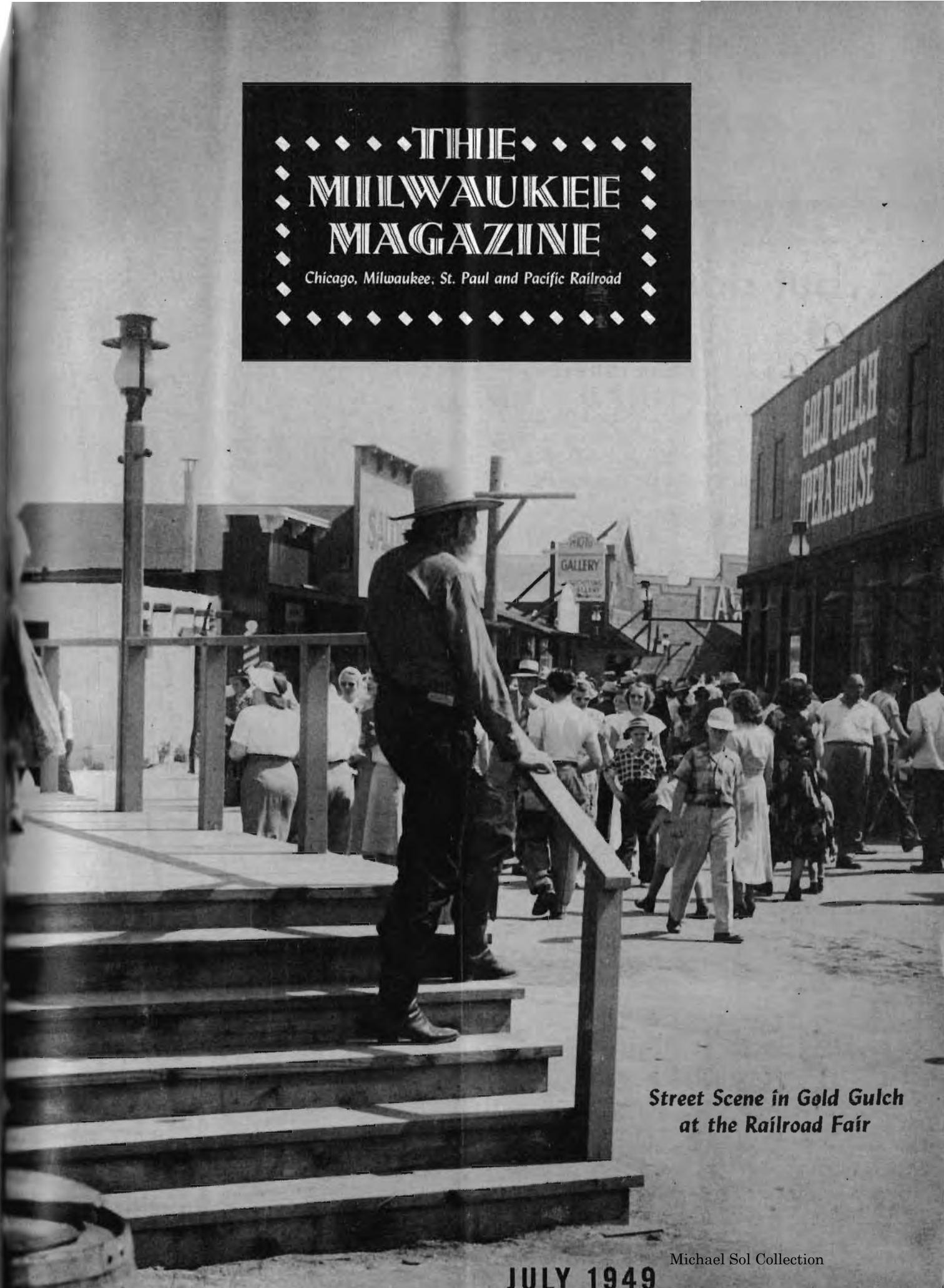


THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

Street Scene in Gold Gulch at the Railroad Fair

Michael Sol Collection

JULY 1949

IT CAN BE DONE ...but don't try it!

Sometimes it's possible to break all the rules—and get away with it.

The famous Tower of Pisa, for instance, has successfully defied both sound engineering practice and the law of gravity for over 800 years.

But for most of us, most of the time, the rules hold.

That is particularly true when it comes to saving money.

The first rule of successful saving is *regularity* . . . salting away part of every pay check, month after month.

Once in a blue moon, of course, you'll come across someone who can break that rule and get away with it. But the fact is that most of us *cannot*.

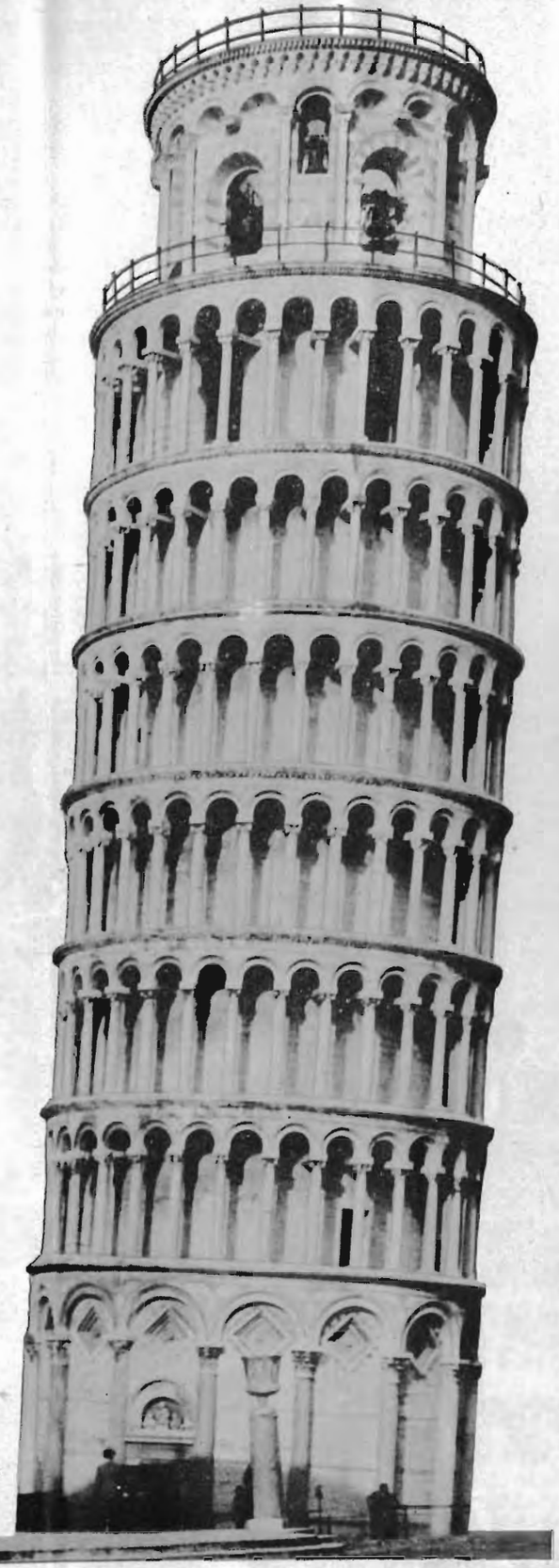
For most of us, the one and only way to accumulate a decent-size nest egg for the future and for emergencies is through regular, automatic saving.

In all history there's never been an easier, surer, more profitable way to save regularly than the U. S. Savings Bond way.

Those of us on a payroll are eligible to use the wonderful Payroll Savings Plan. The rest of us can use the equally wonderful Bond-A-Month Plan through our local bank.

Use whichever is best for you. But—*use one of them!*

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



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THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

JULY 1949 — VOL. XXXVII No. 4

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IT'S A GOOD DEAL

TWO MILWAUKEE ROAD men, one in his early 30's and the other considerably older, were talking recently about deductions from their pay checks. Their conversation went something like this:

"I'm supposed to be making a pretty good living on the railroad," said the younger man, "but you'd hardly know it from the size of my pay check after they take out for the withholding tax and the retirement fund. Of course, I know there is nothing that can be done about the income tax, but I certainly could use that 'retirement' money right now. Who knows whether I'll even be working for the railroad when it comes time for me to retire?"

"I know what you mean," said the other employe, "because it wasn't so long ago that I thought like that. But in the last few years I've had a change of heart. It won't be too long before I'll start 'taking' instead of 'putting,' and that means the Missus and I can do a lot of things we've always wanted to do. As I figure it, you've got everything to gain under the retirement plan and nothing to lose. Because even if you quit the railroad in a few years, you'll still eventually draw out more than you've paid into the fund."

Most employes at one time or another have reasoned like the younger man. But there is one thing that should help ease that wistful feeling every time a worker thinks about the large bite which these deductions seem to take from the dollars he earns.

That is this: For every dollar taken from an employe's paycheck, the Company puts an equal amount into the retirement fund for the employe. In other words, workers get double their money's worth.

Last year Milwaukee Road employes paid $7,120,000 into the Retirement Fund, a sum that was matched by the Company. In addition, the Company paid another $588,000 into the Unemployment Insurance Fund, which is for the exclusive benefit of employes and costs them nothing.

These payments mean that upon retirement an employe will draw an average of $84.32 a month, with a maximum possibility of $144, plus disability payments in event of injury. The average retirement payment under Social Security is only $29.50 per month. It also is true that there are no provisions for disability payments under Social Security.

Yes, there are many reasons why a railroad job is a good job—and not the least of these is the Railroad Retirement and Unemployment Insurance Plan.

THE INDISPENSABLE RAILROADS

The following is quoted from an editorial entitled "Those Indispensable Railroads" which appeared in the July 7 issue of the Grandview (Wash.) Herald.

"THE WAR boom is over on the railways" says a well-known national publication. "They are carrying a decidedly limited number of passengers, and freight haulage is getting back to normal. There is no sign that planes or trucks will ever supplant the rails as our great carriers of heavy and essential freight. The rails are indispensable to us, in peacetime as well as in war."

There is nothing new in the idea of the indispensability of railroad service, but it is a fact that should be reaffirmed at frequent intervals. The development of other carriers has actually emphasized the railroads' importance. These carriers have grown swiftly and have expanded their service in their special fields. But it is the iron horse which keeps on hauling practically all of the basic freight of the country —the bulk of its passenger traffic as well.

To say that healthy railroads are vital to a healthy national economy, is to repeat the obvious. They are the only carrier which can handle heavy freight in large quantity—and heavy freight is what makes American industry click. They reach every section of the country no matter how remote or little-populated. They are the only carriers which in time of emergency can handle a volume of traffic unprecedented in size and variety. And, of great moment to us all, they are the only carrier which pays its own way, without benefit of direct or indirect government subsidies.

Transportation by air, road and water has its place—an important place. But transportation by rail, measured in certainty and scope of service, overshadows all the rest.

Michael Sol Collection

Keogh and Comanche

by Edwin Swergal

Montana stands holster-deep in history, and the proof calls out from the station signs on Milwaukee Road depots. Here the smell of gunpowder still hangs in the air and the Indian's footprint is fresh in the soil.

Part I

THESE notable names, Keogh and Comanche, written boldly in the historical records and still spoken of in the folklore of our Great Plains regions, are symbols of history, adventure and romance. Keogh and Comanche were colorful figures in the United States Army during the days of our western frontier and were among the foremost actors in the now-famous Battle of the Little Big Horn, better known as "Custer's Last Stand."

The mortal remains of Captain Myles W. Keogh, adventurous Irish-born American soldier, have long reposed in historic Fort Hill Cemetery in the city of Auburn, N. Y. In the museum of the University of Kansas at Lawrence, stands the mounted body of his horse, Comanche, still life-like and reflecting the spirit of the famous American cavalry horse of three-quarters of a century ago.

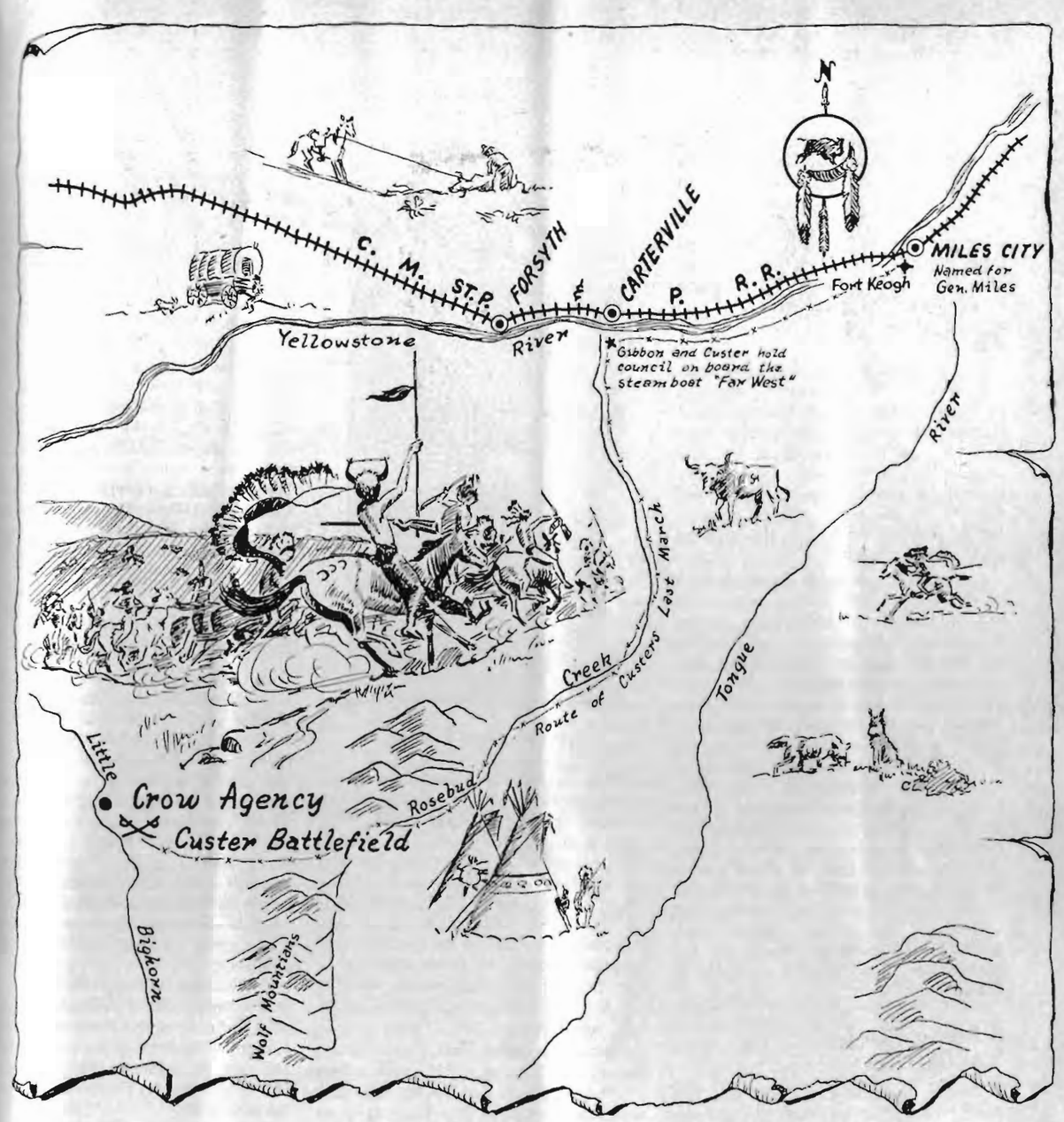
Near Miles City, Mont., headquarters of the Milwaukee Road's Trans-Missouri Division, is located Fort Keogh. The fort was constructed in 1877 under the direction of Lt. Col. Nelson A. Miles, Civil War veteran, Indian fighter and, during later years, the distinguished chief of staff of the United States Army. Miles City honors his name, and in the public library of that important city may be seen a handsome portrait of General Miles in military full dress of classic blue, which was regulation in the Nineteenth Century.

Captain (Brevet Lieutenant Colonel) Myles W. Keogh, as he appeared in 1870.

Comanche, with his attendant blacksmith, Gustave Korn. The picture was taken at Fort Lincoln, N. D., in 1877, about a year after the Battle of the Little Big Horn. Comanche was the only living thing found on the battlefield after the memorable struggle.

On the main line of the Trans-Missouri Division in the Dakotas and Montana, station names significant of frontier days remind us of army pioneers who cleared the way for the people of today. Here, where people live securely today with the conveniences of modern life, the land was primitive only three generations ago.

McLaughlin station recalls the sturdy and popular Maj. James McLaughlin, author of "My Friend The Indian," and who was from 1881 to 1895 Indian agent at the Sioux Standing Rock Reservation. McIntosh station recalls to memory Lt. Donald McIntosh, killed in the battle fought by Maj. Marcus A. Reno and Capt. Frederick W. Benteen on the bluffs of the Little Big Horn three miles south of the point where Custer and his men made their last stand. The two battles were fought on the same Sunday afternoon, June 25, 1876.



Map showing the line of the Milwaukee Road in relation to the Custer Battlefield.

Baker station is a historic reminder of Capt. Stephen Baker, 6th U. S. Infantry and, during frontier days, commander of Fort Buford at the confluence of the Yellowstone and Missouri Rivers. Captain Baker also served with distinction in 1876-1877 under the command of Lt. Col. Miles in the continued campaign against the Sioux and Northern Cheyennes.

We have, also, Terry, Mont., to remind us of Alfred H. Terry, major general in the Union Army during the Civil War, and later commander of the Department of Dakotah. General Terry, with headquarters at St. Paul, was the commanding officer in the Yellowstone and Big Horn Rivers region in 1876 when Colonels Custer and Gibbon were personally leading the army columns against the forces of Sitting Bull.

Miles City is a living memorial to General Miles, as Custer County is a memorial to Custer. The latter was the youngest major general in the Union Army during the Civil War. He was prominent on the staff of Gen. John Buford in the Battle of Gettysburg, and later was the most active of Gen. Phil H. Sheridan's division cavalry commanders in the famous

Michael Sol Collection

Shenandoah Valley campaign. Custer was with Sheridan and Grant during the surrender of Gen. Robert E. Lee.

Fort Keogh at Miles City honors the name of the adventurous Captain Keogh. Still farther west on the Trans-Missouri Division, Forsyth station calls back the names of two regimental and brigade commanders, G. A., and J. W. Forsyth, both of whom served in the Civil War and later engaged in explorations and Indian warfare in the Yellowstone River Valley and elsewhere in the regions of the present two Dakotah states.

As he viewed the skillfully preserved body of Comanche, standing in the museum of the University of Kansas, this writer wondered why it had not been acquired by the people of Miles City and Custer County, or some other Montana community, to be treasured as a symbol of frontier valor for the citizens of Montana.

Recently, however, representatives of the Range Riders, Inc., and civic-minded people of Miles City, under the sponsorship of L. F. Grill, editor of the Miles City Star, have approached the authorities of the University of Kansas in the hope of having Comanche returned to Montana. The thought is that he would be exhibited in the Range Riders' Museum, a handsome structure of frontier design. Although only recently established, midway between Miles City and Fort Keogh, and close by the camping grounds of the 7th Cavalry in 1876, the museum now houses many valuable exhibits, a prominent one being the historic stage coach which until recently stood on the Milwaukee Road station grounds in Miles City.

A Relic of Post Civil War Days

During the post Civil War era, this coach operated between Lewistown and Deadwood and was one of the properties of the Marquis de Mores, wealthy Frenchman who planned an American cattle barony on the Little Missouri River in the region where Theodore Roosevelt operated his cattle ranch during the 1880s. Roosevelt was widely known in those years throughout the region now served by Marmarth station on the Milwaukee Road. Until recently one of Theodore Roosevelt's line rider cabins stood just to the west of Marmarth station. Roosevelt was well known to the father and mother of A. T. Peterson, a Trans-Missouri Division passenger trainman.

Lt. Col. Nelson A. Miles

Back in 1923 the Milwaukee Magazine carried an article relating to the Marquis de Mores' stage coach. The title was "A Relic of the Northwest's Romantic Past," and the authors were L. F. Grill, editor of the Miles City Star and W. N. Ross, Milwaukee Road local freight agent, who enjoyed a reputation as a student of frontier history. A poem relating to the days of the stage coach, written by Division Engineer Edward Murray, accompanied the article.

Comanche died at Fort Riley, Kans., on Nov. 6, 1891, and when Professor Lewis L. Dyche, scientist and taxidermist at the University of Kansas, reconstructed the body, he used the original hide, skull, thigh, and some of the minor parts of the skeletal structure. Now, after 57 years, the body of the horse is still lustrous as he stands well poised, seemingly waiting for the command of his comrade and master, Captain Keogh, and the call of the bugle summoning him to war. Before extending our review of his career and in order to maintain a sequence of events, we now review the life of the man who rode Comanche on the battlefield of the Great Plains frontier, and who died in the Battle of the Little Big Horn.

Of all the accounts written a Capt. Myles W. Keogh, probabl most authentic is the book, K *Comanche, and Custer,* by Edward S. Luce, 7th United St Cavalry, now retired. During years Captain Luce has been mander of the Custer National C tery, located on the historic fiel the Battle of the Little Big H where Lieutenant Colonel Cu Captain Keogh, and all officers enlisted men of the five cavalry panies directly with Custer fel defeat and death. However, Ca Keogh's horse, Comanche, still l despite many wounds.

Captain Keogh was the son of J Keogh, an officer of the Fifth R Irish Lancers stationed in a sub of Limerick known as Garry O Garry Owen signifies Owen's G den, and a lancer's song of that later became a favorite with Col Custer and the officers and enli men of the 7th Cavalry during warfare with the Cheyennes and Sioux.

Keogh Inherited His Liking for Cavalry Service

In the book referred to above, C tain Luce states that the life of M W. Keogh reads almost like tha a fictional character. In the place, he seemingly inherited his father a fondness for cav service. After attending Dublin U versity, he went with some adven ous friends to Algiers, Africa, there served in the French For Legion under the command of G Louis Cristofano de Lamarciere. notable French officer later bec commander of the Pontifical A at Rome and, as might be expe the youthful Keogh followed. was commissioned second lieute and assigned to the Battalion of S Patrick. Thereafter he was activ the armed conflict between Pope IX and the French Empe Napoleon III.

When the American Civil War imminent, in 1860, Lieutenant K resigned service at Rome, cam the United States and, with the sistance of reputable friends, tained from President Lincoln an pointment to the Military Acad at West Point. In 1862 he was missioned captain of volunteers. first assignment as aide de cam Maj. Gen. George B. McClellan. was variously engaged, always distinction, in important battles— dar Mountain, Kelley's Ford, T oughfare Gap, Gettysburg, and oth When the Army was demobil and reorganized on a peacetime b

author, Edwin Swergal (right), and ...tendent J. T. Hansen of the Trans-...ri Division, have a word with "Mon-...ill" Roberts, custodian of the Range ... Museum which can be seen in the ...ound. The stagecoach beside which ... are standing was formerly operated ... famous Marquis de Mores, and later ... on the Milwaukee Road station grounds ... City.

Keogh, on July 28, 1866, was ...ioned a captain in the 7th ...alry, and Maj. Gen. Custer was ...ioned lieutenant colonel of ... 7th Cavalry.

...ace does not permit a detailed ...w of the activities of the famous ... Cavalry following the Washita ... campaign. However, Forts ...ll, Rice and Abraham Lincoln, ... Missouri River in Dakotah ...tory, were the army posts where ... 7th Cavalry was detailed. Dur... ... blizzard which marked the ... of 1872-1873, the 7th was ma... ... in the log army stockade at ...ton, territorial capital of Dako...

...ptain Keogh and Comanche were ... Lt. Col. Custer and the 7th Cav... ...during the summer of 1873 when ... acted as military guard for ... topographic survey expedition ...gh the Yellowstone and Mussel... River valleys. The expedition ...ed the present route of the ...aukee Road by way of the north ... of the Yellowstone, crossed the ...elshell near the present station ...stone, continued westerly along ...river to the region of Three ... and turned ... to the Bozeman ...

... the Stanley Ex...ion passed west... ...n the north bank ... the Yellowstone ... directly west of ...ent Miles City, ...el Custer and the ...Cavalry on Aug. ...countered a large ... of Sioux and a ...ous running bat... ...curred. The ... warrior Rain-In ...Face was with

Government Barge Lines Kill Railroad Jobs

The following is taken from an editorial entitled "Pouring More Taxpayers' Money Down a Bottomless 'Barge Line Hole'", which appeared in the June, 1949, issue of Railway Employees Journal.

WHAT would your answer be if, after you invested $25,000 in a business that lost money steadily, year after year, until its aggregate losses reached $10,000, you were asked to put up $20,000 additional to buy new equipment to replace what had been worn out in a losing business?

