

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



OCTOBER 1951

TRAFFIC SCHOOL . . . Page 3

THE MILWAUKEE ROAD MAGAZINE

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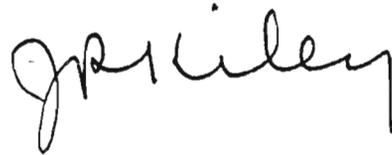
Power for a Better Job

AS THOSE of you know who watch the financial statements of our railroad in this magazine each month, operating costs are as important as revenue to the net result of our efforts. Diesel locomotives, like the electrics used in our mountain territory, have proved themselves valuable in both these respects.

For that reason The Milwaukee Road has been engaged in a Dieselization program for a number of years, but the process has necessarily been a gradual one, due to the burden of initial investment and the time required for delivery. During the month of August, however, approximately 60 per cent of our freight and yard switching, and more than 77 per cent of our passenger service was performed by either Diesel or electric power.

Twenty-one additional Diesel units are expected this month, 46 more in November, and others through the winter and spring, with a total of 92 scheduled for delivery by May of next year. Practically 100 per cent of The Milwaukee Road's through passenger trains will be powered by Diesel or electric locomotives by next month.

Since the all-around efficiency of our train operations is basic to our business and the welfare of each of us who looks to it for a livelihood, I believe this information will come as welcome news.



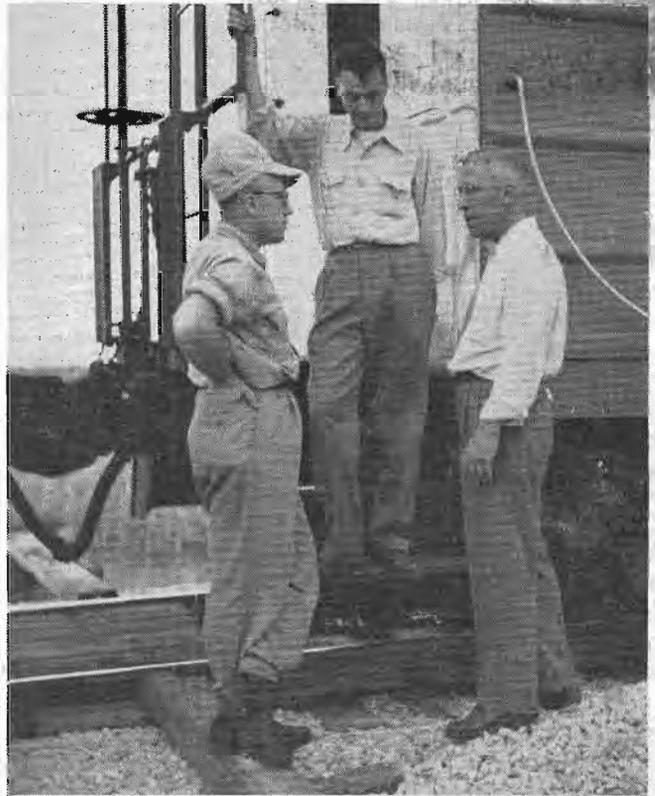
THE COVER—Whether a man sells tractors, pickles or railroad service, his effectiveness improves with his knowledge of what he's selling. But for the railroad traffic representative the business of "learning the product" is no simple matter. His job, being basic to commerce, is as varied and complex as commerce itself.

The Milwaukee Road's traffic school grew out of this fact. It took shape late in August as a series of refresher courses for 242 traffic men who began at that time a study of the principal Lines East terminals in groups of eight, one group a week.

The cover picture this month shows the fourth of these groups boarding the caboose of a freight train in Bensenville Yard, west of Chicago, for a trip to Milwaukee and a closer look at their railroad. Standing on the rear platform, left to right: H. C. Hefty, traveling freight agent, Milwaukee; E. J. Murphy, traveling freight agent, New York City; A. W. Sabey, city freight agent, Chicago; P. G. Kent, traveling freight and passenger agent, Boston; and G. S. Barnes (on step), city freight and passenger agent, Denver. Standing on the ground, left to right: John Maun, city freight agent, Omaha; A. F. Reuland, traveling freight and passenger agent, Des Moines; and P. P. Gehrig, general agent, Duluth, who was in charge of the group.

IT WAS a new approach to traffic solicitation—watching this picture of Milwaukee Division track streaking by, framed in the window of a caboose. The engine was somewhere up ahead, out of sight in the dim evening light, but its steady power could be

Traffic School



While his train waits at Techny for the signal to pull out onto the Milwaukee Division main line, A. J. Knoebel, conductor on C&M No. 75, stops to exchange a few questions and answers with John Maun of Omaha (on step) and A. F. Reuland of Des Moines.



Standing on the 16th Street viaduct in Milwaukee, the group studies Muskego Yard, key to the terminal area. R. B. Birchard (tallest in group), and H. W. Parent (immediately behind him) are city freight agents who accompanied the group on the Milwaukee tour.



C. W. Meier (white shirt), auditor of equipment accounts, demonstrates how that department's records tell the story of car movements. J. F. Haggerty (extreme left), and W. T. Bieze (extreme right), city freight agents who accompanied the group on their Chicago tour.

felt as it pulled the long string of cars loaded with freight of every kind and description.

Several of the eight traffic representatives en route from Bensenville to Milwaukee on C&M No. 75 were located on-line and the inside of a caboose was not strange to them, but it was different and certainly more interesting being here together as a "class" in the company's new traffic school. For a few of them it was completely new. This kind of working on the railroad was something you could see and hear; and, owing to the fundamental differences between cabooses and parlor cars, it could be plainly felt, as well.

It had been a long and busy day, the fourth since they had met in Omaha on Monday. A good part of what they had seen there, and in Savanna, Kansas City and Chicago, was down in the notebooks as reminders for the reports they would submit later. But in their minds was a great deal more, a lot of big and little things which didn't exactly lend themselves to words, but which were important to the job of selling service.

It was an education, for example, to see how the rear axle on the car ahead slid smoothly back and forth in the journals as the train raced ahead; and to observe how the engineer eased his train into a start or a stop in order to lessen the risk of damage to the contents of the cars.

It reminded one of what J. H. Andrews, freight claim agent, had said the day before . . . that although the Milwaukee receives an average of 18,000 claims every month, freight solicitors can assure shippers and consignees that claims are handled promptly . . . more than 80 per cent of them being paid within 30 days.



↑ "We must all develop the habit of looking for new and better ways of utilizing the railroad we have. . . . If it has no future, we have no future," President J. P. Kiley tells the "students" in Group 4. H. S. Zane, freight traffic manager, Chicago (seated at Mr. Kiley's right), accompanied the group on their visits to several of the general offices in the Chicago Union Station.

→ Arriving at North Milwaukee Junction, a part of the group checks the track layout with Section Foreman Henry Landeck. In the background (south) is Glendale Yard.

→ Superintendent J. J. Dom-browski of the Milwaukee Terminal Division, explains the yard layout to John Maun (Omaha) and A. F. Reuland (Des Moines).



← B. B. Zienty, assistant tracing clerk at Galewood Transfer, demonstrates how the Film Reader speeds up the tracing of I.c.I. shipments. The device projects a large image of the desired way-bill, 3200 of which are contained on a single roll of film.

How are fruits and vegetables handled on arrival in Chicago? A quick tour through the Chicago Produce Terminal yesterday morning had brought the entire operation to life in their minds. An impression worth passing along to the shipper.

The mental picture of Chicago's Galewood Transfer would last . . . scores of men unloading and loading hundreds of cars and truck trailers daily with the aid of the overhead conveyor system . . . perfect order in the midst of dizzying activity.

Not all of what they saw was completely new, but things began to relate to each other differently now, to add up in a more significant way.

