



THE  
MILWAUKIE  
MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

"Suitcase Season"...page 4



## MIRACLE DRUGS CANNOT CURE THIS SICKNESS

We only wish there were a miraculous drug to stop a man from worrying.

Hundreds of thousands would buy it, because constant worry over money literally makes sufferers sick!

It's a sickness, however, that miracle drugs cannot cure.

Yet . . . something 'way short of a miracle can!

That's saving! Saving money . . . the surest, wisest way. With U. S. Savings Bonds.

All you do—if you're on payroll—is join your company's Payroll Savings Plan.

Or, if you're in business or a profession, enroll in the Bond-A-Month Plan at your local bank.

You'll be pleased to see those savings grow. Ten years from now, when your Bonds reach maturity, you'll get back \$40 for every \$30 you invested!

Is it peace of mind you want?

*Start buying Bonds today!*

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



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## THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

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## LAND GRANTS BROUGHT A HIGH PRICE

STATEMENTS regarding subsidies which are being granted to the railroads' air and highway competitors are often countered with the argument that the railroads were subsidized by land grants.

As far as the Milwaukee Road is concerned, the total amount of land received by it and its predecessor companies under land grants amounted to 833,879 acres. All these lands were located on its eastern lines in Iowa and Minnesota. It had no grants for its extension to Puget Sound.

The estimated value of the land at the time it was granted was less than \$1.00 per acre. But reduced rates on government mail, freight and passenger traffic, up to the time of repeal of land grant rates on Oct. 1, 1946, have cost the Milwaukee Road \$49,741,626, or almost \$60 an acre!

The total land granted to all the railroads was about 131 million acres. The estimated value of these grants at the time they were made was \$123 million.

However, the total estimated saving to the government in land grant rates from the time of the first grants to Sept. 30, 1946, was \$1,250,000,000.

The proportionately higher cost per acre paid by the Milwaukee Road (in reduced rates) is explained largely by these two facts: This railroad was not only obliged to publish land grant rates for certain of its lines on which grants had been made, but also, in order to secure its share of the business, found it necessary to carry traffic at rates equal to land grant rates on its lines which paralleled land grant roads.

## DO WE MAKE SENSE?

THIS IS a short editorial, and we think there's a guaranteed laugh in it, but we're publishing it mainly because we wonder whether we're ever guilty of failing to tell our readers what we want to tell them—in language that makes sense.

A story is told about a foreign-born plumber in New York who wrote to the National Bureau of Standards that he found hydrochloric acid did a good job of cleaning out clogged drains. The bureau replied this way: "The efficacy of hydrochloric acid is indisputable but the chlorine residue is incompatible with metallic permanence."

At this the plumber scratched his head. He wrote a little note and said, "I am glad you agree." The Bureau was worried about that and wrote him again. "We cannot assume responsibility for the production of toxic and noxious residues with hydrochloric acid and suggest you use an alternate procedure." The plumber was tickled to death. He thanked them again.

This time the bureau wrote, "Don't use hydrochloric acid. It eats the hell out of pipes!"

Every issue of the Magazine is a challenge that we try to meet by telling Milwaukee Road people as much about their railroad as the pages will hold. If we're ever guilty of talking to our readers in terms that aren't understandable, we'd get our sights set right in a hurry if the folks who read us would tell us what's wrong with what we've said.

A chemist's son saw his dad look displeased with a piece of meat served him one day and asked, "Whatsa matter with it, Pop?", and Pop replied, "It's undergoing a process of decomposition in the formation of a new chemical." If Dad had said, "It's rotten," it would have simplified the explanation.

If we're ever guilty of failing to get our idea across to our readers, we wish they'd lash back at us and tell us so.





**C**OME the suitcase season, along about this time of year, and the old railroad seems to undergo a change—at least in the minds of the people who work for it.

During the fall, winter and early spring, the Milwaukee Road is more or less like any other company. It provides jobs for men and women. Of course, the going gets a little rugged at times, with weather to fight, traffic to get and equipment to build, maintain and keep rolling.

But when the weather warms up and people begin dusting off their luggage in anticipation of vacation time; when the sun reaches into the valleys of the Bitter Roots and the Cascades, kissing the snow-capped peaks and spreading its brilliance across the wonderland of the great

Northwest, then the Milwaukee Road becomes something other than its winter self.

Now it seems to be, as in fact it is, part and parcel of the wonderful, beautiful and far away places reached daily by its luxury trains.

During this season every employe has reason to feel a thrill of pride, and perhaps do some anticipating of his own family's vacation, as he sees the happy passengers board the trains for the many vacation spots which beckon to all of us when summer rolls around.

The Milwaukee Road expects a big travel season this year, particularly to the scenic Pacific Northwest; in fact, indications point to a record breaking movement of vacationists in that direction. And, as the pic-

tures on these pages indicate, all of them will undoubtedly want to do as thousands of others do—go back again and again.

Hotel and resort accommodations are more plentiful and travel facilities themselves have been vastly improved since the war, according to Harry Sengstacken, passenger traffic manager.

Vacation money spent in the Northwest this year probably will exceed the 1947 record of \$2,000,000,000, he predicted.

Yellowstone Park and the Road's beautiful Gallatin Gateway Inn, which opens June 19, promise to be popular, as usual. Those who hanker to get aboard a horse can just about write their own ticket as to the type of ranch they prefer. Farther west,



Majestic Mount Rainier mirrored in Reflection Pool.

### The Cover

The picture on the cover of this issue tells a story, for the luggage piled on the threshold of the Milwaukee Road's Gallatin Gateway Inn belongs to people on the threshold of a wonderful time.

The Inn, Milwaukee Road gateway to Yellowstone Park, opens June 19 (one day before the park opens), offering the vacationist everything he could want, from complete rest to a vigorous vacation in the Park or on the pack trail. The scene shown was taken across the front terrace of the Inn, looking southeasterly toward the beautiful Bridger Mountains.

the Spokane area offers vacation attractions so varied that they will satisfy anyone's whims. Still farther west is the recreation area around Seattle and Tacoma, and beyond this area, across Puget Sound, lies the mountainous Olympic Peninsula, with a mystic, remote charm which makes it one of the country's most extraordinary and enjoyable vacationlands.

The Milwaukee Road is a wonderful railroad, especially along about suitcase season.



A sunset scene where the Olympic Peninsula drops into the Pacific is tonic for the spirit. Here a busy mountain stream finds rest in the sea.



Scores of salmon boats like these operate from the mouth of the Quillayute River at the Indian town of LaPush on the Olympic Peninsula.



A familiar Montana scene, especially with dudes on the premises, needing sound horse flesh for tomorrow's pack trip. A cowhand picks 'em out.



Hemlock and fir in the tidewater mill pond, waiting for the cutting knives of a veneer plant. This is a major industry of Hoquiam and Aberdeen, Wash.

## New Milwaukee Road Post Cards Picture Attractions Along the Line

The cards pictured here are taken from beautiful full-color originals which are currently being made available to patrons on trains and at ticket offices.

*Legend:* "Grand Canyon of the Yellowstone and Lower Falls viewed from Artist Point. Travelers to Yellowstone on the Milwaukee Road enter the Park via scenic Gallatin Gateway."

*Legend:* "Grand Coulee Dam, Washington, the world's largest man-made structure. Grand Coulee Dam impounds the Columbia River 92 miles west of Spokane, reached by the Olympian Hiawatha and the Columbian."

*Legend:* "Twin Cities Hiawathas follow the Mississippi River beside Lake Pepin and beneath the beautiful palisades. Morning and afternoon service on these Speedliners, Chicago-LaCrosse-Twin Cities."

*Legend:* "Olympian Hiawatha. Powered by a giant Diesel and pictured here beside the Mississippi, the Olympian Hiawatha spans the continent, Chicago to the Pacific north coast."

## AS A MATTER OF *Fact*

◇ ◇ THERE ARE more than 40,000 railroad stations to and from which U. S. mail is handled. More than 8,000 mail-carrying trains complete their scheduled trips every day.

◇ ◇ THE AIR LINES, during 1948, carried only about 5 per cent of all inter-city first class mail. The railroads handled almost 95 per cent. But did the railroads receive 19 times as much pay for the work they did? No . . . they received \$15 million less than the airlines did for handling mail.

◇ ◇ A MILWAUKEE ROAD advertisement, headed "New Outfits for the Hiawathas", was recently selected for inclusion in a forthcoming book entitled "Best National Advertising of the Year".

◇ ◇ ADMISSION to the 1949 edition of the Chicago Railroad Fair will be 25 cents. The "Wheels a-Rolling" show at the Fair will cost 60 cents for general admission and \$1.20 for reserved seats in the grandstand. The Fair opens on June 25. One of the Milwaukee Road's big bi-polar gearless electric locomotives will have an important part in the "Wheels a-Rolling" pageant.

◇ ◇ THE PRESIDENT Harry S. Truman Bridge, which carries the Milwaukee Road over the Missouri River near Kansas City, Mo., was recently judged the "most beautiful bridge of the moveable class opened to traffic in 1945", by the American Institute of Steel Construction. The Milwaukee Road and the Rock Island Lines own it jointly. Trucks and buses manage to get across rivers without building their own bridges.

◇ ◇ THE NEWS is full of stories about the destruction of public highways by commercial for hire inter-city trucks. All taxpayers who support the highways for these private operators have a stake in what's going on, but railroads and railroaders are most critically affected. THEIR JOBS ARE BEING DESTROYED, TOO!

◇ ◇ AVERAGE REVENUE for hauling a ton of freight one mile has been less than 1 cent ever since 1932. The new rates authorized by the Interstate Commerce Commission will raise the average to about 1.1 cents, or about the same as in the 1920's. Practically everything except railroad and utility rates is much higher now than then. —Council Bluffs, Ia., Nonpareil

◇ ◇ The number of cross ties in use on the Milwaukee Road totaled 41,925,617 in 1948, including the 1,383,068 installed that year—and which, incidentally, cost an average of \$2.43 each. On the average, 102 ties per mile were renewed. Approximately half the ties purchased by the Milwaukee Road are softwood, mostly from the State of Washington. The balance are hardwood from the forests along Milwaukee Road lines in Iowa, Wisconsin, Illinois, Michigan, Minnesota and Indiana.

### *Facts*

**NO AMERICAN  
SHOULD EVER FORGET**

### TO EARN \$10

The worker under the  
U. S. Profit and Loss  
System works

**8 Hours**  
(National Average)

The worker under the  
British Socialistic Sys-  
tem works

**19 Hours**  
(National Average)

The worker under the  
Russian Communistic  
System works

**81 Hours**  
(National Average)



## Install New Telephone System In Chicago General Offices

A BRAND new telephone system, officially known as the semi-mechanical private branch exchange switchboard, was "cut over" and put into service on June 3 in the general offices located in the Chicago Union Station. In order to avoid as much confusion as possible, 5:30 p.m. was set as the zero hour, when a workman with oversize shears severed a maze of wires, simultaneously connecting the new switchboard and disconnecting the old one which has been in service approximately 20 years.

The following morning found telephonedialers dialing their way to each other instead of asking the operator for extension numbers.

It was almost a year ago when R. E. Ackley, special contract supervisor, and R. D. Marsh, communications engineer, both of the Illinois Bell Telephone Company, met with L. B. Porter, superintendent telegraph and signals, E. J. Muckerheide, telephone-telegraph engineer, and R. C. Blakeslee, telephone and telegraph inspector, and started the wheels of progress turning. Since

then, Bell workmen have constantly been seen around the Union Depot looking at telephones, asking questions, installing new instruments and new dial numbers.

Most of the activity has taken place in the telephone switchboard room on the eighth floor of the Union

In this room, adjoining that in which the switchboard stands, practically all of the automatic operation of the new system takes place. Scrutinizing part of the maze of line finders, selectors and connectors are, left to right: W. D. McGuire, telegraph office supervisor; R. E. Ackley, special contract supervisor for the Illinois Bell Telephone Company; and E. J. Muckerheide, Milwaukee Road telegraph and telephone engineer, from Milwaukee.



Snip, snip, and the new system is in operation. R. D. Marsh, Telephone Company communications engineer; Jack Cline, PBX installer; and Lincoln Sellon, Milwaukee Road signal draftsman from Milwaukee, and author of the accompanying article (left to right), rehearse the operation which, at 5:30 p.m. on June 3, would simultaneously disconnect the old telephone system in the Chicago Union Station offices and connect the new. The device to which the wires are rigged is called an intermediate distributing frame. Into it are run wires from both the old and new switchboards, enabling a man with shears to make the changeover in a matter of seconds by severing the bundles of old wires.

Station, where alterations to the walls had to be made in order to provide a room for the selector and power equipment which is the nerve and brain center of the new system. The operating room is located adjacent to the selector room where the new switchboard has been installed.

With this new system, offices located in the Union Station and Jefferson Street freight house area and served by the new switchboard will obtain more efficient and rapid service. Intercommunicating calls—that

is, calls being made between offices connected to the mechanical equipment—can be completed by dialing without the aid of an operator at any time. If the person being called is busy using his 'phone, the calling party immediately receives a busy signal. If not busy, the called telephone mechanically receives an intermittent ring until it is answered or the calling party hangs up.

Any user connected to the dial system will be able to complete a city call without the aid of an operator merely by dialing "9."

Other Milwaukee Road switchboards located at the Galewood freight house, Fullerton Avenue office building, and Western Avenue area will be reached directly over the lines by dialing "6," "7," and "8" respectively.

Another feature which is being added is the supervision on long

which is not busy is obtained.

Another feature is a conference jack which will enable six different parties to be connected together, making it possible for all to receive the same information or to talk together.

### New Directory Distributed

Coinciding with the cut over of the switchboard, a 74-page directory listing the new dial numbers was distributed. In addition to instructions for placing all types of calls, the directory contains suggestions for making the new system easier and faster to use. These are some of the general instructions which are listed:

Think before you call and speak to the point; be sure of the number; answer all calls promptly; identify yourself—give your name and de-



The "hello girls" give the old switchboard a final workout before it is discarded in favor of the new board, which stands behind them. Shown, foreground to background, are Lillian Peterson, Agnes Buttes, Anne Collins, Margaret Metcalf, Myra Wickstrand and Grace Manning. Standing is Audell Anderson, acting chief operator during the absence of Chief Operator Alice L. Brown.

lines. This will provide the long line operator with indicator lights showing her that a conversation on a line has been terminated. With the old switchboard, it was necessary constantly to monitor the lines to determine if they were in use. Now, with the new supervisory equipment, better and more efficient use will be made of the long line circuits and better service can be provided by the operator.

The Hunt feature has been added on many lines to various offices where an individual can be reached on more than one line. In the event that the lowest number is busy, the next highest number is selected automatically until one of the numbers

department; speak clearly and distinctly; don't keep someone waiting on the phone—if necessary to look up information, get the party's number and call back; remain at your phone until connected—the person you're calling doesn't want to waste time holding the line until you are ready. If it's necessary to transfer a call, move the receiver hook up and down slowly three times, then pause. If you flash too fast the operator may not get the signal and flashing too slowly may cause a cutoff.

The directory points out that the telephone lines must handle heavy traffic and a familiarity with these rules will promote better and more efficient service.

## Appointments

### Office of President

At a meeting of the board of directors on May 10, J. W. Severs was elected vice president—finance and accounting.

R. S. Stephenson was elected comptroller. His former position of assistant comptroller is abolished.

### Finance and Accounting Department

Effective May 10, 1949:

W. Kruckstein is appointed general auditor. His former position of assistant comptroller is abolished.

### Police Department

Effective June 1, 1949:

H. M. Richmond is appointed captain of police at Butte, Mont., vice N. T. Rider, who is retiring after many years of faithful service.

H. H. Lucas is appointed lieutenant of police at Harlowton, Mont.

### Passenger Traffic Department

Effective May 16, 1949:

W. E. Lutz is appointed district passenger agent, Philadelphia, Pa. The position of city passenger agent, Philadelphia, is abolished.

### Benefits to Rail Workers Pass Two Billion

BENEFIT payments to railroad employees and their families under the Railroad Retirement and Railroad Unemployment Insurance Acts passed the \$2,000,000,000 mark in May, according to the Railroad Retirement Board. May also marked the end of the thirteenth year in which railroad retirement and survivor benefits have been paid.

Over the 13-year period, retired employes received the lion's share of the total payments, \$1,627,000,000, while survivors drew \$148,000,000.

Railroad employes received \$185,000,000 in unemployment benefits since such benefits first became payable in July, 1939, and \$54,000,000 in sickness benefits since July 1, 1947.

The current fiscal year, which ends June 30, will be a record year in the life of the railroad insurance system, with 870,000 individuals drawing \$360,000,000 in benefits.

Michael Sol Collection



This spot, the familiar entrance to the big Railroad Fair, promises to be one of the busiest places in the country from June 25 until October 2.

## It's Fair Time Again

**T**HE railroad industry, justly proud of its 1948 Railroad Fair which drew more than 2,500,000 visitors, will have cause for even greater pride this year in the spectacular 50-acre exposition now receiving final touches in preparation for its June 25th reopening on Chicago's lakefront.

The best of the early features have been retained in revised and improved form and have added many new attractions to afford hours of additional entertainment and education to fairgoers this summer.

The popular pageant, "Wheels a-Rolling", has been revised to tell a more colorful story of the history of American transportation over nearly 300 years. Included in the

cast of characters will be one of the Milwaukee Road's tremendous bi-polar gearless electric locomotives such as are used in the Cascade Mountains of Washington. For its dramatic appearance four times daily, on the huge lakefront stage a special part has been written into the narrative accompanying the pantomime production.

A thrilling circus parade of the "Buffalo Bill" Cody days has replaced last year's "Gay Nineties" scene in the pageant and will herald the "Turn of the Century" with an ear-piercing calliope, authentic circus wagons, clowns, dancers, and other entertainers led by the time honored ring master astride his white horse.

Major Lenox R. Lohr, Fair president, has announced that many more historic vehicles also will be seen in the pageant this year, including the famous Nova Scotia Coach, said to be the oldest piece of rail passenger equipment on the North American continent. The quaint old coach, provided by the Baltimore & Ohio Railroad, was built in London 111 years ago.

Brought to America on the same ship which carried the new governor general of Canada, who married upon his arrival, the coach was used to convey him and his bride to their home 25 miles away. In keeping with its history as the "Bridal Coach," it is painted a snowy white. According to tradition, the maiden

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who is able to sit in it for 10 minutes in silence will be wed within a year.

The coach will be drawn in the pageant by the American-built locomotive "John Hancock," constructed in 1836 in the B&O's shops in Baltimore, oldest locomotive works in the United States.

Another historic relic added to the pageant is the Pennsylvania's locomotive, "Pioneer," 96-year-old veteran of the Civil War. Built in 1851 in Boston, the engine was burned by Confederate troops in October, 1862, but later was repaired and continued in service until retired in 1890.

The pageant grandstand has been enlarged by the addition of 1,000 more seats this year and will hold 6,000 spectators during each of the four daily performances.

Biggest new feature at the Fair will be "Gold Gulch," a rip-roaring frontier town of early gold rush days reborn at the terminus of the narrow gauge railroad system which runs the length of the grounds.

From its plank sidewalks and action-packed streets to its "gambling den" and gold mine, the town will contain everything associated with a mining town of the middle 19th century. There will be an assay office, oldtime bank, hitching posts, barber shop, printing office for the town's newspaper, courthouse, jail and leather emporium.

Another new exhibit, which involved moving a "mountain" to Chicago, is a replica of the famed

Most people enjoy being part of a crowd, as this picture taken during the Fair last summer indicates, but those who don't will be pleased to find that this year facilities have been improved and expanded for their convenience.



The Milwaukee Road bi-polar gearless electric locomotive which will perform in the "Wheels a-Rolling" pageant, sports a new coat of make-up.

Moffat Tunnel which pierces the Continental Divide west of Denver. The Denver & Rio Grande Western Railroad hauled in tons of the same red rock blasted from the Rocky Mountains to erect the tunnel which will house two theaters. One of the theaters will show motion pictures of the railroad's role in aiding the growth of the West while the other will have exhibits depicting the development of the country it serves.

The Denver & Rio Grande Railroad also is providing a second narrow gauge train to supplement the popular "Deadwood Central" which

carried nearly 1,000,000 passengers in its quaint open-air coaches last year.

Oldtime transportation enthusiasts also may ride this year in a San Francisco cable car of the 1880's, complete with gong, gripman, and conductor. Sponsored by the Western Pacific Railroad, the little cable car system is a reproduction of the end of the track and turntable at Powell and Market streets in San Francisco.

Built with 600 feet of track on a slope of Lake Michigan, the cable car will give free rides to visitors. The railroad also has a motion picture theater which will show the film, "California's Golden Beginning," at no admission cost.

Another of the new free attractions is Vitarama Hall, sponsored by the Eastern Railroads to present visually the wonders that have made America great. This exhibit also will contain certain of last year's favorites, such as "Genial Joe," the nine-foot giant foam-rubber robot who welcomes visitors at the entrance.

The Illinois Central's old New Orleans exhibit will be back again this year, but will be remodeled with several new features of hospitality added. The railroad also will display and serve meals aboard the world's first all-electric dining car, the Cafe St. Louis, which will be parked next to the exhibit.

The Chicago and North Western Railway will feature the country made famous by Paul Bunyan legends and will have an animated giant replica of the fabled figure, two stories high, to tell many of the

Michael Sol Collection







The speakers' table and part of the throng of employees in the Marie Antoinette Room of the Davenport Hotel in Spokane.