"Not on your life," would be the natural answer of the average person with "horse sense" enough to accumulate that amount of money. We are more certain that would be the answer if the proposal to put up more money was accompanied by advice from the man who had been running the business that it never could be made to pay, and that it was his judgment that the business ought to be shut down.

Yet that is precisely the sort of a proposition Congress is considering with respect to the Inland Waterways Corporation, the government-owned outfit that operates barge line service on the Mississippi, the Missouri and the Great Lakes-Gulf waterway. What is worse, there is a prospect of Congress approving the scheme unless taxpayers protest vigorously against putting more of your tax money into a project that no citizen in his right mind would OK if it involved his putting up the cash directly.

. . . The Inland Waterways Corporation started with equipment the government had acquired and turned over during World War I, and valued at $15,000,000. Another $10,000,000 was furnished as cash capital. Its losses are now in excess of $10,000,000.

The House Committee has been advised . . . that the barge line might pay its own way if another 20 million is put into it.

. . . Congressmen from a great many districts that may not appear to have direct interest in the Federal Barge Line will pass finally on the proposal. Taxpayers they represent are affected by all spending, whether they benefit from it or not. And railroad workers everywhere — even though they do not work on lines immediately affected by barge line competition—are affected by every extension of the subsidy racket and by every attempt to further entrench or continue it.

. . . The subsidy racket is killing off railroad jobs! Railroad workers are protecting themselves when they knock down every government scheme that makes for fewer railroad jobs.

---

these Sioux and it was during this contact between Custer's command and the Sioux that Rain-In-The Face killed Surgeon Hunzinger and Sutler Baliren while these men were making casual studies of the flora in the valley. The two men were killed at a spring near the present Paragon blind siding on the Trans-Missouri Division.

This affair was the genesis of the later arrest of Rain-In-The-Face by Capt. Tom Custer, brother of Colonel Custer, at the Standing Rock Reservation. It was there that the Indian made the famous threat that if he ever had the chance he would "cut out Tom Custer's heart and eat it." The story of the enmity between Rain-In-The-Face and Tom Custer is one of the most notable of the Dakota frontier era, its sequel terminating in the Battle of the Little Big Horn.

Our review now follows Custer, Keogh and Comanche to the then mysterious regions of the Black Hills, hunting grounds of the Sioux and the Cheyennes, the Arapahoe and Shoshone, in 1874. Custer and Keogh had two years yet to live.

(This is the first part of a two-part article.)

Crow Indians from Crow Agency, near the scene of the Battle of the Little Big Horn.

Successful Man—one who earns more than his wife can spend.

Successful Woman—one who finds such a man.

—Wall Street Journal

Michael Sol Collection

How to Become a Railroad President

THE letter from the boy in the little Minnesota town of Blue Earth stated with youthful directness that its 15-year-old author had decided to become a railroad president.

He had, in fact, made up his mind two years before, but now a school project gave him an opportunity to write about his chosen occupation, and he needed expert advice. If a busy man like President C. H. Buford had any spare time, perhaps he would tell him what he should do to attain his goal.

It has been many years since railroad presidents were accustomed to receiving letters like Eugene Knol's. As those who have tried it know, railroading is no easy job. And rising to the presidency of a great railroad is even more difficult, which probably explains the scarcity of young apprentices in Eugene's chosen specialty during recent years of easy living.

There was a time when his brand of ambition, like the hope of becoming president of the United States, was so nearly universal as to be the mark of the typical American boy. As Buford read the letter, he realized that a happy thing had happened — something admirable and thoroughly American which many had feared was lost and gone forever.

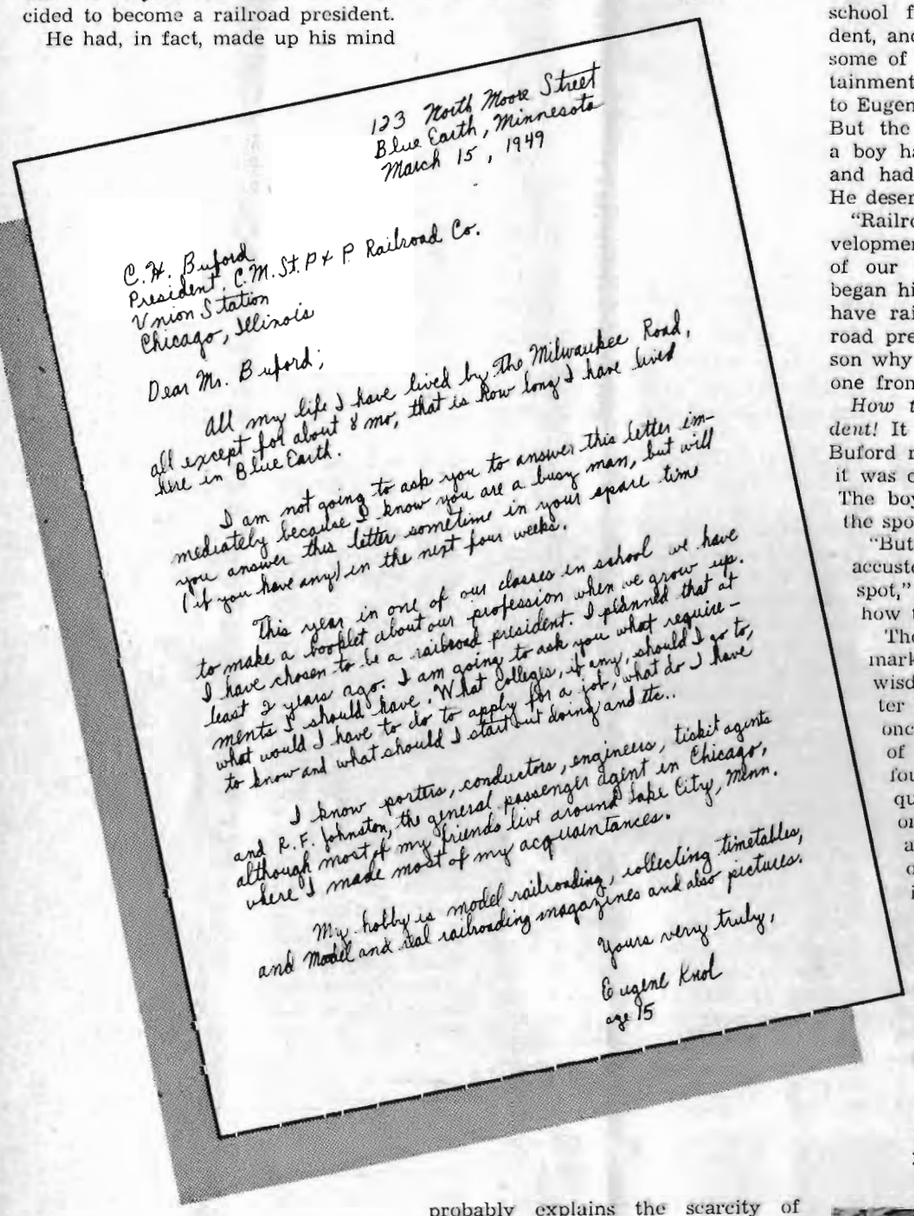
He also knew that the intentions of the young have a high wish content; that it is a long road from high school freshman to railroad president, and that other attractive goals, some of them, perhaps, easier of attainment, would probably lay claim to Eugene's ambitions as he grew up. But the simple fact remained that a boy had looked beyond tomorrow and had asked an honest question. He deserved an honest answer:

"Railroads are necessary for the development, prosperity and protection of our country," President Buford began his reply, "and as long as we have railroads, we must have railroad presidents. I know of no reason why we should not have at least one from Blue Earth, Minn."

How to become a railroad president! It had meant a lot of hard work Buford recalled, but at that perhaps it was easier to do than to explain. The boy had put the president on the spot, and he told him so.

"But railroad presidents must be accustomed to being put on the spot," he added, "and must know how to get off it."

The balance of his letter, remarkable for its sincerity and wisdom, proved that in the matter of "getting off the spot" he once more qualified as president of a large railroad. Buford found answers to the boy's questions by evaluating not only his own qualifications and experiences, but those of other men of his acquaintance in similar positions. These he weighed carefully and offered to the boy in the form of a nine-point program which is, in fact, a formula for success in practically any career:



123 North Moore Street
Blue Earth, Minnesota
March 15, 1949

C. H. Buford
President, C.M.St.P.&P. Railroad Co.
Union Station
Chicago, Illinois

Dear Mr. Buford;

All my life I have lived by the Milwaukee Road, all except for about 8 mo, that is how long I have lived here in Blue Earth.

I am not going to ask you to answer this letter immediately because I know you are a busy man, but will you answer this letter sometime in your spare time if you have any in the next four weeks.

This year in one of our classes in school we have to make a booklet about our profession when we grow up. I have chosen to be a railroad president. I planned that at least 2 years ago. I am going to ask you what requirements I should have. What colleges, if any, should I go to, what would I have to do to apply for a job, what do I have to know and what should I start but doing and etc..

I know porters, conductors, engineers, ticket agents and R.F. Johnston, the general passenger agent in Chicago, although most of my friends live around Lake City, Minn. where I made most of my acquaintances.

My hobby is model railroading, collecting timetables, and Model and real railroading magazines and also pictures.

Yours very truly,
Eugene Knol
age 15

Eugene with his parents, The Rev. and Mrs. Herman Knol, before the Methodist parsonage in Blue Earth. There are four other children in the Knol family.

"I developed a liking for the yellow cars before I was big enough to walk," Eugene says. His side porch railroad proves it, as the equipment is mostly modeled after Milwaukee Road engines and cars.

"1. Railroad men must be strong and physically fit. Your mother and family doctor will help you look after your health until you reach young manhood, and then it is primarily your responsibility. Eat good food and plenty of it. Take plenty of exercise. A substantial part of this exercise can be provided by useful physical labor.

"2. You must, from the beginning, understand that no yeung man can be a railroad president, or accomplish very much in any other line, unless he is scrupulously honest, conscientious, and considerate of others. Since there will be other boys trying to become railroad presidents, don't take their efforts lightly, but be quick to recognize merit and good in others, and profit by their example. Friendly rivalry is all right, but excessive egotism and disregard for the views and rights of others are wrong. Develop confidence in yourself, but don't be a smart aleck.

"3. Industry and cooperation are very important. You must be willing to work and work hard, and love it. Do not watch the clock too closely. Moreover, you must realize that a railroad is a big organization where lots of people work, and to accomplish the best results all of the workers must pool their efforts. Teamwork is as essential on a railroad as it is on a football field.

"4. Learn and remember the value of a dollar. Don't be wasteful of your own or your employer's money. Don't be miserly, but get value received for what you spend. Make provision for your own security and, by all means, do not listen to any suggestion that the world owes you a living.

President C. H. Buford with the booklet Eugene Knol prepared for his class in Junior Business at the Blue Earth High School. Eugene entitled it "Climbing a Ladder to My Star." It contains Mr. Buford's letter, along with a number of other entries.

"5. Cultivate and develop a pleasing and friendly personality. Don't be a grouch. Show an interest in other people and what they have to say and, in general, be kind and helpful to friends and strangers alike.

"6. You should finish college and, perhaps, a technical or professional school. I never saw a boy too well prepared. There are many good colleges and technical schools. Selection is a matter of personal choice. Before selecting your college, however, you should decide what line of work you prefer. You may want to specialize in some type of engineering, accounting, business administration, law or other activity. It is possible to achieve the presidency through any of these lines, and it is most important that you choose the line which you feel you will like. Your teachers should be able to assist you in determining your type of work, but you are the one who must make the final decision.

"7. After you have chosen your line of work and your college, you might very well obtain employment with some railroad during your summer vacations; become familiar with the work, the organization and the people in it. If you are to be a president, you have to know a great deal about all types of railroad work. It makes little difference what type you select for your vacation periods. In this way you will not only learn the business, but you will get acquainted with many railroad people.

"8. To get your first job, find where there is an opening, go to see the man in charge with a letter of introduction, if you have an acquaintance who can give you one. If not, go on your own and use the personality which you will have developed by that time. Tell the employer you want a job, that you are not afraid to work and that you are ready to start.

"9. By the time your preparation is finished, you will undoubtedly have decided the kind of job you would like to have for permanent employment, and you should go after it in the same way you went after your first job."

From that point on, Mr. Buford continued, it would be up to the boy. He should keep his mind's eye on the president's chair, but not tell people about it. "Just saw wood and follow the principles outlined here. If you do that, you will have a fair chance of success. You may not be

Michael Sol Collection

president, as the number is somewhat limited, and very often there are many other men in an organization just as able as the president. Of course, opportunity and good fortune also play a part."

Rereading these suggestions, it occurred to Mr. Buford that the qualifications he had outlined constituted the basic training for a gentleman, a definition of which he had taken from a newspaper many years before and urged his two sons to follow. This, too, he passed along to the Blue Earth boy:

> "A gentleman is a man who is clean inside and out; who looks neither up to the rich nor down on the poor; who can win without boasting and lose without squealing; who is considerate of women, children and old people; who is too brave to lie, too generous to cheat; who takes his share of the world and lets others have theirs."

C. H. Buford's "directions" for becoming a railroad president were completed. For the first time since reaching the top of the ladder himself, he had examined the route and had traced it for a youngster whose ambition reminded him so much of his own when he was a barefoot lad kicking around the sand burrs of Arkansas. Perhaps it was this thought that had made the look back down the years seem worth while.

But there was one more thing he wanted to say to the boy.

"I sincerely hope," he wrote, "that your ambition may be achieved and that some day, when I am not around, those of your generation will read the annual report of a large railroad, signed by Eugene Knol, president."

Women's Club Secretary Reports on Club Service

The following report is from an address made by Miss Etta N. Lindskog, secretary general of the Milwaukee Road Women's Club, at the district meetings which were held in April and May in observance of the club's silver anniversary. It is quoted here in order to let all employes of the Road know what the club has accomplished in the past 25 years.

THE Women's Club was organized in July, 1924, and chapters were started in September of that year. During the 25 years it has been in existence it has expended $308,041.84 in extending material and spiritual aid to members of the Milwaukee Road family. Many donations have also been made which required no expenditure from club funds; their estimated value was $38,184. Through these activities 202,771 families have been reached, 412,962 calls have been made, and 77,103 messages have been sent at the time of sickness, death and need.

Of the amount spent for welfare and good cheer, $42,216.18 was sent by the general governing board to local chapters to assist them in handling local welfare cases, and $8,629.34 was from a fund turned over to the general governing board by the Milwaukee Road Veterans Association to aid its members who might need help.

The club has also been very active in adding to its treasuries through money-making projects, and during the 25 years has earned $351,614.24 on such activities.

At the close of 1925 the club had 5,057 members. Five years later it had 12,854, and at the close of it had grown to a membership 14,163. At the close of 1940 were 16,611 members enrolled, at the end of 1948 the membership was 20,257—a steady growth.

During the years the club has hospital and doctor bills, rent, insurance premiums, for burials, and families with payments on homes to prevent their loss, and in the refurnishing of homes stroyed by fire and flood, school lunches, supplied food, ing, fuel and other necessities, in many other ways has given to members of the Milwaukee family.

It has also sponsored drill te bowling teams, youth centers similar activities for the chil and young people of the railroad various communities, had sew groups for its own welfare work the Red Cross, operated canteens visited veterans' hospitals, and formed many other services for armed forces during the war. It contributed to, and worked act for, the benefit of local and nat civic enterprises.

Agreement Keeps Militar Travel on Rails

MILITARY agencies have acce the bid of the railroads to carry military passenger travel at fare per cent under the regular com cial fares for the fiscal year en June 30, 1950, E. B. Padrick of cago, chairman of the railroads' terterritorial Military Committee nounced late in June.

Similar agreements for dis on military travel have been in fect since 1914, Mr. Padrick plained, and the 10 per cent re tion just agreed upon is the which has been in effect since the of the second world war. Under agreement, the railroads during second world war handled 97 cent of the military travel, and the war have handled more than per cent.

Mr. Padrick estimated that stantially this percentage of tary travel will move by rail u the new agreement.

A fellow never realizes how re able vegetable prices are until he about half way through spading garden.

Travel Tax Repeal Urged

THERE seems to be no good reason why Congress should not repeal the travel tax, currently 15 per cent on train, plane and bus tickets. A tax of 5 per cent was imposed in 1941 to discourage travel in wartime; it was put at its present rate two years later, the original rate not being effective. Since the war strain on our transportation system is now over, the tax has no purpose now save to raise revenue.

It produces about $250,000,000 a year; and while the Treasury can ill spare such a sum, it might gain as much or more indirectly through repeal. For increasing travel would increase all sorts of business and hence increase the tax revenue that business produces. It would lessen the needed subsidy of the air lines, too, and so stop part of this drain on the Treasury.

All in all, there is a fair chance repeal would bring in more money than it cuts off, and almost a certainty it would bring in as much. Transportation is not a "luxury" in the United States and taxing it as a luxury is out of line.

—Los Angeles Times, May 4, 1949

AS A MATTER OF FACT

The Milwaukee Road last month presented the state of Wisconsin with its annual proof of good citizenship—it paid the first installment of its 1949 Wisconsin tax bill, which totals $1,472,778 for the year.

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Many people have been heard to wonder how many adult Americans receive regular pay checks from the federal government. The answer, according to a United Press survey, is *one out of every six* adult Americans, or a total of almost 16 million people. The principal groups of check receivers include: 6½ million veterans or their dependents (3 million on pensions, 3 million in school or training, a half million unemployed); 2 million federal employes, plus a million and a half in the armed forces; 2½ million social security recipients; and more than three million farmers.

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The governor of Arkansas recently vetoed a bill which would have required railroads that abandoned rail lines to pay at least in part for the wear and tear on the highways that would be caused by the "heavier traffic" supposedly thrown on the trucks. A "removal tax" would have been imposed on any railroad giving up its tracks, the tax to be based on tonnage of scrap metal derived and the revenue thereby obtained applied to the highways.

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Since 1939 the prices of fuel, materials, and supplies on the Milwaukee Road have increased 111 per cent. Wages, which represent 50 per cent of our operating expenses, have risen 99.3 per cent. At the same time, freight rates have risen only 49.3 per cent.

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"We Haven't Any Secrets" is the title of the four-page pamphlet recently issued by the operating department to emphasize the importance of informing passengers on trains and people at stations about train delays and service interruptions when they occur. The pamphlet treats with the subject in brief form with appropriate sketches. Copies were made available to all operating department supervisors, dispatchers, trainmen, sleeping and dining car crew men, station masters, ticket agents, red caps and information clerks.

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The greater relative safety of passengers traveling by rail and by other means of transport is shown in a report recently issued by the National Safety Council, based on 1947 figures:

Means of Transport	Fatalities per 100 million passenger miles
Railroad	0.17
Bus	0.21
Automobiles and taxicabs	2.28
Scheduled domestic airlines	3.15

Thus, in the year 1947 the passenger on the railroad was approximately *one-third safer* than the bus passenger; *thirteen times safer* than the traveler by auto; and *eighteen times safer* than the traveler by air. And the railroad record for 1948 was better than in 1947—and is still better in 1949 than it was in 1948.

Facts

NO AMERICAN SHOULD EVER FORGET

The Average Worker's Weekly Salary Buys:

IN RUSSIA	IN GREAT BRITAIN	IN U.S.A.
17 lbs. of Sugar	282 lbs. of Sugar	500 lbs. of Sugar
5 lbs. of Butter	84 lbs. of Butter*	68 lbs. of Butter
25 quarts of Milk	133 quarts of Milk	276 quarts of Milk
20 loaves of Bread	151 loaves of Bread	400 loaves of Bread
12 lbs. of Beef	87 lbs. of Beef†	82 lbs. of Beef

*Rationed to 3 ounces per week per person.
†Rationed to 17 cents worth per week per person.

Michael Sol Collection

...And Who Foots the Bill?

"WHO foots the bill for the country's highways, and what is the cause of their rapid destruction?"

It isn't actually a question that calls for an answer, since practically everyone knows the answer. The highways are built by the taxpayers of the country for use by the general public, but they are being used as ready-made "right of ways" by heavy highway carriers, and it is these which are chiefly responsible for their destruction. But as far as the railroads and the people who work for them are concerned, that is only part of the story.

As taxpayers, railroad employes, like the railroads themselves, are required to spend part of every dollar they earn to help build and maintain the highways used by trucks. Being subsidized by taxes, trucks are able to quote lower freight rates than the railroads can. As a result, shippers in ever-increasing numbers are switching to trucks and letting the taxpayer make up the difference.

It is not hard to foresee the outcome of this situation: It simply means that as shipments are diverted from railroads to trucks, there are fewer railroad jobs.

The toll extracted from the public to maintain thoroughfares for highway freight trains is increasing annually as trucks haul heavier and heavier loads and cause more and more damage to highways.

Five hours of pounding by heavy trucks did this to Illinois Highway No. 31, which was being used by the highway carriers while repairs were being made to their regular route. (Photo courtesy Chicago Daily News)

The contribution of the trucking industry to the nation's highway construction and repair bill is out of all proportion to the use and abuse heavy trucks give the highways. Last year, according to figures submitted to the Interstate Commerce Commission, intercity trucks paid five per cent of their gross revenues for taxes and licenses.

Thus, for this five per cent, intercity trucks were provided with a highway system which cost the American taxpayers an estimated $41 billion.

It is reasonable to ask how this five per cent compares with the cost the Milwaukee Road underwent last year for its own right of way. *The Milwaukee Road paid 22 per cent of its gross revenues, or $55,623,421, for property taxes, roadway maintenance and interest on the investment in the steel roadway which it had built with its own funds in the first place.*

Recent surveys have indicated that unless remedial measures are taken, the taxpayers will be burdened to an even greater extent with highway building and maintenance in the years ahead.

The Illinois Highway Commission has disclosed that there are 2,380 miles of the state's primary road system which are so demolished that they have no life left; 3,022 which can be used with ordinary maintenance for one to 10 years; 2,281 miles which, with proper maintenance, can be made to serve for 11 to 14 years; and only 3,743 miles which can be expected to last 15 years or more. Engineers estimate the cost of stop-gap repairs which must be made "immediately" at $61,000,000. To put the primary highways into condition for continued use will cost $1,502,533,330 over a 10 year period, or $150,502,533 a year.

This tremendous sum is more than three times the amount of the present gas tax collection, one-third of which is earmarked for city use and is not available for main highways. And it is more than double all the available highway revenues, including license fees and federal aid.

Ninety-five per cent of the damage done to Illinois' pavements is caused by "the maximum load vehicles", according to an engineering report made to the House committee on highways. The breakdown of the slabs occurs almost always as the result of a "pumping action." When a big truck rolls over concrete resting on soil which has been saturated by rainfall, the slab sags enough to force some of the water and soil out at the side, leaving a slight space wholly unsupported. Other trucks force more and more soil from beneath the concrete until it breaks for lack of support.

This situation is true not only in Illinois but also throughout the remainder of the nation. R. J. Schmunk of Cleveland, president of the American Automobile Association, recently pointed out that "thousands of miles of the country's most important roads are being prematurely destroyed by the increased use of heavy commercial vehicles."

Major causes of the accelerated destruction of highways are trucks operating with loads in excess of 18,000 pounds per axle, he said, and "the far too frequent practice of overloading beyond the legal limits in these and other states."

"The annual convention of our association called attention to the damage that our roads are sustaining because of the operations of a comparatively small segment of the great trucking industry and urged remedial action," he continued. "Many truck operators take the same dismal view of abuses that we do and we urge their cooperation in an all-out drive to protect our investment of billions of dollars in highways—an investment now in serious jeopardy."

An acute example of damage that can be done by a single overloaded truck came to light a few months ago in Pennsylvania. A trucker was arrested near Bethlehem when it was found he was hauling 132,000 pounds of steel. (The legal limit in the state is 45,000 pounds.) State Police Captain Charles G. Cook, after surveying the route of the truck before it was halted, estimated "conservatively" that it had caused $15,000 damage to highways on that single trip.

Thomas H. McDonald, commissioner of public roads, summed up the case against heavy hauling on the highways with this statement: "The A.B.C.'s are that the highways are built for the whole public service. All the equipment, all the engineering and construction skills, the labor and the funds are combined to produce a utility for public use. . . . Our inarticulate roads cannot put on a publicity campaign against mistreatment, but they are reflecting misuse in other more positive and more costly ways. Specifically, we are overloading our highways in their traffic volume capacity and in their structural capacity. There is more than ample proof. The overloading of safe capacity by numbers and by driver misuse is reflected in the accident record. The overloading of safe structural capacity is reflected in the skyrocketing maintenance and reconstruction costs. The lessons in the first pages of the highway-use primers have not been learned, and the results are so costly both to individuals and to the public, that they total a disgraceful and extravagant waste in the nation's true economy."

These are serious charges that affect the pocketbook of every taxpayer in the country. But more important to railroaders is the fact that truck subsidies have a bearing on the security of their jobs.