Above everything else, the men recalled what President Kiley had told them the day before about familiarizing themselves with the railroad's facilities and the improvements that are being made.

"We must have volume to keep ourselves up to efficiency," he had said, "and we want you to tell us what we should do to improve our service. . . . No suggestion is crazy. . . . Any idea you have will stimulate thinking. If we can get everybody on the railroad to thinking and finding better ways of utilizing the railroad we have, we'll all be better off."

Tomorrow they would learn how the \$3,000,000 Air Line Yard improvement project would help relieve seasonal congestion in all the yards of the Milwaukee Terminal. But right now the traffic tying up the line had flashed a red signal before



the engineer, and the 100 cars of freight, eight traffic men and the train crew waited patiently for their turn to roll into Milwaukee and call it a day.

It was pitch dark by now, and for a time after the train started to move again the conversation turned from railroading as they had set out to observe it to railroading as applied to the lighting of the Aladdin Mantle Lamp. Being short of experience, they had about resigned themselves to being short of light, as well, when Jack Hale, rear brakeman, came forward from the crew's caboose and lit the lamp. Somebody offered a cigarette, someone else a light, and the conversation turned from traffic to operating rules and the business of crew turning.

At last the train found its way into Milwaukee, angled westward off the familiar pathway of the Hiawathas and slipped slowly between huge factories, warehouses and coking plants down into the broad industrial valley of the Menomonee River.

It was a tired but better informed group that filed out of the caboose at Burnham Bridge and headed for the hotel, a bath, a square meal and a good night's sleep in anticipation of another big day coming up on Friday.

With a map for each of the men, showing Milwaukee Road trackage in the city, Terminal Superintendent J. J. Dombrowski got things rolling early. The terminal they were about to see, he told them, is probably the largest operated by a single railroad in the United States, serving 75 per cent of the industries in that highly industrialized metropolis.

Four of the city's famous breweries load more than 200 cars of beer daily during the summer. Small wonder, then, that Air Line Yard receives more than 1,000 cars between the hours of 11 P. M. and 7 A. M. Since there was no room into which the yard could expand, the present expensive program of installing a hump, electric retarders and other automatic devices offered the only solution to a pressing problem.

The day-long tour of Milwaukee took the group through a seemingly endless series of yards and industrial districts . . . truly a picture of The Milwaukee Road at work on home ground, busily rounding out its 101st year in the city of its birth.

At 4:45 that evening, their bags packed once more, the eight men stepped aboard the westbound Olympian Hiawatha for the trip to the Twin Cities

The fast handling of l.c.l. shipments at Galewood Transfer, Chicago, is explained by Agent A. E. Ward (center of group at left). The load at right is being transferred from a truck trailer to the conveyor belt.



Assistant Superintendent W. T. Stewart, of the Chicago Terminal Division discusses freight train cut-off and departure times with the traffic men. A map of the Chicago Terminal District appears on the wall.

and the last day of their student week. Here there was a manicure on the hard hand of a working railroad. A swift, smooth ride; white linen, quiet voices and delicious food in the diner. It was a far cry from the caboose ride of the night before, but they wouldn't have missed either sample of the product they had for sale.

This, then, was The Milwaukee Road as eight men had never quite seen it before. And what they saw looked good.



At Western Avenue freight yard, Chicago, Chief Yard Clerk John L. Norton checks the interchange report for the Nickel Plate transfer (background) with P. G. Kent (Boston) and P. P. Gehrig (Duluth). On this morning the transfer consisted of 24 cars for rush delivery to Acme Fast Freight at Union Street.

William Wallace, assistant passenger traffic manager, and R. H. Harding, assistant freight traffic manager, second and third from left, against wall, join the group in the office of P. H. Draver, vice president—traffic (extreme left), for a discussion of traffic solicitation, service and rates. Other general traffic officers were present but do not appear.



Oldest Rail Annuitant a Milwaukee Road Man

This article follows one regarding the 101st birthday of C. H. Crouse which appeared in the September issue of the Magazine. At that time the facts stated below had not come to our attention.—Ed.

THERE is nothing about the appearance of C. H. Crouse, retired Minneapolis agent, to indicate that he is a venerable 101 years, but about the time he reached that eminent milestone on Sept. 13 it became known that this remarkable Milwaukee Road veteran has another claim to distinction—he is the oldest railroad employe drawing an annuity under the Railroad Retirement Act.

Mr. Crouse has been retired for over



C. H. Crouse and President J. P. Kiley at the Veteran Employees' Association convention in Minneapolis in September, 1950

14 years. He started his railroad service in 1871 as a freight agent at Buena Vista, Ia., with the Chicago, Dubuque & Minnesota Railroad and when that line was purchased by the present Milwaukee Road in 1872 he became freight agent at Minneapolis. He held that position until his retirement at the age of 86.

Although Mr. Crouse was born in Detroit, he has lived in Minneapolis most of his life. He remains active and has been able to enjoy the leisure of retirement, most of his time being spent reading and working around his yard. Mrs. Crouse passed away about a year ago. A son, Charles S. Crouse, is head of the mining and metallurgy department of the University of Kentucky, in addition to which Mr. Crouse has a grand-daughter living in Bridgeport, Conn., and two great grand-daughters.

Keeping in touch with the members of his family has earned for Mr. Crouse the unofficial title of "the world's oldest regular cross-country rail traveler". At least that is how the press referred to him recently when he stopped in Chi-

cago while en route to Minneapolis after completing his annual trip to visit his son. The reason for the Chicago stop-over was a family reunion with Chicago relatives which include a sister, Mrs. Anna L. Dawson, also very spry at 88. Mr. Crouse, traveling alone as he usually does and declining all help with his luggage, informed reporters that there is nothing like travel to keep a person young. He says he never misses a wink of sleep in a Pullman, maintaining his

Freight Rates Were Never Lower, Compared with Price Level

The following is a commercial message introduced on the 155th Railroad Hour radio program which presented the musical show "Rip Van Winkle" and was broadcast from Hollywood on Sept. 17:

How DID today's high prices get that way? A good way to go about finding the answer is to start with a process of elimination. If we can rule out factors that have little to do with high prices, we can better focus on factors that directly bear on them. For that reason, I believe you'll be interested in an editorial which appeared recently in Commercial West, a leading midwestern business publication. Here's what the editorial said:

Some people seem to think, quite honestly, that railroad freight rates represent a substantial part of the cost of most things we buy—and that freight rates have been a factor in forcing prices to rise. Those who do think that are wrong on both counts.

First of all, freight rates had nothing at all to do with starting the rise in prices. Prices went up first, long before the freight rates. When the last world war ended in 1945, railroad freight charges were no higher than when war began in Europe, six years earlier. The first postwar increase in freight rates was not made until mid-1946, and by that time prices generally had risen 50 per cent.

Second, railroad freight charges are always a very small fraction of the cost of most articles we buy—and today they represent a smaller fraction than they ever did before. Actually, since the last

regular home schedule of "early to bed and 5:30 A.M. to rise."

When asked to what he attributed his long life, Mr. Crouse laughingly replied that newspaper space is too valuable to print his ideas on that subject. Nevertheless, it is well known that he is an advocate of good health habits. In his case it has paid off in a vigorous old age which permits him such activities as regular attendance at church; raking his lawn, shoveling snow, and a lively interest in what is going on in his community. "I just like to keep active—while I'm still young", he says.

war began, railroad revenues—figured on the standard ton-mile basis—have increased only one-third as much as railroad wages, as the cost of the many materials and supplies the industry must buy, and as consumer prices generally.

To put the situation still another way, railroad freight charges today, in proportion to the price level, are actually lower than they ever were before in the lines' long history.

So don't blame the cost of carrying freight for boosting prices—it just isn't so.

