C. F. Holbrook, F. P. Rogers, H. E. Pitts, R. C. Donehower and D. T. Bagnell.



The photographer singled out this foursome at the Minneapolis Chapter dinner for past presidents. Left to right: G. E. Benz, general agent; D. T. Bagnell, general superintendent, Minneapolis; Isaac Layland, local chairman of the B. of R. T.; and R. C. Figenschau, local chairman of the R. Y. of A.

Terre Haute Picnic

... the Large Family Size

IMAGINE a family picnic for some 700 people and you will get an idea of what happens when the Terre Haute Division employes turn out for a day of relaxation. Although it is now only a pleasant memory, folks down that way are still talking about this family get-together which was held at the city park in Odon, Ind., late in the summer. Sponsors of the affair were the two division Service Clubs, the Southeastern at Terre Haute and the Stone City Club at Bedford. Terre Haute Chapter of the Milwaukee Road Women's Club also assisted with the plans.

This was the first picnic held on the division in several years and a large group of employes contributed their services to make it a success.

Complimentary train crews manned "picnic specials" out of Bedford and St. Bernice to carry the crowds to Odon in the forenoon and back again in the evening.

At the park the scene was one of gaiety and good family feeling. Among the off-division guests were George Dunn of Milwaukee, general chairman of the ORC, and William Schroeder of Chicago, general chairman of the B of LF&E. The day's schedule had been arranged to suit



The youngest and the oldest employes in active service pose for a picture—Ross E. Chambers, 17, and Malcolm Ellingsworth, a hearty 72.



It was an ideal day to eat Sunday dinner out of doors. In this family group, left to right: S. I. Green, Sue Ellen Brook, Mrs. Melvin Phillips, Theodore Hehman, Charles Bowers, Mrs. Hehman, Charles Draper, Mrs. Draper, Mrs. Bertha Kuhns and Mrs. Donald Hehman.

every age and taste—music, games, refreshments, contests with prizes and a special program of contests for the youngsters.

The loudest guffaws were brought out by the rolling pin contest for women. Twenty-nine strong-armed housewives competed in this event. Mrs. Mildred Campbell, first prize winner, tossed the pin a record-breaking 102 feet.

All the events of the crowded day moved along smoothly and easily, and according to remarks made by the crowd, everyone had a good time. The conversation on the homeward trip of the "picnic special" indicated that it was a good way to spend a Sunday and that this picnic topped all.



Chewing bubble gum is serious business when it involves a prize for the biggest bubble.

The rolling pin contest had a lot of coaching from the gallery. At the right, Mrs. Al Burt gets set for the windup.



Annual Report and Milwaukee Magazine Receive Awards

TWO Milwaukee Road publications, the 1947 Annual Report and the Milwaukee Magazine, were winners of awards during October.

In the final ratings of an independent board of judges for the Financial World Annual Report Survey, the Milwaukee Road was judged as having the best 1947 annual report of any railroad in the northwestern area of the United States. The bronze "Oscar of Industry" trophy was presented to R. J. Marony, vice president in New York, at a dinner in the Hotel Pennsylvania on Oct. 21. This is the second consecutive year that this distinction has come to the Milwaukee Road.

In a recent poll of its members,

CITATION of

1948

EXCELLENCE to

Chicago, Milwaukee, St. Paul & Pacific R.R. Co.

for the best 1947 annual report of the

Northwestern Railroads

BEST OF INDUSTRY AWARD

Selected by the Independent Board of Judges appointed by FINANCIAL WORLD in connection with its Annual Survey of Shareholder Annual Reports

Emory Hanning
Samuel S. Caldwell *Spencer F. Polke*
Elmer C. Walger *James C. Tracy*
Weston Smith



AMERICAN RAILWAY MAGAZINE EDITORS ASSOCIATION

Award

MILWAUKEE MAGAZINE

In recognition of achievement this certificate of award is presented to the above publication in the following classification

Second Prize

Publication having best human interest features

Selected for this signal honor by the editors of the various railway publications comprising the American Railway Magazine Editors Association

And presented at the 20th annual convention of the American Railway Magazine Editors Association at

Pinehurst, N. C.
October 19, 1948

the American Railway Magazine Editors' Association awarded the Milwaukee Magazine second place among railroad publications having the best human interest features. The Baltimore & Ohio Magazine won first place, while third place went to Tracks, the Chesapeake & Ohio's monthly magazine.

Representatives of the 37 railroad magazines and newspapers which maintain membership in the editors' association were asked to evaluate those publications and vote for the ones they regarded as outstanding in nine different classifications. The award was made at the 1948 convention of the association in Pinehurst, N. C., on Oct. 19.

Best in 35 Years of Travel

"I RIDE trains because I recognize in them the safest and most comfortable mode of travel"—this in a letter to M. P. Burns, district passenger agent at Tacoma, Wash., written by Adolph H. Matzen, Tacoma jewelry dealer, after a six-week tour of eastern cities. If we can believe the voice of 35 years of travel experience, the Olympian Hiawatha and the Columbian have them all beaten, "and that includes," Mr. Matzen says, "all the crack trains of the United States and foreign countries.

"The personnel of your railroad is outstanding in its desire to serve every want of the passengers," he writes. "When one boards a Milwaukee passenger train, one is immediately struck with the friendly

manner of the porters; also, the splendid air conditioning...and an immaculate cleanliness. I enjoy the buffet car for 'snacks' and beverages...and as far as dining car service is concerned, well, nowhere on any railroad have I found the cuisine more savory, and at very reasonable prices, too.

"I think that the genial manners of the train crews on the Milwaukee have a direct bearing on its passenger travel. That's one of the reasons why I always patronize it, for on no other road have I enjoyed such friendliness and camaraderie."

— IT'S A HIAWATHA YEAR —

The war-time jeep has been remodeled so that it can do just about everything on the farm except fill out the questionnaires sent out by the government.

—Highways of Happiness

Appointments

Operating Department

Effective Nov. 1, 1948:

W. J. Whalen is appointed assistant general manager, Lines East, with headquarters at Chicago, vice H. C. Munson, who has accepted a position with another railroad.

C. E. Crippen is appointed general superintendent of the Middle District, with headquarters at Milwaukee, vice W. J. Whalen, promoted.

K. R. Schwartz is appointed superintendent of Twin City Terminals, with headquarters at Minneapolis, vice C. E. Crippen, promoted.

W. E. Swingle is appointed assistant superintendent, Milwaukee Terminals, with headquarters at Milwaukee, vice K. R. Schwartz, promoted.

G. E. Lanning, assistant superintendent, Iowa Division, will have his headquarters changed from Perry, Ia., to Marion, Ia.

W. T. Stewart is appointed assistant superintendent, Iowa Division, with headquarters at Perry, Ia., vice G. E. Lanning, transferred.

F. G. McGinn is appointed trainmaster, LaCrosse & River Division, with headquarters at Portage, Wis., vice W. E. Swingle, promoted.

A. C. Novak is appointed trainmaster, LaCrosse & River Division, with headquarters at LaCrosse, Wis., vice W. T. Stewart, promoted.

G. W. Riley is appointed trainmaster, Kansas City Division, with headquarters at Ottumwa, Ia., vice A. C. Novak, transferred.

Roy H. Love is appointed acting trainmaster, Chicago Terminals, vice George Rauchenecker, resigned to accept other duties.

Finance and Accounting Department

Effective Nov. 1, 1948:

A. J. Wallander is appointed auditor of capital expenditures, succeeding H. W. Leal who, at his own request, retired on Oct. 31 after more than 36 years of service.

Law Department

Effective Oct. 15, 1948:

O. G. Edwards, assistant general auditor, is appointed assistant general counsel.

— IT'S A HIAWATHA YEAR —

A university is an institution which has a room for 2,000 in classrooms and 10,000 in the stadium.

November, 1948



Home Department

The Half Turkey and Tips for the Carver

ROAST turkey—there's nothing like it for a holiday dinner, but in a small family it usually means eating it in various guises for the best part of a week. The answer is the half turkey, tailored to fit the needs of the smaller family group. Halved lengthwise, a turkey gives a fine selection of white and dark meat and a choice of wing, thigh, breast or leg. As the photograph shows, it also looks very attractive on the platter. The easy-to-follow instructions listed here will assure you of a bird that will hold its shape and retain its juices and flavor.

Step One — Preparation

Rub cavity (cut side) with salt ($\frac{1}{8}$ teaspoon per pound of bird). Skewer skin to breast meat. Tie leg just above the knuckle joint securely to tail.

Step Two — Ready for Oven

Place turkey, *cut side down*, on a rack in a shallow pan. Brush bird with melted fat and cover with fat-moistened cheese cloth. Roast in pre-heated oven set at 325 degrees. Allow about 25 to 30 minutes per pound.

Step Three — Dressing

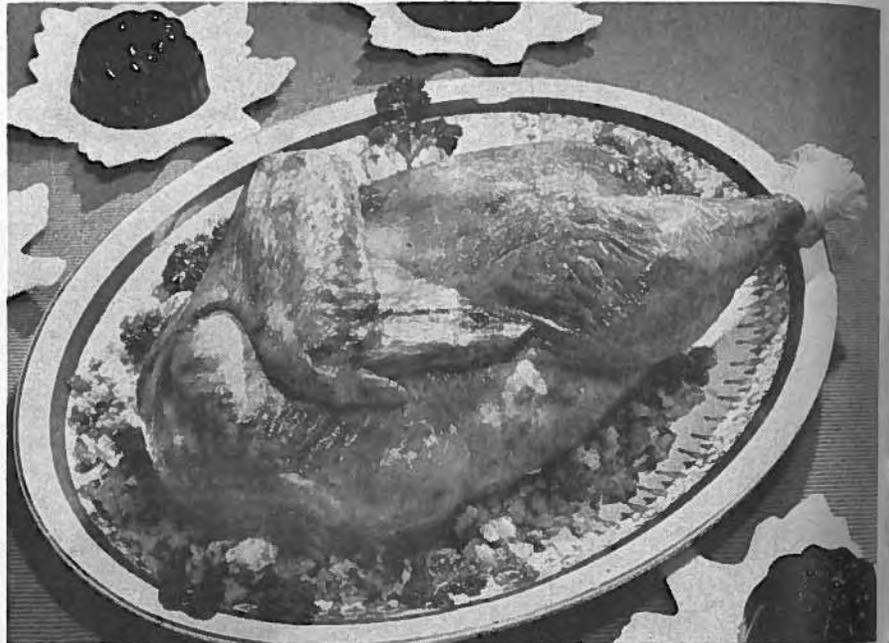
Allow scant $\frac{3}{4}$ cup dressing per pound of bird purchased. Mound dressing on a well-greased double thickness of waxed paper to approximately the shape of the half turkey's cavity.

Step Four — Dressing Meets Turkey

When the bird is about half done ($1\frac{1}{2}$ to 2 hours) remove from oven and place paper with dressing on rack. Replace half turkey over the dressing and continue roasting until done. Bake extra dressing in pan last hour of roasting, basting with pan juices.

Step Five — Is It Done?

Spoon fat from bottom of pan to remoisten cloth if necessary during roasting. Press the fleshy part of



drumstick with fingers protected by a cloth or paper. If the turkey is done, the meat feels soft. Remove cloth if more browning is desired toward end of roasting.

For those who plan to serve a whole turkey, here are some pointers on carving it. Carving skill comes with long practice, but with a sharp knife and a few simple instructions even the most inexperienced host can do a very creditable job. It will be easier if he stands up and carves the side of the bird away from him. If he is right-handed, the legs should be to the right; if left-handed, to the left. The following directions describe the traditional method for carving.

(1) To remove leg, hold drumstick firmly with thumb and forefinger. Cut through skin by drawing knife back and forth, and sever joint. Press leg away from body with flat side of knife, then cut remaining skin on the back. Try to remove the oyster (dark meat in spoon-shaped bone on the back) with the leg. Place leg on service platter.

(2) Disjoint drumstick and thigh by holding leg at right angles to plate and cutting through meat to the bone. Then, holding thigh with knife, press drumstick down with other hand until joint snaps.

(3) To slice leg meat, hold drumstick at right angles to plate and cut down, turning leg to get uniform slices. To slice thigh meat, straddle the bone with fork and cut meat in lengthwise strips.

(4) Remove wing by placing knife at right angles to breast about 1 $\frac{1}{2}$ inches above wing and cutting straight down through skin and wing joint.

(5) To slice breast meat, straddle keel bone with fork, or insert fork in rib section on side opposite that being carved. Hold knife parallel to breast and cut with a sawing motion, starting first slice just above place wing was removed. Cut slices about $\frac{1}{4}$ inch thick or less.

Each half of a 15-pound turkey will yield about 10 pieces of dark meat, 12 slices of white meat, and a wing.

She Won the Kitchen Sink

IF, LIKE several other million people who listen to the radio, you've wondered how it feels to win one of those lavish give-away prizes and how to go about it, you can get the answer first hand from Mrs. Anton Bitz of Rapid City, S. D. Mrs. Bitz, wife of Engine Watchman Bitz of the Rapid City roundhouse, experienced this big thrill recently when she made the prize-winning household hint in a national Hint Hunt contest.

"Perhaps it was just the luck of the Irish," she says (herself was a McFarland, daughter of Conductor W. E. "Packy" McFarland, Moberge). "As to how it feels, I can't believe it, and the prize is sitting right here in my kitchen."

Like housewives the country over, Mrs. Bitz has one ear tuned to the radio while she washes dishes and pushes the vacuum cleaner, paying special attention to the programs which offer prizes. Last winter it paid off in a phonograph which she

waited until the last day to enter that.

The Hint Hunt contest, sponsored by Armour and Company and broadcast over CBS, is an audience participation program which periodically holds a nationwide contest by mail for its unseen listeners. Mrs. Bitz won the July contest. The prize was a steel kitchen sink and base cabinet 54 inches long, a 24-inch base cupboard, a 24-inch wall cupboard and a utility cabinet.

"It's out of this world," Mrs. Bitz says. "Really, it looks more like a soda fountain than a sink—concealed springs in the hinges, plastic knobs, rubber bumpers, beautiful chrome faucets—the last word in modern kitchen ensembles."

The gadgets on the new sink are such a novelty that the Bitz youngsters, Bruce, 5, and Dennis, 10, aren't even putting up much of an argument about helping with the dishes these days.

Mrs. Bitz was paying a social call



she had won. Incidentally, the day was Friday, Aug. 13.

And now, how did she go about it? Interviewed over local radio station KOTA, Mrs. Bitz admitted that it involved a little more than her proverbial good luck. "I thought that the type of hint was very important," she said. "A hint about child training wouldn't help the woman without children, a hint about canning wouldn't interest those who never can. I submitted two, both of which would be useful in any household."

The hint which took the prize was a simple method for mending plastic buttons. In washing, these buttons sometimes crack between the holes and when they can't be matched it means replacing every one on the garment. Mrs. Bitz suggested heating a needle red hot and rubbing it back and forth between the holes. The plastic melts slightly, just enough to seal the crack, and the button is as good as new.

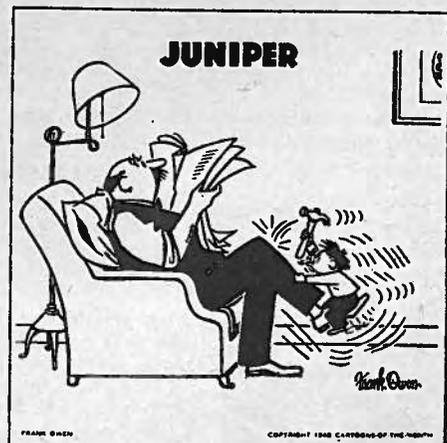
A lot of Milwaukee Road folks were interested in the outcome of the contest—on the Trans-Missouri Division, Mrs. Bitz' father, Conductor W. E. McFarland, and her uncle, Engineer H. D. Patten, and at the Spokane freight office, her sister Muriel Schultz. Mrs. Bitz is also secretary of the Black Hills Chapter of the Milwaukee Road Women's Club.



Helping mother with the dishes gives the Bitz youngsters, Bruce (left) and Dennis, a chance to investigate the gadgets on the new sink. The unit also has a utility cupboard which is not shown here.

won on a local program, and for several months the mailmen were kept busy while she tried her luck at almost every contest on the air waves. But in company with thousands of other hopefuls she never had a response and so gave it up—until she tried the Hint Hunt contest this past summer, and she

on the afternoon when the names of the contest winners were announced, but the news was relayed immediately by a swarm of well-wishing neighbors. In the excitement, however, none of them had waited to hear the details and it was an hour and some 20 phone calls later before the report was confirmed and she learned what



American Originals

Some appetizing thoughts at Thanksgiving time

AMERICAN cooks have added their share of masterpieces to dishes in the world hall of fame.

What can French soup provide in the way of stomach comfort that can't be dipped from a bowl of New England clam chowder? Or what creation can compare with a chiffon pie, resting zephyr-light in its crumb crust? Here are some American originals selected by *Better Homes & Gardens*.

Roast turkey, the king of the feast, is a native American. The cranberry, the king's consort, is as American as Uncle Sam. Cranberry grew wild along the sea marshes and was gathered by the Indians, who sweetened its tang by stewing it with wild honey or maple sap. Today, it gets into everything, including pies, meat loaves, stuffings and muffins.

Another American masterpiece, made from leftovers, is chicken or turkey a la king. This original was created around the turn of this century at the Brighton Beach Hotel in New York City.

The great Oscar created another original—the Waldorf salad—to take its social bow at a society supper at the preview of the original Fifth Avenue Waldorf in New York in March, 1893.

Boston's famed Parker House is the home of the American original roll bearing its name. The origin of this folded roll concerns a young pastry chef and his sweetheart, a chambermaid. The girl was accused of a theft and, furious when he heard the news, the chef picked up the risen dinner rolls he was making and one by one aimed them at the open oven. The rolls clenched in his hand took the folded shape. He slammed the

oven door and left for the day. The rolls baked crisp outside and soft within. They were the only bread in the house and so were served.

Pumpkin attended the first New England Thanksgiving feast dinner. The newest pumpkin dish is pumpkin chiffon pie. The chiffon pie itself was invented in 1921 when the 16-year-old son of a Los Angeles miller—Monroe Strause—went into business with an uncle who fancied himself a pie baker. Young Strause began fooling with the pie fillings and came up with something his mother said "looks like a pile of chiffon." Mere piecrust seemed unworthy to support it so she suggested graham crackers.



Pot dinners in America change with geography. The boiled dinner, with corned beef and cabbage the soul of the dish, was the one-plate meal of the early New England housewife. Meat and vegetables were cooked together in the iron pot that swung from the crane. Even dessert was pot-cooked. Another American original, the substantial Indian pudding, was made with Indian meal placed in a flannel bag and hung to steam over the pot's side. This Connecticut-baked Indian pudding was presented as most typical of the olden days to the American Dietetic Association meeting in Boston 12 years ago.

THOSE ELEGANT CHIFFON PIES that so often appear for dessert at the fancier eateries are really easy to do at home, and, in spite of their lightness, make nourishing nibbling because of the good things that go in them. Here's a brand new recipe for a Molasses Chiffon Pie, where you can substitute evaporated milk for heavy cream to help keep the budget in balance. A touch of orange juice and a whiff of cinnamon spark the mellow molasses flavor, and thin curls of semi-sweet chocolate shaved over the top are the final touch.