THE railroads discovered decades ago that they could handle freight more cheaply if they put on heavier locomotives and freight cars. They discovered at the same time that they had to spend a lot more money on better roadbed and heavier rails if they were to run their heavier trains.

When the trucking industry also discovered that heavier loads meant lower costs and higher profits, it stopped its expenditures with the purchase of the larger equipment. The industry expected all highway users to contribute to the building of the heavier right of ways that its vehicles alone make necessary.

We have no grudge against the trucking industry. We recognize its usefulness and importance in the national economy. All we expect is that it pay taxes sufficient to build the heavier highways that its trucks and trailers require. It isn't doing that now.

—From an editorial in the Chicago Daily Tribune.

—Chicago Daily Tribune, June 27, 1949

M.R.S. Veterans To Hold Reunion

THE third annual reunion of the Military Railway Service veterans will be held in Pittsburgh, Pa., Saturday, Sept. 24. Maj. Gen. Carl R. Gray, Jr., head of the Veterans' Administration and himself a veteran of the Military Railway Service, will be principal speaker at the reunion banquet.

A full program has been crowded into the one-day reunion. It will include a business session in the morning, a sightseeing tour in the afternoon, and a banquet at the William Penn Hotel at 7:30 P.M. Hotel reservations are being taken by Fred W. Okie, 700 Union Trust Building, Pittsburgh, Pa. Indications are that 1949 attendance will considerably exceed that of any previous reunion.

Ralph O. Jensen, director general, invites all Military Railway Service veterans to take this opportunity to renew acquaintance with former buddies.

Then there is the story about the wife who caught up with her husband in a bar, sampled the highball he was drinking, and demanded, "How can you drink such horrible stuff?" "See!" said the husband, "and all the time you've thought I was out having fun!"

A notoriously nagging wife relented long enough to buy two neckties for her husband's birthday. He, finding them on his dresser in the morning, dressed and donned one of the ties and made a grand entrance for breakfast.

"Hummph!", his wife snorted when she saw him. "So you didn't like the other one, eh?"

	MAY 1949	MAY 1948	FIVE MONTHS 1949	FIVE MONTHS 1948
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc.	$18,694,092	$19,342,872	$94,652,342	$97,351,184
PAID OUT IN WAGES	9,700,019	9,790,106	51,124,882	50,473,436
PER DOLLAR RECEIVED (CENTS)	(51.9)	(50.6)	(54.0)	(51.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	603,093	*483,214	3,159,410	*2,999,003
PER DOLLAR RECEIVED (CENTS)	(3.2)	*(2.5)	(3.3)	* (3.1)
ALL OTHER PAYMENTS for operating expenses, taxes, rents, and interest	9,218,824	9,442,778	43,651,115	44,615,530
PER DOLLAR RECEIVED (CENTS)	(49.3)	(48.8)	(46.1)	(45.8)
NET INCOME		593,202		
NET LOSS	827,844		3,283,065	736,785

*Includes credit adjustment of $982,414 for Railroad Unemployment Insurance taxes covering period Jan. 1 to Apr. 30, 1948, account reduction in rate of tax from 3% to ½%.

Appointments

Traffic Department

Effective June 6, 1949:

G. M. Kapke is appointed city passenger agent, Milwaukee, Wis.

Effective July 1, 1949:

Arthur G. Brett is appointed traveling freight agent with headquarters in Portland, Ore.

Robert W. Bigelow is appointed chief clerk to the western traffic manager, succeeding Mr. Brett.

Douglas S. Carmichael is appointed city freight agent in Seattle, succeeding Mr. Bigelow.

Operating Department

Effective July 1, 1949:

Ernest Buchholtz is appointed district general car foreman of the southern district with headquarters in Chicago, to succeed H. L. Hewing who has accepted a position with the Chicago Car Interchange Bureau.

Jacob Hansen is appointed district general car foreman of the northern district with headquarters in Minneapolis, to succeed Mr. Buchholtz.

Effective July 16, 1949:

R. J. Kemp, assistant agent at Rockford, Ill., is appointed agent at Mason City, Ia.

E. J. Hoerl, public relations representative, is appointed assistant agent at Rockford, Ill., to succeed Mr. Kemp.

Store Department

Effective June 1, 1949:

L. V. Schwartz is appointed district storekeeper with headquarters at Milwaukee Shops, Wis.

G. A. J. Carr is appointed division storekeeper of the Dubuque and Illinois and Kansas City Divisions, with headquarters at Savanna, Ill.

Effective June 16, 1949:

J. N. Wandell is appointed assistant general storekeeper with headquarters at Milwaukee, Wis.

J. V. Anderson is appointed traveling storekeeper with headquarters at Tacoma, Wash.

Loyalty

IF YOU work for a man, in heaven's name work for him; speak well of him and stand by the institution he represents.

Remember—an ounce of loyalty is worth a pound of cleverness.

If you must growl, condemn and eternally find fault, why—resign your position and when you are on the outside, damn to your heart's content—but as long as you are a part of the institution do not condemn it; if you do, the first high wind that comes along will blow you away, and probably you will never know why.

—*Elbert Hubbard*

Wisconsin Dells Celebrates "Horse 'n Buggy Days"

RESURRECTING the romantic props and trappings of their grandparents' day, people in the vicinity of the Wisconsin Dells relived the changing American scene in a three-day "Horse 'n Buggy Days" pageant the week end of June 25. The celebration was an aftermath of the Wisconsin centennial observance last year, for which the community donned the dress and manners of the time when their town was Kilbourn City, a bustling river settlement at the end of the railroad.

Guests of honor at the festivities were Mrs. Ruth G. V. E. Kilbourn and her daughter Ruth of Chicago who led the costumed visitors who came by train, wagon and buggy. Miss Ruth Kilbourn is considered to be the only living descendant of Byron Kilbourn, first president of the old Milwaukee & Mississippi Rail Road, a predecessor line of the present Milwaukee Road. Kilbourn City, now Wisconsin Dells, Wis., was named in his honor.

People throughout the state had been invited to join in presenting the spectacle and men of the community cultivated beards to lend authenticity to their roles as dandies, river men, old time mail carriers, policemen, and other nostalgic characters. Women shook the mothballs out of heirloom costumes and dressed as hop pickers (a reminder of a nearly forgotten industry in that area), bustled and hoop-skirted belles, and other stylishly costumed figures of their grandmothers' day. In addition, a large amount of historical material was displayed in the store windows in town.

In the "Horse 'n' Buggy Days" parade down Broadway, Miss Kilbourn and her mother rode in this stylish turnout with an escort of old-time constabulary. Miss Kilbourn is seated in front with Mayor Field. Her mother (partially obscured) rides with a family friend, Mrs. Raymond Moravek.

The festival opened on Friday with an address of welcome to visitors by Mayor Field at the Milwaukee Road station ("Down at the station everything was gay"). The program then shifted to dedication ceremonies for the Veterans' Memorial Park Swimming Pool which was later the scene of an aquacade and a swimming meet.

Starting with a boat ride through the scenic Dells for those in costume, the Saturday program featured a reunion luncheon for old graduates of the Kilbourn High School at the Hotel Crandall, a parade, a music and variety program of local talent, and dancing contests. The parade, which was the highlight of the celebration, carried out the theme of horse and buggy days with floats, buggies and traps, horseback riders and costumed marchers.

On Sunday morning the churches held special services for which their choirs were dressed in old time costumes. The rest of the day was set aside for neighborly visiting and for activities which were once popular Sunday entertainment. These included an ice cream social, a band concert and an old fashioned spelling bee. At the social, prizes were awarded for costumes and for outstanding beards. A twilight sing in Bowman Park brought the "Horse 'n Buggy Days" to a happy conclusion.

Miss Ruth Kilbourn of Chicago and her mother (center), who led the groups of costumed visitors to arrive by train for the "Horse 'n' Buggy Days" festivities, are presented with keys to the city by Mayor Henry Field of Wisconsin Dells.

Michael Sol Collection

Shop Crafts Pay Tribute To Hewing

WHEN Henry L. Hewing, district general car foreman, southern district, left the employ of the Milwaukee Road on June 30, it was with the rewarding assurance that the friendship and respect of the men who had worked under his jurisdiction went with him.

Proof of the way the men regarded their former supervisor came in the form of a "little get-together" on the night of June 30 at Old Point Hall in Chicago, which was attended by approximately 160 members of the car department mechanical crafts at Western Avenue, Chicago. Included in the group were electrical workers, sheet metal workers, machinists, blacksmiths and carmen.

Hewing began his railroad career as a laborer at Galewood station, in Chicago, in 1918, and came up through the ranks, being appointed district general car foreman in Tacoma on Nov. 2, 1945, and moving on to Chicago on June 16, 1947. Knowing the problems of the men under him, he achieved an enviable repuation for the pleasant relationship he maintained with his forces, and the cooperation which they gave him as a result.

The program at the farewell party was informal, but featured brief talks by the following craft representatives: Peter Mock, general chairman of the Brotherhood of Railway Carmen; Henry Claypatch, general chairman, International Brotherhood of Electrical Workers; William Piek, general chairman, Brotherhood of Firemen and Oilers; and John Kolanda, general chairman, Sheet Metal Workers. On behalf of all the men, Mr. Mock presented Mr. Hewing with a 3½ h.p. Evinrude outboard motor.

Mr. Hewing responded to his "fellow employes," as he had always called them, by telling them how much their cooperation and friendship had meant to him.

"As we go through life," he said, "we learn that there are some things more to be treasured than money. Loyalty is one of those things. The loyalty of you men has always meant a great deal to me."

The friendship of the car department supervisors throughout the entire southern district was also expressed in the form of a gift—a complete set of fishing equipment.

Mr. Hewing resigned his position with the Milwaukee Road to accept an appointment as superintendent of the Chicago Car Interchange Bureau. He is succeeded by Ernest Buchholtz, former district general car foreman at Minneapolis, who has been with the railroad since 1912.

They that give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety.
--Benjamin Franklin

Scene in Old Point Hall as Peter Mock, general chairman of the Brotherhood of Railway Carmen, presented the outboard motor to Henry Hewing. Left to right: John Kolanda, general chairman, Sheet Metal Workers; Mr. Hewing; Henry Claypatch, general chairman, International Brotherhood of Electrical Workers; Mr. Mock; and William Piek, general chairman, Brotherhood of Firemen and Oilers.

Essay Contest Survey Published by A.R.M.E.A.

THE results of the essay contest on the subject of "Why I Like to Work For My Railroad," which was sponsored last fall by the railroad magazines affiliated with the American Railway Magazine Editors' Association, are now on record in a 22-page booklet published recently by the A.R.M.E.A. The booklet contains, in addition to the prize-winning and honorable mention essays, a tabulation of the reasons why railroad people like the industry as a whole and their own railroads in particular. The following foreword by P. J. Neff, chief executive officer of the Missouri Pacific Lines, prefaces the study:

"The greatest single asset of any railroad is not its tracks, buildings, locomotives or cars, but it is, and always will be, the men and women who are the railroad family."

Ninety local winners, the prize essays of 30 Class I railroads, were entered in the national competition. The booklet contains the three which were judged the best and excerpts from 15 which received honorable mention. The essay of R. V. Dawson, Milwaukee Road agent at Yale, Ia., who won first place in the Milwaukee Road contest, is included in the latter group.

According to the survey, 67.4 per cent of the reasons why railroad people enjoyed their jobs had to do with "good relations between the railroad and its employes." Among the other reasons mentioned most frequently were the railroads' role as a public utility, pride in the job or the company, job security, and enjoyable associations with fellow employes. Copies of the booklet are on file in the office of the Milwaukee Magazine and are available to anyone who wishes to see them.

International Students Ride the Hiawatha

A UNIQUE party of teen-age international students who were on a traveling scholarship tour of the United States gained a first hand knowledge of America's Class I railroads by riding the Morning Hiawatha from Chicago to Milwaukee on June 24. The young people, proteges of the American Field Service, had been in the United States for a year's schooling and were on a sightseeing tour of the country before returning to their homes.

The American Field Service, a nonprofit organization of U. S. citizens who served as volunteer ambulance drivers with the allied forces during the world wars, provides traveling scholarships for top ranking students of foreign countries as a means of promoting international understanding. This year's group, selected from thousands of applicants, consisted of 32 of the outstanding youth of 11 countries—Belgium, Czechoslovakia, Ecuador, Finland, France, Germany, Greece, Holland, Italy, Norway and Sweden.

With their AFS guide, the students were on a 24-day circle tour from New York City to the Rockies, a distance of some 5,330 miles. The purpose of the trip was to acquaint them with the people, resources, industries and scenery of the United States and thus give them an appreciation of democracy and the American way of life. The itinerary included visits to the capitol at Washington and the famed Boys' Town near Omaha. Highlights included tours of a steel mill, automobile, meat packing and newspaper plants, an oil field and a food processing factory, and recreation in the form of a Kentucky barbecue, a sail on Lake Michigan and a horseback trip over the Continental Divide.

The young students qualified for the AFS scholarships on the basis of scholastic rating, democratic-mindedness and potential leadership.

WHAT IS A DEPRESSION?

From an editorial by the American Economic Foundation

WHEN the professors get all through discussing "over-production," "under-consumption," "over-saving," "loss of purchasing power," "excessive profit margins," etc., it all boils down to this: A depression starts when certain businesses start running out of customers.

A "boom" (prosperity) is a time when business has more customers than its production can satisfy; a "bust" (depression) is a time when business does not have enough customers to buy the full production.

Whenever a depression starts, the reasons for it can be found in the reasons why the customers stop buying.

There are only two reasons why customers stop buying: either they are not willing to buy or they are not able to buy.

Let's look at the last great depression.

The real cause was not the gamblers' panic on Wall Street. It was the world-wide collapse of farm prices.

As a result, in 1932 income on the farms fell from about $1,000 to about $400 per worker, while the rest of the workers were averaging about $1,400.

This meant that the farmer, although he was willing enough, was unable to continue as a customer.

This meant that the factory workers making things for farmers had less employment.

This, in turn, meant that these disemployed factory workers were unable to continue as customers of other factory workers, so that they, the others, also had less employment.

It was not long until all groups of workers were losing customers and, therefore, ceasing to be customers.

It takes no genius to figure out that the way to keep our customers from disemploying us is to keep the price of our goods on a level where they will have enough money to buy, and keep the quality on a level where they will be willing to buy.

The "company" today has very little control over the cost of its products.

Unless the organized workers understand how depressions start, and are willing to face the facts, there is little that the "company" can do.

If the storm clouds do come up, there are two things that workers can do: increase their work output at the same hourly rates they now earn; or put out the same amount of work at lower hourly rates.

We must never forget that our employment comes from each other; that is, we live by exchanging what we make for things that other workers make.

The problem then is to keep a balance between the cost of the things we make and the cost of the things we exchange them for.

Inasmuch as labor payments are about 90 per cent of all costs, this means that the total labor payments of any two large groups dependent upon each other for employment must be about the same.

To all practical purposes there is no such thing as overproduction as long as we keep this balance.

For example, if one group made autos and the other group built houses, they could continue to increase their production almost indefinitely before they had all the autos and all the houses they wanted.

This is a natural law that can make us or break us: We live by exchanging things and when we act in ways that prevent full exchange, we get into trouble.

Michael Sol Collection

Presenting

PATRICIA M. BALDAUF

Winner of Honorable Mention in Essay Contest

IN 1945, at the height of the wartime manpower shortage, Patricia M. Baldauf, a sturdy high school junior, took a summer vacation job as a freight handler for the Railway Express Company in the Chicago Union Station. Looking back, she recalls that it was rough work—white collars and lipstick were not in the picture—but that she enjoyed every minute of it.

"But then I happened to be born into a family that can only be described as 'railroad crazy' ", she says, "and it just naturally followed that my first job would have something to do with the trains which had fascinated me since I was a youngster. After graduation the following year I went back. I've been around trains ever since, and I've never been sorry."

Patricia has been "the girl at the depot" in Glenview since February, 1947. There, as clerk to Agent Ed MacLean, she has a proprietary hand in all the railroad business of an active suburban community. The atmosphere at the station is folksy and informal—housewives making shopping trips to Chicago, businessmen riding to jobs in the city and returning for an early round of golf or a workout with the lawnmower, local tradespeople making inquiries about shipments, teen-agers buying tickets or picking up the family newspapers—all with a "Hi!" or a wave of small town friendliness for the girl behind the wicket.

Mrs. Richard Zander, the former Patricia M. Bauldauf.

Back in 1946 *Coronet* magazine featured the interior of the Glenview station on a cover as being typical of suburban stations the country over. To Patricia, however, it holds all the excitement of a big city terminal. "We do just about the same things here," she says, "but on a small scale. We sell tickets, handle freight and express, and take care of a large volume of company wires and Western Union telegrams. Also, on a job like mine you meet a good cross section of the railroad at one time or another. The superintendent and his assistant make periodic visits and we see a lot of the claim prevention committees. The section men and switchmen are always around and quite a number of Milwaukee Road employes live in Glenview and commute to Chicago. I know nearly all of them now and I've made more friends and learned more about the railroad than I ever could on a routine desk job."

For this warm personal interest in her work Patricia cites her "railroad crazy" background. In the '20s her father was employed at the Milwaukee Road station in Council Bluffs, Ia., but for many years now he has been a railway postal clerk on the Rock Island. A brother Pete is also a railway postal clerk and a sister Kay and a brother-in-law are with the Railway Express Company.

Since Patricia wrote the essay which received honorable mention she has changed her name to Mrs. Richard Zander, and thereby acquired two nephews who are rabid rail fans. During their vacation from school this summer they are regular visitors at the station, popping in and out to watch the streamliners whizz by. In the late afternoon, when the Olympian Hiawatha is due, like as not Patricia, too, will look up as it thunders past and give it the tribute of an appreciative glance. "You're watching the best train in the country," she'll tell the youngsters.

Honorable Mention

Why I Like to Work for the Milwaukee Road

The taste of coal dust settling down from a blast of engine smoke, the spine-tingling sound of the whistle telling of wonderful adventure, the shudder of the wheels as the engine starts to move—all this I can remember from those childhood days when we lived by the freight yards in Council Bluffs. The railroad "got in my blood" then, and became as much a part of me as my own heartbeat. But I had troubles—I just had to be born a girl, and so was destined by a trick of fate to spend the rest of my life in a girl's job, somewhere within four walls, far away from those well-loved trains I watched by the hour way back then. Even so, I still dreamed of having one of those jobs where I could touch those marvelous iron horses and feel their power and control their destiny.

And now I work in the depot at Glenview, Ill., close enough to the rails to feel the earth tremble as the trains thunder by, close enough that I can see with pride our trains streaking through and feel the pride of the men who operate them, and of those who conceived and made them.

I like my job. I'm not the engineer or the fireman, or the conductor, as I wanted so to be, but still, as a clerk for the Milwaukee Road at this little station, I am part of the pulse of the nation—the railroads. It's not a clean job or a "nice" job, but I love it. I can still taste the smoke and hear the shrill blast of the whistle that tells the dream of a nation. I can still hear the bell and the scream of the wheels, and thrill at the mighty speed of our trains. I can still see myself in the cab, I can still dream, and, most of all, I can brag. I can brag about "our" trains—not "the" trains, and feel the pride in the Milwaukee Road that "our" speaks of. To the townspeople I am "the girl in the depot," and to me this is as cherished a title as "Miss America" is to the nation's beauties. And I'm proud of that, too.

Every day I get a thrill other people never can get. The Hiawathas—the Olympian Hiawatha heading in from the west, and the Afternoon Hiawatha just starting its trip—pass in front of the depot, whistles blasting greeting to each other, the air supercharged with all that speed. It lasts for one moment only, and then they're gone, but the feeling of pride in their passing is enough to last a whole lifetime.

I love the railroads and the people who work for them and deal with them. The Milwaukee Road is one of the greatest railroads. And that's why I like—and am proud—to work for the Milwaukee Road.

BALDAUF, P. M.
Clerk
Glenview, Illinois

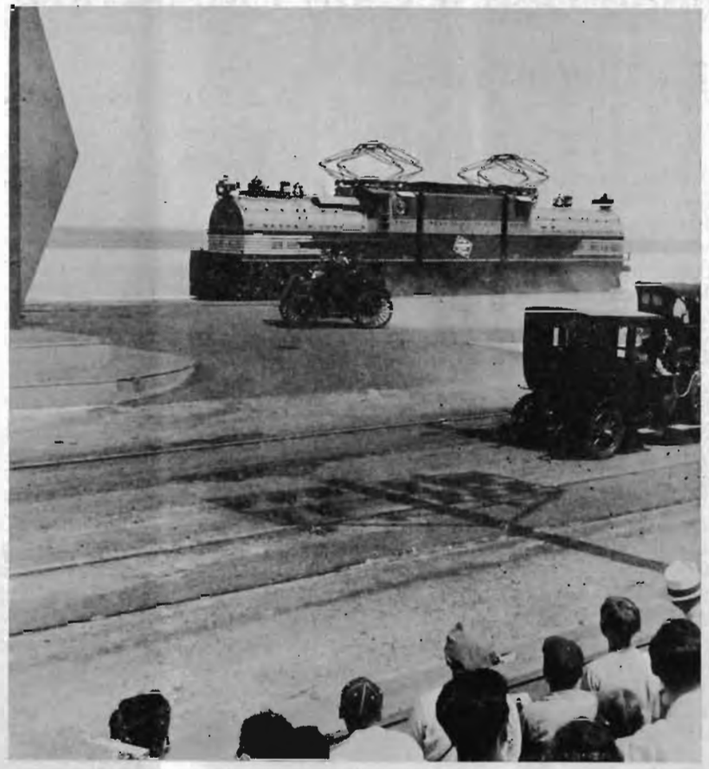
Smooth Train – Smooth Ride

HERE is a compliment from a colleague in the transportation business.

From Arthur B. Poole, vice president and treasurer of the American President Lines at San Francisco, we learn that Mrs. Poole recently traveled from Miles City, Mont., to Minneapolis on the Olympian Hiawatha. After making that portion of her journey she wrote to her husband as follows:

"The Olympian Hiawatha was right on time and surely is a wonderful train. I enjoyed riding on it *so* much. I've never had the experience before of waking in the night and not being able to tell at first whether we were standing still or moving—it was so smooth. The roomette, too, was fun. And such a *friendly* crew and group of passengers!"

THE BIG JOB GETS THE SMALL CHECK



Twenty-four Thousand See It Daily!

THE picture above shows a scene that is enacted four times daily, including Sundays, when the Milwaukee Road's bi-polar gearless electric locomotive makes its dramatic entrance in the "Wheels a-Rolling" pageant at the Chicago Railroad Fair. The locomotive, brought overland from the Coast Division where it was in passenger service in the Cascade Mountains, is one of the new features introduced into the pageant this year.

"Wheels a-Rolling" is generally conceded to be the greatest outdoor stage spectacle in the country. Additional seats which were installed this year allow some 6,000 persons to see each performance.

The scene in which the bi-polar locomotive appears is an action-packed incident near the close of the performance. At the controls as it glides from the wings and takes its place on the mammoth stage is Jesse T. Conn, assistant engineer, electrification department, Seattle. The picture at the right shows Conn waiting for his entrance cue.

When it is in service on the railroad the locomotive is operated with power generated by mountain waterfalls which is transmitted through an overhead trolley. At the Fair it is powered by large storage batteries which are restored daily by motor generators built into the center section of the locomotive.

Michael Sol Collection

Blood Donor Club Organized at Milwaukee

TO MEET the increasing demand for blood transfusions in the treatment of various illnesses, employes in the shops and terminals at Milwaukee, Wis., have insured themselves against this emergency and its expense by forming a blood donor group through which they can obtain transfusions free of charge. The organization, known as the Milwaukee Road Donor Club, was started on April 18 under a plan sponsored by the Junior League Blood Center of Milwaukee, Inc.

As members of a donor club, employes are protected against the cost of blood transfusions by donating blood in advance of need. The regular cost of a transfusion from the Junior League Blood Center is $35, of which $25 is refunded if the blood is replaced within 30 days. Under the donor club system, however, the group is credited with all donations made and members may draw on this credit without paying the $10 service charge. For every two pints of blood supplied by Milwaukee Road employes, they and their dependents may withdraw one pint and save the entire $35 charge.

The plan includes all shops and terminals employes, including those who would be willing to contribute but cannot meet the physical requirements. To obtain the service the club must keep on deposit with the Blood Center a minimum of 22 pints of blood.

As a convenience to employes in the shops area, the Blood Center made a mobile unit available for a mass bleeding at the shops on June 21. The lumber yard lunch room building was utilized for the purpose and complete equipment for the taking and preservation of blood was set up. The Center also furnished a staff of 14—doctors, nurses, medical technicians and volunteers. Some 200 men registered for the bleeding. The unit was able to process 178, and of these 152 passed the clinical tests and were accepted as donors. Each man received a card listing his blood type and RH factor.