It Took 46 Days Work to Pay Railroads' 1950 Taxes

A STRIKING illustration of how the railway tax burden has increased is shown by a comparison of the number of days the railroads required each year to earn enough money to pay their taxes. In 1920, for instance, the entire operating revenues of the Class I railroads for 17 days were required to pay their federal, state and local taxes. To pay the railroads' taxes in 1930, their total revenues for 24 days were required; in 1940, their total revenues for 24 days were required, and in 1950 their total revenues for 46 days were required. Thus the burden of taxation in proportion to earnings was more than two and a half times greater in 1950 than it was 30 years ago.



Shown, left to right, alongside the Morning Hiawatha in Milwaukee as the members of the American Association of Passenger Rate Men prepared to leave for Wisconsin Dells: T. G. Austin, general agent passenger department, Milwaukee; R. F. Johnston, general passenger agent, Chicago; R. A. Klotz, assistant to passenger traffic manager, all of The Milwaukee Road; H. E. Mogler, chief rate clerk of the Southern Pacific at San Francisco, president of the group; and Orville W. Gullang, rate clerk, C&EI, Chicago, secretary.

William Wallace Addresses Rate Men

UPWARDS of 125 members of the American Association of Passenger Rate Men attending their annual convention at the Hotel Wisconsin in Milwaukee Sept. 27-29 heard an address by William Wallace, assistant passenger traffic manager.

Mr. Wallace's talk, which was presented at the Sept. 28 morning session, concerned the need for simplifying passenger tariffs and the adoption by all railroads of a standard interline ticket. He suggested the use of the new book-type interline ticket which is being tested at all Milwaukee Road interline ticket offices at the present time and which is meeting with the approval of the traveling public.



William Wallace

He also emphasized the importance of educating new ticket sellers, information clerks and all others who meet the public in connection with the sale of passenger tickets. Owing to the competition offered by private automobiles and subsidized forms of transportation, he said, building good will is one of the railroads' first considerations. Passenger rate men, he pointed out, can assist materially in training young employes so they will be in a position to

provide prompt and efficient service to the railroad patron.

The American Association of Passenger Rate Men acts as a clearing house for information published in rate tariff books and lists. Its major task is to help regional groups keep the lists simple so their ticket clerks do not have to keep patrons waiting while they struggle through complicated tariffs. Addressing the meeting on this subject, H. E. Mogler, chief rate clerk of the Southern Pacific at San Francisco, and association president, said:

"One of the big problems . . . is that state public service commissions and the interstate commerce commission have varying rules. A tariff is the tool of the ticket clerk in figuring the exact price of a ticket for a route involving several different carriers. With constantly changing rates on railroads, steamship lines and bus lines, the rate association has a never ending task."

A feature of the convention was a trip to the Wisconsin Dells. The party set out on the Morning Hiawatha and returned late in the day on the Afternoon Hiawatha.

60 Years With the Road

THE recent anniversary of his 60th year as a railroad man turned the spotlight of publicity on Martin A. Devoe, agent and telegrapher at Olin, Ia. Devoe was born in New York State 77 years ago and was graduated from the Olin

school in 1890. The following year he started to work for the Milwaukee and in the intervening years has held about every station agent's position between Sabula and Perry; also the dispatcher's job at various points, including Oxford Jct., Sabula, Paralta, Morley, Atkins, Marion, Perry, Dubuque, Bayard and Fayette.

"Railroading was like a game in those early years," he remarked on his anniversary. "We took great pride in the legibility and speed of our telegraphy. We passed out orders to 16-car trains, sometimes as many as 50 trains a day. Youngsters don't pay any attention to code speed any more—just loaf along at 15 words per minute, compared to the 30 words per minute we used."

During his stay at Atkins (nine years) he served as president of the school board and while at Bayard he was elected mayor. He is also proud of the fact he was a member of the Neola running team which he says held the championship of the world in the



—Associated Press Wirephoto

Agent M. A. Devoe at his desk in the station at Olin, Ia.

hose cart pulling contest around the turn of the century.

The railroad tradition is being perpetuated in Mr. Devoe's family by his son Bruce, agent at Maquoketa, Ia., and his grandson, Richard P., dispatcher on the swing shift at Perry and Marion.

America's Strength

Commenting on reports of corruption, gambling and other crime in the United States, *Elsvier's Weekblad of Amsterdam* has this to say: "Only he who does not know the United States will be disturbed. America is not only strong in Korea, it is also strong in itself. And the frankness with which it washes its dirty linen in public is in itself proof of that strength."

Their Hobby is

AGATES

by Martha Moehring

Correspondent, Montevideo, Minn.



The Starbecks, Phyllis and Art, cataloguing their collection for display under glass. Cutting and polishing tools are in the background.

MENTION agates in the presence of Art and Phyllis Starbeck of Montevideo, Minn., and they just naturally prick up their ears. Searching for gem-like rocks is the favorite diversion of this husband-and-wife hobby team and it has been going on for a long time. Phyllis will tell you that when they were seniors in high school she saved her "mad money" for months in order to buy Art a tiger eye cameo as a graduation gift.

Art does not have a great deal of time to devote to this hobby. In addition to his job as an H&D engineer and fireman he is busy remodeling an old house which, when finished, will be a comfortable, modern home. But every year, when vacation time comes, he and Phyllis gather up their rock-collecting paraphernalia, which includes a pup tent, Coleman gas lantern, blankets, cooking equipment, and of course a shovel, and head for one of their "spots". They never fail to come back staggering under a load of rocks. Last summer they took the children, Audrey who is eight, and Bob, six and a half, for the first

time. Their jaunt took them to Montana, Yellowstone Park and the Black Hills. Audrey and Bob are now as interested as their parents and already have discovered the technique of bringing out the beauty of a rock by wetting it, the easiest way being a lick of the tongue. There's an old saying that you can tell a "rock hound" by the callouses on his tongue. If this is true, the youngsters are on the way.

The basement of the Starbeck home is a delight to the eye of any rock gatherer. There are about 10,000 rocks piled up and on display, ranging from a small moss agate to a petrified turtle. During his spare time Art delves into the piles of rock, selects a likely looking one and cuts into it with his electric tools, often discovering a rock of gem quality. These he cuts and polishes and mounts into rings, pendants and so on.

One of the most interesting stones in the collection is a specimen of a thunder egg, picked up on an excursion near Bend, Ore. It resembles a dark blue

flame set in a lighter blue, the whole surrounded by a beautiful crinkled formation of brown. There are agates from Minnesota, Montana and the Black Hills, plume varieties from Texas, smoky quartz and jasper, and a maze of petrified specimens.

Probably the greatest curiosity is the collection of dinosaur gizzard rocks. These are smooth, round rocks about the size of an egg which were swallowed



A close-up of interesting specimens. Clockwise from top of picture: petrified turtle, two pieces of petrified wood, feather duster crystal, fossilized shell (below), petrified moss and petrified wood.

Prize beauties of the Starbeck collection. Clockwise from top of picture: pyrite, fossilized teeth (below), thompsonites, thunder egg, quartz with tourmaline, dinosaur eggs, three banded agates, fluorite. At the bottom are four items of jewelry made from agate.

by these prehistoric animals for the purpose of aiding food digestion. When found they are in groups, indicating that the stomach of a dinosaur must have contained several of these digestive "assistants". Remnants of Pueblo pottery dating back 1,000 years are also among the tremendously interesting things you will see in the Starbeck basement.

Art and Phyllis estimate that a bushel of rock will yield one stone of gem quality. It is this small percentage that spurs them on in one of the most interesting hobbies of all.





Scene at the retirement dinner. Seated at the speakers' table, from left: W. M. Ludolph, assistant engineer; C. E. Hemsey, shop superintendent, Tomah, Wis.; P. C. Savidis, retired office engineer; J. J.

