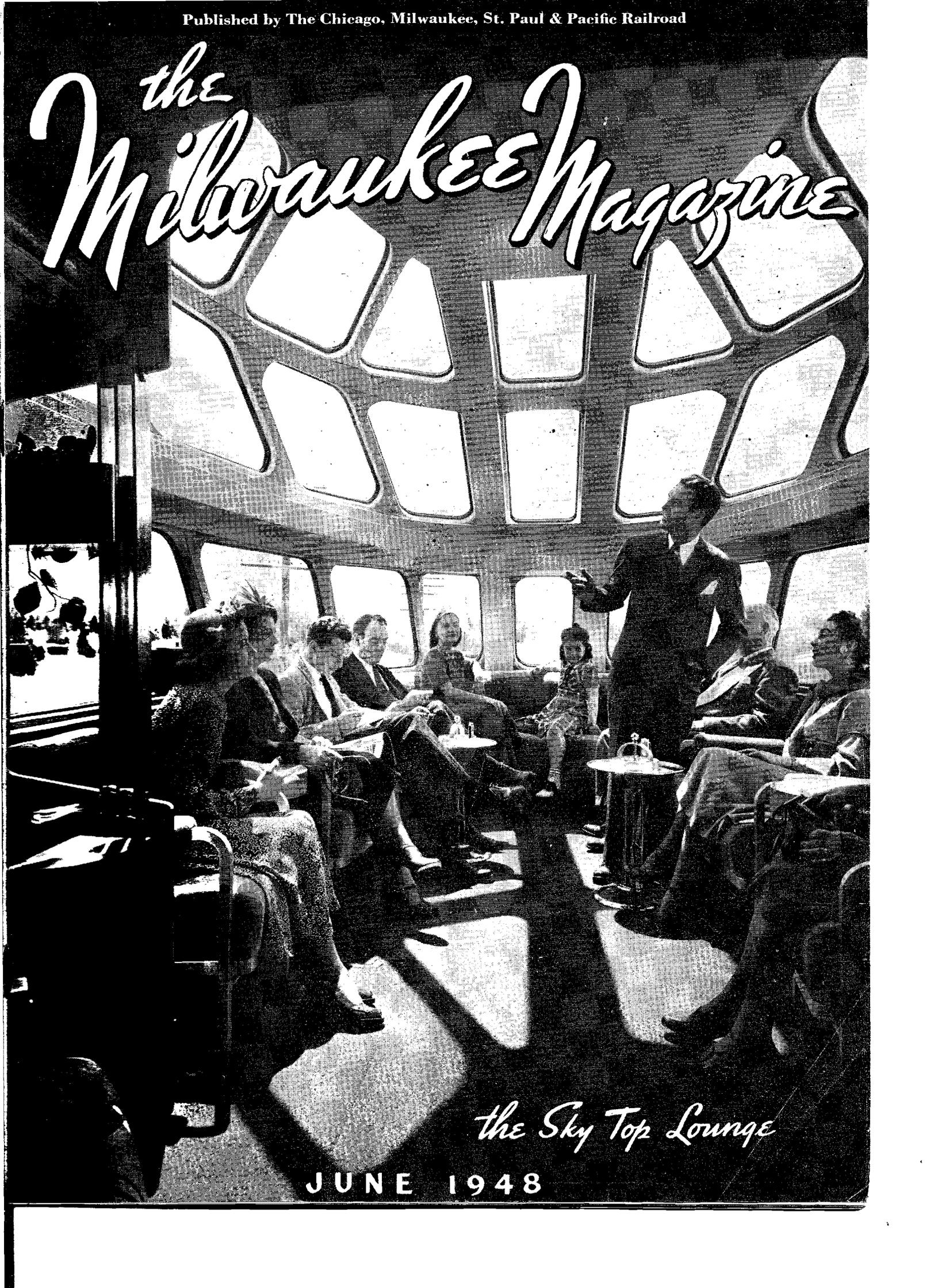


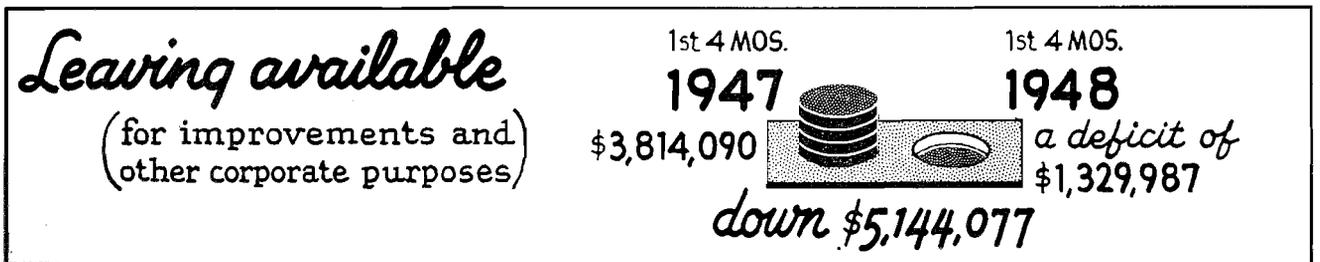
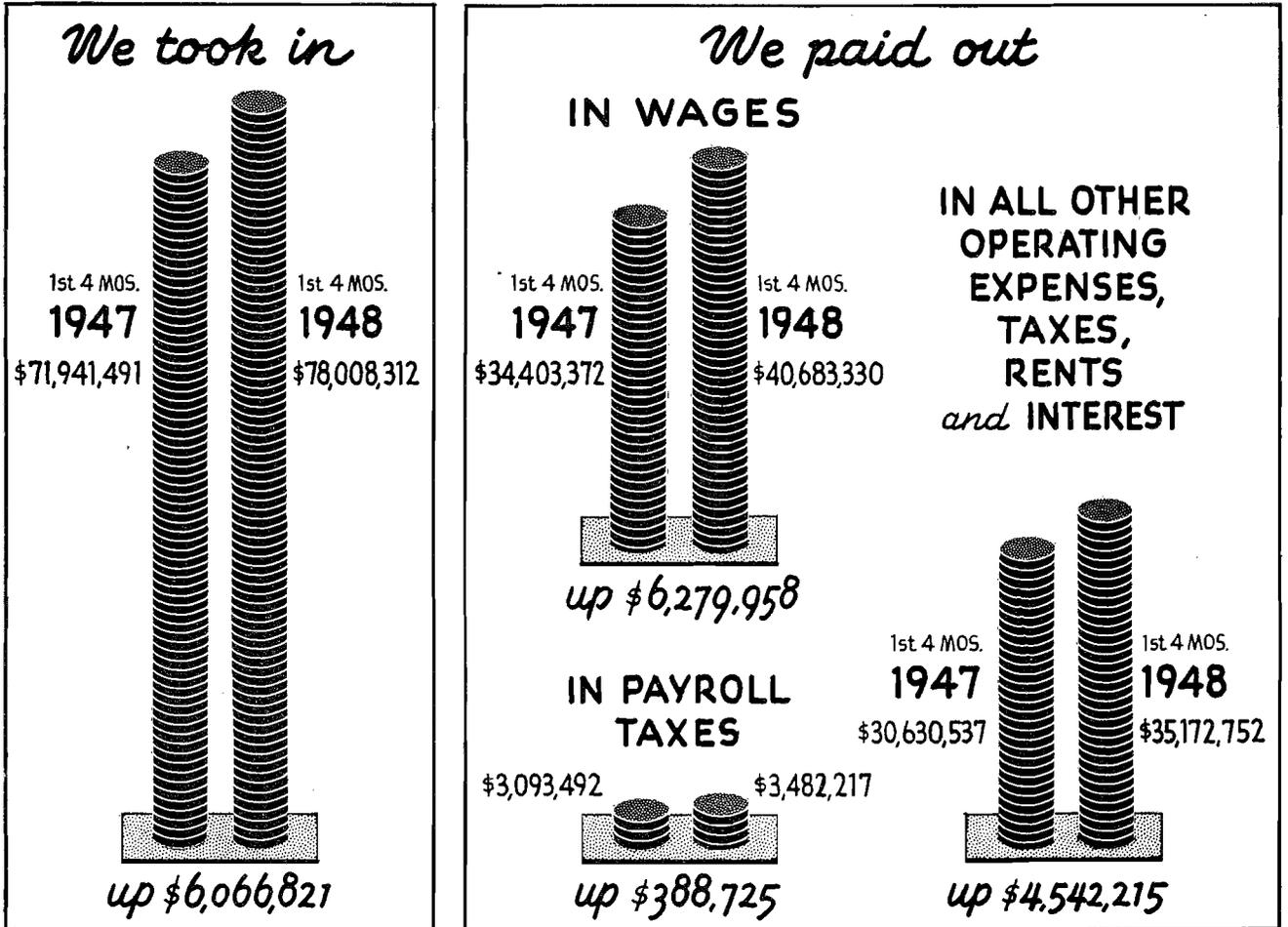
the Milwaukee Magazine



the Sky Top Lounge

JUNE 1948

FINANCIAL RESULTS OF OPERATIONS during the first four months of 1948 compared with same period of 1947



If a company took in \$72 million and paid out \$68 million, it would have \$4 million left over. But if it took in \$78 million and paid out \$79-1/3 million, it would be in the hole \$1-1/3 million. Unfortunately, that is the story of the change in our railroad's financial results in the first four months of 1948 compared with 1947.

To put it another way, in 1948 we took in \$6 million more, but paid out \$11-1/3 million more than in 1947.

The charts show the changes of revenue, expenses and income in dollars. The fact that, in spite of greater revenue, we were \$5 million lower in income can be understood when we consider that while revenues were up only 8%, wages were up 18%, payroll taxes up 12%, and all other expenses up 14%.

IF THE Magazine seems to have reached pretty far back for some of its feature material in this issue, the reason is that a number of articles which normally would have appeared in the combined April-May issue had to be held over in order to confine that issue to the 32-page limit prescribed by the printer. Some of those articles were too important to discard, and have been included in this issue, which is somewhat larger than usual.

The Magazine regrets not having been able, in recent months, to provide the regular service which its readers have reason to expect. It is hoped, however, that the work stoppage which has interfered with printing production in Chicago since March 1 will soon be ended and that the Magazine can again return to schedule.

— Editor

ANY BONDS TODAY? . . . The leaflet in this issue of the Magazine which calls attention to the mid-year campaign for the sale of U.S. Security Bonds, serves as a reminder that no one can afford to be without some regular, systematic plan for saving. Perhaps this is the time to do something constructive about it. The investment—gilt-edged securities backed by the credit of the U.S. government—is the best there is for anyone's money. Since the end of the war the value of Savings Bonds outstanding has grown almost 10 per cent and today individuals hold bonds worth 44 billion dollars. The Milwaukee Road is one of the many organizations which offer their employees the convenience of the payroll savings plan for bond purchases.

NEW TRAINS . . . Or, rather, new names for familiar trains. That was the result of the inquiry made by the Magazine in its April-May issue regarding nicknames of Milwaukee Road trains. For example, how many know these trains have been dubbed the **Buzz Bomb**, the **Minnehahas**, the **Coffee Pot**, the **Socks**, the **Big Monkey**, the **Little Monkey**, the **Alaska Iceberg**, the **Polar Bear** and the **Cold Porker**. The Milwaukee Magazine believes there must be several more and so, before assembling the information for an article, repeats the question: What are the nicknames given some of the Milwaukee Road trains by the men who work with them or on them and know them best?

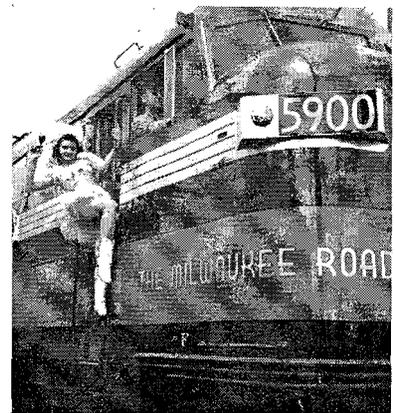
SAFETY ON WHEELS . . . The hand brake instruction car is on the road again. It was built in the Milwaukee shops for the specific purpose of teaching or reminding conductors, brakemen, switchmen and car, locomotive and store department employes how to operate hand brakes safely. Many men have found the car an interesting place to spend a half hour, even if they know all about the equipment demonstrated, as there are 13 types of hand brakes mounted and ready for operation. In addition, there is equipment for demonstrating the safe handling of air and steam hose connections, air whistles and ball switches. Besides that, Frank W. Johnson, who is regularly assigned as conductor on the Midwest Hiawatha, is in charge of the car and makes interesting conversation. The tour of the railroad will last until sometime in the fall.

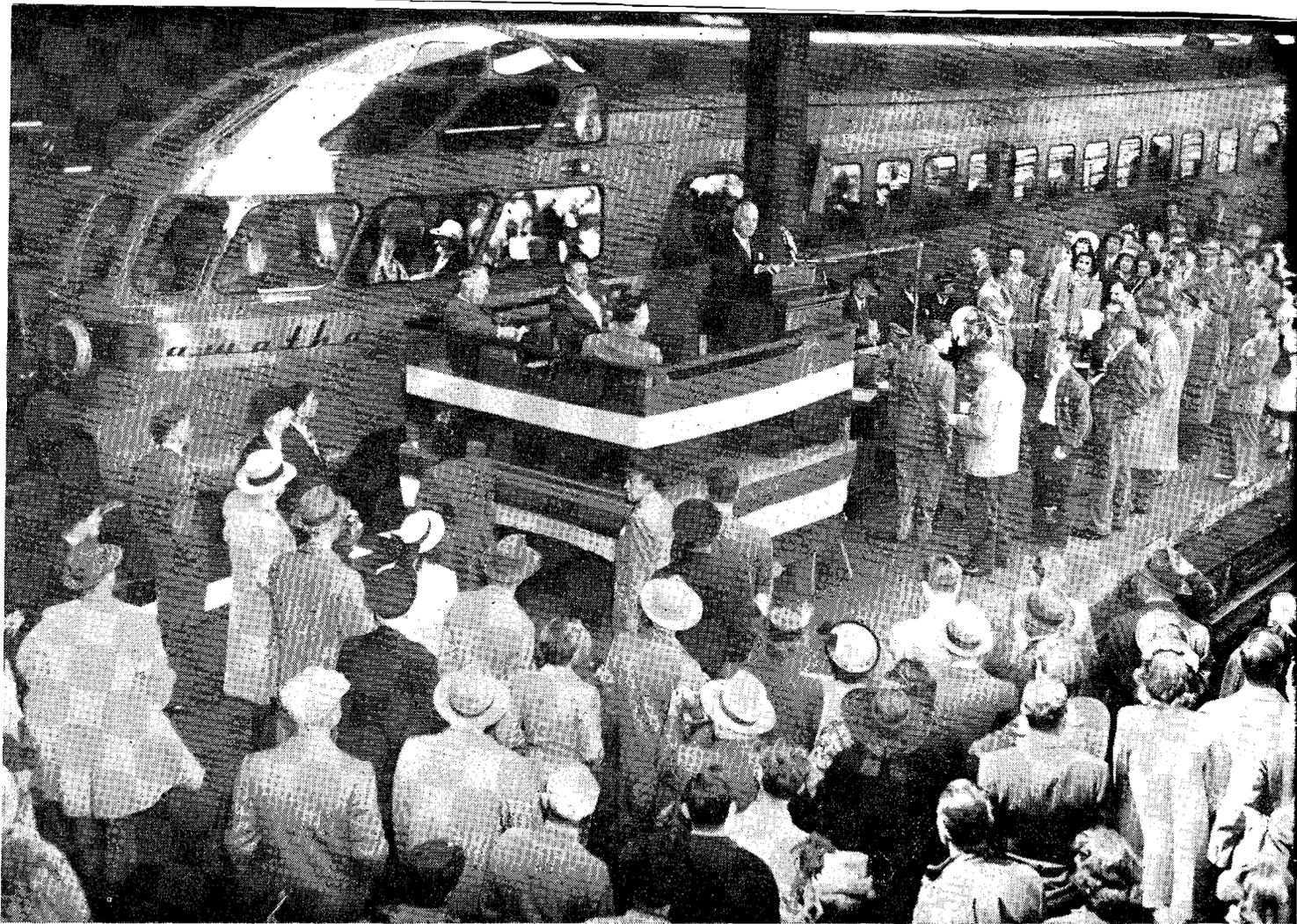
WHERE WE STAND . . . Page 2 of the April-May issue carried the first of a series of graphically-presented earnings statements which the Milwaukee Magazine plans to offer regularly as a means of providing all employes with a quick understanding of the Company's current financial position. The second of these statements appears in this issue, on page 2. The picture it presents, while clear, is not a happy one. This page in each succeeding issue will be worth watching. It will tell exactly where we stand.

THE FAIR . . . "Wheels a-Rolling", the gigantic pageant of transportation, is but one of the beautiful things which will greet the eyes of thousands of visitors at the Railroad Fair to be held on Chicago's lakefront this summer, beginning July 20 and ending September 7. One of the principal attractions will be the very newest thing in modern train travel—the Milwaukee Road's Hiawatha. The train on exhibit will include one of each of the Hiawatha's distinctive cars. In addition to the Diesel-electric locomotive there will be a combination conductor's room-baggage car, Luxurest coach, Tip Top Tap buffet lounge car, dining car, parlor car and Sky Top lounge car. The four miles of track for the exhibit trains has been laid, the grandstand and stage for the pageant are under construction as this is written, the cast is in rehearsal, and the 50-acre strip of beautiful park area on the site formerly occupied by the Century of Progress is rapidly taking shape. Twenty-four railroads are sponsoring the giant exposition, the purpose of which is to commemorate the 100th anniversary of the first train to run westward out of the city. As a vacation attraction, the Railroad Fair promises to be an event that shouldn't be missed.

ONE FOR EVERY TWO . . . As a result of the railroad scrap collection week which took place Apr. 5-10 this year, more than 286,000 net tons of scrap either were collected by the railroads or will be made available as a direct result of the drive, according to reports which were issued by the AAR in May. Railroads have turned back to the iron and steel industry more than a ton of scrap metal for every two tons of iron and steel they bought during the past four years, the AAR announced.

Both new on the Milwaukee Road, both easy to look at—the lady and the locomotive, that is. She is Miss Joan Terry, major-ette of the Hiawatha Service Club Band, and the piece of equipment against which she is posed is the Road's brand new combination Diesel-baggage car, built at the shops in Milwaukee.





Scene in the train shed of Chicago Union Station during the Hiawatha launching ceremony. Governor Green is at the microphone, and President Buford is seated (left) with Harry Sengstacken, passenger traffic manager. Radio announcer is seated with his back to camera.

The New Hiawathas Go Into Service

43,635 VIEW TRAIN DURING
ADVANCE EXHIBITION

ON MAY 29, exactly 13 years after the original Hiawathas went into service between Chicago and the Twin Cities, the Milwaukee Road climaxed its 1948 passenger car building program by launching the so-called "fifth edition" of those famous speed-liners.

Ceremonies conducted on that day in Chicago and Minneapolis just before the departure of the all-new trains brought out state, city and railroad officials, as well as large crowds of people interested in taking a look at the newest version of their favorite train operating between those cities. Added significance attached to this launching, as it took place on the day also set aside for Wisconsin's centennial celebration.

Starting in Milwaukee on May 23, the new equipment was put on exhibition in a number of cities along the route over which it operates, and a total of 43,635 people inspected it. News stories and advertisements appearing in local newspapers served to inform the people of those communi-

ties of the train's scheduled visit. In Milwaukee alone 10,457 people went through the train and an additional 2,500 satisfied themselves with a thorough scrutiny of the exterior. The equipment used in this exhibition, and which is now in regular service, is the same as that which will represent the Milwaukee Road at Chicago's great Railroad Fair later in the summer.

Viewed from either the inside or the outside, the new Hiawathas catch the eye. Perhaps their principal claim to distinction is the unique Sky Top Lounge which provides a modern, glistening accent at the rear of each train. So named for the obvious reason that it affords a view of the sky, this solarium section of the rear parlor car has been carefully designed to retain impact strength and yet offer the maximum view of the scenery between Chicago and the Twin Cities.

Ninety per cent of the dome is transparent, employing triple pane windows which are heat and glare resistant. The lighting system in this lounge can be adjusted so that on clear nights passengers may relax and watch the moon and stars.

As the cover picture indicates, the Sky Top Lounge features a curved davenport at the rear and comfortable lounge chairs along each side, with small magazine end-tables between. Varying colors in shades of rust, green, gray and lime, are used in the identifying Hiawatha block pattern fabrics throughout this car.

It was alongside these solarium cars of the Afternoon Hiawathas that the launching ceremonies took place in both Chicago and Minneapolis.

The Chicago program was preceded by a luncheon held in a Milwaukee Road dining car which had been set

You were awe-stricken, one was amazed. The picture was taken during the Hiawatha's exhibition appearance in Milwaukee.



on a track adjacent to the new train. It was attended by the Hon. Dwight Green, governor of Illinois; President H. Buford, a number of other Milwaukee Road officers and representatives of the press.

The launching ceremony and 15-minute radio broadcast over Station WLLQ followed the luncheon.

"This is a proud day for the Milwaukee Road," Mr. Buford said to the radio audience and the crowd in the station as the press and television cameras were trained on the speakers' platform. "It marks the climax of our modern improvement program. It is a proud day for me, too, because while the railroad has had many such days in its history, this is the first time that I have had the privilege of participating in the launching of a Hiawatha."

Exactly 13 years ago, at this same time and place, the original Hiawatha was having a coming-out party very much like the one we are having today. Of course, the original Hiawatha was on a six-car train as compared to the sixteen-car train standing before us. And in 1935 only one Hiawatha was operated in each direction between Chicago and the Twin Cities. Now there are three a day, each way. It is not only what the Milwaukee Road has done that has made the Hiawatha service so successful. A considerable share of the credit must go to the traveling public, who, from the start, encouraged us with their patronage and appreciation.

Let us say that the Milwaukee Road built the first Hiawatha, but that, in a very real sense, you built the later models that have appeared over the years. Your comments and suggestions have guided us in improving and expanding our Hiawatha service. And you may be sure that the Milwaukee Road will continue that policy as long as there is an opportunity to give you—the public—better transportation."

He concluded his address with the introduction of Governor Green, who said, in part:

"While I congratulate these officials on their accomplishments over these past 13 years, I am mindful of the benefits which have come, and will come, to the people of Illinois from this and other demonstrations of post-war progress by our American railroads. I am proud that our Midwestern lines have set the pace for all the railroads of America in this regard. I am sure that all those participating

in this ceremony have a full sense of the contribution of the railroad to our national history, and its present place in our economic life. In Illinois that is a particularly high place, because Illinois railroads handle more freight and passengers in a day than those of any other state. Only the vast state of Texas has more railroad mileage than the 14,900 miles of track in Illinois."

The governor pointed out that more than 145,000 Illinois men and women are employed by the railroads and such kindred enterprises as the Pullman Company and the Railway Express Agency, and that their yearly compensation is approximately half a million dollars. He also reminded his audience that Illinois railroads pay a total of 23 million dollars in taxes to the local governments of the state.

"In short," he said in conclusion, "it seems to me that this ceremony today is most important as an illustration of the great stake which all Americans have in the prosperity and progress of their neighbors. American agriculture, labor and industry can only go forward when they march together in mutual respect, understanding and cooperation. If we can keep in step, our progress can be as swift and as smooth as travel on these streamlined trains."

At this point the locomotive horn gave a blast, the bell was sounded for departure and at 1 o'clock sharp the train slipped quietly out of the train shed on its way to the Twin Cities.



Participating in the launching ceremony in Minneapolis are, left to right: Patricia McLane, Queen of the Lakes (Minneapolis Aquennial Association); Maxine Emerson, Queen of the Snow, and Edward Hampe, King Boreas Rex, the two ruling monarchs of the St. Paul Winter Carnival; Clifford Swanson, president, Minneapolis City Council; Wife: Finke, executive secretary, Minneapolis Chamber of Commerce; Announcer Jack Horner, and Edward K. Delaney, mayor-elect of St. Paul, who took office on June 1.



The three-dimensional effect in the middle section of the new Hiawatha dining car provides a pleasant color break and makes it believe what otherwise would be the long narrow appearance of the car. This treatment cleverly suggests three small rooms. (Photo by Torkel Korling.)

Meanwhile, in Minneapolis, a similar program was in progress prior to the departure of No. 100 for Chicago at 12:30. A large crowd gathered in the train shed of the station to see the train and to witness the ceremony participated in by Patricia McLane, Queen of the Lakes, Minneapolis Aquatennial Association; Edward Hampe, King Boreas Rex, St. Paul Winter Carnival; Clifford Swanson, president Minneapolis City Council; Edward K. Delaney, mayor-elect of St. Paul; Harry Wessel, secretary to Mayor John McDonough, St. Paul; Walter Finke, executive secretary, Minneapolis Chamber of Commerce.

The launching ceremony was broadcast over Station KSTP from 12:15 to 12:30, with Announcer Jack Horner acting as master of ceremonies. The guests at the launching party all boarded the sky top lounge car and rode from Minneapolis to St. Paul.

The consist of the new Hiawathas includes a baggage car with office quarters for the conductor; coaches with reclining seats; exceptionally large lounge-smoking rooms for men and for women, and other improvements in day coach construction. A buffet lounge car called a Tip Top Tap is carried for the serving of light lunches and beverages.

The new dining cars seat 48. Their stainless steel kitchens and pantries have deep freeze units and every modern device, including a new type

coffee urn which keeps the brewed coffee fresh and at a constant temperature.

Each of the two parlor cars carried on these trains has a drawing room with enclosed toilet facilities and seats that may be made into a lower berth. The rear parlor car, as stated before, includes the Sky Top Lounge. Affixed to the outside rear of the train as an added safety feature is a powerful Mars Light which flashes an oscillating red beam as a warning to other trains when the Hiawatha is halted for unscheduled stops, or when its speed is greatly reduced.

All of the cars were built in the Road's shops in Milwaukee, and are part of a program which, when completed, will place 153 new passenger train cars in service.

Trains 100 and 101, the Afternoon Hiawathas, have a full complement of new equipment, and Nos. 5 and 6, the Morning Hiawathas, are likewise new throughout except for the tap car. The Midwest Hiawathas feature new coaches, new parlor cars and new Tip Top Tap diners between Chicago and Omaha and re-shopped and fully refurbished beaver tail parlor cars (taken from Nos. 5 and 6) between Chicago and Sioux Falls. When the shopping



program is completed, the Chippewa between Chicago and Ontonagon, Mich., will have newer type coaches and diners, as well as beaver tail parlor cars from the present train 100 and 101.

As replacements are made in the trains, equipment improvement will be reflected in the consist of second class trains, with the result that practically every passenger train on the railroad will, by the end of the year, show the results of the Road's rebuilding program.

The Hiawatha launching ceremony on May 29 climaxed this program and explained the familiar expression, "It's a Hiawatha Year."

James H. Dickie

JAMES Harold Dickie, chief clerk in the treasurer's office, passed away at Englewood Hospital, Chicago, Ill. on Apr. 4. He had been hospitalized since Feb. 11.

Mr. Dickie, who was known to his associates as "Harry," was a brother of the late John Dickie, former treasurer of the Road. He had been in the employ of the Road since June, 1899, and his entire period of faithful and conscientious service was spent in the treasurer's office.

The funeral service was held in Chicago, with interment in the family plot at Mt. Hope cemetery. He is survived by his nephews John and Luke, a niece Betty, and his sister-in-law, Mrs. Luke Dickie, of Toledo, Ohio, the family of his brother, the late Luke Dickie.

Notice

REGARDING compensation for Milwaukee Road employees who are members of the National Guard or other defense units, President C. H. Buford recently issued the following statement:

"We will adopt the policy of allowing such employees the difference between their regular straight-time salary and the amount paid them by the government.

"It is understood that such training periods are restricted to not exceeding 15 days in a calendar year."

Kiley Elected Vice President—Operating; Lauds Employees

JOHN P. KILEY has been elected to the position of vice president—operating, effective June 1. He succeeds O. N. Harstad who, due to illness, has relinquished his duties as head of the operating department and has been elected vice president with duties as assigned by the president.

John Kiley is a native Chicagoan, having been born there in 1895. On the morning of his first day in the new job, after exactly two years in Seattle, he remarked, "I would not trade my experience on the west end for anything, and yet it is good to be home."

The brilliant career of the Milwaukee Road's new vice president in charge of operations is familiar to most employees, since it dates back only as far as 1915. It was in that year, following his graduation from Villanova College at Villanova, Pa., with a degree in civil engineering, that he came to the Milwaukee Road to do valuation work.

In 1930 Mr. Kiley became engineering assistant to the chief financial and accounting officer, and in 1940 he was made special representative to J. T. Gilchrist, who at that time was chief operating officer. A year later he was appointed auditor of investment and joint

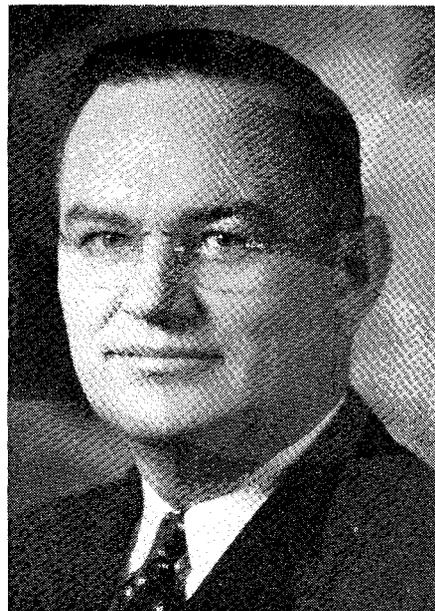
facility accounts, and in 1943 he was advanced to the position of assistant general manager. He became assistant to the president on June 1, 1946, and a year later was elected vice president, in both of which latter positions his headquarters were in Seattle.

Only a few weeks prior to his most recent appointment, Mr. Kiley was elected to the presidency of the Pacific Northwest Trade Association, which position he was obliged to relinquish when called back to Chicago.

Asked, on his first day in Chicago, if he cared to make a statement for the people of the railroad, he said:

"It is a wonderful promotion, but it offers a challenge, because we have to find lots of ways of doing a more efficient and more economical job. It will take the cooperative effort of all employees, and I am sure I will enjoy the good will of all of them.

"We have a fine organization on the west end. There are no more loyal people on the railroad anywhere. We have more difficult problems there because we were the last railroad in the territory and, consequently, more effort is re-



John P. Kiley.

quired to get business. At the same time, the business we get is more valuable in a great many respects, as it is, generally, long haul business.

"I think that people on the west end generally are at least as zealous, if not more zealous, to get business than they are on the eastern end. I can promise that the operating department will provide the kind of service all shippers ought to have, so that we need never be apologetic in our solicitation."