Since blood transfusions demand prompt attention a system has been established which assures employes of fast and efficient service. The routine is as follows: The various departments have appointed lieutenants, captains and chairmen. When an individual requires a transfusion, his lieutenant makes it known to a captain who, in turn, informs one of the chairmen. The latter notifies the agent authorized to handle employes' calls on the Junior League Blood Center. Serving as chairmen at the shops are Martin J. Biller, assistant chief clerk car department; Joseph W. Macht, chief clerk to district master mechanic, locomotive department; and Rudolph M. Freuler, sectional stockman, store department. George A. Steuer serves as chairman for the terminals. Mrs. Frank Ross, wife of chief operator telegraph department, who worked with the employe group which donated blood to the Red Cross during the war, is the authorized agent.

One of the advantages of the organized blood donor group is the easy availability of various types of blood. Requests for transfusions are answered at any hour, at any hospital in Milwaukee. Anyone who is eligible for its benefits and is hospitalized outside of the Milwaukee area can obtain blood by arranging to have it sent to him and depositing $25 for a refrigerated carrying kit. From the time the group was organized up to June 23 it had donated 36 blood transfusions to co-workers, a round cash saving to them of $1,260.

Clinical tests determine the physical fitness of blood donors. Shown here undergoing the tests are Erwin Eisbrenner, welder (left), and Carval Westerlund, electrician. The medical personnel are, left to right, Mrs. Ernst Clarenbach, Jr., and Mrs. R. F. Newman, Junior League volunteers, and Dr. Tibor J. Greenwaldt, medical director of the Junior League Blood Center of Milwaukee, Inc.

Reunion on the Hiawatha

ON THE Milwaukee Road's Hiawatha leaving Chicago a few days ago the conductor noticed two Army corporals. They were in different coaches. One confided that he had been in Germany three years. He was on furlough and was looking forward to a visit with his family in Iowa.

The second corporal was loaded down with packages bearing Japanese lettering. He said he had been with the Army of Occupation in Japan. He, too, was bound for Iowa.

At Sioux City the soldiers left the train from the same exit.

And only on the station platform did they see each other. Then members of the train crew learned they were Ed and Paul Hovdenes of Sioux City. They hadn't seen each other in almost four years. Neither knew the other was on the train. Each thought his brother was still overseas.

It was a happy reunion.

—St. Paul (Minn.) Pioneer Press

No one is entirely useless. Even the worst of us can serve as horrible examples.

Liquidate Costly Federal Barge Line, Parmelee Asks

THE federal government was urged on June 29 to liquidate the "costly and red-ink" Inland Waterways Corporation which competes with private enterprise rather than to increase by $18,000,000 the capital stock of the Federal Barge Line as proposed in legislation now before Congress.

Appearing before the Senate Committee on Interstate and Foreign Commerce in opposition to the proposal to further subsidize the Inland Waterways Corporation, Dr. Julius H. Parmelee, a vice president of the Association of American Railroads and director of its Bureau of Railway Economics, called on the government to dispose of the barge line facilities which it owns, and not "throw more good money after bad."

Dr. Parmelee pointed out that during its 25 years of operation, the Federal Barge Line has reported an aggregate net deficit of more than $14,000,000, despite the fact that it pays the government nothing on its investment of $25,000,000 in the enterprise, pays no taxes and enjoys certain other subsidies as a government corporation. The enterprise, he added, "offers little prospect for the future except that of continued heavy deficits."

The Federal Barge Line, the railroad officer continued, "offers unfair competition to private operators on the rivers and to other privately owned and operated agencies of transport, including, of course, the railroads."

"Therefore," he held, "its operations create economic and competitive conditions exactly the opposite of those contemplated by our national transportation policy."

The Senate committee was reminded by Dr. Parmelee that the Inland Waterways Corporation was organized in 1924 as an experimental project, and it was then believed that a period of operation of five years would test the economic soundness of the enterprise. If the experiment did not succeed, he said, the enterprise would be abandoned, but if it did succeed, it would be disposed of to private operators.

"That experiment has now continued not for five, but for 25 years," he stated. Yet renewed arguments are being made for its continuance for another five years or longer, he said.

Dr. Parmelee called attention to the fact that a number of Congressional committees and government agencies, including the Hoover Commission on Government Reorganization, have reviewed the status of the Federal Barge Line from time to time since 1933 and have recommended that it be liquidated outright or disposed of.

"So I sez to the trainmaster, 'What safety rule?'"

How Well Do You Know Your Railroad?

THERE'S still a hint of morning mist in the air as you look down the yard from the rear of the eastbound passenger train. The station stands in the background to the left. Note the track layout, the location of the signals, the water tank and, of course, the ever-present string of log flats.

How well do you know your railroad?

Where was the picture taken?

The Magazine is still interested in pictures for "How Well Do You Know Your Railroad?" If you have one around the house, or if you feel like taking one that will stump the experts, send it in. Just be sure you provide the necessary identification so the Magazine will not have to guess along with everyone else. Address: THE MILWAUKEE MAGAZINE, *Room 356 Union Station, Chicago.*

—Editor.

Last month's "mystery" picture, showing the station at Lewistown, Mont., with No. 117 standing alongside. It operates round trip daily between Harlowton and Great Falls. The picture was taken by the secretary of the Lewistown Chamber of Commerce.

The Women's Club committee which was in charge of West Clinton veterans' party. Left to right: Mrs. John Gambill, Mrs. Preston Dorfmeyer, Mrs. Laura Stevenson, Mrs. Reed McGinnis, Mrs. Lester Newton, Mrs. Donald Bain, Mrs. Roy Newton, Mrs. Bruce Pearman and Mrs. John J. Bailey, Jr.

West Clinton Club Honors Retired Vets

WEST Clinton Chapter of the Milwaukee Road Women's Club held a gala luncheon for retired employes of West Clinton and St. Bernice, Ind., at club headquarters on June 2. This is an annual party for veterans and their wives, and widows of veterans. Approximately 59 enjoyed the club's hospitality, including Superintendent W. J. Hotchkiss and Car Foreman C. Dawson, who represented the division.

The guests were seated at long tables which were decorated with silver tapers and bowls of roses and garden flowers, and a three-course meal was served. Mrs. Reed McGinnis headed the committee on arrangements. Following the luncheon Jess Lunger showed moving pictures of native Kentucky scenes and places of special historical interest. Contests were also held, one for the men which was won by Clone Emmons, who received a ball point pen, and one for women, won by Mrs. Louis Phillips, who was presented with a garment bag.

West Clinton Chapter, with a membership of 423, is one of the club's larger chapters and is noted for relief work. As a recent project it contributed furnishings for an employe's home which had been gutted by fire.

Picnic Forecast

Two Sunday outings are scheduled for Milwaukee Road folks in the Chicago and Milwaukee areas.

At Milwaukee, the 11th annual Hiawatha Service Club picnic will be held on Aug. 7 at Pleasant Valley Park, South 96th Street and West Oklahoma Avenue. A ball game between Milwaukee and the Chicago Boosters is scheduled for 11 A.M. and the Milwaukee and Galewood nines will play their second annual trophy game in the afternoon. There will also be an afternoon concert by the Milwaukee Hiawatha Service Club Band and an address by Mayor Zeidler of Milwaukee. Games, dancing and free refreshments are on the program. Everyone is welcome, both Service Club members and their friends.

Chicago general office employes and their friends are invited to the Railroaders Mutual Welfare Club's old fashioned basket picnic which will be held at St. Paul Woods, Morton Grove, Ill., on Aug. 21 time, 11 A.M. to 10 P.M. Admission is free and there will be free favors and refreshments for the youngsters. Contests and games will be played in the afternoon and there will be dancing in the evening.

The average girl's ambition is to make some man a good husband.

Part of the group of 59 retired employes and their wives, as well as widows of retired men, who attended the veterans' party at West Clinton, Ind., on June 2.

Making Your Own Furniture

LAST June Don Ostien, claim investigator in the office of the auditor of station accounts and overcharge claims in Chicago, read in the Milwaukee Magazine, "If you know the difference between a hammer and a saw you can have a lot of fun making your own household equipment. The dress pattern idea applied to the flat surface of lumber takes the mystery out of building furniture, toys and household articles."

The difference between a hammer and a saw was just about all Don knew of carpentry, but the picture which illustrated the article looked attractive and he investigated further. The result of that investigation is pictured here—a sturdy set of lawn furniture with the hand finishing that is found only in high priced furniture of this type.

The "build-it-from-a-pattern" principle of making furniture is considered one of the simplest methods yet devised by which an unskilled person can make things out of wood with any degree of success. The patterns provide a full size printed paper outline of each part and show the location of adjoining pieces and the positions of the bolts and screw holes. They are featured in the Milwaukee Magazine at intervals and the response from readers has been enthusiastic and interesting.

Don's project—a settee, two large Briarcliff chairs and a small chair—required a rip saw, a coping saw, a screw driver, several drills and some brace material. For lumber he used pine shelving and finished it with a hard coat of white "outside" enamel. The job took four months of his spare time last winter and cost approximately $44.75.

Don has a word of advice for those who would go and do likewise. "If your workroom is in the basement, as mine is, be sure that the pieces will clear the door after they are assembled. When the time came to take my settee out of doors this summer, I had to remove the back to get it out, and then reassemble it."

In making the furniture, Don considered the comfort of the whole family. Its smooth hand-rubbed finish is snag-proof to nylon hosiery, a factor which is appreciated by Mrs. Ostien, and son Jimmy has his own chair scaled to his Lilliputian size. After putting it to use, Don discovered another feature which he can recommend—the arms of the chairs are ideally suited to serving up a glass of cold beer, a bottle on one arm and a stein on the other.

The new lawn furniture has converted the Ostiens' back yard into a snug retreat for entertaining callers. Left to right: Son Jimmy, Don, Mrs. Ostien, and Sharon Ann Lynch, daughter of James Lynch, claim investigator in the office of the auditor of station accounts and overcharge claims.

Ice Cold Lemonade
a la Sorby

WHEN the thermometer soars, a glass of cold lemonade takes the lead among refreshing drinks. For something different in summer sipping, Mrs. Oscar Sorby, wife of a locomotive engineer at Montevideo, Minn., passes along this unusual recipe:

Lemon-Egg

juice of 1 lemon
½ cup sugar
1 qt. water
1 or 2 eggs

Beat eggs very light, add lemon juice, sugar and water. More water may be used, according to the tartness of the lemon.

Lemonade Mix

A handy jar of lemonade mix in the refrigerator makes for quick and easy entertaining. This de luxe lemonade base is recommended by *Better Homes & Gardens* magazine:

Combine two cups of sugar and 2½ cups of water. Cook 5 minutes. Cool slightly. Pour over 1 cup mint leaves. Add the juice of 2 oranges and 6 lemons and the grated peel of 1 orange. Cover and let steep for 1 hour. Strain brew into glass container. Cover and keep in the refrigerator.

To revive the wilted guest, pour one-third cup lemonade base into a glass. Fill with ice cubes and water. Put a fresh mint sprig in the center of a lemon slice and float in the glass.

Michael Sol Collection

ENGINEER WALTER . . . *Hobbyist at Large*

by Karen B. Rugee
Division Editor, Mason City, Ia.

BEING a man of distinction has its catches, according to Engineer Lewis Walter of Mason City, Ia., national crochet champion of 1948. "It caught me by surprise," he says. "My real hobby is woodworking—and if I do say it, I have turned out some creditable work—but I had to take a woman's weapon to make the national score."

Readers of the Milwaukee Magazine will probably recall an article in the January issue about Engineer Walter winning the 1948 national crochet contest for men. A bedspread which he made won the first prize at the North Iowa Fair, and in the national contest a cash award of $50 and a five-day visit in New York City for himself and Mrs. Walter. Newspapers all over the country picked up the story and brought a wave of fan mail which he is still answering.

Walter appreciates the interest which people are showing in his hobby but he wants to go on record as more than an authority on needlecraft. Primarily his hobby is woodworking and he has several white and blue ribbons awarded to his work at local fairs and contests. Howard Neelings, now a traveling engineer on the I&SM Division, helped him to get started back in 1926 and he has been playing around with it ever since.

Walter's workshop has a tool for every purpose, some handed down from his great grandfather's time. The power machines are equipped with individual motors.

Walter's tool shop occupies half of the double garage next to his home, which, incidentally, he built for his family in 1943. The tools consist of an 8-inch floor model circle saw with tilting arbor, a 14-inch band saw, a standard jig saw, a floor model drill press, an 11-inch clearance 36-inch turning lathe, a 6-inch jointer, a molding shaper and a thickness planer. Each machine is powered by an individual motor ranging from ⅓ to 1 h.p. The machines which require more power are equipped with high speed motors. An insurance inventory valued the setup at $1,000. This equipment makes it possible for Walter to turn out anything in the cabinet line and he says that he is limited only to the extent of his ability.

He also has a full set of hand tools, some very old but still serviceable. Those which he prizes particularly are the old ship carpenter's brace and auger bits that were used in his great grandfather's time. These are the tools which prompted Neelings to start him on his hobby. At that time Walter converted an old barn into a garage-workshop, using a large motor and a system of jack shafts to relay power to each new machine as he got it. It was not long before the whole neighborhood was "up in the air" every time he turned on the power. As much of his work was done in the evening, he soon realized that a change was in order if he expected to keep peace in the community.

The solution was the individual motor for each machine. After they were installed he spent every spare minute in the shop and was soon turning out storm doors, screens, and the like, and furniture. The latter became his hobby. His first big venture was a made-to-order extension dining table which was very successful. He has since made several dining room suites, reconstructed old pieces and made many of his own design. Several years ago he was fortunate enough to secure several hundred feet of lumber, so he always has well seasoned wood to work with. Most of his pieces are made for his five daughters or his grandchildren —he thinks there are 11 of the latter.

Walter has been with the Road for 45 years and on the Mason City-Sioux Falls "meat trains" for the past 18, making two trips a week. He has three days at home and as much time as possible is spent in his shop. His home was built with the help of a friend, Walter doing all of the inside work. When Mrs. Walter complained about the lack of closet room he put closets in every available space—they are all over the house now. The building is insulated from top to bottom and comfortable the year round.

Walter believes that his training as an engineer has paid dividends in his shop, as safety is first in his mind at all times (to date his hobby has cost only part of a finger and a thumb). Also, that his job has enabled him to take up a hobby which will provide him with a great deal of pleasure when the day comes for him to retire.

There is an interesting sidelight on the fan mail which poured in after Walter made the headlines in the national crochet contest. Letters came from all over the United States, Canada and Alaska, including one from a cousin who read the article in a Canadian paper and wrote to establish their relationship. The correspondence resulted in their first meeting in 50 years when the cousin made a trip to Mason City. Mr. and Mrs. Walter plan to repay her visit this summer.

Champion crocheters Lewis Walter and Pauline Ploudre (left) exchange notes with Henrietta Murdock, Ladies' Home Journal needlework authority. (Photo reproduced by courtesy of Ladies' Home Journal, C. P. Co.)

YOU may have seen it in the *Ladies' Home Journal* for March, this picture of the crochet champions of 1948 with Editor Henrietta Murdock who was one of the judges for the contest. Mrs. Pauline Ploudre of Silver Creek, N. Y., won the first award in the women's division with this tablecloth which was a year in the making and required 8,500 yards of crochet cotton. Engineer Lewis Walter's prize winning bedspread represented 1,275 hours of work—his layover time between runs—and approximately 20,800 yards of thread. In order to keep it clean he was forever washing his hands, about a million times as he remembers it. The *Journal* editor purchased Mrs. Ploudre's tablecloth, but Walter is refusing all offers.

Table, chair and cabinet were all made by Mr. Walter. The clock on the cabinet is a family heirloom and is in perfect running order, although it was already in use before the Walters were married.

This dining set, which has four additional chairs and a high chair, has taken two blue ribbons at local fairs. It is in use at the home of one of the Walters' married daughters. The magazine rack was also a blue ribbon winner. Walter here displays the trophies he was awarded for his bedspread. The small cup was the award for the North Iowa Fair, the large one for the national contest.

Retirements

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

Chicago General Offices

FINEGAN, EUGENE B.
Vice President ..... Chicago, Ill.
GOVE, AD D.
Clm. Investigator And. Sta. Accts. ..... Chicago, Ill.
MULLOY, THOMAS E.
Welder, Floating Gangs ..... Chicago Ill.
PALMER, MELVIN
Cook ..... Chicago, Ill.

Chicago Terminals

BAGLEY, FLOYD M.
Switchman ..... Bensenville, Ill.
BALASH, JOSEPH
B&B Carpenter ..... Chicago, Ill.
CALVERT, URBAN B.
Loco. Engr. ..... Chicago, Ill.
ELLISON, CLAUDE V.
Agent ..... Bensenville, Ill.
JORGENSEN, JOSEPH W.
Switchman ..... Chicago, Ill.
KERSCHBAUM, WILLIAM
Ex. Gang Laborer ..... Chicago, Ill.
KOLASINSKI, WALTER A.
Yard Clerk ..... Galewood, Ill.
LEEPER, ARLEIGH C.
Switchman ..... Chicago, Ill.
SVEJDA, FRANK E.
Crossing Switchman ..... Chicago, Ill.

Coast Division

CANFIELD, GEORGE C.
Section Laborer ..... Othello, Wash.
CARRELL, HURLEY R.
Telegrapher ..... Tacoma, Wash.
COOK, MORRIS C.
Switchman ..... Seattle, Wash.
McCONNELL, HARRY C.
Engine Switchman ..... Edmonds, Wash.
RATCLIFFE, ALBERT E.
Loco. Fireman ..... Seattle, Wash.
RUTHERFORD, FREDERICK G.
Carman ..... Tacoma, Wash.
WEBER, AUGUST C.
Equip. Maintainer ..... Everett, Wash.

Dubuque and Illinois Division

CASEY, JOHN H.
Section Laborer ..... Dubuque, Iowa
HOFFMAN, PETER T.
Section Laborer ..... Bellevue, Iowa
REINEHR, ALOIS J.
Agent ..... Savanna, Ill.

Hastings and Dakota Division

AASHAGEN, JOHN
Section Laborer ... Abercrombie, So.Dak.
DAMME, OTTO J.
Laborer, Store Dept... Aberdeen, So. Dak.
MARDIAN, ALEXANDER
Machinist Helper .... Aberdeen, So. Dak.
RIVARD, DAMAS
Ex. Gang Laborer.... Aberdeen, So. Dak.
SABLOWSKY, EDWARD
Section Laborer ..... Mina, So. Dak.
STEPHENS, FRANK P.
Section Laborer ..... Clinton, Minn.

Idaho Division

FOX, HERBERT
Brakeman ..... Malden, Wash.

Iowa Division

BRADY, EDWARD D.
Agent ..... Aspinwall, Iowa
ELSEURY, NEIDA A.
Fire Knocker ..... Perry, Iowa
GOLDSWORTHY, ROBERT C.
Section Laborer ..... Delbi, Iowa
HAWKS, HARLEY
Machinist ..... Perry, Iowa
KILMER, WILLIAM H.
Section Laborer ..... Tama, Iowa
McCOY, JAMES
Ex. Gang Laborer ..... Tama, Iowa

Michael Sol Collection

SMITH, HARRY
Section Laborer .....Ferguson, Iowa

Iowa and Dakota Division

GAMEL, WESLEY D.
Loco. Engr. .....Yankton, So. Dak.
GRANT, JAMES P.
Pipefitter .....Mitchell, So. Dak.
HILBURN, LEWIS W.
Conductor .....Platte, So. Dak.
KIRSCH, CHRISTOPH H.
Boilermaker .....Mason City, Iowa
LOVE, JAMES G.
Conductor .....Mason City, Iowa
MORONEY, AMBROSE R.
Conductor .....Sioux City, Iowa
WILLIAMSON, WILLIAM G.
Loco. Engineer .....Mitchell, So. Dak.

Iowa and Southern Minnesota Division

CLAYTON, JOHN E.
Agent .....Alpha, Minn.
RUSSELL, JOHN N.
Switchman .....Austin, Minn.
SHOOP, WALTER J.
Boilermaker Helper .....Austin, Minn.

Kansas City Division

COUGHLIN, JOHN J.
Switchman .....Ottumwa, Iowa
MONROE, SYLVESTER
Ex. Gang Laborer.....Kansas City, Mo.
SHEA, JAMES J.
Ex. Gang Laborer.....Liberty, Mo.

La Crosse and River Division

HULL, GLENN R.
Brakeman .....Portage, Wis.
LENZ, FRANK H.
Coal Shed Laborer.....Portage, Wis.
McFARLAND, THOMAS P.
Ex. Gang Laborer.....La Crosse, Wis.
MEYER, JOHN P.
Agent .....Chippewa Falls, Wis.
SCHAEFER, WILLIAM A.
Brakeman .....Milwaukee, Wis.
SHAW, GEORGE W.
Crossing Flagman .....Sparta, Wis.

Madison Division

DEVEREAUX, JAMES T.
Train Baggageman.Prairie du Chien, Wis.
KENNAUGH, BENJAMIN E.
Boilerwasher .....Janesville, Wis.
WORLEY, JOHN J.
Section Laborer .....Juda, Wis.

Milwaukee Division

BOWDING, LOUIS A.
Ex. Gang Laborer.....Watertown, Wis.
HAMMEL, CLARENCE R.
Loco. Engineer .....Beloit, Wis.
MALLOCH, SIDNEY C.
Switchman .....Beloit, Wis.
MUCKERHEIDE, WILLIAM F.
Conductor .....Milwaukee, Wis.
PACKARD, URI
Conductor .....Rockford, Ill.

Milwaukee Terminals

DROEGE, CHARLES E.
Boilermaker .....Milwaukee, Wis.
EBERHARDY, JOSEPH W.
Switchman .....Milwaukee, Wis.
GAUTHIER, SR., PETER A.
Section Laborer .....Milwaukee, Wis.
JONES, WALTER W.
Loco. Engr. .....Milwaukee, Wis.
KUPFERSCHMIDT, CHARLES H.
Carman .....Milwaukee, Wis.
LEACH, FREDERICK W.
Boilermaker .....Milwaukee, Wis.
MOSSER, JOHN
Carman .....Milwaukee, Wis.
NYSTROM, KARL F.
Chf. Mech. Officer.....Milwaukee, Wis.
PINCAR, ANTON G.
Laborer .....Milwaukee, Wis.
SERBO, NICK
Blacksmith Helper .....Milwaukee, Wis.
SEXTON, PATRICK H.
Electrician Helper .....Milwaukee, Wis.
SMITH, WILBER R.
Ex. Gang Laborer .....Milwaukee, Wis.
STANLEY, FRANK A.
Section Laborer .....Milwaukee, Wis.

Rocky Mountain Division

KOYANO, OTOHACHI
Ex. Gang Laborer.....Three Forks, Mont.
MAHON, JOHN E.
Loco. Engineer .....Butte, Mont.
MITCHELL, ALFRED E.
Section Foreman .....Choteau, Mont.
SILBERLING, ALBERT C.
Machinist .....Harlowton, Mont.
WOOD, CLIFFORD J.
Loco. Engineer .....Alberton, Mont.

Superior Division

HOFFMANN, FRED W.
Section Laborer .....Cedarburg, Wis.
O'CONNOR, E. F.
Store Helper .....Green Bay, Wis.

Terre Haute Division

HENDERSON, EDWARD
Section Laborer .....Bedford, Ind.
HERRINGTON, THOMAS A.
Carman Helper .....Terre Haute, Ind.
RAGLE, HARLEY H.
B&B Foreman .....Terre Haute, Ind.

Trans-Missouri Division

CORNELL, EARL D.
B&B Foreman .....Marmarth, No. Dak.
SCHNEIDER, JOHN H.
Section Laborer .....Mildred, Mont.
VUKELICH, LEWIS
Section Laborer ....Morristown, So. Dak.

Twin City Terminals

BEHNKE, JULIUS F.
Loco. Carpenter .....Minneapolis, Minn.
COYLE, JOHN
Crane Operator .....Minneapolis, Minn.
MURRAY, JAMES M.
Laborer, Loco. Dept...Minneapolis, Minn.
REKALSKI, HENRY J.
Trucker .....St. Paul, Minn.
SCHOENTGEN, WILLIAM P.
Machinist .....St. Paul, Minn.
THILL, BENJAMIN R.
Machinist .....Minneapolis, Minn.

California Calling

This is one of a series of articles about retired Milwaukee Road people. The experiences of those who have already taken this step are of particular interest to employes who are making plans for the future. If you have worked out a practical experiment in retirement, we would like to pass along the information. Stories and pictures are invited.

—Editor.

FOR its balmy climate, for its hospitality to strangers, for its colony of railroad people, and particularly for the conveniences it offers to people who are handicapped, E. N. Norquist, a retired veteran of the I&D Division, recommends the city of Long Beach, Calif., to folks who are considering a move to any one of the sunshine states.