## Fire Trophy Goes to Idaho Division

AT A banquet in the Marie Antoinette Room of Spokane's Davenport Hotel on the night of May 19, the Milwaukee Road Fire Prevention Trophy for 1948 was presented to Superintendent G. H. Hill before an audience of 400 employe-guests. It was an occasion made more significant by the fact that it was the third consecutive year that the division had won a mark of distinction. In both 1946 and 1947 it finished first in the safety contest among divisions.

Thanks to one of those mean and unpredictable twists of fate, however, L. J. Benson, assistant to president, had hardly more than made the presentation to Superintendent Hill when fire sirens screamed and engines dashed down Trent Avenue. Three blocks away smoke was drifting from the basement of the Milwaukee Road freight house!

Fortunately, nothing was dam-

aged but an extension cord, and at press time it was believed that even this could be salvaged and the damage limited to a matter of cents.

Meanwhile, unaware of the slight blaze, Mr. Hill, who had cautiously refrained from even lighting a cigar, went on to address the employes present:

"Neither I nor any other swivel chair occupant won this award," he said. "The men on my division did it, and I'm proud of them. It was made possible not only by the alertness of the supervisors in detecting and correcting fire hazards, but by all members of the rank and file as well, particularly the maintenance of way men who are continually out on the road and in direct and constant contact with railroad equipment."

The Idaho Division was accountable for only three of the 150 reportable fires which occurred on the

railroad in 1948 and the loss incurred was only \$86.

Superintendent Hill stated further that this year he is aiming at both the fire prevention and the safety trophies: "This means that we must maintain a constant vigil . . . to safeguard company property and equipment against loss by fire and also continue to put forth all the effort possible to eliminate injuries. I would like to see the Chicago "gang" back again next year, so let's all work together for that safety trophy."

The response to this suggestion was a wave of applause that bounced back from the far reaches of the balcony. No mistake about it, the Idaho Division employes were serving a fair warning that they meant to be around when the trophies are handed out in 1950.

A congratulatory message from President C. H. Buford, who was unable to attend and present the

trophy in person, was read by M. L. Bluhm, general solicitor, Chicago, who was master of ceremonies. The distinguished guests who were introduced included Mayor Arthur Meehan of Spokane; George Farnsworth, fire protection engineer of March & McLennan, Inc.; L. Don Williamson, superintendent of fire control, U. S. forestry department; William P. Payne, public safety commissioner of Spokane; M. J. Corrigan, fire commissioner of Chicago; Frank Ryan, assistant commissioner of Washington state unemployment compensation; and James T. Blamey, Spokane fire chief.

Milwaukee Road executives who were present at the speakers' table included, in addition to those already mentioned, Vice President L. H. Dugan, Seattle; F. L. King, mechanical superintendent, Milwaukee; L. K. Sorensen, general manager Lines West, Seattle; Secretary T. W. Burtress, Chicago; J. A. Deppe, superintendent car department, Milwaukee; and D. H. Phebus, general storekeeper, Milwaukee.

The speech by L. J. Benson which prefaced the presentation of the trophy held a commendation for Captain F. W. Brotchie and high praise for the 800 division employes. "It takes every man doing his part to prevent accidents and fires in any industry or community," Benson said. "Fire prevention on the railroad is a rough job. This exceptional performance by the employes of the Idaho Division is really unusual because chances of fire in the dry season are so much greater here."



When L. J. Benson, assistant to president, gave the Fire Prevention Trophy to Superintendent George H. Hill, the latter held it out where everyone could get a good look at it. Left to right: M. L. Bluhm, general solicitor, who served as toastmaster, Benson, Hill and L. H. Dugan, vice president.

## Whisker Fires Don't Count

EMPLOYEES of the I&SM Division will be pleased to learn that the fire which recently broke out in the beard of Clyde Seiler, cashier at Decorah, Ia., will not count against them in the 1949 Fire Prevention contest. Seiler, subject of the article entitled "Who's That Man, Mamma?" in the May issue of the Milwaukee Magazine, developed a remarkable face growth in connection with his city's 100th anniversary celebration, which was to be held on June 10 and 11. His fine beard attracted much attention, but he got a nice mention in the local press when he caught it on fire while lighting a cigarette. The blaze was extinguished before it could cause extensive damage. The fire hazard was due to come off June 12.

The greater fire hazards in the West have meant only an increase of vigilance on the Idaho Division and so far the prospect for bettering the 1948 record is very favorable. Although dry weather has prevailed in the region since January, up to the time of the banquet only one fire had marred the record, this on May 15 when a hot box spark set fire to the floor of a box car. In reporting the situation, Superintendent Hill charged Mr. Benson with sabotage; otherwise, how explain the souvenir matches? "We've got no use for fires around here," he said.

## Engineer's Holiday Spells Tragedy and Heroism

ENGINEER George Jensen of Minneapolis was hailed as a hero by fellow passengers on a streamlined train which met with an accident in a rugged Utah canyon on May 21.

The accident was fatal to Mrs. Jensen who succumbed to shock, and eight passengers, including Mr. Jensen, were injured but his heroic act was credited with preventing injury to at least 10 others.

The Jensens, who were en route to California for a vacation visit with their daughter, were riding in the rear car when the back wheels came off and it started careening along the track after the speeding locomotive. In the first terrific jolt Jensen suffered a broken leg but despite the pain of his injury and the jerking of the car he hobbled to the side and pulled the emergency cord which set the automatic brakes.

From his hospital bed later Jensen discounted the praises of the press: "I could have done it sooner if I had been more familiar with the car," he said. "On Milwaukee Road trains the safety cord is handier. I had to look around a bit to find this one."

Hard work by itself seldom causes fatigue which cannot be cured by a good sleep or rest.

CHARLIE McCHOO-CHOO



Michael Sol Collection

# The Perfect Shipping Game — Everyone Carries the Ball

**D**RIFTING back in the form of reports from employe groups, echoes of the "perfect shipping" campaign which engaged the attention of the country's railroads and shipping groups during April show that among Milwaukee Road people there is a general agreement with the maxim that "Perfect shipping is everyone's business." And what's more, that it's a business of teamwork in which everyone has a chance to carry the ball.

This opinion appeared to be universal among employes all along the system, but particularly among the 1,500 who attended the division claim prevention meetings which were conducted during the month and so had an opportunity to learn of the important part they play in the shipping program.

In reviewing the campaign, W. L. Ennis, assistant to vice president, stressed the fact that it reached out to everyone on the railroad. "Many of our employes have duties which do not touch directly on the handling of freight," he said, "and some of these may feel that they have little to do with loss prevention. The following situations may serve to illustrate that they are integral parts of that program:

"A locomotive fails because something was overlooked while it was undergoing inspection or repair in the roundhouse. The result—an important time freight is held up and there is a delay in delivering cars of perishables, livestock and kindred commodities to a connecting line. Consequently the shipments are late in arriving at destination and claims

are filed, based upon deterioration and market fluctuation.

"A signal maintainer working in the vicinity of cars that are in the process of being loaded or unloaded has an opportunity to observe the methods employed. He sees something that looks faulty and calls it to the attention of the local agent. The latter investigates and corrects the condition which, if it had continued, might very well have led to a damaged shipment. Or a traffic solicitor hundreds of miles away from the railroad making a routine call, gets the kickback from a shipper whose products arrive repeatedly in a damaged condition. The solicitor immediately passes this information along to the loss prevention department where steps are taken to bring the situation under control.

## Rail Brotherhoods Back Carriers In Reparations Case

**T**HE Railway Labor Executives Association, composed of 20 unions representing more than 1,000,000 railroad workers, voiced opposition early in May to the Department of Justice's multi-billion dollar reparation suits against the nation's railroads.

In aligning itself with the carriers, the association filed with the Interstate Commerce Commission a petition of intervention in support of the railroads. The reparation suits, through which the government seeks to collect between \$2 and \$3 billion from the carriers for not granting more favorable rates on military freight during the war, are pending before the Interstate Commerce Commission.

Railroad officials have stated that in no instance was the government charged more than rates paid by other shippers and that most government freight moved on substantially lower rates, which saved millions of dollars for the taxpayers.

The petition set forth that if the carriers are required to pay any substantial portion of the reparation claims, an increase in rates would be necessary, which in turn would cause a diversion of railroad business to competing forms of transportation. It was also observed that the rehabilitation programs of the railroads would be substantially re-

"Every employe of the railroad should feel this obligation to help. Those who are in a position to observe passing trains can do their part by reporting things which occasionally go wrong. A prompt report of a loose brake beam or other faulty rigging or, say, in the case of an open top car, getting word to the train and engine crews about protection that has failed, can prevent loss or serious accident.

"In other words, the whole program hinges on team work. If every member of our team cooperates, the result will be a drastic reduction in loss and damage claims."

A baker's dozen is so called because formerly fines were imposed for short weight, so bakers added an extra unit to be on the safe side.

tarded or delayed.

"The roadbed, track and equipment of the railroads suffered severe deterioration during the war years and in their present condition they could not cope with any national emergency similar to that experienced during the last war," the petition stated.

"If the railroad industry is required to use its available financial resources for payment of reparation claims, it would be impossible to carry out the rehabilitation program which is essential to national defense and which would be imperative in the event of another national emergency."

The Brotherhood of Locomotive Engineers, representing 80,000 engineers, previously filed a petition of intervention in behalf of the carriers with the Interstate Commerce Commission. The following statement was made in its petition:

"The expropriation of railroad funds for the payment of reparations awards would take money from the railroads that is needed for the employment of labor and the purchase of materials to restore and maintain the roadbed, track and equipment of the railroads to pre-war conditions, as well as for the purchase of modern and adequate equipment, and the improvement of service and efficiency in operation."

# Giving the Boys a Hand

by Grace Johnson

Correspondent, Muskego Yard

**W**HEN we mention the men within our ranks who take a real live interest in their work we can cite Engineer Robert "Bob" Dwyer of Milwaukee Terminals as a fine example. Bob has been doing a good job of railroading here since September, 1914, and recently took it upon himself to coach a group of fellow employes who were interested in obtaining a sound understanding of rules and operating practices.

For two months the group, which consisted of Firemen Arnold Caylor, Bert Cummings, Ed Korpel, George Schroeder, Max Preuss, and Bob's son William, met at the Dwyer home one night a week to discuss and study rules. As their interest was stimulated, they began to meet oftener and as the time for examinations approached they were meeting practically every night in the week. Bob's wife and daughter did their part by vacating the premises on meeting nights, leaving supplies of food for lunch.

As a result of the meetings, every man was promoted to engineer. In the machinery and air exams, which were conducted by Traveling Engineer Kubal, they passed with flying colors and they did exceptionally well in the operating rules test, according to Examiner C. S. Pack. A letter of commendation from company officials went to each one as a recognition of outstanding effort. In personal appreciation, the men presented their tutor with a 21-jewel Hamilton watch.

Bob Dwyer and his home study class portray the true Milwaukee Road spirit and what they have done can serve as an inspiration to others. What a fine thing it would be if each of us gave a new fellow a lift, helping him to understand our operating practices, the manner of performing the work safely, or any of a dozen things in which we can help. Such assistance stimulates an interest in doing the job the best and safest way possible.



Graduates of the home study class present a watch to Engineer Bob Dwyer, their tutor, in appreciation of his assistance. Left to right: Arnold Caylor, Bert Cummings, Ed Korpel, Mr. Dwyer, George Schroeder, Max Preuss and William Dwyer.

## Ads Tell Milwaukee Road Tax Story To Public and Employes

**P**RESIDENT C. H. Buford sent a letter on May 11 to all Milwaukee Road employes in Iowa, in which he discussed briefly the railroad's competitive situation and the mountainous costs it has to bear for facilities, maintenance and taxes, as compared with trucking lines and other forms of subsidized transportation. Enclosed with the letter was a proof copy of an advertisement entitled "We have a stake in this community," which was scheduled to appear in on-line weekly newspapers in Iowa the following week.

The ad pointed out that the Milwaukee Road had just paid the first half of its 1948 tax bill in Iowa which totaled \$999,060.77 for the year.

"This money," the ad stated, "is to help maintain schools, local government—even highways. It is money well spent, we know, for it is helping Iowa build toward a future even greater than her past. Unlike other types of transportation, we don't receive any subsidies from the taxes you and we pay. We build and maintain our own steel highways,

DO SOMETHING ABOUT IT  
by Hungerford



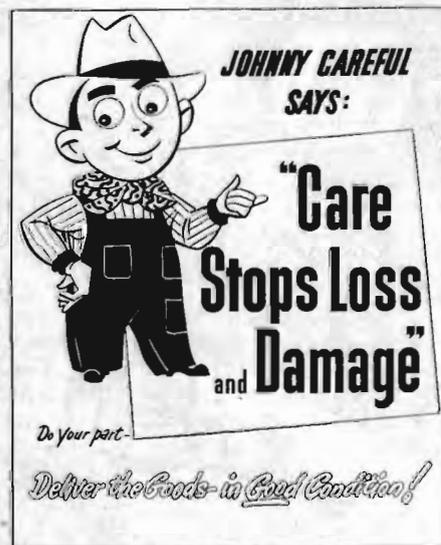
**N**O OTHER industry is called upon to meet such formidable subsidized competition as are the railroads. For years this competition, which consists of the commercial truck and bus lines, airlines and inland waterways, has been heavily subsidized by local, state and federal governments.

These subsidies take the form of fixed plants such as a vast network of magnificent highways, hundreds of expensive air terminals, with beacons and weather reporting services, and improved inland waterways costing millions of dollars, all of which have been built and are maintained at the taxpayers' expense. These three modes of transport thus find it unnecessary to make heavy capital investments to provide the basic facilities of their trade. They need only provide the vehicles used in the conduct of their businesses.

terminals and all our other facilities, without assistance from *anyone's* tax dollar."

Mr. Buford's letter said, in part: "We have been in partnership with the communities in Iowa for 90 years. During that time we have provided safe and dependable transportation. We have also contributed materially to the well-being of the Iowa communities in which we operate by the purchase of materials and supplies, and by payroll and tax payments. In return the communities have patronized our freight and passenger service and we have grown and progressed together. We want to continue this mutual effort in the future but to do so we should be able to compete on an equal basis with other transportation agencies."

The purpose of the letter and ad was to awaken the communities and all the people of the railroad to the importance of the Milwaukee Road as a partner in progress—a partner who pays his own way. Similar ads and letters will be sent to employes in the various states as taxes for those states are paid.



# Women's Club Ends District Meetings

MRS. George W. Loderhose, president general of the Milwaukee Road Women's Club, who has had the agreeable task of summarizing the club's past achievements for the silver anniversary observance this year, gave out an impressive statement to the 476 members who attended the district celebration in Chicago on Apr. 30. Coupled with the activities report presented by Miss Etta N. Lindskog, secretary general, the view back from the 25-year milestone was a pleasing one and a subject for congratulations among the club's more than 20,000 members.

The Chicago meeting, which was preceded by district celebrations at Minneapolis and Sioux City, was a one-day session at the La Salle Hotel. The roll call for the morning business meeting was answered by 18 members of the general governing board and the following chapter rep-

resentatives: Mrs. John Wienke, Beloit; Mrs. Ralph Vannella, Bensenville; Mrs. Willard Tuttle, Channing; Mrs. Lucian Bloch, Chicago Fullerton Avenue; Mrs. P. E. Buettell, Chicago Union Station; Mrs. Bernard Jones, Davenport; Mrs. Carl Shannon, Des Moines; Mrs. George Bloomer, Green Bay; Mrs. A. Ambrosia, Iron Mountain; Mrs. J. F. Stearns, Janesville; Mrs. W. B. Alexander, Kansas City; Mrs. John Hodgson, Madison; Mrs. E. C. Atchison, Marquette; Mrs. Frank Mattson, Merrill; Mrs. G. J. Kelly, Milwaukee; Mrs. A. G. Elder, Ottumwa; Mrs. Lulu Hamele, Portage; Mrs. W. B. Gage, Savanna; Mrs. R. J. Franzwa, Terre Haute; Mrs. F. J. Slomske, Wausau; Mrs. Reed McGinnis, West Clinton; and Mrs. John Stoker, Wisconsin Rapids.

The gala luncheon which was arranged by Mrs. Orrin P. Catlin,

first vice president general, featured entertainment by Miss Pauline Esdale, a whistler, and music by the Stanley Erickson Duo. Mrs. Grant Williams, first vice president general in 1924, and Miss Lindskog were both accorded a rising tribute by the assembly. Miss Lindskog was also presented with a gift in recognition of 25 years of service as secretary general and honored with a song written for the occasion by Mrs. W. Ray Dolan, recording secretary general.

The climax of the anniversary activities came at Seattle on May 12 with a district meeting in the Washington Athletic Club. Mrs. Loderhose and Miss Lindskog headed a Chicago delegation to the Coast affair. The chapters represented were Tacoma, Seattle, Spokane, Malden, Othello, St. Maries, Avery, Alberton, Deer Lodge, Butte, Harlowton and Lewistown. Mrs. R.

C. Sanders was general program chairman, assisted by Mesdames Clyde Medley, Barney Johnson and F. W. Watkins.

A morning business session conducted by Mrs. Loderhose was followed by a banquet luncheon for 115. On this occasion Miss Lindskog was again honored for her long and faithful service, Mrs. Roscoe W. Janes, president of Seattle Chapter, presenting her with a gift on behalf of



Members of the general governing board and some of the Chicago area chapter presidents who attended the silver anniversary celebration on Apr. 30. Seated, left to right: Mrs. C. T. Jackson, Mrs. J. L. Brown, Mrs. W. W. K. Sparrow, Mrs. C. H. Buford, Mrs. G. W. Loderhose, Mrs. H. A. Scandrett, Miss Etta N. Lindskog, Mrs. J. P. Kiley and Mrs. Frank Ross. Standing, left to right: Mrs. P. E. Buettell, Mrs. R. Vannella, Mrs. A. J. Lahey, Mrs. O. P. Catlin, Mrs. C. C. Steed, Mrs. W. R. Dolan, Mrs. R. E. Melquist and Mrs. E. W. Soergel.



the district chapters. After the luncheon the out-of-town guests made a tour of the city and outlying districts and later attended a tea at the Seattle club rooms.

A team of minstrels entertains club members during the Seattle luncheon.



The hostesses and some of the honored guests at the Seattle meeting in the Washington Athletic Club on May 12. Seated, left to right: Mrs. R. C. Schwichtenberg, president, Tacoma; Mrs. R. W. Janes, president, Seattle; Mrs. G. H. Hill, general director, Spokane; Mrs. R. C. Sanders, third vice president general, Seattle; Miss Etta N. Lindskog, secretary general; Mrs. G. W. Loderhose, president general; Mrs. O. P. Catlin, first vice president general; and Mrs. William

Barbour, Fullerton Avenue Chapter, the last four all of Chicago. Standing, left to right: Mrs. Dana Matthews, Lewistown; Mrs. B. J. Casey, president, St. Maries; Mrs. John Hillsdon, Spokane; Mrs. Thomas Welton, Harlowton; Mrs. H. O. Ullery; Mrs. C. E. Ade, president, Deer Lodge; Mrs. D. W. Payne, president, Malden; Mrs. Hary Brasch, president, Alberton; Mrs. E. H. Shook, president, Avery; and Mrs. J. N. Kelly, president, Othello.



Above: A ringside table at the Chicago district luncheon as a delegation of Fullerton Avenue members joins the Stanley Erickson Duo in a chorus of the specially composed "Riding Through the Cascades On a Hiawatha Train."



Right: The grand ballroom of the La Salle Hotel, Chicago, showing a part of the crowd that attended the luncheon. At the long tables are (first row) presidents of district chapters and (second row) general governing board and guests of honor.

Presenting  
**LAVERNE H. HINRICH**  
 Winner of  
 Honorable Mention  
 in Essay Contest

Now that all the shouting is over, the people who work with LaVerne H. Hinrich in the traffic department at Tacoma are saying "I told you so."

No, they'll tell you, they weren't surprised in the least when their fellow employe received honorable mention in the essay contest last fall. One desk mate summed it up this way: "To anyone who ever worked alongside LaVerne it was always apparent that he thoroughly enjoyed his work. He seems to be a very dynamo of energy—he bubbles with enthusiasm—and on top of that, his personality is such that every day adds to his list of friends."

That appraisal should serve as a fairly complete introduction to our honorable mention winner of the month, but there are a few statistics which will round out the picture. Like many "typical Westerners," Hinrich was born in the East—Gainesville, N. Y., to be specific, on Oct. 25, 1918—but he was transplanted at such an early age that he can be regarded as a native son. He was raised and educated in Tacoma and entered Milwaukee Road service there in October, 1945, having first finished a three year hitch in the Navy as a radio operator.

His first job was in the Tacoma freight office and shortly afterward he became roadmaster's clerk. Dur-



LaVerne H. Hinrich

ing the time he was on these jobs he attended night school, taking secretarial courses to further prepare himself for a business career. In June, 1948, he received a promotion as secretary to superintendent and a short time later he transferred to his present position in the traffic department.

While Hinrich's fellow employes will vouch for the sincerity of the statements in his essay, those who know him best think that the railroad has a rival for his attention in his young daughter. In fact, some suspect she is really number one on his list. He has two other indulgences—gardening and golf. The Milwaukee Magazine is not informed about his ability as a golfer, but it has heard that he is a whizz of a gardener.