Dugan Elected Vice President Succeeding Kiley

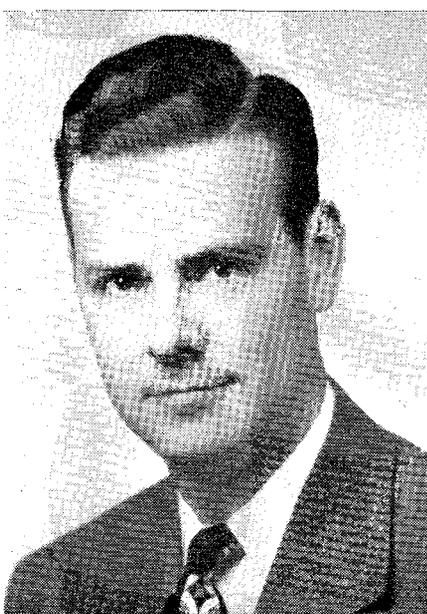
AT ITS meeting on June 9, the Milwaukee Road board of directors elected Larry H. Dugan vice president with headquarters in Seattle, effective June 10. He succeeds John P. Kiley, whose election to the position of vice president—operating, had previously been announced.

Mr. Dugan has been associated with the Milwaukee Road since 1937, and as assistant general solicitor with headquarters in Chicago he distinguished himself in the handling of various matters pertaining to commerce and law. He is widely known throughout Milwaukee Road territory and is recognized as being well qualified by personality and ability to handle the tasks which will confront him in the Pacific Northwest.

Mr. Dugan was born in Perry, Iowa, in 1911 and attended the public schools there and in Toledo, Iowa, later attending Drake University in Des Moines for six years and graduating with the L.L.B. Degree. At the age of 26 he is one of the youngest railroad

executives in the United States.

He began the practice of law in his home town of Perry in 1935 and served



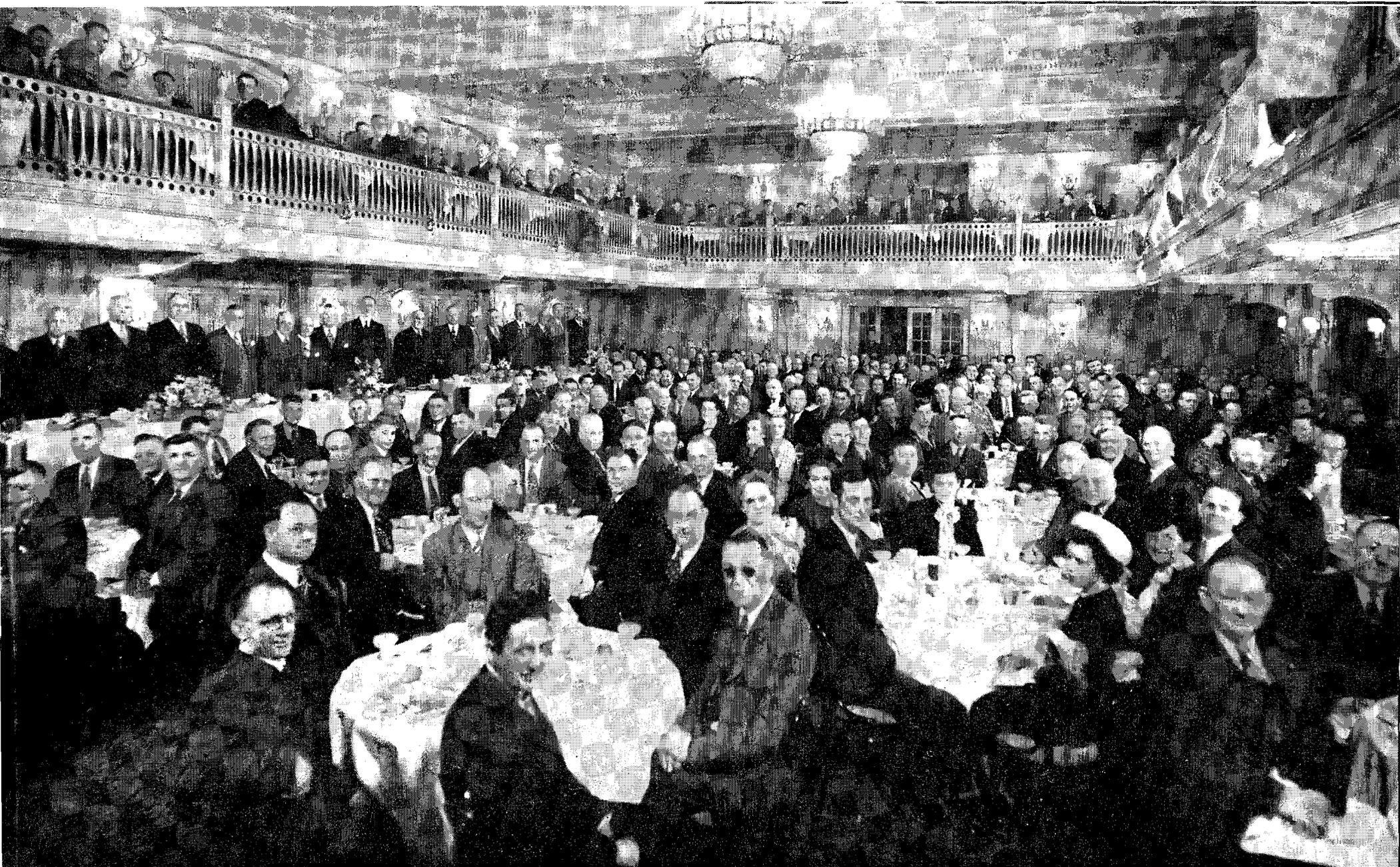
Larry H. Dugan

as Milwaukee Road local attorney there from 1937 to 1939, when he went to Chicago to seek a position on the staff of the Road's law department. As it happened, there were two positions open at the time, and he was employed as chief clerk. In 1941 he was advanced to assistant general solicitor, which position he occupied until the time of his election as vice president.

Mr. and Mrs. Dugan and their sons, Larry, 11, and George, 8, have been making their home in Oak Park, a suburb of Chicago, but they will move to Seattle as soon as living quarters can be obtained.

As might be expected, Mr. Dugan received a flood of congratulations from people of the railroad and from his many other friends, but he is inclined to regard the reaction of his younger son as the most noteworthy. The boy's remark, when his father told him of the promotion, was "Well, Dad, you *finally* made it!"

Members of the law department in Chicago held a luncheon in his honor on June 10 and he left for Seattle the following day in the company of President Buford.



The Marie Antoinette Room could not hold all of the Idaho Division guests who attended the banquet. Many occupied tables on the balcony just outside.

At the speakers' table, left to right: H. J. McMahon, district safety engineer; R. J. Middleton, chief engineer; L. K. Sorensen, general manager, Lines West; G. H. Walder, chief purchasing officer; O. N. Harstad, vice president; Hon. C. A. Robins, governor of Idaho; G. M. Dempsey, general J. N. Davis, general attorney; K. F. Nystrom, chief mechanical officer.

inspector, division of safety; L. J. Benson, assistant to president; A. N. Whitlock, vice president and general counsel (toastmaster); C. H. Buford, president; G. H. Hill, superintendent, Idaho Division; L. J. Sorenson, vice president for traffic and transportation, National Safety Council, and president, Greater Chicago Safety Council; W. P. Payne, commissioner of public safety, City of Spokane; J. P. Kiley, vice president (now vice president—operating); W. L. Murphy, state solicitor for Montana;



President Buford presents the trophy to Superintendent Hill. Left to right: Gov. C. A. Robins, C. H. Buford, J. L. Benson, G. H. Hill and L. J. Sorenson, vice president, National Safety Council.

REPORT TO THE OTHER 37,300

A CASUAL observer attending a Milwaukee Road Safety Award Banquet very well gain the impression that there was there with a sizable percentage of the railroad's personnel, since an impressive cross-section of employes is always present.

He would probably feel, too, as the evening drew to a close, that at that point every one on the railroad would surely be so safety-conscious that he wouldn't have an accident if he tried.

Our casual observer, unfortunately, would be only partly right.

Make no mistake about it, the Safety Award Banquet is one of the most important events in the Road's calendar and, thanks largely to the fact that L. J. Benson, assistant to president in charge of safety, has an impressario's understanding of the importance of proper staging, the Safety Award Banquet is no switch shanty gab session. It is big, and there is every reason to believe that it does a big job by way of saving lives and sparing the people of the railroad

...by one of the 700 employes who attended the Safety Award banquet

pain and suffering; to say nothing of the hard cash saved by employes and by the railroad company through "prevented accidents."

But—and here is the point of this article—only a relatively small handful of employes actually attend these banquets. A handful that is, considering the great army of people who work for the railroad.

These affairs are purposely exclusive, of course, being held to honor only those employes whose division won the safety contest, but the fact remains that the

safety-consciousness inspired by these big parties reaches the great majority of employes second hand.

In Spokane, for example, the Company's guests numbered in the hundreds but, still, they constituted less than two per cent of the total personnel. Seven hundred officers and employes were present. About 37,300 were not.

This, therefore, is a report to those 37,300 men and women of the Milwaukee Road who were *not* there but whose stake in safety is as great as that of the Idaho Division employes. We will go

Coaxing their father, Superintendent G. H. Hill, to the microphone, his daughters do a spirited rendition of "What's the matter with father? He's all right!" At his right is Mrs. Ursula Falk, and at his left Mrs. Roxie Burger.



HAVING finished first in the 1946 and 1947 division safety contests, the Idaho Division was given permanent possession of the Safety Trophy at the Safety Award Banquet held in the Davenport Hotel, Spokane, Wash., on April 1.

In neither year was a fatality suffered on this division, and the six reportable casualties which gave it a low enough I.C.C. casualty rating in 1946 to win first place, were reduced to two reportable injuries in 1947, with an I.C.C. rating of 1.06. The Twin City Terminals finished in second place, with a rating of 2.80.



At the speakers' table during the banquet. Left to right: L. K. Sorensen, G. H. Walder, O. N. Harstad, Gov. C. A. Robins, L. J. Benson and A. N. Whitlock.



Governor Robins, formerly a Milwaukee Road physician, (who says he hopes to be again) poses with the Belles of St. Maries. The girls, left to right, are Joan Durgin, Patricia Nichols and Joy Monson.

beyond the reporting of facts and attempt to give you the feeling of having been there in person.

A Free Meal

When you received the formal invitation from the Milwaukee Road Division of Safety, requesting your presence at the Safety Award Banquet, you may have been pleased and impressed by the fact that you had a hand in the making of a record. Or maybe you figured that here was a chance for a free meal and a visit with some of the boys whom you don't see often. In any event, you returned the card, indicating that you would be there.

Now you are in the lobby of the Davenport Hotel in Spokane, the better part of an hour before 6:15, the time the banquet is called for. You observe that it is an unusually beautiful place, with a graceful fountain in the center, an enormous fireplace at one end, and a profusion of lillies, azaleas and other blooming flowers on every hand.

As you walk around you see familiar faces, quite a few of them. Some are men you see often in the course of your work. Some you haven't seen in years, and the handshake is warm and sincere. Other faces are familiar, you've seen them somewhere, but the names escape you, so you turn to Bill and inquire:

"Who is the tall, slender man talking with Superintendent Hill and the lady?"

"That's A. N. Whitlock, vice president and general counsel. He's out from Chicago," Bill tells you. "And the lady with them is Mrs. Hill."



Above: L. J. Sorensen, vice president of the National Safety Council, from Chicago, addresses the banqueters. "I'd like to play on your team," he said, "because you're champions."
Right: "It doesn't just happen that a division wins the Safety Award twice," L. J. Benson says. "It is a real achievement."



Inquiring further, you learn that the distinguished-looking man over in the corner who seems to be explaining something technical to the car foreman is Chief Mechanical Officer K. F. Nystrom, builder of the Hiawathas. The large man with the Winston Churchill cigar is G. H. Walder, chief purchasing officer. The man in the center of the group over at the right is R. J. Middleton, the railroad's chief engineer, and the large, busy man whom every one seems to have business with is Larry Benson, director of all safety activity on the railroad and the fellow who is running the show tonight. The man by the fountain talking with the group from Malden you already know by sight. He is C. H. Buford, president of the railroad.

On every hand you see the men who set the policies and guide the destiny of the great railroad with which your welfare and that of your family are so closely identified. And, as 6:15 draws near, you are surprised to see how many of your friends have come to the party. There are, literally, hundreds of them.

The presence of all these officers and employes from every department, the beautiful surroundings, the hum of activity floating down into the lobby from the Marie Antoinette Room off the balcony—it all begins to add up, to impress upon you the importance of this thing called *safety* and the significance of the banquet which climaxes each year's campaign.

All of this for safety! "Safety," you say to yourself. "My division is the safest place on the railroad to work." Every way you turn, everything you see in the midst of this milling, buzzing activity seems to be stamped "Safety." Tonight it is the watchword, no question about that.

Curtain's Up

At last the 700 find their way into the large, beautiful Marie Antoinette Room. You are interested to observe that Mr. Whitlock is seated behind the microphone on the speakers' table and that he is to preside as toastmaster. He rises and greets the banqueters warmly but simply. Bunnie Flannigan, a gifted 13-year-old vocalist, leads the singing of "The Star Spangled Banner," a photographer takes a picture of the assem-

blage, and the banquet is on. From the Dungeness crab cocktail right through to the "Safety Always" parfait, it is perfect.

The entertainment provided between speeches during the next two hours is first rate, really good, and the Belles of St. Maries, the three cute little girls from St. Maries, Idaho, practically steal the show. The crowd turns all-ears when they sing, to the tune of "Casey Jones":

*"Come all railroaders, we want
you to know
This trophy was won by our
own Idaho.
We've watched every signal,
And we've watched every sign,
And we have the safest division
On this railroad line."*

Most of the men at the head table speak at least briefly, and you are mildly surprised to discover that it isn't tiresome at all. No beating around the bush, no fancy orations—just straight, business-like talk about the fundamental importance of working safely, with now and then a good laugh, as there is at any good party.

When Mr. Whitlock comes to the part of the program where he is to introduce Mr. Buford who, in turn, will present the trophy, he brings a shout of laughter from the audience.

"Now comes the \$64 question," he says. "Who gets the hardware and how long does he keep it?"

Mr. Buford's remarks are brief and include this surprise statement:

"I hope your efforts this year will be such that you will all be back here next year for a similar celebration. I have a proposition to make. If you win it this year for the third successive time, we will ask each employe to bring his wife or husband or best friend to this banquet." He turns then and presents the trophy to Superintendent Hill.

Mr. Hill thanks Mr. Buford and, in his droll, deliberate way, says:

"In placing the responsibility for this

record, I cannot commend the men of the division too highly. Like the man in a well-known story, I just let the fellows out front do the work.

"Within a few hours after the New Year's whistles and horns had subsided this last Jan. 1, a flash was sent out to all employes on the division as follows:

"Beyond a doubt you rounded out the year 1947 again at the top. Undoubtedly there will be an appreciation celebration of the event when necessary arrangements can be made. However, this is but a secondary matter, as the real satisfaction is in knowing that throughout the year no Idaho Division employes on duty lost an arm, a leg, an eye or his life, and there was no train accident causing fatalities or reportable injuries to employes or passengers. You have every right to be proud of your achievement. The 1948 safety campaign starts today."

"We have no selfish desire to beat the other 17 divisions, but from a strictly humanitarian standpoint we do want to continue to operate our railroad without accidents."

Mr. Hill concludes his remarks and the program is ended. The banquet is over, the speeches spoken, the entertainment enjoyed. You linger a while in the lobby again, commenting on the events of the evening. Then you tell your friends goodnight and leave.

You can't very well help doing some serious thinking as you start toward home. "Some evening, some affair!" You feel a little glow of pride, and you smile to yourself.

"Glad I went."

The Belles of St. Maries swing into action again, this time to the tune of "On the Atchison, Topeka and the Santa Fe," with Milwaukee Road lyrics.

The beautiful soprano voice of Bunnie Flannigan, 13 years old, drew enthusiastic applause from her audience.



Crowley Addresses Trade Association On Western Tour

LEO T. CROWLEY, chairman of the Milwaukee Road board of directors, attracted considerable attention on Apr. 27 when he addressed the quarterly conference of the Pacific Northwest Trade Association in Victoria, B.C. The trip to and from the West Coast was made in the company of other directors and officers of the railroad.

Having been a member of the War Cabinet during World War II, and first chairman of the Federal Deposit Insurance Corporation, Mr. Crowley was able to speak with authority on the subject, "International Affairs—Their Effect on the Pacific Northwest." He also addressed civic groups in Seattle, Tacoma, Spokane and Butte.

"It seems quite natural," Mr. Crowley said in his address before the Pacific Northwest Trade Association, "that the civic interests, as well as the intimate business and social relationships of the people of Canada and the United States, so well evidenced by the similarity of the natural resources and manufacturing pursuits of British Columbia and the States of Washington, Idaho and Oregon, should find this Association a happy and convenient medium for the exchange of ideas and the coordination of effort for the common good of the two countries."

Democracy Fosters Industrial Growth

Expressing appreciation for the support which the business world in that area has given the railroads, he said, "The expansion of the carriers, hand in hand with the growth of industrial life, exemplifies perhaps better than anything else the boundless opportunities afforded people living under a democratic system of government, encouraging free enterprise and fostering unfettered trade."

Although the Milwaukee Road was the last of the present trans-continental lines built in the United States and Canada, he said, it operates 1,083 miles of line in the state of Washington alone and has a property investment of \$81,125,000, exclusive of rolling stock. He also pointed out that during 1947 the Milwaukee Road had 2,673 regular employes in the state, to whom it paid almost \$9,500,000 in salaries and wages.

"The most important question confronting all of us today," Mr. Crowley said, turning to the broader field of world affairs, "is the international situation and Russia with its extreme socialistic philosophy of life known as

Communism. . . . The doctrine of Communism is expanding and is threatening our way of life, so that we of the western world must now of necessity deal with the menace. Toward this end the United States Congress has adopted an economic program to aid those European and Asiatic lands threatened by Communism. I favor the program as I would favor any and all protective measures to stop the spread of Communism and I think we should not only give economic assistance but also provide military aid for the rearmament of those European and Asiatic countries believing in the democratic way of life."

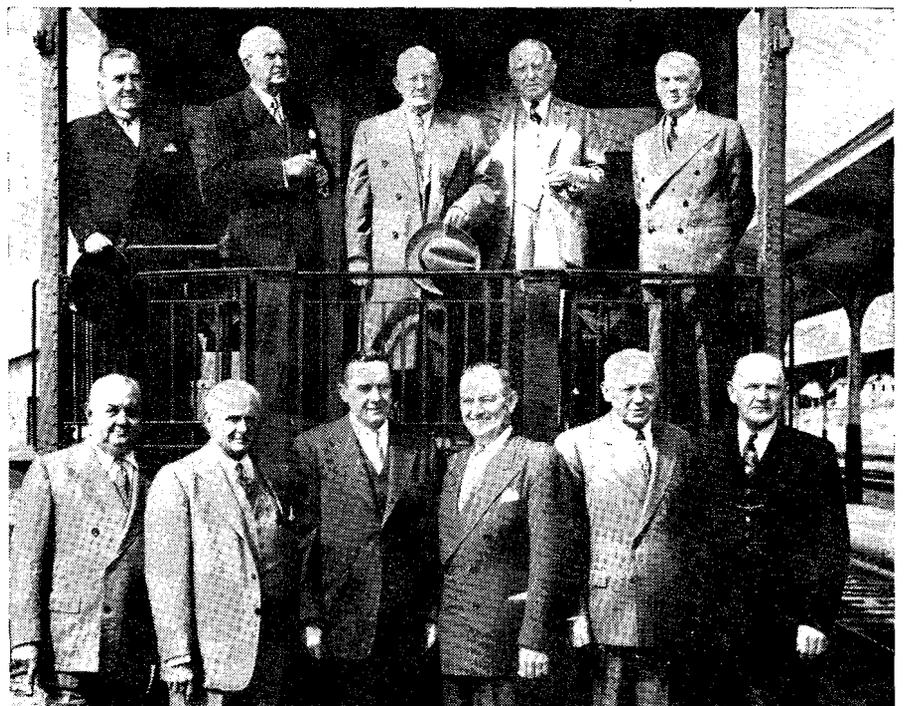
Stressing the importance of a stable foreign policy, he went on to say:

"If we are to go ahead with the program of appropriations for the Marshall Plan and for our military strength and if we are to draft our young men for military purposes, it is incumbent upon us to eradicate the roots of Communism in our own country. I am sorry to say that some of our people today, particularly those

small minorities always seeking change and looking for new nostrums of government, are actually imbued with the chicanery of Communism. Most certainly we would be in no way qualified to sell the rest of the world our democratic principles of government if we are unable to show our entire satisfaction with them at home.

Have Been "Too Apologetic"

"During my many years in Washington I always felt that we were too apologetic in apprising the world of the advantages and privileges enjoyed by us under our democratic form of government. Unfortunately the people most vociferous . . . were those small minorities most disgruntled with our democracy and critical of our way of life. While I am fully appreciative of the right of expression . . . at a time when the world is so confused and management and labor should be working together, it does seem a pity that the right of free speech should be so debased by some small groups of our citizens in criticizing and even villify-



En route from the West Coast to Chicago the group of directors and officers stopped in Butte to confer with business leaders in the mining city. Shown on the car platform from left to right are: Director J. B. Gallagher, vice president and director, Central Life Insurance Company of Illinois; Leo T. Crowley, chairman of the board; D. M. Kelly, administrative assistant, Anaconda Copper Mining Company, Butte; J. T. Gillick, retired vice president; and F. W. Bird, president of Montana Power Company. The others, left to right, are: Director John D. Allen, president, Brinks, Inc.; Director Elmer Rich, president, Simoniz Co.; E. S. McGlone, vice president, Anaconda Copper Mining Co.; John P. Kiley, vice president (now vice president—operating); E. R. Blinn, tax consultant; and L. K. Sorensen, general manager, Lines West.

ing our duly elected or appointed representatives of government."

He expressed the opinion that certain governmental controls are necessary if the American economy is to remain sound and capable of helping the rest of the world halt the spread of Communism. He also spoke of the difficulties experienced by the carriers during the war in obtaining materials sufficient for the replacing of equipment that they had to retire.

"Being resigned, then, to the imposition of controls," he stated, "we should not be unmindful of the necessity of having some program for the rehabilitation of our transportation system, ensuring proper allotment of materials so that it will be adequately prepared.

Controls May Have Serious Effect

"However," he added, "from my long experience in Washington, I am afraid that unless we are mindful of the effects of controls and see to it that these controls are put in the hands of the proper people to administer, they may very well have a serious effect on our future economy. We know there are many people in Washington who have used every emergency for the purpose of regulating our economy, the private lives of our people and government regulation of industry. Moreover, these same people are interested in regimentation, with public ownership of railroads and utilities, and I do not believe the American people can afford to be too indifferent as to the conditions attached to these regulations. I believe that during this emergency certain regulations are going to be necessary and I believe that the Congress should set up some special committees for the study of the operations of these controls. We certainly should regard these plans as "emergency" rather than tolerate any development towards the permanent control of our economy. I warn you that, in view of my past experience, we cannot be too careful of the enactment of these controls.

"It is quite possible that this program of economic and military aid may be futile in avoiding still a third world war in our generation and, therefore, we cannot risk our national safety in being unprepared. Actually, the better we are prepared to repel aggression the less likely the probability of us being required to do so. All of us here today, I am sure, want to believe that war can be avoided and I know of no more effective means towards this objective than prompt, effective economic and military aid to those nations abroad threatened by Communism. Our aims should be directed to the maximum assistance toward their military armament, while we are taking the necessary precautions for own safety at home."

United States Chamber of Commerce Head Visits Scene of First Job



Earl O. Shreve shows Harry S. Zane, freight traffic manager, Chicago (left), and R. C. Dodds, division superintendent, Mason City, that he still remembers a thing or two about the Morse code.

EARL Owen Shreve, vice president of the General Electric Company and president of the United States Chamber of Commerce, looked in on the Milwaukee Road station at Harrisburg, S. D., on Apr. 5, as the star of a "small-town-boy-makes-good-in-the-big-city" real life story. It was at Harrisburg, on May 10, 1898, that he made his first official acquaintance with work, as the Milwaukee station agent—salary, \$30 a month.

A nostalgic desire to see the place where he started his career prompted the visit. Mr. Shreve, who became president of the national chamber last year, was on a speaking tour of the West, in his first official appearance before chamber groups. The trip was arranged on a stopover between Brookings and Sioux Falls.

Hearing of the projected call, Milwaukee Road officials sent a delegation to meet Mr. Shreve's party. The reception committee which surprised him at the Harrisburg depot was headed by Harry S. Zane, freight traffic manager, Chicago. Others in the group were O. G. Clafin, agricultural agent, Aberdeen; Lisle Young, regional assistant public relations department, Aberdeen; Clyde Zane, division freight and passenger agent, Sioux City, Ia.; and R. C. Dodds, division superintendent, Mason City, Ia.

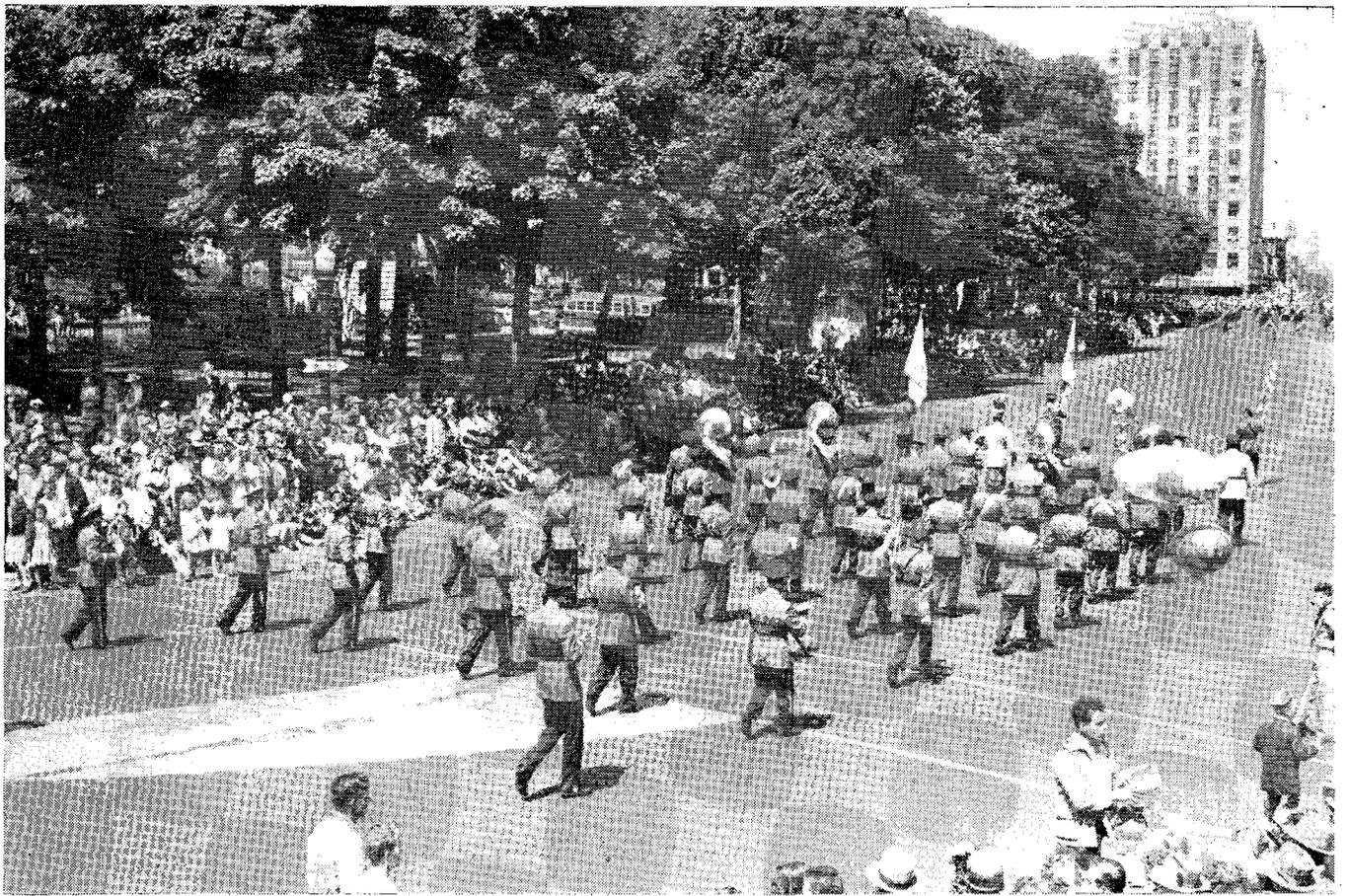
Fifty years have made a change in the station at Harrisburg, but Agent

A. R. Diede was able to show Mr. Shreve his old desk where he sent his first wire. With a critical audience listening in, the one-time agent-operator sat down and demonstrated that he still remembers the dots and dashes of the Morse code. It is a matter of record that Mr. Shreve credits his early interest in telegraphy for his later success as an electrical engineer.

Going on to Sioux Falls, Mr. Shreve spoke in the evening before 500 people at a meeting co-sponsored by the Sioux Falls Chamber of Commerce and the Greater South Dakota Association. At the banquet which preceded the speech, Elmer Sexauer, Brookings, vice president of the national chamber, introduced the distinguished guest and traced his early local employment with the Milwaukee Road. As he finished, Harry Zane produced a photostatic copy of the records at Harrisburg and presented them to Mr. Shreve for a souvenir. The latter provided some amusement for his fellow diners by insisting that he was fired from the job, but Mr. Zane just as stoutly maintained otherwise. "It says here that you resigned," he pounded the table emphatically, "and our records speak for themselves."

Mr. Shreve's eventful career as a GE technician covers about every major development that has been made in that field since the San Francisco fire. He was one of the pioneers who brought about modern illumination in transportation vehicles and for a time he was general manager of the industrial department at Schenectady, N. Y. Since 1945 he has been vice president in charge of customer relations, also serving as an adviser in various connected industries.





Resplendent in new uniforms, the Hiawatha Band marches past the crowd assembled on the capitol grounds in Madison. The band preceded the Milwaukee Road float.

Statehood Day Marks Wisconsin Centennial

THE MILWAUKEE ROAD, FIRST RAILROAD IN WISCONSIN, FIGURES PROMINENTLY IN CELEBRATION

ANY WAY you look at it, May 29 was a big day. In Madison, Wis., it was Statehood Day, the date officially set aside for observing the state's centennial, and the Milwaukee Road, the first railroad in the state, joined in the celebration.

The day was, furthermore, the 13th birthday of the Twin Cities Hiawatha, and the occasion was being celebrated by the launching of new Hiawatha trains from Chicago and Minneapolis.

The highlight of the day-long centennial celebration in Madison was the parade which was hailed as the state's biggest, most colorful and most spectacular by the 125,000 people who jammed the capital to witness it.

For the people of Wisconsin, Statehood Day was not only a birthday party for their beautiful state—it was also an occasion of great pride as the 30th star in the American Flag rose into its ascendancy.