E. N. Norquist

Norquist began as a brakeman at Mason City, Ia., became disabled in 1938 and retired officially in 1947. This is what he reports of the economic advantages he enjoys in his new home town:

"The city of Long Beach is heaven for one who loves to be out of doors. For transportation around town, I use a little electric car powered by four batteries that will run 30 miles at 10 miles per hour when fully charged. I have a charger in the garage so I just plug it in at night and forget about it and it is ready to go in the morning. In this city it is permissible to operate such vehicles on streets and sidewalks; in fact, all curbs in the downtown district are built so one can go either way from any intersection.

"A railroad employes' pension club meets here on the last Friday of every month. At the May meeting I showed the February issue of the Milwaukee Magazine with the article about the 'Blizzard of '49' and it sure started a lot of old timers telling tales about the railroad days back east. One meets men from every railroad and every state in the Union at the meetings, and no one allows the railroad tradition to die out."

THE TANG OF THE SEA is what you'll find in a can of tuna when summer days grow long and hot, and you need a few ocean breezes to whet your wilted appetite. Think of that big fish lured from the cold depths of the ocean, the best of him ready in a can on the grocer's shelf to combine with gelatine and chill. Fix tuna tangs after dinner when you want an easy company menu the next night. When the time comes, unmold on lettuce and your cool delicious summer meal is all ready, full of the protein and minerals you need to keep yourself feeling fit.

TUNA TANGS

1 envelope plain gelatine
¼ cup cold water
¾ cup hot water
1 tablespoon lemon juice
½ teaspoon paprika
¾ cup canned tuna, flaked
¼ cup celery
¼ cup chopped sweet pickle or diced cucumber
1 teaspoon salt

Soften gelatine in cold water. Add hot water and stir until dissolved. Add salt, lemon juice and paprika. Cool till mixture begins to congeal; mix in other ingredients. Pour into oiled molds and chill in refrigerator till firm. Unmold on lettuce and serve with mayonnaise or salad dressing. Six servings.

Father looked hard at his wife and then at his son. "That boy has taken money from my pocket!" he stormed.

"Ernest," she protested, "how can you say that? Why, I might have done it."

Father shook his head. "No you didn't; there was some left."

J. H. Foster Club Holds Sunday Outing

OVERCAST skies, the bane of picnic committees everywhere, failed to rout the ninth annual all-employes outing of the J. H. Foster Service Club of Minneapolis on June 12. Reassured by the committee that the outing would be held that Sunday as scheduled, some 500 picnickers disregarded the weather forecast and made their way to Costello's Park where, under the shady elm trees, they spread their basket lunches and enjoyed a crowded afternoon and evening of fun.

The activities started out at a happy pace with a program of games and contests for prizes. A large number of children were present and were treated to picnic refreshments such as ice cream, crackerjack, cherries and "pop". The interest of the men centered around the baseball diamond where a switchmen's team and the Milwaukee Commercial nine batted out a hotly contested game. The Commercials won, 18 to 13, the switchmen getting all of their runs in the seventh inning. The less athletic picnickers were invited to an all-afternoon session of Bingo in the pavillion.

By the time the rain caught up with the program the outdoor activities were finished and everyone found shelter in the pavillion where they went ahead with the business of having fun. Dancing started early in the evening and continued to 10:30 P.M. when even the most hardy were willing to call it a day.

The Minneapolis gang spared no work to make this a memorable outing. General chairman of the picnic committee this year was Norris Groth, with M. J. Mozis as chairman of the athletic events and Elizabeth Hessburg and Doug Sutton in charge of Bingo games. Emil Baeyen headed the refreshment committee and Frank Thori dispensed the coffee and "red-hots". Credit also goes to the teamwork of the South Minneapolis shops, the car, store and locomotive departments, the Minneapolis freight house and the switchman force.

One of the family groups who made a day of it. Mr. and Mrs. Resech, daughter Beverly and her chum Sharon, and sons Jack and David. Mr. Resech is a Minneapolis roundhouse employe.

The baseball game had a lot of staunch rooters. These folks found a shady spot to watch the contest.

Some of the picnic committee members take time off to pose for a picture.

The line-up of two ball teams. Front, the Service Club team, standing, the switchmen.

Michael Sol Collection

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

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

Memorial services were held at the Upper Gallatin Canyon Elk Horn Dude Ranch on Sunday, June 26, for one of the best-known outdoor men in the West, Ernest Miller, who died in Tucson, Ariz., on April 21. Notable men from a score of states gathered to do honor to him. Mr. Miller was so well known in this part of the West that there is little to say that is not already known, but a few words for those who may not have known him as we did will not be amiss.

Mr. Miller was eastern born, coming to Virginia City with his parents when a small boy and living here since. He was one of the crack shots of the state, with a pistol as well as a rifle, and his fame as a marksman won him a place in World War I in General Pershing's army. He served in France and remained in Germany with the Army of Occupation until February, 1920. He was invited to become a member of the United States pistol team, winning fifth place in the inter-allied Olympics in Paris. He was an expert on big game and conservation matters and was sought out by experts throughout the world. He and Mrs. Miller started the Elk Horn ranch on their home place and year after year added more cabins until their guest capacity reached 50 persons. Mr. Miller was one of the organizers of the Dude Ranchers Association and was on the board or its various committees until his death. The Millers specialized in raising thoroughbred horses and shipped a large number of polo horses to eastern and southern clubs. In 1945 they opened a dude ranch 25 miles from the Mexican border in Arizona, when they bought the Fresnal Ranch Boys School. It was at the winter ranch that Mr. Miller died. One of the great men of the West has gone.

Gallatin Gateway Inn opened on June 20 with the promise of the largest tourist season in history. People are sleeping in their cars along the highway, as about 10 to every bed so far. Our road expects large tours which they have booked for this season, and as usual there will be many who overlooked the booking part of it and just came. But Dan Young will take care of them and they will go home happy. Mr. Young's assistant will be John Newton, same as last year, and if we can get time will go down and look his garden over, and he will present us with a large pair of shears and show us where the garden is, as if we didn't know.

A death which saddened the division in May was that of Mrs. Jessie Vanderwarker, wife of S. C. Vanderwarker, retired machinist of Deer Lodge shops, in Deer Lodge. Mrs. Vanderwarker was well known and will be greatly missed. Her survivors include, in addition to her husband, a sister, Mrs. B. A. Shipman, and three nieces in Bozeman.

An accident occurred in May which took the lives of Mr. and Mrs. C. A. Heckeroth, who were killed near Missoula when an automobile transport truck struck their car head on. Mr. Heckeroth was a retired Milwaukee engineer and they had lived in Deer Lodge for many years. They are survived by a son in Colorado, a son in Missoula, one in Alberton and a daughter in Billings.

Mrs. Olive Hamilton, mother of Fireman William Hamilton, died a few miles out of Portland on July 1 while she was driving to her home in Three Forks after a visit in Portland. She was the widow of Engineer John Hamilton. Two sons, Bob of Portland and William of this division, two brothers and three sisters survive her.

Engineer A. A. Torgrimson visited in Minnesota recently. His daughter, Florence Wilcox of Butte, accompanied him.

Engineer and Mrs. Charles Guiot are grandparents—a daughter was born on June 24 to Mr. and Mrs. Charles Guiot, Jr.

Engineer Owen Gosnell, who was on the sick list for about 30 days, is back to work again.

Conductor Charles (Chuck) Adams was sitting on his heels watching a baseball game recently when a ball struck his glasses, breaking them and injuring one eye. He is back home again and much better, waiting for the next game so he can see it and sit farther back.

Believe it or not, but we had snow on June 26 and 27, not just on the high peaks either, but all over. Then on June 30 half the spuds in Gallatin County froze, and no tomatoes were left, either. Well, we still have July and part of August as summer—maybe.

Pete Kolokotrones, former boardman in Alberton and now Private Kolokotrones of Ft. Benning, Ga., had his name in the papers—only man in Gallatin County drawn in the peacetime draft. Pete says: "Montana for me, and wish I was back home, too."

Mrs. Sam Haffner, widow of the engineer on this division who died in Nevada last winter, has moved to California. She sold her home here and will make her home in Long Beach with relatives.

Guy E. Sampson, 73, former train director at Bensenville yards, who retired in 1937, submits a picture of the "Milwaukee News Gatherers Club," an organization of early correspondents for the Milwaukee Magazine. The picture, which includes some of the wives, was taken at the La Salle Hotel, Chicago, in August, 1916, at the time of organization. The five seated at the right are, right to left: Mrs. Carpenter Kendall, the editor, now deceased; Tom Horton, deceased; Mrs. Nora B. Sill (now Mrs. Nora B. Decco, still a correspondent for the RM Division); Sampson, who was a LaX&R Division conductor at that time, and Bert Bullock, deceased. The club was disbanded in 1924. Sampson was a Magazine correspondent from the second issue in 1913 until 1936. He is now living in Twenty-Nine Palms, Calif.

Northern Montana

Contributed by W. R. Freyberg

Mike Welch, retired dispatcher, is back in Lewistown after spending 15 days in a Great Falls hospital.

Congratulations to Agent and Mrs. William Baumgartner on the arrival of a baby boy recently.

Congratulations, also, to Brakeman and Mrs. Harold Rozelle on the arrival of baby Ronald Raymond.

Roadmaster Tony Spatafore has moved his headquarters and family to Great Falls. The transfer was effective June 17. Mr. Spatafore had been in Lewistown for two years, coming here from the main line.

We are sorry to report the death of E. J. Brantigan, section laborer at Grass Range, who passed away at Lewistown on June 19. He was 71 years old. He is survived by a brother at Winnett.

We are also sorry to announce the death of Verner A. Wright, B&B carpenter. Mr. Wright passed away on June 23. He had been with the Road for many years. He is survived by two sisters and a brother of California and a niece, Mrs. Ed Allen, of Lewistown.

P. M. Gwin, who has worked for the Road for many years, retired on March 23. Mr. Gwin started out in the roundhouse and up to the time he retired he was working on the section. No doubt he will spend many

working in his garden, for we understand he's an expert at it.

Brakeman and Mrs. Lyle Moore, son Dick, and Conductor and Mrs. Henry Bernett have returned from a two-week vacation, motoring to Wisconsin. On the return trip they stopped at many interesting attractions along the way and drove through the Black Hills of South Dakota.

Agent and Mrs. Charles Plumb of Roy were in Denver recently, where Mrs. Plumb received medical treatment. While there they attended the graduation of their son Don, who received his doctor of medicine degree. Don will be associated with a marine hospital in Boston.

Conductor C. L. Galbraith has retired. Mr. Galbraith had a service date of 1911. He is well known and liked on the railroad and we wish him the best of luck.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Christine Hammond Reichert was taken to the Barnes Hospital at St. Louis for observation the latter part of June. We hope that she is soon back in good health.

H. A. Brown, of the Terre Haute freight house, became ill while at work on June 27 and is recuperating at home.

Switchman Frank Wyatt, of Terre Haute, who retired about 15 years ago at the age of 76, called at the Rea Building in June for some transportation to Maine to visit a retired buddy. He objected to NYC routing for the reason that he wanted to stop off at Pittsburgh, Philadelphia and New York to see enough ball games so that he would have a better idea of the appearance of the players and their peculiarities when he heard their names mentioned on the radio. Frank was 90 in April, but looks at least 10 years younger. His only complaint is that his hearing is not as good as it was, and he can't find a hearing aid that suits him. I wonder how many of us will be as much interested in ball games when we reach his age.

Two of our trainmasters are sporting brand new cars. O. L. Clawson traded in his Kaiser on a Frazier, and William F. Plattenberger traded in his "Chev" on a Plymouth.

Clay Danner, former traveling engineer who has not worked for several months due to illness, has purchased property in the south part of Terre Haute, just outside the city limits.

Following employes are taking vacations: Operator Charles D. Nunley and wife to Biddeford, Me.; Clerk B. A. McCanna and wife to California; Clerk Dick Meek to Denver; Conductor Neil Greig, wife and son to Corpus Christi, Tex.; Conductor Henry C. Spaulding, wife and daughter to Houston, Tex.; Clerk Forrest E. Plake, wife and daughter to California via the Grand Canyon; Clerk Naomi Criss to Washington, D. C.; Dispatcher Harry Edwards and wife to his old home town of Seymour, Ind.

Two of our engineers, Dick Roth and Joe Robertson, made the headlines in the Washington, D.C. (Daviess County) paper on June 22 due to finding tracks of sufficient size to indicate that a large wild animal of the cat family is roaming the woods on the south end of our division between Odon and Bedford. This would not be news in some sections of the country, but wild animals of this size are very seldom seen in Indiana. There are also reports in the current local papers that a gorilla-like animal has been seen several times in this same territory.

Above: The first leg of an eventful trip for seniors of the Hector, Minn., high school. The entire senior class of 32 left Minneapolis on the Milwaukee Road the week end of June 4 for an eight-day tour of eastern cities. Checking the train schedule are Donna Witte, Russell Johnson and Marlys Ahl.

Right: Relaxing in solid comfort for the ride to Chicago. Front, Calvin Johnson and Keith Walter; back row, Orville Dean and Bob Johnson. (Minneapolis Tribune photos.)

West Clinton Area

Earl H. Lehmann, Correspondent

The Dale Resler carpenter crew was here the latter part of June with four camp cars for scale track and other repairs. This crew was formerly in charge of Harley Ragle, who retired recently. With Foreman Resler were August P. Olson, Glen Stewart, David Davis, Robert Carpenter and Donald Dickerson.

It looks as if we might lose Brakeman Harry Earl, as he is very interested in a 52-acre farm and apple orchard south of here.

We are sorry to lose Assistant Car Foremen Carl Reuter and Thomas Corts in June, due to a reduction in their department.

Agent M. H. McCandless is grandpa again. A son was born to his daughter, Mrs. John T. Newlin of Terre Haute, on June 8.

Car Helper Jack Chambers and Miss Rosemary Phillips were married on June 1. They will live in Paris, Illinois. Jack is the son of Conductor Walter Chambers.

Robert Stewart, retired conductor, raised strawberries this last spring almost as big as those eggs of Conductor Clarence Jones, which we mentioned a few months ago.

Operator Joe Wright has a smart dog. When he heard Joe and his wife say that "Ginger" needed a bath, he left. Joe found him, but 80 pounds of dog is too much to carry so he rolled him over and "Ginger" bit and scratched. The next time Joe should spell out the word.

Engineer Reed McGinnis drove in with a new Buick in June. It is too nice to go fishing in.

Carman H. C. Mindeman is preparing for a fishing trip in Wisconsin, near Spooner, now that he has that Plymouth broken in.

Conductor Walter Chambers returned to work in June after a month's illness.

Conductor Lloyd Summers continues on the sick list.

Storehelper Joe Presko and wife are preparing for a trip to California where they will visit Joe's brother and family.

During June, Conductor O. S. Hadden and

Michael Sol Collection

wife drove through the Smoky Mountains and on to Savanna, Ga., where they visited son Wayne and wife.

Paul and James Griffin, roundhouse employes, motored to Arkansas the latter part of June to attend the funeral of a relative.

Storehelper Elishia McDonald really did some fishing during his vacation in June. Lorraine said he almost missed some of his meals.

T. B. Seay, retired conductor, has been ill at his home, R.R. 3, Clinton, Ind. Mrs. Seay has also been very sick for some time.

Engineer H. H. Travis is still unable to work on account of illness. Homer lives on route 3, Clinton.

Carman Albert Tryon and wife visited their daughter, son-in-law and grandson in Washington, D. C., in June. From there they went down to St. Petersburg, Tampa and Miami, Fla., before returning home.

Lawrence Burdsall and his carpenter crew were in West Clinton in June and July to assist with general repair work.

Brakeman Jack Kelsey is reported to be ill at his home in Terre Haute.

Operator Clarence Winters has bid in a trick at Spring Hill.

Operator Clarence Parr is working at West Dana.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Gilbert Leack, chief clerk to the district storekeeper, and wife celebrated their 25th wedding anniversary on July 3 with a Mass at St. Florian's Church and reception in the parish hall. A large number of store department employes attended.

Assistant Stockman Gerald Meyer and wife spent their vacation on a trip to St. Paul, Banff, Victoria, Vancouver and Seattle, with tours at each of the stops.

L. V. Schwartz, formerly of Savanna, Ill., has taken over the district storekeeper's job with headquarters at Milwaukee shops.

John N. Wandell is the assistant general storekeeper with headquarters at Milwaukee shops.

John Schluge, Jr., was married on June 25 to Beverly Ann Birk. John was a part time employe and student at Marquette University.

Assistant Stockman Ed Fuller and friends recently made a flying trip over Montana and western Canada with stops at Great Falls and Letridge.

Reuben Sawyer of the signal store has been at home, convalescing from a recent injury.

Harry Schupinsky of the freight car store is also at home convalescing but will take a good rest before returning to work.

Funeral services were held in Valhalla Cemetery, Milwaukee, on July 2 for PFC. Elroy H. Bloedorn, former store department employe, who was killed in action in Italy on Oct. 20, 1944.

The following store department employes contributed blood when the Junior League Blood Bank staff called at Milwaukee shops on June 21: John Kempinger, William Fuss, F. W. Braun, Joseph Henkel, Sigmund Powalisz, Herman Janke, Sr., Joseph Sazama, Vernon Kulk, Gavin Irbine, Clement Kubacki, August Steinbrenner, Franklin Koch, Walter Stibor, Tom O'Neil, Jerry Johannes, Erwin Murawski, John Thekan and Jessie Pritchard.

Frank Brewa and William Joerres called on Tom Devereaux, 81, and found him feeling spry for his age; glad to have visitors.

Don J. Herron, storekeeper at Marquette, Ia., is also the justice of the peace in that community. He and his wife were recently fishing on the Mississippi River when a romancing couple from Rochester, Minn., found them. They had hired a boat from L. W. McIntosh who served as one of the witnesses with Mrs. Herron and the knot was tied, thus fulfilling their desire to be married on or near the Mississippi. Don undoubtedly finds storekeeping, serving as a justice of the peace, and fishing a good combination of activities and livelihood.

Coach Yard

Richard Flechsig, Jr., Correspondent

Fred Osberg is back to work after being in the hospital for an overhaul job.

Donald Ritzke, at one time of the coach yard, but now in the Davies yard office, took Fred Osberg's place as timekeeper during his absence.

The fish stories are already floating around, but somehow we never get to see the results of the fishing trips. Perhaps the fish spoil so quickly that they cannot be shown.

Car Department—Office of Shop Superintendent

George E. Fiebrink, Correspondent

Hear ye, hear ye! News is wanted for this new column. All employes of the car department are invited to submit items.

A word of praise is due Miss Constance Smetek, daughter of Joe Smetek, carman helper in the freight shop. Miss Smetek has helped many handicapped people find new hope and life through her case work with the Society of St. Vincent De Paul, although she has been visually handicapped herself since the age of nine. She is a graduate of Marquette University where she majored in sociology and has taken graduate work at the University of Wisconsin in Milwaukee.

A tiny tot of eight pounds nine ounces, Gail Lynn Mallon, was born to Mrs. John Mallon on May 23. Mrs. Mallon is fondly called "Twiggy" by this office but to those who are not familiar with the name she was "Aud" Guschl, our one time timekeeper.

Yours Truly took the vows with Miss Mary Wray of Waukesha on June 4 in Milwaukee. Mr. and Mrs. Fiebrink spent a few days on a short trip and the balance of their vacation in their new house in Waukesha County.

Miss Grace Jakobek, timekeeper in the office, became Mrs. Roman Grassl on June 25. The newlyweds honeymooned in Canada for a week.

On June 24 the news reached us of the death of Mrs. Minnie Voth, mother of George R. Voth. Mrs. Voth died after many weeks of suffering from a hip injury.

We had a pleasant visit recently with Mrs. Magnus Budzien, an old employe of the accounting office in Milwaukee, and her daughter. We extend sympathy to the Budzien family on the death of Magnus Budzien, a blacksmith in the shops.

This reporter visited E. H. Poenisch on June 24 and at that time Jack was feeling pretty good after his operation.

Salvador Hernandez Freihoefer and frau returned recently from a 16-day vacation in Mexico. While in Taxco they saw many gauchos and hot tamales. Salvador took about 150 colored pictures with his new camera and is mighty proud of his gorgeous slides.

Locomotive Department

Leone Schneider, Correspondent

Congratulations are very much in order for John A. Cullen, who has convinced Pat Grady that she should become his Mrs. They are honeymooning in New York City at present. Mr. Cullen is a foundry laborer.

We welcome back Ed Zimmermann, clerk in the SMP office, who has been recuperating after an operation.

Herman Mau, wheel foreman in the foundry, is very happy these days—he is again a grandfather!

We are sorry to report that Ferd Rhode's wife is on the sick list. Ferd is a helper in the foundry.

Eddie Lipinski's little son is recovering from an operation, which is no fun when you are a young fellow of nine years and the other children are out playing. Eddie is a brakeshoe molder in the foundry. Another youngster on the sick list is the little daughter of Sigmund Miszczak who has been quite ill following a siege of measles. Sigmund is a helper in the foundry.

Ray Sear, clerk in the foundry, had quite a time entertaining two nephews from Schlocton, Wis., who came to the big city to see the zoo and lake front. The boys went home tired but happy and all excited about their first train ride.

KANSAS CITY DIVISION

William H. Spinks, Correspondent

The Kansas City Division has lost a good man. Chester Miller, clerk-steno to division engineer and also correspondent for the Magazine, is now working in the engineering department in Chicago. He was replaced by Harold Scully, steno and ticket clerk to chief dispatcher.

Here is an instance where Cupid couldn't wait until the marry month of June. Miss Gloria Reed, daughter of Division Engineer J. D. Reed, was married on April 8 to Dale Green of Denver, Colo. Gloria is a graduate of Creighton University, Omaha, and Mr. Green served with the Air Force during World War II and is now with the United Air Lines in Denver. They are making their home in Denver.

The Women's Club held a cooperative dinner for veterans and their wives and widows of veterans on June 6. A total of 105 were present. William Fry, retired engineer, received a prize for the veteran with the most service and Mr. Lucas received the prize for the oldest veteran—84 years.

Vacation time is here again—Walter Fuhr, division engineer, has returned from a fishing trip in Minnesota with his wife and parents, Mr. and Mrs. E. C. Fuhr, of Wheeling, West Virginia.

John Post, pump repair foreman, is going around with his head high, and why not? He's driving a new Chevrolet truck.

R. C. Dueland and family are at present on a motor trip through Mexico.

I have a report that Dewey Johnson, tool room attendant at the Ottumwa roundhouse, is out of the hospital, where he had been confined for some time. Dewey had some teeth extracted and had an uncomfortable and serious reaction.

Joe Link, roundhouse employe for many years, is confined to his home with an eye affliction at the present time.

Roy Blizzard, boilermaker helper, has been ordered by his doctor to take some time off for a rest.

Machinist Ben Brown has returned to work after a serious illness which had him in a tent. Ben is a veteran of two wars and has had a lot of tent experience, but this time they pumped oxygen into him. He says he will take gas and shells in preference.

Machinist Frank Lakin has retired because of disability. Frank has been off for a year and has undergone two operations. He came to the Milwaukee from the Rock Island in 1922 and his retirement comes all too soon to suit us. We hope to see him regain his health and enjoy the leisure he has earned.

Frank Ebberts, engine inspector, was recently appointed to the City Planning Committee by Mayor Loveless.

Machinist Helper Leroy Wilkinson, who has been off sick since December, 1948, stopped in to see us recently. He reports that he is still on the shelf, but hopes to return to work soon.

Understand that Machinist Helper Pat Cosgrove is up and around now. Pat has been off sick for some time and was confined to Veterans Hospital in Des Moines, where he underwent an operation.

Roundhouse Foreman H. K. Hill and wife and relatives spent a week fishing in northern Minnesota in June. A card from Mrs. Hill stated that the first day was spent in orienting Harold. It seems that they had some difficulty in explaining to him that when a fish "strikes" it does not mean that it has "quit."

Speaking of fishing, Bill Wilson, machinist welder, has a story about his recent fishing trip to Lake Manitou, Canada. Every year a group of local men go there but this year, although they had a good time fishing, what with rain, sleet and snow, the weather was so bad that the guides were almost lost.

And then there is the story told by Assistant Foreman Oots about Engineer Frank Harker and wife, who stopped at his home in the middle of the block to show him the spoonbill catfish they had on the trailer behind their car. The local traffic officer came up and told Harker to pull ahead about 20 feet—that the fish was blocking the intersection.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

Operator Helton of Sturtevant is taking a month or so off to catch all the fish in the waters up and around Minocqua way.

Assistant Superintendent George H. Lane, while vacationing in Rockford, suffered a heart attack and is in St. Anthony's Hospital in that city at present.

We have our share of rabid baseball fans around here. Dispatcher's Clerk Frank Knoebel has all the dope on the sure pennant winners.

Agent M. J. Gould of Lake Tower is sojourning in Florida as a delegate to the ORT convention.