Roche, assistant secretary; W. L. Hunter, assistant general solicitor; Mr. Kuchel; H. B. Christianson, assistant chief engineer-system; T. H. Strate, retired division engineer; K. E. Hornung, architect; and B. O. Johnson, office engineer.

Retirement Party Honors Charles Kuchel

THE Fred Harvey restaurant in the Chicago Union Station was the setting Sept. 5 for a party in honor of Charles Kuchel, assistant engineer in the office of assistant chief engineer-system, who retired Sept. 30. The gathering was composed of engineering department associates and many friends from other departments on the railroad.

Principal speaker of the evening was H. B. Christianson, assistant chief engineer-system, who presented Mr. Kuchel with a handsome brief case and a check for a substantial sum of money—a token gift from his friends. Talks were also made by all who are shown seated at the table with Mr. Kuchel in the accompanying picture; also by B. B. Melgaard, assistant to chief purchasing officer; C. E. Morgan, superintendent of work equip-

ment and welding; R. D. Claborn, assistant engineer; and C. P. Downing, assistant to vice president-personnel.

A letter from W. G. Powrie, chief engineer, who was unable to attend, was read by Mr. Christianson, and B. J. Mitchell, who served as master of ceremonies, read letters and telegrams from other absent friends, including W. H. Penfield and R. J. Middleton, retired chief engineers.

Mr. Kuchel—"Charlie" to his fellow employees—entered Milwaukee Road service as a draftsman in Chicago in January, 1919, and was promoted to assistant engineer in 1927. All of his service has been in direct association with assistant chief engineers and chief engineers of the system. His ability has been a great asset to the railroad and his



The guest of honor is congratulated by H. B. Christianson (right) and B. O. Johnson.

designs, standards and drawings have been recognized with favorable comment by engineers of other railroads, railway supply houses and the American Railway Engineering Association.

What Do You Know?

TEST YOUR knowledge of railroads and railroading. The answers will be found on page 42. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you answer all 10, you are a whiz.

1. Where is the headquarters of the Railroad Retirement Board—St. Louis, Washington, or Chicago?
2. Which three of these six men were railroaders—Stephen C. Foster, James J. Hill, Horace Greeley, Edward H. Harriman, C. P. Huntington, John Wanamaker?
3. What does a blue flag signify when displayed at one or both ends of an engine, car or train?
4. Does an O. S. & D. report relate to (1) orders sent and delivered, (2) odd sizes and discards, or (3) over, short and damages?
5. What is the standard width of an individual passenger coach seat—19, 22, or 25 inches?
6. In railway freight service, what is a class rate—(1) a rate on freight moving at high speed, (2) a freight rate on any one of a certain group of commodities, or (3) a rate on carload shipments?
7. What is a commutation ticket—(1) a ticket good for a certain number of rides between specified stations, (2) a round-trip ticket, or (3) a ticket good over two or more railroads?
8. Is the wheel arrangement for a Mountain-type steam locomotive 4-6-4, 4-8-2, or 4-6-2?
9. When two locomotives, coupled, are moving under orders, are the required flags or lanterns displayed by the forward engine, or the rear engine, or both engines?
10. Would you say that, in the last 10 years, the general level of railway wages has increased about 50 per cent, 75 per cent, or 100 per cent?

A Hunch That Paid Off

A STRONG sense of foreboding sent Foreman H. B. Jacobson of Waltham, Mont., out one Sunday morning the past summer to look over his section on the Harlowton-Great Falls branch. As he was off duty he didn't bother to put on work clothes, just got on his motor car and started along the line, urged on by a strange feeling that something wasn't what it should be. And was his hunch ever right!

Call it luck, clairvoyance or what you will, but Jacobson had gone only a short distance when he discovered the slide shown here. No trouble had ever been experienced at this location, but now for a distance of 40 feet under the south rail the fill had settled in an almost perpendicular cleavage for a depth of 25 feet and the toe had moved outward about 60 feet!

It was then 9:15 A.M. and there was an immediate need for action as passenger train No. 117 was due to pass at 1:00 P.M. For some reason the telephone wires were not working so Jacobson proceeded to Highwood where he called Superintendent A. C. Kohlhasse via long distance, and after that it was a busy Sunday for everyone concerned.

To permit passage of No. 117 and an eastbound freight, No. 196, the track was thrown nine feet to the north, and after they had passed it was moved an additional five feet. The fill was then restored by contractor's equipment.

Foreman Jacobson has been on the Rocky Mountain Division since 1927



Side view of damage caused by the earth slide.

and prior to that was a foreman on the H&D. The territory in which he works is susceptible to earth slides and he has located several in years past, but none as spectacular as this.

"I don't know just what kind of a hunch you had that this spot might cause trouble", said Superintendent Kohlhasse in commending his good work, "but you certainly prevented a serious derailment to No. 117. Yours was a fine demonstration of interest in the railroad's accident prevention program."

Life's Little Pleasures

I do believe one of the pleasantest sights in the whole world is somebody meeting somebody at a suburban railway station on a Friday evening. I ride past a number of such stations on my way home. The congestion is sometimes worse than Times Square, but there (in summer) are the smiling, bare-legged wives and mamas, and there are the business-suited husbands and papas and guests tumbling off the train, and there are the children squealing and laughing in their still damp bathing suits (or, in winter, in snow suits) and you know there are country and open spaces, trees, water, stars, something to eat and drink (milk, if preferred), pleasant talk and a cool breeze to go to sleep to and a party or two tomorrow—you know all these things are not far away.

—R. L. Duffus in Nation's Business

Best In The Northwest

THE Financial World Survey of annual reports has judged the 1950 report of The Milwaukee Road as the best published by any railroad in the Northwest. The bronze "Oscar of Industry" trophy will be presented to President J. P. Kiley at the annual awards banquet in the Grand Ballroom of the Hotel Statler, New York, on Oct. 29.

A total of 5,000 annual reports were considered this year in the international competition, the 11th in the series of surveys, and these were judged in 100 industrial classifications for the "Best of Industry" awards.

The jury which made the final selections is headed by Dr. Carman Blough, research director of the American Institute of Accountants, assisted by Dr. Pierre R. Bretey, president of the National Federation of Financial Analysts Societies; Elmer Walzer, financial editor of the United Press; Denny Griswold, publisher of Public Relations News; and



The front cover of The Milwaukee Road annual report for 1950.

Guy Fry, past president of the National Society of Art Directors.

The annual awards banquet will be attended by more than 1,300 business and financial executives from all over the United States and Canada.



Foreman H. B. Jacobson.

how are we doing?

	AUGUST		EIGHT MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$24,101,698	\$25,812,060	\$171,653,457	\$158,728,137
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS)	12,306,774	10,925,540	90,607,629	78,509,375
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	(51.1)	(42.3)	(52.8)	(49.5)
PER DOLLAR RECEIVED (CENTS)	725,657	678,184	5,298,918	4,781,020
	(3.0)	(2.6)	(3.1)	(3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	10,427,914	11,368,063	74,766,548	71,287,845
PER DOLLAR RECEIVED (CENTS)	(43.3)	(44.0)	(43.6)	(44.9)
NET INCOME				
	641,353	2,840,273	980,362	4,149,897
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	146,973	159,139	1,040,924	1,025,520
Decrease 1951 under 1950	12,166			
Increase 1951 over 1950			15,404	

Cruising the Tall Timber

PICTURES that spur the imagination, appearing in connection with this article, show scenes in the daily routine of one of the most interesting jobs on the railroad—the work of appraising the railroad's timber land.