MOLASSES CHIFFON PIE

- | | |
|-----------------------------|--|
| 1 lbs unflavored gelatin | ½ teaspoon cinnamon |
| ¼ cup cold water | Few grains salt |
| 2 eggs | 1 cup heavy cream (or evaporated milk) |
| ¾ cup Brer Rabbit Molasses | Semi-sweet chocolate |
| 2 table-spoons orange juice | 1 crumb pie shell |



Soften gelatin in cold water. Beat eggs until light, add molasses. Cook over hot water, stirring constantly, until thick. Add gelatin, orange juice, cinnamon and salt. Chill until slightly thickened and fold in stiffly whipped cream or evaporated milk. Pour into crumb pie shell, and chill until firm. Shave chocolate over top in thin curls with a sharp, thin-bladed knife before serving.



The culinary coat of old Boston arms consists of a bean rampant on a field of brown bread. Beans were cultivated on the land of the bean and the cod centuries before the Pilgrims came. It was the Indian who developed most of the present-day kinds from wild twining plants. In Europe, only the broad bean was known; in the Orient, only the soy. Boston baked beans are a museum-piece American original.

The first Boston brown bread were made with corn, wheat, and rye grown on patch-pocket fields reclaimed from the forest. The grain was carried miles to the miller to be ground with his precious imported millstone by the water power of a stream. These first brown breads were sweetened with maple syrup, later by molasses brought in the sailing ships from the West Indies. Later they were glorified by the addition of raisins from Spain. The bread was steamed in a kettle hung from the crane over the coals.

Bible Society Sponsors International Program

THE fifth annual Worldwide Bible Reading, a project of the American Bible Society to encourage Bible study among the people of all nations, will be observed this year between Thanksgiving and Christmas. The purpose of the plan (to direct the daily Scripture reading of millions of people at home and abroad during that period) has the support of both ministers and laymen. Theme of the 1948 program is "The Book of All Nations" and the prescribed reading course has been designed to bring out helpful truths relating to that text. December 12 has been designated as Universal Bible Sunday. Detailed information about the movement can be obtained from local ministers, denominational headquarters, or the American Bible Society, Dept. U, 450 Park Avenue, New York 22, N. Y.

— IT'S A HIAWATHA YEAR —

Said the Russian to the Swiss: "How come you have an admiral? You have no coastline, no navy, no empire."
The Swiss replied: "Well, you in Russia have a Minister of Justice, don't you?"

THIS
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sections

November

To Make for Christmas

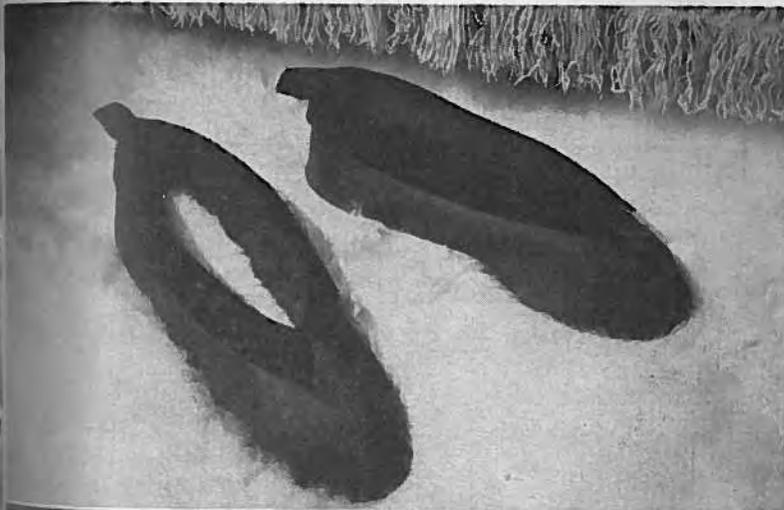
THIS is the time for making Christmas gifts, such as those suggested here which were chosen for last minute stocking fillers. They can be made easily and quickly and require only a small investment in materials. Instruction leaflets for making the articles on this page can be had, free of charge, by writing to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



The tailored handbag with its deep flap and button closing is designed for felt. The cut edges are turned to the outside with a double row of stitching. Sides and handle sections are cut in one.



Socks and cotton scraps fashion these handmade dolls. Mummy is toggled out in flowered blouse and bandanna, Pagliacci wears a ruffled suit and a big cone hat.



At the left, gifts with the Christmas spirit. The soles of the slippers are made of downy lamb's wool, the uppers of felt, smartly cuffed for warmth. The angel swinging from the crochet-covered hanger is actually a scented sachet; the wings glitter with sequins. Crochet the Christmas tree—the glorified pin cushion—in green and trim it with hat pins and chains of gilt safety pins.



There's nothing like a little girl doll to make Christmas complete. Blondie, here, is made of peach-colored fabric and stands about a foot high. With a few remnants of fabric, she can have a complete wardrobe. Features are embroidered, curls of wool.

Retirements

The following employes' applications for retirement were recorded during September, 1948

SEPTEMBER

Chicago General Offices

DONALD, WILLIAM H.
Master Car Inspector.....Chicago, Ill.
MACKEY, CYRUS H.
Jt. Fac. Examiner.....Chicago, Ill.
MARTORELLI, MARY L.
Feeder, S. & D. C. Dept.....Chicago, Ill.

Chicago Terminals

BITTKE, HERMAN F.
Pipefitter Helper.....Chicago, Ill.
FRENZEL, CHARLES
Electrician.....Chicago, Ill.
KLEIN, PAUL
Crossingman.....Chicago, Ill.
McINERNEY, MARGARET E.
Stenographer.....Bensenville, Ill.
NEWQUIST, FRED H.
B&B Carpenter.....Chicago, Ill.
O'SHEA, MICHAEL P.
Switchman.....Chicago, Ill.
WINGE, ALBERT K.
Switchman.....Chicago, Ill.

Coast Division

HASTINGS, RALPH A.
Boilermaker.....Tacoma, Wash.
STANLEY, RAY C.
Fire Patrolman.....Eatonville, Wash.
WILLIAMS, DWIGHT
Section Foreman.....Everson, Wash.
WILSON, SAMUEL O.
Section Foreman.....Seattle, Wash.

Dubuque & Illinois Division

BOWEN, WILLARD G.
Superintendent.....Savanna, Ill.
McMAHON, WILLIAM N.
Loco. Engineer.....Savanna, Ill.
PAZOUR, FRANK P.
Conductor.....Savanna, Ill.
STULL, HARRY L.
Switchman.....Marquette, Ia.

Hastings & Dakota Division

BRATBERG, RALPH N.
Loco. Fireman.....Minneapolis, Minn.
ERWICK, JOHN
Eng. Watchman.....Bristol, S. D.
RHOADES, EMIL J.
Machinist.....Montevideo, Minn.

Idaho Division

GUSTAFSON, ALLEN R.
Loco. Engineer.....Spokane, Wash.
OLIVER, JOHN F.
Ex. Gang Laborer.....Spokane, Wash.
RAGNER, CHARLES J.
Loco. Engineer.....Spokane, Wash.
TAYLOR, HENRY A.
Roundhouse Laborer.....Othello, Wash.

Iowa Division

KENYON, JOHN
Loco. Engineer.....Council Bluffs, Ia.
VAVRA, JOSEPH
Section Foreman.....Ferguson, Ia.
WEST, CLAYTON J.
Conductor.....Perry, Ia.

Iowa & Dakota Division

MALONE, LUTHER S.
Section Foreman.....Ute, Ia.

Iowa & Southern Minnesota Division

DUNKER, FRED B.
Section Laborer.....Winnebago, Minn.
LANGDON, HARLEY C.
Frt. House Foreman.....Faribault, Minn.
MOORE, ANN C.
Station Attendant.....Lime Springs, Ia.

Kansas City Division

BRINKLEY, FRANK W.
Section Laborer.....Seymour, Ia.
GUSE, OTTO A.
Mach. Helper.....Coburg, Mo.

La Crosse & River Division

ELLIS, CHARLES G.
Loco. Engineer.....Milwaukee, Wis.
KOLKIND, ANTON E.
Section Laborer.....Menominee, Wis.

SMILEY, ALBERT H.
Loco. Engineer.....Portage, Wis.
VAUGHAN, VICTOR
Crossing Flagman.....Bangor, Wis.

Madison Division

GAGAN, RALPH W.
Eng. Watchman.....Waukesha, Wis.

Milwaukee Division

SOLVERSON, HORACE L.
Loco. Engineer.....Milwaukee, Wis.

Milwaukee Terminals

BARZ, GEORGE L.
Mach. Helper.....Milwaukee, Wis.
CIELESINSKI, PAUL
Section Laborer.....Milwaukee, Wis.
FRISKE, ARTHUR B.
Blacksmith.....Milwaukee, Wis.
JORDAN, MARION F.
Crossing Man.....Milwaukee, Wis.
JUNEAU, JOSEPH A.
Loco. Engineer.....Milwaukee, Wis.
ORKIOWSKI, ANDREW J.
Mach. Helper.....Milwaukee, Wis.
REINHOLTZ, GOTTFRIED
Car Carpenter.....Milwaukee, Wis.
STEINBORN, LORENZ
Section Laborer.....North Milwaukee, Wis.
TIETYEN, EMIL C.
Laborer, Loco. Dept.....Milwaukee, Wis.
WOLENSCHLAGER, GARY C.
Switchman.....Milwaukee, Wis.

Off Line & Miscellaneous

CASEY, THOMAS P.
Dist. Frt. Traffic Mgr.....New York, N. Y.

Rocky Mountain Division

BUTLER, MICHAEL A.
B&B Carpenter.....Butte, Mo.
BYERS, ALFRED M.
Section Laborer.....Great Falls, Mo.
CHAMBERS, MERLE D.
Loco. Fireman.....Deer Lodge, Mo.
COLEMAN, ESTHER E.
Tel. Operator.....Missoula, Mo.

Terre Haute Division

AVERITT, CARL H.
Frt. Serv. Insp.....Terre Haute, Ia.

Trans-Missouri Division

LA VOY, GEORGE E.
Brakeman.....Miles City, Mo.
SPREHE, WALTER H.
Ex. Gang Laborer.....Miles City, Mo.
WILSON, RUSSELL W.
Chief Operator.....Miles City, Mo.
ZEIMET, NICHOLAS
Pumper.....Melstone, Mo.

Twin City Terminals

HERNZ, PETER P.
Painter.....Minneapolis, Minn.
NELSON, CARL J.
Blacksmith.....Minneapolis, Minn.
PAULSON, CARL J.
Laborer.....Minneapolis, Minn.

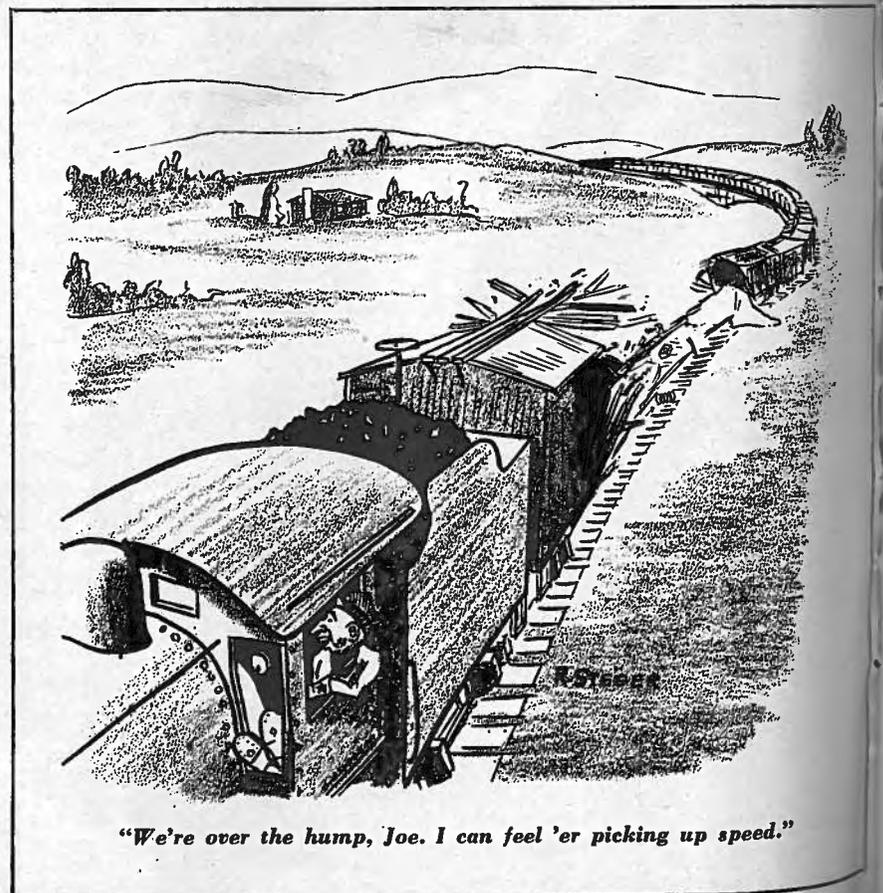
OCTOBER

Chicago General Offices

CALAWAY, CALVIN M.
Waiter.....Chicago, Ill.
HAWKINSON, HAROLD B.
Draftsman.....Chicago, Ill.
JEAL, HENRY W.
Audr. Cap. Exp.....Chicago, Ill.
PEECHER, JOHN W.
Waiter.....Chicago, Ill.
STEWART, JAMES B.
Porter.....Chicago, Ill.

Chicago Terminals

CRAMER, WESLEY R.
Loco. Fireman.....Chicago, Ill.
DUBROKA, CHARLES M.
Car Cleaner.....Chicago, Ill.
HASAS, CHARLES
Section Laborer.....Chicago, Ill.
KARR, ARTHUR G.
Train Clerk.....Galewood, Ill.



"We're over the hump, Joe. I can feel 'er picking up speed."

KINDR
Black
McCOV
Condu
McGAL
Store
PIXLE
Mach
ROMAN
Carm
SPLITT
Switc
STEW
Gaten
WALSF
Car I

CARLS
Sectio
EDDIN
Labor
JONES,
Loco.
LESEL
Ex. G
MOREL
Loco.
NAKAY
Sectio
RASMU
Clerk

ANDER
Stowe
ROSS, I
Drill
SCHRIV
Sectio
SCHUL
Switc
VOUGH
Condu
WELDO
Switc
ZELL, (C
Loco.

BURNS,
Switc
HOLZEI
Condu
JONES,
Round
KIRK, J
Condu
WILSON
Loco.

SCHURC
Condu
SEVER,
Agent
SNURE,
Chief (C

McPEAK
Cashier

BERGHA
Sectio
MacDUF
Loco. F
MUTSCH
Chief C
RAFF, G
Switc
SEEKAT
Loco. I

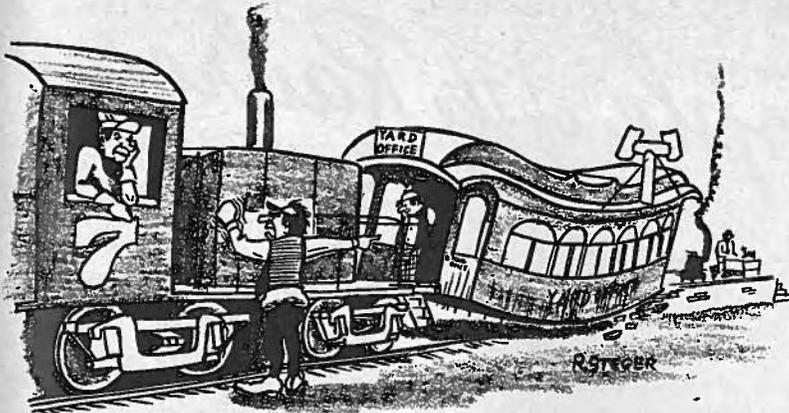
November

Women's Club

(Continued from page 9)

John Dorsey, president. "The sales created a lot of interest among the members who did the work and also filled a need. There is a great demand for used clothing and all other sorts of rummage among needy families. We charged them very little for most items, giving many articles without cost, but still we made a profit. What we do is space the sales and allow members and their friends time to save up enough rummage to make it worth while."

— IT'S A HIAWATHA YEAR —



"You fool, you're supposed to switch only the cars that have wheels."

KINDRED, WILLIAM M. Blacksmith Helper Galewood, Ill.
 McCOMB, WILLIAM G. Conductor Chicago, Ill.
 McGAURAN, JAMES Store Helper Chicago, Ill.
 PIXLEY, RAYMOND A. Machinist Chicago, Ill.
 ROMAN, MAX Carman Chicago, Ill.
 SPLITT, STEPHEN S. Switchman Chicago, Ill.
 STEWART, JOHN L. Gateman Chicago, Ill.
 WALSKI, JOHN J. Car Inspector Bensenville, Ill.

Coast Division

CARLSON, JOHN F. Section Laborer Tacoma, Wash.
 EDDINGS, MARY E. Laborer, Loco. Dept. Tacoma, Wash.
 JONES, WILLIAM E. Loco. Engineer Tacoma, Wash.
 LESELIUS, KUSTI Ex. Gang Laborer Hanford, Wash.
 MORELAND, NEWTON A. Loco. Engineer Tacoma, Wash.
 NAKAYAMA, YUICHI Section Laborer Seattle, Wash.
 RASMUSSEN, GRACE C. Clerk Seattle, Wash.

Dubuque & Illinois Division

ANDERSON, PALMER L. Stower Davenport, Ia.
 MOSS, HARVEY H. Drill Press Oper. Savanna, Ill.
 CHRIEVER, HARLEY L. Section Laborer Kirkland, Ill.
 CHULDT, GUS L. Switchman Davenport, Ia.
 DOUGHT, HARRY H. Conductor Harmony, Minn.
 WELDON, LEROY L. Switchman Savanna, Ill.
 ZELL, GEORGE C. Loco. Engineer Davenport, Ia.

Hastings & Dakota Division

BURNS, DAVID A. Switchman Montevideo, Minn.
 HOLZER, ROY A. Conductor Montevideo, Minn.
 JONES, RICHARD D. Roundhouse Foreman Aberdeen, S. D.
 KIRK, THOMAS B. Conductor Aberdeen, S. D.
 WILSON, SIDNEY F. Loco. Engineer Aberdeen, S. D.

Idaho Division

SCHURCH, HENRY Conductor St. Maries, Idaho
 SPYER, FRANCIS M. Agent Moses Lake, Wash.
 WIRE, WILLIAM A. Chief Clerk Spokane, Wash.

Iowa Division

McPEAK, REGINALD W. Cashier Maquoketa, Ia.

Iowa & Dakota Division

BENGHAM, LOUIS W. Section Foreman Gayville, S. D.
 DUFFIE, ROY E. Loco. Engineer Mason City, Ia.
 SCHLER, CHARLES E. Chief Clerk Mason City, Ia.
 GUY R. Switchman Sioux City, Ia.
 BREKATZ, JOHN C. Loco. Engineer Sioux City, Ia.

SIMON, JOHN W. Agent-Operator Chamberlain, S. D.
 SMITH, CHARLES H. Flagman Mitchell, S. D.