Chief Dispatcher C. E. Larson broke his wrist in a recent fall, but is back on the job. The cast on his wrist is being used

BAND NIGHT

Haunting melody, spirited march—whether you listen in the village park or beside your radio—the fragrance of a fine Dutch Masters cigar makes it that much more enjoyable. Never was pleasure so simply bought . . . music you cherish . . . and the rich, mild flavor of a Dutch Masters cigar!

DUTCH MASTERS CIGARS

Michael Sol Collection

to test the strength of various noggins around the office.

Second Trick Operator, W. V. Scott, Jr., Deerfield, was injured in an auto accident and has been off for some time.

H. C. Woodchick of Sussex visited here recently. He was agent at Beaver Dam for 25 years and retired from Sussex after 54 years' service. He is now 82 and is still active in his garden.

A long-standing ambition has been realized by Jim Conn, agent at Sturtevant, who came up to Milwaukee recently and broke in as extra train dispatcher. He had passed the examination before the rules examiner.

Second District

F. J. Love, Correspondent

Clara Mahoney of the Rockford freight office passed away at her home in Rockford on June 24 after an illness of about three weeks. Her cheerful greetings will be missed by all of us and by the business people and associates at Rockford. She had been with the Road for almost 30 years and was an active member of the Rockford Area Service Club.

Conductor Uri Packard has retired after 46 years on the Southwestern. He and Mrs. Packard are taking a trip to Toronto to visit their son who is with the Canadian Pacific.

Billy Gregg, Rockford yard engineer, is laid up temporarily.

L. A. "Pee Wee" Williams of Burlington tower is back on the job after a 10-day fishing trip. We have an idea that not much was brought back, as we have had no news from him and that's not like him.

George Messer, retired roundhouse foreman, was in the office recently. He is making good use of his spare time visiting around and sure looks good.

William Muckerheide, passenger conductor, has retired. Bill started working on March 4, 1900.

Milton Marske, the noisy telegrapher, at west yard, is quite a strawberry grower and claims to raise bigger and better berries than anyone else. Frank Wagner went out to buy a quart from Milton and was told that he would not cut a strawberry in half for anyone.

I will appreciate cooperation in gathering news items. There should certainly be some news from Racine, with Henry Hoeft and H. J. Beamish both at that place.

A nice bunch of railroad people was at Beloit on June 19 for the Mass and reception of Rev. Gordon Hughes, son of Mr. and Mrs. W. J. Hughes. Father Hughes said his first Mass at Beloit after his ordination in Washington. He will leave for an assignment in Houston, Tex.

CHICAGO GENERAL OFFICES

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Gunnar Drangsholt and Eleanor Menning were married June 22 at the Winnetka Congregational Church. A reception followed at the Michigan Shores Club in Wilmette. Gunnar and his bride are honeymooning in Europe for three months after which they will be at home at 1585 Ridge Avenue, Evanston. Gunnar will be remembered as our first P.O.W. and for his now famous testimony at the Axis Sally treason trial. Since the war he has been on leave while attending Northwestern University.

Flash! Rosemarie presented Vic Quaritsch with an 8-pound 13-ounce daughter on July 1.

Art and Edwarda Freitag celebrated 28 years of wedded bliss on June 25.

Clyde Stanley and his wife vacationed in Colorado Springs, Anne Heine in California and Eleanor Mullaney and Adaline Palus spent several days in Sioux City and Sioux Falls. Em and Joe Trezek are spending all of their spare time on the farm of Em's dad in Niles, Mich.

Rose Finnell and Bessie White are convalescing after surgery.

Agnes McGrath recently celebrated her 30th year with the Road and received many beautiful gifts and well wishes from her many friends. The girls of the Round Table wined and dined her at Le Petit Gourmet and Old Heidelberg, followed by a theater party.

Jack Brandenburger spent a two-week vacation in the wilds of Canada.

"Money Bags" Gunnell has bought herself a new Hudson. She says it has quite a pickup.

Hank Koretke and his family spent their vacation in Ontonagon, Mich. The Fred Dittmans also vacationed in Michigan.

Bob Rinaldi spent the Decoration Day weekend in Wisconsin and is planning a trip to Mackinac Island.

Off to camp . . . A vacation scene in the Chicago Union Station as some 500 juvenile campers and their chaperones made ready to board a Milwaukee Road special on June 29. The youngsters were bound for summer camps located in the Minocqua-Woodruff region of the Wisconsin Northwoods country.

Auditor of Station Accounts and Overcharge Claims

Mary Rose Burke, Correspondent

Jacqueline Thominet was a picture bride when she became Mrs. George Henning on June 4. Dressed in the traditional white satin and lace, she carried a bouquet of orchids and lily of the valley. Her five attendants included Marilyn Stears as maid of honor and Lois Conn as a bridesmaid. The couple spent their honeymoon at Niagara Falls and New York City.

On June 5 Ad D. Gove, who was en route to Carmel, Calif., to visit his son David, died just a half hour before the train on which he and his wife were traveling reached the Oakland terminal. Mr. Gove had been in ill health for several months. Funeral services were held at Salinas, Calif. Ad was a claim investigator in this office and was with the Road for the past 28 years.

Willie Wilkinson not only plays ball like Joe Di Maggio, but went one step further—like the Yankee star, he suffered a leg injury while sliding into base. We are glad to report that both Joe and Willie are back in their former positions.

Bill Lutsch has been in St. Joseph's Hospital in Milwaukee for surgery. We understand that he is getting along nicely and will be in good shape for the next bowling season.

If you noticed a beam on John Hogan's face on June 25 and wondered why, we will let you in on the secret. He was celebrating his 35th wedding anniversary.

Eleanor Harrer is spending her vacation in Roswell, N. M., visiting Vera Snapp Moffet, a former employe.

Engineering Department

Richard Grant, Correspondent

We are happy to state that Douglas Rieser, water inspector in the engineering department and virile bass singer in the Milwaukee Choral Club, is back with us again after his recent mishap on the baseball diamond. Doug broke his ankle while fielding a fly ball in a hotly contested game. He is incapacitated to a certain extent at present, coming to work on crutches, but will soon be his old self again.

Robert C. Schwarz, veteran steel concrete designer in the engineering department, was in the hospital for an eye operation in June. Mr. Schwarz has been an employe of the Road for 37 years, having started on June 19, 1912. We are glad to state that the operation was a success, and that he will be back with us again soon.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

We are glad to announce the return of Mrs. Murphy to the reservation bureau after a long sick leave.

Gene Henderson, for a long time our payroll expert, has accepted the position of ticket clerk in the city ticket office. E. S. Dybas has taken over for Gene.

Arthur A. Dreutz of the reservation bureau has taken the position of assistant accountant in the city ticket office.

Agnes Schubert is out of the hospital at this writing and we hope she will soon be back at work.

Agnes Ahlren is reported feeling better but is not well enough to return to work as yet.

Praise a husband in public and he will live up to it in private.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Who said it couldn't happen again? Good fortune selected Calmar Gasman for the $1,000 drawing of the Mutual Welfare Club on June 16. Also, Malanie Fergon was the lucky recipient of $100.

Florence (Fritzi) Waszak was favored with a bridal shower on June 3 and changed her name to Mrs. Chester Slowik on June 4.

Another bridal shower occurred on June 9 for Sally Slobodian, who was married on June 12 to Miles Gansho. The honeymoon took them to the Wisconsin Dells.

On June 22 Rose Parker was united in marriage to William Erwin. Mr. and Mrs. Andrew Gallagher were the attendants. The bridal couple selected Estes Park, Colo., for the honeymoon.

Dolores Kay had another birthday on June 3, but it was very eventful as she now displays a beautiful engagement ring.

Mrs. Alvera Struck was honored with a stork shower on June 11 when she resigned to await the blessed event.

Edna Strickett took to the air on June 11 when she flew to St. Louis, thence by train to Eureka Springs, Ark., returning via the same route with a beautiful vacation tan.

Marie Gaerte has returned from the hospital following surgery and is reported to be much improved.

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

The wedding present to Marie Freiberg, of the advance and prepay bureau, was a beautiful set of silverware from her many friends here. She was married to George Meyer on July 2.

Mary Ann Kunz, machine room bureau, has returned from a week's vacation at the Jack and Jill rancho in Michigan. See her about some new and not so wonderful ideas about horses.

Harry and Jerry Baldicinni spent a pleasant vacation at Pipestone, Minn. Also had fun fishing at Minnesota lakes near Brainerd.

Olga Thal vacationed recently with her husband, all around Lake Michigan.

Dorris Sollie and Francis Daniels, both on sick leave furloughs, are reported to be about well enough to return to work.

Shirley Zillner, accounting machine room bureau, with that well known pensive look is showing a beautiful diamond engagement ring she received from Tony Crement of the tariff bureau on June 20. Wedding bells are set for November.

Suzanne Stops, interline bureau, has been home several weeks due to a foot injury. Reports are that she is well on the road to recovery.

LaVerne Hall and family vacationed in California. Also Walter Stark, review bureau, who enjoyed the scenery on the west coast.

Ed Wayrowski, review bureau, who has been nurturing a Cactacia Opuntialas on his window sill for some months, watered it one day recently and the next morning it had a beautiful yellow flower. The regular name for this wonder is "runt cactus."

Bill Nash, rate revising bureau, who has been on furlough sick list and hibernating at Tucson, Ariz., is back on the job, ferreting out rates at his old desk. Likewise Dan McCarthy, interline bureau, who was ill for two months. They both returned on June 16.

John Kreiter, head clerk estimated earnings bureau, along with Mrs. Kreiter, spent a vacation on the Olympic Peninsula in Washington, fishing and clam hunting.

We regret to report the death of Rate Clerk Theodore Peterson who died suddenly on June 17; funeral services at Chicago, and interment at Franklin Grove, Ill. We extend sympathy to his widow.

Anthony Cynova, employed in the review bureau for some time, was married on June 4 to Anna Mae Behl at St. Josephat's Church. They spent their honeymoon at Cable, Wis. Tony says he has completely recovered from the accident that sent him to Alexian Brothers Hospital for 10 days before the wedding. He is now busy as a sorter in the accounting machine room.

Dr. E. Kaltenhauser has stuck out his shingle at 4802 North Damen Avenue as a chiropodist. Many will recall him as a messenger in the interline bureau at the beginning of the war, until he received "Greetings" from the President.

A. W. Hansen, WB filing bureau, is taking a rest cure at a rest home in Winnetka.

Kaye Dennis, WB filing bureau, was married on June 18 to Chester Pucci at St. Andrew's Church. They spent their honeymoon in Canada. The wedding present to Kaye from office friends was a mother of pearl tea set.

Andrew Duffy, assistant head clerk, L&IB bureau, spent several days' vacation at Tomahawk, Wis.

The home of Madeline Bingham on June 25 was the scene of a very pleasant birthday party for Blanche Debs who suffered a broken leg on Jan. 23. She is now getting about on crutches.

I & D DIVISION

Karen B. Rugee, Division Editor

Mr. and Mrs. Sever O. Haukedahl celebrated their 50th wedding anniversary on June 14. Open house was held at their home in Mason City. Mr. Haukedahl is a retired conductor and now enjoys fishing and working around his home.

W. A. Millard, agent at Rudd, vacationed

Somebody sent me a postcard asking me if I would like to define democracy. I didn't care to at that moment, but I think democracy is a state of affairs under which people feel free to send postcards to perfect strangers asking them to define it.

—R. L. Duffus in *Nation's Business*

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Michael Sol Collection

in southern Minnesota, doing a little fishing in the Lake of the Ozarks.

G. C. Stanz, operator at Ossian, had a busy vacation working on his new home but found time to spend a few days in Minneapolis. Mr. and Mrs. Stanz also became grandparents on June 1, their daughter presenting them with a grandson.

Mr. and Mrs. J. L. Burns made a quick jaunt to Oregon recently to visit their two sons and their families.

Thought sure I would be able to take in the Railroad Fair while in the vicinity of Chicago on my vacation, but the most I saw of Chicago proper was a flying trip through Union Station trying to catch suburban trains. We thought it was hot in Chicago but since returning to Iowa I have been tempted to turn around and go back to Chicago to cool off.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Trainmaster R. J. Dimmitt and family returned recently from an extensive vacation trip to the west coast. Incidentally he is a real railroader as he went all the way by train.

Mrs. Sever Grundland, Culver City, California, is visiting in Mitchell where she is remembered as the first president of the local Women's Club chapter.

Ed Hatzenbuhler, night roundhouse foreman at Mitchell, is in the hospital recovering from an operation. At this writing he is coming along nicely.

D. E. Miller, traveling fireman, is the proud father of another daughter, Donna Gene.

We understand that Roadmaster Core of Rapid City, besides his other accomplishments, is also a consulting engineer for building weed spraying machinery, as was evidenced by the nice write-up in the *Rapid City Daily Journal.*

The Milwaukee Women's Club at Mitchell had a picnic on the last Sunday of June. They had a very nice turnout.

Sioux Falls Line

F. B. Griller, Correspondent

Forsaking the railroad for an automobile trip from Sioux City to Portland, Ore., via the Colorado Rockies was Trainman Vern Quine on June 5.

On May 29 some 10 members and officers of Hawkeye Lodge No. 859 B of RT, Sioux City, accompanied by their wives, together with about 20 members from Sioux Falls presented Conductor John A. Reagan with a 50-year emblem for continuous membership in the B of RT. A banquet was held at the Cottage Club with Conductor T. H. Calligan, Sioux City, as toastmaster and Yardmaster Q. H. Hunter having charge of arrangements. Talks were given by Conductor Reagan, Olaf A. Anderson and General Chairman Glen D. Houser, who made his first trip with Mr. Reagan 32 years ago.

The Sioux Falls car department is loaded with fishermen. Dick Larson has returned from northern Minnesota with a record catch, followed up by Art LaCroix who took a week of it and finished off with a tour of the Black Hills. Electrician John Madden to Chicago and Milwaukee, and it must be that he tried Lake Michigan. No reports from Mason City way as to fish stories from Car Foreman Trenkler who was presented with a fishing rod when he left Sioux Falls.

John Ragowski, retired yard conductor and extra yardmaster of La Crosse, Wis., is heading south these days with his dog Betsy on a jaunt that will take in California and Mexico and perhaps South America. Here he is shown stowing provisions in his new Nash. John retired on Feb. 27 after 40 years of service in the La Crosse yard.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

July 1 brought into effect the promotion of I. G. Wallace to agent at Chestnut Street station. Both the warehouse and office forces joined to present him with a departing gift as a token of appreciation and friendship.

F. R. Lewis will take over the duties of assistant agent at Fowler Street.

Little Mary Elizabeth Brower joined the household of parents, Mr. and Mrs. John Brower, and brother Michael on June 14.

A new arrival at the home of Inspector Roger Schmidt is young son Bruce Charles, born on June 19. Roger has already enlisted the services of several baby sitters in the office without any trouble.

Leonard Koszuta of House 7 and Eleanore Wachowiak have chosen July 16 for their wedding date, the ceremony to take place at St. Cyril's Church.

Art Horn, of the warehouse, is at Stowell station as relief clerk.

Joseph Hoerl, rate supervisor, entered St. Anthony's Hospital for surgery on June 27, expecting to be away for two weeks. There was a rush for humorous "get well" cards, but seriously, we all hope for a qu[ick re]covery.

Tom Higgins has been on the si[ck list a] long time and we also hope to see h[im back] on the job soon.

Cashier F. J. Coerper is back f[rom his] vacation looking very brown, havi[ng spent] most of it on the golf course.

Chestnut St., North Milwau[kee] and North Avenue

Dick Steuer, Corresponden[t]

News of the first order this mo[nth con]cerns the retirement of Agent J[ohn] Leahey of Chestnut Street. Mr. Le[ahey, a] veteran of over 40 years with the R[oad, is] well liked by patrons and employ[es along] the Beer Line since his appointment [to the] agency eight and a half years ago. [Mr.] Wallace will succeed Mr. Leahey. M[r. Wal]lace was assistant agent at Fowle[r Street] the past few years.

Agent B. L. Swang and Mrs. Swa[ng vaca]tioned at Boston, Mass., in June [and] enjoyed numerous samples of [the] famous beans and also took in th[e sights] at Buffalo, N. Y., and Niagara Fall[s].

A trip to the west coast with [his] daughters was the vacation chosen b[y] Clerk Bruno Kowalski. The big t[hrill for] the girls was a side trip to Hollywoo[d where] they saw a few of their favorite mo[vie stars].

The Dick Steuers and the Bill ... vacationed at Madison, Wis., and ... Mounds, site of the Cave of the M[ounds].

Assignments to bulletined posi[tions in]clude two demurrage clerk jobs i[n the] O. Smith plant—to H. F. Harter a[nd] Miller.

You don't get stomach ulcer[s from] what you eat, but from what is [eating] you!

[LA] CROSSE & RIVER DIVISION

First District

[?]. D. Smith, Correspondent

... Larkin, 78, retired passenger con[ductor, ce]lebrated his golden wedding anni[versary in] La Crosse in June. He has three ... a girl. His brother, P. J. Larkin ..., was also present. His twin boys ... masters of ceremonies.

... of old timers, I thought I was ... old until I recently heard George ... and Fred Bennett, retired engineers, ... about the weather and railroad... in the '80s. George is 86 and ... past 90, and both are in good shape ... ying themselves.

... hour week is approaching and it ... all right for some fellows, but as ... and a few others I know, the two ... will be right handy for the wife ... something to do around the house, ... in good weather, when fishing ... are in order.

... wonder sometimes if people ask the ... of questions in a filling station ... do in a depot, such as, "When will ... go?", "Does the Hiawatha stop ... waukee?", "When will the Hiawatha ... Chicago?", "Is there a diner on the ...?", all of which we answer with ...

... four miles west of Portage, a swarm ... locusts recently made an appear[ance in] a wood lot. This is the first time ... swarm has appeared in many years, ... to old timers.

... passenger station and baggage room ... a face lifting, washing and paint[ing] by B&B Foreman George Lancaster .... When they finish you will think ... in church, and take off your hat ... force of habit.

Second District

H. F. Ogden, Correspondent

... new correspondent welcomes any news items you might send in. Let's ... readers of the Magazine know that ... ployes of the L&R second district ... and create news.

... March 1, Herman J. Will, who ... nearly 50 years as a B&B carpenter ... foreman, retired from the Road. His ... shows that he worked on various ..., including the I&D, the H&D and ... ension, as well as the L&R. Starting [as a B]&B carpenter on the River Division in ...04, he was promoted to foreman in ...909, and served in that capacity for [4]0 years. Foreman Will was a master ... art of bridge building and his ability ... ognized by his supervisors, especially ... emergency such as restoring the roadway where washouts occurred, or when the pontoon at Reads broke loose. He is enjoying a rest at his home in Lake City, doing some gardening and it is also suspected trying his hand at fishing in Lake Pepin.

Captain of Police E. J. Monahan and Mrs. Monahan left June 14 for their vacation, destination California.

Master Mechanic Hempstead and Division Storekeeper Rieff have been on the sick list but at this writing Mr. Hempstead is out of the hospital and recuperating nicely at home and Mr. Rieff who was in the hospital for about a week on account of an eye infection, is back on the job.

Mr. and Mrs. John G. Larkin, LaCrosse, celebrated their golden wedding anniversary on June 7. Mr. Larkin was conductor on the Milwaukee for 50 years, retiring in 1947. He is 77 and Mrs. Larkin is 75. They have four children, nineteen grandchildren and one great-grandchild. Many of their friends and Milwaukee employes called and congratulated them on this grand day in their happy lives.

Your correspondent is happy to report that his seven-year-old son Tommy won a junior size bicycle in a safety contest sponsored by a civic organization at LaCrosse. As the L&R is in first place in the safety contest I should be able to instill a little safety in at least one of my four boys.

Beards and mustaches are in evidence among Milwaukee Road people these days who are raising the new adornment to conform with the custom of pioneer days in Red Wing's Centennial and river pageant celebration which is due to take place on July 15-17.

First Trick Operator W. S. King, Red Wing, has transferred to the agency at Chippewa Falls, Wis. The Knutson brothers are now first and third trick operators at Red Wing.

Fireman Satterloff of the Cannon Ball run is serving as advisor to the committee on the elimination of the Red Wing smoke nuisance.

A strain of petunias which seems to thrive on gravel and cinders is again blooming at the Broadway crossing at Red Wing, due to the care of Gardener H. Tebbe and Flagman Wiedemeyer.

Third District

M. G. Conklin, Correspondent

A rules class for promotion of L&R third district brakeman was held at Wausau and the following have qualified as conductors: Leaf A. Motse, Kenneth G. Maas, George W. Schubring, Robert A. Loper and Earl R. Johnson.

Henry Knopf, veteran car department employe at Wausau who has been ill, is considerably improved.

W. Robey is relieving Signal Maintainer

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R. J. Bogert who is vacationing at Platteville, Wis.

Mrs. S. J. Loomis, wife of conductor, is recovering from a recent operation at St. Mary's Hospital, Wausau.

Conductor Warren W. Essels and wife attended the state convention of Veterans of Foreign Wars which was held recently at LaCrosse.

Engineer William Streeter is on the sick list at present.

Death has closed the career of Dr. Thomas Graham Torpy, Minocqua's beloved man of medicine, who died at Sacred Heart Hospital, Tomahawk, where he had been a patient for a week. His death terminated a career of 61 years in the practice of medicine, 51 of which were at Minocqua during which time he acted as company physician. Trained in medicine and surgery in the lumbering days, the Northwoods physician gained a widespread reputation for skill and ingenuity. He was very well known in railroad circles.

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

Glad to report that Tom Carroll, checker at House Two, is back to work after being ill since February and that Carl Williams is back also looking quite all right. Art Kramp is home from the hospital but is resting before coming back to work. Frank Wernett, checker in House One, is out of the hospital but confined to his home.

Our old friend Dick Norcross was down to see us recently and I must say that retirement agrees with him. We are always glad to have him visit us.

Kenneth Lear, engineer at Union Street, tells us that his son Norman was home on 30-day furlough after spending two years in Germany. He has now re-enlisted in the Air Corps and is at Roswell Field, N. M. While in Germany Norman was married. However, his bride was unable to come back with him and will arrive later.

Come, come, folks, five of us at this station are still looking for places to live. Don't let us sleep in the park.

Just heard that Stan Yates is in the hospital. Stan hasn't been well for some time and we are all pulling for him.

Bensenville

Dorothy Lee Camp, Correspondent

Ed Burke

Switchman Ed "Dago" Burke retired in July. Ed is a real old timer but looks like a fairly young 'un. His seniority date goes back to Aug. 7, 1916. Being a little camera shy, it was a real task for Switchman Nick Rodi to get this picture of "Dago" for the Magazine.

June and graduation found the Milwaukee Road well represented in the Bensenville High School senior class. The following graduates are all Milwaukee Road folks: Gladys Braun; Grant Dockterman, son of "Doc" Dockterman of the signal repair department for tower B17; Don Hernandez, son of Bensenville roundhouse employe; Arline Kolath, sister of Fireman George Kolath; Jean Lippencott, daughter of the griever for the firemen of the Illinois Division; Ralph Luebking, son of Yardmaster Red Luebking; Elaine Miller, daughter of Carman Harry Miller of the Bensenville rip track; Angeline Prill; James Robison, son of Fireman Jim Robison; Marilyn Smith; Robert Storm, son of Galewood freight house employe; Wayne Waltrip, and Paul Yazel, son of Fireman Yazel.

Henry Murphy, ex-serviceman son of Conductor Jim Murphy of the C&M Division, has a promising future as a professional model. The picture here, showing him at the controls of a Harley-Davidson motorcycle, appeared in Popular Mechanics in May.

Kenneth Crouse, yardmaster at the west end of the north yard, had daughter Darlene graduating from the Bensenville grade school.

Fritz Mittelbach, C&M Division brakeman, and wife recently drove 762 miles in one day, traveling through nine states and ending up in Washington, D. C., in time to see President Truman and Mrs. Truman and the president of Brazil in a parade. They also visited Mt. Vernon. On the return trip to Milwaukee Fritz got lost and drove 832 miles—all in one day.

Johnny Eckert and wife celebrated their first wedding anniversary on June 5 with a big party. The young couple will soon be going into their own new home.

Yardmaster John R. Harding and wife Lucille traveled by train to Seattle in June and dropped a card to say they would be traveling up and down the west coast.

Engineer Elmer "Happy" Nummer and wife celebrated their silver wedding anniversary in the mountains of Eureka Springs, Ark.

Ronnie Riedel was injured on June 18 as he played on the cannon at Westwood. He slipped and fell and suffered a skull fracture. At this writing the little fellow is doing nicely.

Charlie Blackmore, manifest clerk at Bensenville, reports that Train Clerk Freddie Grund is doing nicely after a recent operation but it will be some time before he is able to return to work.