The parade started at 11 o'clock, with a heavy artillery salute which

echoed throughout the city, and a few minutes before the first units of marchers arrived Army B-25s zoomed low over the parade route. First in the procession were lines of cars bearing the guests of honor to the reviewing stand: Governor Rennebohm and former Governor Heil; Julius Krug, Secretary of the Interior; Admiral William Leahy, President Truman's chief of staff; Maj. Gen. James Gavin, chief of staff for the Fifth Army; President E. B. Fred of the University of Wisconsin; Leo T. Crowley, board chairman of the Milwaukee Road; Chief Justice Marvin B. Rosenberry and many others.

In addition to Mr. Crowley, the Milwaukee Road was represented in Madison by the following officers: E. W. Soergel, vice president in charge of traffic, Chicago; P. H. Draver, general freight traffic manager, Chicago; A. G. Dupuis, assistant public relations officer, Chicago; W. J. Whalen, general superintendent, Milwaukee; C. F.

Dahnke, assistant general passenger agent, Milwaukee; R. H. Harding, assistant general freight agent, Milwaukee; G. C. Hiltel, division freight and passenger agent, Milwaukee; J. J. Casey, traveling freight and passenger agent, Milwaukee; and E. J. Hoerl, regional assistant, public relations department, Milwaukee. Because of the Hiawatha inaugural ceremony in Chicago, President Buford was unable to be in Madison.

A cordon of marching policemen followed the guests of honor, and they in turn were followed by the Ashland High School Band, which was given the honor of occupying the lead position as a tribute to Admiral Leahy, a native of Ashland, Wis.

The mammoth parade consisted of 15 sections—historical, civic, military, and several nationality groups. Italians demonstrated their great contribution to the art, culture, industry and literature of the Badger State. The Scandinavians reminded the spectators that

It was a Viking who first discovered the New World. A Swiss chalet and girl yodelers represented the people of the Appleton country. Various Swiss communities, as well as the Swiss cheese industry, were represented, and just to make it official, William Tell, with his great crossbow and entire family, were likewise on hand.

In the educational section of the parade, the Pioneer State Teachers' College (Platteville) placed one of its most cherished relics on a float. It was the old Normal bell, cast in 1870, which for many years called students to classes.

One of the highlights was the appearance in the parade line of Lansing Wilcox of Cadott, Wis., who at the age of 102 is Wisconsin's only living veteran of the Grand Army of the Republic. He rode in an automobile, waving his hand occasionally at the spectators. He was born two years before Wisconsin became a state.

As the procession continued, approximately 85 floats and more than 75 bands and marching units passed in review.

Much interest centered in the transportation section of the parade, and the Milwaukee Road did itself proud in its excellent choice of a float entry. The theme of the celebration was well carried out by an illustrated book 10 feet high, entitled "The History of the Milwaukee Road", whose pages traced briefly the growth and development of the Milwaukee Road system. The movable pages of the book were turned by two lovely girls on each side of the

The Milwaukee Road float reminded the Wisconsin citizens that it was their state's first railroad. Note that one of the "book-ends" represents the fore part of an old wood-burning locomotive and the other represents a Diesel engine.

float. The animation served its purpose in making the Milwaukee Road float one of the most outstanding in the parade. The tractor which pulled the 24-foot trailer was made to look like a locomotive.

The Milwaukee Hiawatha Service Club Band always puts on a good show, but its parade appearance in Madison was something special. For one thing, it had a new look, all of its members being in bright new uniforms. In addition, the parade marked the debut of Miss Joan Terry, the band's new and talented majorette. People maneuvered for a better view as she strutted past, with the Hiawatha Band following in perfect formation.

The 14-hour Statehood Day program reached a finale in the evening at historic Camp Randall stadium, with a mass band concert, dancing, choral singing, and an historical account of the founding of Wisconsin, entitled "The Thirtieth Star". A fireworks display ended the big day.

The Milwaukee Road played a fitting part in the celebration of the 100th birthday of its home state.

— IT'S A HIAWATHA YEAR —

B. C. Dougherty

BERNARD Charles Dougherty, a retired employe of the Road's engineering department, passed away suddenly at his home in Chicago on May 1. He had retired on Jan. 1, after more than 68 years of railroad service.

Mr. Dougherty was born in Roscommon, Ireland, in 1863 and raised on a farm. He joined the Milwaukee Road force in 1879, doing track work on the old Racine & Southwestern Division. Subsequently he was a roadmaster for 30 years. In 1924 he was made a track

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and rail inspector and in that capacity worked all over the system. At the time of his retirement he was inspector of roadway materials and the ranking veteran of his department.

He is survived by his sister, Mrs. Catherine DeLay, his widowed daughter-in-law, Mrs. Helen Dougherty, and three grandchildren.

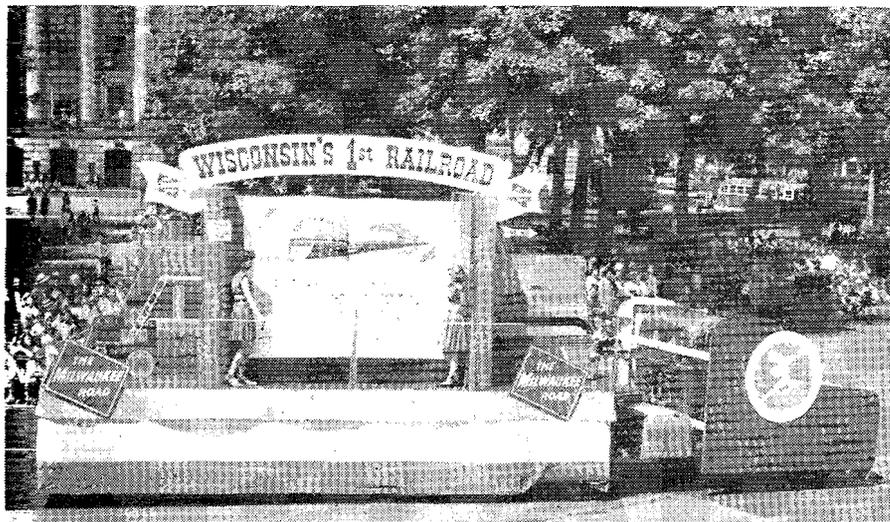
— IT'S A HIAWATHA YEAR —

T. A. Morken

TOM MORKEN, 64, city passenger agent at Minneapolis, died in Los Angeles on May 8, following a long illness. Funeral services were conducted there, with interment in Forest Lawn Cemetery.

He had been with the passenger department in the Twin City area for nearly 40 years and was one of the most widely acquainted traffic men in the Northwest. His railroad service dated from 1900, when he started with the Northern Pacific as a station helper and later as ticket clerk. He entered Milwaukee Road service in 1910 as assistant city agent at St. Paul, later advancing to traveling passenger agent, city passenger agent in Minneapolis and general agent passenger department, St. Paul. In 1929 he was appointed general agent passenger department, Minneapolis, and in March, 1935, he became city passenger agent.

Mr. Morken, whose given name was Thorval Arnett, is survived by his widow, Pearl, a daughter, Mrs. Maxine Davies of West Los Angeles, and two sons, Donald and Robert, of Minneapolis.



Women's Club May Breakfasts

FOR most members of the Milwaukee Road Women's Club, the outstanding event on the mid-year social calendar is the annual May breakfast. Since it is the forerunner of the summer recess, a full attendance is the rule and the chapters go all out to hold a last grand get-together before the onslaught of warm weather. Many chapters also choose this means to celebrate the wind-up of the annual membership drive.

The pictures on these pages are representative of the activities in which chapters all over the system were engaged during May. The particular chapters shown here—Mason City, Ia., Perry, Ia., and Montevideo, Minn.—were very active in the spring membership drive and all topped their former records. While most chapters incline toward the breakfast party, certain chapters give luncheons or dinners, so the members of the family can also take in the fun.

At Montevideo it is customary to give a potluck supper. This year the chapter, celebrating on May 16, served a full course dinner for 400 people. After the dinner, Mrs. Sig Lofdahl presented a program of entertainment. This consisted of singing by Mrs. Harry Gustafson and little Floyd Mathis, a duet by Darline Falla and Betty Adamson, and even a few musical notes from Engineer Oscar Sorby.

More than 100 members attended the breakfast at Perry, which was held in the American Legion Hall on May 5.



The program is in progress at Montevideo, Minn., with Darline Falla and Betty Adamson giving forth with a duet. The four serious listeners sitting it out against the wall at right are Conductor Lofdahl, Engineers Ryman and Rush, and Fireman Himle.

club rooms on May 4. About 70 members were present, including a large delegation of former officers. May pole centerpieces, May baskets and seasonal flowers provided a festive touch to the table decorations and the guests of honor were presented with corsages. The chapter gave a well-rounded program of entertainment, headed by Mrs. Fern Meurs Larson, singer, accompanied by Mrs. Carl Anderson. This was followed by a two-act play, "The Brewsters", staged by Mrs. Elaine Phillips, Mrs. Harry Kinney, Mrs. Howard Halley and Mrs. William Schrader; Mrs. Phillips was narrator. A large number of out-of-town guests attended, including Mrs. Loderhose and Miss Lindskog. Mrs. Oscar Anderson, president, headed the kitchen committee and Mrs. Walter Hendrickson handled decorations.

Perry, the first chapter in its district to top its membership quota, is a strong contender for the prizes offered by the general governing board. Following the breakfast, a program was given later in the Legion auditorium, at which Mrs. G. W. Loderhose, president general, Chicago, and Miss Etta N. Lindskog, secretary general, delivered short talks on the work being done by the various chapters. Mrs. P. J. Ryan, program chairman, then presented a group of young entertainers, most of whom were members of railroad families.

Mason City Chapter invited its past presidents to be guests of honor at the May breakfast, which was held in the

Below: It could be "The Autocrat of the Breakfast Table" but it's not. It's a scene from "The Brewsters," the two-act play presented by Mason City Chapter. Mrs. Harry Kinney (left) and Mrs. Howard Halley here lend an attentive ear to the forceful opinions of Mrs. William Schrader, looking more or less masculine in four-in-hand and suspenders.

Left: Stellar performers in the entertainment bill at Perry, Ia.; Myron and Janet Woods, adagio dancers; back row, left to right, Beverly Ann Connell, Elsie Christisen and Carol Jean Hayes. All are children of Milwaukee Road employees.





Past presidents who were guests of honor at the Mason City breakfast, receive corsage from Mrs. Bob McClintock. Left to right: Miss Etta Lindskog, secretary general, Chicago Mrs. Oscar Larson, Mrs. Carl Anderson, Mrs. Walter Hendrickson, Mrs. C. S. Pack, Mrs. R. E. Sizer, Mrs. John Balfanz, Mrs. W. F. Ingraham, Mrs. Frank Ulrick, Mrs. McClintock and Mrs. G. W. Loderhose, president general Chicago.



Pupils of the Betty Mae Harris School of Dancing interpret the hat dance for Perry Chapter. The dancers, children or grandchildren of Milwaukee Road employees, are left to right: Dixie McLellan, Jimmie Kanealy, Beverly Ann Connell, Francis Rudisal, Carol Jean Hayes and Jimmie Noah.

The May breakfast is about to get under way at Perry, Ia. The scene is the American Legion Hall. Local officers and special guests are seated at the long table in the rear.



Scene in the club rooms at Mason City, where more than 70 members turned out for the May Day celebration. Past presidents were guests of honor.





On the stage at Kimball Hall as the curtain went up on the 11th annual spring concert. Harry John Brown, the choral club's new permanent director, is at right.

Choral Club Scores in Spring Concert Under New Director

THE entertainment furnished by the Milwaukee Road Choral Club has been consistently popular ever since the group was organized in 1937. The annual spring concert which climaxes the season's program was held this year in Kimball Hall, Chicago, on April 28 with Edward Preodor, head of the violin department at Illinois Wesleyan University School of Music, Bloomington, Ill., featured as guest soloist. For the choristers it was a significant occasion, since it was their first public appearance under a new director, Harry John Brown, who was recently engaged as permanent conductor.

Opening with "Bless The Lord, O my Soul" (Ippolitoff-Ivanoff), the chorus launched into a program of established favorites. These ranged in mood

from "Kye Song of Saint Bride" to negro spirituals. Mr. Brown led the group expertly through the familiar numbers, which included a solo of "Ol' Man River" by Robert W. Weber. As a sincere and vigorous exhibition of choral singing, the performance made a hit with the audience.

Mr. Brown, making his bow as director, scored a personal success. The youthful conductor—he is only 21—is better known in European concert halls than in local musical circles. Recognized as a prodigy when he organized and developed the Oak Park Junior Symphony, he was awarded a scholarship to the National Music Camp at Interlochen, Mich., and subsequently to the Eastman School of Music, Rochester, N. Y. His education there was inter-



Concert principals, left to right: Edward Preodor, guest soloist; Harry John Brown, director; Alma Matthies, accompanist; and George Dempsey, general inspector division of safety, choral club president.

rupted by enlistment in the Army at 18.

Overseas with the armed forces, part of his duties as technical sergeant consisted of directing regimental music. He had the honor of leading the chorus that took part in the celebration of the juncture with the Russian forces at Steyr, Austria, and he also conducted various European symphony orchestras. Critics' reports led to the prized appointment as conductor of the GI Symphony. With this troupe of top flight soldier musicians he toured the continent for three months, giving concerts in more than 60 European music centers. Before demonstrating his ability as a conductor he had already won national recognition as a promising composer.

Mr. Preodor, who appeared as guest soloist, is a violinist of technical brilliance. Before engaging in teaching and concert work he was assistant concertmaster of the Metro-Goldwyn-Mayer recording orchestra in Hollywood, Calif.



Being an usher is fun. You wear flowers and meet a lot of people. On duty, left to right, Colette Cosgrove, supervisor of payroll taxes office; Elvira Grasso, auditor of expenditures office, builders bureau; and Shirley Bueger, freight auditor's office.

A. A. Horton Retires After 63 Years as Agent

A. A. HORTON, who has been the Milwaukee Road agent at Fairmont, Minn., for the past 54 years, finished a long and distinguished tour of duty on Mar. 31. He had been a station agent for almost 63 years and there is a widespread belief that he served in that capacity longer than any living man in the United States. In any case, during all those years he was absent on leave only twice, both times for three-month periods.

Mr. Horton was the youngest of eight children in a pioneer Minnesota family that came from New York in 1861 and settled near Rochester. When the Milwaukee extended its lines into the Dakotas his brother Will became the agent at Wentworth and Adelbert, then about 15 years old, helped him around the station. He took advantage of the opportunity to learn telegraphy and soon was filling relief jobs at nearby stations.

His first official appointment was at Kinbrae, Minn., on Nov. 26, 1885, and when the seniority lists were compiled later he claimed service from that date. After two years at Kinbrae and another six at Edgerton, he checked in at Fairmont. Looking back on the past, he is reminded of some early experiences there.

"The railroads had no competition," he says. "Trucks, buses and airplanes had not been thought of. There were no concrete sidewalks, no paved streets. The population of Fairmont was about 2,000 and the CM&StP was the only railroad. A lady clerk and myself constituted the station force. The city's sole outside connection was by wire through the railroad office, which handled the Western Union Telegraph business. We took care of CND, 15-minute quotations for bucket shops and Associated Press bulletins, all with the regular run of business.

"Tea kettle' engines and hand brakes were in use. I recall an incident at Wentworth when Superintendent F. D. Underwood came over the division from the west end in a pri-

For his Kimball Hall performance he was accompanied by R. Dwight Drexler, professor of piano and theory at Illinois Wesleyan. The repertory which displayed Mr. Preodor's virtuosity featured such favorites as Kreisler's "Caprice Viennois," "Jamaican Rumba," by Benjamin, and the popular "Hora Staccato."



A. A. Horton

vate car. The conductor had left the hand brake set on the rear end all the way from Howard, S. D. The flat wheel that resulted can be well imagined."

When Mr. Horton retired he outranked by a good 13 years the next employe on the I&SM seniority list. "Perhaps one reason why I stayed on for so many years," he says, "is because Fairmont appealed to me from the first as an ideal place for a home." As a long time resident, he served his community in various public offices, including city alderman, president of the Kiwanis Club, president of the library board (25 years), chairman of Railroad Week activities, and many others. In 1932 he received a 25-year service emblem from the ORT. The C&NW has a joint agency at Fairmont and a large amount of trucking is done there.

All of Mr. Horton's major interests, his fraternal and church affiliations as well as most of his friends, are in Fairmont and he intends to spend his retirement there. After years of preparation his plans for the future are so numerous that he confesses he doesn't know where to start. There is his comfortable home with a basement workshop and large garden in which he delights. He also wants to write his memoirs, which will deal with articles of historical interest for the Fairmont library, and spend some time with his son Lyman and his grandchildren in Chicago. Ly-

man, who is also a Milwaukee Road man (1929), is assistant commissioner of agricultural and mineral development.

Mr. Horton will be 80 on his next birthday and is still in fine health. "Railroading is exacting work," he has stated, "but if I had to do it all over again I can't say that I would do differently. I worked hard, and longer than I needed to, but I have been happy and have made many worthwhile friendships. I started out as a green farm boy, but my railroad work gave me an education and business experience that has been invaluable. I have enjoyed it all."

James Lasley, Sr., station agent at Lakefield since 1936, succeeds Mr. Horton. He has been with the Road for about 39 years and was formerly agent at Alpha and at St. Clair.

— IT'S A HIAWATHA YEAR —

William Snell

WILLIAM SNELL, who retired from active service on May 31, 1940, passed away in Wesley Memorial Hospital, Chicago, on Apr. 14, following a short illness. He was formerly district general car foreman, southern district, with headquarters in Chicago.

Mr. Snell was born at Seneca, Wis., on Mar. 31, 1872. He entered the employ of the Road on Apr. 25, 1891, and put in his entire service in the car department. During the greater part of his service with the company he filled supervisory positions in various districts on Lines East. He was a member of the executive committee of the Veteran Employes Association and had been active in arranging for the coming reunion.

Funeral services for Mr. Snell were held at Elmhurst, Ill., and he was buried at St. Mary's cemetery. He is survived by his widow, Mildred.

— IT'S A HIAWATHA YEAR —

Fires Without Fuss

No matter what the hour, when the fire siren at Bensenville, Ill., sends out its shrill blast, every man in the volunteer fire department rushes off to fight the blaze. For years, now, this system has been working efficiently. However, the Milwaukee Road recently introduced the fire fighters to a new method—a fire was brought to them.

It happened late one afternoon when a kitchen car near the work camp in the railroad yards east of town caught fire from an unknown cause. By the simple expedient of hitching the car to a yard switch engine, the conflagration was hauled to the fire station at York Street and Railroad Avenue, where it was put out. The interior of the car was completely gutted by flames.

People who enjoy running to fires may have been disappointed by the absence of fuss, but the fire company said that it liked the service.

Miles City Service Club Saves the Day



Harry L. Stamp, chairman of the public and civic affairs committee of the Miles City Service Club, and Lisle Young, regional assistant public relations department, see Miss Dodge off on the Olympian Hiawatha. (Photo courtesy Miles City Daily Star.)

A VERY human story involving the Milwaukee Road Service Club turned up recently at Miles City, Mont. It developed out of plans made by the senior class of Custer County High School to hold a bang-up celebration at the end of the school year, highlighted by a trip to Chicago.

The newspaper report on the departure of the graduates and their chaperones for the sightseeing trip mentioned, in passing, the girl who was left behind because she was ill with a "strep" throat. The story of her disappointment after working hard all year as head of the popcorn committee to earn funds for the trip, caught the eye of several Milwaukee Road employes. It was all they needed.

The boys chipped in and raised the money to send the little ranch girl, Jean Dodge, on to join her classmates. Harry L. Stamp, chairman of the civic affairs committee, was delegated to call on Jean at the hospital and give her the news that her doctor said she could be released for the trip and that everything was arranged, down to the last detail. The arrangements, on the Olympian Hiawatha, of course, called for a Touralux sleeper, meals on the diner, and spending money. Needless to say, the sun came out immediately from behind the big black clouds.

When Jean left for Chicago she boarded the train from the dock rather than the depot, to give the boys a chance to wish her well and wave goodbye.

Variety Program for Austin Area Club

THE Austin Area Service Club, meeting in the Women's Club rooms at Austin, Minn., on May 17, counted an approximate turnout of 70 employes, active and retired. Chairman Earl Long opened the meeting early and introduced the various departmental supervisors and agents who were scheduled for the speaking program.

After the session, entertainment was supplied by Bob Thomas, singer, accompanied by Paul Beck, and the St. Augustine trio, consisting of Robert Post, Lowell Barry and Don Meighan. Robert is the son of Pump Repairman Clarence "Red" Post. Agent Ed J. Full gave a surprise showing of several reels of film which he had taken on trips to Seattle and Victoria, B. C., and interesting views of the Hiawathas taken in various locations.

A special treat—a buckwheat pancake and sausage supper—was served through the courtesy of the Pillsbury Flour Mills, prepared by Pillsbury's Roy Miller with the assistance of a local gang.

— IT'S A HIAWATHA YEAR —

Police Chief Addresses Wisconsin Rapids Group

R. J. EXNER, chief of police for Wisconsin Rapids, addressed the East End Wisconsin Valley Service Club at "The Rapids" on May 15, on the subject of

law enforcement. The talk dealt briefly with the qualifying standards for a police officer, from the time when a good strong back was the only requirement to the present day when criminology is a science. It pointed out that the trained men now engaged in law enforcement have elevated the police department to an institution well equipped to protect the community.

Quoting from the FBI law enforcement bulletin, Chief Exner made some startling disclosures about the various crimes committed in 1947; also from facts and figures of the Wisconsin Rapids police department. The latter showed the complex work of the local force, aside from apprehending crime; such duties as locating lost children, providing funeral escorts, supervising automobile driver tests, answering complaints and safeguarding property.

Chairman John E. Stoker was spokesman for the club, reminding the assembly that the railroad needs the assistance of the employes in public relations work. "The amount of service we sell, the money received for it, job security, all depend on what the public thinks and says about us," he stated.

— IT'S A HIAWATHA YEAR —

Hiawatha Units Entertain Supervisory Personnel

THE executive committee of the Hiawatha Service Club, Milwaukee, was host to about 150 officers and supervisors of the terminals and shops at a get-together in the club rooms on Apr. 23. The 45 officers of the club and their guests were entertained with a showing of movies before the business session got under way.

General Chairman R. M. Freuler prefaced the speaking program with a brief talk on Hiawatha activities, in which he thanked the supervising forces for their fine support. E. J. Hoerl, regional assistant public relations department, followed with a summary of the Service Club's part in creating good will among employes and patrons. Next in order were H. A. Grothe, Milwaukee Shops superintendent; France Wood, general storekeeper; R. H. Harding, assistant general freight agent; L. B. Porter, superintendent of telegraph and signals; and W. A. Dietze, public relations officer, Chicago.

Mr. Dietze, introduced by General Superintendent W. J. Whalen, contributed an interesting talk on the psychology of public relations. Commenting on the large scale operations at Milwaukee shops, he compared them to a huge wheel in which every craft and department forms an essential spoke. "Our railroad is an intricate piece of machinery with each individual playing his part in the gears of operation," he said. "A little slip along the line, and the en-



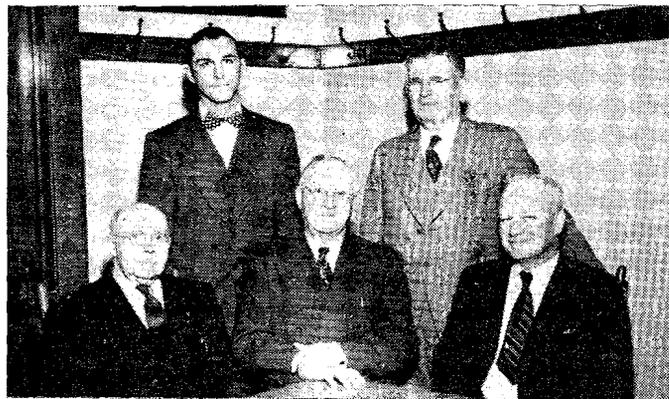
Above: A panel of sports enthusiasts who helped arrange the Marion-Cedar Rapids Service Club's "Sports Night" program Apr. 28. Left to Right: Francis C. Curran, Service Club chairman; Leslie L. Lynn, coach, Monticello High School; Roland L. Williams, assistant director of athletics, University of Iowa; E. A. "Buzz" Hassett, sports director, radio station KCRG; Merlin T. Erickson, coach, Olin High School; and Lester C. Hipple, coach, Marion High School.

Left: Carl Lillwitz, trainmaster's clerk, Spokane, Wash., breaks in an easy chair and pipe which were retirement gifts from fellow employes at the Mar. 30 meeting of the Inland Empire Service Club. Agent J. Z. Ramsey, Spokane, who made the presentation, stands by for the picture.



Not bus boys, butchers or bartenders—just the committee for the annual appreciation dinner at Tomah, Wis., where it's traditional for the men to handle all the culinary and decorating chores. Left to right: Leon Johnson, Alvin Rosenow, Reuben S. Peth, Ray F. Wolfe, William G. Verick, Wayne Johnson, William F. Deering, George Blum, Art Winchell, Leonard Mathews, Wilbur Price, Earl A. Marquardt (committee chairman), Henry F. Sell and Les Gamerdinger. The banquet was served in the gymnasium of the new Tomah High School on Apr. 10.

Below: Officers of Unit 3, Hiawatha Service Club, show the trophies they won in the recent membership drive to Harry A. Grothe, superintendent of Milwaukee Shops. Left to right: Rudy M. Freuler, general chairman; Al G. Oertel, vice chairman; Ed McDermott, chairman of Unit 3; and Mr. Grothe.



Together for a "rehash" of old times at a recent Menominee River Valley Service Club meeting are, left to right: Seated—Joseph Porterfield (retired), A. J. LaValley (retired) and John Enders, cashier at Marinette, Wis. Standing—S. J. LaValley, agent at Menominee, and H. B. Held, agent at Marinette.

George E. Passage Feted on Retirement

WHEN George E. Passage, assistant superintendent of the Milwaukee Division, retired on April 1, everyone, as Jimmy Durante would put it, "wanted to get in on the act." The outcome was that the Old Line Service Club, Horicon, Wis., got its bid in first and gave a party for him on Mar. 31, thereby scooping his associates in Milwaukee by 24 hours.

The Service Club took the opportunity to show its appreciation to a loyal member by giving him a remembrance gift of fishing tackle; also, a copy of "The Fisherman's Prayer" and a good supply of groceries for his fishing cabin. Agent L. M. Johnson, acting as master of ceremonies, made the presentation. The women of the organization paid their tribute by preparing the lunch which was climaxed by the presentation of a huge ceremonial cake.

The following night 55 friends and business associates gave a testimonial dinner at the Ambassador Hotel in Milwaukee. Superintendent J. H. Valentine was party chairman and J. E. Bjorkholm, superintendent of motive power, acted as toastmaster. On this occasion Mr. Passage also received a gift. Friends who were familiar with his interests and hobbies made the selection and he was presented with—a fine set of fishing tackle. As he made his speech of acceptance, Mr. Passage said: "A good fisherman can use every piece of equipment at his disposal."

Mr. Passage's distinguished service record runs from water boy to assistant superintendent. It was back in 1894, when the D&I Division was being double tracked that he started out by carrying the yoke over his shoulders. His ambition took him, in 1898, to the engineering department where he worked for a period as a rodman while the preliminary sur-

vey was made between Clinton and Ottumwa, Ia.

Shortly afterward he went into the mechanical department and on July 6, 1899, he was set up as a fireman on the R&SW Division; then, on Jan. 11, 1904, as a locomotive engineer. His record brought a promotion to traveling engineer in the Chicago Terminals in 1918. In 1920 he went back to the D&I as trainmaster, and followed it with a stint in the Milwaukee Terminals as assistant master mechanic. From 1921 to 1932 he served on the Terre Haute Division as master mechanic and chief trouble shooter and for a short time in '32 and '33 he helped out at Aberdeen, S. D.

the public, the Milwaukee Road is always *you* and the thousands of employes who represent it on and off the job. With unity of purpose we can make our railroad the best."

At the conclusion of Mr. Dietze's talk, Mr. Freuler introduced the chairmen of the various Hiawatha units, then retired in favor of a musical program presented by Archie W. Graff and an ensemble recruited from the Hiawatha Band. The musicians played a number of favorites, after which Band Member Robert Burr announced the Blatz Brewing Barber-shop Quartette. The latter's close harmony brought a rousing hand from the house.



"If Izaak Walton could only see me now!" exclaims George Passage, as he tries out the fishing equipment given him by the Old Line Service Club. Superintendent J. H. Valentine enjoys the party from the background.

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— IT'S A HIAWATHA YEAR —

In 1933 he transferred to Horicon as trainmaster, being promoted from that position to assistant superintendent.

Superintendent Valentine, in paying tribute to the honored guest said: "The railroad is built on employe morale. Men who realize that the business of the railroad is their business and will go 'all out' to give their best to the operation of that business, are followers of George Passage. He always has given his very best, every day of his life, and I extend my personal thanks and appreciation for his help and the spirit in which it was given."

Appointments

Office of Secretary

Effective June 1, 1948:

The board of directors elected J. P. Kiley vice president-operating, with headquarters in Chicago, succeeding O. N. Harstad, who, because of illness, has relinquished his duties as head of the operating department, and has been elected vice president with duties as assigned by the president.

Effective June 10, 1948:

The board of directors elected Larry H. Dugan vice president with headquarters at Seattle, succeeding J. P. Kiley, promoted.

Traffic Department

Effective May 1, 1948:

J. E. Marshall is appointed general agent, freight department, Seattle, succeeding H. L. Holmes, transferred at his own request.

H. E. Ridenour is appointed general agent at St. Louis, Mo., succeeding J. E. Marshall, promoted.

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

Effective Apr. 1, 1948:

John H. Agner is appointed traveling freight and passenger agent, Seattle, succeeding M. E. Randall, retired.

Maurice McCarrell is appointed city freight agent, Seattle, succeeding John H. Agner.

Effective Apr. 16, 1948:

F. K. Beem is appointed assistant general agent, freight department, Chicago.

E. C. Derr is appointed general agent, Atlanta, Ga., succeeding F. K. Beem, promoted.

Effective May 17, 1948:

Rex E. Anderson is appointed

The Milwaukee Magazine

traveling freight and passenger agent, with headquarters in Winston-Salem, N.C., succeeding E. C. Derr, promoted. Effective May 24, 1948:

H. A. Sauter is appointed city freight agent, Chicago.

Effective June 1, 1948:

H. I. Lindblom is appointed city passenger agent in Minneapolis, succeeding T. A. Morken, deceased.

S. E. Pilson is appointed traveling passenger agent with headquarters in Minneapolis.

N. E. Ambli is appointed city passenger agent in Detroit.

Operating Department

Effective May 16, 1948:

M. T. Sevedge is appointed trainmaster of the Iowa & Dakota Division with headquarters at Mason City, Ia., succeeding R. E. Sizer, retired.

T. E. Witt is appointed trainmaster of the Iowa & Southern Minnesota Division with headquarters at Austin, Minn., succeeding M. T. Sevedge, transferred.

P. W. Anderson is appointed traveling engineer of the Hastings & Dakota Division with headquarters in Minneapolis, succeeding W. G. Pierson, deceased.