Honorable Mention

*Why I Like to Work for the Milwaukee Road*

The Milwaukee Road means more to me than just the name of another railroad company. It means more than a place to work; it means more than a pay check every week. The Milwaukee Road means to me education, career advancement, sociability and security.

The letters C.M.St.P.&P. spell education in many ways. As the railroads are the backbone of American life and cover almost every field of employment, there is much to be learned. There is the opportunity to pick up information about other positions in my own department and in other departments. It encourages the desire to take added learning along the lines of railroad work, which courses can be picked up after hours and put into practice on the job. An opportunity to earn as you learn. Thus, by watching and exerting a certain amount of effort, an education can be had.

Once this education has been started and the yen to go as far as possible has been instilled in a person, the foundation of a worthwhile career as a railroad man has begun.

Putting together the education and visions of a career in the Milwaukee Road brings forth, almost automatically, the chances for advancement and once these opportunities have been grasped, chances for attaining higher goals as a railroad man become more than just a dream.

As all work and no play makes Jack a dull boy, the Milwaukee Road has provided many means of entertainment, not only for its employes but their families as well. Through the varied activities of Service Clubs and other railroad organizations, much good fellowship and recreation is available for all.

Now that I have settled down to the task of making my Milwaukee job a career, broadening my education and taking advantage of the opportunities which might present themselves, there could only be one more requisite to make a job complete and the Milwaukee has just this: Security for the years in life when youth has long been spent and life is to be enjoyed. The reward for years of toil are compensated by a retirement plan which makes old age comfortable and enjoyable.

These are my reasons for liking to work for the Milwaukee Road. I am proud that I am one of the great Milwaukee Road Family.

L. H. HINRICH  
 Traffic Department  
 Tacoma, Washington



"Let's order steak. I understand there's a cowcatcher on the train."

Where Are Tomorrow's Tools  
 Coming From?

From an Editorial by the American Economic Foundation.

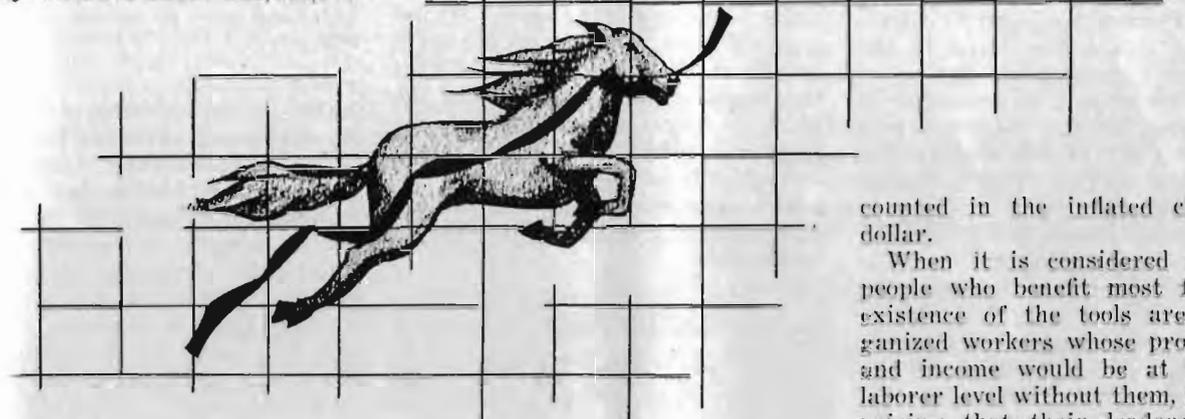
THE United States is the leader of the world and the hope of the world because, productively speaking, the United States is most of the world.

The reason for this is that the United States has a huge invisible population of workers called horse-powers.

This mechanical worker population has increased more than 100 times in the last hundred years while our human population increased about 6 times.

In 1850 we had about 3,200,000 horsepower for our 23,000,000 human population.

Today we have about 325,000,000



horsepower for our 140,000,000 people.

A horsepower is equal to the energy of at least 10 men, which means that we have a working population of about 3,250,000,000.

That is the reason why America is the greatest nation in the world today—and it is the only reason.

That is the reason why Americans do less work and get more out of it than any other people on earth—and it is the only reason.

The reason that our tool population increased so rapidly is that the

reward for saving and investing part of one's income in tools was sufficient to make the thrift and self-denial attractive.

Over a 20-year period, for example (1920-1940), about 15 per cent of the national product went into new tools.

Then came the inflationary period of the war and, at the same time, an attack on proper payments for the use of the tools.

As the cost of replacing the tools went higher and higher (for example, as prices made the \$1,000,000 pre-war plants cost \$2,000,000 to replace), no change was made in the amount that corporations could set aside for replacement purposes.

This meant that more and more of the profit had to be used for replacement and, naturally, less and less profit could be paid out in dividends.

This meant that investment became less and less attractive, even though "profits" were "big" when



counted in the inflated cheapened dollar.

When it is considered that the people who benefit most from the existence of the tools are the organized workers whose productivity and income would be at the day-laborer level without them, it is surprising that their leaders do not share the corporation worry of: *Where are tomorrow's tools coming from.*

Unless the leaders of the workers do their part to help restore normal channels of investment, it is quite likely that corporations will have to resort to government for R. F. C. funds, and when the government gets into business on a permanent basis, both management of industry and leaders of organized workers go out the window.

And it does not seem reasonable to us that anybody in America really wants to see that happen.

A Tip of the Hat

ONE of the nicest compliments to come our way in recent months is this tip of the hat from D. B. Barte, Iowa Education Director of the Communications Workers of America, whose position calls for frequent trips between Dubuque and Des Moines.

"On the short lines, Dubuque to

Green Island and Madrid to Des Moines, I've found the trains clean and comfortable and the crews courteous and obliging," he writes. "And on the Midwest Hiawatha it is really luxury traveling. Somewhere in your organization there must be a very good personnel man, because each employe seems to take a personal interest in pleasing your pa-

trons and in making their trip a happy one. The same is true of your depot personnel who take pleasure in starting the travelers off with a smile.

"I am writing this not only for myself but for many other people who have enjoyed your fine service. In these swiftly moving times too few people trouble to express their appreciation of things like this."

## ...and Today He Carries a Punch

A LOT of people have come to know Conductor Bert Eberling since he started railroading with the Milwaukee in 1905, and particularly since he has been working the Elgin-Chicago suburban run, but most of them know him only as a popular conductor. Since he managed to leave the boxing business with few of the usual scars of battle, not many people recognize him as the former lightweight top-notch who fought under the name of "Kid Farmer."

Only his close friends, who still call him "The Kid," and prize fight fans who remember the early 1900's, will tell you that the man who carries a punch today used to pack a wallop.

One of his admirers, who today sees Bert Eberling not as a conductor in his early 60's but still as a fast, hard-punching young fighter, is L. J. Benson, assistant to president, who took a few turns in the ring himself many years ago.

Asked recently if he remembered Kid Farmer, Benson reached across his big desk to a file box and brought out the picture of Eberling in boxing shorts shown here.

"You bet I knew him," Benson said. "The Kid was as shifty a little fighter as I ever saw, and he could hit, too."

Eberling, who makes his home in Elgin, Ill., put the gloves on for the first time back in 1903. He was working in a manufacturing plant in Genoa, Ill., at the time, with no intention of ever becoming a boxer or a railroad man either, as far as that goes. As is usually the case, he



Bert Eberling (Kid Farmer) as he appeared in 1906, shortly before reaching the height of his boxing career.

learned by chance that he had the makings of a boxer.

He was just a slender kid in those days and the cock-sure young fellow who worked behind him decided that Eberling was a good one to pick on. But along about the second time he hit young Bert on the back of the neck with a tack, the youngster brought his annoy up to date on how he felt about such shenanigans. What he didn't know was that he was bristling up to a semi-professional fighter named "Kid Saviory." The foreman heard about the incident in short order, but being something of a "sport" (in the vernacular of 1903), he proved to be much more interested in a good scrap than in keeping peace in the shop.

The upshot of it all was that a match was arranged for that Saturday afternoon after work. An improvised ring was put up behind a neighborhood livery stable, and at the appointed time the boxer and the kid from Elgin stepped through the ropes and squared off, to the cheers and catcalls of the crowd that had heard something was doing behind the livery stable and had come to investigate.

### The Kid Gets His Name

Most of the cheers were for Bert's adversary, whose ring career had progressed to the point where he was the cocky owner of regular boxing shorts and an air of assurance. Eberling, his hands sweating unfamiliarly in their first pair of gloves, really looked the part of a tenderfoot. When the crowd saw him go forth into battle in his work trousers, with shirt and underwear jersey removed, they gave him his name.

"Look at 'Kid Farmer,'" they shouted. The name stuck. As a matter of fact, before that day had ended, the new name was spoken in praise rather than derision, for somewhere toward the middle of the bloody seventh round the youngster in the trousers found a split-second opening, moved in with a paralyzing right hook, and the fight was over.

"Next to 'Kid Saviory,'" Bert recalls, "I was the most surprised one around there."

From then until the day in 1917 when he put his boxing gloves in moth balls, Eberling fought more than 80 times. He won practically all of his bouts by knockouts, and, although he never quite got his busy



Conductor Eberling is the envied owner of the 4-ounce gloves worn by Joe Gans and "Battling Nelson" in their famous 42-round bout at Goldfield, Nev., on July 4, 1906. Gans won the lightweight title from Nelson. Blood stains still show on the left glove of each pair. (Chicago Herald-American photo.)

hands on the lightweight crown, the now-yellowing clippings from papers all over the country identify him as one of the best in his day.

Railroading, shortly after the turn of the century, was a pretty rough-and-tumble occupation. Among other things, it called for just the kind of ability that Eberling carried in his two fists. So it was that he combined his boxing sideline with the business of railroading in 1905, when he went braking on the Milwaukee Road. Being neither large nor belligerent by nature, he fooled many a hobo and potential trouble maker into coming within close enough range for him to make examples of them. In 1910 he was advanced to conductor.

With the outbreak of World War I he entered the Army and served with the 86th Division. Returning to the railroad, he suffered an injury in a train wreck in 1919 which made it necessary for him to leave the railroad for a time. He worked for a short while in 1920 and again a year later but finally moved to Los Angeles on his doctor's advice and remained there for more than 15 years.

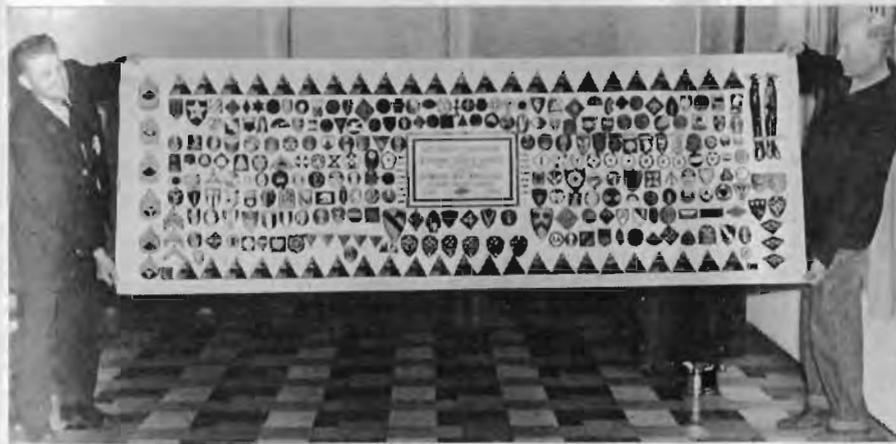
Most of the time he was employed in aircraft factories, eventually becoming a licensed Army Air Corps mechanic. He also refereed prize fights and, during his first few years in Los Angeles, worked as a movie extra in the Hal Roach, Metro-Goldwyn-Mayer and Columbia studios. Partly through his own movie work, and partly through his daughter, Virginia, whose promising career as a swimmer and movie starlet was

cut short by her untimely death, he is well acquainted among Hollywood personalities of yesteryear.

Virginia Eberling was a swimming coach for the University of California at Los Angeles. Her beauty and outstanding ability as a swimmer earned parts for her in movies with Alan Ladd and Jack Carson, who, together with other movie personalities, became her friends and ardent supporters during her career as a swimmer. The Eberlings' other daughter, Mrs. Sylvia Jarvis, is also a swimmer of note, having been known at one time as the "Pacific Coast Speedster." She is now living in Westwood Village, Calif., and recently became the mother of a daughter, the Eberlings' first grandchild.

It was while living in Los Angeles that Eberling met Maj. J. B. Loving, under-sheriff of Los Angeles County, a personal friend of the colored boxer, Joe Gans, who had taken the lightweight title from "Battling Nelson" in the famous 42 round fight at Goldfield, Nev., on July 4, 1906. Gans had given the blood-stained gloves worn by himself and Nelson in that bout to Major Loving, on whose office wall they were hanging when Eberling first met him.

Loving learned that Eberling shared his hero worship for Gans,



Bert Eberling (left) and Harold H. Wilson, locomotive engineer also in Elgin-Chicago suburban service, display Eberling's unusual collection of World War II insignia, given him by servicemen on his troop trains during the war. Both Eberling and Wilson are veterans of World War I. (Photo courtesy Elgin Courier-News.)

and some time later, when Loving retired from office, he sent the gloves to Eberling. Their value, in colored sporting circles, is set roughly at \$5,000.

In 1937 Eberling returned to Elgin and the Milwaukee Road, taking a commuter run. During the six year period from 1940 to 1946, he was assigned to troop train service, mostly between Chicago and Camp Grant. Having a natural liking for fighters, Eberling took to this task with a

will, and must have given his soldier customers the kind of service they wanted, as his "boys" presented him with more than 250 different Army insignia.

These he mounted on canvas for display in an Elgin department store and later presented them to the Veterans Service League of Santa Monica (Calif.), of which he is a member.

Bert Eberling still holds membership in the American Boxing Association and values the friendship of ring greats, both present and past. One of these is Nelson, the former lightweight champion, who recently tried to interest Eberling in a proposition which had been made to him. It involved a series of exhibition bouts as curtain raisers for main events. Even at his present time of life, Eberling looks as though he could probably put on an interesting performance, but he turned Nelson's offer down.

"Not at my age," he laughed. "I had several good reasons for not being interested. For one thing, I have seen Nelson fight and I imagine that although he is older than I am, and in spite of the fact that the bouts would be only exhibitions, he would probably hit harder than I care to be hit."

"Besides, I have always liked

BOX CARS BELONG ON RAILS!



### About That 15 Per Cent Transportation Tax

The following is quoted from "These Days," a syndicated newspaper column written by George E. Sokolsky:

THE other day I bought a railroad ticket and along with it came this notice in red ink:

"The total amount you have paid for your ticket includes federal transportation tax. This tax amounts to 15 per cent of the tariff fare for your ticket, and is in addition to the charge made by this railroad.

"This tax was a World War II measure designed in part to discourage civilian travel. There is no longer any need from this standpoint to continue to impose this extra burden on you.

"If you feel that this tax should now be repealed, you may wish to advise your congressman accordingly."

That is a very smart thing for the railroads to do. Most of us imagine that we are paying high prices for goods and services. If each seller of anything would stipulate the true price as distinct from taxes, federal, state and local, that are added to the price, it would give the buyer a better idea of the government take. Of what he pays to keep alive some 6,000,000 Americans who are employed in all kinds of office—federal, state and local.

These officials have fallen on us like a plague of locusts eating up our earnings.

Horsepower and foot power brought telegraph lines up to the front in Civil War days. The telephone was then unknown.

A railroad passenger on a limited train cannot help feeling vicariously important when the carrier goes whizzing through a small town without stopping. And similarly, anyone standing at a railroad station when a fast train goes sliding by without a pause cannot escape the feeling of having been snubbed.

—Dallas E. Wood, "The Prowler" Times, Palo Alto, Calif.



## Radio Best Award to Railroad Hour

The Railroad Hour, weekly radio program sponsored by the AAR, receives a silver mike award from Radio Best Magazine for "consistent excellence of performance and public service to radio listeners." William T. Faricy, AAR president (left), is shown accepting the trophy from Editor Edward Bobley at the Apr. 25 performance. Said Mr. Bobley: "In the name of the Radio Best listening panel of 100,000 we congratulate the American railroads for providing such high type entertainment for the homes of America."

Throughout the summer the Railroad Hour will present the works of well loved composers in dramatic form, featuring singing stars Gordon MacRae and Lucille Norman.

## All Aboard for Retirement!

**A** DASHING cross-country trip by a daughter who wanted to be on hand for the windup of dad's railroad service was one of the big surprises handed out to Fred T. Diehl of Rapid City, S. D., engineer on the *Sioux*, when he retired on May 28. In girlhood days little Jen Diehl, now Mrs. W. L. Hermanson of Pensacola, Fla., always met her father when he came in from his run. This last trip "down to the station to meet dad" was made with the cooperation of her husband, a lieutenant in the Navy Air Corps, who stayed behind as baby sitter.

Diehl's wife and daughter were both passengers on the *Sioux* when he took it out of Murdo for his last run and a delegation of relatives and friends met the train when he rolled it into the Rapid City yards. The trip rounded out exactly 49 years and 30 days of Milwaukee Road service.

As a South Dakota pioneer Diehl was a witness to Milwaukee Road expansion in that territory. He was a 15-year-old farm boy in 1900 when he applied for a job on the section

Engineer Fred T. Diehl with his wife and daughter at the end of his last run into Rapid City on No. 11. (Picture by Cashier J. P. O'Neill, Rapid City.)



at Plankinton, "because railroad-ing paid more than farm work." (It was \$7.50 a week in those days.) In 1902, because he wanted to get on the trains, he asked for a transfer to the roundhouse at Mitchell and a year later he got his first job firing on the Mitchell to Chamberlain run.

At that time Chamberlain was the end of the Milwaukee line and the only transportation beyond was by bull train and prairie schooner. The railroad, however, was pressing forward to develop the West River and in 1905 when the first rails were laid across the plains Fred Diehl was the fireman on the train that brought up the ties and rails. By the end of the following year the work crews had reached Belvidere and they completed the line in 1907. By that time Diehl was a full fledged engineer and had the honor of bringing the first train into Rapid City.

When homesteaders rushed into the West River section Diehl stayed on to man the trains that brought in their supplies and he has carried thousands of tons of their produce and livestock back to the eastern markets. For the past 21 years he was on the *Sioux* passenger run. A practical man always, he has welcomed the improvements which the years have brought to the railroads. When Diesels were put into service on the *Sioux* he was one of the first to learn the new technique and give them the stamp of approval. His retirement is just another venture which he is taking in his stride. It is well known that he is looking forward to this new career as a gardener and fisherman.

"You ought to charge me only half price for cutting my hair since I am practically bald", said the man in the barber chair.

"In your case", replied the barber, "we don't charge for cutting it, but for the time spent in hunting for it."

## U. S. Railroads Subsidize Government Carrying Mail

The following article is reprinted from David Lawrence's syndicated column, "Today in Washington," as it appeared in the New York Sun.

WASHINGTON, May 9.—There are plenty of instances of subsidy furnished by the government to private business, but there apparently is only one conspicuous case in which a private business actually subsidized the government.

This is what the railroads are doing in carrying the mails. So they are asking the Interstate Commerce Commission for an increase in mail pay. This has led to an over-all study of the whole question of transportation policy with respect to the mails.

Now the Senate has just adopted a resolution authorizing an inquiry designed to find out how an equitable solution of the problem can be found, with particular reference to the fact that there are three different rates paid by the government for carrying mail.

For the government subsidizes the airlines and pays out more than 80 per cent of the revenue from airmail stamps to pay the airline companies. The Post Office Department however, collects \$668,000,000 a year from the public for first-class stamps and pays the railroads about \$25,000,000. So that a very small fraction of the three-cent stamp goes to the railroads—that is, only 4 per cent of three cents—while the airlines get nearly all of the present six-cent airmail stamp revenue.

Not since the 1920s has there been a real study made of the problem. Meanwhile, operating expenses have gone up so that it costs the railroads, for instance, twice as much as it did then to carry mail. But they have not been able to get from the government a proper charge for service rendered. The laws of the land say the railroads should get a fair return, but owing to the involved system of making rates the railroads had themselves stymied. When they ask for an increase the Interstate Commerce Commission naturally takes testimony from the Post Office Department, and there have been substantial delays because the subject is one of great complexity. Likewise, the Post Office Department is faced with a deficit, anyway, so it hesitates to agree to any increases that augment its expenses.

The railroads, on the other hand,

see their competitors—the airlines—being heavily subsidized. While they do not question the wisdom of keeping the airlines going, they do wonder why the railroads should be required to render service without even meeting actual costs. One railroad executive puts it this way:

"The government is subsidizing some activity through all the processes of the American economy. In

transportation the barge lines are subsidized, and we pay taxes to make that up. It is true of the highways; it is true of the airways; it is true with all the various authorities. But the question is why, when all our competitors are subsidized, we should subsidize the government—and that is what we are doing when we haul mail at less than cost. For our present mail rates, even including the 25 per cent interim increase, and considering the 40-hour week to go into

(Continued on next page)

## Honor Madison, Wis., Retired Employes

**R**ETIRED employes of the Road at Madison, Wis., had a big time of it on May 10 as guests of the Madison Service Club. A banquet for 90 was served in the Women's Club headquarters, with 29 old timers occupying the places of honor. Harold A. Bitney, Service Club chairman, extended a welcome to the veterans, in which he was joined by Superintendent F. R. Doud as representative of the division employes.