Tommy Dyba of Galewood is badly hurt—his feelings, that is. He sent in this little verse after the new telephone book was published:

My name isn't in the telephone book.
I'm hurt as hurt can be.
But I'll get even with the guy
Who put me in C 'stead of D.

The book shows Ann Zenger as route clerk instead of Tom, on local 214.

Switchman Wallace Darling of Elgin has reason to be proud of his son Charles, a graduate of Elgin High School. Charles won the 1944 medal for boys, an award presented for outstanding qualities of leadership and scholarship, and participation in extra-curricular activities. Charles also won a scholarship to Beloit College where he will carry on with his studies next fall.

Charles Darling

Evelyn Phillips, wife of Yardmaster Glen Phillips, is a real heroine. Recently the Public Service Company started laying gas mains in their neighborhood. The deep trenches were dug, the pipe was laid and the trenches left open—and then the rains came. Every mother in the vicinity was watchful for the tiny tots living near this baby trap. Evie, being the mother of "Twinkie", Noreen, Johanna, and Johnny, was really on guard. While watching her own brood she saw a little fellow less than two years old climb to the piled up dirt, slip and tumble face down into the clay and water-filled trench. With a burst of speed Evie raced to the rescue, reached in and brought him to safety. No one else saw the little fellow until, a sorry looking sight, he was taken home and turned over to his mother.

Ned Maze, yard clerk at Bensenville and son of an Illinois Division conductor, and his lovely bride, Mary Jane Atkinson of Paxton, Ill., have returned from a June honeymoon and are at home in Elgin.

Gene Valerugo of Bensenville ice house and also a brand new bridegroom, reports traveling through Louisiana, Texas, New Mexico, Arizona, Kansas, Oklahoma and Missouri while he and Rose Mary were on their honeymoon.

Congratulations are in order as of July 23 for the 18th wedding anniversary of Walter "Wally" Hamonn and wife (Wally is rate clerk at Bensenville) and for Night Chief Clerk Herb "Whitie" Duga and wife who celebrate their 32nd anniversary on July 28.

Harold Ackerson, teletype operator, reports that his son David fell through the glass door of a bookcase recently and had three stitches in his topknot, but is proudly showing the stitches to his boy friends.

Carmen, switchmen, yard clerks, roundhouse men, yardmasters and trainmasters, freight platform men and special officers are all urged to get in touch with your correspondent if they are interested in joining a bowling team in time for the bowling season. If possible, would like to have a large enough turnout to have our own Milwaukee league this year, bowling either at Franklin Park or Bensenville. Drop a note in care of Mr. Bishop's office, Bensenville, Ill., or call local 28 after 10 P. M. and leave your name and address.

Train Clerk Harry Zender, a bridegroom of several months, has found a lovely farm and he and wife Martha will be moving into their own home in July.

Tony Martenick and family recently traveled by train to Salt Lake City where they visited with some of Tony's old Army friends.

Bud (Soo line tower) Hillebrand and sister Julie recently drove to Philadelphia where they entertained 15 of Bud's old Army outfit; then on to Boston and up into Canada.

COAST DIVISION

Harry W. Anderson, Division Editor

Bob Wright, retired engineer, who has been spending the winter in Long Beach, Calif., paid us a visit recently. He is returning to California.

Dispatcher W. H. Smith spent a couple of weeks in the National Guard annual training session which was held in the vicinity of Yakima.

Operator J. E. Bassett is in a Seattle hospital where he underwent an operation.

Nels Ringnell, B&B carpenter who has been retired for many years, passed away recently.

B&B Carpenter A. H. Western, who has been in service since 1922, has retired.

Margaret Longpre, operator in dispatcher's office, says that someone walked off with her new raincoat. Must be some dishonest people around who don't want to get wet.

We have to hand it to the new Diesel No. 80, which has been affectionately dubbed "Mighty Mike," for the way it is handling the business on the National Park line. It passes the office and makes the hill with 100 empties, where formerly we were only able to take 53, and it returns with 112 loads.

Tacoma

R. A. Grummel, Correspondent

We are again glad to note that our freight forwarded and received revenue is holding up for June, 1949, and should exceed the figures of June, 1948. Our passenger business is holding up well and will also show an increase. We are glad to report also that we have received a number of booster letters commending the excellent service and many courtesies extended by our employes, especially on the streamliner.

J. S. Eccles, former chief clerk in superintendent's office and now retired, dropped into the freight office recently after a four-month trip visiting in Los Angeles, Washington, D. C., New York City, Boston and Niagara Falls. In Washington he visited his son Robert, who received his bachelor's degree at Yale and is now professor of philosophy and religion in the American University at Washington. Mr. Eccles sat in the visitors' gallery during the Senate debate on various bills, listened to Senators Taft and Morris, and also visited the Supreme Court building and saw that august body in session.

Chief Demurrage Clerk Joe Johnson has solved the housing problem. During his vacation he helped his brother build a beautiful, modern bungalow. As a result, Joe

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has been besieged with requests for remodeling, building, etc. A nice side line, we'd say.

Checker George Schwartz and Balance Sheet Clerk Frank Bryan have returned from two weeks' military leave with the Washington National Guard.

Car Clerk Tommy Norwood is relieving in the superintendent's office during vacations, and Manda Schrock is back on the car desk.

Mrs. Velma Wheeler, assistant cashier, and hubby Ora, agent at Eatonville, are vacationing at present, stopping off in California, Boston, New York, Oklahoma City, Kansas and Chicago. In Oklahoma City, where they were married, a surprise party awaited them for their 39th wedding anniversary. Dorothy Clover is relieving on Mrs. Wheeler's desk.

Assistant Yard Clerk Raymond Haskins is vacationing and Mrs. Anne Beaumont is relieving.

Seattle Yard

F. J. Kratschmer, Correspondent

Dave Elder, cook in the commissary outfit which was recently disbanded, has taken a job on the car cleaning tracks.

Airman George Kraft of the car department entered a local hospital on June 23, having been suffering with a case of poisoning.

Mike Herman, day boardman in the yard, took off with his family on June 15 to visit parents and relatives in South Dakota.

Locomotive Fireman A. E. Ratcliffe, who retired on May 1, intends to see some of this country of ours. He left on June 9 for Wisconsin where he picked up a new Nash car in which he and his family started on a tour of the South.

Melba Batson, clerk to car foreman, returned to work on July 1 after a leave of several months during which she was in Washington, D. C., where her husband was in the service of the Civilian Defense Corps. Carl Pfaff, who had been holding the position temporarily, will bid in elsewhere.

Latest report is that the roundhouse has finally solved its parking problem. The tracks where the commissary and outfit cars formerly stood have been taken up and this space has been leveled off for the parking of automobiles.

Congratulations to Jack LeRoy Werner, clerk in the yard office, who joined the ranks of the married folks by taking unto himself in wedlock Miss Dona Marie Pettibone on June 24. The wedding was held in Mount Baker Presbyterian Church, Seattle, and was followed by a reception.

Carman Jim Orwell took a trip over to his farm in Montana in June. He reports crops doing fine.

H. O. Bangs, Jack Cole, Faye Fox, Claude Baer and H. P. Woodhead of the yard were among the recent vacationists.

Roundhouse report for July: Machinist George Dolan painting his house, Machinist Charley Balch vacationing on the lakes, and Helper Ray Holmes fishing and clam digging.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Last month we reported the illness of David E. Roberts, retired clerk cashier's office. Mr. Roberts died on May 31. He was born in Bevier, Mo., Aug. 30, 1872, and came to Seattle 39 years ago. He was with the railroad for many years. He is survived by his wife Fannie and son John T. of Tacoma.

Margaret Randall, former clerk in the local freight office and daughter of the late Charles I. Randall and Mrs. Randall, was married to Frank M. Sweeny, Jr., of Seattle on June 4 at Holy Rosary Church; reception followed at D.A.R. House. The couple will spend their honeymoon touring southern California, after which they will be at home at the Grayson Apartments, Queen Ann Hill.

Charles H. Maust, 76, transfer company owner, died at his Seattle home on June 4. He was born in Meyersdale, Pa., and came to Seattle in 1902. He was an ordained minister of the Church of the Brethren and was one of the founders of the Seattle branch of the denomination. A good friend of the Milwaukee Railroad has passed.

Watchman Frank Lowe is spending his vacation visiting his old home in Chicago.

Watchman James Donahue, who visited in New England states for six weeks, has returned to Seattle.

Mina Dow, who has been on the sick list for several weeks, is again on the job.

Freight Agent J. R. Ludwick was recently elected as president of the Freight Agents Association of Seattle. He was formerly vice president. His term started on June 10.

Mrs. Ed Pesek, wife of assistant cashier, left on June 15 for southern California on account of illness in the family there.

We are glad to hear from Clerk Alberta Gartrell who is in Cincinnati visiting her mother. But oh, the heat!

D & I DIVISION

First District

E. Stevens, Division Editor

Shirley Bashaw, clerk in superintendent's office at Savanna, became the bride of Dispatcher Larry W. Nigus, also of Savanna, in a pretty garden wedding at the country home of her parents on June 19. Miss Patricia Bashaw, clerk in the store department, attended her sister and Operator James Elder was best man. The honeymoon was spent in California and Missouri.

Mary Grace Cassell of Elgin, Ill., daughter of Mr. and Mrs. Joseph Cassell (accounting department, Fullerton Avenue), became the bride of Dr. A. Oscar Ulloa, Jr., son of Mr. and Mrs. A. Oscar Ulloa, Sr., of Monterey, Mexico, at St. Mary's Catholic Church, Elizabeth, Ill., on June 4.

Robert Notz, track department employe,

This is Betsy, the deer which has made friends with the family of John Lindeman, section man at Linton, N. D. John's daughter Dorinda is shown here introducing Betsy to a young visitor. (Photo courtesy of James Studio, Linton, N. D.)

Savanna, was married to Miss Marilyn Louise Vogel of Clinton, Ia., on June 12.

Helen Ann Withhart, daughter of Car Agent Frank M. Withhart, was married to Michael Palmieri of Chicago in June.

On June 22 Iowa Division Conductor and Mrs. Thomas Gilroy of Savanna welcomed a baby daughter into their home. A. J. Reinehr, retired agent, and Mrs. Reinehr are the proud grandparents.

On June 14 some 50 officials, employes and their wives gathered in the Milwaukee Road Women's Club house at Savanna at 6:30 P. M. to honor A. J. Reinehr, retired agent. Superintendent J. H. Stewart acted as toastmaster. Short talks were given by General Manager L. F. Donald and other associates of Mr. Reinehr, with Car Foreman J. H. Fisher presenting the retirement gift. Mr. Reinehr expressed his and Mrs. Reinehr's thanks and gave a short resumé of his employment on the Road, the greater part of which was spent at Savanna.

Word had been received of the death of Walter Willett, retired baggageman, on June 12.

A little bundle of loveliness (baby girl) arrived at the home of Agent and Mrs. H. A. "Tom" Seiple at Monroe Center on June 5.

Quad Cities Area

Marion L. Arnold, Correspondent

Yardmaster Earl Wells has returned to work after a 10-day illness.

F. L. Paul, roundhouse foreman at Nahant who retired due to ill health about a year and a half ago, is convalescing at Rochester, Minn., from a throat operation.

Dacil Cubbage, employed at the roundhouse, is still in the hospital due to serious injuries he received in an auto accident on June 2. His brother and another employe of the roundhouse, August Clansen, were killed.

Our employes have strayed far from home on their vacations this year. Engineer G. O. Close and Mrs. Close spent four weeks in Sacramento, Calif., visiting their son and two daughters and their families. Cashier Agnes Schaefer and her husband are visiting Mrs. Schaefer's daughter in Seattle. PFI Russell Tubbs and Mrs. Tubbs toured New York State. Roger Kiesow of the division office and his wife, Marion, who works at East Moline, motored in a new Chevrolet to California, Seattle, Yellowstone Park and Pipestone, Minn., where they visited Mr. Kiesow's parents.

Switchman Larry Strouse and his family went as far as Des Moines and Chicago and Yard Clerk Tony Ceurvorst is spending his vacation in his garden, tending his beautiful roses.

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

Congratulations are in order for Don Crampton, son of Superintendent's Clerk George Crampton. Don married Beverly Este of Hecla on July 2. They will live in Aberdeen when Don's field engineering is over for the summer.

Conductor C. R. Mitchell reports an interested visitor from the Canadian National Railway. Mr. and Mrs. W. J. Ganter of Niagara Falls, Ont., rode the Milwaukee from Chicago to Aberdeen. W. J. is now one of our large family of boosters, but remains loyal to his own outfit when any comparisons are made.

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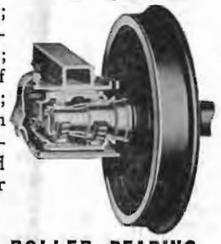

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John Schiner claims a 1949 gardening record with a ripe tomato picked at Aberdeen on June 19. Can anyone better this date?

Sympathy is extended to Mr. and Mrs. B. J. Worley in the recent loss of their infant son.

We are sorry to hear of the death of Mrs. Samuel Eide, long time resident of South Dakota and member of the Milwaukee Women's Club.

East H & D

Martha Moehring, Correspondent

Signal Maintainer Vern Erickson, Glencoe, recently bought a home, and the smile he wears is genuine. Not only is he certain of a permanent roof over his family but he now owns a strawberry patch, a chicken coop and 50 chickens.

Gremlins hit the Monte freight house during June. First, Cashier Clayt Severson took his family to New York on vacation. That was all right because Ina Eid of Fargo was to hold down Clayt's desk. But then things began to happen. Trucker Ben Hendrickson had an emergency appendectomy and no sooner was the force reorganized when Odean Larson, the warehouse foreman, lost his mother. During Ben's absence, John May of the section forces helped out with yard checking and other duties.

Conductor Sedgwick and his wife and their dog Spotty had a wonderful northern Minnesota vacation. Spotty couldn't go along into Canada and had to spend a lonely day at the cottage as an American citizen. Highlights of the trip were a 54-mile drive through Superior National Forest with bears growling from ambush and a wonderful dinner at the Finnish Boarding House at Ely where the guests sit around a large table and are served family style. What Pat Maloney couldn't do at a place like that!

Congratulations to Signal Supervisor H. J. Dunn for surviving the ordeal of middle-aisling it with his daughter Phyllis when she recently became Mrs. William Poole. Herb took a lot of pictures at the reception which was held at the Curtis Hotel.

Assistant Superintendent Wolf and Mrs. Wolf spent their vacation at the Black Hills and Moosecamp Lodge. Bernice's chicken and homemade ice cream were again up to par this year, judging from J. W.'s appearance.

Pat Maloney and his wife are showing the East to their little daughter this year, whereas last year they took her to the west coast. Chicago, Washington, D. C., and New York was the itinerary when they set out. Little Margaret is almost two!

A determined man can do more with a rusty wrench than a loafer can with all the tools in a machine shop.

Middle H & D

R. F. Huger, Correspondent

Sympathy is extended to Division Engineer B. J. Worley and wife on the recent loss of their day-old son.

An incomplete tabulation of the losses and wins of the newly formed Railroad Employes Club un-organized softball team: To date we have won 4 and lost 2. This included defeating the team that took the city league championship in the closed league. We couldn't get organized in time to enter the league, but have great promises for next year. At the present time we are managed, sponsored, and playing independently.

B&B Clerk Joyce Boettcher, Aberdeen, and her mother have returned from their vacation to the West Coast. Joyce has a good "black" tan.

Clerk John Faeth, wife and two sons are vacationing at the present time in Seattle and San Jose, Calif. Mrs. Russ Dixon is doing the relieving.

Agent L. H. Walleen, Ellendale, is starting his vacation shortly. Dispatcher L. E. Larson, Aberdeen, is on vacation at present.

Sympathy is extended to Brakeman "Buzz" Humphrey on the recent death of his father, a retired Milwaukee conductor.

Brakeman George Eastman, East H&D, is on his vacation in northern Minnesota, after the big ones.

It is rumored that Dolly Simonson, operator at Bristol, is on the verge of giving up her single status. She is sporting a diamond and the event is to take place in July.

Colonel Weatherly, agent at Java, and wife are vacationing in Yellowstone National Park.

Signal Maintainer E. S. Hanson, Milbank, wondered one afternoon if that funny pain in his side was an indication of something wrong. It was. His appendix came out the next day. Recovery is well under way.

MADISON DIVISION

W. W. Blethen, Correspondent

The First Congregational Church was the scene of one of the most beautiful weddings of the season when Miss Dorothy Jean Johnson, daughter of Engineer Ollis J. Johnson of Madison, became the bride of James F. Glonek of Superior, Wis., on June 18. A reception for 300 guests was held at the College Club after the ceremony. The young people are at home at 429 Sterling Court, Madison.

Another lovely wedding was that of Miss Carol Virginia Slightam, daughter of W. E. A. Slightam, retired engineer, who was united in marriage to George V. Prochaska in Grace Episcopal Church on June 18. Following a wedding breakfast for the immediate families at Kennedy Manor, the couple left on a trip to northern Wisconsin and Canada. They will live in Waterloo, Ia.

Clayton Severson, cashier at Montevideo, Minn., brought back this snapshot from his recent vacation in the East. It was taken at Delaware Water Gap, Pa., and shows, left to right, his sister, his niece, Clayton, daughter Jo Ann, Mrs. Severson and son Jimmy.

Engineer E. J. Burmeister and Mrs. Burmeister observed their 25th wedding anniversary with open house on June 25.

Telegraph Operator Leo Thatcher of Monona tower and Mrs. Thatcher returned recently from a trip to the west coast.

The stork on the wing over the Madison Division left two baby boys, one with Switchman and Mrs. Leo J. Cooper of Madison—Mark Steffen on June 4—and one with B&B Carpenter and Mrs. H. W. Weber of Platteville—Gary Lee on June 11.

Mabel McNurlen, retired agent, has returned to her home at Gotham after spending the winter in California. On the way home she visited points in Mexico.

Train Baggageman James Devereaux retired on April 24 following a railroad career of 52 and a half years. He was a familiar figure on trains 32 and 33 operating between Marquette, Ia., and Madison.

Frank C. Thompson, 53, machinist in Madison roundhouse, passed away at a Madison hospital following an operation on June 16. Frank was born at Richland Center, Wis., on June 17, 1895, and was employed as a machinist helper on May 15, 1914. Services were held in St. Raphael's Cathedral with interment in Calvary Cemetery, Madison. Surviving are his wife, two brothers, Luther and John, and a sister, Mrs. Clarence Stebnitz.

Katy Watson, steno-clerk in superintendent's office, is vacationing in the East, stopping at Ft. Wayne, Ind., Hartford, Conn., New York City and Washington, D. C.

Signal Maintainer John J. O'Connor of Madison retired on May 24, having worked for the Road for 45 years. He started at Savanna, Ill., in April, 1904, as signal repairman and has worked at many points on the system. He has been a resident of Madison for the past 10 years.

Mrs. William McKeown, who was confined to a hospital for several weeks, is now at home and getting along nicely.

Sympathy is extended to Conductor W. M. Raftree of Madison on the death of his mother, Mrs. Mary Raftree on June 25, following a long illness.

Lewis B. Thornton, 83, retired section laborer of Juda, Wis., died in a Monroe hospital on May 29 following a long illness.

Joan Pyre, who has been on leave to attend the University of Wisconsin, has returned to work in the superintendent's office during the summer months.

Aloy C. Welke, retired engineer aged 59, died at his home in Madison on June 29 following an illness of four years. He had been with the Road 35 years up to the time of his retirement. Services were held in St. Raphael's Cathedral with committal services in Holy Cross Cemetery, Milwaukee. He is survived by his wife and by two daughters, Mrs. Virginia Lieske of Milwaukee and June Shore of Cheyenne, Wyo.

Mrs. Elizabeth Dahnke, 83, mother of Carl F. Dahnke, assistant general passenger agent, J. F. Dahnke, agent at New Glarus, and Edgar Dahnke, ticket clerk at Milwaukee, died at her home in Middleton, Wis., on June 28 following a long illness.

F. C. Fandrich, signal maintainer at Janesville, retired on Jan. 15 and has gone to California to make his home. Mr. Fandrich started his railroad career as a laborer in the track department, then transferred to the signal department as a signal helper. He came to Janesville in 1925 as signal maintainer and remained in that capacity until his retirement.

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TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

As of June 28 the proudest city freight agent on our entire system was John Maher, because on that day a five-pound bundle of loveliness, Patricia Joan, made a threesome of the Maher family.

Who: Robert J. Young, former clerk.
What: Became chief clerk.
Where: General agent's office, freight department, St. Paul.
When: June 1.
Why: To replace former chief clerk, Darrell Newcomb.

Dick Carlson deserted his friends in the Minneapolis freight traffic department to take over Bob's former duties.

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Ben Hultman passed away on June 10. Ben was formerly traveling auditor and prior to that time was cashier at this station. He had just reached the age of 65.

Conductor Bishop is back in good health again following an emergency operation for appendicitis.

We miss Clara McKenna's smiles. Her second trick telephone job was abolished.

Yardmaster Dan Curtin is back to work after a long spell of sickness.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Sympathy is extended to the family of Ben Hultman, auditor at the depot ticket office, who passed away suddenly on June 9.

Fred A. Johnson, senior PFI at the fruit house, passed away on June 11 at the age of 60. Years ago he had worked both at Montevideo and Miles City. Burial was in the national cemetery at Fort Snelling.

A few promotions have been made at the depot ticket office. Dom Bowles is now in the reservation bureau, with Glen Altman taking his place selling tickets. Ray Fitzgerald, a newcomer, replaces Glen as night information clerk and Henry McCauley is now the auditor.

Fred Lewis, assistant agent, has been transferred to Milwaukee in the same capacity.

Syl Smith, his wife and three children spent part of their vacation in Seattle and then down to his sister's resort in the mountains near San Francisco.

Elizabeth Hessburg and sister went to Quebec, Can., via boat from Chicago, to visit shrines and other places of interest.

Miss Cheryl Lynne has come to stay at the home of Mr. and Mrs. L. P. Gran, much to the pleasure of her big brother Bradford.

A. S. (Art) Peterson has become a gentleman farmer (a hobby, he says) and is going to provide us with fresh eggs—one a day.

Mike Martin (M.J.) was appointed city freight agent in Minneapolis. Mert Gross is the new tracing clerk and Dick Hewetson the new messenger.

Al Lakmann reports from his lake home that fishing is N.G., but he is getting a good rest taking care of his grand-daughter. She hasn't started to walk as yet.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Best wishes to Ernest Buchholtz, district general car foreman, northern district, on his new job as district supervisor of the southern district and Chicago. We will miss Mrs. Buchholtz as president of the local Women's Club chapter.

Congratulations to General Car Foreman Jacob Hansen on his promotion to the position vacated by Mr. Buchholtz at Minneapolis.

Miss Ella Siegler, of the car department office, is enjoying an automobile vacation seeing the Black Hills, Salt Lake City and the Grand Canyon.

Welder Donald Muelken was a bridegroom on June 25. The couple honeymooned at one of Minnesota's northern lakes.

Louis J. Lorang, a recent bridegroom, and wife will vacation in Cincinnati and Norfolk, Va., in July.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Conductor Leonard Clark and wife took their daughter Nancy Gay to Denver where she will attend summer school. They were accompanied by Mrs. Wilhelmine Twining and Mrs. Hazel Tobin.

Mrs. Helen Hilton is taking a three-month leave of absence from her duties as trainmaster's clerk. Her position is being filled by Mary Ann Caldwell.

Phyllis Andrews, daughter of Night Baggageman Dick Andrews, had the honor of representing Mobridge at the Girls State meeting held at Mitchell.

Mrs. James R. Anderson of New York City is spending some time here with her parents, Agent and Mrs. F. C. Williams.

Baggageman Tommy Miller, who has been seriously ill at the Mobridge hospital, is much improved and resting up at his home. William Donohue, who also was a patient at the hospital, is back on the job again. Mrs. Ethel Robertson, who suffered a relapse from walking pneumonia, spent two weeks at the Mobridge hospital and is now recuperating at her home.

Wire Chief C. K. Todd has been elected president of the PTA of Mobridge.

Warehouse Foreman Ludy F. Johnsen and wife attended the graduation exercises of their son Roy and wife at the University of South Dakota. Roy will attend summer school at the university. He and his wife both plan to teach at Gregory, S. D., next fall.

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Engineer Hewitt Patten and wife also attended the graduation exercises, their son Wallace graduating from the law department of the university.

The community was shocked at the sudden death of Mrs. Robert Tennyhill at Othello, Wash. E. E. Tennyhill, retired switchman, and wife of Mobridge will move to Othello to make their home with their son and his children.

O. B. Tripp, retired agent of St. Paul, attended the rodeo at his old home at Hettinger and visited with old friends here.

Chief Dispatcher A. G. Atha and Trainmaster J. O. Willard attended the funeral services of Chief Dispatcher C. L. Caywood at Miles City on June 13.