Iowa & Southern Minnesota Division

FLEISCHMAN, PAUL Brakeman Mankato, Minn.
 HENIFIN, MAURICE C. Loco. Engineer Madison, S. D.
 SEIGFRIED, CHARLES W. Loco. Engineer Austin, Minn.

Kansas City Division

O'MALLEY, ANTHONY J. Clerk Ottumwa, Ia.
 SWARTZ, HARRY C. Switchman Kansas City, Mo.

La Crosse & River Division

ANDERSEN, HAWKINS Crossing Flagman Rio, Wis.
 BALDWIN, PATRICK H. Lineman Oconomowoc, Wis.
 HARRINGTON, CARNELIUS Conductor Minneapolis, Minn.
 KAROW, DAISY C. Steno. and Clerk Winona, Minn.
 KELLEY, WESTON P. Loco. Engineer Hastings, Minn.
 KOTAS, JOSEPH J. Agent-Operator Minocqua, Wis.
 LEWARK, AUBREY F. Conductor La Crosse, Wis.
 McDONELL, JOHN A. Extra Gang Laborer Elkhorn, Wis.
 MGLINN, GEORGE D. Brakeman Wausau, Wis.
 MOORE, WALTER R. Roundhouse Laborer Wausau, Wis.
 OAKES, ROY F. Train Baggage Man New Lisbon, Wis.
 STAFF, CLIFTON M. Carman La Crosse, Wis.
 WEEDEN, BYRON Loco. Engineer Minneapolis, Minn.
 WESTPHAL, ARTHUR T. Conductor Milwaukee, Wis.
 ZILGITT, EDWARD C. Section Laborer Lake City, Minn.

Madison Division

NYMAN, EDWARD W. Carman Janesville, Wis.

Milwaukee Division

EBERT, JOSEPH A. Loco. Engineer Milwaukee, Wis.
 INDRA, MATT G. Loco. Engineer Milwaukee, Wis.
 WESSEL, WILLIAM C. B&B Carpenter Horicon, Wis.

Milwaukee Terminals

BORNFLETH, WILLIAM A. Tinsmith Milwaukee, Wis.
 CALSKI, ANTON Machinist Helper Milwaukee, Wis.
 DEMPSEY, WILLIAM H. Trav. Engineer Milwaukee, Wis.
 FUNKE, GUSTAVE R. Loco. Engineer Milwaukee, Wis.
 HAHNER, WILLIAM A. Carman Helper Milwaukee, Wis.
 KOZLOWSKI, JOHN Cupola Man, Loco. Dept. Milwaukee, Wis.
 LOPEZ, ANTONIO S. Laborer, Car Dept. Milwaukee, Wis.
 MELINSKI, JOSEPH Blacksmith Milwaukee, Wis.
 MILLONIG, LORENZ Carpenter Milwaukee, Wis.
 OLSZEWSKI, ANTON S. Carman Milwaukee, Wis.

ROSS, ROLLO G. Switchtender Milwaukee, Wis.
 SCHWEI, JOHN Carman Milwaukee, Wis.
 SPEER, WILLIAM F. Machinist Milwaukee, Wis.
 VOGT, RICHARD C. Loco. Engineer Milwaukee, Wis.
 WOERDEHOFF, JOSEPH Switchman Milwaukee, Wis.

Off Line & Miscellaneous

SCHAEFFER, JAMES D. Trav. Pass. Agent Cleveland, Ohio

Rocky Mountain Division

McCASKILL, KENNETH Stower Harlowton, Mont.
 NOLAND, CHARLES M. Section Laborer Geraldine, Mont.
 PURCELL, JOSEPH E. Machinist Helper Deer Lodge, Mont.
 RHYNE, ARTHUR Section Foreman Glengarry, Mont.

Superior Division

ECKERBERG, GUST A. Section Foreman Crystal Falls, Mich.
 OLSEN, ELMER Carman Iron Mountain, Mich.

Terre Haute Division

BOEHMER, JOHN Slg. Helper Terre Haute, Ind.
 CECIL, WILLIAM C. Loco. Engineer Terre Haute, Ind.
 COLLINS, CHESTER J. Ex. Gang Laborer Terre Haute, Ind.
 LAWLYES, OSCAR F. Section Foreman Dana, Ind.
 SLADE, PEARL E. Loco. Engineer Terre Haute, Ind.
 STEWART, ROBERT A. Conductor W. Clinton, Ind.

Trans-Missouri Division

FRELICK, ANTHONY Cashier Lemmon, S. D.
 KENT, LELAND Loco. Engineer Miles City, Mont.
 LeROY, JAMES W. Agent-Operator Forsyth, Mont.
 LOEHR, HENRY P. Loco. Engineer Miles City, Mont.
 SPARKS, EVERETT H. Loco. Engineer Moberg, S. D.

Twin City Terminals

ALEXANDER, ARCHIBALD F. Supervisor, Tel. & Slg. Minneapolis, Minn.
 ATKINSON, ALFRED R. Machinist Helper Minneapolis, Minn.
 BOWIE, BENJAMIN H. Switchman Minneapolis, Minn.
 BRACAMONTES, PEDRO Laborer, Loco. Dept. St. Paul, Minn.
 COLLINS, EDWARD J. Ex. Gang Laborer St. Paul, Minn.
 DUNTLEY, HAROLD V. Switchman Minneapolis, Minn.
 JEGLUM, HELMER Extra Gang Laborer Minneapolis, Minn.
 MAZURKO, JOHN Car Cleaner Minneapolis, Minn.
 NESS, CARL F. Delivery Clerk Minneapolis, Minn.

— IT'S A HIAWATHA YEAR —

The history of liberty is the history of limitation on the powers of government. —Woodrow Wilson

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

TWIN CITY TERMINALS

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

On vacation recently was Cornelia Lehye who spent part of her vacation visiting in South Dakota. Myrtle Larson motored to the East Coast and Kitty Carll visited in Seattle and Canada. Martha Osbloom visited friends in Brookings, S. D., and Chicago.

Yours truly attended the annual dinner of Detroit chapter of the RBWA the week end of Nov. 6.

Mrs. Irene Burchard attended the RBWA dinner in Indianapolis on Oct. 16 and made a flying trip to the dinner in Detroit, Mich., Nov. 6, via N. W. Airlines.

Mrs. Pauline Seiler has left the service and with her husband is going to make her home in Phoenix, Ariz. Also, Mrs. Glorya Czerpak has left the service to become a housewife and will be busy making "tiny garments." We wish them much happiness.

Congratulations to William Head and wife who recently celebrated their 31st wedding anniversary.

Sympathy is extended to the family of E. J. Kittelson who passed away suddenly on Oct. 20. Burial was in National cemetery at Fort Snelling.

Demurrage Inspector A. Woodward, who now lives in Seattle, has been working out of Chicago and on one of his trips paid a visit to the local freight office. As he used to be a regular visitor up here, we were glad to see him again.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Friends of Carman Ivar Bornquist had a surprise gathering at his home Oct. 2 and all present enjoyed a nice evening. Mr. Bornquist had been absent from work for four months.

Freight Car Painter Peter Hernz retired on Sept. 1 following 30 years' service. Carman Checker Carl Gustafson retired on Nov. 1 after 41 years of service.

Light Repair Yard Foreman Selwyn Hollingsworth completed 30 years of consecutive service as a supervisor on Oct. 10.

Congratulations to Ole Stenseth on the arrival of his first grandson, Oct. 7. Also, congratulations to Assistant Foreman William Peck and Mrs. on arrival of baby girl on Oct. 17.

Locomotive Carpenter Herbert Siegler pulled out an 11-pound walleyed pike from Lake Minnetonka on Oct. 21, then went back and brought in an 8-pounder on the 22nd. Locomotive Machinist Bill Carlson also caught an 8-pound walleyed and an 8-pound northern pike on a recent weekend.

Sympathy is extended to widow of Frank Oscar Lawson, former machine operator in wood mill, who passed away on Sept. 23 following a month's illness.

Former employes who have enlisted in U. S. military service recently: Helpers Fred O. Tangen in May and Richard M. Winchell in August; also, Laborer Dale Capon in July.

Clerk LeRoy Samuelson of light repair is enjoying his vacation, via auto, at Fargo and Regina, Sask.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Returning from my vacation Sept. 16, I found Traveling Auditor Frank Langer and crew checking up on me. We were free of the auditors after Oct. 2.

Chief Clerk Jack Dehmer's mother died on Sept. 26.

Margaret Flynn, grand-daughter of the late W. H. Flynn, former chief clerk, was brutally murdered in Galveston, Tex., some weeks back. A suspect is held for the murder.

Cashier Assistant Fred Overby fell off a roof on Oct. 16 and, believe it or not, he was back to work on Oct. 19.

Yard Conductor Art Mueller, while on vacation, boarded a train at Sacramento, Calif., and there was Ed Coy, also on his vacation. A small world! Ed is our team track foreman. Shortly after returning from his vacation Art was rushed to the hospital with a perforated appendix. He expected to return to work about Nov. 1.

A Twin City quiz program was held by the Service Clubs of St. Paul and Minneapolis on Oct. 19. Sorry to report that Minneapolis won. It was in the form of a broadcast by one of the large radio stations of the Twin Cities. I would like to add that during the quiz, Agent Radke was in the front row trying to help out the St. Paul contestants, but to no avail.

Chief Clerk Don McCabe is studying Spanish as he is planning on a trip to Mexico next year.

D & I DIVISION

First District

E. Stevens, Division Editor

Alverda M. Tyler, only daughter of Cashier and Mrs. Virgil Tyler, Savanna freight house, became the bride of Eugene L. Boos, son of Mr. and Mrs. Lawrence Boos of Clinton in a ceremony in St. John's Catholic Church, Savanna, on Oct. 14.

Engineer Blake Bennett died suddenly at Savanna roundhouse on Oct. 11. Engineer Bennett was born on Apr. 17, 1895, and entered the service of the Road as a fireman on Oct. 12, 1917. He was promoted to engineer on May 8, 1943. Surviving are his widow and a daughter.

Conductor Henry Kienzle passed away at his home in Bensenville on Oct. 7, following a brief illness. Conductor Kienzle started his railroad career as a brakeman on Jan. 3, 1917, was promoted to train baggageman on Dec. 5, 1920, and became a conductor on June 12, 1942. Surviving are his widow and a son.

Iowa Division Engineer H. Washburn and family of Savanna attended the funeral of Mr. Washburn's father at McGregor on Oct. 5. He passed away at the ripe age of 99.

Roadmaster and Mrs. Norman F. Kelsey and family of Savanna were called to Dubuque by the death of Mrs. Kelsey's father, T. H. McNamara, who passed away at Dubuque on Oct. 23. Mr. McNamara was a retired track department employe.



The diner on a special section of the eastbound Morning Hiawatha Sunday, Oct. 24, showing members of the University of Michigan's 120-piece marching band on the way home from the Minnesota-Michigan football game; Steward Neal Eldridge, Chicago, is in charge. The trip was sponsored by the Buick Motor Company and the band gave a special performance for Minneapolis Buick dealers on Saturday before the maneuvers on the gridiron.

James M. Cottral, father of Iowa Division employe Max Cottral and grandfather of Miss Jean Cottral of the superintendent's office at Savanna, passed away in the family home at Savanna on Oct. 23. Surviving are his widow, two sons and a daughter and other relatives.

Hub Wuerth, retired D&I engineer, and Mrs. Wuerth visited friends in Savanna during the latter part of October, en route from their home in Sioux Narrows, Ontario, to Florida for the winter.

Quad Cities Area

Marion L. Arnold, Correspondent

Milo Kent Parks, former yardmaster at Nahant, Ia., passed away at his home on Oct. 28. Mr. Parks retired on July 31, 1947. He is survived by Mrs. Parks, a son, John and a step-son, Curtis Boedecker, switchman at Nahant yard.

September 28 is the birth date of Earl Thomas Sturgeon. His father is a switchman at Nahant yard.

Ann Murphy, OS&D clerk in the Davenport freight office, is proudly showing off her 30-year button which she recently received.

Fireman Earl Prusia of Nahant was married to Car Clerk Katherine Lievens of East Moline at the home of his parents in Maquoketa, Ia., on Sept. 25. After a short wedding trip both have resumed work and are living in East Moline.

Donna Harrington, daughter of Mr. and Mrs. Howard Harrington (switchman at Nahant), became the bride of Evan George at the Zion Lutheran Church in Davenport on Oct. 30. After their honeymoon they will live in an apartment in the Harrington home.

Don Paulsen, laborer at Nahant ice house, has been off duty recently. It was necessary for him to have an operation performed on his shoulder as the result of a football injury. He expects to return to work soon.

Agent George Geyer and three of his buddies left the ladies at home and spent their vacations in northern Minnesota. All four agreed that their success at fishing was due to the fact that none of the "weaker sex" were around.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent

Blacksmith John Eide and wife returned recently from a trip to their native Norway. They went on the SS *Stavangerfjord* and landed at Bergen on June 4. This was Mr. Eide's first trip to his native land in 21 years and Mrs. Eide's in 36 years. When asked what he ate over there, Mr. Eide said just one word tells it—fish. He said he saw meat only when visiting relatives in the country; no vegetables, no fruit—only apples and plums, which started to ripen around the time they left. Everything was rationed, even shoe polish. They enjoyed the trip very much and on the ocean had the privilege of seeing the midnight sun, terming it the most beautiful sight they had ever seen—"the whole sky seemed aflame as the colors were reflected on the ocean." Mr. Eide says: "If anyone doesn't like America, let him go abroad for one week, and if he doesn't come back singing 'God Bless America,' there is something wrong with him."

Mr. and Mrs. C. D. Tarbox of Seattle visited in Miles City recently on their return from a visit in Wisconsin.

Milwaukee employes extend their sincere sympathy to the relatives of John Reiner, retired carman, who passed away at his

Section Foreman Invents Track Leveler



George Christ and his contribution to railroad progress.

GEORGE Christ, section foreman at Sioux Falls, S. D., has patented an invention which is expected to take the guesswork out of laying a level track. George has seen a lot of track laid—he has been with the Road for 27 years and also had some experience on the Great Northern—and the idea had been in mind for a long time before he started the actual work. It took five years to perfect the machine.

The present model was built by the Fairmont Machine Company, Fairmont, Minn., which became interested in the idea from a sketch and undertook to try it out. The machine will go on the market in the near future.

The leveler consists of an 18-foot steel beam with flanged wheels that ride along one rail and a crossarm that extends across to the other for balance. A gauge is mounted one end of the beam, and it is this gauge with its novel hinged movement that marks the machine as a forward step in railroading. The gauge shows the percentage in degrees between the end and the front of the beam, which is the grade percentage. The indicator is set at the degree of inclination wanted and the leveler is rolled along the rails. If the bubble in the level changes, it indicates that the grade has changed. The other level shows whether the opposite rail is on a level with it. If not, it calls for an adjustment.

George has a reputation as a good track man, but he claims that the machine can do the job more accurately than he. Tests made with it have proved the truth of his statement.

home in Miles City during October. Also to the family of Frank Runyan, retired locomotive carpenter, who passed away recently in Seattle.

Miss Eileen Wohlgenant, clerk and stenographer in the car foreman's office at Miles City for several years, recently accepted a position in the car department at Tacoma. Her position is being filled by Mrs. Ann Smith. Miss Julia Reiner of Miles City was assigned to the position formerly held by Mrs. Smith.

Mrs. Margaret Mitchell, formerly stenographer in the master mechanic's office at Miles City, resigned at the close of her leave of absence, and Mrs. Pat Wilson was assigned to her position. Mrs. Ruth Roe, who filled the position during Mrs. Mitchell's leave, again took over the duties of file clerk in the superintendent's office and Dan Gilmer took over the position vacated by Mrs. Wilson—clerk to roadmaster and signal supervisor.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

The first luncheon meeting of the Milwaukee Road Service Club was held on Oct. 13 at the YWCA, with 100 in attendance. W. A. Dietze, public relations officer from Chicago, gave an interesting talk on public relations and a descriptive picture of the Milwaukee exhibit at the Chicago Railroad Fair.

Calvin Shults, clerk in the traffic department, recently moved his family to their newly acquired farm in the vicinity of Redmond. What with commuting daily and all the chores of the farm, Cal reports he has no spare time on his hands.

Ethel Burris, of the freight claim department, who suffered some severe injuries in a four-car highway accident in September, is back on the job again after having been confined to the hospital for several weeks.

Auditor J. N. Strassman and Mrs. Strassman returned recently from Long Beach, Calif., where they spent two weeks visiting with their daughter Jean and son-in-law F. B. Smith, taking in the sights of southern California.

Ann Whaley, of the superintendent's office at Butte, paid a visit to the office recently while here for medical attention.

Ann Hensel, of the freight claim department, is spending her vacation in Milwaukee and plans to visit in Montana with some of her friends on her way back home.

Miss Bonnie Russell, formerly with the Illinois Central and Missouri Pacific at Kansas City, has accepted a position as stenographer in the industrial department, replacing Wanda Phillip.

Mrs. Charlotte James, relief stenographer in the general offices, and Mr. James left by car for southern California Oct. 30, to visit daughter Nona in Santa Barbara and son and daughter-in-law, Mr. and Mrs. Ivor James, Jr., in Belfour.

Sylvia Farrow is spending her vacation in the Okanogan country, hunting and fishing. We expect her to return with her limit of wild game.

Donald Doyle is the new draftsman in the engineering department, filling the vacancy created by the departure of Glen Player who returned to school.

CHICAGO GENERAL OFFICES

Auditor of Capital Expenditures Office

William J. Soske, Correspondent

A new look has been added to the accounting bureau—a typist by the name of Florence Santieu from Union Street.

Another newcomer in the joint facility bureau—a welcome to James Johann who was formerly at Fullerton Avenue.

J. A. Balderson, assistant valuation engineer in charge of the valuation bureau, Order 3 and AFE bureaus, went on a hunting trip to the wilds of Nebraska on Oct. 30.

Remember Harry Ayres? He is now a gentleman farmer in Chesley, Ontario, Can. Harry retired early this spring after 32 years of service and is enjoying a life of leisure driving a team of horses, a tractor, threshing and cutting down trees. The only domestic animal he has right now is a pussy cat.

The girl of the month: Miss Martha Prestin, typist with the Milwaukee Road for 31 years. Prior to her association with the railroad she was employed by a lawyer. She resides with her widowed sister on the north side of Chicago. Martha was born in Chicago and graduated from high school and business college. Her hobbies consist of crocheting, playing cards and being a member of the RBWA, which helps to maintain her charming personality. She used to bowl but has given that up for the aforementioned hobbies. Martha is just a good all around scout.

H. W. Leal, auditor of capital expenditures, after more than 36 years with the Milwaukee Road, retired at his own request on Oct. 31. Mr. Leal entered the service of the Road in April, 1912. After three months he was appointed resident engineer in charge of double track construction between Coon Rapids and Dedham, Ia. On completion of this project, in the spring of 1913, he went with the GN on construction in North Dakota and also on the irrigation project in southern Idaho, returning to the Milwaukee Road in the fall of 1913. He has since been continuously employed in the engineering, accounting and budget departments until his appointment as auditor of capital expenditures

on Jan. 1, 1945, in which capacity he served until his retirement.