H. W. Noreross is appointed traveling engineer of the La Crosse & River Division with headquarters at La-Crosse, Wis., succeeding P. W. Anderson, transferred.

Effective June 1, 1948:

R. K. Walker is appointed traveling engineer of the Terre Haute Division with headquarters at West Clinton, Ind.



Claim Department

Effective Apr. 15, 1948:

M. W. Roark, district adjuster at Missoula, Mont., is appointed assistant general adjuster, with headquarters at Chicago. He will, under the supervision of the general adjuster, have jurisdiction over claims arising in the states of Wisconsin, Michigan, Minnesota, North and South Dakota.

L. D. Phelan, assistant general adjuster, Chicago, will, under the supervision of the general adjuster, have jurisdiction over claims arising in the states of Illinois, Indiana, Iowa and Missouri.

Effective Apr. 16, 1948:

R. P. Jorgensen is appointed dis-

Ziebarth Completes 56 Years On the Job

EVERY work day of the week finds Joe Ziebarth, agent at Waterloo, Wis., busy at the depot carrying on his daily routine. Watching him as he sells tickets to folks going into the city, or observing the energy with which he hauls freight and waits on "Old 14", he doesn't look or act like the venerable senior agent of the La Crosse & River Division. But it's a fact that he started his 57th consecutive year of service on May 20, and he has also passed his 75th birthday.

When the *Waterloo Courier*, in an interview on Mr. Ziebarth's recent service anniversary, remarked about the zest he still has for his job, he explained that it's much like his favorite chair at home, "There just isn't anything better."

Mr. Ziebarth started railroading on May 20, 1892, in his home town, Columbus, Wis., where he learned telegraphy and did odd jobs around the station. The following May he qualified as agent-operator and shortly afterward was assigned as relief agent at various stations on the La Crosse Division. He well remembers the first waybill he made out. It was for a carload of horses shipped from Columbus to Augusta by J. J. Sutton. His first permanent assignment came in 1898 when he was appointed agent-operator at Morrisonville, Wis., and he served there for 34 years.

The transfer to Waterloo, in 1932, was during the depression years when business was slow. Conditions have changed a great deal since then, Mr. Ziebarth says. During the past year freight tonnage handled through the station amounted to about 99 million pounds and passenger ticket sales totaled close

to \$8,000. It would also indicate that with the years his work has increased correspondingly. The volume of freight he credits to the patronage of local businessmen and industries who have gone all out in their efforts to ship by rail. This cooperation and friendliness, he says, has added to the enjoyment of his life work and in return he has put in extra hours to repay the community for its support. "It's just an extra accommodation I like to give the people of Waterloo", he says.

trict adjuster of the Rocky Mountain and Idaho Divisions, with headquarters in Missoula, succeeding M. W. Roark, promoted.

R. C. Moore is appointed district adjuster of the Trans-Missouri Division, with headquarters in Miles City, Mont., succeeding R. P. Jorgensen, transferred.

A. A. Heine is appointed adjuster, with headquarters at Missoula, succeeding R. C. Moore, promoted.

Law Department

Effective June 16, 1948:

J. E. Goggin, assistant general attorney, is appointed assistant general solicitor, and will continue to assist C. L. Taylor, general attorney and commerce counsel, in commerce work.

R. K. Merrill, chief clerk, is appointed assistant general attorney, and will also assist C. L. Taylor in commerce work.



Joe Ziebarth

During his 56 years of service Mr. Ziebarth has been a witness to many outstanding advances in the railroad industry. In his early days all trains operated over the division on single track. Other early memories include the 32,000-pound capacity freight cars and the book of rules and regulations, about 50 pages, which also carried the game laws of the states through which the railroad passed.

As a civic booster, Mr. Ziebarth holds a fine record, for wherever the welfare of the community is involved, he is always ready to lend a hand. For the past 15 years he has never missed a meeting of the Lions Club. Once a year he and Mrs. Ziebarth take a trip together, just to see how things are done in other parts of the country. They prefer to travel by rail.

When the subject of retirement is introduced, Mr. Ziebarth just smiles and says that as long as there is work to be done at the station and he is capable of doing it, he won't think about a permanent vacation; "Maybe some day, but not just yet".



MAGIC MEXICO

Women's Club Takes Camera Tour

by Edith Marquiss
Freight Auditor's Office, Chicago, Ill.



A FASCINATING glimpse of Old Mexico, as it was revealed through the cameras of some of its travel-minded members, was presented for the entertainment of Fullerton Avenue Chapter members of the Milwaukee Road Women's Club on Apr. 13. Apart from demonstrating that the most interesting travel pictures aren't always taken by professionals, it was the next best thing to a personally conducted tour.

Some 175 members and guests were present for the travelogue and the dinner which preceded it. Mrs. Evans, the chapter's refreshment chairman, planned the menu in the best "south of the border" tradition — barbecued beef, Spanish rice, Mexican bean salad, and the internationally popular ice cream. The Mexican atmosphere was also prevalent in the club rooms where colorful travel posters formed the backdrop for a display of native arts and crafts. The quaint baskets, beautiful lacquer trays, book ends of flawless Pueblo onyx, handmade textiles, pottery and leather goods, to say nothing of handsome silver jewelry from the shops of Taxco, brought gasps of admiration. In that setting little imagination was required to fall into the spirit of "manana." It was a temptation to pick up the ma-

Top: The amateur photographers adjust their equipment and give Norman K. Darnell, superintendent of the Fullerton Avenue building, a preview of what's on the bill. Left to right: Harriet Kennedy, Mr. Darnell, Elmeare Martell and June Mathisen.

Above: Sorry, not for sale, but it's fun, anyway, to admire these examples of Mexican arts and crafts. Left to right: Rose Kackle, Edith Marquiss, (author of this article), Bernice Gerth (assistant house and purchasing committee), Anne Lang, Mrs. Lucy Martin (third vice president), Harriet Kennedy (assistant treasurer), June Mathisen (front), Mrs. Carl Barclay (first vice president), Mrs. H. M. Borgerson (past president), Elmeare Martell (program chairman) and Mrs. Ethel Bloch (president).



racas and go into a rhumba.

Before the program, Mrs. Ethel Bloch, chapter president, held a general business meeting at which she initiated a new public address system. Although some of the officers and committee chairmen who made reports had "mike fright" at first, it was a big improvement on the old system, as it carried even the gentlest voices to the far corners of the room. Norman K. Darnell, superintendent of the Fullerton Avenue building, was on hand to see that all went well with the new equipment and to help with the film projectors and screens.

Miss Elmeare Martell, program chairman, wearing a native costume, took

over the microphone following the meeting and introduced the feature of the evening. The first photographer-lecturer, Miss Harriet Kennedy of the auditor's expenditures force, also in native dress, started off in typical travelogue fashion by showing Old Glory in full color, waving in the breeze at New Orleans. As a preamble to the Mexican tour, she showed a number of pictures taken on a trip to Guatemala; glimpses of the natives of Chichicostenango doing the family washing, of dusky señoritas carrying huge baskets on their heads, of Indians on the steps of a cathedral burning incense to ward off evil spirits, of the volcano at Guatemala City. Then, with an appropriate musical background, on to Mexico and the capital city with its beautiful modern buildings and wide boulevards, and the floating gardens at Xochimilco.

The next traveler, also in sombrero

and typical Mexican dress, was Miss June Mathisen, of the central computing bureau. June's films picked up the story at Cuernavaca, in whose sun-drenched patios the best huraches are made, and carried it on to quaint old Taxco, in the silver mining country. Shown in gorgeous natural colors were the churches of Cholula and the exciting details of a bull fight—very rare pictures—in which the camera followed the entire panorama. A more amusing picture showed June among thousands of gardenias in the pool at Fortin. Spontaneous applause greeted the sight of Acapulco, the renowned Pacific resort, where June obtained several difficult shots of deep sea diving and tropical sunsets.

Miss Lillian Martell, the next senorita on the program, showed colored slides which depicted the habits and ways of life in various locations. The pictures of the ancient ruins in the archeological zone at San Juan Teotihuacan and of the fabulous Pyramids of the Sun and the Moon were among the most interesting sights on the bill. A murmur of recognition greeted the picture of an old friend, Alphonso, who has been guide, interpreter and general counselor to many Milwaukee Road employes during their visits to his country. The beauty of the tropical vegetation, of the orchids and bougainvillea, and of the exotic birds was breathtaking, instilling a desire to take the next train for that enchanted country to see if they were real.

The program ended with a good laugh at Donald Duck and his adventures in trading his burro for a jalopy down Mexico way.

Fireman Galvin Hero of Rescue

ALTHOUGH he has been in Milwaukee Road service only a short time, Fireman Richard J. "Dick" Galvin, third generation of a well known D&I Division family, has already figured as the hero of a spine-tingling rescue. On Feb. 20, just a few days after celebrating his first anniversary on the job, he saved a child from possible death in the path of a locomotive at La Crosse yard. Straight from the engineer, Harry M. Haggerty, comes the following report of the incident:

"Traffic was heavy on the crossing at Avon Street. Flashers were working and the bell was ringing when suddenly Fireman Galvin shouted, "Blow the whistle!" and at the same time leaped from his seat and started for the gangway. I applied the brakes at once for an emergency stop. When we came to a standstill a little girl about six years old was about three feet in front of the pilot, directly in the center of the tracks with her back to us. Except for Galvin's alertness and quick thinking, it's very likely that she would have been killed."

When Fireman Galvin left the seat box and started off the engine, it was with the intention of running ahead and trying to snatch the child off the track. Only through his quick warning was Engineer Haggerty able to stop short of where she was standing.

"The case would indicate that Fireman Galvin is of the same caliber as the rest of the Galvins," wrote Assistant

Superintendent P. J. Weiland in his report of the incident. Galvin had nothing to do with his citation as a hero, but he has a good recommendation for the role—two years overseas with the Marine Corps, and was in on the battle



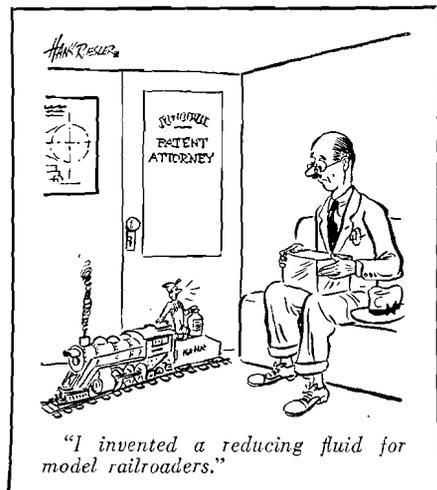
Fireman Richard J. Galvin (left) and Engineer Harry M. Haggerty tell the story to Assistant Superintendent P. J. Weiland.

of Iwo Jima and the occupation of Japan. He joined the Leathernecks in 1943, directly from school. "The rest of the Galvins" include his father, Martin A., conductor and brakeman on the D&I second district; his grandfather, Martin Galvin, a B&B foreman for many years; and his two uncles, Engineers Michael P. and Jay J., of the D&I second district. Another uncle, Frank E., is chief carpenter of the L&R at La Crosse, and a cousin, Francis, is chief clerk to the general agent at Indianapolis.

Engineer Haggerty has been with the Road about 34 years. Like Galvin, he was brought up in a railroad family, the son of a switchman with the Milwaukee and the CGW.



In the shade of the sombreros, left to right: Elmeare Martell, program chairman, Harriet Kennedy (top) and June Mathisen.



"I invented a reducing fluid for model railroaders."



Something New Has Been Added

THIS month the Milwaukee Magazine offers the families of the big Milwaukee Road Family a new department, one designed especially for them.

The Home Department represents a different approach to what has always been the Magazine's aim—to make its pages as interesting and informative as possible to as many people as possible.

Briefly, here is something for everyone in the family. It is for the breadwinner, for his wife who puts the bread on the table, and for the kids who never seem able to get enough of it. In the Home Department the Magazine will pass along the best of the many things of interest to families which come its way. There will be tips for the workshop, the kitchen, the nursery, the sick room and the garden. The department may help to keep your budget balanced, your home a safer place in which to live, your meals tastier to the palate.

Like all other parts of the Magazine, this one can succeed only with the support of the people

who read it. The man who has found a simpler way of keeping tools in condition or who has built a better mouse trap is the fellow we want to hear from. We would also appreciate a note from his wife, whose pickles won first place at the county fair. As for junior—well, if he has devised a sure-fire method of keeping ticks off Rover, we want to hear from him, too.

Ideas, opinions, pictures—this department needs them if it is to reflect accurately the home life of those thousands of families whose livelihood is earned on the Milwaukee Road. As many as possible of these reader contributions will be used, with the names of the contributors, but whether or not they all find their way into print, the sender may be sure that the Magazine is grateful for his interest and support.

Let's make the Home Department welcome in your home.

Editor.

Automatic Finance — The Budget That Budgets Itself

ONCE there was a man who waved aside his change and still was able to meet the 30th of the month without disturbing the piggy bank. It's a pleasant fable. On the other hand, a lot of people were losing sleep while they figured out how to pay the tax collector and the dentist and the grocer and still keep faith with junior who wanted a pair of roller skates. They could have used a **Family Money Manager**.

This is the chart devised by the Institute of Life Insurance to take the worry out of family bookkeeping.

"It shows Dad and Mother and Sister and Sonny the right Way of spending and saving Their pelf;

For this a budget that manages money And keeps right on budgeting all by itself."

Ridiculous? Not at all, if your attitude toward saving and spending is



realistic. One look at this common sense diagram and you can tell what your expenses are running by the week or month, and how you stand to meet those "extras" that have a tendency to upset the best laid plans.

Many people who would like to make a good job of handling the family

funds don't know exactly how to go about it. Whether their incomes are large or small they will find the automatic budget a great help. To start, it involves some simple mathematics, such as listing fixed expenses and an estimate of fluctuating living costs—food, clothing, medical care and so on. From there on, no itemized accounting is necessary, just the adjustments that are necessary to put it in running order.

Different families place different values on things, hence **The Money Manager** to plan for the things they need or want. In fact, the Institute of Life Insurance states that the budget will have a better chance of operating in the black if the whole family has a hand in figuring out how the income should be spent.

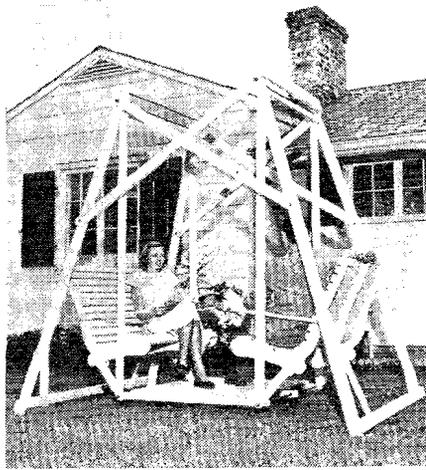
Free copies of the budget chart can be obtained by writing to the Milwaukee Magazine, Room 356 Union Station, Chicago.

Build It From a Pattern

IF YOU know the difference between a hammer and a saw and when and why they are used, you can have a lot of fun making your own household equipment. The dress-pattern idea applied to the flat surface of lumber takes the mystery out of building furniture, toys and household articles—real, actual size patterns that show where to use screws, nails and bolts.

Anyone who can drive a nail can build the lawn glider shown here. The pattern provides a full-size printed paper outline of each component part. Trace each piece on the lumber specified, saw and assemble. The location of adjoining pieces and the bolt and screw holes are shown right on the pattern. It's as simple as that.

The curved seats of the lawn settee and chairs make them the most comfortable of all wooden lawn furniture. A pattern is also available for a smaller chair, suitable for children

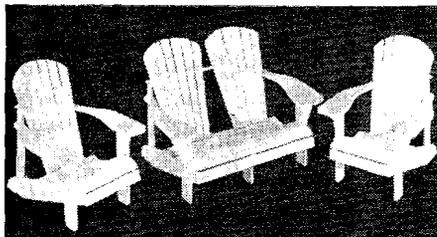


There's ample room for four in this modern version of a lawn glider with its comfortable form-fitting seats. It's a favorite with the children, too.

by this pattern method of construction. The general utility boat shown here is made of plywood and is light enough to handle easily with a pair of oars, yet its sturdy construction permits using a 2 h.p. to 10 h.p. motor.

New waterproof plywoods and powerful glues insure a boat that will last through the years. The instructions list the exact size of the materials needed to cut each part. Step-by-step directions are written in non-technical language and full size patterns for nose block, transom, frames and other major parts eliminate any margin for error.

Homemaking authorities consider this the simplest method yet devised whereby an unskilled person can successfully make things out of wood. The prices of the patterns are nominal—lawn swing, 50c; settee and chairs, 35c, 25c, respectively; and the 11½ foot boat, \$1.00. For information about where they can be obtained, write to the Milwaukee Magazine, Room 356, Union Station, Chicago, Ill.



An ingenious yet simple method of construction accounts for the curved seats and backs of these functional lawn chairs. A real, actual size pattern gives full building instructions.

two to eight years of age. All the materials specified are stock size and obtainable at lumber yards everywhere. For fun over a week end make one of these pieces and allow the children to help. If they've lent a hand in building a chair they are apt to take considerably better care of it.

Boat building has been simplified

The boat for vacation fun, built of plywood to handle easily with a pair of oars. Or if you like speed, sturdy enough to use a 10 h.p. outboard motor. Two people can handle it readily.



It's an Idea!

Watch your varnished floors, and, as soon as wear begins to show in a traffic lane, remove dirt with a damp cloth, use a little fine sandpaper, and then apply a new thin coat of varnish, brushing it out well at the edges. This will increase the time between complete floor varnishings.

— IT'S A HIAWATHA YEAR —

Give new life to old yarn for re-knitting by winding it on to a piece of cardboard about 12 inches long and tying the wool at top and bottom. Take skein off and immerse in lukewarm water for one minute. Hang up to dry and wind loosely into a ball.

— IT'S A HIAWATHA YEAR —

To make an emergency ventilator for a sick room, use a towel and some very heavy thumb tacks. Tack towel over window opening so the patient will be free from drafts and yet get some fresh air.

— IT'S A HIAWATHA YEAR —

When a child graduates from the highchair to its own little tray-top chair, the chair may be moved inside, outside, and all around the house. For one-trip transportation, and for cleanliness, make a drawstring bag to hold all baby's toys. Attach it to the chair arm and keep the toys in it, away from germs. When baby goes visiting, chair and all in the car, there are no rubber dolls or plastic animals left at relatives' or friends' homes.

— IT'S A HIAWATHA YEAR —

The new fireproof window shades will help make you a worry-proof homemaker. Hang this extra bit of safety and precaution at your window, and cross one fear off your list. Plan for size, shape, and color as you would for any other shade. Fireproof window shades keep their safety potential completely hidden until needed.

— IT'S A HIAWATHA YEAR —

Just in time for summer picnics is a new type of easily portable packaged fuel called anthracite pellets, developed in the research labs of the Anthracite Institute from coal silt formerly discarded as a useless mining by-product. Pellets are about the size of a man's forefinger, burn two or three times longer than charcoal or charcoal briquettes, and are fine for all outdoor picnicking, yachting, and camping, as well as for indoor fireplace use.



Protecting the Family

IN THE AMERICAN HOME

Each year many thousands are killed in home accidents. Approximately one-third of all fatal accidents and one-half of all injuries occur in and about homes. See how many of these hazards exist in your home.

1. Unsound porch railings or floors.
2. Stairways poorly lighted.
3. Toys and other household articles on stairs.



4. Bicycles or play apparatus in poor condition.
5. Hot containers on stove in reach of small children.
6. Children unguarded from tubs of hot water.
7. Gas burners not adjusted for proper combustion.
8. Matches in reach of little children.



9. Gas connections not substantial.
10. Garage doors closed when starting car engine.
11. Bedding not secured against possible smothering of baby.
12. Loaded firearms about the premises.

13. Having toys with sharp points and edges.



14. Having sharp-edged tools accessible to children.
15. Poisons not stored separately.
16. Poison containers not clearly identified.



17. Medicines not stored separately.
18. Small rugs not secured against slipping.



19. Unused medicines not promptly discarded.
20. All firearms out of children's reach.

Articles on this and facing page reprinted through courtesy of the American Insurance Group

Landscaping a Back Yard

INTO A MINIATURE PARK

PEOPLE who are fortunate enough to have a little extra ground behind their homes too often content themselves with annual flower beds. It does not occur to them that a back yard can be turned into a miniature park.

Annual flowers can make a back yard very pretty in the summertime, but with this type of planting, the surrounding homes are too visible to give the city or suburban dweller the desired illusion of "living in the country." Furthermore, annuals die off in the fall, leaving the whole area flat and desolate looking.

There are a number of ways of solving this problem, one of the most attractive of which is illustrated on this page. The home owner spent an entire winter planning a transformation. The rectangular lawn area was changed to the shape of an artist's palette, with a "specimen tree", which turned out to be a Franklinia, from Philadelphia, in the thumb hole.

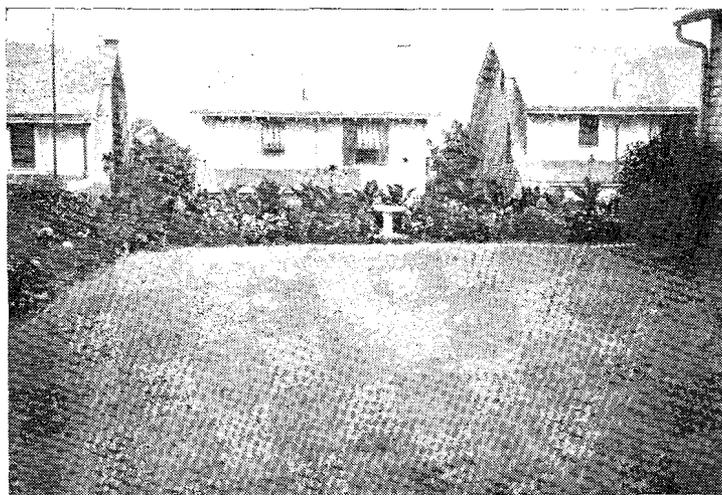
Trees, shrubbery and bushes were selected not only for limited height, but to provide a succession of bloom throughout the summer. A winding, colored flagstone path was planned, leading through a rose arbor to the center of interest, a pool containing tropical lilies and goldfish.

Wren houses; feeding trays; a bird sanctuary (a bird bath surrounded by tall berry-bearing bushes)—all were planned on paper and ordered.

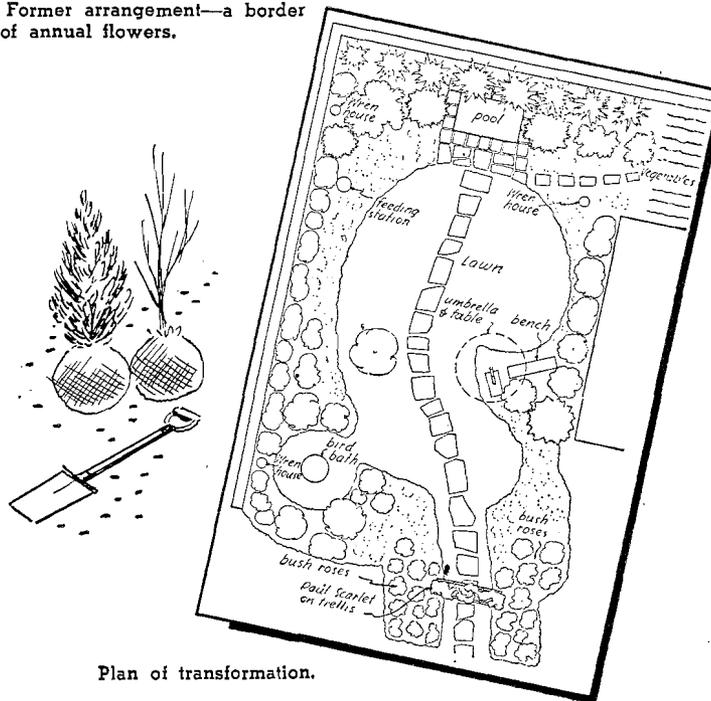
Then, one May, all of these were carted in, planted and erected, with the results shown in the picture.

It would be too late to follow a similar plan this year, but it is a good one to put on file for next year. Perhaps you have already done a landscaping job around your home that you are proud of. Or perhaps you have remodeled your house. If so, the Milwaukee Magazine would be interested in before and after pictures and a brief account of how you did it.

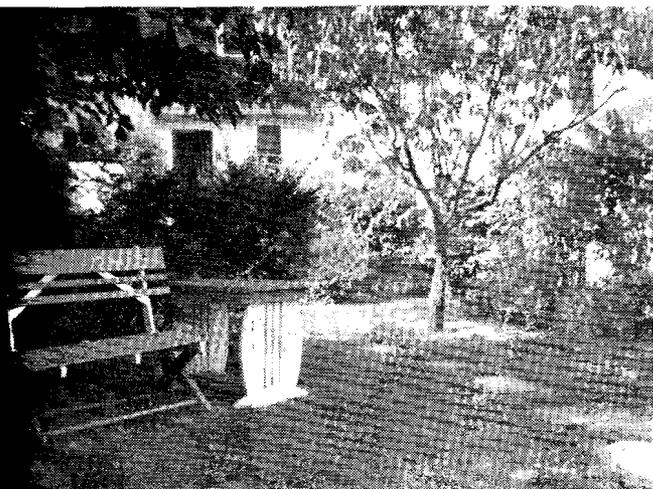
Editor.



Former arrangement—a border of annual flowers.



Plan of transformation.



Above: A shady nook in the remodeled back yard.
Right: The "miniature park" of today.





The Milwaukee Magazine gets the low down on cherry pies—recipes to finished pastry—from three top notch pie bakers. Left to right: Marie Hotton, assistant to editor, the Milwaukee Magazine, Miss Washington (Shirley Andrews of Graham, Wash.), Miss Wisconsin (Marion Sommers of Appleton, Wis.) and Miss Minnesota (Anette Haseth, Sargeant, Minn.)

Baking America's Best Cherry Pie

THERE is a shy character in an old mountain song who could "bake a cherry pie quick as a cat can wink her eye. She's a young thing and cannot leave her mother." Her amazing dexterity would indicate that she knew a thing or two about pie, but her reluctance to leave home would get an incredulous laugh from the slick chicks of 1948.

This year teen-agers from all parts of the country left home and mother without a qualm to compete in the national cherry pie baking contest which was held in Chicago during the week of Feb. 15-22. The Milwaukee Road brought two of the champions into Chicago—Shirley Andrews, who made the trip from her home in Graham, Wash., on the Olympian Hiawatha, and Anette Haseth of Sargeant, Minn., who rode the Morning Hiawatha from St. Paul.

The honor of baking America's best cherry pie is the high point in the observance of National Cherry Week and is sponsored by the National Red Cherry Institute. The contest was started 17 years ago by the institute's Hatchet Club, to honor George Washington's birthday and the legendary hatchet and cherry tree. It also serves to foster an interest in cherry growing and the uses for the fruit. From Maine to

California high school girls and graduates between 15 and 20 compete annually in their respective states for the opportunity to enter the final bake-off in Chicago. The institute pays the traveling expenses of the winners and their chaperones and also offers cash prizes. The first prize is \$200, plus a chaperoned trip to Washington, D. C., where the queen presents a cherry pie to the Secretary of Agriculture and takes a sightseeing trip about the Capitol and to Mt. Vernon.

Take a peek, with the Milwaukee Magazine, into the kitchen of the skyscraper bungalow above the Morrison Hotel on Feb. 20 at 9 A.M. as the contest is about to start. The girls look crisp and fresh in white Hoover aprons and tailored uniforms and wear caps with the name of their respective states across the front. The work is being supervised by a home economics expert.

The contestants have the privilege of using any type of flour, or a pie crust mix if they prefer it. They measure enough for two pies; the best one will be used in the judging. Now they are selecting their shortening and cherries. The cherries are drawn from a common supply, with a choice of frozen pack, syrup pack or water pack—it is an individual proposition and the cherries, floating in large punch bowls, look delicious.

There goes the thickening; now for the crust. The completed pies must have an over-all diameter of approximately 8½ inches and a depth of 1¼ inches.

Two hours have been allowed for the preparation. Most of the girls finish well in advance of that time but they look on until the last to finish gives her pies a few final and approving pats. Now the pies are whisked away to be baked in the hotel ovens, and there is nothing to do except keep cool until the judges make their decisions.

The judging will start at 1 o'clock and the winner announced promptly at 2. In the meantime, the young cooks are guests of honor at a luncheon, after which they congregate in the bungalow living room and exchange teen-age chatter and recipes. Miss Illinois holds out for almond flavoring in cherry pie; "Similar to the flavor in a cherry pit, you know, and brings out the true cherry taste." Miss Minnesota volunteers the information that bread is her specialty and that she won the 4-H bread baking prize at the Minnesota State Fair last fall. She likes lemon in her pie. Miss Washington favors almond flavor in the filling and the flour paste method for the crust.

Miss Washington (Shirley Andrews) has never been so far from home before and is enjoying every minute of her stay in the big city. She lives on a small ranch in the shadow of Mt. Rainier and does all

Scholarships Offered

The John Edgar Thomson Foundation, set up in the will of the third president of the Pennsylvania Railroad to assist in educating daughters of deceased railroad employes, anticipated a few vacancies in the immediate future and is inviting applications. Preference is given to daughters of men killed in the performance of their duties and is extended as follows: first, Pennsylvania Railroad; second, Georgia Railroad (of which Mr. Thomson was chief engineer for 15 years); third, affiliated lines of the Pennsylvania Railroad; fourth, all other railroads in the United States.

At present 95 girls are receiving assistance, including board, clothing, and medical and dental care. The support continues until they finish their schooling. Whenever possible, those selected remain in their own homes.

Further information can be had from Mrs. Jessie R. Wilson, director, John Edgar Thomson Foundation, 3818 Chestnut Street, Philadelphia, Pa.

of the family baking as part of her 4-H club project. The week has been one round of exciting experiences, starting with her ride on the Olympian Hiawatha.

When she and her chaperone boarded the streamliner at Seattle, the hearty voice of B. L. Wilson, the Pullman porter, informed everyone within earshot that they were traveling with a cherry pie queen. The news spread to the diner where Steward Hayes saw to it that their meals were served to a queen's taste. As they passed over the mountain ranges, Wilson appointed himself travel guide and directed their attention to every scenic wonder of the route. It was all very thrilling, and Shirley is looking forward to the return trip.

There is a sudden hush. The noted gourmets and food editors who have been eyeing, probing and tasting for the past hour have finally arrived at a decision. Who is it? The winner is Miss Illinois (Valeria Johnson, 17), a senior in Lucy Flower High School, Chicago. Valeria, a slim little person whose brown eyes dance behind rakish horn rimmed glasses, gulps quickly and smiles. Cameras are trained on her and the radio people adjust their microphones so she can tell the public how it feels to know you are the best cherry pie baker in the United States and how you do it.