The dinner disposed of, Chief Dispatcher A. M. Kilian assumed the role of master of ceremonies and introduced each guest with remarks about his past and present activities. Following Mr. Kilian on the program, Arnold O. Wake, Madison realtor, entertained the crowd with a wire recording of a performance by

the Service Club chorus and string duo and a recording by a member of the famous Eddie Rickenbacker air flight which was downed in the South Pacific and survived 21 days in the open sea during World War I. Harry Haley, also in the realty business at Madison, then entertained with a series of still pictures of Madison days "way back when." The flashbacks of the old State Capitol and University buildings, the old railroad station and other landmarks were applauded by the veterans, for whom they had a special interest.

After the program the club held an open house. The committee in charge voted a thank you to Mrs. Harold Bitney, Mrs. Kenneth Moore and Mrs. Roy Cross for their assistance in preparing the banquet.



The retired employes at Madison, Wis., who were entertained by the Madison Service Club on May 10. Seated, left to right: Albert Moore, Ed C. Taylor, Dominic Puccio, Ralph Dietrich, John H. Vanderhei, William O'Brien, Joseph Conohan, Paul J. Kingston, Michael G. O'Neill, Charles Kirwin, Elmer Currie, Patrick H. Smith, Patrick Hayes and Ike Home-wood. Standing, same order: Superintendent F. R. Doud, representing the division, Chief Dispatcher A. M. Kilian, who was master of ceremonies, Jake Simpa, Jake Hoven, Art M. Thompson, Sam Smith, Emil Medenwald, Ed Ziel, A. J. Graves, Charles Doran, A. C. Welke, W. E. Slightman, William Tehan, J. W. Kelley, Albert Hessman, William Blau and Charles H. Agner.

## Railroads Subsidize Government

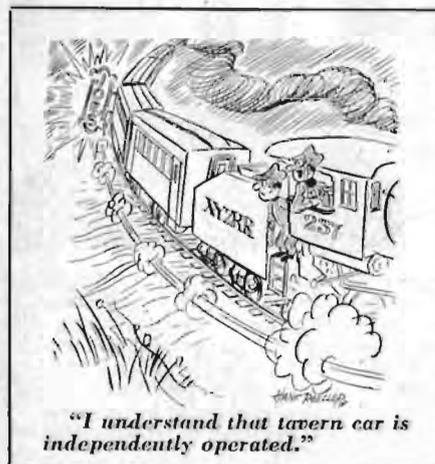
(Continued from page 25)

effect on the railroads, are just about half our costs."

The question of price and competition enters into the picture, too. Thus, the railroads aren't making any money out of handling express or out of handling mails. The more they try to raise their express rates to bring them up to a profit point the more business they push over into parcel post. The same thing happens with less-than-carload freight. What it amounts to in the end is that the railroads subsidize the government so that it can handle parcel post at less than it costs the railroads to haul the same articles. This means the railroads are helping the government to compete with themselves on both parcel freight and express.

Senator Langer of North Dakota, who sponsored the resolution which the Senate has adopted, points out that parcel post rates are different on the airlines and the railroads and ships. He thinks the rates should be co-ordinated. The Post Office Department pointed out to the Senate that the inquiry proposed is interesting, but that it is in the midst of a study of its own. Meanwhile, the railroads, balked in their attempt to get some action, a few weeks ago filed a request with the Interstate Commerce Commission seeking a 35 per cent further increase because the roads learned that the Post Office Department wouldn't be ready to present evidence before the Commission from its own study until some time in the middle of 1950.

The railroads, unlike private business, cannot of their own initiative increase their prices to meet operating costs. They have to wait on government agencies—and that is usually a long, long wait.



"I understand that tavern car is independently operated."

## How Well Do You Know Your Railroad?



**H**ERE'S one that calls for a good long look. This streamlined, Dieselized train, shown at one of the stations on its route, is kept busy running north, south, east and west every day. The rest of the details are up to you.

From where to where does the train operate?

Where was the picture taken?

In other words, how well do you know your railroad?

Look through your picture files and see if you have a snapshot

that will tickle the curiosity of your fellow employes and set them to guessing where it was taken. A lot of people are having a good time playing "How Well . . . ?" Join in the fun.

Send pictures, with all information about where they were taken, by whom, and the identification of buildings, tracks, etc., to the Milwaukee Magazine, Room 356 Union Station, Chicago. Put your name on the reverse side of each picture and they will be returned to you.

—Editor

## It Was Chestnut Street, Of Course!

**P**ERHAPS the "How Well . . . ?" picture in the May issue was too easy. At any rate, the readers had little difficulty in spotting it as the Chestnut Street yard in Milwaukee, even though the Schlitz trade-mark was touched out of the background of the original picture. The photographer was newly-activated Correspondent J. E. Boeshaar, who reports the news from the first district and superintendent's office, Milwaukee Division.

First guesser, and rightly so, was Correspondent Dick Steuer, of the Chestnut Street office. He put it this way:

"The picture represents the pulse beat of the Beer Line, in the Chestnut Street district. . . . It was taken looking north toward the Schlitz Brewing Company plant. On the right, the storage house; dead center is their grain Elevator B, and to its right, their Elevator C. On the extreme right,



Chestnut Street yard, Milwaukee.

the Riels Company elevator, and the Armour warehouse, used by the Pabst Brewing Company.

"In the foreground is the Diesel switcher on the lead of the new Pabst yard, just completed. Workers can be seen working on the main line in the distance. . . . The switch crew, incidentally, is under Foreman Art Wussow.

"Thanks for the free advertising!"

# Retirements

The following employes' applications for retirement were recorded during April, 1949

### Chicago General Office

DATTON, WILLIAM H.  
Porter . . . . . Chicago, Ill.  
HOY, JESSE L.  
Clerk, And. of Expend. . . . . Chicago, Ill.  
VAHL, CHARLES F.  
Clerk, Frt. And. Off. . . . . Chicago, Ill.  
THOMAS, MOSES  
Walter . . . . . Chicago, Ill.  
WEBSTER, JOSEPH N.  
Cook . . . . . Chicago, Ill.

### Chicago Terminals

MURER, MATHIAS  
Carman . . . . . Chicago, Ill.  
BROOKS, HERBERT C.  
Switchman . . . . . Chicago, Ill.  
DAVIS, NATHAN  
Sec. Laborer . . . . . Chicago, Ill.  
BERTREN, LEON C.  
Switchman . . . . . Chicago, Ill.  
KALETA, PETER  
Janitor . . . . . Galewood, Ill.  
KAPOLZIMSKIE, RICHARD M.  
Mach. Helper . . . . . Bensenville, Ill.  
LEGRANO, SAMUEL  
Assembler . . . . . Galewood, Ill.  
MURPHY, DENNIS P.  
Switchman . . . . . Chicago, Ill.  
FALCHEWSKI, CASPER  
Mach. Helper . . . . . Chicago, Ill.  
HEGER, WILLIAM A.  
Yardmaster . . . . . Galewood, Ill.  
ROBANO, PASQUALE  
Sec. Laborer . . . . . Galewood, Ill.  
ROZANSKI, ANTHONY T.  
Janitor . . . . . Galewood, Ill.  
WELSHAUSEN, ADOLPH  
Painter . . . . . Chicago, Ill.

### Coast Division

CRANSTON, WILLIAM P.  
Ex. Gang Laborer . . . . . Hyak, Wash.  
CULLEN, EDWIN A.  
Drawbridge Opr. . . . . Tacoma, Wash.  
FARLEKAS, MIKE G.  
Sec. Laborer . . . . . Tacoma, Wash.  
HANSON, MORRIS  
B & B Carpenter . . . . . Seattle, Wash.  
HOFFMAN, GODFREY  
Sec. Laborer . . . . . Ralston, Wash.  
KOENEMAN, WILLIAM P.  
Loco. Fireman . . . . . Seattle, Wash.  
LAWRENCE, FURANCE C.  
Sec. Laborer . . . . . Bayne, Wash.  
MAYES, JACOB  
Ex. Gang Laborer . . . . . Tacoma, Wash.  
MCCOY, FRANK P.  
Trucker . . . . . Seattle, Wash.  
NICOLAY, BURKHART  
Yard Conductor . . . . . Bellingham, Wash.  
WALKER, BYRON P.  
Loco. Engineer . . . . . Seattle, Wash.

### Dubuque & Illinois Division

ANDERSON, ALFRED  
Sec. Laborer . . . . . Cascade, Iowa  
AVES, WALTER F.  
Loco. Fireman . . . . . Savanna, Ill.  
CASTLE, THOMAS F.  
Switchtender . . . . . Savanna, Ill.  
DEVINE, CHARLES F.  
Rail Sorter . . . . . Savanna, Ill.  
LANGLEY, CHARLES M.  
Asst. Foreman . . . . . Savanna, Ill.  
NELLES, STENNY J.  
Carman . . . . . Savanna, Ill.  
WALKER, WILLIAM C.  
Loco. Engineer . . . . . Davenport, Iowa  
ZEMANEK, JOSEPH J.  
Blacksmith Helper . . . . . Dubuque, Iowa

### Hastings & Dakota Division

BLEICHNER, FRANK  
Sec. Foreman . . . . . Cologne, Minn.  
CORNELISEN, MARTIN  
Sec. Laborer . . . . . Ortonville, Minn.  
PORTER, HARRY L.  
Agent-Operator . . . . . Aberdeen, S. D.

### Idaho Division

CASS, JOHN W.  
Carman . . . . . Avery, Idaho

COOKE, GEORGE F.  
Brakeman . . . . . Spokane, Wash.  
FERRARO, AGREPPINO  
Sec. Laborer . . . . . Spokane, Wash.  
HALLADAY, GEORGE  
Machinist . . . . . Avery, Idaho

### Iowa & Dakota Division

BURKE, JOSEPH E.  
B & B Carpenter . . . . . Rapid City, S. D.  
CROPLEY, ALBERT E.  
Loco. Engineer . . . . . Sioux City, Iowa  
DAVID, NICHOLAS  
Trucker . . . . . Sioux City, Iowa  
HAYLICK, JOHN  
Sec. Laborer . . . . . Eudiah, Iowa  
NEIKIRK, GEORGE R.  
Boilermaker . . . . . Sioux City, Iowa

### Iowa & Southern Minnesota Division

BLUMENTRITT, WILLIAM H.  
Custodian . . . . . Mound Prairie, Minn.  
HUNTER, GEORGE W.  
Sec. Foreman . . . . . LeRoy, Minn.  
KENOW, SR., ALBERT  
Sec. Laborer . . . . . Paribault, Minn.  
KING, LOUIS G.  
Conductor . . . . . Austin, Minn.  
LOWE, HENRY T.  
Train Baggage Man . . . . . Minneapolis, Minn.  
MELGARD, EMIL  
Sec. Laborer . . . . . Lanesboro, Minn.

### Kansas City Division

CHRISMAN, MARION F.  
Sec. Foreman-Laborer . . . . . Laredo, Mo.  
JOSLIN, GEORGE E.  
Pipewriter Helper . . . . . Ottumwa, Iowa

### La Crosse & River Division

BARTON, OLIVE E.  
Trucker . . . . . Portage, Wis.  
BOWMAN, AUGUST E.  
Laborer, Loco. Dept. . . . . LaCrosse, Wis.  
COOK, JOHN H.  
Loco. Engineer . . . . . St. Paul, Minn.  
CRAYCRAFT, LYMAN M.  
Ex. Gang Laborer . . . . . Lake City, Minn.  
HANCHEL, ANNA H.  
Janitress . . . . . Tomah, Wis.  
LANGDON, SIDNEY E.  
Loco. Engineer . . . . . Minneapolis, Minn.  
LEHMAN, FRANK E.  
Brakeman . . . . . Milwaukee, Wis.  
MANTHEY, JOHN J.  
Sec. Laborer . . . . . Portage, Wis.  
NOBLE, CONNOR A.  
Conductor . . . . . Wausau, Wis.  
ORR, ROLAND S.  
Loco. Engineer . . . . . St. Paul, Minn.  
WILDEMANN, FRANK H.  
Ex. Gang Laborer . . . . . Wauwatosa, Wis.  
WITTENBERG, JULIUS F.  
Laborer, Loco. Dept. . . . . LaCrosse, Wis.  
WOLD, MORTEN  
Loco. Engineer . . . . . Minneapolis, Minn.

### Madison Division

EVANS, EDWARD E.  
Ex. Gang Laborer . . . . . Madison, Wis.

### Milwaukee Division

ARTLIP, FRED J.  
Train Baggage Man . . . . . Milwaukee, Wis.  
DELCHOFF, PETER  
Sec. Laborer . . . . . Deerfield, Ill.  
DOHERTY, JOHN F.  
Loco. Engineer . . . . . Milwaukee, Wis.  
SERAR, HARVEY H.  
Lideman . . . . . Beloit, Wis.  
VOIT, JOHN G.  
Carman . . . . . Beloit, Wis.

### Milwaukee Terminals

BOMBEL, JOHN  
Carman Helper . . . . . Milwaukee, Wis.  
DEMERS, NOE C.  
Switchman . . . . . Milwaukee, Wis.  
GEIGER, ANTON J.  
Switchman . . . . . Milwaukee, Wis.  
GORMAN, JOHN  
Ex. Gang Laborer . . . . . Milwaukee, Wis.  
HILLS, WILBUR C.  
Switchman . . . . . Milwaukee, Wis.

HOFFER, ADAM  
Carman . . . . . Milwaukee, Wis.  
RUBLEHAN, JOSEPH H.  
Sec. Laborer . . . . . Milwaukee, Wis.  
JOHNSON, ELIAS  
Mach. Helper . . . . . Milwaukee, Wis.  
KRAAK, FRED W.  
Air Brakeman . . . . . Milwaukee, Wis.  
KRIVANT, LOUIS  
Laborer . . . . . Milwaukee, Wis.  
KROENING, HERBERT E.  
Clerk, Traffic . . . . . Milwaukee, Wis.  
MATZEN, WALTER C.  
Mach. Helper . . . . . Milwaukee, Wis.  
PIKALEK, SR., FRANK P.  
Carman . . . . . Milwaukee, Wis.  
PINCAR, ANTON G.  
Car Cleaner . . . . . Milwaukee, Wis.  
REIF, AUSTIN J.  
Boilermaker . . . . . Milwaukee, Wis.  
RIETZ, WALTER A.  
Machinist . . . . . Milwaukee, Wis.  
SAKAS, JOHN  
Sec. Laborer . . . . . Milwaukee, Wis.  
STELZEL, EDWIN F.  
Clerk . . . . . Milwaukee, Wis.  
SZLACINSKI, JOHN  
Pks. Helper . . . . . Milwaukee, Wis.  
WELBIG, MILTON A.  
Switchman . . . . . Milwaukee, Wis.

### Rocky Mountain Division

GWYN, PLEASANT M.  
Sec. Laborer . . . . . Lewistown, Mont.  
HOUSTON, MALINDA M.  
Mailbox . . . . . Three Forks, Mont.  
MURRAY, ARTHUR S.  
Loco. Engineer . . . . . Deep Lodge, Mont.  
SYBRANT, SAMUEL J.  
Lideman . . . . . Lewistown, Mont.  
WEIHER, OTTO G.  
Loco. Engineer . . . . . Deep Lodge, Mont.

### Superior Division

MEYER, FRANK  
File Driver Foreman . . . . . Green Bay, Wis.

### Terre Haute Division

CARTY, ORA M.  
Laborer, C&D Dept. . . . . W. Clinton, Ind.  
CHANDLER, NATHAN A.  
Blacksmith . . . . . Terre Haute, Ind.  
DAVIS, WILLIAM E.  
Crossingman . . . . . Terre Haute, Ind.  
HERRINGTON, THOMAS A.  
Carman Helper . . . . . Terre Haute, Ind.  
HYSLOP, WILLIAM D.  
Telegrapher . . . . . Bedford, Ind.

### Trans-Missouri Division

HAYDEN, DOVE V.  
Tel. Op. . . . . Terry, Mont.  
WHITNEY, MORRIS D.  
Brakeman . . . . . Miles City, Mont.

### Twin City Terminals

EGGEN, MARTIN  
Carman Helper . . . . . Minneapolis, Minn.  
JOHNSON, FRANK  
Car Issue . . . . . Minneapolis, Minn.  
JOHNSON, JOHN A.  
Sec. Laborer . . . . . St. Paul, Minn.  
TYETER, KARL  
Crossing Watchman . . . . . Minneapolis, Minn.

## HAP HAZARD



NATIONAL SAFETY COUNCIL

Michael Sol Collection

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



Willard Kinast, claim clerk at Fowler Street Station, Milwaukee, was impressed by these outsized yellow flowers during his recent vacation in Mexico City.

## MILWAUKEE TERMINALS

### Fowler Street Station

Pearl Freund, Correspondent

A May visitor was former clerk Walter Neumeister, now traffic manager at the Sheboygan Chair Company.

May 9 was the christening date for young David John Frank. His mother is the former Dorothy Bertha, and the proud auntie, as you all know, is Mary Frank.

Willard Kinast has returned after a six-week tour of Southern Mexico, as brown as the natives themselves and bringing a collection of interesting photos.

Gene Swinsky stayed very close to home during his vacation, his new home to be exact, where he has been working like a beaver putting on the finishing touches preparatory to moving in soon. When asked whether he was a good carpenter he replied, "I wasn't, but I am now."

Back to yard clerk operations in Muskego yard district is our recent bride, Mary Ann Swieczek, who has been honeymooning at Mammoth Cave, Ky.

Earl Arndt has taken over yard clerk duties at Reed Street following withdrawal of a demurrage clerk job at Fowler Street.

Henry Harter, yard clerk at the fruit house, was bitten by a dog some weeks ago and at present is still layed up as the result of infection.

Margaret Hagberg came up with a winner this season at the first annual Wisconsin Hooper Show at Madison. Her horse, "Harbor Light," received the yellow ribbon for placing third in the fine harness class.

### Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

We congratulate Mr. and Mrs. Dick Schaffer on their new arrival, little Bonnie Dee, who saw the light of day on Feb. 2.

Evelyn Scharest is back at the mailing desk after undergoing a tonsillectomy. The operation, combined with a "strep" throat infection, gave Ev quite a time.

Hot Springs, Ark., was the spot chosen by Steno Phyllis Kowalski and her mother for a recent vacation. The benefits of the healthful baths and daily massages made the 800-mile trip worth while.

A walleyed pike was the reward for Ed Kurtz and his family on a recent vacation at Half Moon Lake near Wausau. Ed reported that their catch also included a 14-inch bullhead that had a lot of fight.

May 21 was moving day for Weighmaster Hugo Zarling and Yard Clerk Hugo Gastel. The old shanty was hoisted on a flat car and carted to the Milwaukee shops. New quarters for the weighmaster consists of a modern scale house constructed of Transit, a slate-like material, measuring 19½ by 5 feet and equipped with electric lights.

Assigned bulletined positions include the yard clerk job at North Avenue, to Roger Selk.

A sure sign of summer—a mother duck leading her five ducklings for a trial swim up the Milwaukee River. This sight was witnessed recently by the office force at Chestnut Street.

### Muskego Yard

Grace Johnson, Correspondent

Switchman Daniel J. Crowley, 43, passed away on Apr. 26. He was the son of Dan Crowley, retired switchman, and had been with the railroad for 20 years. He is survived by his widow, two daughters and a son.

## CHICAGO GENERAL OFFICES

### Passenger Traffic Department

Roy H. Huntsman, Correspondent

Heintz Reupert has been awarded the position in the city ticket office vacated by Elroy Schilling. Francis Seibel takes Mr. Reupert's position and R. J. Peters of the advertising department replaces Miss Seibel.

Agnes Schubert was injured recently in an automobile accident and suffered a broken leg and back injuries. She is confined to the hospital at present and will be there for several weeks.

You may have heard the one about Mrs. O'Leary's cow starting the Chicago fire, but have you heard about the railroad man who owned a cow, and his wife called up to say, "My husband won't be at the office today. The cow poked her horn in his eye?" We

regret to hear that Wallace Van Buren (Van) of Mr. Hitzfeld's office had an accident to his eye. Fortunately it was not serious.

An announcement has been received of the arrival of a baby daughter, Kathleen Anne, to Betty and Elroy Schilling on May 24. A correction of an item in the May issue of the Magazine; Elroy was recently made city passenger agent in Cleveland, not city ticket agent, as stated.

### Auditor of Station Accounts and Overcharge Claims

Mary Rose Burke, Correspondent

*"In the spring a young man's fancy  
 Lightly turns to thoughts of love."*

And so it was with Karl Stears when, on May 16, he took Marilyn Oostmeyer of the central station accounting bureau for his bride.

We have "Mrs. Mike" in our office now—but not from the book of the same name. She is Betty Mueller of the central station accounting bureau who married Michael Durstin on May 21.

Clarence Heuel spent the Memorial Day weekend at Winona, Minn., witnessing his daughter Marielare receiving a Bachelor of Arts degree from St. Teresa's College. Mari-



The "Mohawk" haircut, currently the rage among teenagers, has a fresh convert in Bruce Ketchpaw, 12, son of Ross E. Ketchpaw, traveling time inspector with headquarters at Milwaukee. The style, named for the Indian tribe which originated it, calls for a close clip to the scalp with a two-inch crest standing erect in the center. Youngsters on an allowance find one disadvantage—while the Mohawks would have done a neat scalping just for sport, barbers now want 50 cents extra for the job. (Milwaukee Journal photo.)