Mr. Leal, with his wife, has lived in Park Ridge, Ill., where he has owned his home for the past 23 years. However, he plans to sell his home there and live in the vicinity of Santa Cruz, Calif.

A. J. Wallander was appointed auditor of capital expenditures, effective Nov. 1. He succeeds H. W. Leal. Mr. Wallander entered service with the Milwaukee Road engineering department in May, 1911, at Minneapolis. He has worked as a draftsman and instrumentman, also in the valuation and accounting departments, and was appointed general accountant in 1942 and assistant auditor of capital expenditures on Jan. 1, 1945. He resides with his wife on the north side of Chicago.

Ralph D. Claborn has been appointed budget engineer as of Nov. 1. He entered the service of the Road in the division engineer's office at LaCrosse, Wis., on May 16, 1936, and worked in various capacities and departments until he was appointed division engineer at Savanna, Ill., Jan. 1, 1946. In August, 1947, he was appointed chairman of the president's committee, the position which he held until his present appointment. He resides with his wife and infant son in Evanston, Ill.

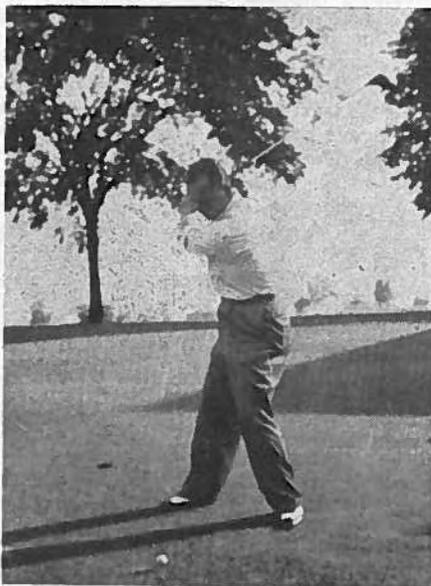
Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Lois Kalksten, who left her job temporarily for wedding bells and a honeymoon, was presented with a beautiful blanket and other gifts by her fellow employees.

Harriet Cafilisch, of the audit section, flashed a lovely diamond on her left hand before leaving for Santa Monica, Calif., Nov. 6 to become the bride of Sam Gilbert.

Victoria Mackreth has been granted an extension to her leave of absence and is expected back on Nov. 30. Otto Heimann



Meet the new golf champion of the Milwaukee Road Booster Club—Ralph Claborn, budget engineer in the Chicago Union Station, who won the championship match at the Roselle Country Club on Sept. 26. The contestants were the four low gross players in the annual tournament the previous week. Claborn turned in a 78 to beat the field, in the face of a strong wind which added a few strokes to the scores. His nearest competitor scored an 81. Claborn's name has been engraved on the master trophy as the fifth champion since 1938.

Notes from the Choral Club

Violet McDonald, Correspondent

MEMBERSHIP in the Milwaukee Road Choral Club will be available after the second Monday in January, 1949. The last two members to be welcomed into the club this season were Joanne Whelton and Anna Seitz.

Condolence was expressed to Mrs. Finley S. Craig on the death of her husband, retired Midwest Hiawatha conductor. Mrs. Craig has long been a valued member of the club.

Best wishes for a speedy recovery are extended to Viola Zechlin and Grace Grall who have been on the sick list.

The club appeared before an audience of approximately 300 members of the Daughters of Isabella, at a banquet in the Edgewater Beach Hotel, Chicago, on Nov. 7. The program had an enthusiastic reception.

Christmas programs already booked for December include appearances at Chandler Methodist Church, 72nd and Carpenter Streets, Chicago, on Dec. 8 and at Hope Epiphany Evangelical Lutheran Church, Monticello Avenue and Iowa Street, Chicago, on Dec. 16. Both concerts are open to the public.

During the week preceding Christmas, concerts will be held in the main waiting room of the Chicago Union Station, as in previous years.

took a leave to try his skill at being a carpenter under the GI Bill of Rights. We're looking forward to seeing Pete Peterson back with us after being on a leave for his health.

Howard Klima has accepted a job in the new freight shop at Milwaukee.

Joe Johann, B&V bureau, has joined the staff of H. W. Leal, auditor of capital expenditures, in the Union Station.

Ralph P. Kauppi, formerly of the president's committee, has taken over the duties of assistant auditor of expenditure. F. F. Grabenstein has transferred to the purchasing department as office assistant to Mr. Walder.

Two new members of the typing bureau are Lucille Forster and Frieda Pflugfelder.

Eva Burger, formerly of the typing bureau, paid a visit here recently and introduced her new son.

Bill Stegman, B&V bureau, coach of the Milwaukee Road basketball team, is looking for out-of-town competition.

On a recent trip to New York, Frances Gaffke visited Marcella Rubsam, a former member of the builders' bureau force.

Thirty-five girls of this office entertained Harriet Kennedy at Josef's, in the Granada Hotel, recently to celebrate her 30 years of service with the Road. The table was decorated with a locomotive and four cars filled with flowers. Harriet was presented with a beautiful lingerie set.

Joan Hooker, who was chosen "Miss Milwaukee Road," was presented with a \$100 U. S. Savings Bond and received a letter of congratulation from President Buford.

Mr. and Mrs. James Crevie announced the arrival of Karen Jeanne, born on Oct. 17. Mrs. Crevie is the former Leah Williams of the B&V bureau.

Car Accountant's Office

Harry M. Trickett, Correspondent

Aspirants for the title of "Miss Milwaukee Road" on Sept. 18 included Mary Lou Johnson, Rita Cichon and Alice Giollanardo of our office. Rita placed third, while the daughter of Carl Denz, also named Rita, a secretary in the engineering department in the Union Station, placed second. Joan Hooker, also of our building, won the title.

Upon return from her vacation on Sept. 21 Alvera Hartman was given a bridal shower, as she was married on Sept. 11. She is now Mrs. Ralph Struck.

Warren Chambers Gearhart, formerly of our office, was a visitor on Sept. 25. To our surprise we learned that he has been confined at Vaughn Veterans Hospital for the past year, but anticipates returning to work soon.

Everything was blue at the baby shower tendered Shirley Banas on Sept. 30 when she resigned to await the stork's arrival.

Mr. and Mrs. Norbert (Tillie) Ziemann announced the arrival of Joan Louise on Sept. 15.

Walter Barthel is always well remembered on each Oct. 1 with a birthday card shower and gifts from co-workers.

Pearl (De La Barre) Sacks of Seattle, Wash., formerly employed in our office, was a visitor on Oct. 21, together with her son, who is now almost five years old.

Shirley Olson has been on furlough since Sept. 30 on account of illness. Joan Schauer, on furlough since Oct. 6, recently submitted to surgery.

Sympathy was extended to Marie Streiber in the loss of her mother on Oct. 16 and to Joseph Franz in his mother's passing on Oct. 20; also, to Leslie Kincaid, whose brother passed away on Oct. 29.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Rose Virgo, accounting machine room bureau, was married to Joseph Bonfiglio on Sept. 26 at St. Peter Canisius Church; reception held at National Hall with an attendance of about 700, including many from the office. We presented her with a beautiful boudoir lamp set along with good wishes.

Shirley Lenz, Terry Muccia and Yvonne Potempa of the same bureau were contestants in the "Miss Milwaukee Road" beauty contest, a part of the Railroad Fair. A compliment to all of them, the judges had a difficult time making their selection.

We sympathize with Shirley Zillner, accounting machine room, in the death of her father on Sept. 17.

Employees in the rate bureau helped Amelia Schadt celebrate her birthday during the noon hour on Oct. 19. Gifts to her included nylons, a slip, earrings and a cake.

John Mischke, rate bureau coal desk, spent several days recently in Grant Hospital. We're glad to report that he returned home on Oct. 30 and is raring to get back to his desk.

Napoleon Alliaire, switching bureau, is on the injured list, suffering an injury to his back. He expects to be back on the job soon.

Mary Ann Kunz, accounting machine room, vacationed during September at Seattle and Portland, enjoying a trip along the Columbia River Drive and to Mt. Ranier, also a jaunt to Canada.

Charles Woelfler, estimated earnings bureau, was a juror in the Superior Court recently; said it was hard work, would much rather be at his office desk.

Jack Conway, statistical bureau, a lieutenant in the Army during the late war and

Out for a Record



Charlie Barber (left) and Bob Whalen get ready to take No. 11 out of Sanborn. Agent W. K. Peterson took the picture.

EVERY once in a while the Magazine publishes something about what it believes is a railroad record—and then sits back to wait for the repercussion in the mail bag. Generally, it isn't long. "Oh yeah? Well, let me tell you—," and it appears that we ain't heard nuthin' yet.

Why we persist is anyone's guess. However, Agent W. K. Peterson of Sanborn, Ia., recently let us in on one which hasn't been tackled yet. Peterson is our authority for the statement that Charlie Barber and Bob Whalen, engineer and fireman, respectively, on the I&D Division, have worked together longer than any other engine crew on the system.

The partnership goes back to 1909 when both were assigned to a freight run between Sanborn and Mitchell. The trains, they recall, were Nos. 61 and 72. Both men were Sanborn residents. They are still living there and it is still their headquarters. At present they are on the passenger run to and from Mitchell. Barber is a member of the engineer's legislative board of the state of Iowa, and Whalen, a legislative representative also, has been local chairman of the firemen's union for 25 years.

About their service records: Whalen started out in the roundhouse in 1903, went firing in 1908 and was set up as engineer in 1913. Barber started as a fireman in 1902 and was promoted to engineer in 1906. Once set up as engineer, he never returned to the firing job.

now serving in the Quartermaster Corps, paid us a brief visit on Oct. 21.

William Roedecker, assistant head clerk of the rate revising bureau, and his family were hosts to a movie actress, a former neighbor, on Oct. 24. She visited them when passing through Chicago on the way to New York; her name, Sunnie Wedding.

George Wanland, LIB bureau, just can't get his chest back in place—a baby girl arrived at his home on Sept. 28. Her name, Sandra Lynn, born at St. Anne's Hospital, playmate for her brother Jimmie. Mrs. Wanland will be remembered as Miss Larson, formerly employed here.

Elaine Truchan of the accounting machine room will marry Henri LaBeau on Thanksgiving Day.

Sherman Arp has completed 25 years' service with the Road. The anniversary, Oct. 6, was made an occasion by fellow employees in the rate bureau who surprised him with a party during the noon hour. A big cake with a locomotive design on top of it was put on his desk while he was at lunch.

Shirley Ness, accounting machine bureau, gave birth to a baby girl, Sandra Lee, on Oct. 20.

William Steckman, interline, has been released from Alexian Brothers Hospital and is getting about on crutches with the help of a brace. He celebrated his 25th anniversary as a Milwaukee Road employe on Sept. 25. We're hoping to see him back on the job soon.

Ed Marx of the interline balance suspense bureau was married on Oct. 16 to Shirley Monroe, formerly employed in John Kreiter's estimated earnings bureau. They honeymooned at Wisconsin lakes.

Al Gerke, the energetic secretary of the men's bowling teams, says that they want more employes to participate. Many big events are coming up. Keep a date open for Dec. 5 when the Milwaukee, Wis., bowlers will visit us. The annual inter-city match will be rolled at Lake View Bowl on Clark Street just north of Belmont Avenue. See Al about details, and at once.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

We extend congratulations to R. H. Padgett on his promotion to assistant auditor of passenger accounts.

It can be truly stated that the girls in the computing bureau get their men, for in the past month six of them became engaged—Ruth Stanley to Walter Dwojanski, Jean Fruse to Richard Koller, Barbara Sanborn to Robert Hellem, Jean Bosenbecker to George Seafeld, Dorothy Fraser to Tom Kelly and Terry Schmidke to Bob Lavitis.

Rena Kittle of the computing bureau has retired because of ill health and will make her home in California. Her friends presented her with beautiful gifts and the computing bureau gave a luncheon for her at Math Iglor's Casino on Oct. 30.

One day a week Charlotte Whipple displays that Pepsodent smile and that is the day when Dick Bamberger stops in to take her home. Dick, formerly of this office, is now in the Army.

Ebba Anderson is back on the job after a tour of Mexico.

Vera Snapp Moffett paid us a visit recently and she is just as vivacious as ever. We certainly enjoyed seeing her.

Marie Popp of the local bureau is back to work after an extended illness.

Elmear Martell has added modeling to her other achievements and can be seen now on television.

Myrtle Freitag has joined the new home owners association and spends recess and lunch hour reading home and garden magazines.

Anne Heine of the abstracting bureau has received a beautiful diamond from Lester Fiesel.

Jane Karch of the central typing bureau celebrated her 30th year with the Road Oct. 28 and received many beautiful gifts and congratulatory messages. To top off the day, the girls of the round table gave a dinner for her in the Victorian Room of the Palmer House, then to a movie, topped off by cocktails at the Gay Nineties Club in the La Salle Hotel.

Lorraine Bizeau of the central typing bureau has resigned to take up full time duties as a homemaker.

Annelore Schello of the central typing bureau is on a leave of absence because of ill health.

Emily (Gannon) Trezek has returned to work after an absence of a year and a half.

I expect to pass through this world but once. Any good, therefore, that I can do, or any kindness that I can show, to any fellow being, let me do it now.

Let me not defer it nor neglect it, for I shall not pass this way again.



MADISON DIVISION

W. W. Blethen, Correspondent

It's a boy, Daniel John, born to "Pat" and Fred Statz on Sept. 16. Pat was employed as OS&D clerk in the freight department, at Madison.

Brakeman and Mrs. Earl Bowes are receiving congratulations on the arrival of a daughter, Judy Ann, on Sept. 14.

Quiet simplicity characterized the wedding of Miss Jennie McMahon, daughter of Mrs. "Tony" McMahon, of Madison, and Robert Postel, on Oct. 4, at 10:00 a. m. in the chapel of St. Raphael's Cathedral, at Madison. The bride was attired in traditional white satin, her veil was fingertip length, and she carried a bouquet of gardenias and sweetheart roses. Following a wedding breakfast and a reception in the Park Hotel, the newlyweds left for northern Wisconsin, and are now at home at the Ambassador Apartment in Madison.

In a ceremony at 9:00 a. m., on Sept. 11, in Holy Redeemer Church, Miss Bernadette Ann Rommelfanger, daughter of John Rommelfanger, of Madison, was married to Mr. William H. Kissinger. Approaching the altar on the arm of her father, the bride wore a white satin gown styled with a marquisette yoke and a soft bow at the shoulder and hipline. Her fingertip veil was trimmed with satin. She wore a lei of white carnations and carried a white prayer book covered with a corsage of white orchids. The flowers were sent from Hawaii by the godmother of the bridegroom. Following a wedding breakfast and reception at the Loraine Hotel. Mr. and Mrs. Kissinger departed for northern Wisconsin.

"Chuck" Conlin, clerk in the cashier's office, at Madison, and Miss Irene Larson, daughter of Mr. and Mrs. Paul Larson, of Stoughton, were united in marriage on Sept.

4 in St. Raphael's Cathedral. The bride gown was fashioned of white marquisette over satin, her veil was fingertip length, and she carried a white prayer book topped with an orchid. Following a wedding breakfast and reception at the Captain Kidd Cafe, the young couple left for a wedding trip to Seattle.

At home at 3217 Milwaukee Street, Madison, are Switchman Rex A. Montgomery and bride, who were married on Sept. 11 by the Rev. Jerome Mersberger. Mrs. Montgomery is the former Dolores Valtierra, daughter of Mr. and Mrs. Ray Valtierra, of Madison.

On Sept. 28, the First Methodist Church of Madison was the setting of the wedding of Miss Lucille Fuller, daughter of Mrs. Sadie Fuller, of Oregon, and Fireman Royal Meracle, of Prairie du Chien. The bride was attired in a cobalt blue suit with navy blue accessories, and wore a corsage of white camellias. Following a wedding trip to Milwaukee, Chicago and northern Wisconsin, the newlyweds are at home on Colby Street.

Fireman and Mrs. L. R. Pratt, of Madison, vacationed in Colorado, taking in several of the national parks as a part of their trip.

Mrs. H. A. Cameron, widow of former Chief Carpenter Cameron, underwent a serious operation at a Madison hospital on Oct. 13, and is getting along nicely.

Retired Engineer James D. McShane died on Sept. 29, at Roseburg, Oregon, at the age of 92. Jim retired Dec. 31, 1936, following a railroad career of 44 years.

Andrew Zimmerman, age 64, retired car inspector, passed away at a Madison Hospital on Oct. 3, following a long illness. Sincere sympathy is extended to the Zimmerman family.

H & D DIVISION

West H & D

Lloyd C. Gilbert, Division Editor

One of the sad duties of a correspondent is reporting the passing of the employees who were keeping the Milwaukee going when we were just youngsters. The three men listed here gave long years of faithful service and will be missed by their friends.

Conductor W. J. Smith died on duty last Aug. 27. He had joined the road in 1909 as a brakeman on the H&D.

Roadmaster A. H. Olson was a native of Sweden. His railroad career started as water boy prior to 1907; in retirement since Aug. 1, 1947. Mr. Olson died at Rochester on Oct. 10.

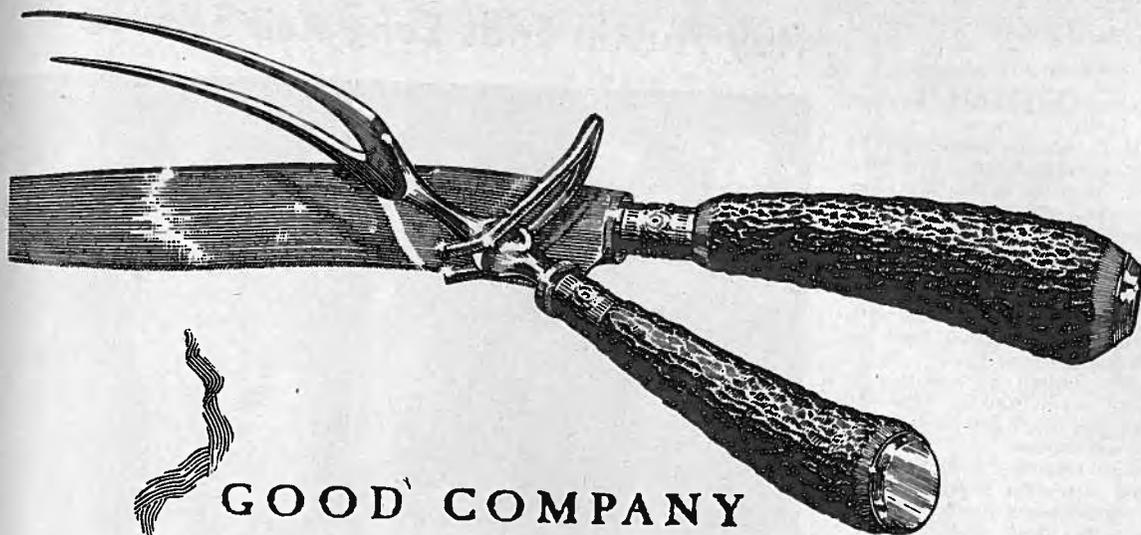
At Bowdle, Leonard Mashek is carrying on as pumper following the death of his father, Ed, on July 23. Ed had been with the road for 36 years, 32 years having been in service at Bowdle.