"You don't do anything special," she says in a small, firm voice. "You just stick to the recipe and watch what you're about." It develops that she is an old hand at the game; that she started making pastries when she was five years old under her grandmother's watchful eye, on the family farm in Whiteside County. Yes, she loves to bake and her mother lets her have the run of the kitchen as long as she washes her dishes. The prize-winning recipe is her own and is a combination of several. And does she love cherry pie? Well, personally, she prefers peach. The contestants have been scored on poise and personality, as well as their pies. There is no doubt in the mind of anyone present about Miss Illinois being a winner.

Oh yes, here it is, the recipe:

Report of Women's Club Membership as of December 31, 1947, Compared with December 31, 1946

Chapter	VOTING			CONTRIBUTING			TOTAL		
	Dec. 31 1947	Gain	Loss	Dec. 31 1947	Gain	Loss	Dec. 31 1947	Gain	Loss
Aberdeen, S. D.	511	32	..	657	..	19	1,168	13	..
Alberton, Mont.	56	4	..	64	9	..	120	13	..
Austin, Minn.	97	3	..	121	4	..	218	7	..
Avery, Idaho	42	1	..	99	2	..	141	3	..
Beloit, Wis.	89	1	..	117	1	..	206	2	..
Bensenville, Ill.	86	..	7	115	..	71	201	..	78
Black Hills	112	13	..	138	4	..	250	17	..
Butte, Mont.	45	..	..	50	..	22	95	..	22
Channing, Mich.	70	7	..	52	1	..	122	8	..
Chicago Fullerton Ave.	368	58	..	521	..	51	889	7	..
Chicago Union Station	227	16	..	868	..	12	1,095	4	..
Council Bluffs, Ia.	108	43	..	148	43	..	256	86	..
Davenport, Ia.	70	30	..	168	..	28	238	2	..
Deer Lodge, Mont.	79	15	..	116	50	..	195	65	..
Des Moines, Ia.	71	9	..	74	2	..	145	11	..
Dubuque, Ia.	85	11	..	138	24	..	223	35	..
Great Falls, Mont.	23	3	..	52	6	..	75	9	..
Green Bay, Wis.	164	2	..	272	16	..	436	18	..
Harlowton, Mont.	118	9	..	92	11	..	210	20	..
Iron Mountain, Mich.	57	1	..	72	3	..	129	4	..
Janesville, Wis.	185	4	..	247	3	..	432	7	..
Kansas City, Mo.	90	3	..	134	5	..	224	8	..
La Crosse, Wis.	126	8	..	230	39	..	356	47	..
Lewistown, Mont.	87	3	..	129	10	..	216	13	..
Madison, S. D.	73	..	13	76	..	37	149	..	50
Madison, Wis.	130	..	11	143	..	20	273	..	31
Malden, Wash.	64	1	..	57	7	..	121	8	..
Marion, Ia.	135	..	15	100	..	53	235	..	68
Marmarth, N. D.	43	..	2	49	1	..	92	3	..
Marquette, Ia.	109	..	13	164	..	34	273	..	47
Mason City, Ia.	195	3	..	237	6	..	432	9	..
Merrill, Wis.	36	1	..	29	6	..	65	7	..
Milbank, S. D.	67	4	..	124	5	..	191	9	..
Miles City	185	14	..	232	42	..	417	56	..
Milwaukee, Wis.	342	37	..	1,173	317	..	1,515	354	..
Minneapolis, Minn.	231	3	..	838	..	164	1,069	..	161
Mitchell, S. D.	95	2	..	135	19	..	230	21	..
Mobridge, S. D.	196	9	..	158	26	..	354	35	..
Montevideo, Minn.	152	12	..	253	10	..	405	22	..
New Lisbon, Wis.	80	1	..	65	3	..	145	4	..
Othello, Wash.	48	..	12	95	..	29	143	..	41
Ottumwa, Ia.	260	..	41	421	..	42	681	..	83
Perry, Ia.	247	1	..	280	25	..	527	26	..
Portage, Wis.	81	..	21	77	..	62	158	..	83
St. Maries, Ida.	14	..	12	4	..	11	18	..	23
St. Paul, Minn.	107	1	..	302	1	..	409	2	..
Sanborn, Ia.	67	10	..	74	24	..	141	34	..
Savanna, Ill.	192	31	..	274	64	..	466	95	..
Seattle, Wash.	96	5	..	191	..	..	287	5	..
Sioux City, Ia.	307	34	..	450	27	..	757	61	..
Sioux Falls, S. D.	84	13	..	127	..	8	211	5	..
Sparta, Wis.	34	..	..	42	..	..	76	..	..
Spencer, Ia.	52	1	..	66	1	..	118	2	..
Spokane, Wash.	64	5	..	76	..	1	140	4	..
Tacoma, Wash.	128	9	..	253	31	..	381	40	..
Terre Haute, Ind.	180	101	..	163	60	..	343	161	..
Three Forks, Mont.	58	1	..	53	1	..	111	2	..
Tomah, Wis.	205	18	..	238	..	7	443	11	..
Wausau, Wis.	58	..	..	41	..	..	99	..	..
West Clinton, Ind.	121	..	67	219	..	109	340	..	176
Wisconsin Rapids, Wis.	13	..	7	14	..	13	27	..	20
Total	7,515	595	219	11,967	909	793	19,482	1,375	883

Voting Membership Increase 376 — Contributing Membership Increase 116 — Total 492.
General Governing Board.

First Prize Cherry Pie

Crust
2 cups flour
¾ cups Crisco
1 tsp. salt
Water (to moisten dough)
Sift flour, then measure. Sift again with salt. Cut in Crisco with pastry blender. Add water as needed. Flour pastry cloth and rolling pin stockinette before rolling out dough. Place lower crust in pie pan. Add prepared cherries. Trim crust. Cover with top crust, in which steam vents have been cut. Turn top crust under bottom crust and flute edge. Place in oven at 450 degrees.

Filling
4 cups cherries
½ cup cherry juice

1½ cups sugar
4 tsps. cornstarch
1 tsp. butter
⅓ tsp. almond extract

Put sugar in saucepan with ¼ cup of the juice and bring to a boil. Mix the remaining juice with the cornstarch and add to sugar mixture. Cook a few minutes, remove from stove and add butter and almond extract. Add cherries and pour into lower crust.

And that's about the best cherry pie you'll ever want to eat.

— IT'S A HIAWATHA YEAR —

Hubby: "I guess you're pretty mad because I came home with this black eye last night."

Wifey: "Not at all. When you came home you didn't have that black eye."

Retirements

The following applications for retirement were recorded during February, March and April, 1948

Chicago General Office

BREWER, EDWARD E. Chicago, Ill.
 Colonization Agent
 CENTER, JOHN W. SR. Chicago, Ill.
 Second Cook
 EYRES, HARRY E. Chicago, Ill.
 Asst. Engineer, Aud of
 Cap. Expend.
 FITZGERALD, THOMAS D. Chicago, Ill.
 Transit Aect.
 HARRINGTON, JOSEPH Chicago, Ill.
 Frt. Claim Adjuster
 JOHNSON, FREDERICK H. Chicago, Ill.
 Pub. Rel. Officer
 KELLEY, PARNELL J. Chicago, Ill.
 Land Grant Clerk
 KUTTLE, ROWENA O. Chicago, Ill.
 Comp. Operator
 Aud. Pass. Accts.
 McLAUGHLIN, JOSEPH Chicago, Ill.
 Waiter
 REZAB, JAMES J. Chicago, Ill.
 Trav. Claim Adjuster

Chicago Terminals

APOSTOLATOS, GEORGE Chicago, Ill.
 Section Laborer
 BAILEY, FRANK Chicago, Ill.
 Loco. Fireman
 BEHRENS, FRANK A. Bensenville, Ill.
 Train Clerk
 BIDDLE, JOSEPH E. Chicago, Ill.
 Boilermaker
 BUTTITTO, ENRIGO Galewood, Ill.
 Section Laborer
 CAPOOT, JESSE O. Bensenville, Ill.
 Yardmaster
 CASINO, ARTHUR H. Bensenville, Ill.
 Switchman
 CONWAY, MICHAEL J. Chicago, Ill.
 Special Officer
 DUNLOP, THEODORE C. Chicago, Ill.
 Switchtender
 EATON, HAROLD J. Chicago, Ill.
 Switchman
 FOSTER, IRA Galewood, Ill.
 Carman
 GEEVE, HENRY C. Galewood, Ill.
 Chief Yard Clerk
 JENKINSON, JOHN Chicago, Ill.
 Switchman
 JOHNSON, ADAM Chicago, Ill.
 Turntable Oper.
 JONES, CHARLIE Chicago, Ill.
 Laborer
 KEELEY, EDITH A. Galewood, Ill.
 Switchboard Oper.
 LEWIS, HAROLD M. Chicago, Ill.
 Switchman
 MANGANO, MARIANO Chicago, Ill.
 Section Laborer
 McMANIS, FRANK W. Chicago, Ill.
 Lead Carman
 MORFIS, PETER S. Chicago, Ill.
 Section Laborer
 NOVAK, FRANK Chicago, Ill.
 Freight Handler
 POTTER, LEONARD E. Chicago, Ill.
 Clerk
 RAY, PHILLIP M. Galewood, Ill.
 Carman & Asst. Wreck. Engr.
 ROBISON, WILLIAM A. Chicago, Ill.
 Utility Clerk
 RUTTER, GEORGE P. Chicago, Ill.
 Check Clerk
 SLEY, CHARLES A. Chicago, Ill.
 B&B Carp. Foreman
 TIERNEY, WILLIAM J. Chicago, Ill.
 Switchman

Coast Division

ADAIR, FRED E. Tacoma, Wash.
 Carman Helper
 BARRETT, LEWIS B. Tacoma, Wash.
 Conducaor
 CALBERG, ROBERT Tacoma, Wash.
 B&B Carpenter
 CONSTABLE, ARCHIE L. Seattle, Wash.
 Clerk
 GILLESPIE, PATRICK A. Tacoma, Wash.
 Section Laborer
 GIVENS, MADELINE H. Seattle, Wash.
 Timekeeper

McFADDEN, THOMAS E. Tacoma, Wash.
 Chief Carpenter
 NORRIS, WASHINGTON H. Tacoma, Wash.
 Loco. Engineer
 RICKETT, ALEXANDER W. Tacoma, Wash.
 Boilermaker Welder
 TAVENNER, HARRY K. Everett, Wash.
 General Agent
 THRELKELD, FRANCIS M. St. Joe, Idaho
 Custodian
 TOST, FRANK Boyne, Wash.
 Section Laborer

Dubuque & Illinois Division

CUMMINGS, ELMER E. Davis Jct., Ill.
 Equipt. Maintainer
 HANDBERG, GILBERT Harmony, Minn.
 Section Laborer
 HOULIHAN, EDWARD J. Caledonia, Minn.
 B&B Carpenter
 KRETZ, JOSEPH E. Spechts Ferry, Ia.
 Agent-Tel.
 McCONNAY, WILLIS Elgin, Ill.
 Loco. Engineer
 McNEAL, HENRY C. E. Moline, Ill.
 Agent
 PAUL, FRED L. Nabant, Iowa
 Roundhouse Foreman
 ROBISON, HARRY V. Savanna, Ill.
 Operator-Leverman
 SHUMWAY, WILLIAM T. Fulton, Ill.
 Section Laborer
 WILKEN, GEORGE Port Byron, Ill.
 Agent-Operator

Hastings & Dakota Division

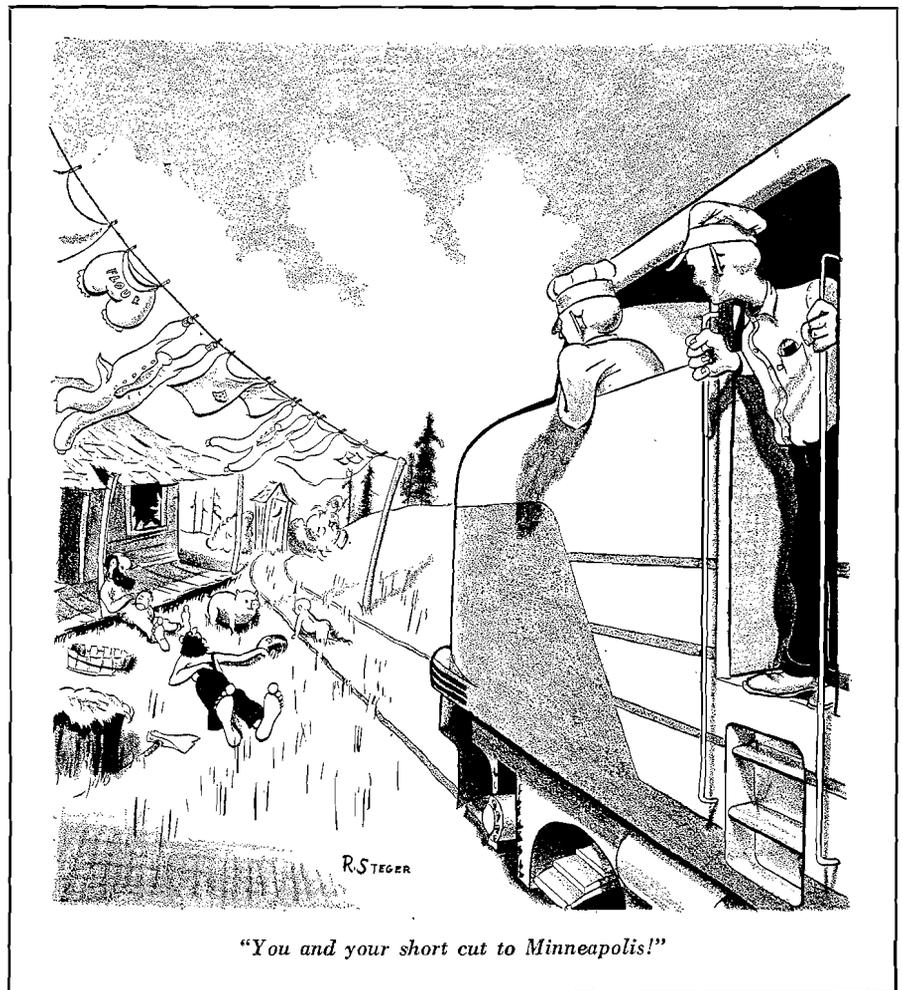
ASDERSON, CHARLES Aberdeen, S. D.
 Ex. Gang Laborer
 BURNS, FRANCIS T. Minneapolis, Minn.
 Conductor
 FRIEDHEIM, JESSE C. Minneapolis, Minn.
 Brakeman
 GOAR, GEORGE W. Aberdeen, S. D.
 Ex. Gang Laborer
 GRAY, PERRY L. Aberdeen, S. D.
 Loco. Engineer
 HUTCHINSON, ETHEL C. Abercrombie, N. D.
 Agent
 IMBERY, SIGFRED Hosmer, S. D.
 Section Laborer
 KELLY, ACE C. Hopkins, Minn.
 Ex. Gang Laborer
 SHERMAN, FRANK Sisseton, S. D.
 Sec. Laborer
 SITES, GEORGE P. Big Stone City, Minn.
 Agent-Operator
 THOMPSON, SAMUEL R. Aberdeen, S. D.
 Loco. Engineer
 ZIMMY, CHRIST M. Aberdeen, S. D.
 Section Laborer

Idaho Division

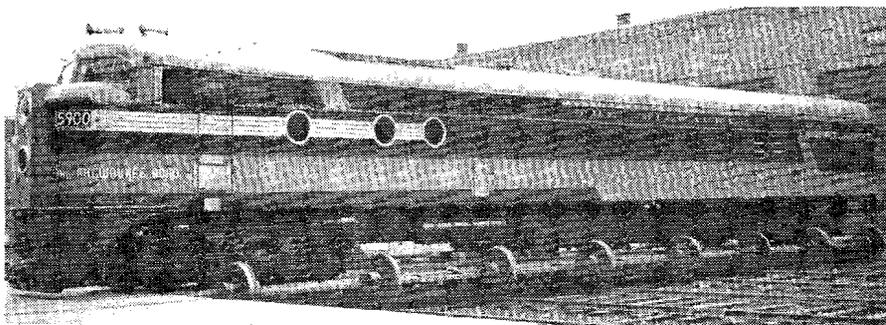
BROWNING, CLAUDE B. Spokane, Wash.
 Loco. Fireman
 CONWAY, HARRY P. Avery, Idaho
 Car Inspector
 FORRESTER, ROSCOE Cle Elum, Wash.
 Loco. Fireman
 HARRIS, FRANCIS E. Spokane, Wash.
 Bridge Carpenter
 JANOSKY, GOLDEN A. Spokane, Wash.
 Clerk
 LILLWITZ, CHARLES Spokane, Wash.
 Chief Clerk
 PETERSON, WILLIAM E. Spokane, Wash.
 Labor Agent
 PLUHOVOY, LEONTY K. Rathdum, Idaho
 Section Laborer
 SCOTT, JOSEPH E. Rosalia, Wash.
 Ex. Gang Laborer
 VANDERCOOK, HARRY B. Spokane, Wash.
 Conductor

Iowa Division

BARGENQUAST, HENRY G. Manilla, Iowa
 Coal Chute Foreman



Diesel-Baggage Cars Undergo Tests



(Milwaukee Journal Photo).

SHOWN above on the transfer table at the Milwaukee shops, where it was built, is the first of the two combination Diesel engine-baggage cars recently constructed by the Milwaukee Road for hauling four or five pieces of passenger car equipment in branch line service. The engine is a 1000 h.p. unit capable of pulling the prescribed number of cars at a maximum speed of 75 m.p.h. At the time this was written the first of these cars to leave the shops was operating between Milwaukee and Berlin, Wis., but the second was undergoing tests on various runs to determine in exactly what kinds of service it would operate most efficiently.

These cars, believed to be the first modern development of such combination units to be built for or by an American railroad, are 85 feet in length over couplers, 35 feet of the forward portion being used for the operator's cab, power equipment and steam boilers. The remaining 45 feet 8½ inches of the body is for baggage and wash room. The operator's cab, which provides excellent visibility, both forward and to either side, is also equipped with comfortable seats for the engineman, a cab heater with fan, windshield wipers, defrosters, sun visors and an ice box for drinking water.

BOCK WILLIAM E.
G.A.P.D. Omaha, Nebr.
COON, MAYNARD D.
Conductor Marion, Iowa
CRADIT, JOHN W.
Custodian Truesdale, Iowa
FITZPATRICK, MILES L.
Agent Storm Lake, Iowa
GOSS, LEO
Loco. Engineer Savanna, Ill.
GRIFFIN, CORRY O.
Mail & Baggage Handler, Green Island, Iowa
HAMMER, JOHN
Section Laborer Adel, Iowa
LEONARD, WESLEY S.
Loco. Engineer Perry, Iowa
PHILLIPS, GEORGE W.
Brakeman Savanna, Ill.
SIGNS, ZACHARIAH T.
Section Laborer Van Horne, Iowa
SLATER, JOSEPH P.
Conductor Marion, Iowa
STONER, CHARLES E.
Loco. Engineer Perry, Iowa
STREET, CLEETUS E.
Loco. Engineer Marion, Iowa

Iowa & Dakota Division

HERBENER, GERALD E.
Boilermaker Helper Mason City, Iowa
HOPKINSON, HARRY
Loco. Engineer Sioux City, Iowa
HOUFF, JOSEPH E.
Trucker Austin, Minn.
KULIKOWSKI, MIKE
Section Laborer Mitchell, S. D.
MAGUIRE, JOHN T.
Boilermaker Mitchell, S. D.
MARROS, SAM S.
Engine Watchman Rapid City, S. D.
McCAULEY, PETER A.
Clerk Spencer, Iowa
NIELSEN, WALTER L.
Switchman Sioux City, Iowa
OEXLER, THOMAS G.
Yardmaster Sioux City, Iowa
PARKER, CHARLES L.
Janitor Sioux City, Iowa
PATTON, ERWIN J.
Loco. Engineer Mason City, Iowa

PLONTEAUX, RAYMOND H.
Section Laborer Decorah, Iowa
ROBERTSON, JOSHUA A.
Section Foreman Caputa, S. D.
ROBSON, ROBERT L.
City Pass. Agent Sioux City, Iowa
WEILAND, THEODORE E.
Section Foreman Chamberlain, S. D.

Iowa & Southern Minnesota Division

DEFREES, FRANCIS M.
Loco. Engineer Faribault, Minn.
GLDAMUNDSON, JOSEPH
Section Foreman Wentworth, S. D.
HORTON, ADELBERT A.
Agent Fairmont, Minn.
JERDEE, JOHN O.
Section Foreman Lansing, Minn.
JOHNSON, HENRY A.
Section Laborer Austin, Minn.
LEMBKE, JOHN
Blacksmith Helper Madison, S. D.
SHIMITZ, TONY W.
Section Foreman Bryant, S. D.
SUMMERS, GEORGE H.
Clerk Mankato, Minn.
TALLMADGE, DAVID L.
Loco. Fireman Austin, Minn.
TAPP, THOMAS G.
Section Laborer Austin, Minn.

Kansas City Division

MILBURN, FRANK
Brakeman Mystic, Iowa
SANTA E, GEORGE L.
Brakeman Ottumwa, Iowa
SMITH, FLANDERS
Ex. Gang Laborer Kansas City, Mo.

La Crosse & River Division

DOBRICK, ERNEST WM.
Crossingman Watertown, Wis.
HOVEY, EMIL G.
Blacksmith Tomah, Wis.
JOHNSON, JOHN E.
Section Laborer Westby, Wis.

MARTINSEN, GUSTAV H.
Ex. Gang Laborer Star Lake, Wis.
MULLENS, CHARLES J.
Machinist Portage, Wis.
SCHRADER, ARTHUR E.
Section Laborer Oconomowoc, Wis.
SKANTGIS, SAMUEL G.
Ex. Gang Laborer Pewaukee, Wis.
SMITH, ERNEST W.
Loco. Engineer Portage, Wis.
SMITH, GEORGE E.
Yardmaster LaCrosse, Wis.
TAYLOR, JAMES D.
Police Lieutenant LaCrosse, Wis.
WAGNER, CHARLES H.
Section Laborer Brookfield, Wis.

Madison Division

AMENDA, WILLIAM
Custodian Calamine, Wis.
CONOHAN, JOSEPH D.
Machinist Madison, Wis.
DOYLE, EUGENE R.
Agent Darlington, Wis.
MEDENWALD, EMIL H.
Loco. Engineer Madison, Wis.
PARKIN, CLAIRE A.
Dispatcher Madison, Wis.
SKANDZEL, JOHN
Ex. Gang Laborer Madison, Wis.

Milwaukee Division

ALEXANDER, GUY A.
Conductor Milwaukee, Wis.
AUGARD, JOHN J.
Crossingman Northbrook, Ill.
BENZING, HENRY
Equip. Maintainer Beaver Dam, Wis.
COYNE, EDWARD J.
Switchman Fond du Lac, Wis.
DUMSHIK, PETER
Ex. Gang Laborer Grays Lake, Ill.
HOWE, GEORGE E.
Loco. Engineer Milwaukee, Wis.
PASSAGE, GEORGE H.
Asst. Supt. Milwaukee, Wis.
SOUTHWORTH, FRED
B&B Carpenter Milwaukee, Wis.
UNVERZAGT, FRED
Operator Burlington, Wis.

Milwaukee Terminals

BARRETT, WILLIAM P.
Laborer, Store Dept. Milwaukee, Wis.
BLANCHARD, WILLIAM H.
Instrumentman Milwaukee, Wis.
CLUBERTON, ARTHUR P.
Trucksmith Milwaukee, Wis.
DERONG, MELVIN L.
Store Helper Milwaukee, Wis.
DUMKE, JOHN
Boilermaker Milwaukee, Wis.
FAHRENHOLZ, ROBERT E.
Blacksmith Helper Milwaukee, Wis.
FRANZY, GUSTAVE
Laborer Milwaukee, Wis.
GAUGER, HENRY W.
Carman Milwaukee, Wis.
GUASTAPAGLIA, PAUL
Mach. Helper Milwaukee, Wis.
HARDT, REINHOLDT E.
Switchman Milwaukee, Wis.
HAUGHEY, FRANK
Carman Helper Milwaukee, Wis.
JANATSCK, ARISTRIDES
Pipefitter Helper Milwaukee, Wis.
KISCHEFSKY, WALTER P.
Carpenter Milwaukee, Wis.
KNOPE, ERWIN W.
Carman Milwaukee, Wis.
KOWALSKI, BRUNO
Blacksmith Helper Milwaukee, Wis.
LINDSLEY, HENRY B.
Welder Milwaukee, Wis.
LYNCH, JOHN
Ex. Gang Laborer Milwaukee, Wis.
MAROVICH, ELIJA
Blacksmith Helper Milwaukee, Wis.
McCARTHY, DANIEL P.
Machinist Milwaukee, Wis.
McCOY, EDWARD
Crossingman Milwaukee, Wis.
McGRATH, RAYMOND J.
Chief Yard Clerk Milwaukee, Wis.
McKENNA, GUY J.
Loco. Fireman Milwaukee, Wis.
McLAUGHLIN, HARRY R.
Carman Helper Milwaukee, Wis.
MINDEL, LOUIS E.
Switchman Milwaukee, Wis.
MORITZ, FRANK J.
Carman Milwaukee, Wis.
NOVOSEL, STEPHEN
Blacksmith Helper Milwaukee, Wis.
OHLY, HENRY E.
Yardmaster Milwaukee, Wis.
POLCYN, MAX
Switchman Milwaukee, Wis.
REGNER, HENRY
Trucksmith Milwaukee, Wis.
ROHDE, HENRY H.
Wheel Insp. Milwaukee, Wis.

RUDIS, TONY
Carman Helper.....Milwaukee, Wis.
SAYERS, MAURICE
Mach. Helper.....Milwaukee, Wis.
SCHNEIDER, THEODORE J.
Clerk.....Milwaukee, Wis.
SELLUNG, FRANCIS M.
Sorter, Store Dept.....Milwaukee, Wis.
SERAFINO, ANGELO E.
Boilerwasher.....Milwaukee, Wis.
TARANTINO STEVE D.
Depot Cleaner.....Milwaukee, Wis.
THIEROLF, GEORGE
Store Laborer.....Milwaukee, Wis.
TUFT, CHARLES A.
Loco. Engineer.....Milwaukee, Wis.
VERTSCHNIG, MARTIN
Carman.....Milwaukee, Wis.
WILLIAMS, ALONZO B.
Loco. Engineer.....Milwaukee, Wis.
WOLF, JOSEPH L.
Blacksmith Helper.....Milwaukee, Wis.
YOUNGMAN, JOHN
Carman.....Milwaukee, Wis.

Off Line Offices

ST. CLAIR, WALTER W.
Frt. & Trav. Pass. Agt., Los Angeles, Calif.

Rocky Mountain Division

BAGARD, PAUL
Equip. Maintainer.....Bonner, Mont.
BRATHOLM, JOHN
Carman.....Deer Lodge, Mont.
DIMITROFF, TONY
Section Laborer.....Deer Lodge, Mont.
HOLLAND, ADELBERT
Switchman.....Deer Lodge, Mont.
MACKEDON, JOHN G.
Loco. Engineer.....Deer Lodge, Mont.
MUDD, FRANK O.
Section Foreman.....Butte, Mont.
OLSTEAD, JOHN L.
Section Laborer.....Fairfield, Mont.
SHIMIZU, YOSEGRO
Ex. Gang Laborer.....Three Forks, Mont.

Seattle General Offices

RANDALL, MERTON E.
T.F.&P.A.....Seattle, Wash.
STABLEIN, EDWARD M.
Asst. to Supt. Transp.....Seattle, Wash.

Superior Division

ARMSTRONG, EVELYN N.
Clerk.....Green Bay, Wis.
HASTINGS, MAURICE E.
Agent.....Green Bay, Wis.
KOLBUSZ, JOSEPH J.
Mach. Helper.....Green Bay, Wis.
KRIST, HENRY C.
Loco. Engineer.....Green Bay, Wis.

Terre Haute Division

BAIR, ROBERTA
Clerk.....Terre Haute, Ind.
CORYA, HARRY C.
Loco. Engineer.....Bedford, Ind.
EMMONS, CLONE
Brakeman.....Terre Haute, Ind.
FITZGERALD, JOHN J.
Brakeman.....Terre Haute, Ind.
RICE, JOHN W.
Ex. Gang Laborer.....Burns City, Ind.
SCHARF, GEORGE H.
Loco. Engineer.....Terre Haute, Ind.
SNAPP, WILLIAM E.
Ex. Gang Laborer.....Terre Haute, Ind.
SOUTHARD, WILLIAM G.
Conductor.....W. Clinton, Ind.

Trans-Missouri Division

BROWN, FRANK L.
Section Laborer.....Roundup, Mont.
COUTTS, CLAIRE E.
Conductor.....Mobridge, S. D.
CREIGHTON, GEORGE
Ex. Gang Laborer.....Melstone, Mont.
DANE, FRED R.
Pipefitter Helper.....Miles City, Mont.
FADHL, PETER
Laborer.....Miles City, Mont.
GOSSMANN, GEORGE
Section Laborer.....Lemmon, S. D.
HAGAN, ALBERT S. Sr.
Loco. Engineer.....Mobridge, S. D.
KELLER, JOSEPH
Carman.....Mobridge, S. D.
LeROY, MARTHA E.
Operator.....Vananda, Mont.
LOFGREN, ALBIN
B&B Carpenter.....Miles City, Mont.
MARKS, CHARLES T.
Section Laborer.....Terry, Mont.
PANKOW, LOUIS F.
Machinist Helper.....Marmarth, N. D.
SCHNEIDER, FRANK H.
Machinist.....Mobridge, S. D.
TURNER, HUGH
Mach. Helper.....Miles City, Mont.

Agent Hastings Retires at Green Bay

AGENT Maurice E. Hastings of Green Bay, Wis., holder of the second longest service record on the Superior Division, retired on Mar 1. His impressive record dates from 1892.

That his many friends might have



Maurice E. Hastings

Bay, on Mar. 1. Among those called on to speak were H. S. Zane, freight traffic manager; F. J. Newell, assistant public relations officer; G. C. Hittel, DF&PA; P. H. Draver, general freight traffic manager; R. H. Harding, assistant general freight agent; C. P. Devereaux, who succeeds Mr. Hastings; Frank B. Martin, DF&PA, C&NW railroad; George Rankin; president of the Green Bay Traffic Club; Louis Dobry, traffic manager of Hober Paper Mills; Tom Strid, Strid Grain Company; and Walter Hugel, traffic manager of the Larsen Company.

Mr. Hastings was presented with a Hamilton wrist watch and a woolen bowling shirt, the latter being the gift of team mates on the "Chippewa" bowling team. On the alleys Maurice is known as "Hubbel Hastings".

During the course of his acceptance speech Mr. Hastings declared, "If all the fine things that have been said about me are anywhere near the truth, it is a reflection on the men under whom I received my training."

Mr. Hastings began his long railroad career at South Minneapolis as a messenger boy. In a short time he was "promoted" to office boy and then to sweeper in the carpenter shop. In the fall of 1892 his family moved to Milwaukee and the following year he took a job there as yard clerk. After three years in the yards and another three in the freight office he transferred to Green Bay as a clerk. He stayed for a year, then went to Saukville as night telegrapher and later to Marinette as operator, clerk and cashier.