The Milwaukee Magazine

clare has been an honor student there for the past four years.

A. C. LaRue has no worries about planning a vacation this summer. His itinerary is going to include Yellowstone Park and Seattle, and the cost of the trip is only one thin dime. The trip was a prize from the Booster Club.

Dick Stingle joined the "own your own home" class and has now become a gentleman farmer. As he is still more of a gentleman than a farmer, any tips on how to grow good crops would be appreciated.

We had a visit from Don Ostien's wife and curly-headed son Timmy one afternoon recently. Mrs. Ostien will be remembered as Margaret Dittberner who worked in this office.

Henry Mohr finally finished that garage he has been building for his new Pontiac. It looks so nice he is debating whether to put the car in it or move into it himself.

### Engineering Department

Richard Grant, Correspondent

Edmund A. Duszak announces the arrival of a daughter, Valerie Kay, on May 1 at 11:35 a.m. Mrs. Duszak is the former Beverly Johnson, secretary in the treasurer's office.

It was a boy for the Leonard L. Rutters of Janssen Street, at Cuneo Memorial Hospital on May 16. Father is an architectural draftsman.

### Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Bill Issel and Dolores Martin were married on April 16 at St. Luke's Church. A reception was held at the bride's home following a dinner at Math Igler's Casino. They spent their honeymoon touring Washington.

On April 30 Tony Kurr of this office and Mary Bissing of equipment accounts were married at Our Lady of Victory Church. A reception was held in the church hall. Tony and Mary spent their honeymoon in Canada.

Yvonne Laken left April 30 to return to her home in Phoenix, Ariz., where she plans to be married in the near future.

Stella Murphy has entered Columbus Hospital for orthopedic surgery.

Annette Suear has returned to work after a wonderful vacation in California.

Mr. and Mrs. A. M. Dryer vacationed recently in Florida.

Mike Chesrow is back on the job after an appendectomy.

Mary Jane Tempcke is also back after a furlough.

Decoration Day travelers included Marion Rieter at Marinette, Wis., Fay Ann Vogl at Butternut, Wis., and Pat and Bruce Germain at Wisconsin Dells.

Jean Froese and Richard Koeller were married May 28 at Bethany Lutheran Church. A reception followed at the home of the bride.

Florence Wiggins, Betty LeMay, Lucille Sulaich and Mary Lou Stefanski are back on the job after a siege of illness.

Ethel and Orris Brodbeck flew to Ohio for a holiday recently.

Dorothy Austin recently spent a holiday with her parents in Grand Rapids, Mich.

The real proof of courtesy is to have the same ailment as the other person is describing and not mention it.

—Rivasted, Ia., Dispatch



When the Olympian Hiawatha left Tacoma on May 4 it carried a traveling display of some of Washington's finest rhododendron blossoms as advance agents for Tacoma's first rhododendron show. The picture above shows Conductor H. E. Williams of Milwaukee with some of the floral enthusiasts who inspected the display when the streamliner reached Chicago.

Right: Conductor Williams accepts a posy for his buttonhole from Mrs. Dean A. Baker, Jr., Garden Club of Illinois.



### Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Sherman Arpp, rate bureau, will again vacation in the Canadian Rockies. Sherman is still on the go for a color movie of that big Ginnamon bear that has failed to cooperate for the past few years.

Marie Freeberg, of James Harvey's advance and prepay bureau, will be married to George Meyer at Salem Methodist Church, Chicago, on Jul. 2.

William Stegman, manager of the basketball team, reports that it tied for first place in the season just closed.

Walter Flindt, employed here for nearly 40 years, about 10 as head clerk switching bureau and recently in the interline bureau, passed away suddenly on May 18. He complained of foot trouble the previous afternoon and was taken to his home where he died about 4:00 p.m. the following day. Military funeral services were conducted by Milwaukee Road American Legion Pioneer Post with interment at Eden cemetery. Surviving are his mother, Mrs. Anna Flindt, with whom he lived, and his sister, Mrs. Mary Kilgas.

Charles Schulze, interline bureau, suffered a heart seizure at Southport and Fullerton Avenues about 10:30 p.m. on May 28 and was taken to Alexian Brothers Hospital where he died a few hours later. Funeral services and interment were at Newport, Ky. Charles worked here at different times for many years, for a time in a supervisory capacity. He was well versed in freight rates and interline accounting.

Helen Kuesberg, of the accounting machine room, is vacationing at present with her husband in New England states and Canada.

Stork special and vital statistics: Mrs. Arne Onshold, the former "Andy" of the accounting machine room, gave birth to a boy on May 17 at the Norwegian American Hospital.

E. M. May is now the grandpa of five, the latest and his first grand-daughter, is Frances Jankowski, born to his daughter Virginia recently.

A girl, Laura Lee, was born to Mr. and Mrs. Ralph Vickey on May 20 at Swedish Covenant Hospital. The mother, Betty Vickey, was formerly employed in the accounting machine room.

Hurrah for Tony Dandre, L&IB bureau! Tony is the father of a brand new baby girl, Mary Ann, who was born at St. Ann's



The reason for these big smiles is the check which non-operating employes of the railroad received on May 18 when the Road paid the retroactive portion of the seven-cent an hour raise which dated back to Oct. 1, 1948. Left to right: Helen Roche, Marilyn McNicholas, Garnette Ellison and Bernice Schmitt, Chicago general office employes.

Hospital on May 29. The cigars were good ones.

Marge Detloff, L&B bureau, is on leave of absence awaiting the arrival of the stork.

William DeMuth, on the sick list, paid us a brief visit recently.

Nellie Zeman, switching and tracing bureau, who was in Augustana Hospital for a week, is now at home and getting well fast.

Ted Peterson, rate bureau, in the same hospital since Apr. 10, is reported to be making good progress.

Harry Wallace, rate bureau, is still scouting for players for the softball team. Anyone interested in playing should see him promptly.

Lillian Sutterlin is the new sorter in the WB filing bureau.

John Mischke, rate bureau, and his wife, with their four children celebrated their 25th wedding anniversary on June 18.

The bowling league season closed on May 10. The Columbians were the champs, winning over the Sioux by two games; won 63 and lost 39. The winning high team consisted of Larry Johnson, captain, George Hermes, Harry Egdorf, George Sattler, Elmer Martwick and Louis Iverson. The Fast Mail took high team series with a score of 2,629. High team game was taken by the Hiawathas. Joe Shemroske took the individual high. Same officers for next season—William Hauck, president, and Al Gerke, secretary. Captains meeting will be held in August.

### Auditor of Expenditure's Office

Contributed by Victoria Mackreth

The month of May is becoming as popular as June for weddings. Rosemary "Pat" Williams, payroll bureau, promised to love, honor and obey Jim Johann (son of Joe Johann, formerly of the B&V bureau and now with Mr. Leal's office) at St. Veronica's Church on May 28. Joyce Essig of shop unkekeeping and Eileen Taylor of the material bureau also said their "I dos" in May. The gals were presented with very nice gifts by their railroad friends before the big steps were taken.

Nedra Hunt Switlick and Theresa Schroeder have taken leaves from their railroad duties. At the same time we welcome back Lorna (LaVerway) Schubert to the computing bureau.

Nell Chadbourne, who is enjoying her retirement at Indianapolis, paid us a visit on May 23. We're glad to report she's looking well and friends visiting the Hoosier state will find the "welcome" mat waiting. Sol Farley also paid us one of his infrequent visits and was looking very well also.

Carl Grutzmacher has joined the force in the T&E bureau. He is the son of Eleanore Grutzmacher of the B&V bureau.

Jesse Roy, formerly of Bill Braid's force and who spent a short time in the B&V bureau, took his pension on May 1 and

plans to live the "life of Riley" from here on in, specializing in fishing. Yours Truly has taken over his duties as voucher clerk.

Viola Schmidt of the audit section is spending her vacation in California, on a trip that includes Hollywood. It was another holiday in Mexico for Harriet Kennedy who returned recently with glowing memories and 500 feet of colored movies to back up her adventure. Josephine Fisk of the typing bureau recently spent a week in Washington, D. C., and New York City, visiting her dad.

The howling season came to a close and prizes for the Railroad, Legion and Women's Leagues were divided. Fritz Miller, captain of the Legion winning team, was not present at the final games, having had his appendix removed. He's feeling fine again and is back at his desk.

Every Wednesday, weather permitting, the office golfers can be seen heading for the Mohawk course at Bensenville, led by Carl "Specials" Holmgren in his newly purchased Studebaker.

Sympathy is extended to John Ritter in the loss of his brother, to Rose and Urban Budzien who also lost their brother, and to Mary Quinette who lost her mother.

### Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Grace Kalish and La Verne Young were each honored with a stork shower on May 14 when they took leave from the office to await a blessed event.

Angela Nixon and Ruth "Hello Girl" Walsh spent the Memorial Day week end traveling to New York City. As evidence they brought back a picture taken at Jack Dempsey's Restaurant.

A bridal shower was given for Audrey Howland on May 27. She was married the following day.

Rose (Lima) Hodel announces the arrival of a baby boy on May 21.

Frances Wagner and her two-month baby boy were office visitors on May 10.

Elsie Graening enjoyed another fine vacation in May, with a 2,000-mile auto tour to the Ozarks.

On May 17, Julia Feindt's two sisters and their children together with Marie Simpson, who is on furlough, assisted Julia in observing her birthday with a noon office luncheon.

Sylvia Sedlak has been wearing an engagement ring since Memorial Day.

It has the appearance of a fish story, but Alice Seibar claims to have caught 53 fish at Tower Lake over Memorial Day.

Margaret Golden returned to her job on June 1 after a furlough of several months.

Take it easy on the Fourth—Be alive on the Fifth!

## TERRE HAUTE DIVISION

### Terre Haute District

T. I. Colwell, Correspondent

Sympathy is extended to Chief Dispatcher A. J. Wright in the death of his father on May 1. Also, to the family of Edward Willett of Whitaker, Ill., veteran retired agent, who died on May 22.

Mrs. E. G. Boyd, wife of the agent at Terre Haute, was recuperating from an operation in Union Hospital, Terre Haute, during the latter part of May.

Walter Glass, of the store department at Terre Haute, has been making frequent trips to Paris, Ill., for the past few weeks, due to his father being in the hospital there.

The Terre Haute Division bowling team finished up in top place in its league. A few weeks ago it was so far out in front that the race didn't even look interesting, but it finished up only one game ahead of the runner-up. It sure was a narrow squeak and some of the fellows were really beginning to worry toward the end of the season.

The Service Club met at St. Bernice High School gymnasium on May 11 for the benefit of members in that locality who are unable to attend meetings at Terre Haute. Just about everything imaginable happened to Chairman Kenneth Campbell that evening. Jimmy Trimble, an entertainer from Terre Haute, was taken to the hospital on that day and was unable to present his show; our moving picture reel, "Railroads at Work," failed to show up in time to be shown; and the public address system refused to respond to any kind of treatment. We borrowed a picture from Indiana State Teachers College and were also able to get a substitute entertainer from that college. We had a full bus load of employes for the trip to St. Bernice, but Kenney drove his own car—he didn't want to take chances on anything happening to the bus.

The following employes are contemplating long distance vacations: Cashier John Mahalek, wife and daughter of Terre Haute, to Havana, Cuba; Agent Jim Anderson and wife of Lewis, to Ellsworth, Me.; Bill Clerk W. F. Stockrahm and wife of Latta, B. A.



Principals in the lovely wedding at the House of Hope Presbyterian Church, Elgin, Ill., on May 21 when Miss Muriel Oram, stenographer in the purchasing department, Chicago, became Mrs. Kenneth F. Dull. The newlyweds honeymooned in New York City and Washington, D. C.

McCanna and wife of Faithorn, and Agent Harley Longcor and wife of Joliet, to California points. Dispatcher "Doc" Heller is only going as far as Moberly, Mo., this year to visit with the division engineer of the Wabash Railroad. Harley Longcor is going to drive to California and will visit with his brother Charles, who was an operator on this division, and who is now temporarily employed by the Southern Pacific.

Jim Anderson, third trick operator at Spring Hill, was the successful bidder of the agency at Lewis and is now located at that point.

Clay Damer, traveling engineer, who has been ill for several months, is steadily improving and is now able to drive his car.

### West Clinton Area

Earl H. Lehmann, Correspondent

Crane Operator Harvey Johnson reports he will not send A. Ainscough, F. Patton, E. Callahan and S. Dove after groceries again. Being strangers here, the storekeepers surely thought they were holdup men!

Those new cars of Car Foreman J. G. Davis, Machinist Stanley Reed and Conductor H. Kutch really brighten up the highways.

Car Clerk Dale Hutson was confined to his home in May with measles. He also acquired a small farm during the month.

J. B. Nelson, retired conductor, and wife were in Princeton, Ind., recently to attend the funeral of his brother.

Oiler Frank Hummiett and wife were called to Johnson City, Tenn., in May on account of the death of an uncle.

Conductor Walter Chambers and wife visited their son in Seattle during May.

Conductor L. E. Summers has been on the sick list for some time.

A surprise in May was the return of Road Conductor O. B. Hadden to West Clinton yard work.

Walter Blaker of Faithorn, retired engineer, called on friends here in May, and visited his son Ray's grave at Bloomfield before returning north.

Conductors Fred Burgess and D. E. Allen attended the test races at the Indianapolis Speedway, and Junior came back with a sprained arm from a fall and Dean with a dent in his new car. Our advice is "don't go to the races, boys!"

David Shank, clerk to assistant master mechanic, took a vacation in May, returning with a fine Iowa tan. Lillian Berwick was the relief clerk.

Earle Moody and wife are the proud parents of a baby boy; Earle is chief on private car 555. The baby was named Leroy.

Conductor J. L. Maloney visited relatives in southern Illinois recently and returned with a '46 cream colored "Chevy."

Brakeman Harry Earl is ordering a new electric refrigerator for his camp on the river.

Elizabeth Brown is the relief caller at the roundhouse.

Conductor Cliff Currie relieved on the south end passenger recently, due to the illness of Conductor Thomas Means.

Concerning the quaint old custom of collecting souvenirs from hotels, the late Frank Case, custodian of the famous Algonquin Hotel in New York, told the story of the patron who bought a yacht and named it Algonquin, after the hotel. Case thanked him warmly for the compliment.

"What else could I do?" asked the owner. "If I'd named it anything else I'd have to buy new linen and silver."

## Railway Women Thespians



Behind the footlights, left to right: Martha Prestin, Collette Cosgrove, Catherine Crowley, Loretta Czyewski and Marie Tuemler.

MILWAUKEE Road white collar girls who are active in the Chicago Railway Business Woman's Association, took a fling at amateur theatricals in a musical extravaganza, "Funs-A-Poppin'". The show played a one night stand at the Crane High School Auditorium on May 6 and was a huge box office success. Thirty-four separate skits were counted in the performance. Prominent in the cast were Marie Tuemler, Collette Cosgrove, Catherine Crowley and Loretta Czyewski, all of the Fullerton Avenue accounting department, and Martha Prestin of the office of auditor of capital expenditures, who is secretary of the Milwaukee Road division in the Union Station. Iona DeCamp of the Fullerton Avenue accounting department, first vice president of the association, was co-chairman of the production and Leona Dietrich, Fullerton Avenue, was co-chairman of the corps of ushers. Miss Tuemler is chairman of the Milwaukee Road division of the RBWA.

## SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

The last meeting of the season for the Service Club was held May 24 at the Y.W.C.A. at noon, with an attendance of 69. George Garber of the Washington Title Insurance Company gave a talk on the opponents' viewpoint of the proposed C.V.A. (Columbia Valley Authority), a topic which is of vital interest in the Northwest at the present time. The club will resume its luncheon meetings again in the fall. Chairman John Andrews deserves a lot of credit for arranging programs to make the meetings interesting.

Our sincere sympathy to Mrs. Agnes Horak of the general freight agent's office on the death of her mother, Mrs. Josephine Swatosh, at Cedar Rapids, Ia., on May 21. Mrs. Swatosh was well known in Seattle, having formerly resided here for several years.

When the blonde, brunette and redhead of the freight claim department were questioned about the corsages they wore to the Women's Club anniversary luncheon, they merely smiled and said "they weren't salvage," but—the same evening a gentleman from the same office was observed going home with a large box under his arm, which on first guess one would say was "candy." Was it just coincident?

D. C. Rhynsburger former engineer on the Rocky Mountain and Coast Divisions, visited the office in May. Mr. Rhynsburger, now retired, lives in Sierra Madre, Calif. He was accompanied by Mrs. Rhynsburger and while here they visited their son Willert and family. Son "Bill" is a professor at the University of Washington.

M. E. Randall, former traveling freight and passenger agent, now retired, is recuperating from an operation at Providence Hospital.

Miss Delores Kriminger of the general freight agent's office was recently installed as corresponding secretary of the Women's Traffic and Transportation Club of Seattle.

Sympathy is extended to L. J. Kidd, general agent at Seattle, on the death of his mother, Mrs. J. R. Kidd, who passed away at Tacoma on May 31. She was the widow of former agent at North Puyallup.

Miss Ethel Burris of the freight claim department has returned from a vacation trip to Kentucky and Cincinnati.

Sympathy is extended to Leo F. Kord, diversion clerk in the general freight agent's office, on the death of his father at Tacoma on May 26. Mr. Kord was a retired blacksmith.

Miss Carol Minard, stenographer in the freight claim department, is spending her vacation in Milwaukee and Chicago.

N. A. Meyer former superintendent of transportation, was more than beaming on

his last visit at the general offices, when he announced the birth of a baby girl to Mr. and Mrs. Robert Devenney of Boise, Idaho, which makes him a grandfather. Mrs. Devenney is the former Janice Meyer.

We are happy to see C. E. Whitt, staff assistant, back on the job after his illness.

## MILWAUKEE DIVISION

### First District and Superintendent's Office

J. E. Boeshaar, Correspondent

Agent Rudolph Newyear of Gurnee, Ill., has retired after many years of service.

We were shocked to hear of the death of Train Dispatcher John Collins of Milwaukee who passed away suddenly on May 9.

Condolence is expressed to M. A. Grenning, swing operator at Rondout and Tower A-20, whose mother passed away recently.

Our sympathy also to Clarence Honeman, operator at Tower A-20, whose little daughter Mary passed away on May 6.

### Third District

D. A. Dunning and H. G. Brown, Correspondents

If Trainmaster N. W. Soergel is heard whistling "Cruising Down the River," a new outboard motor and boat may have something to do with it.

Operator J. E. LeClair, Fond du Lac, has been off duty due to an operation. He expects to be back on the job shortly.

When Jimmy Monogue retired as a conductor on the Old Line several years ago it certainly did not mean to the old rocking chair. A recent article in the *Horicon Reporter* tells us he is manager of a local ball team and their enthusiasm to start spring training is so intense that they can't wait for flood lights to be installed on the

athletic field and are catching fireflies and placing them in glass jars to serve as lights.

C. L. "Louie" Nungesser, retired conductor, and wife have moved from Horicon to West Bend, where they will live with a daughter. The Nungessers were residents of Horicon for several years, their two daughters and a son graduating from the Horicon High School.

Word reaches us that Anton J. Schmans, brakeman of Old Line and Hiawatha fame, has been seriously ill at his home at 322 Ripon Road, Berlin, Wis. A letter or a card from his old acquaintances will cheer him.

Operator R. H. Porten, Jr., Beaver Dam, is working as side wire operator in Chief Dispatcher Larson's office.

## IDAHO DIVISION

Mrs. Ruth White, Correspondent

From Malden, Wash., we hear the following: Agent and Mrs. V. R. Mitchell are driving a 1949 Chrysler . . . Mrs. Lee Carver spent several weeks in Spokane with her daughter, Mrs. Harry Williams, who was ill. . . Conductor J. Ferrell spent some time in the Deaconess Hospital at Spokane but is back to work at this writing . . . Mrs. Walter Kraus, wife of engineer, recently visited her brother and his family in Wisconsin . . . Mrs. Tom Akey, wife of brakeman, recently made a trip to St. Joseph, Mo., on business . . . Mrs. Charles Donovan has returned from Oakland, Calif., where she saw her new grand-daughter.

Roadmaster "Cap" Allen reports that Foreman Peter Gianetsos, formerly on the Dishman section, has displaced Peter Glavas who in turn is moving to Warden to displace Foreman Kakaris.

Foreman E. W. Stratton of Worley, Idaho, is taking a leave of absence. His place is being filled by Relief Foreman Vincent Ferrone.

B&B Foreman/H. Wohl's crew has moved from the gas plant to Spokane bridge.

## Touché!

JUST to make sure that the readers of the Milwaukee Magazine get a square deal, Frank D. Reynolds of Seattle, retired telegrapher, wants us to correct the date on that picture of the gang at the Savanna dispatcher's office which appeared on page 38 in the May issue.

Because the picture was quite faded we felt rather clever when we deciphered a June 15, 1913 in the upper left hand corner, but Reynolds pounced on the date like a house detective. "It should be a year or more later," his letter stated, "as M. H. Klugh, who is shown on it as third trick dispatcher, relieved me of that post in Savanna in February, 1914." Reynolds also identified the unknown lady clerk as Nan Gallagher, who is still working for the Road in the engineer's office at Savanna.

Eddie Alleman, Adolph Carufel and R. L. Johnson recently purchased late models of automobiles—some "later" than others.