Speaking for all who operate track cars on the West H&D, our thanks to First Trick Dispatcher A. E. Jerde for prompt attention

WEST COAST WOOD PRESERVING CO.

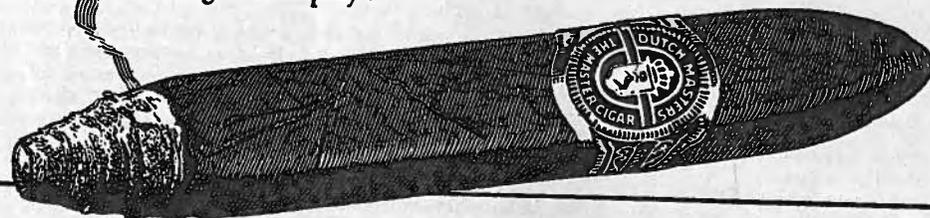
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DUTCH MASTERS CIGARS

Middle H & D

R. F. Huger, Correspondent

Through the grapevine it is reported that Operator Bob Olson has been out at Miles City, Mont., breaking in for dispatching.

Agent Art Bjork of Eureka, S. D., is on his long-awaited vacation of the year.

Brakeman Bob Nostrud sincerely hopes that the way freight ties up at Bristol again this year.

Dispatcher Arnold Jerde and wife, Aberdeen, have purchased a new Crosley, one of those small jobs. I recently had the opportunity to ride in it while out hunting. Even the pheasants were going to challenge us! Nice ride, however.

John Ward is the relief operator at Aberdeen and Redfield while Bob Olson is west of the Missouri.

Conductor George Meyer is running freight at present. But it won't be long—weather changes, and George goes back to passenger.

We are sorry to report the illness of "Stub" Holzer, Middle H&D conductor. He is greatly missed by all. Good luck, "Stub."

Messenger Clarence Hehn of Aberdeen is breaking in to be a ticket clerk. This should create an increase in ticket sales by the feminine public before very long.

Sympathy is extended to Conductor L. F. Mills in the recent loss of his son, Leslie, who was killed in a highway accident.

Michael Sol Collection 23

requests for the latest information on trains. It's a relief to know there is no S-2 around the next curve when you are occupying main track with a motor car.

A letter of thanks has been received from the Northern League for the more than \$100 donated by Milwaukee employes to the Dutch Baseball Players Bus Accident Fund. Baseball fans in this area will recall the tragic accident which took place when their private bus collided with a large truck.

Do you know your new milepost numbers? Those on the main line between Minneapolis and Moberidge have been given new numbers to conform with Chicago-Seattle numbering. And how long would you say it would take No. 18 to run from MP 677 to MP 676?

Answer is, about four and a half minutes. Further, average speed between those points is approximately 70 miles per hour. If you don't get this one, ask some trainman on the Middle H&D, or go to the engineering department.

Mrs. R. W. Riedl (Bob is trainmaster at Madison, Wis.) is back in town again. She returned to attend the wedding of sister Ginny and to visit with her many friends at this location.

K. L. Clark, former division engineer, and family stopped for a visit en route back to Chicago after seeing Yellowstone and other scenic points.

To our agents who monthly sweat over the balancing of their accounts, we dedicate the

following little story: Early one morning in a large city bank the examiners dropped in to check the books. It developed that there was a shortage of \$50,000. The bank president was greatly alarmed and talked to all employes in an effort to locate the trouble. A rather new young woman teller arrived late and was asked if she had cashed a check for \$50,000 the previous day. "Oh, yes," she replied, and drew the missing check from her purse. "I took it home to show my mother what kind of work I'm doing."

On Aug. 20 we lost West End Conductor Otto Bolan. Otto started railroading in 1907 and had been on the H&D more than 41 years prior to his death.

Tony Spatafore, former section foreman, Redfield, has been visiting his brothers and sisters at Aberdeen. He is now roadmaster at Lewistown.

Conductor W. E. Rapp is off his feet for a little while. Best wishes for a speedy recovery.

A well-known pheasant hunter in these parts recently was Emmet Burke, retired captain of police.

Aberdeen's passenger agent, Bill Nye, has been experiencing some ill health. We expect to see him back on the job soon.

Congratulations are in order to Mr. and Mrs. Joe Schmaltz at Aberdeen. Baby daughter, Marie, was born on Oct. 15. Joe is a caller at the freight house.

East H & D

Martha Moehring, Correspondent

After an illness of several weeks Engineer Steve Brophy is back to work.

Conductor H. C. Johnson recently put his daughter and two grandchildren on a plane for Weisbaden, Germany, to join Mr. Chapman, his son-in-law, who is an Army officer stationed there. Hi says it's awfully lonesome without Chappie, aged two, and Kathleen, who is six months.

Dispatcher Joe Daly has returned to La Crosse, Wis., from whence he came to us last spring. His position is being filled temporarily by Warren Mayer.

W. F. Kelley, retired, is spending the winter with his son in Natchez, Miss. His post cards say that he's having a good visit with a lot of old friends.

Engineers Carl Teigh and F. C. Frederickson took their wives for a trip east and enjoyed the sights around Boston, Washington, D. C., and New York.

Army reunions have been the order of the day. Conductor Bob Hammel attended the get-together of the 744th Division in Chicago during October at which time 86 of the old outfit held a banquet. Conductor Cliff Johnson went to St. Louis, where the Railway Service veterans had their reunion, congregating 800 strong. General Gray was the banquet speaker.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Happy to report that the Jay line was again blessed with a lovely wedding—Richard (Bert) Hegge middle-aisled it with Catherine Clair Payne at Janesville, Wis., in early September. Bert is a Jay line brakeman and the son of Mr. and Mrs. Victor Hegge of Boscobel. His 12-year-old sister played organ selections for the wedding. Leland, his older brother who is switchman in the Chicago terminal, attended with a friend, Adeline Malzer of Chicago. Bert and Catherine took a short honeymoon trip to Madison and Rhineland.

By the time this is in print, Marge Krygl, comptometer operator at Galewood, will be the happy little housewife. Marge had the date set for the first part of October.

"Kokomo" Miller called recently to say that our friend and co-worker Louie Mindel is on the sick list at his home in Irma, Wis. Seems that Louie is having trouble with his legs and has been unable to get around.

Art "Patty" Karr of Galewood train desk got a big send-off his last days on the job. I reported that Art was given a cash gift to buy something for that new home in Colorado, but his wife thought it would be

Roy Austin Ends Long Rail Service



Family and friends gather around to congratulate Roy Austin as he leaves the cab for the last time. At his right is Mrs. Goth, one of the Austins' daughters, and at his left are Mrs. Austin and their daughter, Roma.

WHEN Engineer Roy Austin made his retirement run from Chicago to his home terminal in Elgin, Ill., on Oct. 30, friends were on hand at both ends of the line to wish him well, and a number of them rode the train with him to attend a little celebration at his home in Elgin.

In the crowd that gathered around his cab at the end of the run were Mrs. Austin and the Austins' two daughters, Mrs. Thelma Goth (who flew in from her home in Rochester, N. Y., to surprise her father) and Miss Roma Austin; also J. F. Bodenberger of Bensenville, Ill., retired general road foreman of engines, and P. H. Hughes of Elgin, retired traveling engineer.

When Mr. Austin looks back down the

years of his railroad service it will be a long look, as he was with the Milwaukee Road 51 years. He started firing in December, 1897, at the Goose Island yard in Chicago and was set up as an engineer in December, 1903. In 1905 he became a roundhouse foreman but, as he puts it today, "I couldn't stay away from the engines, and in 1907 returned to the cab."

With the exception of 12 years spent as traveling engineer at Marion and Mason City, Ia., practically all of his service was on the D&I Division, where he was seniority man. For the last eight years he piloted suburban passenger trains between Chicago and Elgin. He has carried many thousands of passengers to their destinations without an accident.

nice for him to have a watch from his fellow employees. Now he is sporting a fine pocket watch and chain to remind him of his old friends.

Mr. and Mrs. Bob Lewin were visited on Oct. 6 by the stork who left a seven-pound baby girl. Bob is a switchman at Brille. Mr. and Mrs. Bob Mann also received a visit from the stork, Oct. 20, a cute little girl named Shirley Susan. Bob is also a Brille switchman.

Night Messenger Frank Dominick and

his wife "Tommy" welcomed a little gal, Kathleen, on Sept. 22. "Tommy" is also a member of the Milwaukee Road family, on leave for the blessed event.

Night Assistant Superintendent Jim Jakebeck is still house or apartment hunting. Don't all yell at once, but Jim would surely love to find a place soon so he can once again enjoy his wife's home cooked meals.

Julius "Pinkie" Mosinski and wife celebrated their 12th wedding anniversary on



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Sept. 27 and Mae and Jonnie Graney were married 12 years on Oct. 3. Mae is an all-around gal at the Galewood office.

Sorry to hear that Trainmaster Joe Conrad is still on the sick list. At the present writing I understand that they have a blood bank for him. Anyone having an extra pint to spare (and I do mean blood) might find out if donors are still needed. Joe gave blood to the Red Cross several times during the war, so maybe some of his friends can return the kind deed.

Jess Kapoot, retired Bensenville yardmaster, surprised the Thursday night bowling league at the Trausch-Linden Recreation in Bensenville recently when he came strolling in. He is doing nicely after his recent illness.

Bob Divall, day yardmaster at Bensenville, and Mrs. Emilie Freeman of Bensenville were married on Oct. 9; spent their honeymoon in New Orleans. Bob's daughter Betty was bridesmaid and Emilie's son Tom was best man. A reception was held at Emilie's home.

Bob Divall reported seeing Mr. and Mrs. Ben Webb vacationing in New Orleans. Ben is getting along nicely after his long illness.

Recently I visited in the Roy Love home (Roy is yardmaster at Bensenville) and remarked on what a lovely, well kept room his two boys, Howard and Tommy, have. Roy told me that the bunk beds are made up every day by Howard, his oldest son. Howard is really an expert bed maker and helps his mother with the rest of the work to keep things nice and neat.

Sympathy to Floyd R. Peterson whose mother passed away the latter part of September. Floyd went to Iowa for the funeral.

Terrance Lee Schraub put in his appearance two months ahead of time, surprising mother Dora Jean and his daddy, Vincent (of Bensenville office) with his early arrival on Oct. 2, just two days before his brother, Vincent J., reached the ripe old age of one.

Mr. and Mrs. William Halby are heading out California way and intend to retire and live in Van Nuys. Halby has been working in the Bensenville office the past year as train clerk.

Joe and I drove to St. Paul, Minn., the latter part of October for part of our vacation. B-r-r-r, it even snowed a little, and no fishing, after tying all those beautiful looking fishing flies. But the duck hunting was super. Also had a grand visit with those five nephews and their mother and dad.

George Rauchenecker will be back at Galewood as night train director and yardmaster. Roy Love will take over the duties of acting night trainmaster at Bensenville.

L. Barry, police officer, passed away on Oct. 27. Burial services were out of town. He is survived by his widow, a son and a daughter.

MILWAUKEE SHOPS

Store Department

Contributed by G. O. Leack

Your regular correspondent, Earl L. Solverson, is still a patient at the Veterans Hospital at Wood, Wis., where he is convalescing following an operation. Earl expects to be confined to the hospital for a number of weeks. The good attention he is getting, together with the good wishes of everyone, should speed his recovery.

LeRoy G. Cronin has been appointed assistant district storekeeper, effective Sept. 16. Mr. Cronin was previously located at Milwaukee shops, having filled the position of chief clerk to the district storekeeper from January, 1942, to June, 1944, after which he was division storekeeper at Savanna and storekeeper at Galewood. Prior to his present appointment, Mr. Cronin was a member of the president's committee.

Al Ratzow, assistant scrap yard foreman, is taking a vacation trip in the West.

Al Zirkel and Elaine Knapp were neither disillusioned or disheartened over the showing of the Sal's Girls baseball team at Phoenix, Ariz., where they participated in the national championship play-off. Al did a great job of coaching the team all year to win the city and state championships but the competition at Phoenix, even with Elaine's help as captain and catcher, was too keen. They said the weather was too hot, also, but nevertheless they enjoyed the trip and are back on the job none the worse for their experience.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Jonathan Schnell returned recently from a vacation trip to Los Angeles where he visited with three sisters, two brothers and his mother. Reports a good sightseeing trip and a very good time.

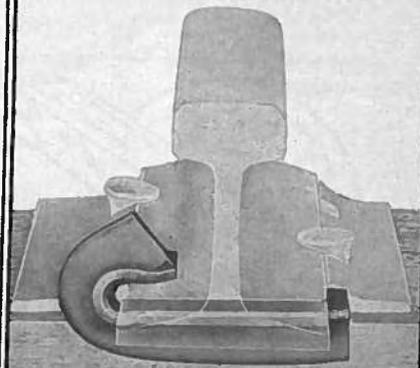
Lyle D. Horton also took a train ride and had good news about the nation's capitol. He and the Missus went to Washington to see the President, but Harry was out campaigning so they took in the sights instead. They had an interesting trip.

Al Camdohr, of the upholstering shop until a few years ago, is up and around again, having overcome the illness that periled his life. He has been watching the weekly bowling matches and also put in his appearance at work recently, just to say "hello" to his friends. He hopes to be back to work soon.

Art Schultz' son Gordon had the misfortune to break a leg recently in a motorcycle mishap at night. The accident was due to poor street barricade markings. He is doing well at a local hospital.

A welcome is extended to Ed Bunce who

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- Lock at opposite end.
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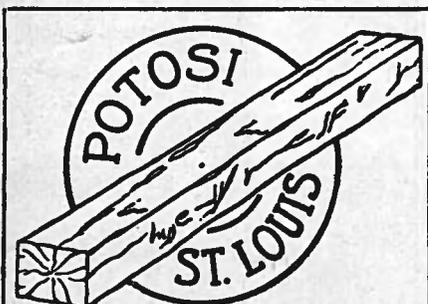
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COMPANY**
TERRACE BLVD., INDIANA

joined the mechanical department force in October. Ed is to work with Messrs. Reinke and Wiegatz on passenger and office building work. He is a wee mite of a lad, six feet four, a nephew of Frank Bunce of the superintendent of motive power office.

Eugene (Kewpie) Krueger has departed for offices east. "Butch" has taken over the Dynamometer car, and the test department is his new home when he is not out riding in the "Dyna."

The new lad answering phones 431 and 432 is not so new, after all. He is Howard Klima of the Chicago accounting department. Howard went to work in Chicago, commuting daily, when the offices were moved from Milwaukee. He is all through commuting now and is glad to stay in the home town.

Locomotive Department

Leone Schneider, Correspondent

Did you know that the stork recently visited the Ed Krause home? Well, he did, and left a wonderful baby boy.

Ardyth Kynast, steno in the SMP office, left recently to take things easy for a while.

Everyone who attended Mr. and Mrs. J. M. Hemsey's wedding reception had a grand time; a wonderful couple who have our best wishes for good luck. Mr. Hemsey is assistant superintendent of air brakes.

Wedding bells rang out recently for Virginia Tabbert and Robert Schori, followed by a reception. The couple spent their honeymoon in good old Minnesota. Ginger is a steno in the SMP office.

Ramona Kopitsch, steno in the SMP office, who recently became a veteran employe, is vacationing in Hot Springs, Ark., at present.

Two happy but "broke" girls are Shirley Borchardt and Beverly Trevillian. Still a bit new in railroad service, they decided to visit Chicago and have a "look see" at the big city. Their stopping place was the Edgewater Beach Hotel where they splurged on a suite. The splurging is over, but by the look in their eyes it was worth it. Both are stenos in the SMP office.

We are sorry to report the death of James A. McCormick. At the time of his retirement, Oct. 1, 1947, he was assistant to superintendent motive power. He began his service with the Road in 1908 as a stenographer and later became chief clerk to division master mechanic in Milwaukee. In 1918 he was appointed chief clerk to assistant superintendent motive power, in 1920 he became chief clerk to superintendent motive power, in 1924, assistant to superintendent of motive power. Prior to his service with the Road he taught school in Wisconsin and North Dakota. Sympathy is extended to his family.

All of you who read the sports section of our newspapers have certainly read about Engineer of Tests L. E. Grant's son and

Foundry Foreman C. C. Brown's son. The two boys are making football news, and the buttons on their proud fathers' vests are sure to pop off soon.

Steward Seefeld, molder in the foundry, is the grandfather of a baby boy.

Well, well, more babies. Richard Marek, molder helper apprentice, and his wife recently welcomed Baby Donald. Baby boys are gaining on the girls—Stanley Kleczka, molder in the foundry, was presented recently with a son. Mother and baby are doing fine but father is still up in the clouds.

Coach Yard

Richard Flechsig, Jr., Correspondent

We extend sympathy to the family of Frank Stella whose wife passed away recently after a long illness.

Chet Witters, our night assistant foreman, is still on the sick list but is expected back on the job soon.

Big Bill Derhimmer underwent a major operation recently. He was down to see us and is getting along fine, and expects to be back on or about Dec. 1.

Frank Neason is back on the job after a three week tour of the eastern states and southern Canada.

Ed Berndt, captain of the bowling team, says that spectators are needed at the bowling alleys to give his men a little more pep.

SUPERIOR DIVISION

John B. Philips, Correspondent

Hiley A. Goodell, agent at DePere, Wis., for the past 32 years, died on Oct. 21. We are all going to miss Hy, and extend our sympathy to Mrs. Goodell and family.

Also want to mention that Conductor Leonard Feak lost his life in an accident at Sidnaw, Mich., on Oct. 21, and extend the sympathy of Milwaukee Road employes to the family of this man.

During the past months the following employes passed away: Engineer Henry Krist died Apr. 26; Fireman Bernard Hazelbauer died June 17; Conductor Herbert Gleason died suddenly just prior to taking his run out of Milwaukee on No. 9 on July 23; Conductor Gerald Daley died Aug. 27 after a short illness; Conductor William G. Conery died on the job in Iron Mountain yard on Aug. 30.

Caller Emmet (Red) Ryan spent some time in the hospital this summer and convalesced at Camp American Legion at Tomahawk. Red took sick quite suddenly but seems to be in good shape again.

Conductor Raymond Houle is still at the Veterans Hospital at Wood, Wis. We hope that he will soon be about again.

Engineer Charles Doherty has been on the layoff list for about a year with a disabled

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arm, and Engineer Emil Shemick has been off for quite some time on account of illness. We hope that both will soon recover and return to service.

Conductor Edward Schmitz was recently awarded the Fisherman's Certificate, entitling him to come home with an empty bag and wet pants and shoot off his mouth about the big ones he missed. The certificate was attested to by Lost A. Whopper, president, and M. T. Kreel, secretary.

Clerk Robert Centen spent his vacation taking a trip through the West, visiting in Portland, Los Angeles and Hollywood.

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

Indian summer such as we used to have every fall has been our reward for being good, or something. Anyway, the Indian summer this year has been exceptionally good—nothing like it for several years—the duck hunters are only wishing and listening to the weather reports on the radios, and the deer hunters likewise. Plenty of game, but they fly high or stay high, as not much success around here. But it won't be long now, such has been our experience with Montana what little time we have lived here, before the snow comes sudden and deep, and does it lay on! Until next May, maybe.