These are pictures of a camp maintained the past summer by W. G. Cochran, agent in Idaho for The Milwaukee Land Company, for the purpose of cruising the Burton Creek and Boulder Creek holdings. This is a virgin timber stand located about six miles west of Avery on the south side of the St. Joe River. The jeep station wagon, a 4-wheel drive, was a great help in negotiating the rough roads and terrain of the country.

Cochran's assistant on the cruise was Raymond Radford, St. Maries, who

acted as "compassman" and on occasion doubled as cook. A fieldman never knows what the next day will bring. For instance, Cochran reports that from the day they pitched camp they were constantly harassed by a marauding black bear. Twice the animal knocked down the tent, and on other forays stole their meat and eggs, even taking canned goods.

The Milwaukee Land Company holdings in Idaho consist of approximately 100,000 acres of timber land in varying stages of production. Included are virgin timber stands, some which have been cut over partially, areas completely cut over which are being reseeded and restocked, stands of merchantable-sized timber, and areas that support stands of saplings and small pole-sized trees. Pres-

ently merchantable timber on the land would be estimated at approximately 300,000,000 board feet of saw timber with approximately 100,000,000 board feet of white pine.

In the Burton-Boulder Creek area The Milwaukee Road is entering into a long-term agreement with The Ohio Match Company, which owns adjacent land, whereby it will log the railroad holdings along with its own. The appraisal conducted by Cochran will determine the method of harvesting to give the greatest yield per acre over a period of time.

Railroad Hour Extended to Sioux City Area

MEMBERS of the Milwaukee Road family in the Sioux City area will be interested in the fact that radio station KCOM, Sioux City, has been added to the list of NBC stations carrying The Railroad Hour, the Association of American Railroads weekly musical program. The show is broadcast at 7:00 P. M. central time every Monday night over KCOM.

The remaining shows for this month are:

Oct. 22—"Sweethearts" with Mimi Benzell.

Oct. 29—"Jubilee" with Dorothy Kirsten.



Everyday scenes at the campsite; W. G. Cochran at the wheel of the jeep and Raymond Radford manning the cook stove. The tall timber is principally white pine with some cedar.

appointments

Tax Department

Effective Sept. 16, 1951:

L. R. Norberg, tax agent, is appointed assistant tax commissioner, a new position, at Chicago. Mr. Norberg started with the Road in Chicago in 1941 and entered military service in 1943. Upon returning to the railroad in 1946 he was appointed assistant tax agent. He has been tax agent in Chicago since August, 1950.



L. R. Norberg



E. J. Notske

E. J. Notske, tax agent, Seattle, is appointed assistant tax commissioner at the same location, succeeding J. R. Cumming, deceased. Mr. Notske entered Milwaukee Road service in 1936 in Seattle. He served in the Navy from 1942 to 1946 and following his discharge returned to the tax department in Seattle where he was assistant tax agent until January, 1949, when he was appointed tax agent.



R. Golze



W. C. Lummer

Richard Golze, assistant tax agent, Seattle, is promoted to tax agent, succeeding E. J. Notske. A graduate of the University of Illinois Law School in 1948, Mr. Golze entered Milwaukee Road service as assistant tax agent in January, 1949.

Store Department

Effective Sept. 24, 1951:

W. C. Lummer is appointed district storekeeper at Milwaukee Shops, with

jurisdiction over store department matters at Milwaukee Shops and Milwaukee Terminals, vice J. J. Roe. Effective the same date the position of superintendent of shop transportation, headquarters Milwaukee Shops, is abolished. Mr. Lummer began his employment with the Road in 1911 in the locomotive department and transferred to the store department in 1920. He has been superintendent of shop transportation since August, 1948.

Traffic Department

Effective Sept. 16, 1951:

H. E. Harris is appointed traveling freight and passenger agent at Spokane, Wash., succeeding E. W. Jacobson, promoted. Mr. Harris started with the Road in Spokane in 1918. Since 1945 he has been city freight agent in Seattle.



H. E. Harris



E. N. King

E. N. King is appointed city freight agent, Seattle, succeeding H. E. Harris, promoted. Starting as a messenger in the local freight office at Tacoma in 1937, Mr. King has served in various clerical and supervisory positions. Prior to being appointed city freight agent in Seattle he was chief clerk to division freight agent at Tacoma.

A. M. Masterson is appointed city freight agent at New York, N. Y. Mr. Masterson entered the employ of the Road in 1947 and served in the tracing department until his appointment as city freight agent.

A. J. Berry is appointed city freight agent at Chicago, Ill. Entering the service of the Road in 1936, Mr. Berry has served as secretary to vice president-traffic, assistant chief clerk to freight traffic manager, city freight agent in Chicago, and most recently as traveling freight agent with headquarters in Cleveland, Ohio.



H. A. Sauter



B. H. Desens

H. A. Sauter is appointed traveling freight agent with headquarters at Cleveland, Ohio, succeeding A. J. Berry, transferred. Mr. Sauter has been with the Road in Chicago since 1928. He has been city freight agent since 1948.

Effective Oct. 1, 1951:

B. H. Desens is appointed traveling passenger agent, Cincinnati, Ohio, succeeding E. J. Wellinghoff, retired. Mr. Desens, an employe since 1937, entered the Army in 1942 and served until 1946 when he returned to the railroad in the Omaha ticket office. He was promoted to city passenger agent in May of the



Newly appointed buyers in the purchasing department, Chicago, left to right: Andrew Markus, Jr., Charles F. Jensen, Morgan J. Pritchard, Lyman B. Rees, Clarence W. Anderson, and Carl T. Skjoldager.

same year, serving in that capacity until his transfer to Cincinnati. He is a past president of the Trans-Missouri Passenger Club of Omaha.

Purchasing Department

As a means of expediting the work of the purchasing department, assignments have been made by commodities to the several men engaged in buying. To conform with the new program, the title of Lyman B. Rees has been changed from stationery buyer to that of buyer of stationery and paper products; and the titles of Charles F. Jensen, Morgan J. Pritchard, Clarence W. Anderson, Carl T. Skjoldager, and Andrew Markus, Jr., are changed from assistant buyer to buyer, effective Oct. 1.

F. F. Grabenstein

FREDERICK F. GRABENSTEIN, office assistant to chief purchasing officer in Chicago, died unexpectedly on Sept. 12. He was a veteran of 34 years of Milwaukee Road service and an authority on the procedure of railroad accounting.

Mr. Grabenstein was born Aug. 17, 1887 in Kankakee, Ill., and started his railroad service there in 1904, working in the store department of the old Illinois, Indiana & Iowa Railroad. Subsequently he was employed by the Chicago, Indiana & Southern and the New York Central before entering the employ of the Milwaukee on May 1, 1917. He had been with the Milwaukee only a few months when he entered the Army, where he served two years. Upon his return in May, 1919 he was appointed head clerk, purchasing bureau, in the auditor of expenditure office and in August, 1920, special clerk to the auditor of expenditure. In December, 1920, he was made traveling accountant and in 1924 chief clerk to the auditor of expenditure. He was appointed assistant auditor of expenditure in April, 1935, and served in that capacity until October, 1948, when he was transferred to the purchasing department as office assistant to the chief purchasing officer.

Mr. Grabenstein is survived by his wife and a daughter, Mary Jane. Burial was in Elmhurst, Ill.

Three railroads in the United States are headed by women: Mrs. Lucy R. Welsh, president of the Rock Island Southern; Mrs. G. W. Page, president, Cape Fear Railways, Inc.; and Beatrice Joyce Kean, president of the Tremont and Gulf Railway.



Conductor Harold J. Calligan attracted an interested audience when he announced before starting his last run out of Chicago (Train No. 23) that his first official act after retiring would be to sell his watch. Left to right: Baggage man Sam Smith, Trainman B. J. Moore, Conductor Calligan, and Trainman Henry Hastrich.