Fred Turner, roundhouse employe, and his wife are making a long contemplated trip to England. Fred has taken a leave of absence to make this visit with relatives and friends in his homeland. He worked for the Road in the shops at Spirit Lake several years back.

Jim Moffett, former engineer, passed away on May 17 at his home in Monroe, Wash., where he and Mrs. Moffett had resided since his retirement several years ago.

Jim Crawford, roundhouse watchman, passed away recently. He had worked for the Road since 1911.

We have a report that the following are in Spokane hospitals: Leo Walsh of the traffic department, L. C. Robinson, retired operator, and Garman Bill McCaughey.

Many employes of the freight office in Spokane will remember Jim Archer, TCFB inspector, who occupied a desk here for a long time. Well, Jim retired recently and received a gift from the gang. In spite of his age, which is reported to be "way past 70," he is very active and plans to spend most of his time gardening and fishing.

May 22 was a good day for fishing, according to Chet Alesson of the police department who caught his limit of rainbow trout at Waits Lake, Wash. Asked what lure he used, Chet said it was his homemade fly which he hurriedly dubbed "Milwaukee Special." He said it was a dry fly—one of his best.

One fisherman not as fortunate was Jerry Albin who spent a week end trying his luck and came home with four fish and minus most of his equipment. It got away with those big ones, or vice versa.

Georgiawa Martin is relieving Laura Berkeley at Othello during Laura's vacation.

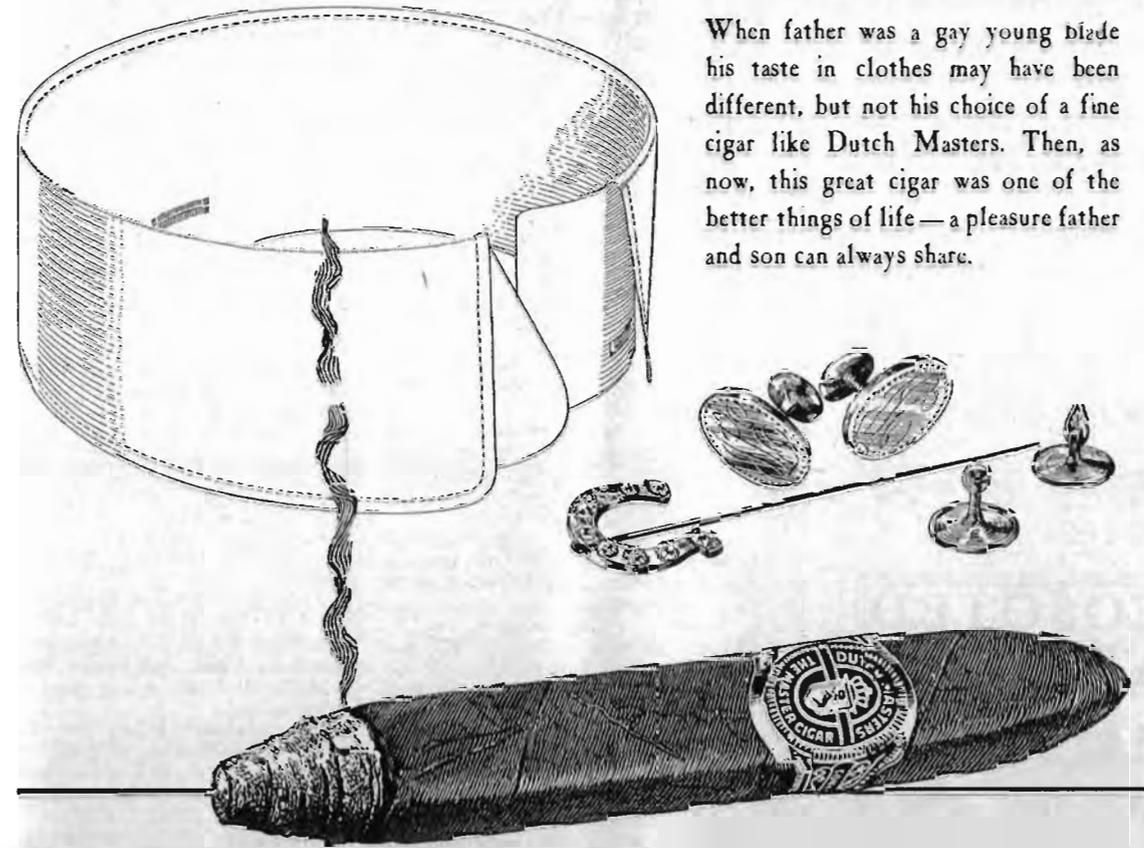
Friends who merely confirm us in our limitations are touched up photographs of ourselves. A vigorous new friendship is a full length mirror in realistic light. It may expose our smugness and deflate the half values we settled for. But it will be worth its cost if it breaks through our narrow ruts and forces our development.

—Margaret Lee Runbeck

The Milwaukee Magazine

## Life with Father

When father was a gay young blade his taste in clothes may have been different, but not his choice of a fine cigar like Dutch Masters. Then, as now, this great cigar was one of the better things of life—a pleasure father and son can always share.



# DUTCH MASTERS CIGARS

## D & I DIVISION

### First District

E. Stevens, Division Editor

Dr. and Mrs. John P. Harrod, son-in-law and daughter of Switchman Leo Sheedy, Savanna, arrived in the States in May for a visit with Mrs. Harrod's parents, having been released from Army service. Doctor Harrod was a captain in the Army Medical Corps and Mrs. Harrod a captain in the Army Nurses Corps.

Fireman Harry Notz, Savanna, was married on May 7 to Miss Carmella M. Crisei in a pretty ceremony in St. John's Catholic Church. A reception followed in the Legion Club.

We are happy to report the satisfactory recovery of the following: Mrs. Dave Raymond, wife of ear department employe, Savanna, who submitted to surgery in June Lamb Hospital, Clinton, in May; Mrs. Joe Freyhaag, wife of operator in the dispatcher's office, Savanna, who was seriously ill for a number of weeks and confined to the hospital; Ben Reibel, retired Iowa Division engineer now residing in Sabula, who underwent surgery for the removal of an eye in June Lamb Hospital, Clinton, on May 6.

Louann Rabun, daughter of District Master Mechanic L. H. Rabun, now of Chicago, completed her junior high school course in Savanna and received an appointment and

tuition scholarship to the summer speech institute at the University of Denver. This is an outstanding award in that only 60 seniors in the country are selected on the basis of scholarship, experience and interest in speech.

Switch Tender T. F. Castle, Savanna, retired on April 1, completing 32 years of service with the railroad.

T. F. Carrigan, retired conductor, passed away at Bensenville on May 17. Mr. Carrigan started railroading as a brakeman on March 9, 1910 and was set up as a conductor in 1918, and retired on Nov. 22, 1946.

Leo Goss, retired Iowa Division engineer, passed away suddenly in the home of his daughter Mary at Maquoketa, Ia., on May 22. Mr. Goss began his railroad service on Aug. 27, 1900, as a fireman, was promoted to an engineer on Sept. 17, 1906, and retired on Feb. 12, 1948. Surviving besides his daughter are two sons, Leroy of Cedar Rapids, Ia., and LaVerne of Missoula, Mont.

Conductor Louis J. Pazour, Jr., son of Conductor Louis J. Pazour, Sr., of Cedar Rapids, Ia., was married on May 21 to Mary Ellen Adams, daughter of Mr. and Mrs. Ben Adams of Savanna, in a ceremony at Cananche, Ia. Following a short wedding trip they returned to Savanna to make their home.

John P. "Sharkey" Dulen, veteran locomotive engineer on the Milwaukee Road for 57 years, passed away on May 20. Mr. Dulen was personally known to a vast number of Milwaukee employes and patrons. Always possessed of a good sense of humor which

he retained right through to the last, his good-fellowship will long be remembered by those who knew him. He prided himself on the fact that his record of efficiency in his job was tops, which will be attested to by those who teamed up with him in the many years he put in on the Illinois Division, and by officers and employes generally.

Mr. Dulen held the distinction of being the father of one of the largest families in the employ of the Road. He was the father of 12 children, 10 of whom are still living. Surviving are three sons and seven daughters, of whom the boys are all employes of the Milwaukee, two as engineers and the other in train service. He lost two boys who were also Milwaukee employes, one as coach yard foreman and the other as train baggageman. Of his seven daughters, all now with families of their own, five have been or are now in the employ of the Road. Surviving also are 16 grandchildren and two great-grandchildren. Two of his sons-in-law are also railroaders, one an officer on the Milwaukee and the other an engineer on another railroad.

Mr. Dulen retired about 10 years ago and thoroughly enjoyed himself right down to the last. "Switch Shanty" air predominated when his clan gathered at the home of the members, and the years after he retired were, therefore, interesting to him. He loved the railroad and felt that the regard was mutual. A compilation of the total years of railroad service by members of his family and in-laws exceeds 300 years—that could certainly be called a railroad family.



Porter Price Collins of Milwaukee collects U. S. Savings Bonds as a hobby. Collins has purchased a \$1,000 bond at the beginning of every bond drive and adds others of various denominations from time to time. The collection dates back to the Defense Bonds issued prior to Pearl Harbor. Here he is shown purchasing a \$1,000 bond at the beginning of the current "America's Opportunity Drive" from Henry Kaiser of the First Wisconsin National Bank. (Milwaukee Journal photo.)

### Quad Cities Area

Marion L. Arnold, Correspondent

Chet Wylie returned to work on May 23 after being off for 10 weeks. John Reddish, crossing flagman at Gaines Street, is back after having a cataract removed from his eye in April. Engineer Jack Raisch spent three more weeks nursing a skin infection but returned to work on May 24. Agnes Gillon, bill clerk, returned on May 31 after an illness of six weeks.

Car Inspector Harry Meye has been off work due to illness. Switchman John Baker spent a few days in the hospital recently but expects to return to work shortly.

Machinist George Volrath, aided by some of our other men, has just finished building a hoist for handling heavy traction motors. This has been a big help to the mechanical department. Storekeeper Brenton suggests we confer the honorary title of "mechanical engineer" on Mr. Volrath.

R. C. Reeves, retired switchman now living in New Richmond, Wis., writes that Mrs. Reeves fell in their home while preparing for a trip to Davenport.

## CREOSOTED MATERIALS and COAL TAR PRODUCTS

Republic Creosoting Co. Minneapolis

BUCKEYE CAST STEEL PRODUCTS FOR RAILROADS

Truck Side Frames

Truck Bolsters

Couplers

Yokes and Draft Castings

Miscellaneous Freight Car Castings

Six- and Eight-Wheel Tender Trucks

THE BUCKEYE STEEL CASTING CO. COLUMBUS 7, OHIO

### TWIN CITY TERMINALS

#### Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Amy Richards spent her recent vacation on a farm near Superior, Wis.

Ducky Sutton has been busy these days working in the garden at his new home at Golden Valley.

Mrs. Larry Johnson (Gladys Mirocha), besides being a full time housewife and mother still finds time to keep up with her bowling. She recently attended the Women's International Bowling Congress at Columbus, Ohio.

Larry Johnson spent his recent vacation visiting old "buddies" in Washington, D.C., and New York.

Ed Knocke and family recently returned from a three-week vacation on the west coast.

Ben Hultman and wife have returned from a trip to the Long Beach and the Los Angeles area.

Ronald Luce and wife recently visited friends in South Dakota on their way to Portland, Ore., where they expected to attend the Rose Festival.

It's "Grandpa" Williams now, since a son, Michael Dean, was born to Mr. and Mrs. V. Williams of Nutley, N.J.

Sympathy is extended to John Skow in the loss of his wife.

Larry Himlie and family spent their recent vacation visiting in Winona and Rushford, Minn.

Bernie Feuchtman, of the depot ticket office, took a few days off recently to run a "hot dog" stand in his home town of Melrose, Minn., during the festivities celebrating "Gallagher Day."

#### St. Paul Traffic Department

Brooksie Burk, Correspondent

At the moment our office is fresh out of a chief clerk. Darrell Newcomb, the former occupant of that chair, has joined the ranks on the other side of the tracks, having accepted a position in the traffic department of a large Minneapolis concern. We wish him good luck, good friends and good routing in his new work. (He knows he'll be haunted if he doesn't see that Milwaukee Road routing is specified whenever possible.)

See the July issue of the Magazine to find the name of the lucky winner of the chief clerk's desk!

Just as soon as this little article is finished, ye correspondent and her family are leaving the city to spend a week at our favorite lake. We don't guarantee to bring back big ones like we caught last year, but we'll try.

### St. Paul Freight Station

Allen C. Rothmund, Correspondent

Agent Bill Radtke is now a home owner, as he recently bought a nice house in Minneapolis.

The stork paid a visit to Bob Stewart's home on May 4. It's a boy. We hope Fred Overby catches more fish than he can use during his fishing trip.

Supplementing last month's news about Georgine Sweet, the boy friend's name is Russ Flandrick. Russ is a resident of Somerset, Wis.

Don McCabe will soon complete his course in Spanish and then be ready for his trip to Chihuahua, Mexico.

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

Oriole M. Smythe, Correspondent

Among the Shriners attending the Midwest Shriners Convention at Aberdeen on May 20 and greeting former friends was Charles Laird, our chief clerk, who was in the marching unit of Zarah Temple, Minneapolis.

Chief Clerk Charles Capon and wife have returned from a vacation trip to Portland, Ore., and a visit with their son. Store Department Clerk Joe Lagow and wife and friends are making an auto trip to Los Angeles.

Congratulations to newlywed Louis Lorang who was married on May 21.

Carman Don Hollingsworth and family have moved into their new home in the St. Louis Park district.

Car Inspector Victor Olson was welcomed back to his former job in Minneapolis train yard following an illness.

Sympathy is extended to Len Farrell of the store department force in the loss of his wife who passed away on May 11 after a long illness.

Best wishes for enjoyable leisure to Martin Eggen and James M. Murray who retired on Mar. 28 due to ill health.

Assistant Foreman Tony Baxman spent a busy vacation recently, back and forth, bedroom to kitchen to basement. Mrs. Baxman has been ill but is now convalescing.

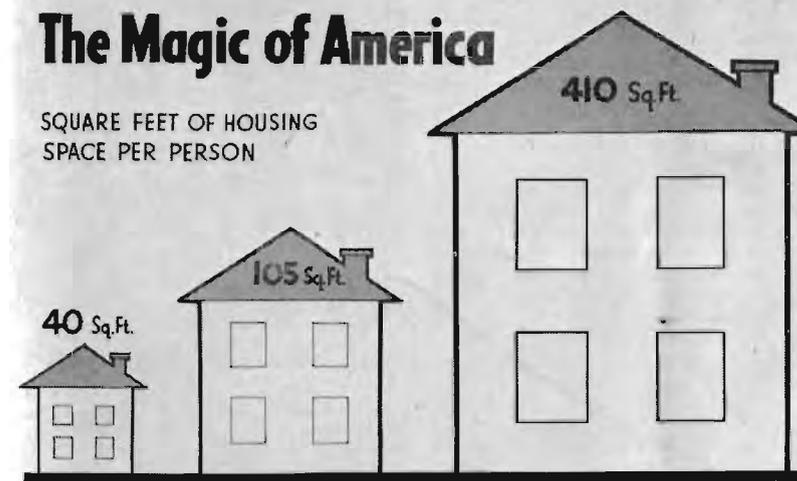
Mrs. Hjordis Peterson returned to work on May 9 following her recovery from serious injury in an automobile accident on Feb. 19.

Congratulations to Mr. and Mrs. Harry Stanko who are rejoicing over the birth of a nine-pound baby boy on May 22. Harry is secretary to J. L. Brossard, district master mechanic at Minneapolis.

Baseball attendance figures of 1948 equaled 15 per cent of the entire U. S. population.

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THE information portrayed in this chart was supplied by the National Association of Real Estate Boards. These estimates are designed to reflect conditions in early 1947. The estimate for England understates her normal housing facilities, due to wartime destruction. However, if it were possible to make an allowance for this destruction, the significance of this chart would not be changed.

### CHICAGO TERMINALS

#### Bensenville

Dorothy Lee Camp, Correspondent

Three cheers for the new mayor of Franklin Park, Ill.! He is none other than big, jovial Bill McNeerney, first trick operator at the Soo Line tower. Bill won out with a 3-to-1 victory.

Leslie and Laurel Whalen were visited by Mr. Stork on May 19. Their little son weighed in at seven pounds seven ounces. Papa is a switchman at Bensenville; Uncle Ward Conners is a switchman; Uncle Jack Whalen is an oiler, and Cousin Earl Whalen is a switchman—all for the Milwaukee.

"Kickapoo" Sampson, yardmaster at Bensenville, and wife received a pink, fluffy bundle from the stork. He delivered Dolores Fay on Mar. 19.

Adeline "Addy" Young, relief telephone operator at Galewood, is a grandma. Daughter Dolly (formerly of E. H. Lyons' office), married to Joe Janicek, machinist in the coach yards, has a bouncing baby boy, James Martin—named for her brother Marty, who was lost in service while in the Air Corps.

Daughter June and hubby Ben Waskow, Jr., have a cunning baby girl, Pamela Hope. Little Pam's grandpa, Ben Waskow, Sr., is an engineer for the road in the Chicago terminal.

James E. (Jim) and Joyce Lewin welcomed Baby Linda Joyce on May 3. Jim, his brother Bob, and his father are all switchmen for the Road.

Tom Corrigan, retired Illinois Division conductor, passed away the latter part of May. Funeral was from St. Peter Canisius Church in Chicago.

Bob Collier, C&M Division conductor, retired recently after suffering several heart seizures. Soon as the doctor says he may travel he will leave for California.

The union of the Milwaukee and the

C&NW took place on May 14, when Gene Valerigo of the Bensenville PFI and Rose Mary Frick, C&NW clerk, were married. At this writing the young couple is still honeymooning.

Yard Clerk Harry Zender now has a pretty little gal by the name of Martha for his one and only. Martha and Harry said their "I Dos" in May.

Wilbur "Jim" Misener, cross-over switch-tender, passed away early in May. Jim had been with the Road since May 27, 1943. His remains were shipped to Canada, where his parents make their home.

Glad to report that Cecilia Jackson, telephone operator at the Union Depot and formerly of the Galewood telephone office, is recovering nicely after a recent operation.

Otis W. Freeman, Jr., brakeman on the Healy run, was "hitched" to Dorothy Rose on Mar. 5.

Phillips Scorza, clerk at Galewood, and family traveled to Phoenix, Ariz., recently. This is the second trip to Phoenix in the past six months for Phil.

Frank Dominick, messenger at Galewood, drove to California for his vacation and really saw the country. His speedometer registered 5,500 miles for the trip.

Mae Graney, clerk at Galewood, dropped me a note to say that Ann Zenger, PU&D clerk, is back at Galewood after working in Elgin. Ethel Gibbs is also back on the job after being on sick leave for three and a half years. Dorothy Parsons makes the picture complete by returning after an illness of a year and a half. Seems good to have all of the gals back and fit as a fiddle once more.

Okefenokee Swamp Park in Georgia was one point of interest Wally Grosnick and family took in recently on a 3,700-mile trip. They also visited Marineland, Fla., where they watched the feeding of the porpoises. They also stopped at Casper's Alligator Farm at St. Augustine, which is run by a friend from Wally's army days.

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### Union Street

Florence LaMonica, Correspondent

Galewood Lodge No. 549 bowling league wound up its season on April 29 with the Union Street Arrows coming in second. Arrow bowlers consisted of Captain Frank Kurtzer, Anthony Detuno, Harry Gripke, Alex Popiel and Rudy Meyers. On sweepstakes night, May 6, Bob Williams of House 5 placed first in both the games and series, winning \$16.

We are happy to tell you that Burt Smith has found a house in Bartlett, Ill., through the efforts of one of our co-workers.

Sorry to inform you that Art Kramp, chief clerk at Kinzie Street, is in Ravenswood Hospital. Let's send him a cheer card.

Sympathy is extended to the family of Dorothy Potter, switchboard operator at Union Street, in the death of her father, John Dulen. Prior to his retirement, Mr. Dulen was an engineer for the Road for 55 years.

Jim Williams, night janitor at Union Street, passed away recently. Sympathy is extended to his family.

Tom Carroll, checker in House 2, is ill at the present time.

Carl Williams is out of Hines Hospital and at home recuperating from an operation.

Flash! Harry Gripke, Union Street office, has just become a grandfather.

Please don't forget your fellow employees who are looking for places to live. Time marches on and we're getting pretty desperate. See your correspondent for particulars.

### LACROSSE & RIVER DIVISION

#### First District

K. D. Smith, Correspondent

This is the time of year when a feller needs a good alibi to go fishing when his wife has made other plans, such as house cleaning, gardening, and what have you. The trout season opened at noon on May 14. A lot of gardens were spaded a week ahead of time, just in case of a shortage of worms.

I'm waiting for Ivan Little and Jim Thomas (roundhouse foreman and engineer to you, but to me the two biggest liars in town when it comes to fishing) to give us a report on the trout situation. The best they have done so far is to catch an eel in the old Wisconsin River.

Signal Maintainer Shoemaker has spring fever—saw him painting his boat one day recently.

Ralph Woodman and John Robertshaw, retired engineers, and their wives have returned from Florida where they spent the winter at Punta Gorda.

A recent storm blew half of the farms in Lewiston into Portage and on the way

IT'LL HOLD JUST SO MUCH...!



east took a side wall off of our roundhouse. Foreman Lancaster and his crew have it looking like new now. Nothing like having some good carpenters on hand.