Conductor and Mrs. H. W. Kilpatrick have returned from a three-week trip to Kansas City and nearby places, where they visited Mr. Kilpatrick's mother and other relatives.

During October, Engineer and Mrs. Owen visited friends and relatives in Wisconsin.

Conductor and Mrs. Ted Burow have returned from Wisconsin where they spent a month with relatives of Mr. Burow.

Engineer and Mrs. D. A. Robinson put another 7,000 miles on their car with a trip from here to Mississippi, Tennessee, down to Florida and even Oklahoma, returning via Yellowstone Park which was so beautiful this fall it made them glad to get back here.

Engineer and Mrs. Robert Daniels have sold their home in Deer Lodge and moved to Three Forks. Understand they will occupy the Daniels apartment in the J. E. Daniels home, which is almost completed and is a most attractive place, right across the highway from Yours Truly where I can watch it.

Conductor and Mrs. Louis Kirwan of Bozeman have a new addition to their family, a daughter born on Oct. 23. Congratulations.

Trainman A. L. Dorsey and wife of our city are parents of a baby son, born on Sept. 29 in Townsend. Good wishes to them, also.

During the latter part of August and early September, Passenger Engineer O'Donnell and Mrs. O'Donnell visited friends in Minnesota. Part of the time they were fishing at White Bear Lake with W. G. Ringham, an old friend, and in Lake Superior where Mr. O'Donnell landed a 14-pound trout. I understand he ate it all.

The death of Section Foreman R. F. McClatchney of Francis early in September shocked the entire division. Mr. McClatchney was so well known and such a friendly person, that it was with much sadness we learned he had a heart seizure while fighting a fire near Francis. He had been an employe of the Road for 37 years. He was 56 years of age and born at Big Timber, Mont. He is survived by a sister at Fromberg and a brother at Harlowton.

Conductor Jasperson of Bozeman and his wife left in October for Bradentown, Fla. (near St. Petersburg), where they will make their home. Mr. Jasperson has retired and they have sold their home in Bozeman. Mr. Jasperson was an old employe on the Gallatin Valley line, working almost all of his years of service in and around Bozeman. We wish them good luck.

Conductor Dave Burrell, who has been on the Gallatin Valley run the past year, has also retired. His last run was on Nov. 1. He is an old employe of the Rocky Mountain Division, making his home at Three Forks, and he worked between Harlowton and Deer Lodge for many years. We all trust many years of leisure are ahead of him.

Northern Montana

Pat Yates, Correspondent

We regret to report the recent death of Dick Radke, roundhouse helper. Mr. Radke started with the Road in the Miles City roundhouse during the early '20s, before coming to Lewistown. Death was attributed to injuries received from a fall he had while working on the roof of his home. Our sincere sympathy to the family.

Earl Short, who has been confined to the hospital for some time, is improving and will soon be home.

We are happy to report that Pat Scheedey, retired wrecking foreman of Harlowton, has returned home after spending a week in the hospital.

Carman Gust Samuel has returned from a visit with his sister in Long Beach, Calif.

Fifteen days of deer season have gone by at this writing and I can report four deer being taken by railroad men in this area. They are Freight House Foreman Jake Sanford, Roadmaster Ole Haanes, Engineer Zig



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Crawford and Section Foreman Walter Laverdure, Piper.

Agent George Pittman, Jr., of Grass Range is being relieved at his post for 30 days by Mary L. Messier.

Section Foreman Arthur Ryan of Glen-garry retired recently with 55 years of service, 10 years of that spent in train service. Mr. Ryan has a 30-year clear safety record for himself and his men. He'll live in Lewistown where he has purchased a home.

I & S M DIVISION

H. J. Swank, Division Editor

The many friends of Trainmaster M. T. Sevedge were sorry to learn of the sudden death of his father on Oct. 18. Sympathy is extended to the bereaved relatives.

A few pay days ago the freight office at Austin tried out a new wooden check case, but after two of the boys had nicked their knuckles on the metal dividers and Steno Phyllis Peters had so much trouble with the alphabet, they reverted to the old cardboard bank case. Rumor has it that while Phyllis may not be so hot on her ABC's, she really knows how to prepare a fish dinner.

Ticket Clerk John Schultz is laying plans at this writing to spend the winter in California. His position is now on bulletin.

I have been advised that Jimmy Ness, switchman and amateur photographer, became so excited taking pictures of the horse races at the fair that he apparently stood on his head to get some of the shots, as when they were developed the horses appeared to be running backwards.

The grain inspection yard at Farmington, which had been operating since Aug. 7, was discontinued on Oct. 14. The yard was operated with an H&D engine crew and an I&SM train crew, with Conductor Bob Morgan in charge.

Harvey Otterness, second trick operator and relief train dispatcher at Austin, has made a seniority date as train dispatcher.

I took the family on a trip through the Hollandale district at the peak of the vegetable harvest, and had to look twice when my wife asked if there was a flock of sheep out in the field—it was a thousand or more bags of spuds and onions all sacked up and ready for loading. To date we have hauled 793 carloads of vegetables from Hollandale, together with 244 carloads from Hayward, the southern tip of this "garden" spot. This is equal to about 20 solid trainloads of vegetables to date—and more to come.

In spite of the many last minute details to be worked out, the Dewey Victory Special operated over the I&SM Division in "apple pie" order, thanks to the efforts of all concerned. Large crowds were on hand to greet and listen to the speeches by Governor Dewey and party at Albert Lea and Austin. We then delivered the train to the C&NW at Owatonna, where a speech was also scheduled.

Perishable Freight Inspector Howard Raftery has joined the ranks of home owners, having purchased a home in Hayward, Minn., where his wife, Margaret, is agent for the Road.

Sherman Rowe is back at Dundas, N. C. Putnam at Lyle and K. C. Sexter at Owatonna, all having been off during hay fever season.

Charlie Anderson is back to work as agent and Mrs. Anderson as clerk at Farmington, after spending the summer at their cabin near Kasota. P. F. Finnegan, who relieved at Farmington, has returned to Rosemount.

Ray T. Murphy, first trick operator at Farmington, has been off for two months on account of illness. R. G. McDermott, agent at Castle Rock, is relieving.

T. J. Lloyd, second operator at Rosemount, has qualified to work on the C.T.A. panel at Farmington.

Violet L. Beatty, superintendent's steno, vacationed during October, visiting relatives in Coon Rapids and Sheldon, Ia., and also spent a few days in the Twin Cities. She was relieved by Barbara Wacholtz.

Train Dispatcher Ed Laugen was away for three weeks recently, spending some time with a friend, J. E. Leibel, in the Twin Cities and making a side trip to Somerset, Wis., for some muscle building exercises.

Helen Holden, agent at Houston, spent two weeks in Florida recently visiting Mr. Holden's parents. She was relieved by A. E. Salisbury.

Two of our eligible bachelors were married recently—E. L. Groh, operator at Cresco, and W. L. Baker, relief agent now relieving Lyle Olson at Oakland.

An announcement overlooked previously was the death of H. H. Wood, former agent at Freeborn, Minn., which occurred in a Rochester hospital on July 3. "Hezzie," as he was known to his friends and co-workers, had been on the retired list since Aug. 15, 1946. We extend sympathy to the bereaved relatives.

Sympathy is also extended to Floyd Whalan, car department employe at Austin, whose father, Urban C. Whalan, roundhouse employe, passed away during October.

Chief Dispatcher O. C. Peed and wife have returned from a vacation trip to the West Coast and British Columbia.

On Oct. 17 the sky was red in the east about 7:00 P.M., where it is usually red about 7:00 A.M., all because two youngsters, ages 9 and 10, decided that the icehouse was a good spot in which to sneak a few forbidden cigarettes. After finishing their smokes their hands became cold so they lit the empty package and put a few handfuls of sawdust on it to make it burn better. After tiring of playing around the icehouse the boys went home about 5:00 P.M. and two hours later the flames burst through the roof. The Austin fire department brought them under control but the blaze broke out anew about three times during the night and the following morning. The roof and parts of the side wall collapsed.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Following up our September issue, some of our readers have brought to my attention the fine record of Hoel family and their accumulated years of service with the Road. The following from Milwaukee Terminal are: John, car inspector, 30 years; Joseph A., check clerk, 32 years; Joseph M., supervisor of rates, 28 years; Ed James, check clerk, 31 years; Alex, delivery clerk, 29 years; Walter, checker, 31 years; and John, regional public relations assistant, 25 years.

John Brower left us on Sept. 19 to start his duties as tracing clerk in the general

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office. Simultaneously, John Klump of that office took over his new duties as city solicitor.

Congratulations to the Al Jeskos on the birth of a son, Oct. 22.

Latest assignments are those of Margaret Hagberg to the OS&D and Pat Daley to the pickup and delivery. Bob McConnell, who came to us from the Missouri Pacific at St. Louis, is leaving shortly to accept a new job. Robert Miller, a beginner in the billing department and a former Navy man, informs us that he spends his mornings at school.



Gerald Switalski, 2, appears to be a likely successor to his grandfather, Louis E. Wieland, of Milwaukee, who has been in service 37 years.

Absentees are Willard Kinast who is vacationing in Eastern Canada and Beatrice Lang who is recuperating from a recent operation. Bea was rushed to Lake View Hospital Oct. 17 for an appendectomy, surprising everyone else as well as herself and almost ruining plans for a vacation trip to Florida. However, we understand that the trip is going through and Bea will do her resting up in the sunny South.

An interesting letter received from Ed Bates informs us that he enjoys receiving the Milwaukee Magazine. He states that the weather in Orlando is very hot and although he lives between two lakes with less than five blocks to either one, he has no fishing license to date. Also, quote, "I have not found a checker player here yet. I believe they know my record and are afraid to tackle me."

Charles Roessger, our former clerk and now a corporal, is stationed at the base weather station at Kearney, Neb. Charlie's duties consist of keeping up-to-date weather reports for the Air Corps, mostly in code. Sounds interesting.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

Much interest has centered around the trading of track facilities by the Blatz and Pabst Brewing Companies. Formerly Blatz received empties for loading and loads for unloading at Cherry yard, while Pabst handled its cars at Chestnut Street yard. Since these firms are not located directly on the railroad they must rely on trackage that is close and adequate. Chestnut Street yard is the new location for Blatz. This move places their loading and unloading operations directly across from a proposed power plant on the bank of the Milwaukee River. The Cherry yard location for Pabst will mean that their loading, unloading and storage will be centralized. Laying of new track and relocating present track has begun and when completed will enable Pabst to work over 60 cars at a time.

In case anyone has been wondering, it can be reported that the "dean of yard clerks" is still setting the pace. We refer to Ed "Lefty" Eckhart who handles the south end and the "nut" line firms in the North Milwaukee district. At this writing Lefty has

not donned his winter attire, but we'll let you know when the event takes place.

Yard Clerk Bill Kaegler and his wife, together with Yours Truly and his family, spent a pleasant few days recently with the Missouri folks. Farming isn't up Bill's alley, but when it comes to construction of a corn crib he's right on the ball.

We understand that the train crew on the Berlin Bullet, or Northern 30, is anxious to know who waves at them every morning as they pass the North Milwaukee depot. She is Miss Carol Keller, stenographer, recently graduated from Washington High. Besides waving to "her boys" every morning at 9:26 she likes to go square dancing.

COAST DIVISION

Harry W. Anderson, Division Editor

George Crissman, a newcomer to the railroad, has been assigned to the position of stenographer in the assistant superintendent's office. He had been on the job only a few days when he reported that a son named Robert McFadden Crissman arrived on Oct. 3.

Harold J. McClellan passed away at Colville, Wash., following an illness of about one year. Harold had been extra gang time-keeper on the Coast Division for a number of years and made many friends who wish to extend their sympathies to those left to mourn his loss.

Herb Beers of the engineering department went in the hole on his vacation; that is, he spent it working in his basement.

A couple of our boys who traveled east on their vacations ran into some tough luck. William (Fitz) Fitzgerald, time revisor, became ill while returning home and was laid up for over a week. W. L. Delaney, general car foreman, also contracted a case of pneumonia and was taken to the hospital on his arrival at Tacoma. Reports are that he is improving nicely.

Joyce Fearn, daughter of Hazel Cardle, clerk, engineering office, was married to Dr. Edward Funk at a beautiful wedding ceremony. After the honeymoon they will make their home at Lakewood.

S. D. Franciscan, from the chief engineer's office at Chicago, paid the engineering office at Tacoma a visit while vacationing here.

Richard Klansnic entered the Milwaukee service as a rodman on Oct. 25. He hails from Enumclaw.

Margaret Grayson, stenographer to Chief Clerk Ellis, is leaving her job and moving to Oakland, Calif. We wish her luck.

BELLINGHAM

Franklin D. Shook, 72, retired car foreman of the Puget Sound line, passed away on Oct. 28 in Los Angeles where he had been living since 1940. Mr. Shook entered Milwaukee Road service as a car repairer at Harlowton, Mont., in 1909. He became car foreman there in December, 1912. The following year he moved to Spokane as car foreman and was made general car foreman of the division in 1918. In 1920 he moved to Bellingham and was car foreman there until 1940 when his health failed and he retired to live in California near his daughter. Survivors include his widow Rose, his daughter Dixie Fuller, a sister, Mrs. C. J. McIntee of Bellingham, and a brother Earl, the latter a Milwaukee Road man in service at Avery, Idaho.

A music critic says: "Nothing in the world sounds worse than a phonograph almost run down." Sir, did you ever hear a pedestrian who was almost run down?



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Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Cliff Rowe, chief engineer of the tug *Milwaukee*, has sold his Seattle home and purchased one in Indianola, across the Sound. Cliff doesn't get enough rides on the water, so he had to settle where he will have to ride on someone else's boats.

A. B. Campbell, manager of telegraph office at West Topeka, Kans., and his wife are Seattle visitors. Mr. Campbell has been an employe of the Union Pacific for many years. He is a brother of our late agent, W. H. Campbell, and uncle of our OS&D clerk, Jewell Campbell.

William K. Chisholm, team track clerk, was called back by the Navy in October as a lieutenant commander. His place is being held for the present by Robert McDonald.

Gertrude Deeny, who has been on the extra list, has been doing relief work at Port Angeles, in Vice President Dugan's office, and in the local freight.

W. H. Rode, who recently had an eye removed, is back on his job as reclaim clerk.

Sam O. Wilson, retired yard track foreman, has moved to Port Orchard, where he expects to make his future home. This is just across the waterway from Bremerton.

Mrs. John Bechler, wife of Warehouse Checker Bechler, left Oct. 10 to spend a few weeks with her daughters in Cleveland, Ohio.

Record Clerk Frank C. Bell left on Oct. 13 for a trip east and to Old Mexico. He is taking his picture machines with him and expects to get some good shots.

Warehouse Foreman George Bahl has returned from a vacation trip to Montana where his wife and family have been visiting for several months. He reports good fishing.

Word has been received that Frank Berg, retired waterfront checker, and wife have been summering with their daughter in Tulelake, Calif., but expect to leave soon for their home in Austin, Texas.

A. Woodward, demurrage inspector Lines West, and wife entertained the employes of the local freight office and their families at his beautiful new Magnolia Heights home recently. Everybody had a wonderful time. Mr. and Mrs. Woodward did a real job of entertaining, even to the extent of some of the vaudeville stunts.

Valdemar Christiansen, deck hand on the



tug *Milwaukee*, retired on July 29 after faithful service in the marine department.

Robert E. McGuire, assistant rate clerk at Beverly and former outbound bill clerk at Seattle, is on leave and attending school at Ellensburg under the GI Bill of Rights.

Thomas H. McNeilly, father of Margaret McNeilly, secretary to Assistant Superintendent Herven, died from a heart seizure on Oct. 17. Our heartfelt sympathy to the bereaved family.

Vera Tuson, chief expense bill clerk, returned to work on Oct. 18 after three months' leave on account of illness.

Frank Quigley, assistant chief clerk in charge of the car service department, has been ill recently. His place is being filled by Ed Cartwright. Others in the department helping out are Maurine McDonald and Lou Wirth. Jackie Werner has been handling the second shift.

The local freight office was surprised recently by a visit from a former employe, C. E. Coburn, and wife of Long Beach, Calif. Mr. Coburn retired several years ago. They are both in good health.

John S. Cole, assistant chief clerk, yard office, was called to Spokane on Oct. 16 on account of the death of his mother who was hospitalized for two years. Our sympathy to Mr. Cole and family.

Mrs. Mark Cable, widow of former warehouseman, left in late October for a visit in Walla Walla and Spokane.

Mary (Galster) Coulston, who recently flew to Honolulu, has written us that she enjoyed the trip and was happy to be reunited with her husband.

Record Clerk Frank C. Bell, who left here on Oct. 13, was last heard from in Washington, Ia., visiting his retired Milwaukee brother. From there he will head for Mexico City. Nellie Holtum has taken his place in the local freight office.

Marjorie Oldenburg is the new secretary to Cashier Weigand in the local freight office vice Lucile Oldenburg, who goes on the extra list.

Jerry Brundage, outbound rate clerk, brings home the bacon, or, in this case, venison. He bagged a big buck on his third day of hunting in the vicinity of Leavenworth.

Cashier L. M. Weigand is spending his vacation visiting his father in Grand Rapids, Mich. This is his first visit home in a long time.

Robert McDonald, team track clerk, was displaced by Frank Walker on Nov. 1. Frank has been on sick leave for six months but is now feeling fine.

Phillip Wood, who was loaned to the perishable freight department at Kittitas to help with the heavy movement of potatoes.

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has returned to Seattle and is now employed at the interchange.

James B. Barnes, retired warehouseman, was a recent visitor.

Assistant Warehouse Foreman George Bahl is on the sick list at present.

Francis Yancovitz, who hails from Boston, resigned on Oct. 27 to accept a position in the Seattle post office. He took the civil service examination while in Boston.

Bert Blum, fireman on the tug *Milwaukee*, returned recently from a trip to his old home in Wichita, Kan.; the *Milwaukee* operating normally again.

Tacoma

R. A. Grummel, Correspondent

The Tacoma yard and freight house forces have suddenly been confronted with a considerable increase in export and import business, which has been dumped onto our docks without warning and which has involved a tremendous movement of cars and freight, this being the result of the C.I.O. longshoremen's strike. The docks in Tacoma are among the few manned by AFL longshoremen, and much of the water carriers' business is diverted here. Everyone concerned is doing his best to keep the cars moving.

The claim prevention and safety meetings held in the agent's office the third Tuesday of each month are becoming more interesting and productive. The writer is trying out a new plan of giving the chairmanship of each meeting to one of the members. Our October meeting was turned over to Claim Clerk Tom Dolle, who did an excellent job.

Glen Russell, ticket clerk, spent his two weeks' vacation visiting in California and Reno and was relieved by Carl Ziemer, who unexpectedly spent his vacation in the hospital. He is back on the job again and feeling fine. He was relieved by Swing Clerk Lysle Smith. Mr. Smith spent his vacation at his summer home on Lake Patterson.

Vacationing at present is Dorothy Clover, who is visiting friends in Sacramento and San Francisco.

Warehouse Checker Arthur Gleb and his mother spent a vacation visiting Arthur's brother in Minneapolis.