His first agency was at Crivitz, next Crystal Falls, Mich., and in 1906 he went to Menominee, Mich., where he was stationed for the next 20 years. He became agent at Green Bay on June 15, 1926.

— IT'S A HIAWATHA YEAR —

What's in the can certainly counts in electing America's favorite fish. Uncle Sam says that the most popular fish in these United States last year were salmon, tuna, haddock, rosefish (often called ocean perch or red perch), shrimp and cod. All but two of these varieties, the rosefish and haddock, are kinds that are found stacked in rows of shining cylinders on the grocer's shelves in every village, hamlet, and town. Filleting and freezing take care of most of the rosefish, while haddock may be had all three ways—canned, fresh, or frozen.

an opportunity to pay their respects, some 70 fellow employes and business associates arranged to observe his retirement with a testimonial banquet. Superintendent F. T. Buechler presided at the affair, which was held at the Beaumont Hotel, Green

VOORHES, JOHN C.
Brakeman.....Mobridge, S. D.
WEBER, WILLIAM F.
Ex. Gang Laborer.....Marmarth, N. D.

Twin City Terminals

BLACK, JOHN E.
Switchman.....St. Paul, Minn.
BROWN, SANDY W.
Switchman.....Minneapolis, Minn.
CARLSON, BERT M.
Blacksmith Helper.....Minneapolis, Minn.
CHRIST, CHARLES
Laborer.....Minneapolis, Minn.
BUERLE, WILLIAM H.
Section Laborer.....Newport, Minn.
FERMSTAD, EMMA Z.
Clerk, Store Dept.....Minneapolis, Minn.
HANSON, ELIAS S.
Carman Helper.....Minneapolis, Minn.
HAVERBERG, JOHN
Boilermaker.....St. Paul, Minn.
HAWKINSON, CARL A.
Car Cleaner.....Minneapolis, Minn.
KNAPP, GLENN D.
Electrician.....Minneapolis, Minn.
LARSON, AXEL W.
Gen. Foreman-Track.....Minneapolis, Minn.
NAUGHTON, THOMAS
Carman.....St. Paul, Minn.
NELSON, CARL J.
Blacksmith.....Minneapolis, Minn.
NORSTROM, RIDER J.
Laborer, Car Dept.....Minneapolis, Minn.
PAULING, CHARLES
Car Cleaner.....Minneapolis, Minn.
PETERSON, GUST
Boilermaker Welder.....Minneapolis, Minn.
POWELL, JOHN WM.
Switchman.....St. Paul, Minn.
RICE, PAUL S.
Hostler.....Minneapolis, Minn.
ROUSE, THOMAS H.
Wright Man.....Minneapolis, Minn.
SULLIVAN, MARTIN F.
Machinist Helper.....Minneapolis, Minn.
VERCH, WILLIAM F.
Laborer, Loco. Dept.....St. Paul, Minn.
WHALEN, FRANCIS K.
Loco. Engineer.....Minneapolis, Minn.

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

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Mary Carr, daughter of District Storekeeper G. A. J. Carr, was married, May 1, to Rudolph Pusich at St. Monica's Church in Whitefish Bay. The honeymoon was spent in the West and they are making their home in Douglas, Alaska.

Delbert Flanigan, Sr., is the proud grandfather of Michael John Flanigan, born on April 27. The parents are Mr. and Mrs. John Flanigan (formerly employed in the boiler shop). This is Dell's first experience as a grandfather and he is giving his son advice on how they used to raise children in "the old days".

Paul Metzfeld, supervisor of material delivery, is a grandfather for the fourth time, with the arrival on May 1 of Lee Allen Metzfeld, son of Herbert (Bud) Metzfeld, formerly of the accounting department at Chicago. Paul now has three grandsons and a grand-daughter.

Ervin Murawsky, clerk in the upper main storeroom, was married to Hazel Piel on May 1. At present they are honeymooning in Florida.

A. M. (Sky) Guschl, machine shop foreman of the car department, recently attended the Hiawatha Service Club party for supervisors and lost a brand new hat which couldn't be located when he was ready to go home. He has since been receiving hats of all styles and fabrics, including those worn by horses. He plans to attend all future parties to see if his hat turns up.

Last reports from Manistee, Mich., indicate that August Kosiboski, formerly of the freight car store, is settled in his new surroundings, living with his daughter. He will be 80 years of age in August.

Arthur Metzen, Rudolph Freuler, John Crotty, Franklin Koch and myself were initiated into the Royal Order of the Sons of Borneo, an organization of traffic and railroad men, on May 3. Rudolph Freuler represented the store department in the initiation.

Steve Hondel, foreman at the main storeroom, celebrated his 25th wedding anniversary on May 1 with a lunch and dinner at the Tanner-Paull American Legion Post in West Allis; had a full house of relatives and friends all afternoon and evening.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Congratulations to Joseph J. Drinka on his completion of a post graduate course at Marquette University. He received a Master of Science in mathematics degree. Mr. Drinka is general car inspector working for J. A. Deppe and F. A. Shoulty.

Norbert J. Eberhardy has become a proud father—again. A son was born on Feb. 8. The proud parents have two girls and another boy.

Want some information on new cars that finally came after that long, long wait? See

V. L. Green, L. P. Tarrence, Hank E. Kunderdt, John A. Schnell, Bill Reitmeyer and Elmer Kuntz.

Donald E. Dysland, carman apprentice, has just completed four months in the office of chief mechanical officer. While there he recorded cost figures on new passenger car work and helped the production engineer and Clerk Betty Larson. Now he moves on to the mechanical engineer's office, to learn about car building and drawing.

Clarence Rischmann fooled everyone, including himself, when he "subbed" on his night off recently and hit 623 for the fast stepping Hiawathas. At present writing, they lead the league.

Due to some error, Wilbert (Bill) Weatherall's name was omitted from our last report on the Chippewas. Here's an apology, Bill, and let's see those scores soar.

Eugene "Butch" Weber has severed relations with the drafting room to accept employment in the music selling business. A

farewell gift of a pen and pencil set and a wallet was given to him to ease the pain of parting. He will continue to direct the Hiawatha Band.

George Rodenbeck has cast his future with the fire department, nipping his drawing board career in the bud. Good luck!

Mr. and Mrs. Clare Wilson announce the arrival of son, William Richard. Mr. and Mrs. Fred G. Wiegatz also announce the birth of a son, Warren Paul. This is only the beginning for the Wilsons but the Wiegatz family has two sons now, Wyon Fred having it on his new brother by 19 months.

Locomotive Department

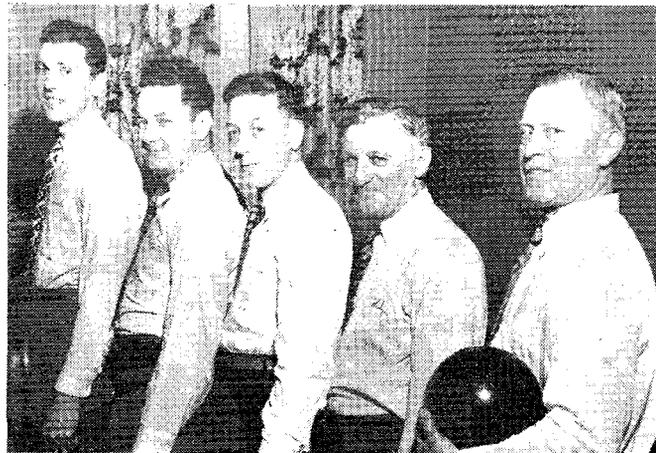
Leone Schneider, Correspondent

Has everyone seen the proud smile on Manuel Morales, brakeshoe molder in the foundry? He has every reason in the world to be happy, as his wife recently presented him with a bouncing baby boy.

Fellow employes of Steve Yuskin, laborer

Right: The Chippewas, runners-up in the recent Milwaukee Road bowling league finals at Milwaukee. Left to right: R. Weatherall, G. Fiebrink (captain), W. Weatherall, W. Koester and F. Glaser.

Below: The winning Pioneers, left to right: J. Morrissey, H. Starke, J. J. Morrissey (captain), J. Walsh, W. Marshall and G. Kempf.



in the foundry, are hoping for a speedy recovery after his recent bout with pneumonia. At the present time he is still in a critical condition.

A hearty welcome is extended to Rita Bednar, who was awarded the position of stenographer in the general foreman's office. We are glad to have Rita with us, as we have enjoyed working with her father, Louis Bednar, clerk-timekeeper in the locomotive department.

TRANS-MISSOURI DIVISION East End

Dora H. Anderson, Correspondent

Dan McCarthy, retired section foreman, 82, passed away on March 13, following a long illness. He was born in Foxford, Ireland, emigrating to this country when a young man and settling at Anaconda, Mont. He came to Moberg about 29 years ago. He is survived by his wife, a son and four daughters. Burial was at Mt. Carmel cemetery at Anaconda.

Mrs. Wilbur C. Fuller, wife of retired conductor, passed away recently at Cottage Grove, Ore., following a stroke. The Fullers had been residents of Moberg since the early days, moving to Cottage Grove last November. Mrs. Fuller was a famous gardener, her garden being one of the beauty spots of Moberg. She is survived by her husband, her sons Stephen and William, and three daughters, Mrs. Maxine Morton of Washington, D. C., Bertha Koschke of Los Angeles, Calif., and Mary Boegele of Cottage Grove. Burial was at Cottage Grove cemetery.

The entire community was shocked to hear of the sudden death of Engineer William Leaf, 66, on March 22. His wife passed away several years ago. He leaves a daughter and son-in-law, Mr. and Mrs. E. L. Purdum, and three grandchildren at Bremerton, Wash. Masonic services were held in Moberg and the remains were taken to Perry, Ia., for burial.

Lee Pemberton, retired roundhouse foreman, passed away at Deer Lodge, Mont., on April 2 after a long illness. Mr. Pemberton



Paging Hollywood! She's Joyce Reilly, daughter of Conductor Ed Reilly of the Idaho Division, and Mrs. Reilly, yard clerk at Othello, Wash. Joyce reigned at the Wenatchee Apple Blossom Festival this spring as Princess Othello. The honor was shared with two other beauties, Princess East Wenatchee and Princess Coulee Dam. The festival is an annual event and attracts thousands of visitors. Joyce is a senior in Othello High School.

Observe 50th Wedding Anniversary

"FIFTY-YEAR honeymooners", their friends called Mr. and Mrs. R. F. Breitengross, Lind, Wash., when they celebrated their golden wedding anniversary on Feb. 14. Reinhardt Breitengross has been agent at Lind since 1911 and Kitty was operator there from 1913 until 1940, and when a man and his wife have lived in a community for 37 years it's hard to keep secrets from the neighbors.

Their anniversary party was one of the bigger events of the social season at Lind, some 75 friends and relatives being invited to join in the festivities. The grange hall was decorated with spruce bows and greenery and the couple repeated their marriage vows before an altar decorated with arched candelabra and baskets of white flowers. A musical obbligate was furnished by Mrs. William Ropte and Mrs. T. N. Hardy.

After the ceremony, in a program arranged by Mrs. E. J. Barnes, C. H. Brittenham, a Lind attorney, gave an address which expressed, he said, the sentiments of everyone present. In it Mr. and Mrs. Breitengross were lauded as valued citizens, sincere and loyal friends, and a credit to the community. Superintendent G. H. Hill, Mrs. Hill, D. J. Sullivan, TF&PA, and J. P. Downey, Spokane, were among the railroad guests. Mr. Hill added a fillip to the entertainment with a recounting of some of the humorous experiences he has shared with Mr. and Mrs. Breitengross in the many years he has known them. The party closed



Mr. and Mrs. R. F. Breitengross

with a standing toast to the honored couple.

Mr. and Mrs. Breitengross, together, have a total of 80 years' service with the Road. Mr. Breitengross started out at Fond du Lac, Wis., in June, 1895. Before moving west he was operator at South Byron, Hartford, Woodland and Winneconne, Wis. He became operator at Thorp, Wash., on Sept. 27, 1909, and agent at Lind on Sept. 1, 1911. Mrs. Breitengross began service as an operator at Lind on Aug. 28, 1913. Except for a brief period when she helped out at Corfu, Beverly, Neppel and Revere, her entire service was at that station. She retired on Sept. 1, 1940.

served as roundhouse foreman at Moberg from 1930 to 1940. Survivors are his wife, the former Katherine Abel of Moberg, and two sons, James and Richard of Miles City. Burial was at Miles City.

Conductor Paul N. Nylen passed away on April 11, following several months' illness. He had been a resident of Moberg for 40 years and was active in the railroad brotherhoods and Masonic circles. Funeral services were held at St. James Episcopal Church, Moberg, of which he was a member, and he was laid to rest in Sunset Memorial Park, Minneapolis. He was a veteran of World War I, having served from 1917 to 1919. He is survived by his wife, Lily Anny Nylen, his father, John Nylen, 89, two brothers and five sisters.

Mrs. Bess Brown, custodian of the Milwaukee Road men's club room at Marmath, N. D., passed away at the Miles City Hospital on May 2. Funeral services were held at Marmath and she was buried beside her husband who passed away five years ago. She is survived by a son and three daughters.

Miss Ruth Fischer, daughter of Engineer Vernon Fischer of Moberg, was chosen by the Moberg American Legion Auxiliary Post to represent the local high school at the second annual "Girls State" to be held at Dakota Wesleyan University, Mitchell, in June. She is a junior.

Mr. and Mrs. James R. Anderson drove out from New York City recently for a visit with Mrs. Anderson's parents, Agent F. C. Williams and wife. Again we enjoyed some of Frances' lovely singing. We always look forward to her visits.

Ed Sandals, retired conductor, has returned from a visit with his son Kirk at Lincoln,

Neb., and with the Tom Milligan and Sam Siciliano families at Yuma, Ariz. He also visited two sisters at Kansas City and friends in Seattle.

Miss Carol Oleson, daughter of Dispatcher Charles Oleson, has finished a course at the Minnesota School of Business, Minneapolis, and has accepted a position as secretary in the office of Naval Administration at Washington, D.C.

Miss Dorothy Morris, our roadmaster's clerk, was married to Robert Horn at Miles City on April 10. She has given up her position and it is now being filled by Mrs. Elsie May.

Your correspondent is sorry to report that she is still unable to return to her work since her fall last January, but she hopes it won't be too long now.

COAST DIVISION

Harry W. Anderson, Division Editor

H. A. Mosher, retired dispatcher, underwent an operation recently. We are glad to report that he was released from the hospital on May 7 and is doing fine.

A. E. Howell, former machinist who has been retired since July, 1937, returned from California recently on account of illness and passed away on April 16.

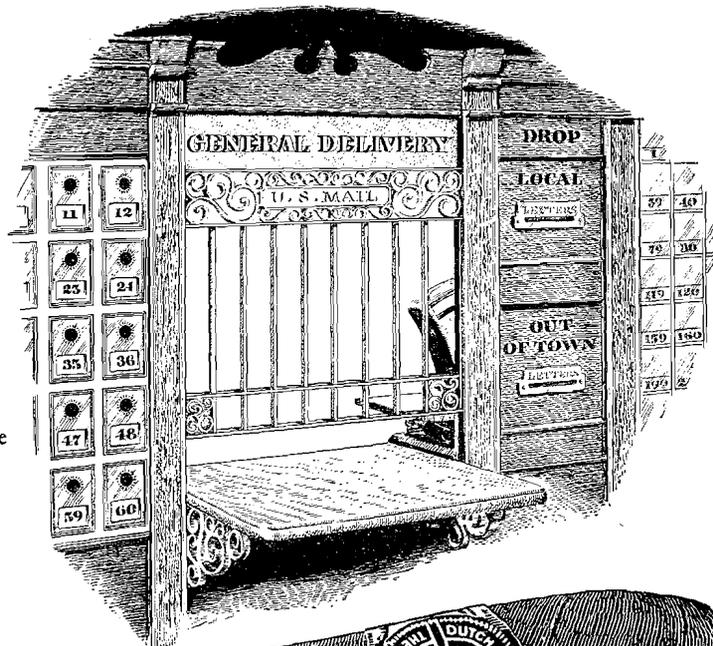
Frank Duchaney, who retired recently, has been very ill. However, the latest report is that he is getting along fine.

Mrs. E. A. Tarr, widow of Machinist Sonny Tarr who passed away recently, has moved to Deer Lodge to make her home.

The following persons have donated to the Milwaukee Road credit at the Tacoma

Post Office

The simple pleasures are the most gratifying of all... the letter from a special friend... the greeting from the post office window... the pleasing fragrance that fills the morning air as you light up a fine Dutch Masters cigar — the more to enjoy the morning's mail.



DUTCH MASTERS CIGARS

Blood Bank: Clerk James McMahan, Lumber Inspector W. E. Hale, Clerk Roy Tidd, Clerk La Vern Hinrick, Dispatcher W. H. Smith, and a friend, Helen Alden.

A killdeer (a bird, that is) has nested in the center of track one in Everett Yard. Yard Foreman Glen Larson, acting as protector, is looking out for the little home and the weedburner on its annual rounds cooperated by detouring over the nest. The hatch is expected momentarily.

Bellingham

B. W. Handerson, agent at Sumas, is laying off for three months and devoting his time to his new dairy ranch. Everything is lovely with the exception of an unruly bull who breaks through the fence at will and heads for the feed bin. Agent Wadsworth relieved Mr. Handerson for a month; then resigned and was relieved by Mr. File. The latter left to take an assignment at Cle Elum and W. A. Doan is now agent at Sumas.

We have a bowling team consisting of Colonel Miller, Byron, Davis, Hokum, Agent Thompson and Car Foreman Sandstedt. Mr. Davis claims to be the champ and says that the combined team never bowls less than 250.

Conductor Guthrie is strutting around with a new Ford car.

Everyone is glad to see Engineer Plough back to work after a long siege of illness.

Fishing season opened April 18 and the boys have been trying to get a few early trout. Clerk Davis landed five and Wayne Byron and his wife came back telling about the big ones that got away, but Conductor Guthrie is laughing at all of them—he got 11.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Clayton Evans has bid in the position as general clerk at Beverly. His place as relief clerk has been assigned to Ross H. Taylor.

Mary Margaret, nine pounds, arrived at the home of Mr. and Mrs. Tommy Jacobs of Juneau, Alaska, on May 2. Mrs. Jacobs, who is the former Jean Morgan of the interchange department, has lived in Juneau since her marriage about two years ago.

The position of station adjuster held by Harry Anderson was abolished on April 27. Mr. Anderson has been assigned to the position of chief import and export clerk, taking the place of Helen Hasslinger who will be assigned to other duties.

Rock Goddard, TCFB inspector for a great many years, was married to Mrs. Jane Ogle of Miami, Fla., on April 26. The marriage took place in Shreveport, La. The new Mrs. Goddard is a sister of the first Mrs. Goddard who passed away several years ago.

A. B. Westerfield is the new section foreman at Seattle yard, taking the place of Sam Wilson who is on sick leave.

The position of carload outbound revising clerk held by Roy Anderson was abolished on April 27. Mr. Anderson has bumped in on the position of LCL outbound rate clerk held by Harney Nail.

Ed Cartwright and wife returned recently from a honeymoon in California and are settled in their new home in Renton.

William C. Bigelow, assistant oil plant engineer, is spending a vacation in Winnipeg, Man., after which he will retire and make his home in Vancouver, B. C. His place has been taken by Sidney Howes, a grandson of the chief plant engineer, Albert S. Howes.

Reclaim Clerk W. H. Rode and Mrs. Rode left, May 1, for Excelsior Springs, Mo., where Mr. Rode will enter the hospital for treatment. His place is being filled by Nellie Holtum.

Word has been received that Roy F. Rader is at his home in Enumclaw after several weeks spent in the Tacoma General Hospital as a result of breaking a hip. He will be confined to his bed for several weeks. He was formerly agent at Bellingham and other points on the Coast Division and has been retired for some years.

Elizabeth Gosha, who has been on the extra list, is now stenographer to Assistant Agent Anderson and Chief Clerk Rasmussen; taking the place of Norman Macdonald who was transferred to the import and export department in the White Building.

Frank Walker, delivery clerk at the local freight house, has returned from the hospital after several weeks' stay. He had four blood transfusions and wants to thank those who contributed blood to help others in need of it. I might add that the local freight department has contributed a great deal to the Blood Bank in the last two or three years.

Word has been received that L. G. Fox, retired warehouse foreman, and wife are having a good time in El Paso, Tex. They have been there since the first of the year.

Time Is Our Business

CHAS. H. BERN
Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN
29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH
332 W. Wisconsin Ave.
Milwaukee, Wis.

Official Watch Inspectors
for

The MILWAUKEE ROAD

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These youngsters were all who would take time out to be photographed during the Easter egg hunt which Othello Chapter of the Milwaukee Road Women's Club held for members' children on Mar. 27. Approximately 45 pre-school and grade children took part, under the direction of Mrs. Robert Brown, chapter president, Mrs. Gail Para and Miss Joyce Brown. After the hunt the children attended a party in the club house where they played games and, what was more important, ate lunch. The picture was snapped by Wade Stevenson, roundhouse employe.

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ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U. S. A.

Seattle General Office

Margaret Hickey, Correspondent

A noon luncheon was held in the banquet room of the YWCA recently to honor E. D. (Ed) Kennedy, chief clerk to general manager, who was scheduled to retire on June 1 after 40 years of outstanding service. One hundred and four of his good friends were present. T. H. Maguire, assistant general attorney, was toastmaster and L. K. Sorensen, E. B. Crane, R. E. Carson, N. A. Meyer, Sam Greengard and George Jamison spoke, reviewing their years of association with him. He was presented with a handsome set of golf clubs and bag. Mr. Kennedy started at Lind, Wash., on July 8, 1908, as material clerk, coming to the Road after four years' service with the Great Northern and a year with the Rock Island. In May, 1912, he accepted the position of chief clerk to assistant chief engineer and in September, 1919, trans-

ferred to the operating department as chief clerk to general superintendent. On March 1, 1920, he was assigned as chief clerk to General Manager M. Nicholson, and since that time has served six general managers. We all wish the best for Ed.

Mrs. Lucille Rowley, who has been secretary to general passenger agent for the past two years, has resigned. She intends to devote her time to taking care of her lovely home and garden in the Laurelhurst district, which she claims is a full-time job. She was succeeded by Lita Roberts.

Robert Norman is the new secretary to district passenger agent, succeeding Phil Malo who was transferred to the Tacoma city ticket office.

Harold Chivers has accepted the position of clerk-steno to chief clerk in the transportation office, replacing David Paul.

Betty LeCain, stenographer in the purchasing office, has been wearing a lovely diamond on her left hand for several months past and was the guest of honor at a miscellaneous shower recently.

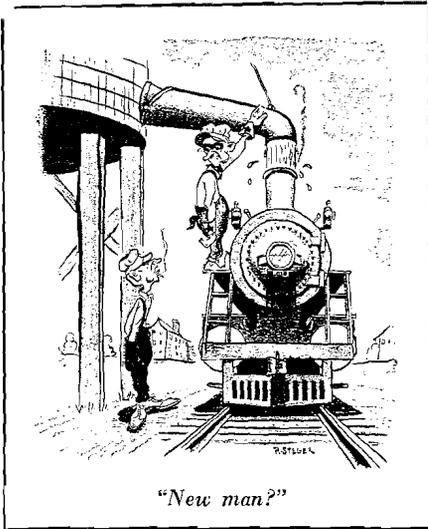
A. L. Piper, formerly traveling accountant out of the auditor of expenditures office, Chicago, has been appointed chief clerk to general manager, succeeding E. D. Kennedy. Mr. Piper has been located in Chicago for the past seven years and prior to that time was assistant district accountant at Tacoma. He is well known on Lines West.

Tacoma

R. A. Grummel, Correspondent

The regard and love held for Ed Kennedy, general manager's chief clerk at Seattle, was well demonstrated on May 11 when some 150 friends and fellow employes held a dinner at the YWCA in Seattle in honor of his retirement. Those attending from Tacoma included, besides your correspondent, J. O'Dore, H. J. McMahon and wife, W. J. Fitzgerald, J. E. Brady, Gertrude Alden and others.

We are sorry to hear of the illness of Storekeeper J. C. MacDonald's wife and hope she makes a speedy recovery.



"New man?"

John Murphy, warehouse checker, is the proud father of his first child, an eight and a half pound son, born on April 26.

Johnny Nuttal, who is in charge of the fuel oil plant on the tide flats, is proud of the first wee daughter to grace his home—Mary Anne is the name.

V. O. Spann, of the freight house, was recently bumped on the reclaim desk by W. E. Eshelman, who in turn bumped ACYC George Schwartz; the latter on leave of absence at present.

Mrs. Velma Wheeler, assistant cashier, is busy with carpentry, painting and decorating in her home at Eatonville where she has moved to join her husband who was recently transferred there as agent. She is doing everything possible to duplicate the charm of her former home in Tacoma, and with her artistic ability this should not be difficult.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

Sympathy is extended to General Car Foreman J. C. Davis and Mrs. Davis in the death of their son, Sgt. James C. Davis, who passed away at Fort Leavenworth, Kan., on April 16 from injuries sustained in an accident on the reservation a few days earlier. Sergeant Davis had been in the Army since December, 1941, and was stationed at Fort Leavenworth on military police duty. He is survived by his wife, his parents, a sister and four brothers.

Tom Seay, retired conductor, has been on the sick list since spring, but we hope to see him out soon in warm weather.

West Clinton had its share of camp cars during April and May. Claude Dyer and his concrete workers and Lawrence Burdsall and his carpenter crew stored their camp cars on track 13, while Welders L. H. Mar-

tin and Charles Lampe used the St. Bernice siding.

Car Oiler James Elkins is still on the sick list but we hope he will soon be up and around.

Conductor Homer McBride moved back to St. Bernice, from Clinton, on May 1. His neighbors are J. B. "Skid" Nelson, retired conductor, Conductors Charles Draper and Fred Gallatin, Brakeman Edgar Eaton and Engineer Clyde Hiddle. We hear that Homer didn't trust the movers with his grandfather clock and carried it himself from the highway up to the house. A slightly inebriated onlooker (not a railroad man) who watched the procedure finally inquired, "Why don't you wear a wrist watch?"

Mrs. Ruby Davis, wife of General Yardmaster R. T. Davis, is improving after a recent operation at the Carle Memorial Hospital in Urbana, Ill.

Walter Thomas, retired carman, died at his home in Hillsdale during the early part of May. Carmen John Bailey and Bert Roberts and Homer McMillan, retired carpenter, attended the funeral.

Jay Thomas, retired carman, died at his home in Staunton on May 9. He worked at West Clinton several years prior to his retirement and had many friends here.

Fred Coonce, car department employe on the west side, returned to work on May 1 after an illness of several months.

Conductor Ralph Ramey returned to work on the Latta turn on May 11 after an illness of several weeks.

Terre Haute District

T. I. Colwell, Correspondent

Mrs. W. V. Gilman, steno-clerk at the Terre Haute freight house, resigned her position on May 17. She is going to devote all of her time to her household duties.

The Rea Building offices can boast of having three representatives on the division golf team—Operator Pat Bailey, Clerk Dick Meek and Dispatcher "Doc" Heller. If "Doc" is as lucky at getting the ball into the cup as he is in some of his other undertakings, we don't hold out much hope for the other competing teams.

The Southeastern Hiawatha golf club played its first game during the week of May 10 and lost to the Tipton Miners by one point.

Operator Charles H. Longcor has returned to Arizona after a short stay in Terre Haute. We hope that Mrs. Longcor regains her health soon and that they will be able to remain here permanently.

William E. Allen, retired dispatcher, and Marley C. Faris, retired agent, are frequent visitors to the Rea Building offices. Both of them look "in the pink".

Operators Jim Anderson and Bill Grandstaff have been sitting in on the dispatcher's job at Terre Haute and are also making trips over the division to familiarize themselves with conditions.

Locomotive Fireman Donald E. Foltz goes to the west coast in June as a delegate of the Terre Haute Kiwanis Club.



J. B. Cunningham

forces of all eastern and western rail lines, air lines and steamship companies. He is also an active member of the New York City Association of Passenger and Ticket Agents and a past president of the Greater New York Dater Club, an organization composed of ticket sellers and agents in the metropolitan area. Mr. Cunningham has been connected with the Road in New York since 1927.

PASSENGER Agent J. B. Cunningham, New York City, who has been giving the Milwaukee Road good representation in eastern traffic clubs, was recently appointed president of the City Passenger Agents Association of New York. The organization is composed of solicitation

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Anderson Promoted

REX E. ANDERSON, chief clerk in the office of general agent, freight department, in Chicago, recently departed for Winston-Salem, N. C., where he will serve as traveling freight and passenger agent, a position to which he was appointed effective May 17.



Mr. Anderson has been with the company since March, 1939, when he was employed in the real estate department (now the industrial development department) in Chicago. Transferring to the freight traffic department in 1943 as a stenographer in the general agent's office, Mr. Anderson attended traffic school and advanced, two years later, to city freight agent. In March, 1947 he was made chief clerk in that office, and held that position until the time of his present appointment.

Mr. Anderson succeeds E. C. Derr, who was recently named general agent in Atlanta, Ga.

I & S M DIVISION

H. J. Swank, Division Editor

Recent appointments are as follows: G. R. Stevens, agent at Peterson, Minn.; W. C. Derenthal, agent at Kinbrae; G. A. Wright, temporary agent at Forestburg while Agent K. W. Gebhart works as dispatcher at Mitchell; and F. E. Hartwig, senior bidder for Lakefield station, replacing Jim Lasley who was senior bidder for Fairmont. Operator J. C. Hanson acted as agent until bulletin for Fairmont closed. G. R. Stevens and L. I. Stilwell relieved on operator's position. J. W. Malone was appointed agent at Mapleton, Minn., relieving Mike Garry who in turn displaced extra agent at Delavan.

At Fullerton Avenue, Chicago, where a large number of accounting machines are in use, noise has been reduced to a minimum with installations of patented fibreboard. The composition, a pine fibre product, consists of units a foot square and an inch thick perforated with holes that extend into a sound absorbing material. An air space separates them from walls and ceilings. The installation shown here is in the freight auditor's office, accounting machine bureau, with punch card sorting machines in operation. Left to right, Yvonne Potempa, Shirley Lenz and Betty Vickey.



Two of our boys who didn't let the high cost of living scare them out are J. E. Liebel, agent at Mendota, who was married and honeymooned in California in May (sorry I can't furnish the name of the bride) and Claude Kelly, Austin dock, who was married to Fern Torkelson on May 1. Best wishes for a long and happy married life, folks.

Some of our veteran trout fishermen who braved the rain and cold of the opening day of the season were Dispatcher Bill End and Conductors Ralph Bloomfield and Al Matrice. Haven't received any samples of their skill, so apparently the fish weren't hitting too fast.

Dispatcher Si Johnson says that as soon as Train Dispatcher Ed Laugen gets back from his vacation he is leaving for Texas to get a first hand view of his new grand-daughter.

A card received from Janitor Chris Hage-lund, who is vacationing in Norway, advises that all is well with him and that he is enjoying his trip.