Chief Electrician Joe Carmichael is laying off on the sick list. At last report he was getting along nicely.

Engineer Rudy Rost claims that the new flyrod Santa Claus gave him for Christmas is the best ever, inasmuch as he got the limit every time he went after bluegills.

Night Roundhouse Foreman William Ferrie is recovering from a recent operation. Our old friend Tom Bloomfield, retired yardmaster, was on hand to solace him.

J. P. Collins, our former chief train dispatcher, passed away suddenly in Milwaukee, due to a heart seizure. He had been working the swing job on the Northern Division. Burial was in Milwaukee. He made many friends on this division during the time he was stationed here.

Conductor Joe Wiselus and crew get an "Oscar" this month for their fast work on No. 69. Coming into Watertown early on the morning of May 4 Joe and his rear brakeman, Shoemaker, noticed fire on the Ninth Street crossing. Joe dropped off with a bucket of water and put out the fire, which had a good start in the planking.

We are glad to report that Oscar Manske, third trick operator at Watertown who has been on the sick list, is improving.

Because of our country's tremendous production, we own half of the world's electric power, half of the radios, more than half of all the telephones, produce more steel, own 60 per cent of the world's insurance policies and 85 per cent of its automobiles.

## Milwaukee Terminals Vets Feted by Hiawatha Service Club



Chris Brockel and Charley Tennant (center and right) receive retirement gifts from John J. Sultz, general vice chairman of the Hiawatha Service Club, who is chairman of Unit 14.

C. A. (Charley) Tennant and C. (Chris) Brockel, well known old timers around the Milwaukee Terminals who retired last December, were guests of Unit 14 of the Milwaukee Hiawatha Service Club on Sunday evening, Apr. 24. Some 200 Service Club men with their wives and friends gathered at the Service Club auditorium that evening to honor the veterans with a retirement party and present them with testimonial gifts. Dancing was the principal entertainment and refreshments were served throughout the evening.

Before they retired Charley and Chris held two Milwaukee Terminals records. Charley, with 10 years of service as a switchman and 36 years as a yardmaster, was senior yardmaster of the district, and Chris, with 2 years as a switchtender and 54 years as switchman, topped the switchmen's seniority list.

### MILWAUKEE SHOPS

#### Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

We were pleased to note that the May issue of *What's Your Idea*, the suggestion system supplement to the Pullman Standard Car Manufacturing Company's *Carbuilder*, carried the now famous drawings by our Fred G. Wiegatz, showing the various concepts of what an ideal passenger car should look like. Fred, as practically everyone knows, is an industrial stylist of great ability, who has contributed his talents to the redesigning of ticket offices throughout the railroad.

On May 9, at Waukesha Memorial Hospital, the Allan Hansons welcomed Cecille Hazel. The Hansons have another daughter, Caroline Elenore. Allan is now working in the shop for L. E. Grant as an inspector.

You remember dates way back when? 1766—the Struggle for Independence, 1861—Civil War, 1898—Spanish-American Conflict, and so on? Then it will be easy for you to remember one more—Aug. 7, 1949, the Milwaukee Hiawatha Service Club picnic at Pleasant Valley Park! Make arrangements now!

Ken Voss has left the mechanical en-

gineer's office to take over the A.F.E. duties of William "Bill" Luebke of the S.M.P. office who passed away recently.

A hope for a speedy recovery is the wish of all in regard to our friend, Upholsterer Joe Borowski.

Sympathy is extended to Mr. and Mrs. Ken Bezoldt in the loss of their infant son at birth.

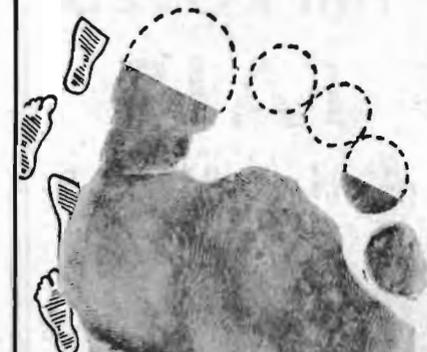
Ralph Haslam took a short holiday trip to Minneapolis to be on hand when the Milwaukee Brewers played Minneapolis. He returned with the "Boys from Borchert Orchard" for their double header here on May 30—a loyal fan of the Milwaukee baseball club.

#### Store Department

Earl L. Solverson, Correspondent

Sylvester "Whitey" Lemke, of the upper main store, is a member of the 126th Fire or Flight Squadron of the Wisconsin National Guard. Twenty-three members of the squadron left Milwaukee in a C-47 on Friday, April 29, at 6 p.m. and landed at McDill Air Base near Tampa, Fla., at 2:30 a.m. Saturday. They obtained hotel rooms and then proceeded to see the sights. Whitey and three others rented an automobile in the morning and drove to St. Petersburg, returning to Tampa in the evening to attend an American Legion dance. On Sunday they drove to Sulpha Springs. They

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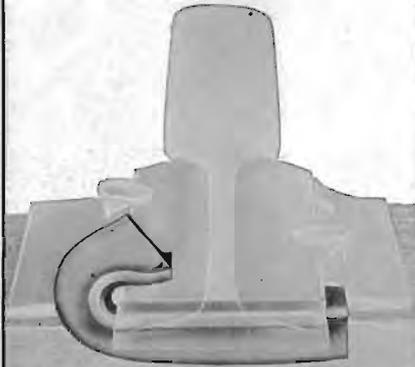
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left the McDill Air Base at 4:00 p.m. and arrived in Milwaukee at 10:10 p.m. This is one of the frequent training flights which the boys in the Corps enjoy and which encourage the enlistment of others.

Herman Jahnke, Jr., of the district storekeeper's office, was married to Mary Ann Karpinski on May 28 at St. Helen's Church, Milwaukee. The honeymoon consisted of a two-week trip to Seattle and points in Canada. Herman Jahnke, Sr., is a chauffeur in the store department.

Letters from August Kosiboski's daughter state that August is enjoying his retirement by visiting the neighbors, listening to the radio and doing a few chores. He will be 81 on Aug. 12. He now resides in Manistee, Mich.; worked for the store department until March, 1948.

Harry Schupinsky has been on sick leave for some time.

The following store department employees donated blood to the newly established blood bank in May: John Brinovec, Rudolph Freuler, George Grabowski, Norbert Kubiak, Francis Rainer, John Waldman, Jr., and Archie Graff. Rudolph Freuler has donated nine pints during and since the war. A most worthy cause as no one knows when they or their family will need it.

John Brinovec and Robert Knabel, of the freight car store, planned to attend the 500-mile classic at Indianapolis on Memorial Day.

## Locomotive Department

Leone Schneider, Correspondent

It is that time of year when certain men ask certain ladies a very important question. Among these we have Ray Majewski asking Shirley Richards to be his Mrs. She willingly agreed and they had a wonderful honeymoon in California. Ray is a molder in the foundry.

Congratulations to Edward Tyska and Anne Ebner on their marriage. Edward is the son of Louis Tyska, wheel molder in the foundry.

It was quite a celebration for the Herbert Ott family. Daughter Ruth decided to become Mrs. Bachman and Herb's son Herman became a grandfather. Of course the baby was named Herman. Herb Ott is a wheel breaker operator and son Herman is a laborer in the foundry.

Machinist Elmer Tellefsen popped the question to Grace Hatleberg and they are now very happy being "Mr. and Mrs." Elmer is the son of Al Tellefsen, pattern shop foreman.

Baby news: I know you will be happy to hear that Donna Jean was welcomed into the McNeil home. Mamma was formerly Audrey Smith, steno in the SMP office.

Wheel Molder Stanley Les was a mighty nervous young man until baby George announced his presence. Congratulations are very much in order.

We are sorry to hear of the death of Mike Njeric. Mike was a laborer in the foundry who had been retired for the past two years.

Sympathy is extended to Adam Spitznagel on the death of his wife. Adam is a retired coremaker.

A welcome visitor at the foundry was



Picture taken at the Milwaukee Hiawatha Service Club auditorium on Apr. 24 as Unit 14 takes possession of the trophy awarded for the largest membership increase in 1948. Left to right: Walter D. Markert, past chairman of Unit 14, Assistant Superintendent J. J. Dombrowski of Milwaukee Terminals, and Chairman John J. Sultz, who is also general vice chairman.

Brakeshoe Molder Bob Slepoc, who has been on the recuperating list for some time.

Roundhouse Clerk Ed Zimmermann tells us that his father is on the road to recovery following a recent operation. The senior Zimmermann is a clerk in the SMP office.

We regret to report the death of Eddie Seefeldt, retired electrician.

## MADISON DIVISION

W. W. Blethen, Correspondent

Miss Jean Suzanne Zuercher, daughter of Mr. and Mrs. G. E. Zuercher, became the bride of Herbert J. Ripp, agent at Juda, on Apr. 30 in St. Victor's church, at Monroe, Wis. A wedding breakfast was served at the Eugene Hotel, with a reception in the afternoon at the Turner Hall. Following a trip through the western states the newlyweds are at home in Monroe.

Engineer and Mrs. Ollis J. Johnson, Madison, announce the engagement and approaching marriage of their daughter Dorothy Jean to James F. Glonek of Madison.

Telegraph Operator Gene Bowar made date as train dispatcher on May 5.

Announcement is made by Mr. and Mrs. R. D. Reeter of Madison of the engagement of their daughter, Marilyn Esther Mackie, to Raymond E. Erdman, son of Mrs. Richard Erdman of Madison.

Grant Church, retired car department employe, passed away at his home on May 4 following a long illness.

Conductor Henry Hurlbut has sold the Scenic Hotel at McGregor, Ia. He will, however, maintain his home at the hotel for the present.

B&B Carpenter Max Martin and Dan Keegan, track department employe, are both confined in St. Mary's Hospital, Madison, following surgery. Ray Corbett, B&B carpenter, underwent an emergency operation at Prairie du Chien on May 24. Frank Welch, B&B carpenter, was recently operated on at Wesley Memorial Hospital, Chicago, for a knee injury suffered in January. Latest reports are that they are all getting along fine.

Frederick Roever, II, son of Car Department Electrician Harvey Roever, was seri-



"Whew! Did I ever have to rush to make this train!"

ously injured on May 13 when he was struck by an automobile while riding his bicycle.

Mrs. William McKeown, wife of conductor, who has been confined in St. Mary's Hospital, is greatly improved.

Agents R. Black of Mazomanie and C. E. Neumann of Middleton are back to work following sieges in the hospital.

## IOWA DIVISION

Middle, West and Des Moines

Viola Ranes, Correspondent

Miss Ruth Cline, daughter of Engineer B. Cline, was recently married to Claude Altig, Jr., drayman at the Perry depot.

Each year the Three-Quarter Century Club, consisting of residents 75 years old and over and sponsored by the Perry Daily Chief, is honored at a banquet. Special honors and gifts are bestowed upon those members living the greatest distance, the oldest, most living descendants, etc. Mrs. Ben Moore, wife of retired engineer, was honored as the "baby" of the club at this year's banquet.

S/Sgt. Arnold Culp and family are visiting at the home of Mr. and Mrs. A. V. Airhart. Mrs. Culp is the daughter of Freight Foreman A. Airhart. Sergeant Culp has been ordered to China for Army duty. His wife and baby will join him later.

Mrs. F. L. Hamner, wife of retired engineer, underwent eye surgery at the Des Moines Methodist Hospital recently. Doctors in charge of her case are confident she will have permanent relief from her trouble.

Engineer Duane Gardner is still on the convalescent list due to an injury on his hand. He recently returned from Chicago where he received medical advice.

Machinist Thomas Connell has returned from the Veterans Hospital in Des Moines where he submitted to surgery. He is showing considerable improvement.

Machinist John Wagner has also returned home from the Veterans Hospital where he was a patient for several weeks, following surgery. He is getting along nicely.

Brakeman Ray Johnson underwent surgery at the Des Moines Methodist Hospital recently. He is getting along nicely and hopes to be released from the hospital soon, as he has had more than his share of hospitalization this year.

Our sympathy to Brakeman John McCurdy whose mother passed away recently in Portsmouth. She was the wife of a retired section foreman.

Miss Vernita Galihier, daughter of G. Galihier, section foreman at Portsmouth, was married May 14 to Ralph Leake of Omaha. They were married at the First Presbyterian Church in Council Bluffs.

## Council Bluffs Terminal

Agnes Christiansen, Correspondent

Car Inspector Nels Jacobsen and wife are the proud maternal grandparents of Leigh Anne, daughter of Captain and Mrs. Harold Grossmann, of Belmont, Mass. The little miss made her debut on Mother's Day. There will be a family reunion at the Jacobsen home while Nels is on vacation in June. Daughter Carol is returning from St. Paul where she was attending Bethel College. Their daughters and sons-in-law, Mr. and Mrs. Peter Mitchell of California and Mr. and Mrs. Lloyd Thomas and two daughters, will also be with them.

Mrs. Max Eckert, wife of store department employe at this point, was on the sick list in May due to virus pneumonia but is now well on the road to recovery. Max recently broke a finger playing baseball with the Milwaukee team.

Jacob Rodholm, section employe, was rushed to the hospital on May 3 but has since returned home.

Your correspondent has just learned of the recent death of Mrs. Hilburn, mother of Switchman Val Hilburn. Our sympathy to the bereaved family.

The Paul Rentenio family has returned from San Francisco after a month's vacation. Mr. Rentenio works on the section.

Machinist Helper Merritt "Duke" Logan and Emily McElroy were married at Pa-

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Bearing a  
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CHICAGO, ILL.

million, Neb., on May 21. They are making their home at the Culbert Apartments in Omaha.

Carman and Mrs. Soren Thompson, accompanied by their sons Eugene, Larry and Leonard, left for Los Angeles on June 1 to spend their vacation with relatives.

Carman and Mrs. Fred Olson attended their son's graduation from the University of Iowa on June 10. Lloyd received his B.A. degree in journalism.

You should see the new Buick that Car Foreman T. P. Schmidt displayed on May 26!

The past presidents of Council Bluffs Chapter of the Women's Club have received their testimonial pins. Mrs. E. E. Smith is president for 1919.

**East End**

*Benjamin P. Dvorak, Correspondent*

The retirement of Section Laborer R. C. Goldsworthy became effective Apr. 27. He had been employed on the section at Delhi since Mar. 16, 1944.

Section Laborer Harry Smith, Ferguson, who last performed service on Jan. 11, has retired on account of disability.

William H. Kilmer, section laborer at Tama, relinquished his rights on May 11. He performed his last service in November, 1948.

Roadmaster R. H. Becker was granted a four-month leave of absence on May 23, on account of ill health. He will take up a temporary residence in Tucson, Ariz. Section Foreman W. V. Thursby of East Tama section will act as roadmaster during his absence.

Forest Edwards, Newton, Mo., has been assigned the position of foreman on the tamping gang No. 662 on the Iowa Division. Section Foreman D. Evanoff of Templeton takes over the position of foreman on gang No. 665.

Ticket Clerk Dean Woodford, Marion, accompanied by his father-in-law, W. A. Callahan, and D. E. Baldwin of Perry, spent two weeks fishing at Vermillion Bat, Ont., Can.

Mrs. S. C. Thomas and Mrs. Sophia Gordon of Vinton left for Cincinnati, Ohio, on Apr. 27 to attend the national convention of the African Violet Society.

Richard, 6-month-old son of Claim Adjuster Kenneth Taylor, was confined to Blank Memorial Children's Hospital in Des Moines for three weeks in April while he took preventive treatments for pneumonia.

Mr. and Mrs. R. A. Whiteford, Sr., and Mrs. Ralph Whiteford, Jr., of West Branch attended the wedding of Miss Audrey Floerschinger, a niece, at De Witt on May

10, making the trip in the new Hudson sedan recently purchased by Division Engineer Whiteford.

The marriage of Robert Mullaley and Josephine Fiala who are students at Iowa University, took place in Marion on Apr. 23. Robert is the son of Harold Mullaley, machinist at Cedar Rapids roundhouse. Among those who attended the wedding were Agent and Mrs. Jim McGuire of Council Bluffs and their three children and Dispatcher Ed McGuire, wife and son Edward, Jr., of Ottumwa.

Mrs. Donald Hempy, president of Marion Chapter of the Women's Club, and Mrs. C. A. Trask of Cedar Rapids attended the club's district meeting in Sioux City on Apr. 23.

Mr. and Mrs. Ernest Wooley were in Kankakee, Ill., for the marriage of their niece, Miss Virginia Frandsen, on Apr. 23. Passenger Conductor Bill Keenan returned recently to his home in Marion from Wesley Memorial Hospital, Chicago, where he underwent an operation.

Traveling Auditor George Halsey, Seattle, renewed acquaintances in the Marion office while spending a week on the Iowa Division in May.

Robert Boetcher, the son of Assistant Engineer L. R. Boetcher, who is a member of the 1949 graduating class of the Marion High School has received recognition for his talent as an artist with the publication of the school annual. The theme of the annual is the gold rush of '49 and all of the art work was done by Bob.

Mrs. Ed F. Peters of Cedar Rapids recently visited in Los Angeles, Calif., at the home of George Mullholland, retired engineer, and wife.

**I & S M DIVISION**

*H. J. Swank, Division Editor*

Fellow employees at the Austin shops were shocked to learn of the death of Sam Davis, boilermaker apprentice, who drowned while on a fishing trip at Cedar Lake, Faribault, on May 15. "Alabama," as he was familiarly known, had been employed in the shops for about a year and a half.

Brakeman Raymond Morgan and Doris Ferrell were married at Austin on May 14.

Word has been received from Train Dispatcher Al Seeman, who has been on sick leave for about a year and residing at Riverside, Calif., that he is improving and has hopes of returning to work this summer.

Ticket Clerk John Schultz, who spent the winter in California, was taken sick at work after having been back on the job for about a week and is convalescing with relatives at present.

Violet Beatty, superintendent's steno, decided to start life anew effective June 1 when she took over her brand new apartment with all new furniture, a new hair bob and permanent.

Just for the record, Dispatcher Si Johnson is grandpa again—a boy. Had the little fellow delayed his arrival about 72 hours he would have been born on Si's birthday.

Operator Charlie Olson has been working as student train dispatcher at Austin.

I understand that Roundhouse Foreman Hauser's plastic desk pen disappeared while he was on vacation. Suggest he look in the pen holder, as it might have melted during the hot spell we had recently.

Sadie Monson, janitress at Austin roundhouse, is up and around and advises that she is feeling good, following a major operation in April.

While Conductor Bill Smith says he was "framed," an informed player tells me that Bill recently forfeited a golf match for hav-

**The Railroad Cars Are Coming**



Ray Hoffman, chief carpenter's clerk at Austin, Minn., shares with us this month these old-time pictures of the Road's pioneering days in Montana.

Above: 1907, and the pick and shovel crews are approaching Coffee Creek. The machine is a Roberts Tram Rail Layer.

Below: Grading the right of way between Lewistown and Great Falls with a horse and mule-drawn elevator grader, 1907-08. This picture was taken near the farm of Joseph Makovsky, Mr. Hoffman's father-in-law.



ing in excess of the allotted clubs in his bag. The excess equipment turned out to be a hoe, rake and shovel—perhaps he was prepared for the sand traps.

Following a recent game at the local bowling alley, PFI Howard Rafferty carries the nickname of "Gutter Ball."

Dispatcher Bill Ende has returned to work after a trip to California by train and a leisurely return trip through the south by auto. He celebrated his return by going out the second day and catching his limit of trout.

Chief Clerk E. E. Barker and wife spent their vacation with daughter and son-in-law in Cincinnati and attended the Kentucky Derby.

C. C. Hedegard, retired section foreman, is undergoing treatment at St. Mary's Hospital, Rochester—address, Room 109.

Ralph Churchill has been appointed special officer at Austin. He will appreciate assistance in locating a house to rent.

Dispatcher L. R. Stokes has returned to

work after a trip through Mexico, where, I understand, he practiced up on the rhumba.

Harry Keck, retired roundhouse foreman, is back from a trip to New Orleans, Cuba, Guatemala and the Caribbean, with a lot of stories of the interesting sights along the way.

Phyllis Peters, agent's steno at Austin, reported for work the morning of May 14 wearing a "sparkler" on the third finger, left hand. The boys in the office immediately donned their dark glasses. At any rate, her nickname now is "Sparkle." Information is that the wedding will take place this fall. The name of the groom? Oh yes, Rodney Waldron, also of Austin.

Another wedding in our midst, the date of which has been set for June 18, is that of Brakeman Robert E. Corkill and Betty Welsh, waitress in the Railway Cafe at Austin.

Tom Damm, retired engineer, is reported seriously ill in St. Olaf Hospital, Austin.

Switchman Ed Tucheck was overheard tell-



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ing the boys how he got his limit of northern pike the opening day of the season. However, I had it from a reliable source that his son Eddy got the greater share of that limit of fish.

The friends of Engineer George Jensen extend sincere sympathy in the sudden loss of Mrs. Jensen who was fatally injured in a train accident in Utah while they were en route to California to spend their vacation with their daughter. Friends may write to George in care of St. Benedict Hospital, Ogden, Utah, where he is confined at present with a broken leg.

### TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Your correspondent has returned from a five-month sojourn in California and will try to supply a few news items from the east end of the Trans-Missouri.

Agent F. C. Williams and wife spent their two-week vacation in New York City with their daughter and son-in-law, Mr. and Mrs. J. R. Anderson.