Veteran C&M Conductor Retires

CONDUCTOR HAROLD J. CALLIGAN, well known not only to Milwaukee Road people but also to regular travelers between Chicago and Milwaukee, made his last runs on Sept. 28, taking No. 12 to Chicago and returning on No. 23. His retirement closed 49 years of Milwaukee Road service, 39 years as a conductor.

Starting as a water boy in June, 1902, he became a brakeman in 1905, freight conductor in 1912 and passenger conductor in 1925. For many years he was on the Hiawathas between Milwaukee and Chicago. During World War I he served 19 months with the 21st

Engineers and ran trains in France, Belgium and Germany.

While fellow employes will miss a good friend, they say they are pleased Calligan will do his future cribbage playing at his West Allis (Wis.) home, rather than in the conductors' room at the Chicago Union Station where he has been a consistent winner for many years. Mr. Calligan is rated as an expert gardener, being equally successful with flowers and vegetables. He plans to devote much of his time to that hobby at his Meadow Lane home in West Allis.

THE TICKET AGENT

by Edmund Leamy

*Like any merchant in a store
Who sells things by the pound or score*

*He deals, with scarce perfunctory glance,
Small pass-keys to the world's Romance.*

*He takes dull money, turns and hands
The roadways to far distant lands.*

*Bright shining rail and fenceless sea
Are partners to his wizardry.*

*He calls off names as if they were
Just names to cause no heart to stir.*

*For listening you'll hear him say
"... and then to Aden and Bombay..."*

*Or "... Frisco first and then to Nome,
Across the Rocky Mountains—Home..."*

*And never catch of voice to tell
He knows the lure or feels the spell.*

*Like any salesman in a store,
He sells but tickets—nothing more.*

*And casual as any clerk
He deals in dreams, and calls it—work!"*

—From Harper's Magazine,
Reprinted by permission of the author.

*It is hard to realize these days that this
country was founded partly to avoid tax-
ation.*



Hiawatha Band in Milwaukee Labor Day March

THE ORANGE and maroon uniforms of the Hiawatha Service Club Band were a colorful note in the pageantry of the Labor Day parade at Milwaukee, Wis. A crowd estimated at 100,000 watched the spectacle which celebrated the completion of the city's downtown "Magnificent Mile" and the opening of the first U. S. Defense Bond drive since World War II.

The Service Club unit, paced by its majorette, "Miss Hiawatha", in traditional white feathered Indian costume, marched in the company of such well known brass as the Great Lakes Naval Training Station Band, the 5th Army Band, the Elks Band of Milwaukee and the Blatz Post No. 373 Championship

American Legion Band. Dozens of marching units and floats represented the city's organizations and industries. Prominent contingents were those of the Boy Scouts of America, the AFL Federal Trades Council, the state CIO and the Marquette University football squad; also the red white and blue of the 5th Army and the city's fire and police details.

The parade ended with an impressive display of equipment which showed, through gradual stages, the modernization of street vehicles and concluded with an exhibition of the latest type of buses which are scheduled for use on the "Magnificent Mile".

I.C.C. Asked to Reconsider Rate Decision

THE NATION'S railroads announced on Oct. 3 that they would ask the Interstate Commerce Commission to reconsider its recent decision on freight rate advances and authorize the full 15 per cent increase requested by the railroads in their petition of last March.

This would mean further increases of approximately six per cent in eastern territory and approximately nine per cent elsewhere, with maximum increases on lumber, sugar, fruits and vegetables, the rates on which are less, for the most part, than the percentage increase sought generally.

The spokesmen for the railroads said that the increases authorized by the I.C.C. in the railroads' latest rate petition (Ex Parte 175) "were inadequate to enable the railroads to maintain their properties so as to provide ade-

quate and efficient service to shippers and to fulfill their obligations to the national defense."

Two increases have been authorized in this proceeding, bringing the total increases in eastern territory to nine per cent and six per cent elsewhere, with certain exceptions. For The Milwaukee Road the increase averages about 5.6 per cent.

"While this action partially recognized the increases in operating costs already effective," the railroad spokesmen said, "the action taken does not afford adequate revenue for the railroads' immediate and prospective revenue needs."

They said that freight rates had lagged far behind other increases in prices and had not contributed substantially to consumers' costs.

"Since 1939," they said, "the index of wholesale prices has risen by 138 per cent, the Consumers' Price Index, published by the Bureau of Labor Statistics, has risen by 85 per cent, and prices received by farmers for crops and livestock have risen by 227 per cent, while freight rate increases authorized by the Interstate Commerce Commission since 1939 to date have averaged less than 68 per cent."

"Actually the increases have not totaled 68 per cent because of important exceptions which were held to substantially smaller increases. In terms of revenue per ton mile, the increases since 1939 are estimated to total no more than 45 per cent."

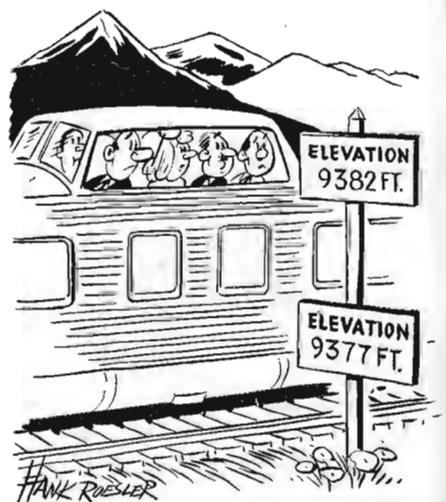
Rate Clerk's Dream

If rates are found in item one,
That means your work has just begun;
Refer to Section Fifty-Four,
Then scratch your head and look for more.
If searching high and low should fail,
You'll have to use the mileage scale
If distance from is greater than
The space between, reverse your plan;
And try to get the shortest route
From up and down and in and out.

Section Circle Seven reads,
"If rate is less or else exceeds,
Use Tariff Four and Twenty-eight
To find the lowest rate of freight,"
But all these rates are now taboo,
Except in Item Twenty-Two.
And even then they won't apply
Until effective bye and bye.
So don't look now, just hold the place,
And check for thirty days of grace.

Pages nine and ten define
The penalties for out of line;
But don't use these, at least not yet,
They might be further on upset.
Two plus two should equal four,
But Section P might make it more.
X quite clearly marks the spot,
But some are there and some are not;
So use the rule of common sense,
Except as changed in supplements.

—Modern Transportation



HOW TO MAKE FRIENDS BY TELEPHONE

when transferring calls . . .

SIGNAL THE OPERATOR S-L-O-W-L-Y

First of all, tell the customer what you are going to do, then depress and release the receiver hook until your operator answers. If you move the receiver hook too rapidly the operator cannot see the signal. Stay on the line until the operator answers.



when placing a call . . .

BE SURE OF THE NUMBER

Wrong numbers can be embarrassing. When in doubt, you'll find it pays to look your number up before calling. Remember, for fewer wrong numbers, when dialing, wait for the dial tone; on a manual telephone, give your number plainly to the operator.

—from *How to Make Friends by Telephone*, published by the Illinois Bell Telephone Co.