Al Goldsbrough and wife spent several days vacationing in Victoria and Vancouver, B. C.

Frank Bryan and wife were all set to go to Vancouver, too, but were interrupted by unexpected plumbing difficulties. They did manage to visit friends in Spokane.

Ann Johnson and Mrs. Margaret (Olsen) Biffer, now residing in Berkeley, Calif., but former employes, are visiting relatives and friends here. Miss Johnson and Millie Anderson also spent several days in Victoria, B. C.

Mrs. Fred Ludwig (formerly Marie Speith) recently entertained Ann and Mar-

garet, also Florence McMahon, Hazel Allgood, Daisy Heester and Millie Anderson. The evening was spent reminiscing about happy days when the girls worked in the superintendent's office over the passenger station.

YARD OFFICE

Switchman Warren is passing candy and cigars in honor of his third son, the fourth child in the family.

Yard Clerk Helen Alleman spent an enjoyable vacation in Seattle with friends and was relieved by Mrs. Ann Beaumont.

Yard Clerk D. R. McWhirter, who took a couple of weeks' leave of absence to go to California for his health, has returned feeling much better.

Seattle Yard

F. J. Kratschmer, Correspondent

With deep regret we announce the death on Oct. 16 of Jack Cole's mother in Spokane. Jack is third trick boardman in Seattle yard.

Our deepest sympathy is also extended to Margaret McNeilly and family, owing to the death of the father on Oct. 16. Margaret is stenographer in the assistant superintendent's office.

Carman George Turner has returned from a trip to the Middle West. George had a complete check-up in Chicago, after which he visited in and around Milwaukee and Minneapolis.

Car Inspector Steve Cage and wife left for California and Arizona on Oct. 10, on a three-week vacation tour.

Yard Clerk Verne Petermeyer has been sporting around in a brand new Studebaker. After several months in logging service, Brakeman Steve Liddane is back on the local, running between Tacoma and Seattle.

Carman Emery Distro was called to Chambersburg, Pa., on Oct. 8, account of the serious illness of his sister. An Aberdeen, S. D., paper received recently stated that a large crowd of Emery's friends were at the station platform to greet him when he passed through there. Aberdeen is Emery's old home town.

General Yardmaster H. O. Bangs took a week off starting Oct. 11 and went on a bird hunting trip to the Yakima valley. Not very successful there so he came back home and got his limit almost in his back yard.

Melba Batson, clerk in the car department, is figuring on leaving shortly for Washington, D. C., to join her husband, who was recently drafted for a six-month service in the Civilian Defense Corps. Mr. Batson has been chief of the patrol division in the Seattle police department for some time.

Francis J. Youcovitz, formerly with the B&A Railroad in Boston, has taken a position as interchange checker, working out of the Seattle yard office.

Another recent addition to the Seattle interchange is Edwin F. Mason, son of W. T.

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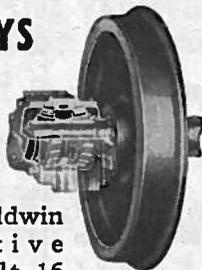
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61st
Year

**PROVIDENT
LIFE AND ACCIDENT
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Our
61st
Year

— CHATTANOOGA, TENNESSEE —

Mason, manager of the Seattle telegraph office.

Perishable Freight Inspector Bert Roberts started his annual trip to the East Coast on Oct. 1.

A. E. Smith who checked cars in Seattle yard last fall, returned temporarily to the same work after spending the past eight months in the East.

Helper Ray Holmes of the roundhouse recently took on a side line during his spare time, marketing spuds.

Locomotive Engineer Elmer Ritter is back on the job again after being off for about a month due to illness.

That Frazinni-Batson combination on the car repair tracks was hard to beat this year. They took down every World Series game pool, except one. Thanks for the break, fellows.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

October 1 brought the retirement of William A. Snure who has been chief clerk to the agent at Spokane for some 30 years, besides service prior to that as agent out on the line. Everyone who knows Mr. Snure will realize how we miss him; always a cheery word for everyone and ready to lend a hand wherever needed. We wish him the best of health in which to enjoy his retirement.

From Othello we have word that Engineer W. E. Jones has also retired. Bill has pulled passengers in and out of Othello for many years. "Good luck and good health" are the wishes of his friends.

Henry Latham, who was machinist at Othello roundhouse for the past 28 years, passed away at the Ellensburg General Hospital recently. He is survived by his wife, Jeanne, and his mother and sister at Pueblo, Col. Burial was at Pueblo. Hank, or "Shorty" as he was called, had charge of the machine shop for many years and took over the maintenance of Diesel locomotives when they were introduced here. His place will be hard to fill.

Roundhouse Foreman Charles Davidson and Mrs. Davidson left for a sightseeing trip Oct. 10. Machinist L. Stinebaugh acted as foreman during Mr. Davidson's absence. By the way, Mr. Stinebaugh took an auto vacation recently, too, through Idaho and Oregon. Mrs. Thomas Malone was relief



"If we're doing ninety, those guys are pumping that handcar at a new record."

clerk in Roadmaster Moore's office during his absence.

Machinist K. M. Paeske has taken over the Diesel shop since the death of Mr. Latham.

Machinist Helper Ernie Shafer drove to his old home in Oregon recently for deer hunting and came back with a four-point buck—all done up in cans which "Mom" Shafer prepared for him.

After five years of having Conductor Ed Reilly and Mrs. "Skeets" Reilly in the yard office, they have moved from Othello and purchased a home in Spokane. Mrs. Reilly will try her hand at housekeeping and Ed plans to work out of Spokane on the POR line.

Clem Morissette is the conductor on the Warden line now and Mrs. Robert (Wanda) McCourtie is working full time in the yard office.

The Othello car department must be at a standstill. Car Foreman Barrett hasn't had much to say since one of the bucking horses at the Othello rodeo was named "Mayor Barrett." Dickie Donley, son of Lead Car Inspector Donley, and Claude Moore, son of Roadmaster C. E. Moore, did splendidly on the broncs; also, Kenneth May, son of Fireman G. May, in the horse races. Larry and Trudy, Carman R. McCourtie's children, rode in the parade at Othello's first rodeo.

Word has been received that John Crown, retired engineer, passed away suddenly at his home in Seattle. He was a former resident of Malden.

Conductor Robert Leyde has been ill with rheumatism recently but is much improved and hopes to be back to work soon. Conductor Robert Hankins, who is in Providence Hospital, Seattle, is improving. Both of these conductors live at Malden, their home terminal.

From St. Maries, we hear that Signal Supervisor R. M. Lloyd has purchased a new station wagon and that he and Mrs. Lloyd are taking a November vacation.

Roadmaster and Mrs. J. W. Loftus have adopted a very young baby girl. They have named her "Barbara Mary."

Agent G. W. Myers was relieved by G. M. Durkee during his vacation. Mr. Durkee has been working second trick in place of "Barney" Colligan who is off on account of illness. G. W. Winkler and C. A. Sprinkel are the other operators on duty. Car Foreman F. V. Kennedy spent

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vacation elk hunting. Also out in search of a deer in the Montana wilds at present are Carman H. P. Jensen and Roy Evans, both of the Spokane car department.

Wally Prosser, Spokane yardman, and a friend were out duck hunting recently and got several birds. They brought home only the limit on account of the difficulty of retrieving them due to high wind and rough water.

The prize hunter of the season is Baggageman Hugo Spetz. He brought back evidence of his hunt and even presented your correspondent with a wild goose. My stock in promises has gone up.

Section Foreman Stratton of Worley and son Merle went into the Elk River vicinity recently and got an elk each, just an hour and a half after starting out. That's not bad.

Jack Fuller, section foreman at Coeur d'Alene, has taken charge of Roadmaster Allen's extra gang at Lone, replacing A. M. Osborne who has gone to the Coast Division as foreman of the Garcia section.

Section Foreman W. E. Swartley, at Plummer for many years, is returning to the Idaho Division as foreman at Lost Creek. Foreman Harold Lyon, Rathdrum, relieved at Lost Creek pending assignment.

Engineer Lee Thorne is back on the job after being off for several weeks on account of an operation. Engineer Ted May who has been seriously ill for some time, was discharged recently from the St. Maries Hospital.

Engineer J. E. Warner has been admitted to a Spokane hospital where his condition is considered serious.

Retired Engineer Gustafson has been ill for several months.

Sounds like Washington is a bad place to live, but just the contrary. The weather has been so perfect for the past months that just being around to enjoy it makes life worth living.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Mrs. Oscar L. Clawson, wife of trainmaster, who has been seriously ill and has been in the hospital at Terre Haute for several weeks, has returned to her home and is recuperating.

Robert Dean of the traffic department has accepted employment in the traffic department in Chicago. His many friends in Terre Haute wish him success in his new position. Richard Meek of the engineering department has transferred to the traffic department, replacing Mr. Dean. Miss Virginia Sine has been employed to replace Mr. Meek.

Mr. and Mrs. James Homer Dowden cele-

brated their golden wedding anniversary in October with a dinner at their home for relatives and friends. Two of their daughters returned home for the event but a son in California was unable to be present. Homer is a retired Terre Haute Division passenger engineer, having served the Road 42 years.

Paul and Marge Bridenstine, formerly of this division, announce the birth of a son, Wayne Russell, at Tacoma, Wash., on Oct. 8. Paul is now a trainmaster on the Idaho Division.

Bill Johnson of the traffic department, also chairman of the Southeastern Service Club, is very busy just now harvesting a nice corn crop at his suburban home.

The Southeastern division bowling team has been equipped with new shirts by its sponsor, the Service Club, and is now bowling at the House of Ten Pins every Tuesday evening. The team is composed of the following employes: H. C. Minter and "Skip" Keating of the engineering department, Jack Wright and "Lefty" Scholl of the dispatcher's office, and Bill Terrell and Paul Rhodes of the car department.

Trainmaster F. C. McGinn was transferred to Portage, Wis., effective Nov. 1. A farewell party was held in his honor on Saturday evening, Oct. 30.

Operator Claude Morris was the successful bidder on second trick at Faithorn and Bob Jones on third trick at Walz.

Operator Hyslop is on the sick list at present and Operator Morris is working in his place at Bedford.

Agent Talkington has returned to work after a long illness.

We have a new operator in Albert Dressler, who is working at Faithorn, second trick, Duffy Nunley being the successful bidder on third trick at Dewey.

West Clinton Area

Earl H. Lehmann, Correspondent

Sympathy is extended to Store Helper Oliver Eslinger in the death of his mother in September. "Nate's" son Carroll, who is stationed with the air transport command at Newfoundland, was notified of his grandmother's death and traveled 4,000 miles by plane and the rest of the way by train and bus, only to arrive too late for the funeral. He spent a 15-day furlough here with his father and other relatives.

Roundhouse Foreman John Gavin tells us that his brother Howard T. was killed in the airplane crash in which seven persons lost their lives at Fountain City, Minn., on Aug. 29. Jack attended the funeral. We extend sympathy to the family.

Section Laborer August Lucchi became suddenly ill while at work on Oct. 8 and was taken to the hospital at Clinton. We hope for his early recovery.

The home of Section Laborer John Hollingsworth was completely destroyed by fire

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on Oct. 15. The fire is believed to have started in the basement and gained so much headway that it was impossible to save the contents of the house. (The citizens of this community contributed a large sum of money over a year ago to provide a fire fighting apparatus, but it has not started to function, as yet.)

Conductor Schuman Hunter has been ill for several weeks.

Carman Claude Johnson has been ill at his home in Terre Haute for several weeks. We all hope that C. D. will soon be back on the rip track.

Sammy Harris, a former car department employe, was seriously injured in an automobile accident near Evansville on Oct. 29. He is a brother of Brakeman Lambert Harris and brother-in-law of Conductor Sam McReynolds and Blacksmith Elgar Snodgrass.

Carman John Foncannon and Mrs. Flossie Price were married in September and will make their home in St. Bernice.

Carman John H. Glass and Miss Barbara Johnson of Dana were married on Sept. 11 and will make their home in Dana.

Division Car Checker William Hewitt and Miss Barbara Hopkins, daughter of Car Inspector Harry Hopkins, were united in marriage on Sept. 18 and will live in St. Bernice.

Miss Betty Skelton, daughter of Engineer Harold Skelton, and Robert Jackson were married recently and will make their home in Blanford.

Miss Mary Jo Jordan, daughter of Conductor Wallace Jordan, and Kenneth Crane announced their marriage recently. They will live near Clinton.

Carman Warren Davis and wife are the proud parents of a daughter born in September. They have named her Sheri Dee.

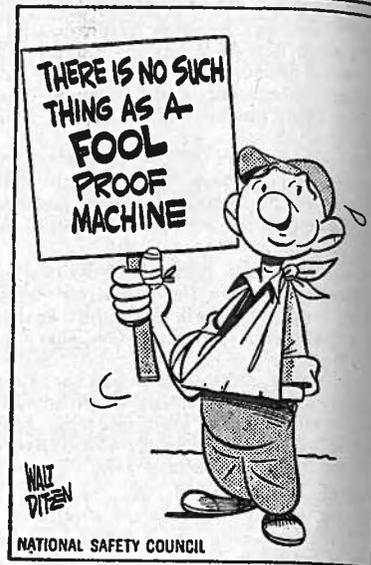
Brakeman Leroy Hale and wife are the parents of a baby daughter born during September. Her name is Marguerite—after her grandmother. Inspector Elza Hale is grandpa again.

"Richard Allen" is the name of the son born to Clerk Richard Dorfmeier and wife in September. Mrs. Dorfmeier is the former Phyllis Wilson. Oh, yes, the grandparents are Car Inspector Preston Dorfmeier and wife and Engineer Brownie Wilson and wife.

Conductor Sam E. McReynolds and wife spent the greater part of September visiting in California.

Engineer Reed McGinnis and wife and

HAP HAZARD



Car Inspector Donald Bain and wife spent several days recently fishing in Wisconsin. They reported a good "catch," but a few days after they returned it was reported that Brakeman Max Vickers went right down to the creek here and caught more fish in a couple of hours than they did in all the time they were away.

Brakeman Loren Dagley is remodeling his restaurant across the road from the yard here and it looks as if we will soon have an up-to-date hotel and lunch room.

Carman Emil Bauer was pleasantly surprised recently with a visit from his twin brother William, from California.

Car Department Employe Edwin Roe had the misfortune to fall off a ladder at his home and was off for several days in September. We are glad to see him back again. Edwin is pastor of the Nazarene Church in Dana.

Master Mechanic Roy Magnuson and wife have moved to St. Bernice from Clinton.

During September, Carman and Mrs. Gregg Conrad enjoyed a visit from their son Don and wife of Trevena, Tenn., where he attends college. Don, who is a young preacher, filled the pulpit for a few services at the Nazarene Church in St. Bernice.

Brakeman Frank Sheets is working on the H&D Division at present, but we expect him back home before cold weather.

Car Inspector George Lentz and wife spent the latter part of October visiting with their daughter and son-in-law, Audrey and Ted Brockman, in Tampa, Fla.

Conductor O. S. Hadden was on a two week trip through western states during October and visited his son who is in the Army Air Corps at Tucson.

Mrs. Frances Potter, daughter of Conductor D. H. Clark, has been taking her apprenticeship as caller at the roundhouse.

Engineer Francis Allen has purchased a nice residence on the Jonestown pavement. We hope "Curly" and his family like St. Bernice.

Carman Howard Hunnicutt and family visited relatives in Tennessee during October. Howard says some of the engines down there have chimes. Oh, those southern belles!

Homer Wallace and wife, Bedford, were in St. Bernice in September looking at their property. They also called on Engineer "Judy" Reed and wife, Car Inspector Elza Hale and wife, Yardmaster

Bodle and wife and his mother, Mrs. James Price. "Peck" is roundhouse foreman at the "stone city."

Mrs. Dorothy Osso and little son Johnny of Cranston, R. I., visited her parents, Brakeman Odus Young and wife, in October. Operator C. A. Parr started his vacation on Oct. 23. He was relieved by Operator M. P. Richardson who came to us from the B&O.

Third Trick Yardmaster Don Wile, wife and little son Donald spent their vacation in St. Paul during October.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

John P. Oliver of Marion, who retired on Mar. 26, 1940, as an employe of the mechanical department, attended the Spanish War Veterans' Convention on Aug. 22 in Washington, D. C. En route home he visited in Pittsburgh and Chicago. He was accompanied by Cal Lothian, now of Chicago and formerly an employe in the Marion superintendent's office.

Bridge Foreman C. M. Johnson and wife vacationed in Las Vegas, Los Angeles and San Francisco the early part of September. During the latter half of September, Assistant Engineer R. M. Low and family had temporary headquarters at the Sky Air Motel in Los Angeles. Their primary reason for vacationing in Los Angeles was to be with Bob's mother, Mrs. C. W. Low.

Chandler Boetcher, son of Assistant Engineer L. R. Boetcher, spent the last week of his summer vacation at home in Marion. He was employed at the Gallatin Inn most of the summer, took a trip to Vancouver, B. C., thence via air to Seattle and a trip down the coast to San Francisco before returning home.

Telegraph Foreman H. W. Millard was on vacation last half of September and his duties were taken over by A. P. Cady of Green Bay, Wis.

Agent M. B. Leonard and wife of Monticello, while vacationing in Chicago, visited the Railroad Fair on Sept. 26.

Other Fair visitors were Trainmaster's Clerk Harry Murphy and wife, who were on vacation in the Windy City; also, Assistant Engineer L. R. Boetcher and his son Bob.

Mr. and Mrs. C. F. Dandereau, Jr., and son Connie returned to their home in Denver on Oct. 2, following a month's visit in Marion with Mr. and Mrs. O. W. McBride, parents of Mrs. Dandereau.

Returning from a month's trip through the Black Hills and a visit at Spearfish, S. D., retired Roundhouse Foreman W. E. Cooper

and wife stopped en route to their home in Keokuk to visit with friends in Cedar Rapids and Marion, making their headquarters at the home of retired Master Mechanic W. Foster, Marion.

Kathleen Mullaley, daughter of Operator E. M. Mullaley of the Marion dispatchers' office, accepted a position as physical education director in the high school at Oelwein, Ia.

On Oct. 5 a visit was made to the Marion office by Clifford Taylor, now of Denver, formerly secretary to Division Engineer Whiteford. Cliff looks fine and reports the Karmel Korn business is thriving, keeps him very busy preparing candy and handling sales.

Assistant Engineer S. C. Thomas and wife, on vacation in late September, contacted numerous growers of African violets for ideas to promote their hobby of growing these plants. Their first visit was in Des Moines with the president of the African Violet Society in Iowa; also, contacted growers in Shenandoah and points in Nebraska.

JoAnn Failer, daughter of Ernie Failer, underwent an emergency appendectomy on Sept. 10 in Mercy Hospital. During the past summer JoAnn was in training at Mercy Hospital to become a nurses' aid.

At the fancy work exhibit in conjunction with the Corn Festival in Marion during the last week of September, Mrs. W. H. Kellman's display of embroidery, entered in the class open only to persons 70 years of age or older, was awarded a prize. She is now 87 and started her fancy work project just 17 years ago. Her daughter, Mayme Berryhill, is employed in our mechanical department in Marion and Mrs. Kellman has been making her home with her since 1940.