We are sorry to lose Roundhouse Foreman Robert Johnson who was transferred to Tacoma. His position is being filled by B. C. Parker of Mobridge.

Conductor Louis Schiefelbein, who has been on the sick list for some time, is back on the job again.

We regret to report the death of Joseph Doncheff, retired carman, on Feb. 1. He leaves his widow, daughter and two grandchildren in Bulgaria.

Machinist Helper Lou Green passed away on Apr. 22 from a heart seizure. He had worked at the local roundhouse for more than 30 years and was a long-time member of the Mobridge volunteer fire department. He is survived by two daughters, Mrs. Hazel Morris and Mrs. Robert Hohl of Mobridge.

Car Clerk Larry Hourigan says that after walking about 1,000 miles in the last five years he has purchased a 1919 Chevrolet.

Conductor and Mrs. Robert Riddell reported picking hyacinths from their yard on Apr. 10. Mrs. John Hardcastle also reported hyacinths and tulips in bloom at that time.

The fact that Mobridge is indeed a railroad town was brought out in a survey made recently by N. D. MacArthur, chairman of the industrial committee of the Mobridge Civic Association. It showed that more than one-fourth of the city's popula-

tion, or 1,350 wage earners and their families, were dependent upon the Milwaukee Road for their livelihood. MacArthur also pointed out that 59 trainmen, enginemen and baggagemen who work out of Aberdeen and Miles City spend about half of their time here. In addition there are an average of 33 per day on extra gangs and B&B crews, and 29 on the Road's pension list. We are indeed grateful to Mr. MacArthur and the Civic Association for this favorable publicity.

### I & D DIVISION

Karen B. Rugee, Division Editor

Donald Brade, son of Section Foreman John Brade of Garner, Ia., has been learning station work and telegraphy from Agent W. F. Millard at Garner. He also spent several months at the Chillicothe Business College prior to his training at Garner. He went on his first job as relief agent at Wesley, Ia., on June 4.

Vern Lewis, signal maintainer at Mason City, thought he had moved into a quiet neighborhood as there are only three houses in the block. He didn't figure on the population of this one block consisting of 14 youngsters and he is sure that each youngster owns a dog. He has said goodbye to his dream of peace and quiet.

Mrs. C. E. (Susie) Davis has taken over the duties of file clerk in the superintendent's office at Mason city. Judy Hogan, former occupant of this position, is now steno-clerk at the freight office. Lorretta McKee is making plans for an early wedding.

Harold "Doc" Phillips, clerk in the engineering department at Mason City, is recuperating from an operation. He expects to be back on the job shortly.

Encouraging reports are being received on the condition of brakeman Robert Kemp, who has been in Wesley Memorial Hospital, Chicago, since February.

Mrs. C. S. Pack of Milwaukee attended the Women's Club May Breakfast. In Mason City she was a guest of Mr. and Mrs. Carl Anderson.

E. J. Gashel, retired engineer, passed away on May 5 at Clear Lake, Ia. He retired in 1940.

### Sanborn-Rapid City

Albert J. Gall, Correspondent

A. A. Sanftner, section foreman at Belvidere, retired on May 16 after long and faithful service on the Milwaukee.

Mr. Sanftner was born in Austria May 24, 1876, coming to America in 1881. He came to western South Dakota from Minnesota and on April 6, 1916, was employed by the Milwaukee. In 1923 he was appointed section foreman of the west section at Belvidere.

He is very proud of the fact that in all of his experience there was never a wreck or derailment on his section, which speaks highly of his ability in maintaining the rails. He recalls, however, that some years ago a cloudburst washed out some track on his section, and that it was necessary to tamp 85 ties in two and a half hours to permit the next train's safe passage. Other vivid recollections, said Mr. Sanftner, were the blizzards of 1949, which he said, 'were the worst he ever saw.'

Mr. and Mrs. Sanftner raised a family of eight children, all of whom have grown to maturity in Belvidere. They have purchased a home in the west part of town and are looking forward to some pleasant years ahead among their many friends.



John L. Bell, ticket clerk at Sioux Falls, S. D. (right), is shown receiving the Frank Owens Achievement Award. The presentation is being made by Mrs. Owens and N. H. Berens, Knights of Columbus council advocate. For particulars see Frank B. Griller's I&D Division news.

### Sioux Falls Line

F. B. Griller, Correspondent

Ticket Clerk John L. Bell, who has been a leader in Knights of Columbus work at Sioux Falls for many years, recently became the first recipient of the Frank Owens Award, an honor conferred by the Sioux Falls K. of C. on members who have performed outstanding services to their church, council and community. The award, which was established in memory of a local grocery executive and prominent K. of C. member who died last year, consists of a large walnut plaque inscribed with the name of the winner, which occupies a permanent place in the K. of C. building. Individual plaques and certificates of achievement are to be presented annually to the various winners. The plaques were made by John E. Horstman, assistant freight house foreman at Sioux Falls and a long-time neighbor of Owens, who contributed for the purpose a valuable piece of walnut which had been in his family for 100 years. Bell, the award winner, was born in Marshfield, Wis., and raised at Madison, S. D. He is the father of six children and has been with the Road for 27 years, all at Sioux Falls. The testimonial plaque was presented to him at a banquet for 400 in the Knights of Columbus headquarters on May 8.

Effective May 1 W. P. Trenkler, car foreman at Sioux Falls, was transferred to the same position at Mason City. As a going away gift his fellow employes presented him with a fishing rod and Ronson lighter. Our new car foreman, George Wood, comes to us from Mitchell.

The Sioux Falls passenger station now has a cornerstone as the U. S. Coast and Geodetic Survey on May 23 imbedded its bench mark bearing symbol E-328, showing the altitude of 1,422 above sea level. Why not view this bench mark on your next trip by?

Cuff notes: Train Baggage Clerk Clyde Kersey is on a quickie fishing trip in northern Minnesota as an opener; second spasm coming soon. Operator George Raines of Sioux Falls goes to Colorado for his vacation. Operator Mahoney of Sioux City

(formerly of Sioux Falls) with that new convertible prowling former stamping grounds frequently.

Second Trick Operator Frankie Jenkins has received greetings from President Truman.

Anyone know of living quarters for George Wood? Let's keep our ears to the ground for this man.

### H & D DIVISION

Middle H & D

R. F. Huger, Correspondent

Operator C. H. Anderson, Aberdeen, and wife are vacationing at present on the east coast. Operator Berkholtz is relieving.

Correction: Mr. Clafin, agricultural agent, Aberdeen, is now showing some of his friends, including this correspondent, how to catch fish. He is doing a good job.

Chief Dispatcher V. P. Sohn and wife returned recently from a vacation on the west coast—tired and tanned. Sohn was relieved by Bert Fuller.

Lieutenant of Police M. J. Sonnenfeld, Aberdeen, is sporting a new Chevrolet, as is Agent H. J. Walth of Warner. Probably all of their spare time is taken up keeping it shiny and clean. This South Dakota weather will keep them busy.

A. J. Fasching was the successful bidder for the agency at Hosmer. W. W. Gentz is the new agent at Edgeley, N. D.

Sympathy is extended to Hank Botton in his recent mishap. He is at the Northwestern Hospital, Minneapolis. Drop him a line at that address.

Dispatcher Arnold Jerde, Aberdeen, laid off a week to get situated in his new quarters at the Reese Apartments.

Notice to engine and train crews on the West H&D: If you happen to see an airplane coming at you displaying a series of maneuvers and Army Air Corps tactics, think nothing of it. It'll only be Dispatcher Keith Nystrom keeping in practice.

Sympathy is extended to Mrs. Jimmy Keelan in the recent loss of her husband, a Milwaukee Road conductor for a number of years. He will be missed by his friends.

Flo Johnson, clerk-steno in the DF&P office, has returned from a two-week vaca-

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Milwaukee Roaders at the Shrine convention in Aberdeen, S. D., in May. Left to right: Carl Dionysius, reservation clerk in the reservation bureau at Minneapolis; Lieutenant Jim Golden of the Milwaukee Road police force at Faribault, Minn., and Captain of Police A. W. Hass of Aberdeen. Golden and Hass were on police duty in the convention city.



tion on the east coast. She says she saw "the works."

Agent Jack Hartzell, Bowdle, is on vacation at present, going back to his old haunts around Ortonville to do some fishing.

New turnout expert on the Mitchell line is Section Foreman M. Licht at Virgil. He directed the installation of all turnouts in the Alpena-Bonilla rail relay territory. Nick Malley's steel gang is now laying the 90-pound rail.

Roadmaster J. B. Johnson is back on the job and looking fine with an early tan.

#### East H & D

*Martha Moehring, Correspondent*

Douglas Lofdahl, son of Conductor Sig Lofdahl, graduated from the University of Minnesota recently with extra honors, having contributed outstanding service in campus activities. Doug received his degree in pharmacy.

With one set of dispatchers being laid off at Montevideo, we said goodbye to three of our regulars. Bert Miner has gone to Savanna, Ill., Nels Frizzell to Sioux City, Ia., and Vince Anderson to Perry, Ia.

No, that wasn't the Pied Piper of Hamelin who was walking around in Monte yard recently, followed by a passel of youngsters. It was Assistant Superintendent John Wolf with the fifth graders who had come down for an afternoon to find out what makes a railroad tick.

Suzanne Madden, daughter of Special Officer Jim Madden, is home for the summer from Mt. Marty Junior College at Yankton where she is majoring in music. She recently appeared in a recital and was ac-

companied for the operetta "Chimes of Normandy" put on by the school.

Engineers Dan Steele and Bert Ramsey have both taken the pension and will take it easy at their Minneapolis home from now on.

After spending the winter as conductor on the Andover line, Jim Murphy has come back to us. Nobody is more happy about it than his wife, because the weeds in the garden need to be discouraged about this time of year.

The satisfied grins on the faces of Conductors Ray Nichols, Bill Harding and R. E. Copeland are caused by the new cabooses that were assigned to them recently. There'll be other new ones coming, so you cheer up, Tim Collins!

Bill Baseman of the Monte roundhouse force is retiring and will go up to his cabin at Bemidji shortly afterward. And that's where the fish bite, where the air smells of pine and a fellow can really enjoy retirement. Right now the air around the Monte roundhouse smells of envy.

#### COAST DIVISION

*Harry W. Anderson, Division Editor*

Doris Reeves, who was formerly a stenographer in the superintendent's office, paid us a visit recently. She is now a secretary for the Foss Tugboat Company.

A lot of people around here have had colds lately and some were hit hard enough to be put in bed, namely Chief Carpenter Joe Moks and General Substation Foreman Walter L. Hubbard.

The following persons recently donated blood for the Milwaukee blood bank: Helen

Alden, a friend of the Milwaukee Road; C. W. Stewart, car department; and H. V. Hall, car department.

We are always looking for blood donors, as our credit at the blood bank is in the red, and that is not on account of too much blood, but too little. Anyone desiring to donate blood should please call Gertrude Alden at the superintendent's office.

In a general roundup of news in the engineering department we find that Division Engineer T. M. Pajari is winding up the spring bridge inspection. Bob Allen is returning to Northwestern University, Chicago, having been here on a three-month "on the job" course for students, and Lou Walter is returning from Northwestern for another three months. Lou was here last winter, and helped out on the General Office bowling team.

Carl Heenan is riding around with the weed burner and Lee Pettijean is hanging onto the Sperry rail detector machine.

Assistant Engineer Larry Wean had to spend one week of his vacation as a baby sitter while his wife attended the P.T.A. convention. During his spare time he painted the house.

We have overlooked mentioning that the Milwaukee League bowling champion of the year was the roundhouse team, which completely squelched the Supervisors, first half winners, in a play-off.

Lester Ellis, chief clerk to superintendent, is on jury duty call in the federal court.

Besides being able to tickle the type, Alvin Nance, secretary to superintendent, is also a baseball player.

"He who knows little, soon repeats it."

A man with a wonderful vocabulary is one who can describe a shapely girl without using his hands.

#### What's In a Name?

EVEN the postmen who pound the pavements of New York City know what to do with a letter which is addressed simply "Olympian Hiawatha!" A bright blue envelope bearing this scrawled address which was mailed from the Bronx Central Station on May 10 went straight to the Milwaukee Road office in the International Building in Rockefeller Center. "No delay in finding us at all," reported General Agent C. C. Burns.

#### Seattle Yard

*F. J. Kratschmer, Correspondent*

Jim Muir, retired carman, passed away at his home on Vashon Island on Apr. 29. Jim had been on the retired list for about four years, and during that time was a regular visitor around the yard and car department. He will be missed a lot by all the boys. The funeral was held on May 7, awaiting the arrival of his daughter, Mrs. Melba Batson, from Washington, D. C. Car Inspectors Ted Beaumont and Steve Cage were pallbearers.

John Hogan, yard clerk, returned to work on May 16 all pepped up after spending two weeks around home and visiting in Oregon.

The writer journeyed to Twin Lakes, Ida., for nine days the latter part of May. Yes, we expected to do a little fishing.

The outfit and bunk cars which have been housing and feeding the section men at Seattle yard for the past seven years were

discontinued on May 7, the cars being sent to Tacoma for storage and the tracks torn up. The boys will miss Dave Elder, the cook, who has been with the outfit since it was installed around 1942.

Thomas Veale, retired locomotive engineer now residing in Cottage Grove, Ore., paid the roundhouse a visit on May 20.

Charles (Bud) Balch, Jr., former helper in the roundhouse, and son of Machinist Charles Balch, was married to Miss Barbara Morgan at her Beacon Hill home on May 20. The couple will make their home in Seattle.

Locomotive Engineer Hugh Kavanaugh has been off sick for some time and is under the doctor's observation.

Helper Ray Holmes of the roundhouse traded in his "jalopy" for a second hand car and drove his family to Bellingham for a clam dig on May 14. The "catch" was fair and some of the roundhouse boys got in on a clam feed on his return.

Car Inspector Andy Fischer has returned from a two-week trip back to North Dakota, where he visited relatives and looked over his farm. He reports that the corn is looking fine.

Car Inspector Dave Parry has taken a 90-day leave of absence, which he will spend taking a trip to England and visiting with some of his folks in his old home town near Cardiff, Wales.

Worry, tenseness, emotional upsets are the worst wasters of energy. Next to the honest and courageous facing of personal difficulties and tasks, relaxation is the best antidote for worry and tenseness. When you are calm and relaxed you are much less likely to give way to emotional outbursts . . . or to let little annoyances become magnified into major difficulties.

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## Footprints in Concrete



PEOPLE who spot these Gulliver-sized stepping stones in your lawn or garden may ask if a giant has passed that way, but few will be able to resist following in his footprints for they are as functional as they are amusing. And when they hear that you made them yourself, it's more than likely that you are going to be busy this summer filling orders.

Giant Footprint Stepping Stones are another example of the build-it-from-a-pattern home improvement features which appear in the Milwaukee Magazine from time to time. The pattern shows how to make the concrete mold for the stones and, in easy to follow directions, how to cast and cure them. The lumber for the mold should not exceed \$1 in cost and the stones can be made for approximately 3c each. A schoolboy can cast as many as 30 to 40 in an hour. By adding concrete color to the mix they can be made in any desired hue.

For information about where the Giant Footprint Stepping Stones pattern can be obtained write to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

Mina Dow who has been hospitalized for some time is recuperating at her home.

Dolores Niehoff, former secretary to Agent Ludwick, was married to Robert Henry in Palm Springs, Calif., on May 3; honeymoon in Las Vegas, Nev.

Lorenzo Fox, retired warehouse foreman, and wife left, May 26, for Vancouver, B. C., thence to Quebec and on to their old home in Michigan. They expect to be gone about six months.

Dave Roberts, retired cashier office clerk, is now confined to the hospital. At last report he was holding his own.

Mrs. George Jorgensen, wife of bargeman, left recently for a visit at Steele, N. D.

James Donahue is vacationing in Boston and at his old home in Athol, Mass. He expects to be gone a month. His place is being filled by Leon Arendsee.

Dan Cartwright and William Foggelstedt both were in the hospital recently for tonsillectomies.

W. H. Rode, reclaim clerk, and wife are both confined to a hospital in Excelsior Springs, Mo. They expect to be there for several weeks.

Mrs. Ray Leigh, wife of barge captain, is visiting friends in Missoula.

Jewell Campbell, OS&D clerk, left May 21 for Topeka and Holton, Kan., where he will meet his wife and daughter Marcia and spend a vacation.

Alberta Gartrell, who has been placed on the extra list on account of reduction of forces, is spending her vacation in New York visiting a sister and at Cincinnati with her mother.

Gordan Leigh, 13 years old, son of Barge Captain Ray Leigh, recently returned from Hollywood. Gordon won the fourth Talent Singing Quest competition at the Orpheum Seattle in April, which made him eligible to compete in the national quest held in Hollywood. He placed second and came home with many fine prizes.

Freight Agent J. R. Ludwick and wife left the latter part of May for Chicago, where Mr. Ludwick attended the meeting of the freight station section of the AAR, which was held there on May 25, 26 and 27. Mr. Ludwick is on the national committee of station and terminal operations. Assistant Agent G. E. Anderson was in charge of the Seattle freight station during his absence.

## Tacoma

R. A. Grummel, Correspondent

We are glad to note that our freight department and passenger business revenue earnings show a healthy increase for May of this year over May of last year.

We are also glad to note the interest the Tacoma elementary public school system has recently taken in the movement of educating the young folks in connection with modern transportation, facilities being provided by up-to-date railroads in their home town. This was recently demonstrated when 79 pupils and four teachers from the Grant School left Tacoma on our No. 16 for Auburn. A few days later 90 sixth grade children from Bainbridge Island boarded our No. 15 for Seattle. Many had never been on a train before. Each child was furnished with a souvenir package and literature.

Vacationing at the present time: Ticket Clerk Carl Ziemer in Washington, D.C.; Yard Clerk James B. McMahon visiting his parents in Mississippi; Messenger William J. Meade in West Virginia; Claim Clerk Tom Dolle's wife and daughter in Wisconsin.

Kenneth Anderson, son of Harry Anderson, division editor of the Magazine at

Tacoma, receives his master's degree this June from Columbia University. He expects to leave for Switzerland where he will study for his P.H.D., majoring in English. Mr. Anderson is interested in writing and has traveled extensively in Europe.

Over a period of years those employees in the yard who dabble in back yard agriculture have gauged their planting time by the removal of certain wearing apparel by General Yardmaster Montague. When he takes off his overcoat everyone knows it's time to start planting potatoes—when he takes off his vest it's time to put out the tomato plants. But the real problem seems to be, when to plant the asters? This is supposed to start when he discards his old, worn felt for a straw hat. At a recent bargain sale he purchased three \$15 hats for \$1 each. However, these have been put away in moth balls, and the wearing of the old felt hat continues. We are all hoping for another bargain sale soon, when he can purchase a few more straw hats so our planting problem can be solved.

## Milwaukee the Best of Six

LAST winter Mr. and Mrs. Hugh Martin of Bellevue, Wash., bought railroad tickets for a long trip, their first in many years. The itinerary followed a circuitous route, east to visit a daughter in Chicago, then on to visit another in New York, and back by the southern route via San Diego. Home again they took stock, with the result that they wrote to us about the Olympian Hiawatha and specifically about Conductor Lewis E. Moore.



Lewis E. Moore

"We traveled on six different railroads," they reported, "and as the 'Milwaukee' gave us the best service, it likewise gave us the most pleasure. We wish to commend especially Lewis E. Moore, the conductor on the Olympian Hiawatha, for his interest, his kindness, and his consideration for our welfare. From our experience we do not hesitate to advise our friends to 'Travel Milwaukee'."

It was a dark alley in one of the worst parts of the town. Three men were waiting. One of them pulled a slouch hat down over his eyes and said, "D'y'a see him?"

Another took a quick peek around the corner. "Yes, here he comes!" he hissed.

The man with the slouch hat picked up a short, thick section of pipe. Another took a heavy wrench, and the third grabbed a smaller wrench that was none the less effective in close quarters.

"All right, fellers, let's go," one whispered.

And thus, when the boss got around the corner, he found his three plumbers busily at work.



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Now, here's a better ending!!!

They stopped fighting among themselves. They got together like sensible human beings... management, labor, farmers, consumers.

And they said "Look... we've got something wonderful and special here in America... something so good it saved all the rest of the world twice in 25 years.

"It isn't perfect yet... we still have ups and downs of prices and jobs. But our system has worked better than anything else that's ever been tried.

"And we can make it better still... we can build for peace as we built for war without even working harder—just working together.

"We can invent and use more and better machines, can apply more power. We can

work out better methods in our factories, stores and offices. We can have better collective bargaining. We can develop more skills on the job.

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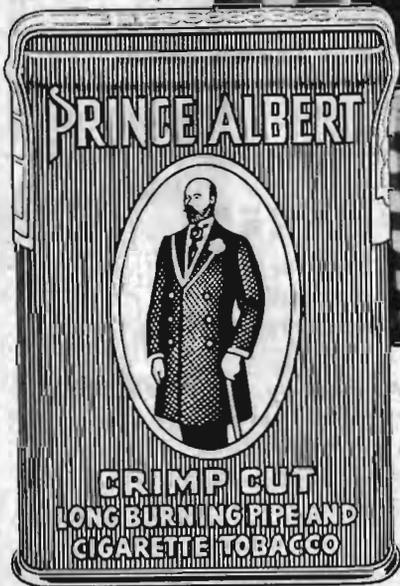
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