Concerning the Russian Railway System

So much secrecy has surrounded conditions beyond the "Iron Curtain" in recent years that authentic information about the Russian railway system has been difficult to obtain. For this reason, more than usual interest is attached to the following statement contained in a report dated Mar. 15, 1951, prepared by William J. Baxter of the Baxter International Economic Research Bureau, New York, and reproduced in part in the Congressional Record of Aug. 14:

THE SOVIET UNION has 71,790 miles of railroad. This is somewhat less than one-third the mileage of the railroads in the United States (224,511 miles in 1949). The Soviet Union has, however, more than three times the amount of total land area of continental United States. The Soviets point out that railroad building in Russia started only two

to five years after it started in the countries of Western Europe. The first railroad in Russia was a 10-mile road that was built in 1837 and ran between St. Petersburg (now Leningrad) and Transloge Selo (now Pushkin). It was hardly more than a commuter line. Their railroad building took place between 1868 and 1874 when 7,473 miles

of track were laid and also between 1891 to 1900 when 13,552 more miles of track were laid. These railroads were almost entirely built with foreign capital and owned by foreign investors. Foreign capital continued to flow into Russia up until the outbreak of the First World War. French, Belgian, German, British, Canadian and United States (in the order of their amount of investment) financiers and industrial concerns provided credits and organized industries at an accelerated rate during the five years preceding 1914.

The Soviets do not give statistics, and write their economic history as if the railroad system in Russia had greatly expanded and improved. We have discussed this matter with two Russian engineers, one of whom was a construction engineer on the railroads prior to 1917, and uncovered the following facts from them:

By 1917, the total railroad mileage in Russia was . . .	41,000
There was also under construction and nearly completed rail mileage in 1917 (the time of the Revolution)	10,000
Built under the plans and direction of the Soviets between 1917 to 1940, before the Second World War were	13,000
Built during the Second World War were	4,000
Built after the Second World War to 1950 were	3,790

Therefore, total estimated mileage in 1950 is 71,790

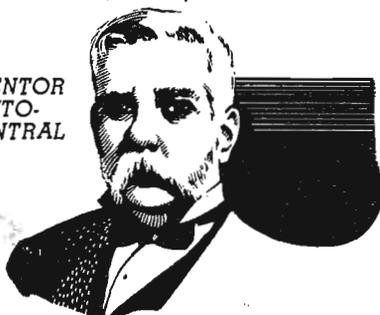
Let us jump to 1939 when Hitler and Stalin had signed an agreement of collaboration, and see what the condition of the Russian railroads was at that time. By that year no new main railroads had been built toward the west. Those for which the Soviets claim credit had been almost completed before 1917. These are among the 10,000 miles of roads that had been nearly finished before the 1917 Revolution, to finally total 25,000 miles. To show you the difference in railroad management, when the Germans met the Soviets at the 1939 Russian frontier, the Germans had 30 different railroad lines with 50 tracks to link up with only 15 Soviet railroads running on 20 tracks. In the 23 years since the revolution, 13,000 miles of track had been added to the Russian railroad system, whereas in

October IN RAILROAD HISTORY



**FIRST "IRON HORSE"
IN CHICAGO ARRIVED
FROM THE EAST
OCTOBER 10, 1848.**

**GEORGE WESTINGHOUSE, INVENTOR
OF THE FIRST SUCCESSFUL AUTO-
MATIC AIR BRAKE, BORN AT CENTRAL
BRIDGE, N.Y., OCTOBER 6, 1846.**



**FIRST INCORPORATED
RAILROAD TO PER-
FORM TRANSPORTA-
TION SERVICE IN THE
UNITED STATES BEGAN
OPERATIONS AT
QUINCY, MASS.,
OCTOBER 7, 1826.
HORSES PROVIDED
THE MOTIVE POWER.
THE ROAD CONVEYED
GRANITE FOR USE IN
THE CONSTRUCTION OF
BUNKER HILL MONUMENT.**

the 23 years before the 1917 revolution, 28,000 miles of railroad had been built. During the last war, the Soviets lost through destruction by the Nazis 15,800, or 55 per cent, of the locomotives; 428,000 or 45 per cent of their freight cars; in addition to 15,000 bridges and 4,100 damaged railroad stations.

Most of the Soviet's railroad system is antiquated. Most of the freight cars are of the small two-axle type, of 15 to 16½-ton capacity, only one third as much as American cars. The Russians are now building at Swerdlovsk four-axle freight cars of 60-ton capacity. We have been told by an observer that whole trains of such empty new cars went eastward to points beyond the Urals last year. In 1949 Russia claimed to have produced 890 locomotives; the United States built 1,487. There are

no Diesel locomotives in the Soviet Union.

The older locomotives and some of the new ones are not powerful. Few trains run faster than 30 miles an hour. There are some electric locomotives for the electrified parts of the railroads. Of the 11 lines running out of Moscow, 4 are electrified; the one to Yaroslavl for about 50 miles, the others to Trans-Siberia, Baku, and the Crimea for shorter distances. Out of Leningrad, one road is electrified for a short distance. There are also other short stretches as at Swerdlovsk, and in a few parts of Asiatic Russia.

The newer types of Russian locomotives are known as the IS, FD, and the SO types, with an axle load of from 15 to 20 tons. The most powerful new locomotive is the LOK, made at Kuibeyev, of which about 200 have been

made. These are mostly used on the Trans-Siberian road and on the faster trains. The construction of passenger cars is negligible. Russia never had many passenger cars comparable to the most ordinary American coach. We understand that the passenger cars on the faster trains are of foreign origin.

The Wisdom of Confucius

"Feel kindly toward everyone, but be intimate only with the virtuous."

"Learning without thought is useless; thought without learning is dangerous."

"To recognize what things you know and what things you do not know—this is wisdom."

"When you see a man of worth, think of how you may emulate him. When you see one who is unworthy, examine your own character."

"If a man's natural qualities exceed his training, he is uncultivated; if his training exceeds his natural qualities he is little more than a trained animal. It is only when the natural qualities and the training harmoniously complement each other that we have the civilized human being."

"To go too far is as bad as to fall short."

"Do not wish for quick results nor look for small advantages. If you seek quick results, you will not attain the ultimate goal. If you are led astray by small advantages, you will never accomplish great things."

"What you do not wish done to yourself, do not do to others."

DID YOU KNOW:

That the total of civilian employes in federal, state, and local governments in 1950—with the defense effort hardly begun—was nearly two million more than the total of 10 years ago?

*

That in 1950, the total monthly payroll of civilian employes in federal, state, and local governments had increased approximately 170% since 1940?

*

That in 1950, the public debt had increased 580% since 1939—and 525% since 1940?

*

That federal expenditures for "International Affairs and Finance" rose from \$19 million in 1939 to \$6,462 million in 1949?

*

That federal expenditures for general government rose from \$560 million in 1939, to \$1,170 million in 1949, an increase of 109%?

*

That expenditures for one governmental unit, the Federal Security Agency, have increased \$343 million since 1941?

It's Smart to Eat a Good Breakfast

THAT no one—not even waistline whittlers—should skip breakfast, and that far too many of us do, is a matter of scientific proof. At a well known medical college recently a research team set up an experiment with young men and women as the subjects. They were fed carefully controlled breakfasts, but during one period of each study breakfast was omitted. When all the facts were gathered, the records showed that on the mornings the subjects ate breakfast they were quicker in their reactions, they were steadier and they turned out more work!

The records also showed there was no change in weight of the young women, whether they had no breakfast, only black coffee, or ate breakfasts supplying up to 1,000 calories, along with a free choice of foods at other meals. Here was irrefutable proof that breakfast in itself is not fattening!

"What makes up a good breakfast?" was the next question tackled. They found that a breakfast which supplies one quarter of the day's calories did the trick. Two menus were found equally effective—a medium portion bacon and egg meal and a medium portion cereal breakfast.

Actually, no one can afford to miss breakfast. According to government nutritionists, if a person skips the morning meal he must make up the nutritional deficiency at lunch and dinner, and on foods that are likely to be more expensive. A basic cereal breakfast, for example, supplies $\frac{1}{4}$ to $\frac{1}{3}$ of the day's food needs for only about $\frac{1}{4}$ of the daily food budget.