The employees of the I&S M were shocked to learn of the sudden death of Walter Pierson, former traveling engineer, who passed away at Minneapolis on April 21. He had made a host of friends during the time he was employed on the I&S M. Our sympathy is extended to Mrs. Pierson.

We are sorry to report the transfer of Trainmaster M. T. Sevedge to the I&D Division at Mason City, effective May 15, although we congratulate him on the promotion. A farewell dinner was held for him on May 10, with 30 fellow employes present. He was presented with a lifetime desk pen set as a parting gift.

We welcome to the division Tom Witt, appointed trainmaster of the second district, at the time Jerry Nentl was transferred from the second to the first district.

Harry Keck, retired roundhouse foreman and a veteran traveler, called at the office while these notes were being written and said he had just returned from a trip through the Big Smokies. Harry is certainly enjoy-

Chicago Kegblers Win in City Meet



Captain Florence Steiner, individual prize winner, gives a demonstration of form for her team mates. Left to right: Mertis Godee, Marion Klewer, Mrs. Steiner, Harriet Berg and Myrel Robertson.

THE Olympians, a fair quintet of Milwaukee Road bowlers in the Fullerton Avenue accounting department, Chicago, wound up a season of strenuous competition by taking third prize money in the *Chicago Herald-American* city-wide bowling tournament. The award amounted to \$500. The championship team consisted of Mertis Godee, Marion Klewer and Florence Steiner (captain), all of the freight auditor's office, Harriet Berg, of the auditor of expenditures' force, and Myrel Robertson, of the chief disbursement accountant's office. Competition for the event started last fall and closed on Feb. 8.

It was a hard fought victory, as the Olympians were nosed out of second place by only two pins. They played four games and won the first three, with a score of 4,010 pins for the match. Captain Florence Steiner's individual score placed seventh high in the tournament and was good for another \$87.50.

In the final accounting the Milwaukee Road bowlers received a number of additional awards. The Hiawathas, representing the car accountant's office and switch-board "hello girls," won \$10 for high team score, and Shirley Pabst, freight claim agent's office, won a bowling ball. The Milwaukee Road Booster Club donated a ball and bag for the event, which went to Audrey Hansen, of the car accountant's office.

ing his retirement and seeing a lot of the country.

Guy Williams, Ed Full of the freight office and Erle Jorgensen of the chief dispatcher's office, proved themselves to be real "queens of the kitchen" when they made the sausage patties and coffee to go with the buckwheat cakes served at the Service Club meeting at Austin on May 17.

— IT'S A HIAWATHA YEAR —

To make our native New Orleans molasses, sugar cane juice is boiled very hot and put in crystallizers, where the whole mass is kept moving to form sugar crystals. The golden, iron-rich molasses is "spun out" of these crystals in centrifugal machines.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Furlough girls—Mabel Underwood, Ethel Grief and Helen Carter—all of the accounting machine room bureau—are back at work, all much improved in health.

Shirley Reinberger, of the accounting machine room bureau, became engaged to Fred Hahn on May 8. She is happily displaying a beautiful diamond ring.

William Stegman, capital expenditures office, 6th floor, manager of the men's softball team, wants more players. A girls' team is being organized by Mary Gluchmann, freight auditor's office. All interested in playing with these teams should contact the managers.



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**Auditor of Station Accounts and
Overcharge Claims Office**

Lois Pearson, Correspondent

It happened again in the central accounting bureau—our own Clara Dhom was married to Eugene Wiercioch on May 1 at St. Mary's of the Lake Church. Clara wore a white lace gown and carried gardenias with a white orchid in the center. Many of her friends from the office witnessed the ceremony.

Congratulations are in order for Bob Wagner on his recent promotion. His successor is Phillip Popp.

A recent visitor in the office was Tess Farr and her little son, Craig, who is one year old.

Dolores Arno and Bill Slodowy have a reason for wearing those big smiles—both have found a place to live. Still looking hopefully are Dick Stingle and your correspondent.

We are happy to learn that Al Wackrow is steadily improving, although last reports were that he is still in the hospital.

Felix Specht is still on the sick list but showing a gradual improvement. He has our best wishes for a rapid return to health.



Members of the Milwaukee Road basketball team which recently took second place in the Lincoln-Belmont Industrial League at Chicago. Front, left to right: John Mischke, Jr., Walter Kass, Jack Canty, Walter Vukovich. Standing, left to right: E. Schaefer, Bill Patack (captain), Lee R. R. Storm, Jr., William A. Stegman (manager), Val Slepcevic, Jack Jennings and Charles F. Wilson. The team also competed in the YMCA city championship play-offs.



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Car Accountant's Office

Harry M. Trickett, Correspondent

Angeline (Mauro) Laubinger resigned on May 1 to await a blessed event. She was honored with a baby shower.

Katherine (Tauge) Dowling announces the arrival of a nine-pound girl on May 4.

Sally Slobodian has been wearing a new diamond ring since April 27 and is waiting for the other ring to match it.

Chick Richardson and Leslie Kincaid were also hospitalized recently and Louise Sheridan underwent surgery on May 8.

Helen (Seyan) Skaja, formerly of our office, was a visitor with her daughter Cheryl Ann, on May 14.

Illness has confined Ralph Upham at home.

Talent scouts should have been on hand at the Fine Arts Building on May 14 when the RBWA featured "At the Opera", a one act comedy, with Grace Rosier and Gertrude Essig in the cast of players.

**Office of Auditor of Passenger
Accounts**

Bill Tidd, Correspondent

Marilynn Schultz and Thomas Scholle were married, May 15, at Zion Lutheran Church, followed by a reception at Humboldt Lodge. Marilyn received many beautiful and useful gifts from her friends in the typing and abstracting bureau.

After a three-month furlough, due to ill health, Adeline Palus was welcomed back to the office.

Frank Brodfuehrer exchanged cars with his son, who is a priest, Frank taking the old one and giving his son a new 1948 Ford.

Tony Kurr's baseball team fulfilled the challenge it made and took the Pioneer team by a score of 20 to 7.

Our sympathy is extended to Ann Doran on the sudden death of her husband, Andrew.

— IT'S A HIAWATHA YEAR —



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Lake Michigan Dock at Milwaukee

TRAFFIC TIPS SUBMITTED DURING APRIL, 1948

Name	Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Chicago General Offices				
Atkin, Betty	Bill Puller	Chicago, Ill.	1	
Benson, L. J.	Asst. to President	Chicago, Ill.	3	
Bloom, Edward G.	Clerk, Aud. Cap.			
	Exp.	Chicago, Ill.	5	
Braun, E. H.	Cost Accountant	Chicago, Ill.	1	
Dempsey, G. M.	Gen. Insp. Div. of Safety	Chicago, Ill.	1	
Dreutz, A. W.	Asst. to G. P. A.	Chicago, Ill.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		5
Hill, J. R.	D. C. Waiter	Chicago, Ill.	1	
Kimnitz, C.	Clerk	Chicago, Ill.	1	
Lodge, Ruth	Clerk, Aud. Cap.			
	Exp.	Chicago, Ill.	1	
McDonnell, M. R.	Secretary	Chicago, Ill.	1	
Preihs, C. T.	Chf. Dem. Insp.	Chicago, Ill.	1	
Savidis, G. L.	Budget Examiner	Chicago, Ill.	1	
Schiewe, E. O.	Asst. Gen. Solicitor	Chicago, Ill.	1	
Stenhouse, M.	D. C. Waiter	Chicago, Ill.	1	
Sterchy, Ann	Stenographer, Aud. Cap. Expend.	Chicago, Ill.	3	
Thelander, L. R.	Head Price Bureau	Chicago, Ill.	1	
			24	5

Chicago Terminals				
Abrams, N.	Route Clerk	Galewood, Ill.		2
Boeck, H. F.	Asst. Agent	Galewood, Ill.		2
Borman, H. A.	Route Clerk	Galewood, Ill.		2
Brown, H. P.	Rate Clerk	Galewood, Ill.		2
Carter, Paul	Clerk	Galewood, Ill.		2
Chalifaux, K.	Chief Clerk	Galewood, Ill.		2
Dyba, T.	Route Clerk	Galewood, Ill.		2
Ensor, A.	Rate Clerk	Galewood, Ill.		2
Evans, R.	Clerk	Galewood, Ill.		1
Ewing, J. J.	Clerk	Galewood, Ill.		2
Greenlimb, P. E.	Rate Clerk	Galewood, Ill.		3
Horn, J.	R/C Clerk	Chicago, Ill.		4
Kerwin, J. J.	Rate Clerk	Galewood, Ill.		2
LeMire, G. E.	Rate Clerk	Galewood, Ill.		55
Lemke, E.	Clerk	Galewood, Ill.		2
Miller, E. A.	General Clerk	Chicago, Ill.		1
Oeftering, J. J.	Rate Clerk	Galewood, Ill.		11
Reimann, B.	Rate Clerk	Galewood, Ill.		1
Roberts, W. R.	Asst. Notice Clerk	Chicago, Ill.		4
Schuler, H. J.	Locomotive Engr.	Chicago, Ill.	1	
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		2
			1	104

Coast Division				
Batson, Melba	Car Dept.	Seattle, Wash.	1	
Bigger, A. W.	Mach. Helper	Tacoma, Wash.	1	
Cobley, W. H.	Freight Agent	Lynden, Wash.	2	
Clover, Dorothy	Clerk, Frt. Off.	Tacoma, Wash.	1	
Kratschmer, F. J.	Store Dept.	Seattle, Wash.	1	
Muth, L. D.	Steno-Clerk	Tacoma, Wash.	1	
Nicolay, Mrs. Burk	Wife of Yd. Condr.	Bellingham, Wash.	2	
Olson, A. W.	Asst. Supt.	Tacoma, Wash.	1	
Paulson, G. I.	Machinist	Tacoma, Wash.	1	
Rusch, H.	Stenographer	Tacoma, Wash.	1	
Smith, Guy	Clerk	Lynden, Wash.	1	
Wilson, Harry	Yard Clerk	Everett, Wash.	1	
			14	0

Dubuque and Illinois Division				
Bashaw, Patricia	Store Dept.	Savanna, Ill.	1	
Behl, A. E.	Section Foreman	Monroe Center, Ill.	1	
Davidshofer, John	Laborer	Dubuque, Ia.	1	
Fisher, J. H.	Car Foreman	Savanna, Ill.	1	
Herron, D. J.	Loc. Storekeeper	Marquette, Ia.	2	
Horsfall, C.	Carman	Dubuque, Ia.		2
Jewett, H.	Cutter	Dubuque, Ia.		1
Kurt, Francis B.	Clerk	Waukon, Ia.	2	6
Olson, E. W.	Chief Dispatcher	Dubuque, Ia.	2	
Schwartz, L. V.	Div. Storekeeper	Savanna, Ill.		5
Schweig, Charles	Loco. Engineer	Savanna, Ill.	1	
Wilson, Harvey	Cutter	Dubuque, Ia.	1	
			12	14

Hastings and Dakota Division				
Davies, Lloyd A.	Instrumentman	Aberdeen, S. D.	1	
Falk, F. H.	Train Baggage Man	Minneapolis, Minn.	1	
Gilbert, L. C.	Instrumentman	Aberdeen, S. D.	1	
Kane, W. J.	Div. Chief Clerk	Aberdeen, S. D.	1	
Lundberg, A. F.	T. B. M.	Minneapolis, Minn.	1	

Name	Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Middleton, R. W.	Asst. Engineer	Aberdeen, S. D.	1	
Valle, Patricia	Clerk-Steno.	Aberdeen, S. D.	1	
			7	0

Idaho Division				
Allen, Blanche	Wife of Roadmaster	Spokane, Wash.	1	
Guthridge, C. M.	T. M. Stenographer	Spokane, Wash.	1	
Kipp, H. B.	Clerk	Spokane, Wash.	3	
Nelson, Nels J.	Car Inspector	Spokane, Wash.	2	
Peterson, C. E.	Asst. Engineer	Spokane, Wash.	1	
Stromberg, N. F.	Working Foreman	St. Maries, Idaho.	1	
			9	0

Iowa Division				
Boettcher, L. R.	Asst. Engineer	Marion, Iowa	3	28
Clawson, C. S.	Police Dept.	Council Bluffs, Ia.	1	
Gohmann, K. M.	Secy-Clerk	Marion, Iowa	2	
Lundquist, O.	Engineering Dept.	Marion, Iowa	1	
Manton, Thomas	P. F. I.	Cedar Rapids, Ia.		1
Miller, L. J.	Agent	Springville, Ia.	2	
Nelson, M. H.	Mech. Dept.	Perry, Iowa	1	
			10	29

Iowa and Dakota Division				
Biskynis, George	Crane Operator	Sioux City, Ia.	1	
Core, S. L.	Roadmaster	Rapid City, S. D.	1	
Edwards, Roger	Section Laborer	Parker, S. D.	1	
Leach, W. J.	Chief Caller	Sioux City, Ia.	2	
McKillip, Sophia	Clerk	Mitchell, S. D.	1	
Moran, C. Grace	Secretary	Mason City, Ia.	3	
Myers, F. G.	Chief Clerk	Sioux Falls, S. D.		1
			9	1

Iowa and S. Minnesota Division				
Gregerson, J. R.	Bill Clerk	Madison, S. D.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	1	
Hoffman, Ray H.	Chf. Carp. Clerk	Austin, Minn.		1
McIntire, Curtis	Section Foreman	Egan, S. D.	1	
			3	1

Kansas City Division				
Baker, C. H.	Time Reviser	Ottumwa, Iowa	1	
Bowen, Nell	Steno-File Clerk	Ottumwa, Iowa	1	
Hasetine, Quintin	Car Clerk, Frt. Hse.	Ottumwa, Iowa		1
			2	1

La Crosse and River Division				
Dietz, J. H.	Car Foreman	La Crosse, Wis.	1	
Jonas, E.	Brakeman	Wausau, Wis.	1	
Lueder, R. G.	Trainman	Wausau, Wis.	1	
Marceau, R. J.	Lead Carman	La Crosse, Wis.	1	
McGinley, M.	Cashier	Wausau, Wis.	1	
			5	0

Madison Division				
Killian, A. M.	Chief Dispatcher	Madison, Wis.	1	
Zeimet, P. F.	Switchman	Madison, Wis.	2	
			3	0

Milwaukee Division				
Francey, Elenore	Supt's Office	Milwaukee, Wis.	1	
McCann, R.	Asst. Engineer	Milwaukee, Wis.	1	
Seelaff, B. C.	Agent	Omro, Wis.	1	
Wickler, C. F.	Agent	Delavan, Wis.		1
			3	1

Name	Occupation	Location	No. of tips submitted	
			Pass.	Frts.
Milwaukee Terminals				
Beier, A.	Asst. Car Foreman	Milwaukee, Wis.	1	
Bucek, M. A.	Loco. Dept.	Milwaukee, Wis.	1	
Coerper, J. F.	Cashier	Milwaukee, Wis.	1	
Mainzer, Chas.	Loco. Dept.	Milwaukee, Wis.	1	
Rieboldt, F.	Ret. Foreman	Milwaukee, Wis.	1	
Roessger, G. H.	Chf. Yd. Clerk	Milwaukee, Wis.	2	
Schilhansl, A. E.	Inspector	Milwaukee, Wis.	1	
Stelzel, E. P.	Chf. Clerk	Milwaukee, Wis.	1	
			9	0

Rocky Mountain Division				
Johnson, R. C.	Son of Agent	Butte, Mont.	2	
Olson, P.	Chief Carpenter	Butte, Mont.		1
Sanford, J. B.	Clerk	Lewistown, Mont.	1	
			3	1

Seattle General Division				
Andrews, John H.	Chf. Clk. Frt. Clm.	Seattle, Wash.	3	
Gale, Elsie M.	Clerk, Purch. Dept.	Seattle, Wash.	1	
Hanson, Chas. F.	Attorney	Seattle, Wash.	3	
Harris, Henry E.	C. F. A.	Seattle, Wash.	2	
Hubbard, G. M.	Ret. Chf. Log Scaler	Seattle, Wash.	1	
McGalliard, S. O.	Investigator, Frt. Clm.	Seattle, Wash.	31	
Minard, Carol	Clerk, Frt. Clm.	Seattle, Wash.	1	
Naramore, Dr. H. S.	Asst. Chf. Surgeon	Seattle, Wash.	1	
Notske, Edward J.	Asst. Tax Agent	Seattle, Wash.	1	
O'Meara, J. J.	Chf. Clerk	Seattle, Wash.	1	
Sackerson, R. G.	Gen. Mgr., Milw. Land	Seattle, Wash.	2	
Strassman, J. N.	Auditor	Seattle, Wash.		4
			47	4

Superior Division				
Friess, I. A.	Chf. Trn. Disp.	Green Bay, Wis.	1	
Herman, M. B.	File Clerk	Green Bay, Wis.	1	
Philips, J. B.	Time Reviser	Green Bay, Wis.	1	
			3	0

Terre Haute Division				
Daniels, B. E.	Division Engineer	Terre Haute, Ind.		10
Mathews, A.	Operator	Terre Haute, Ind.	1	
			1	10

Trans-Missouri Division				
Althaus, C. J.	Counterman- Chauffeur	Miles City, Mont.	1	
Anderson, Ann.	Trainmaster's Clerk	Miles City, Mont.	1	
Bethke, O. H.	Clerk	Miles City, Mont.		1
Brady, James W.	Asst. Time Reviser	Miles City, Mont.	31	3

Name	Occupation	Location	No. of tips submitted	
			Pass.	Frts.
Burke, G. L.	Agent	Lavina, Mont.	1	
Burns, P. D.	Chief Clerk	Miles City, Mont.	1	
Cawood, C. L.	Chief Dispatcher	Miles City, Mont.	1	
Davis, F. W.	Train Baggage Man	Miles City, Mont.	1	
Dworshak, Ray	Carman	Miles City, Mont.	1	
Eide, John	Blacksmith	Miles City, Mont.	1	
Grant, R. A. Jr.	Stenographer	Miles City, Mont.	2	
Greer, C.	Capt. of Police	Miles City, Mont.	1	
Hansen, J. T.	Superintendent	Miles City, Mont.		1
Huff, Pearl	Clerk	Miles City, Mont.	1	
Jensen, R. H.	Chf. Clk. to Supt.	Miles City, Mont.	1	
Johnson, Keith	Rep. Track Checker	Miles City, Mont.	3	
Johnson, M. L.	Car Foreman	Miles City, Mont.	1	
Jorgensen, R. P.	Dist. Adjuster	Miles City, Mont.	1	
Leffard, W. R.	Ret. Conductor	Miles City, Mont.	1	
Magnesen, Anders	Conductor	Miles City, Mont.		1
Managa, Joyce	Stenographer	Miles City, Mont.	1	
McCauley, F. C.	Lieut. of Police	Miles City, Mont.	1	
McHarry, R.	Laborer	Miles City, Mont.		1
Murphy, S. W.	Conductor	Miles City, Mont.	1	
Peterson, A. L.	Machinist	Miles City, Mont.	2	
Pettersen, Alice	Clerk-Typist	Miles City, Mont.	2	
Shine, Mrs. C. P.	Wife of Clerk	Miles City, Mont.	4	
Stordahl, Sten	Lead Blacksmith	Miles City, Mont.	1	
Wagner, J. D.	Chief Clerk	Miles City, Mont.	4	
Wohlgenant, Eileen	Clerk	Miles City, Mont.	1	
			67	7

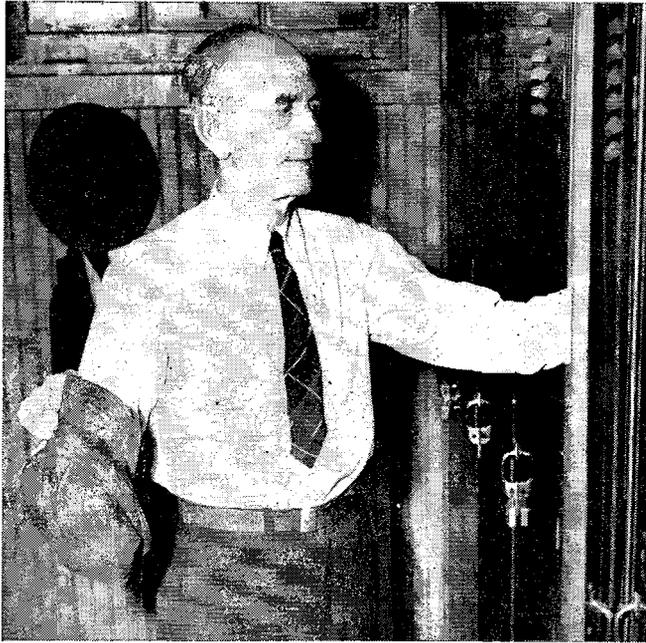
Twin City Terminals				
Cashill, Marion	Telephone Operator	St. Paul, Minn.	1	
Knobe, Edw. R.	Car Distributor	Minneapolis, Minn.		1
Mortl, Frank	Machinist	Minneapolis, Minn.	1	
Radke, W. F.	Agent	St. Paul, Minn.	1	
Rothmund, A. C.	Cashier	St. Paul, Minn.	4	
			7	1

Traffic Tips Reported During April, 1948			
Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	47	4	31.1
Trans-Missouri	67	7	5.4
Chicago Terminals	1	104	3.1
Iowa Division	10	29	3.1
Dubuque & Illinois	12	14	1.6
Idaho Division	9	..	1.4
Chicago General	24	5	1.2
Coast Division	14	..	0.9
Terre Haute	1	10	0.8
Iowa and Dakota	9	1	0.6
Hastings & Dakota	7	..	0.5
Iowa & S. Minnesota	3	1	0.5
Madison Division	3	..	0.4
Rocky Mountain	3	1	0.4
Kansas City	2	1	0.3
Milwaukee Division	3	1	0.3
Superior Division	3	..	0.3
Twin City Terminals	7	1	0.3
La Crosse and River	5	..	0.2
Milwaukee Terminals	9	..	0.2
Miscellaneous	..	..	..
TOTALS	239	179	1.2

Engineering Department
 John Wesley Stahl, 87, of Oak Park, passed away on May 26. Mr. Stahl was a retired veteran of the department. Funeral services were held in Oak Park, with burial in Forest Home. Surviving are his widow, Julia H., his daughter, Mrs. James L. Brown, a son, Harry, three grandchildren and three great-grandchildren.
 Mary Earley, stenographer, and Frank Dorgan, merchandise clerk in the office of W. L. Ennis, assistant to vice president, were married at St. Vincent's Church in Chicago on May 15. A large reception was held in the V.F.W. Hall at Lincoln and Byron Avenues and many office friends attended. The young couple honeymooned in the Pacific Northwest.

IOWA DIVISION
East End
Benjamin P. Dvorak, Correspondent
 The Midwest African violet exhibit, held in the Jocelyn Memorial at Omaha on April 24, was attended by Mr. and Mrs. Stanley C. Thomas of Marion. Approximately 100 varieties were on display. In the conservatory which Mr. Thomas has built adjoining his home, he and Mrs. Thomas have 45 varieties and are constantly adding to their collection.
 Section Laborer Sidney H. Johnson, who works on the Atkins section and resides in that vicinity, was called from his duties on April 8 because of his house being on fire. Considerable damage was done to the roof

and furnishings. The fire resulted from a burning rubbish pile near his home.
 Announcement is made of the marriage of Brakeman Robert G. Marsh, Marion, and Audrey Norris of Grinnell, Ia., in the First Methodist Church at Iowa City on March 20. After a trip to Cleveland, Ohio, they are making their home in Marion. Robert is the son of Conductor Fay Marsh.
 Dispatcher Willis Jordon resumed work on May 10, following a month's leave of absence, during which he was a patient in the Colonial Hospital, Rochester, Minn. Don Peterson relieved as dispatcher during his absence. Don is also relieving Marl Marchant, second trick operator at Marion, who is on a leave.
 Clerk Charles Field of the dispatcher's of-



Engineer E. W. "Ernie" Smith, Portage, Wis., who retired on Mar. 29, checks out of his locker in the La Crosse yards. Ernie is a veteran of 48 years of railroad service—42 years as an engineer, the last 10 on the Morning Hiawatha between Milwaukee and La Crosse. A 40-acre farm near Portage now claims his full attention. (La Crosse Tribune photo.)

office is off temporarily. His job is being held by Richard P. DeVoe, who is putting in some of his leisure time learning to dispatch trains.

Effective April 15, a 60-day leave of absence was granted to Section Laborer A. R. Mitchell, Martelle, Ia., because of illness.

A skull fracture sustained by Mrs. Rose Cessford, 70, when hit by a truck on April 23, brought instant death. She was en route from Marion to Des Moines to attend a conference of wives of Knights Templar. Her husband, the late Robert Cessford, was a Milwaukee Road engineer.

Leo B. Williams, retired switchman, died on April 11. He entered the service of the Road on Sept. 8, 1919, as a yard clerk and retired on March 18, 1944, at which time he was in switching service at Cedar Rapids.

Another retired employe taken by death was Orrin Thomas Pulford, Savanna, on April 27. He had retired on March 13, 1941, at which time he was a passenger conductor on the Iowa Division. He was first employed as a call boy in Savanna on Feb. 12, 1893, later worked as a brakeman and was promoted to conductor on Aug. 29, 1900.

Mrs. Winona Marchant, widow of Trainmaster C. C. Marchant, died in April at her home in Milwaukee, where she had lived for the past few years and where her son and family reside. She also has a daughter in Chicago. Burial was at Cedar Rapids.

John Grote, who retired in November, 1947, as yard clerk at Marion, underwent surgery in St. Luke's hospital, Cedar Rapids, during April. He is reported recovering and expects to be released from the hospital soon.

Recent visitors in Marion were W. E. Cooper, retired roundhouse foreman, and wife of Keokuk, Ia. Mr. Cooper's health is much improved. They moved to Keokuk because their son, Dr. Raymond Cooper and his family are located there.

Mrs. Idel Ainley is recuperating at her home following an operation in St. Luke's Hospital, Cedar Rapids, on April 20.

I & D DIVISION

Karen B. Rugee, Division Editor

Wayne Dunavan, son of Chief Yard Clerk Carl Dunavan, Mason City, is one of over 600 high school students who passed a nation wide examination to obtain a scholarship in the Navy Officers Reserve Training Corps. He has been awarded a four-year college course and has been assigned to the Iowa State College at Ames. He will specialize in aeronautical engineering.

Cornelio Monteon, bill clerk in the Mason City freight office, is vacationing in Mexico. Cornelio's hobby is photography and Old Mexico should provide some excellent opportunities for unusual pictures.

The Charles City and Ionia section crews witnessed the tornado which struck the town of Ionia on April 23. R. O. Anderson, section foreman at Ionia, saw his house badly wrecked and rushed home to find his wife and three-year-old son unharmed amid the wreckage of the kitchen. Three other children watched the storm from the public school. Agent E. A. Scheetz was on his vacation at the time but arrived at Ionia a few hours after the storm to take over the job of supervising the cleaning and rehabilitation of the

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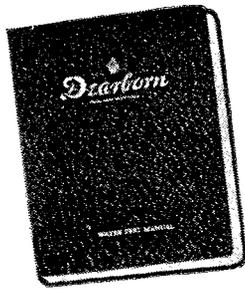
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town. Many homes and buildings were leveled by the tornado and five persons lost their lives.

Grace Moran, stenographer in the division freight and passenger agent's office, Mason City, left, May 5, for a vacation trip to Spokane, Wash. Her plans were to make housing arrangements for the fall, so she can return during the hay fever season.

R. E. Sizer, assistant superintendent at Mason City, retired on May 1, completing 53 years of service with the Road. Mr. Sizer started to work on July 1, 1895, in the track department on the River Division at Weaver, Minn., and spent evenings learning telegraphy. He became an operator on July 3, 1897, at Menominee, Wis. On Feb. 10, 1901, he went to Walworth as agent when that station was opened at the time the railroad was built through that territory. In June, 1908, Mr. Sizer went to Chicago as train dispatcher and since then has been trick train dispatcher, chief dispatcher, trainmaster and assistant superintendent at various places, including Chicago, Madison, S. D., Aberdeen, and Montevideo. He came to Mason City as trainmaster on April 1, 1935, and on Nov. 1, 1947, was appointed assistant superintendent of the I&D.

A gift was presented to Mr. Sizer by the division supervisors and clerical forces on the afternoon of April 30. On Sunday, May 9, he was also honored by a large number of Milwaukee employes and their wives who gathered at the Women's Club rooms. A pot-luck supper was served. Yardmaster C. H. Thoma was toastmaster and the guests were entertained with songs by Mrs. Fern Larson and Carl Anderson. Mrs. Anderson accompanied on the piano and also played a solo. Superintendent Dodds presented Mr. and Mrs. Sizer with gifts on behalf of the employes.

**Sioux City and Western
Branch Lines**

Fred Costello, Correspondent

Archie W. Gamel, retired veteran conductor, died at his home in Sioux City on April 19, of a heart seizure. Mr. Gamel was born on Dec. 18, 1875, and entered the service of the Road in August, 1902, as freight brakeman. Burial was at Sioux City.

Examinations on standard rules and time table for promotion to conductor and engineer were conducted at Sioux City during April by Train Rules Examiner J. S. Keenan. Our new conductors are Robert A. Nichols, Kenneth Urquhart, William H. Lane, Stanley Ruchensky, Roy E. Bruce, K. R. South, Virgil G. Mann, Alvin S. Wheeler, Donald J. Carnicle, Wilmer C. Sogn and Vern H. Hansen. The newly set up engineers are Joe Lancot, Francis D. Griffin, Wayne S. Burris, Paul Card, Alfred L. Marston, Gordon C. Hummel, Arnold V. Bakken and Charles F. Willett.

A son was born to Train Dispatcher and Mrs. W. J. Mang at Sioux City on April 18.

Passenger Conductor Ambrose R. Moroney has been off duty for some time due to a foot infection.

Franklyn C. Evans, retired veteran switchman, died at Sioux City on April 20. Mr. Evans was born on Jan. 2, 1878, and entered the service of the Road on Sept. 25, 1910. He retired on Aug. 14, 1946. Burial was at Sioux City.

A letter has been received from Harry L.



L. B. Renchard, TPA with headquarters in Detroit, displays the gold emblem and sheepskin of an Honorary State Farmer. The awards were conferred on him recently by the F.F.A. (Future Farmers of America, national organization of agricultural students) for services in connection with the Michigan Association trip to the national convention at Kansas City.

Hoskin, former chief dispatcher at Sioux City, who is now living in Long Beach, Calif. Harry is getting along fine but Mrs. Hoskin underwent an operation a short time ago. However, at last report she was convalescing nicely.

Conductor Bob Tierney suffered a very serious accident during the early part of April. Bob was fishing in the Big Sioux River off the end of the railroad bridge when he hooked a catfish weighing (according to his story) at least 150 to 200 pounds. The fish was much too heavy for his light tackle and the hook pulled out and flew back, and in some way imbedded itself in his index finger. A crowd gathered quickly and seeing that the hook could not be removed by ordinary means, a hurry up call was sent out for the police ambulance which whisked Bob at top speed — dang-dang-dang-dang — to the emergency room of a local hospital where he was placed on the operating table and the hook removed. The incident was given considerable publicity in the *Sioux City Journal*. Bob is to be commended for the fortitude and bravery he showed during the trying ordeal.