Mrs. S. C. Thomas was also a winner at the Corn Festival, some of her vegetables and fruits being given a first in the canned fruit and vegetable exhibit.

About 100 attended the picnic held on Sept. 9 in Beaver Park, Cedar Rapids, for all retired employes and old veterans. It was an afternoon affair and retired Master Mechanic Walter Foster served as general chairman and as master of ceremonies. We are sorry to report that Mr. Foster is now ill at his home in Cedar Rapids.

P. M. Boldra bid in the position of section foreman at Ferguson, vacated because of the retirement of Foreman Joe Vavra.

Effective Sept. 6, E. W. Papesh, section laborer at Elberon, was granted a 60-day leave of absence.

For a number of years the Milwaukee Road has had a representative bowling team in the Industrial League in Cedar Rapids and this season the team is again "in the swing" with the following members: Wil-



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liam J. Jepsen, assistant cashier, freight house, Cedar Rapids, as captain; Superintendent O. A. Beerman; Master Mechanic W. W. Henderson; George Conrad, chief clerk to master mechanic; Switch Clerk John Feireisen, Jr., Cedar Rapids freight house, with Fred W. Howe, traveling engineer, and George W. Riley, trainmaster, as the relief bowlers. Bowling each Friday evening 7 to 9 p. m., Lincoln Bowling Alleys. A little encouragement from an interested audience would be welcome and anyone having some spare time on Friday evening could put it to good use by sitting on the side lines and rooting for the Milwaukee team.

Several changes in the personnel at the Cedar Rapids freight house recently—Charles Zobl resigned on Oct. 2 as relief clerk and stower. He has gone to Lyle Ill., to accept a position.

Jeanne Fisher, daughter of chief carpenter, was assigned to the position of transit bill clerk, effective Oct. 4. Virginia Stransky resigned on Oct. 9, to marry; no further details yet. Kenneth H. Freeman was appointed yard clerk in Cedar Rapids. C. E. Curtright was appointed checker at Cedar Rapids freight house.

Vivian R. Smith, daughter of Mr. and Mrs. W. E. Smith of Marion, visited at her home during August and shortly after her return to Vancouver, Wash., was married to Kenneth T. Bains of Pomona, Calif., who is utility superintendent at the Barnes Veterans Hospital in Vancouver. Miss Smith is supervisor of surgery in the same hospital. The wedding took place in the hostess house at 4:30 p. m. on September 10. The bride served as a nurse for two years in the U. S. Army during the last war in both France and Germany.

Ruth England, daughter of Mr. and Mrs. L. C. England of Cedar Rapids, and Ralph B. Whiteford, son of Mr. and Mrs. R. A.

Whiteford of Marion, were married on Saturday afternoon, Sept. 25, in the St. Thomas More chapel, Iowa City. Ralph is now a junior in the University of Iowa Liberal Arts School. The couple will reside in West Branch.

Our sympathy to the several Milwaukee families whose homes were saddened by death.

Thomas Costello, retired conductor, age 79, died at his home in Marion on Oct. 1, after a brief illness. He was born in Syracuse, N. Y., but had lived in Iowa since he was a child. On Nov. 6, 1889, he entered the service as a freight brakeman, was promoted to freight conductor on Oct. 26, 1896, and to passenger conductor on Aug. 1, 1913. He retired on Mar. 12, 1941, having performed his last service Feb. 11 of that year. He is survived by his widow, two sisters, Mrs. George McNamara of Cedar Rapids and Mrs. James Gurnett of Barnum.

Edwin C. Morrison, 62, freight stower at the freight house in Cedar Rapids, was found dead in the men's washroom there on the morning of Oct. 2, the victim of a heart attack. Besides his wife he is survived by two daughters. Mrs. E. U. Branson of Muscatine and Dorothy Morrison of Darien, Conn.; a son, Richard Morrison, of Cedar Rapids, two step-sons, George Slickty of Napa, Calif., and Richard Slickty of Cedar Rapids; also, four grandchildren.

Our yardmaster, Joe Chermak, and Switchman Fred Chermak, bought space in the Cedar Rapids *Gazette* to have their pictures put in the paper with three deer and two other fellows. The deer were evidently shot by the others, but of course we will hear some wild stories how the yardmaster and switchman shot them all themselves.

The more arguments you win, the fewer friends you will have.

Middle, West and Des Moines

Viola Ranes, Correspondent

October 28 was just another working day for Miss Ruby Eckman, although it marked the 40th year of her service with the Milwaukee Road. Ruby worked for a while as trainmaster's clerk and since then has been clerk for the chief dispatcher. Besides her work at the office, she is also Milwaukee Road news correspondent for the daily paper in Perry. She was also correspondent for the Milwaukee Magazine for many years. Ruby's hobby is taking moving pictures and she has a prize collection of scenes taken in various places in the United States, as she has traveled a great deal and never goes without her camera. She returned recently from a vacation in the Ozarks.

Besides the pictures of her travels, she has taken many pictures of her friends and family and of the boys when they were in service. Ruby was responsible for the special edition of the Perry newspaper published recently in advance of Perry's Railroad Week, a job which took many hours of extra work. In the last special edition, she directed the photographer in the taking of almost 300 pictures of railroad employes and wrote a biography for each one. She has a host of friends among railroad people who congratulate her on her 40 years of service.

The committee which was largely responsible for the successful Railroad Week celebration scored again when in a final windup of activities it sponsored a dinner for the members of the Milwaukee Road Service Club and their families. The committee included Roadmaster D. W. Loftus, Car Foreman Paul Salzer, Agent J. B. McGuire and Warehouse Foreman A. V. Airhart, who is chairman of the club this year. Approximately 150 guests enjoyed a turkey dinner with all the trimmings and a floor

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Council Bluffs Terminal

Agnes Christiansen, Correspondent

Car Inspector Milton Exline and family vacationed recently in San Francisco.

Car Inspector and Mrs. Russell Anderson and daughter returned recently from a vacation in Chicago where they attended the Railroad Fair.

Yardmaster E. E. Smith and wife visited relatives at Pierre, S. D., during their vacation.

Car Inspector and Mrs. Henry Jensen and son returned recently from a vacation at Eugene, Ore.

B&B Foreman Carl Johnson and wife spent their vacation at Las Vegas, Nev., visiting their daughter and her family. All of them also enjoyed a trip to Los Angeles.

Recently returned from Long Beach, Calif., was Carman Helper Teddy Schmidt, who spent his vacation with his brother Martin and family.

Car Foreman and Mrs. T. P. Schmidt spent their recent vacation with their daughter and her family at St. Paul.

Engineer Merle Christensen and wife spent their vacation in Chicago and, of course, attended the Railroad Fair.

Coach Cleaners Fred Woods and Antonio Renteria, accompanied by their families, took a quick trip to Des Moines, to attend the State Fair. While homeward bound Tony took a chance on an electric refrigerator and two weeks later he received a long distance phone call informing him that he was the winner. He was really surprised as it was the first time he had ever won anything.

Best wishes to Frank Brenneman, freight house checker, who retired recently because of poor health. He started with the Railroad on July 16, 1924.

Engineer Clarence "Dad" Rohrer is back on the job after a short illness.

Latest addition to the B&B department is Carpenter Jack V. Sands, son of Section Foreman V. J. Sands. Jack received an honorable discharge after serving in both the Merchant Marine and Army for three years.

New employees in the car department are Carman Helper Earl A. Williams and Laborer Archie G. Fichter.

LaVerne Schroeder is the new operator and rate clerk at the freight house.

"Patricia Gail" is the name which Laborer Archie Gale Fichter and wife gave to their new daughter who was born on Sept. 18.

Willard Johnson has returned from the Army after serving for several months and is back in the locomotive department as a machinist helper.

More new cars are being sported around the various departments at this point. Engineer Harry Flack has a beautiful new Nash.



show was presented by pupils of the Betty Mae Harris School of Dancing. The dancers included several daughters of railroad employes. Door prizes were given and a social time of dancing and card playing followed.

Our sympathy to the family of G. A. Ackermann of Jamaica who passed away on Oct. 14. Mr. Ackermann had worked for the Road for many years, first as a section laborer and later as an extra gang time-keeper and extra gang foreman. His last assignment was that of section foreman. He was obliged to give up this work several years ago, due to failing health.

Our sympathy to the family of Mike Utzig, painter at Perry roundhouse, whose tragic death occurred recently when he fell from his bicycle and was run over by a train.

E. L. Smith of Coon Rapids, who has been working as an extra clerk on the Iowa Division the last few months, has been appointed to a regular job as clerk of the Redfield station.

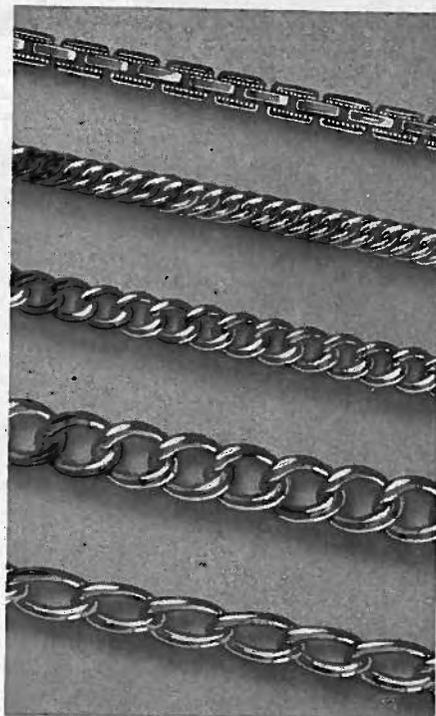
Albert Nicholson, fireman on the Des Moines Division, was married on Oct. 24 to Miss Emily Robertson of Grant City, Mo. They are making their home in Perry.

Our sympathy to the family of Conductor Fred R. Briggie who passed away on Oct. 2. Mr. Briggie, a lifetime Perry resident and a veteran of 37 years of service with the Road, had been in poor health for about three years.

Winter is the season when we try to keep the house as hot as it was in the summer, when we complained about the heat.

—Highways of Happiness

A Non-Stop Run for 30 Years



Recently, a person wrote to us and told us that he has been wearing the same Simmons chain for the last *thirty* years. Is there any wonder that railroad men who *must* have smart-looking watch chains that will withstand heavy everyday wear insist . . . almost to the man . . . on Simmons Quality Gold Filled Chains.

R. F. SIMMONS COMPANY
Attleboro, Massachusetts

75th Anniversary



OPERATING 161
MOTOR TRUCKS,
TRACTORS AND
TRAILERS

RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS

ESTABLISHED 1880

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

Mason Cityans Honor C. E. Mutschler



C. E. Mutschler, a luncheon guest of fellow employes in the superintendent's office at Mason City his last day on the job, receives a gift from his hosts. Left to right: Don Woodhouse, C. R. Petersen, W. F. Ingraham, Mr. Mutschler, Superintendent R. C. Dodds, Karen Rugee (Milwaukee Magazine correspondent) and Judy Hogan.

THE force in the superintendent's office at Mason City, Ia., honored Chief Clerk Charles E. Mutschler with a retirement luncheon at the Cerro Gordo Hotel on Sept. 30. Later in the afternoon some 50 other fellow employes also feted him, holding open house in the Women's Club meeting rooms. Refreshments were served and he was presented with a testimonial gift.

Mr. Mutschler has been a Milwaukee Road man since 1904, starting out as a baggageman, ticket clerk and sometime cashier at Dubuque. He was appointed chief clerk to superintendent there in 1907 and moved subsequently to Minneapolis where he was division accountant. He held the position as chief clerk at Mason City from February, 1918, to the time of his retirement.

Planning first to travel through Montana, Mr. and Mrs. Mutschler will move back to Dubuque, the old home town. D. W. Woodhouse succeeds Mr. Mutschler as chief clerk.

Carman Edgar L. Kinder is the owner of a new Dodge which he nicknamed "the blue job." He gave the car a tryout during his vacation, driving to Albert Lea and La-Crosse. On the homeward route he stopped at Waterloo, Ia.

I & D DIVISION

Karen B. Rugee, Division Editor

Donald Brade, son of John Brade, section foreman at Garner, is attending business college at Chillicothe, Mo., where he is studying telegraphy. He is also a member of the college football team.

Harry Macha has transferred from New Hampton to Farmersburg to take over the section foreman's job formerly held by Henry Samek, deceased. Guy Farrell of Whittemore will take the New Hampton job and will move his family there as soon as living quarters are available.

J. F. Millard, I. J. Carey and W. J. Dohrer have been relieving the station force at New Hampton during their annual vacations.

Brakeman Bernard Foley of Sanborn is the proud father of a baby boy, born at the Sheldon Hospital on Oct. 15.

Operator Guy Kennedy, Sheldon, spent his vacation on his uncle's farm during the harvesting season and was glad to return to his job to rest up. Roy Miner, Jr., second trick operator, is vacationing around Emery making things tough for the poor little pheasants. Ticket agent R. J. Coleman of Sheldon

and Agent W. K. Peterson of Sanborn have been attending the semi-monthly army reserve meetings at Sheldon. They are both officers in the 731st Railway Operating Battalion whose commanding officer is Assistant Superintendent J. D. Shea.

If anyone is interested in buying a second-hand baby buggy, Train Dispatcher O'Laughlin vouches that the market is overstocked. When the fourth little O'Laughlin made her appearance recently, Matt was besieged with telephone calls offering baby buggies for sale. He says the O'Laughlins don't need a baby buggy, and he has a pretty good idea who is responsible for the ad that resulted in the telephone calls. After hearing "It's a boy" three times, Matt hasn't quite recovered from the shock of hearing "It's a girl."

Congratulations to Don Woodhouse, who has been appointed chief clerk to superintendent, succeeding C. E. Mutschler. C. R. Petersen has been appointed to the time revisor job which was formerly held by Don Woodhouse.

C. E. Oeschger, chief clerk in the store department, Mason City, has been elected president of Shibboleth Chapter of Toastmasters International at Mason City. Now we know who to call on when we need an after-dinner speaker!

Sympathy is extended to the family of Engineer Harry Farrer, who passed away Sept. 16 following an illness of a year. Mr. Farrer was a Milwaukee Road employe from May, 1911, until his retirement in October, 1947.

Daniel McCarthy, section laborer at Ma-

riion Junction, S. D., for 50 years, passed away on Oct. 11.

The hunting season coming up finds Al Zack, electrician at Mason City, out on a limb. His hunting cabin at Eagle Lake was destroyed by fire, resulting in loss of his duck decoys and other hunting equipment.

Frank Samek, section foreman at Postville, reports that the railroad has been cooperating with the city paving program by making extensive improvements around the depot and station grounds and improving the driveway and parking facilities.

It's a boy for the Cletus Hepps. Cletus is a yard clerk at Mason City.

We are glad to see Conductor John Barnett in circulation again. He has not returned to work yet but it won't be too long now.

Sanborn-Rapid City

Albert J. Gall, Correspondent

We were sorry to hear of the death of Daniel McCarthy, section laborer at Marion Junction, on Oct. 11. Mr. McCarthy had been an employe of the Road for 51 years.

Carl Anderson, roadmaster's clerk at Rapid City, passed through Mitchell one day recently on his way back from Sioux Falls where he had placed his son in school.

The sudden death of Charles Griffin, engineer out of Mitchell, occurred in October. Charley was a landmark with the Milwaukee Road, having spent about 40 years with the company. He leaves his widow, his son Francis who is a fireman on the SC&D, and three daughters. We extend our sincere sympathy to the family.

Our sympathy to the J. I. Johnson family (B&B foreman at Elk Point) in the loss of their four-year-old daughter Elaine in a train accident recently.

Mitchell has a new fishing champion in the person of Switchman Lawrence Halverson. He caught a nine-pound catfish recently and displayed the evidence to prove it was not a story.

I. J. Carey, Chamberlain, has been appointed temporary agent at Rock Valley since H. W. Jacobs has been appointed agent at Chamberlain. Jacobs replaces John Simon who has retired.

Sioux Falls Line

F. B. Griller, Correspondent

Ann Nelson, bill and expense clerk at Sioux Falls, underwent an operation on Oct. 25. At this writing she is recovering nicely.

Chief Clerk F. G. Myers and wife were lucky in securing tickets for the Notre Dame-Iowa football game at Iowa City on Oct. 23. They advise that it was one of the high spots that happen to people who live right.

C. S. Kemp, our Sixth Street crossing flagman, left Sioux Falls on Oct. 25 for a vacation trip to the Pacific Northwest and California.

Ticket Clerk Frank B. Griller represented the Milwaukee Road and Sioux Falls at the annual sales meeting of ticket agents at San Antonio, Tex. Post convention trip was through the Rio Grande valley, Houston and New Orleans.

District Safety Inspector Frank Washburn of the Twin Cities was in Sioux Falls on Oct. 28.

After transporting a diamond to Dell Rapids and deciding to become a benedict around Christmas time, Baggage Agent Alvin C. Burley, Sioux Falls, is now releasing his spare cash for household equipment for the coming event.

"BELIEVE IT OR NOT, HOPE HAS AN INTELLIGENT IDEA!"

says CROSBY



CROSBY:

Folks, this is fantastic, but old Hope has a great idea. He thinks *everybody* ought to give U. S. Savings Bonds for Christmas presents!

HOPE:

Thanks for the kind words, son. But no kidding, ladies and gentlemen, those Bonds are sensational. They're appropriate for *anyone* on your list. On Christmas morning, nothing looks better in a stocking—except maybe Dorothy Lamour.

CROSBY:

Old Ski Nose is correct. And don't forget how easy it is to buy bonds—you can get 'em at *any* bank or post office.

HOPE:

How about it, Mr. and Mrs. America? This Christmas let's *all* give U. S. Savings Bonds!



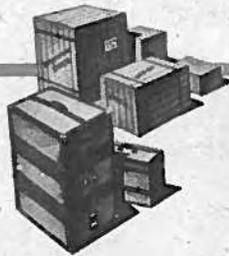
Give the Finest Gift of all...

U.S. SAVINGS BONDS

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



Suppose America depended on this kind of "common carrier"



LET'S SUPPOSE that railroads had *only* man power—no equipment whatever—and that their employees had to transport America's freight on their backs.

If each railroad employee *could* carry on his back 75 pounds of freight 15 miles a day, to move a ton of freight one mile would cost, at present wage rates, \$18.45. This means that *your individual* freight bill on the things *you consume* would amount to \$84,473.69 per year.

But actually, of course, the railroads provide each worker with \$20,265 worth of such "tools" as cars

and engines and the tracks on which they run. These tools so greatly multiply the transportation output of each worker that the average cost of moving a ton of freight one mile is only $1\frac{1}{3}\phi$.

So it's easy to see how important it is to everyone in America that the railroads have the best equipment available.

Right now, railroads are adding new locomotives...freight cars... passenger trains...signals...rail... all sorts of improvements just as fast as they can get them.

To keep on improving America's great rail transportation system, the railroads must be allowed to earn enough to supply their workers with even more and better "tools." Only

in this way can they continue to provide the low-cost, efficient transportation that is so essential to the very life and prosperity of our nation.

★

LISTEN TO THE RAILROAD HOUR *presenting the world's great musical comedies. Every Monday evening over the ABC network, 8-8:45 Eastern, Mountain and Pacific Time; 7-7:45 Central Time.*