Rose Fraher, daughter of Conductor Ralph Fraher, who is working for her master's degree at the University of Montana, has been selected as swimming instructor and life guard at the new municipal swimming pool at Mobridge. She left recently for Crete, Neb., to attend a Red Cross life saving and swimming instructor school at Camp Strader.

Mr. and Mrs. Charles Oleson, daughter June and son James attended the ORT convention held at Tampa, Fla., from June 12 to 26. On their return trip they visited their daughter Kay, a stenographer in the Navy department at Washington, D. C.

Engineer Art Crowley and wife have returned from a visit with their daughter and husband, Mr. and Mrs. Robert Erickson of Sycamore, Ill.

The many friends of Martin Hettle, our former water service foreman, will be glad to know he is getting along nicely following his recent illness. He is now a patient at the Veterans Hospital at Ft. Harrison, Mont.

Among the vacationers are Switchman Wayne Hawkins and wife who spent a week at Missoula and enjoyed some good golfing.

Conductor George Callagher and wife spent their vacation with relatives at Waukon, Ia. Dispatcher George Meier, wife and son, also vacationed in the Corn State. Car Clerk Jack Fuller and wife spent theirs at Huron, S. D., where Jack was a delegate to the fireman's convention.

Dan Cupid was more than busy among our railroaders during June. Miss Dona Heil, daughter of Conductor and Mrs. L. A. Heil, and Edwin Mehlhoff were married June 5; Fireman Edwin H. Harp and Marcella J. Wacker, married June 12; Fireman Michael Pfaller and Troona Ann Ochsner, married June 15; Fireman Robert Martin and Miss Joyce Opp married on June 19; Clarence Gunther, son of Engineer Carl Gunther, married to Miss Shirley Schilling on June 20.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Chandler Boetcher, son of Assistant Engineer L. R. Boetcher, who is a student at the University of Iowa, is spending his third summer at Gallatin Gateway Inn. He is employed there as a bus boy.

Mayme Berryhill has been assigned the position of stenographer to Chief Clerk Guy W. Miller, office of superintendent at Marion, vacated by Hannah Johnson. Virgil B. Dvorak was assigned to position of statistician in superintendent's office, Marion, and Dave Perkins takes over the position of assistant cashier freight house Cedar Rapids.

Joe Prochaska, janitor at the Cedar Rapids freight house and passenger station, spent part of his vacation in St. Louis.

Our sympathy to Switchman A. J. Seymour and wife of Cedar Rapids whose son Tommy, age 9 months, was fatally injured on May 30 when he was run over by an automobile in Ellis Park. The Seymours have two other young sons and a small daughter.

Walter E. Willett, 65, retired baggageman, died on June 12 at his home in Elgin, Ill. He had suffered a stroke several months back. He entered Milwaukee Road service on April 4, 1906, and retired on July 1, 1947, at which time he was train baggageman in service between Marion and Chicago.

Among employes who vacationed in June were V. M. Reichert, wife and daughter, Helen Irene, who visited relatives in Los Angeles. Instrumentman R. R. Mills, wife and daughter Rosamond, were in the Black Hills and Yellowstone National Park. Superintendent O. A. Beerman and wife visited with their daughter and son-in-law, Mr. and Mrs. H. F. Fox, Los Angeles. Dorothy Slater, stenographer to superintendent, spent a week with relatives in Davenport. Dispatcher D. Emerson and wife were in Seattle and other northwestern points.

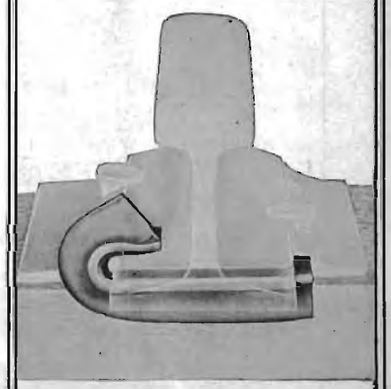
Don W. Peterson, student at Northwestern College, Minneapolis, is back with us for the summer working as relief dispatcher in the Marion office.

Following a week of fishing at Cliff Lake, some 38 miles from Yellowstone National Park, 233 rainbow trout were brought back to Iowa by C. A. Trask, Cedar Rapids; A. E. Fairhurst and Hugh E. Jones, Marion; Jim McGuire, Council Bluffs; and Roland Audus of Omaha; all Milwaukee Roaders. They occupied the cottage of Thomas Fairhurst, brother of Freight Claim Inspector A. E. Fairhurst.

Leola Gonsales served as counsellor of a group of 77 young people from the Marion Christian Church at Camp Wapsie, near Central City, Ia., while on vacation. Leola is employed at the Cedar Rapids freight house.

Rex L. Parcel of Centerville, Ia., entered the service of the Road on March 23 at Atkins, Ia. He is a graduate of the Chillicothe School of Telegraphy and will work as relief agent and operator.

Phantom View of the IMPROVED FAIR ANCHOR



Note

- Secure grip on rail.
- Lock at opposite end.
- Contact under rail base.
- Bearing against tie and tie plate.

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CHATTANOOGA, TENNESSEE

Our 61st Year

Mr. and Mrs. Hugh E. Jones are grandparents for the second time within three months with the arrival of another grandson, Robert James Postel, Jr., on June 5 in St. Luke's Hospital, Cedar Rapids. The father is fireman on the Iowa Division and the mother is the former Joyce Bintz, daughter of Mr. and Mrs. Jones.

Mr. and Mrs. W. E. Failor celebrated their silver wedding anniversary on May 31 by entertaining 100 relatives and friends at a reception in the Presbyterian Church in Marion. They repeated their marriage vows before the reception. The bridal party included their four children. A program was given during the reception and the couple were recipients of many beautiful gifts.

The wedding of Miss Hannah Johnson and J. Cone took place in the Little Brown Church in Nashua, Ia., on June 25. Their attendants were Emma Johnson, sister of the bride, and Fred Holsinger, trainman on the Hiawatha. After the ceremony a reception was held in Cedar Rapids. The couple took a trip to the Southwest. Mr. Cone is in train service on the Hiawatha between Marion and Council Bluffs while Mrs. Cone was stenographer to Chief Clerk Guy W. Miller in the office of superintendent, Marion, for a number of years. Previous to her marriage office associates honored her with a dinner at the Elks Club in Cedar Rapids. Employes in the Marion office presented the couple with an electric Mixmaster.

Jesse E. Sturdevant, section laborer at Madrid, has applied for disability annuity. He entered the service of the Road as a section laborer on March 20, 1918, and performed his last service this year on March 10.

Fred E. Winston, who has been conductor on the Hiawatha between Marion and Chicago since the service was inaugurated, retired on June 13. He entered service in July, 1895, as a brakeman and was promoted to conductor on Sept. 20, 1907. He and Mrs. Winston are traveling through the Northwest.

Section Foreman D. E. Culbertson has been granted a leave of absence to attend Upper Iowa University under the GI Bill of Rights.

The nature and garden department of the Cedar Rapids Women's Club sponsored a garden tour for members on June 8. Among the outstanding flower gardens selected to be visited was that of Mrs. Wayne Henderson, wife of master mechanic who has made a hobby of growing roses.

The weed mowers in service on the division this season are in charge of Operator I. W. Borcherding, with Pat McDermott and Harry Jones as helpers. Second mower is operated by Charles Springer, Jr., whose helpers are Don Mills and Jim Houghman.

Engineer Elmer Vosburgh took his wife to Kansas City in June for surgery. She is convalescing favorably.

Council Bluffs Terminal

Agnes Christiansen, Correspondent

On June 22 the Council Bluffs Veterans Club enjoyed its annual picnic on Car Foreman T. P. Schmidt's lawn. However, due to a terrific downpour, they had to go for cover to the Schmidt home. Guy Frame and wife, who now live in Portland, Ore., were here for a visit and attended the picnic which was held at that particular time in their honor. Mr. Frame was formerly a switchman at this point. Forty-two people attended the affair. At the present time there are 30 men with 25 years of service or more who belong to the local veterans' club. Election of new officers was held and T. P. Schmidt was voted in as chairman, Ed Lee as secretary, and Frank Colburn as treasurer.

General Yardmaster and Mrs. E. E. Smith make the news this month with a grandson born on June 18. His parents are Mr. and Mrs. Robert Lee Smith of this city. This also makes retired car inspector and Mrs. Wilhelm Gundlach great-grandparents again.

Otto Larsen, retired carman, spent the first part of June in a local hospital but is now at home again and feeling fine. He dropped in to visit the car department recently, as did Andrew Thompson, retired carman.

Your correspondent has just learned of the recent death of the father-in-law of Machinist Al LaHeist with whom he made his home.

Max Eckert, store department employe, and wife went on a fishing trip up to Minnesota during their vacation in June and reported fishing very good. In fact, it was so good that for the next trip they make up there they are going to install an escalator in the boat to make it more convenient for the fish.

Carman Milton Exline and wife and their son Kenneth planned to leave for Denver in July to vacation with relatives.

Agent J. I. McGuire and family went West during their vacation, and it was my understanding that our agent encountered a bear, resulting in a swollen lip and a scratched arm; later found that the end of a cranking rope on a motor boat engine, when it is caught, is just about as ferocious as a bear.

Spending their recent vacation fishing in Minnesota were Carman Helper and Mrs. Edward Grund and parents.

W. Scott, our former electrician, has been ill again, suffering with asthma.

Middle, West and Des Moines

Viola Ranes, Correspondent

Brakeman Ray Johnson has returned from the Methodist Hospital in Des Moines, where he submitted to his third operation this year. He is getting along nicely but will have to take it easy for some time before resuming work.

Roadmaster D. W. Loftus and family and Car Foreman P. D. Salzer and wife left on July 1 for a fishing trip in Minnesota.

William Henshen, sectionman at Manilla, is in the hospital at Carroll receiving treatment for injuries and the loss of an eye as the result of a pre-holiday celebration with firecrackers. Henshen has been working with the extra gang at Templeton.

Jim Maher, retired operator, is in the Methodist Hospital in Des Moines where he submitted to surgery on his left eye. Reports indicate that the operation was successful.

Relief Section Foreman Raymond Cross received serious injuries in a tractor accident recently. He is at the Veterans Hospital in Des Moines where an operation was performed. Ray will be in the hospital for some time and no doubt will like to hear from his friends. He is in ward 3-B.

Engineer Bert Cline spent part of his vacation in Milwaukee visiting his son John who is employed in the Milwaukee shops. Now John's discharge from the Army he has been taking special training in Diesel engine operation. The June, 1949, issue of *Technical News*, the special 25th anniversary number, contained a very comprehensive article on Diesel engineering written by him.

Interesting visitors in the home of Clayton Frost, retired conductor, and wife, were Mrs. Bieth and son Tommy of Duncanshire, Scotland. Mrs. Bieth is a niece of Mrs. Frost. Relatives in the United States learned some interesting things about conditions in Scotland from Mrs. Bieth who has lived there for a number of years.

Brakeman and Mrs. W. R. Hanneman are home from Chicago where they attended the graduating exercises of their daughter Betty at Northwestern University. Betty accompanied her parents to Perry where she will spend the summer.

Congratulations to Switchman G. S. Dunn and wife on the birth of a new baby girl. It is "Grandpa" Olson now, as Engineer and Mrs. Bernie Olson have a new grandson, the first grandchild in the family. The baby is the son of Mr. and Mrs. M. D. Crandell and has been named James. Mrs. Crandell is the former Arlene Olson.

Congratulations to L. V. Anderson who has been appointed chief dispatcher at Perry.

To J. J. Kindig, who has served the Road for 51 years and who recently retired as chief dispatcher, we say, "Good luck, and may your retirement be just another turning point to greater happiness."

The most beautiful spot on the railroad in Perry is the flower garden at the roundhouse. Arthur Aspinwall does most of the work in connection with the flower beds, under the direction of Assistant Foreman F. H. Hoes. The beds contain a great variety of flowers, with a view to having early blooms as well as late ones. The shop men all take pride in them and contribute special plants, bulbs, and so on, to keep them beautiful.

Earl Bills of the freight platform force returned to work recently after taking a vacation. When asked where he had gone and what he had done he gave out this version of his holidays: "As vacation time rolled around my wife and I sat down and talked it over. We ended up with five yards of sand, 25 or 30 sacks of cement and plenty of water. Mix thoroughly, pour into forms (which I had already spent two days getting ready) and let harden. Result, we have a new sidewalk, front and back, and also steps. Next, three or four loads of good black dirt, a wheelbarrow and shovel and lots of elbow grease. You shovel and rake, add some grass seed and a fence, and if you've done everything right you'll have a nice yard which you can spend your next vacation mowing.

"P.S. I almost forgot that you should have an understanding with all the neighborhood dogs and children, including your own, that you are not making some new kind of slate. But what's a sidewalk without a few initials in it?"

Engineer O. G. Emerick and wife have a new grandson. Mr. and Mrs. McKendrick (Mrs. McKendrick is the former Agnes Emerick) have taken a six-year-old boy into their home to raise as their own. They adopted a little girl a few years ago.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Section Foreman W. J. May has moved from Othello to Corfu, where he has taken the section.

William Oppliger, PFI, has returned to work after a minor operation, and brought home a new Plymouth. Wonder who his doctor was? If operations are like quiz programs we should all try them.

Ralph Cole, of PFI crew, and his wife left recently for a trip to Ohio. We hear much whispering of new cars there, too.

Machinist Helper W. J. Stevenson and his camera had a busy two-week vacation in Indiana, came home for a week and left again for Toledo for a trip with his railroad fan club. The other members of the Stevenson family have moved to Medford, Ore., to make their home.

Stationary Fireman Maki Kawahara and family attended graduation exercises for son Robert at Seattle. Robert will attend the university in Seattle after vacationing in Othello.

Electrician L. V. Reynolds and his group of 4H boys left by auto June 22 to attend a three-day encampment at Lake Chatcolet, Idaho.

Joyce Brown, daughter of Electrician Bob Brown, was a delegate to Girls' State held at Pullman, taking the place of Donna Schumacher, daughter of Carman Frank Schumacher, who was unable to attend.

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

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Michael Sol Collection

Rail oddities

In 1855 a railroad president commissioned a poor but promising young artist to paint a picture of the company's new round-house. It was to be used as an advertisement and the price paid was $75.00.

Years later–by an almost incredible coincidence–the artist himself ran across the picture in a second hand shop in Mexico City, and he bought it back.

The painting, "The Lackawanna Valley," now hangs in the National Gallery of Art in Washington. It is admired as one of the finest early works of the renowned artist, George Inness.(1825-1894)

ASSOCIATION OF AMERICAN RAILROADS 149

Carman John Crider, one of the senior carmen at Othello, was recently confined to Sacred Heart Hospital sparring a round with ulcers. John has never been ill so he is making up for it now. Carman H. Hodson has also been off duty account of sickness.

Word has been received of the marriage at Pasco of Claude S. Moore, son of Roadmaster C. E. Moore, and Barbara Walker. They went to the Moore summer home near Avery for their honeymoon. Mrs. C. E. Moore and daughter Marian have gone to Lind where Mrs. Moore will continue her beauty work.

Heartfelt sympathy is given to Robert Tennyhill, electrician helper, and his family for the sudden death of Mrs. Tennyhill at their home on Jwue 2. Mrs. Tennyhill, who was known as "Charm," had worked at the roundhouse for a while during the war rush and later she and her husband played with an orchestra in the surrounding towns. Many knew her and have lost a good friend. The Ed Tennyhills of Mobridge, Ken Richards of Miles City, Charles Richards of Missoula and Mrs. Maude Richards came for the funeral.

Vacationing recently were Storehelper George Hall, being relieved by Luther Tilger; Yard Clerk Jessie Morisette, the L. Stinebaughs, Machinist Larry Sullivan, Fireman and Mrs. Clark Bogardus; Carman Bob McCourtie and family, and Mrs. Glen Tilson and children.

Engineer Archie Crane has deserted the ranks of bachelorhood and gotten married. Mrs. Crane is an old acquaintance of Archie's and known to many along the railroad, having lived at Rosalia and Avery.

Conductor J. H. Linehan complains of housemaid's knees and dishpan hands. Mrs. Linehan had the misfortune of slipping on the ice last winter and breaking her ankle and has been in a cast for the past months due to a slow-mending condition. Harold has been so busy cooking and scrubbing that he doesn't know what is going on at the various clubs any more.

Conductor N. B. Jones is convalescing at his home after an operation. Visiting him while at home were his daughter and family from out of town.

Understand there is a good doctor on the rip track at Spokane. Hans Sorenson's services were required in delivering a baby not long ago, when the stork arrived before the ambulance.

Speaking of babies, Little Melissa Marie Schultz, born May 10, dropped into the freight office with her mother, Muriel, former stenographer to agent.

Chief Clerk W. J. Keenan, freight office, recently visited his daughter and family in Atlanta, Ga.; got acquainted with his grandson who is now one year old.

Oldsmobile the group motored
Springs, where they went through
dation.

Back from two weeks with the
Guard are L. H. "Tige" Johnson and
Kipp. Most of their time was spent
Lewis.

Chris Circle, former employe, has
relieving at the Spokane freight office
ing the vacations of Mabel Viets, flea
son and Margaret Shaw.

Conductor P. L. Westling attended
graduation of his son at the University
Oregon Medical School on June 17.
Jr., has completed his college work
age of 26 and will interne at the
Hospital, Minneapolis.

Roy Evans, of the car department
tioned in Chicago, visiting friends
tives. Gus Laloudakis and family
to Salt Lake City and Leonard L.
a vacation from his rip track duties.

Summer visitors at the Oakley Burns
at Malden were Machinist Orlie Melbo
Othello, and his mother; and Mrs.
Chisholm of Jenner, Calif., who
Burns' daughter. Granddad Burns
Jackie Campbell spent their time fish
Kittitas Valley.

Mrs. Charles Hankins, wife of
engineer, underwent an operation in
It is reported she is doing fine.

Mrs. William Plybon, wife of engi
reported getting along fine following
operation at St. Luke's Hospital. Also
pitalized was Mrs. Al Ferrell, cons
wife.

Malden railroad men vacationing
were Engineers Krause, Burrill Tr
and Lewis Plybon, motoring to coa

Conductor George Battleson is
two months around his home in Mi

Conductor and Mrs. Ward Hale
modeled their home in Malden. Co
and Mrs. Tom Akey are building
home in Rosalia.

An out-of-town visitor at Malden
Engineer Oscar Ballas, of the Missoula
sion. He stayed at the home of Joe W
a retired employe of the Road.

Porter Grant Best on All Counts

Charles B. Gr

"OUTSTANDING among porters," reported Miss Eugenia Nies, Chicago, Ill., about Charles B. Grant after a recent trip to Seattle on the Olympian Hiawatha.

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standing in cooperation, cour
unobtrusive friendliness, good
and all around good service. It
a pleasure to be in his car. Sev
other passengers also remarked
he was the best porter they had
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an system, we're talk-
about something more
tive, more promising,
thrilling than any sys-
the world has ever seen.
we're strong because
enjoy the unique *combi-*
of qualities that *make*
ation the most produc-
any country on earth.

because we've built
le system on a solid
belief in the dignity
individual.

of our belief in the
y of the individual has
the wonderful pat-
America. Our policy
markets and free col-
bargaining. Our belief
in competition. Our adherence to the principle of constantly better quality at consistently lower cost.

Our emphasis on research—on invention—on new and better methods.

Our faith in the future and our desire ever to advance—ever to improve the lot of everybody, regardless of race, creed or color.

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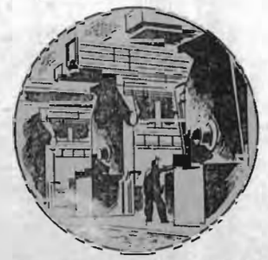
know-how—and inventiveness."



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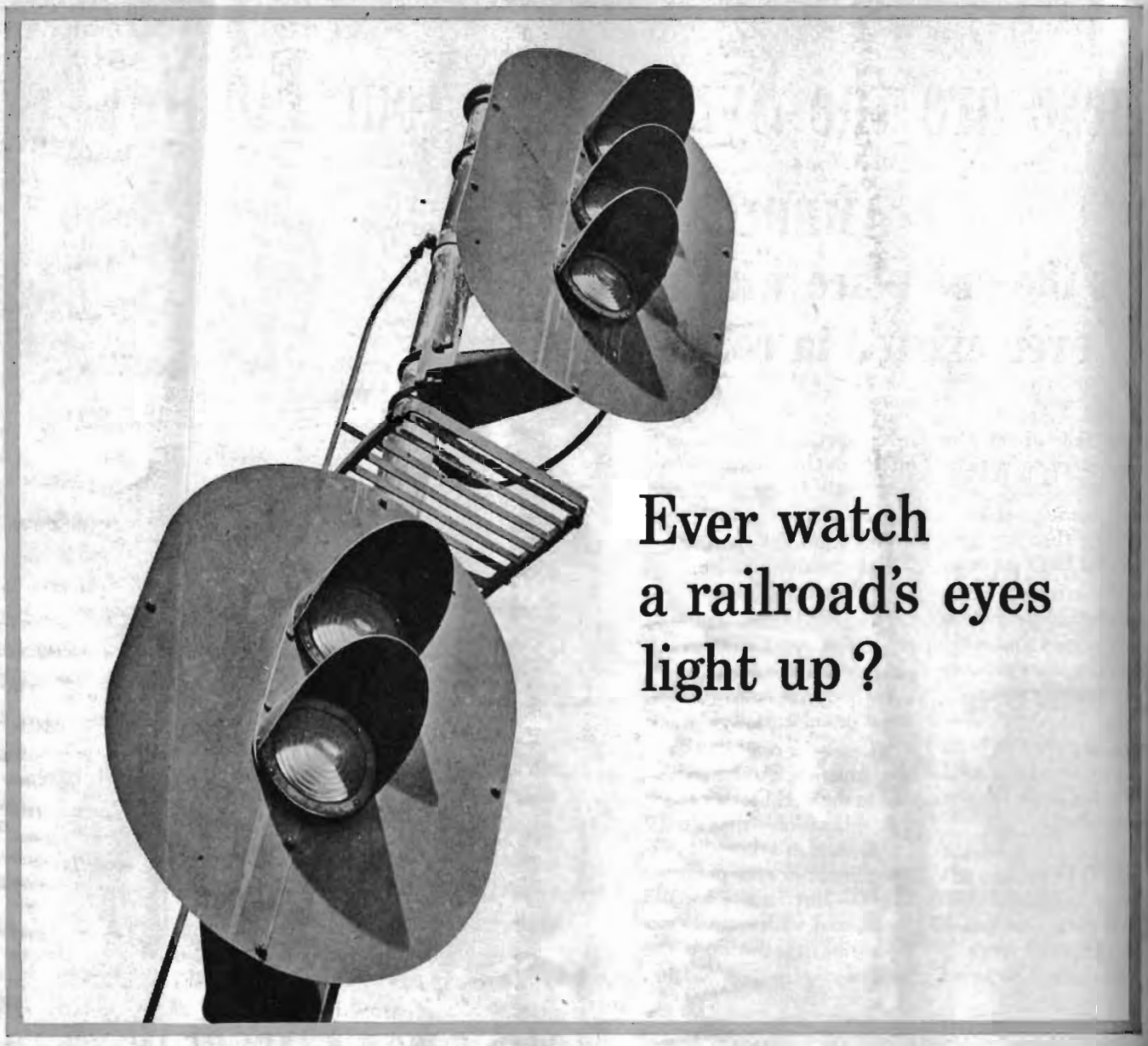

Ever watch a railroad's eyes light up?

You've watched the lights — green, yellow, red — which control the traffic on our city streets. But have you ever watched the "eyes" along the railroad tracks — from which the highway signals were adapted — light up with their messages?

On the railroads, the red — or horizontal signal position—says "Stop." The yellow — or diagonal position — says "Reduce speed and proceed, prepared to stop at the next signal." And the green—or vertical position—tells the engineer when the track's all clear ahead.

But these three basic messages of the signals are only "baby talk" compared with what they tell when two or more colors — or signal positions — come up simultaneously and in combination. Then, they not only tell the engineer what's ahead for two or more "blocks" of track, they also tell him how to handle his train until the next signal gives him more news of the traffic situation up ahead.

The trains themselves, as they pass along the line, cause the signals to report their positions to following or approaching trains. In many systems, indeed, they do even more, for they report also to the train dispatcher, watching his illuminated control board maybe a hundred or more miles away, just where each train in his district is, minute by minute. The result is that trains can keep moving—steadily, safely, spaced the proper distances apart.

These signal systems installed on busy railroad lines are but one result of the unremitting search for ways of improving every detail of railroad service. They are but one reason for the railroads' unsurpassed record of safety. They are but one factor in the constant improvement in efficiency with which the railroads are meeting the challenge of today's high costs—with rates which, in relation to the prices of the commodities transported, are lower than they have been since before the *first* World War.

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