Telegrapher Wilbert W. Faller has been promoted to train dispatcher and at present is relieving Dispatcher Mang during the latter's vacation.

Telegrapher Gerald L. Riley, employed at Hornick, Ia., was convalescing in St. Joseph's Hospital in Sioux City recently, following a serious accident.

Walter Piatt, janitor at Sioux City passenger station, underwent an operation at Methodist Hospital, Sioux City, on May 3; now getting along nicely.

The railroads buy and use more than 70,000 different items of materials purchased in more than 12,000 communities in more than 2,600 of the 3,072 counties of the United States. This is just one way they prime America's economic pump—without cost to the taxpayers.

Sioux Falls Line

F. B. Griller, Correspondent

The Sioux Falls Milwaukee Road bowling team came back from the Milwaukee employes Hiawatha bowling tournament at St. Paul with first place honors in the team event—2,947 pins. Congratulations are in order for our boys—A. R. LaCroix, Nick D. Kelley, Lloyd E. Scott, Lyle Riley and Captain Elmer J. Bahr.

Operator George Rains took 30 days during May to till the soil, and hopes for a successful petunia crop.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Mr. Radke, our own agent, planned to attend the railroad agents' national convention in Buffalo, N. Y., the latter part of May.

Charles Mansfield, telegraph operator, has been assigned to the yard office in St. Paul. John Lynch, trucker and mail piler, St. Paul, passed away on April 22.

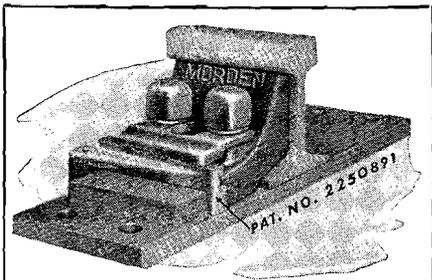
Three employees of the St. Paul car department passed away during April; Inspectors Anton Gunter and Anton Hendricksen, and Car Repairer Fred Slida.

South Minneapolis Car Dept. and Coach Yard

Orlino M. Smythe, Correspondent

The grand bowling tournament at Minneapolis on April 15, between foremen of the Pullman Company and Milwaukee Road Supervisors E. Buchholtz, J. Hansen, M. Lagreid, E. Baxman and J. Wirth, resulted in a score of 2,889 for the Milwaukee and 2,770 for the Pullman. The prize? Three weeks leave of absence—some day!

The church wedding of Miss Lois Barrett (former stenographer in car department office) and James E. Carron of Rock Island, Ill., was solemnized at Davenport on May 1. The bride wore a white satin gown with veil and was given in marriage by her father, C. E. Barrett of Tacoma, Wash. Miss Betty



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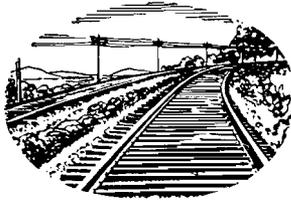
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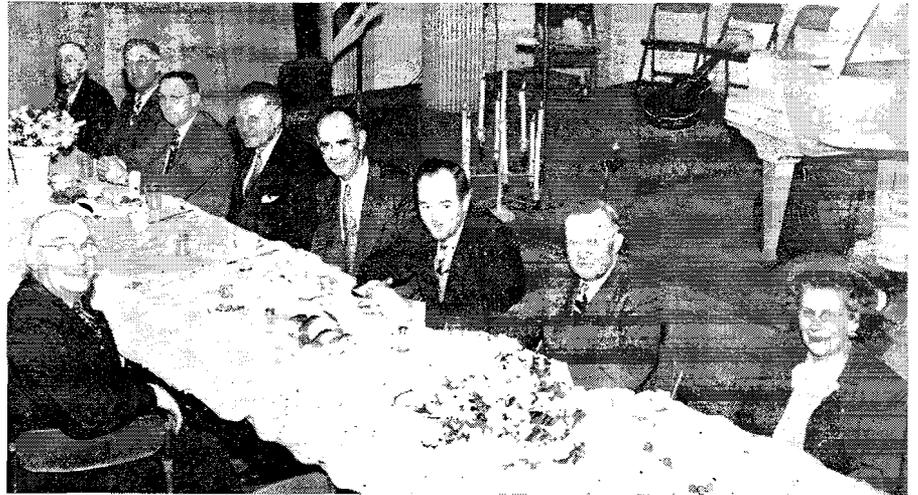
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AXLES

CRANK PINS

PISTON RODS



A table of principals at the 46th annual banquet of the Brotherhood of Railroad Trainmen, held recently in the Knights of Columbus club rooms in Minneapolis. In the foreground, left, Jack Lally, retired H&D conductor. Across the table, left to right, Dal Stafford, president Minnehaha Lodge 625 BRT; Jim Tappins, field supervisor BRT; W. P. Kennedy, general secretary-treasurer BRT; Gov. Luther W. Youngdahl of Minnesota; W. R. Manion (toastmaster), L&R Division trainman; Hubert H. Humphrey, mayor of Minneapolis; D. T. Bagnell, general superintendent TCT; and Mrs. Bagnell. Others present were C. E. Crippen, superintendent TCT, L. W. Palmquist, superintendent of the L&R Division, and John W. Wolf, assistant superintendent H&D Division.

Barrett was maid of honor and Thomas Carron was best man. A wedding breakfast was served at the Blackhawk Hotel and a reception was held in the afternoon. The couple will live in Bettendorf.

Congratulations to Machinist Arthur E. Evans, recently married.

Congratulations, also, to Car Foreman H. R. Campbell whose second grandson arrived recently.

A welcome to James E. Culley carman on the light repair track, and to Helper Martin Eggen, in the schedule car shop, who have returned to work following absence due to injury.

A leisurely vacation to Oscar F. Johnson, locomotive carpenter, who retired on May 1 after 41 years of service.

Sympathy is extended to relatives of Alfred Kvam, former coach cleaner at Minneapolis coach yard, who passed away suddenly on May 10. He had worked continuously since May, 1922, and will be missed by all who knew him.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Glorya Rossi is our new bride; now Mrs. Wally Czerpak. She was married, May 23, in St. Hedwig's Church. After a short honeymoon in Chicago the Czerpaks are at home in Minneapolis.

Bill Golden is a proud grandfather. His oldest daughter recently became the mother of a baby girl.

Irvin Gran, of the commercial office, recently underwent an operation but is coming along nicely and expects to be back to work shortly.

Perishable Inspector Walter A. Lindquist passed away at his home in Minneapolis, April 18, from a heart ailment. Walter was 50 years of age and had completed 30 years of service last December. He was senior PFI at Twin City Terminals, having started when the department was organized in 1919. Prior to that he worked in the car department and on other divisions, having been PFI at Mason City and Perry, and had done some relief work on Lines West. He had been in poor health for some time. Sympathy is extended to his family.

Dean B. Williams, son of PFI V. J. Williams and himself a PFI at Minneapolis before entering the Army in 1942, is among the graduates at the University of Minnesota this term. He will leave in July for Clifton, N. J., to take a position with the International Telephone Company.

Chapman returned from lunch and called his new secretary into his room. "Anyone call while I was out?" he asked.

"Yes," replied the girl. "Smith came in about his account. He wanted it settled."

"And you told him that I had left for Europe this morning?" asked Chapman.

The girl nodded and replied: "Yes; and that you wouldn't be back until this afternoon."

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Milwaukee, Wisconsin

MILWAUKEE TERMINALS

Sgt. Edward Lutze of Milwaukee, well known in all police circles of the Midwest through his 34 years of faithful service with the road retired on May 1.

Mr. Lutze was born and raised in Milwaukee, Wis., and since his retirement intends to remain in that city. He entered the railroad police service as a patrolman Apr. 1, 1914, was promoted to sergeant in 1925 and continued in that capacity until his retirement.



Coach Yard

Richard Flechsig, Jr., Correspondent

James Crowley has left us again to go back on the road as a traveling electrician. He went out West on the same job he had last year.

We extend sympathy to the family of Dave Zorn who passed away recently. Dave had been retired for some time.

Clyde Masters retired recently after being with the Road since October, 1915.

Steve Prodanovic took a leave starting May 1 to check up on his health. We wish him the best of luck.

Fowler St. Station

Contributed by Pearl Freund

We are hearing exciting accounts of the wonderful vacation trip enjoyed by Angeline Tillidetzke and Alice Sobczak. Their itinerary included about 14 states in a 6,000-mile tour. They attended "The Life of Reilly" and the "Blondie" broadcasts in Hollywood, Calif., and the Cotton Carnival at Memphis, Tenn.

Helen Kobasik was a May bride, marrying Walter Young in St. Anthony's Church. Shirley Hendrickson, of the pickup depart-



All's well here with Yardmaster Harvey Reidel, but son David Allen seems to be looking for trouble. Dad is employed at Bensenville yard.

ment, will be married in June to Charles Lindstrom.

Mildred Larsen, of the foreman's office, is displaying a diamond.

Fred Robbins has already acquired this season's golf tan and we understand that Art Stulich is out to get his, too, to say nothing of those par holes.

A social bowling team was recently organized by Beverly Schwei, Beatrice Lang, Olga Yerman and Jo (Schwei) Bentz, under the name of "Hiawatha-ettes".

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

Dick Steuer, Correspondent

Hearing complaints that our neighbors at North Milwaukee never see their names in print, we are writing a special article about them—almost.

First, let's talk about Carol Keller and her trouble with her lunch one day recently. It happened to be sandwiches, cookies, an orange and a banana. Well, to make it short, Carol was picked up by a fellow employe that morning and as she was closing the car door her lunch slipped and squashed—you guessed it. The sandwiches and orange were good, anyway, weren't they, Carol?

Tony Stollenwerk was the highest bidder on the Chestnut Street rate position. He arrived at his new location at the wrong time—when the brewery strike was on! Bob Owsley took over Tony's duties as rate man at North Milwaukee.

The yard clerks at North Milwaukee include Ed (Lefty) Eckhart, Dick Schaffer and Don Mohr. Lefty handles the south end, Dick the north end and Don the B yard at Glendale.

Chief Clerk Elmer Keller is kept busy breaking his new clerks into these jobs. However, it has not affected his waistline one bit.



The finest RUBBER HEELS & SOLES

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co. THREE FORKS, MONT.

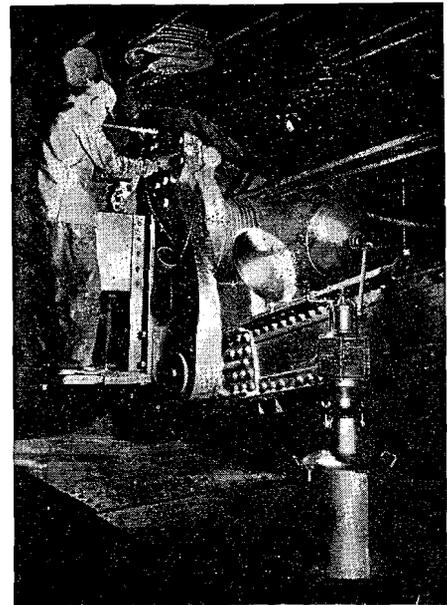
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FLOOD LIGHTS

are recommended for all purposes for which Floodlights are needed. NC-200 as illustrated permits 16,000 candlepower concentration or two directional 8,000 candlepower illuminated areas, easily controlled by use of swing joints on the cross arm.

Simple in Construction
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Available in 1,500, 8,000 and 16,000 candlepower units.



NC-200

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Please send me circular describing National Carbide Floodlights and Lanterns.

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Here's how Mr. and Mrs. George E. Smith, La Crosse, Wis., cut the wedding cake when they celebrated their 44th wedding anniversary recently. Mr. Smith, former yardmaster at La Crosse, retired on March 1 after 50 years of railroad service. He started out with the Burlington as a call boy, transferring to Milwaukee Road car service at La Crosse in 1905.



LACROSSE & RIVER DIVISION

Approximately 50 fellow employees and friends of Victor M. (Vic) Hansen, assistant chief carpenter of the L&R Division, gave a testimonial dinner in the American Legion Hall, New Lisbon, Wis., on May 7 in honor of his retirement on Apr. 1. Pump Repairer Jeff Walden and Pumper Fred Rabuck handled most of the preparations and the speech making and story telling was directed by Chief Carpenter Galvin. The group presented Mr. Hansen with a set of matched luggage. Among those present were E. O. Buffnire, former roadmaster, Gene Chapman, Ferd Priem and Elmer Burrows, all retired B&B foremen, and Tom Beggan, retired carpenter.

Vic Hansen started out with the Road in August, 1907, and had been in the engineering department since August, 1908. He has a record as carpenter helper, carpenter, foreman, pump repairer, assistant chief carpenter and chief carpenter on various divisions on Lines East; also, from 1929 to 1932, as safe-

ty inspector under assistant to general managers, Lines East and West. During his 41 years of service he gained a wide circle of friends.

CHICAGO TERMINALS

Sympathy is extended to Marie Mueller, telephone operator at Western Avenue Coach yard for the past 28 years, whose husband, Alfred, A., passed away on May 9, after a brief illness. Interment was at Rosehill cemetery.

William Coy of Arlington Heights, Ill., retired Union Street yard foreman, passed away on April 3 after a year's illness. Mr. Coy was a native of Halifax, Nova Scotia, Can., born there on Aug. 4, 1862, and entered Milwaukee Road service when he was about 20. His entire service was in the vicinity of the Union Street freight office. He also worked as scale master at Jefferson Street and Morgan Street. He retired at the age of 72. Interment was in St. Boniface cemetery. He is survived by his daughter, Sister Castella, O.S.F., and two sons, Edward C. of Arlington Heights and William H. of Chicago.

Thomas J. Stamatopowlos, retired Union Street freight house trucker, lives in the city, but that does not keep him from having a larger than average vegetable garden plot. This year he has a full acre under cultivation near his home at 2152 North McVicker Avenue in Chicago. Mr. Stamatopowlos started at Union Street in 1910, shortly after coming to the United States from Greece. He left in 1918 to work elsewhere and returned in 1923. He retired in 1946 with 31 years of service.



T. J. Stamatopowlos

Bensenville

Dorothy Lee Camp, Correspondent

Thanks to Ben Smith, C&M conductor, and his family for the lovely flowers brought to me while I was ill in April.

The Reverend Reeves, of the Franklin Park Methodist Church, visited mother and myself while we were ill. I learned that he is a good friend of John C. Murdock of

**THE
IMPROVED
FAIR
RAIL ANCHOR**

THIS LARGE BEARING SURFACE
PROLONGS TIE LIFE

THE P & M Co.

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

Chicago, formerly of the Milwaukee Road family; also, that he and Conductor Charlie Slocum are both very active among the Boy Scouts of Franklin Park.

Sympathy is extended to the family of Julian Garcia, who passed away and was buried on May 3. Julian was a fire knocker at the Bensenville roundhouse and had been with the Road about 26 years. He was well liked at the roundhouse and will be missed.

Noreen "Twinkie" Phillips left for St. Paul, Minn., with Uncle Joe Camp and myself on May 18 to spend several days with my sister and her husband and their five sons, Robert, Richard, Roger, Ronald and Ralph.

Seems that as soon as Charlie UMBERHAM, C&M conductor, gets us looking for him in the office, he goes back on passenger runs. Well, at least we now get to see Herman Rohde and Frank Harkins, both C&M conductors. Frank and Herman had been working out at Lake, Wis., and were missed at this end of the line.

Sorry to hear that George Cornille lost part of a little finger in a recent accident. George is our pansy-raising yard clerk, of Mr. Bishop's office. He lives at Grand Avenue and Church road, in case you pansy fanciers are looking for something special.

Sorry to hear that Bernice Love, wife of Yardmaster Roy Love, has been ill.

Leonard William Zelms, Jr., came to bless the home of Rose Maree and Leonard, Sr., on May 4. He arrived at 3:10 P.M. and weighed in at six pounds, five ounces. Oh, yes, Leonard, Sr., is the third trick lever man at tower 3.

Sorry to hear that Ben Webb is in Wesley Memorial Hospital and very ill. We're all pulling for you, Ben, so get well soon.

Definition Impatience is waiting in a hurry.



For warm weather comfort, young Dave Ackerson recommends a cooling shower under the old pump in the back yard. His dad, Harold Ackerson, is employed at Bensenville yard.

KANSAS CITY DIVISION

Chester Miller, Division Editor

Uppermost in the minds of us here at Ottumwa is our softball team. Yes, we have organized a team and entered the city league. The members are Bob Anderson, Dean Miller, W. E. Fuhr, Donald Hensen, J. F. Lynch, H. Scully, James Epperson, D. D. Fisher, C. Miller, William Spinks, H. Vannoy, Bob Hopkins and William Briner. If I have omitted anyone, I hereby make an apology. Our

uniforms consist of black jerseys, black caps and khaki pants. Of course, the jerseys and caps carry the Milwaukee Road emblem.

The B&B department is renewing the overhead highway bridge on highway 63, north of Ottumwa. Bridge Foreman Meyers and Building Foreman Farley and their respective crews are doing the work.

Frank Corr, traveling engineer, attended Diesel school at La Grange, Ill., recently.

J. E. Quick, retired switchman of west yards, Ottumwa, died at Veterans Hospital, Des Moines, on April 27. Mr. Quick had 30 years' service with the Road and retired on April 3, 1947.

Switchman J. J. Crawford is on a leave of absence on account of illness.

Agent H. F. Owen, Excelsior Springs, has been off on account of illness for some time, but is improving. F. B. Sutton is relieving on his post.

Mell W. Pumphrey, retired section foreman, died on May 5. He retired on May 26, 1937, and was 71 years old at the time of his death.

G. H. Parker, retired conductor, died at Colorado Springs on March 17. He had been with the Road for 47 years and retired on March 30, 1937.

Ed Funk, B&B carpenter, has been off for several months on account of illness.

Engineer Ross Caster has been off on account of illness since Jan. 25. He expects to return soon.

J. Pogue, operator at West Yard, is back on the job after being off since Feb. 15.

Glen Martin, agent at North English, is back on the job after an absence on account of illness.

W. E. Fuhr, engineering department, is still searching diligently for a house. J. D. Duncan, who is going to be our second trick operator in the dispatcher's office, has arrived in Ottumwa and is looking for a place to live.

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CHICAGO

1948

This year marks
the 100th birthday
of Wisconsin
and the 95th
birthday of
Wisconsin's
largest bank



FIRST WISCONSIN NATIONAL BANK

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Established 1853

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Getting set to collect that prize money in the Herald-American Women's Bowling Classic which was held in Chicago on Feb. 8, Ruth Walsh, center, makes an over-the-shoulder survey, assisted by Angela Nixon, secretary of the Milwaukee Road Women's league. Seven hundred and fifty teams competed. The girls are members of the Hiawathas and are employed at Fullerton Avenue.

H & D DIVISION

West H & D

Lloyd C. Gilbert, Division Editor

It's "Commissioner Kane", since the people of Aberdeen elected a "rail" to one of the more responsible positions of city government. We know Bill will do a good job.

Electrician Carl Borgh announced the arrival of a new son, John Nottingham, on April 13, weighing in at nine pounds, six ounces.

At Glenham, Agent Freddie Mosser is emergency radio coordinator for Waltham County and assessor for the town of Glenham.

Reports are that Roadmaster J. B. Johnson is on the mend, though still taking most of his orders from the doctor.

Instrumentman Art Davies underwent an appendectomy on May 16.

Carpenter Joe Chambers was married on April 12, his bride being Mary Woby of Grinsby, Lincolnshire, England. Chief Carpenter C. E. Blake said, "The railroad comes first", and sent Joe out of town for three weeks on spring bridge inspection.

We regret to report the death of A. D. Lortscher, agent at Mellette for the past 28 years, who passed away suddenly on May 5. He is survived by his widow, a daughter and a son.

At Java, Colonel Weatherly is breaking in two new lieutenants as "bug handlers".

A. O. Burgess and his system concrete gang recently handled some improvements at

Aberdeen roundhouse. Foreman W. A. Radaugh and his men rolled out the welcome mat for the gang.

Clifford Awe is the new foreman on section 42 at Summit. He was formerly at Christine, N. D.

DF&PA George Neu bought a home and is finally getting his family to Aberdeen from the west coast, after a long separation.



W. J. Kane

East H & D

Martha Moehring, Correspondent

John Matzoll, who has been the agent at Lakeville for the past 25 years, has resigned. The position is being filled temporarily by Herbert Goede.

Engineers Chester Charter and Pat Hanson are recuperating nicely after their recent operations and Conductor Tim Warner has returned home after being hospitalized for an ear infection.

After serving as foreman of the B&B crew since 1913, Marius Broten has retired, but not really. He's been busy ever since doing carpentry jobs around town. Marius came to this country from Norway on Dec. 15, 1905, and worked at the Montevideo roundhouse for two years. Then, in 1907, he joined the B&B crew and six years later became the foreman. So steadily has he worked that he has never missed a pay day. When he was a young chap in Norway he worked for a coal yard and so met Hanna Anderson, the comely hired girl in the home of his employer. Marius soon found out that she made very good coffee and she is still making coffee for him!



Marius Broten

Pete Kamla, roundhouse foreman, is taking it easy for about a month because the doctor told him to. It's the hardest thing that Pete has ever been told to do.

Clayton Severson, cashier at the freight house, enjoyed a visit with his sister in New York recently. Mrs. Ina Eid of Fargo took over while he was gone.

E. J. Ruehmer, retired dispatcher, hasn't been so well and when it became time to rake the yard and trim the trees at his lovely country home where he and his wife live, it posed a problem. Assistant Superintendent J. W. Wolf heard about it and rounded up 27 of the employes around the Montevideo yard office. One night they armed themselves with shovels, wheelbarrows and garden tools and drove out there after five o'clock. In a couple of hours the place looked like a park and E. J. and Meta were mighty happy people. Hot dog sandwiches and coffee were served to the perspiring "boy scouts".

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Brakeman Johnny Robinson, son of Conductor Sam Robinson, and Teresa Kuhne were married recently in Great Falls. The young couple spent their honeymoon motoring to the coast. They will make their home at the Hemingway Apartments in Great Falls.

Mr. and Mrs. Clarence E. Wolter have purchased a home at 1019 West Water Street. Mrs. Wolter is secretary to the assistant superintendent here.

Martin Speers has taken over the section foreman's job at Heath.

Engineer Henie O'Donnell, former resident, visited here recently. Mr. and Mrs. O'Donnell now live at Three Forks where Henie is engineer on the Hiawatha.

The family doctor had brought the boy into the world and had followed his career with great interest. The boy grew up, went to medical school and was graduated. When he was ready to hang his shingle he announced to the old physician that he was going to be a specialist—a nose specialist. He explained that the ear and mouth were too large a subject to be covered by one man.

The aged general practitioner seemed to be awed by the young man's learning. He nodded his head. Then he asked:

"Which nostril are you specializing in?"

June, 1948

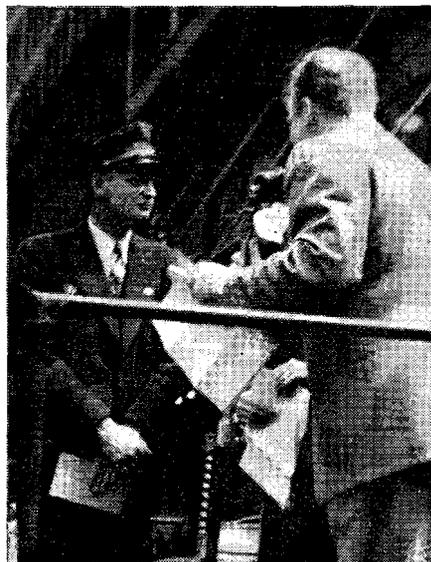
Take a BOW

A Pattern for Escorts

ESCORT service for an elderly traveler, arranged as a time saving courtesy by H. J. Bryntesen, passenger agent in the Chicago Union Station, brings a thank you letter from J. E. Prior, Chicago businessman.

"On a recent week end I found it necessary to call on your passenger department," he writes, "to meet and assist an elderly lady. She was traveling alone and had to wait in the Union Station for several hours between trains. It was a difficult assignment, because I could give only a meager description of the lady, and the time of her arrival was uncertain.

"I want to express my appreciation and to thank you for the efficient manner in which the matter was handled. It is as pleasant as it is unusual these days, to meet in public service a man as helpful and courteous as H. J. Bryntesen, your depot passenger agent."



H. J. Bryntesen (left) on another occasion when his courtesy was given recognition. He is shown just after receiving a government savings bond from Radio Announcer Tommy Bartlett at a recent Courtesy Week observance on Chicago's State Street. He had been selected by the Chicago Junior Chamber of Commerce as an individual whose courteous treatment of the public was outstanding.

— IT'S A HIAWATHA YEAR —

Olympian Diner Rates with Connoisseurs

A FRIENDLY letter from Richard G. Lippmann, president of the Can-Tainer Corporation at Seattle, Wash., shows

that among men who know foods the Olympian Hiawatha diner rates highly, and that E. J. Gallagher, steward on the Hiawatha, ranks as a top flight host. Mr. Lippmann's opinion is based on the service he received recently when he rode the Olympian Hiawatha from the Northwest to Chicago with a party of suppliers and packers of frozen foods.

"My letter," he states, "is intended to express appreciation on behalf of myself, as well as our company, for the beautiful treatment we received all the way across the country. The meals were excellent, the service was fine. Mr. Gallagher was pleasant and entertaining and went out of his way to give us the very best in service. We hope that at some time we may repay the courtesies."



E. J. Gallagher

Robert K. Hurlbut

Hurlbut Gives Star Performance

TALK about service, when you deal with Bob K. Hurlbut, district passenger agent at Madison, Wis., you are getting the best there is. At least, that is the opinion of 95 members of the Knights of Columbus, Madison Council, who recently made a round trip over the Milwaukee Road in connection with the K. of C. state bowling tournament at La Crosse. As the member who arranged their transportation, L. Matthew Larson writes:

"Our party was mighty well pleased with the courtesies extended by your railroad. We found Mr. Hurlbut most cooperative and we think he did an outstanding job on the arrangements furnished for us on the trip. We sincerely appreciate the time he spent on providing for our well being and on seeing to it that we had a pleasant time on the train."



The nifty decorations on this parade drum are the work of Eileen Hayes, daughter of Car Inspector John Hayes of Bensenville yard. Eileen, who is a commercial artist, formerly attended Tioga Public School.



W. A. Murphy, general southwestern agent at Kansas City, making a guest appearance on local radio station KCKN for a recent news broadcast. Left to right, Eric Tainter, KCKN news editor; Mr. Murphy and George K. Reeder, southwestern representative of the port of Houston, Tex. The program, called "The Train of Tomorrow," showed what the railroads that serve Kansas City have contributed to its progress.



Another friend calls to congratulate John "Jack" Waldman, Sr., stationary storekeeper at Milwaukee Shops, who checked off a birthday on May 1. Fellow employes at the shops surprised him with the cake and cigars. Jack started with the Road in 1904 and has been storekeeper since the early twenties.

Patricia Miller, 1948 queen of the Milwaukee Road Ski Bowl at Hyak, Wash., posed with her attendants, all Seattle High school girls who won trophies at the ski school conducted by the Road and the Seattle Times at Hyak during the past winter. Front, left to right, Claire Lytell, Wilma Turner, Queen Patricia and Elaine Halle. Back row, left to right: June Anderson, Carolyn Carson, Sue McKay, Patricia Walsh, Maribeth Balthaser and Barbara West.



Mary Kay Bruns, glamour girl of the month, demonstrates the effectiveness of pigtails for a four-year-old. She is the daughter of W. O. Bruns, agent at South Wayne, Wis.



A family bowling social, showing part of the crowd that had a good time in the North Avenue Service Club rooms at Milwaukee after the Chicago-Milwaukee annual inter-city bowling match on April 11. Seventy-six bowlers—38 from each city—were entered in the tournament, which Chicago won by a small margin. Al Gerke (freight auditor's office), secretary of the Chicago league, and George Jung (locomotive shops office), secretary of the Milwaukee bowlers, headed the committee that arranged the match.

This kind of magic is easy!



NOTHING in your hands! Nothing up your sleeves! But look . . .

. . . out of your *present income* grows a wonderful future. There's a home in the country, college for your children, travel and fun for the whole family, even a comfortable retirement income for yourself.

And this is no trick, no illusion. *It really can happen!* It is happening right now for millions of wise Americans who are buying U. S. Savings Bonds *automatically* on the Payroll Savings Plan.

Here's how the magic works. All you do is sign up for the Payroll Plan. Then regularly, automatically, part of everything you earn is used to purchase Savings Bonds.

And magically, week after week, these *automatic savings* pile up the money *you'll need* to pay for the future *you want!*

Don't forget that every dollar you put into Savings Bonds is a "money-making dollar"—

that \$75 Bond you buy today will be worth \$100 in just 10 years. And these Bonds play a big part in helping keep our country financially sound and strong, too.

They're always available at any bank or post office. But the surest way—the easiest way—to build financial security for your future is to buy them *automatically* on the Payroll Plan.

If you're not on a payroll, and have a checking account, you can still enjoy the magic of automatic saving with the Bond-A-Month Plan. Ask about it at your bank.

AUTOMATIC SAVING IS SURE SAVING — U.S. SAVINGS BONDS

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June, 1943

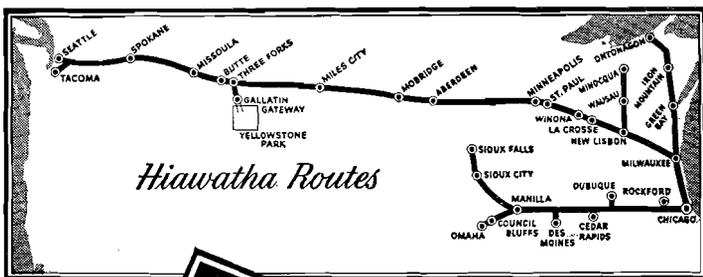


55



An idealized view of the Railroad Fair to be held on Chicago's lakefront, July 20-Sept. 7.

New Hiawatha to star at CHICAGO RAILROAD FAIR



This summer millions will attend a brilliant exposition of railroad progress. An entirely new Afternoon Twin Cities HIAWATHA will add luster to this history-making Centennial.

We invite you to inspect examples of Milwaukee Road car building. A fine specimen that will be on display is the car pictured here. Its distinctive Skytop Lounge is an observation room designed for more enjoyable sight-seeing. These Skytop Lounges are on the AM and PM Twin Cities HIAWATHAS, and cars of similar type will be on the Olympian HIAWATHA.

With 153 new cars being delivered, The Milwaukee Road will amplify its Hiawatha services. Soon the Hiawatha fleet will be operating nine thousand miles a day. H. M. Larson, Assistant General Passenger Agent, 525 Rand Tower, Minneapolis 2, Minn. Phone Main 7804.

THE MILWAUKEE ROAD

The Milwaukee Magazine