The typical American breakfast, unfortunately, does not stack up well in national surveys. They show that only one out of every five children goes to school with a good breakfast, that only about 40 per cent of our women eat a nutritious breakfast and only 56 per cent of the men do.

And what are poor breakfast habits doing to us? For the youngsters, it's slowing them down in school—drowsiness and low grades may be a result of the forgotten or hasty breakfast. For some workers, breakfast skipping may actually cut production.

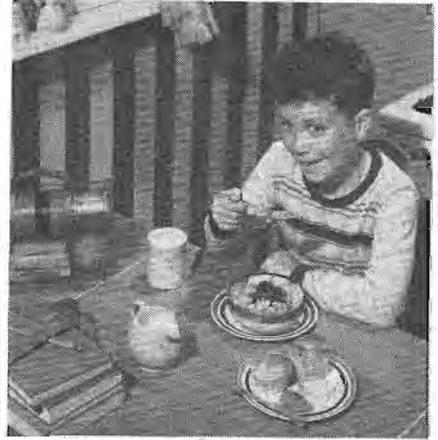
A survey made by the United States Bureau of Human Nutrition found that workers who skipped breakfast got less done in the first working hour than those who had tucked away a good meal, and as the morning went on, the hungry ones grew less efficient. Another industrial survey showed the greatest number of accidents occurred in the last hour before lunch, and that a large majority of the injured had come to work with an inadequate breakfast.

A pattern for a good basic breakfast consists of fruit, cereal, milk, bread and butter. Other dishes may be added, of course. For tempting foods in this basic pattern try the following suggestions:

Breakfast Quickies

Spoon cooked oatmeal into individual casseroles. Drizzle honey on top and pop under the broiler for a minute or two. Serve with stuffed baked apples and buttered cinnamon rolls.

Industrial surveys show that people who eat a fortifying breakfast are less prone to accidents on the job than those who have poor breakfast habits.



No school time drowsiness for this young man. His mother knows that a good day starts at the breakfast table.

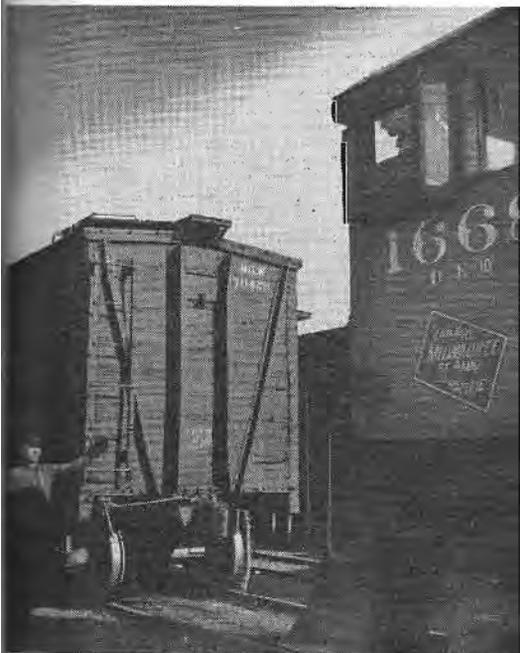
For a Vermont Breakfast Special, alternate layers of hot whole wheat cereal or farina with shaved maple sugar. Brown sugar does nicely, also. Top any hot breakfast cereal with spiced applesauce.

Serve canned crushed pineapple as the topping on shredded wheat. For a flavor blend of cereals, toss together salad-fashion several ready-to-eat breakfast cereals.

As special bait for teen-agers with poor breakfast appetites, serve Wheat Flakes Banana Split—wheat flakes topped with banana quarters and a spot of honey butter in the center. Make the latter by creaming $\frac{1}{2}$ cup of butter and gradually adding an equal amount of honey. Add thick wedges of frosted coffee cake, butter and milk. For all its glamour, this is a nutritious breakfast.

It's an Idea

An ingenious housewife passes along this idea for ironing puffed sleeves in little girls' dresses. She sets a small upright lamp on the end of the ironing board and turns on the light. After pressing the rest of the dress, she pulls each sleeve over the hot bulb and works it around until it's ironed smooth—without the usual center crease.



Getting to Know Your House Plants

DON'T be convinced that your neighbor has a "green thumb" and you definitely have not. It's all a matter of selecting the right kinds of plants for growing conditions in your home and giving them the proper care.

If you can't promise plants much sunlight, your best choice is foliage plants or blooming plants which thrive in indirect light. The plants which need little light, according to the Society of American Florists, are: philodendron, English ivy, sansevieria, dieffenbachia, Chinese evergreen, schefflera, dracaena, pandanus. Variegated foliage plants, such as variegated ivy, coleus and caladium, need more light than plain green leaves.

Plants which need a window with plenty of sunlight are: geranium, begonia, gloxinia, cineraria, azalea, hydrangea, poinsettia, cactus, Jerusalem cherry and most blooming plants. Strange to say, the African violet does not need quite as much sunlight and will bloom in a north or east window.

Always use tepid water, not cold water, on your plants. Plants in active



The nephthytis is an example of a decorative house plant which requires little care. It grows in indirect light and requires only an occasional watering and leaf cleansing.

growth should be well watered. For instance, when geraniums or African violets aren't budding or blooming, you can give them less water. Plants with thin leaves require more water than the thick-leaved variety. On warm windy days plants dry out fast. It is a good idea to give most plants a thorough soaking once a month by plunging the pots up to the rims in a pail of water.

All plants can be watered from below if there is a drainage hole, but plants with crowns, such as African violets and cyclamens, may develop crown rot if you don't water them from below. If you do water from the top, be sure not to get water on crown.

Keeping the leaves clean is important

to plant beauty. Plants with glossy leaves may be sprayed or wiped clean with a moist cloth. Those with hairy or fuzzy leaves should be cleaned with a soft camel's hair brush. Leaf cleanliness also discourages insects.

It's also beneficial to know which plants like warm rooms and which thrive better in cool atmosphere. Hydrangea, rose, azalea, genista, cineraria, cyclamen, lily, and all the fruiting plants are examples of the plants which like to be cool. African violets, poinsettias, gardenias, coleus, caladium and tropical foliage plants such as dieffenbachia, Chinese evergreen, nephthytis, all react best to warm temperature.

Most plants need humidity, and there should be good air circulation but *no drafts*. All house plants must be protected when the temperature drops below freezing. It's a good idea on cold days, and particularly cold nights, to remove them from window sills or place plenty of cardboard and papers between them and the windows. In summer it is best to have thin curtains between them and the windows to prevent sunburn.

A trick that pays off well is to turn the pots around every few days to give all sides a chance at the sunlight. During prolonged cloudy spells place a 100-watt bulb in a lamp and keep the plants about three feet away from the bulb.

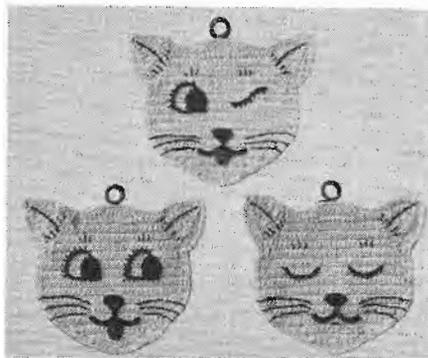
Beautiful house plants add to the joy of living. Give them just a little attention and they'll respond with continuous beauty.

Have You a Little Girl? —Or a Little Boy?

Sugar and spice, says the nursery rhyme—that's what little girls are made of. And little boys? Repulsive creatures made of toads and snails and puppy dog tails.

Mothers and fathers know better, of course, and we are soon going to publish two essays we think you will enjoy reading, "What Is a Girl?" and "What Is a Boy?". We'd like to illustrate them with pictures of typical Milwaukee Road children and would like to see pictures of your own little boys and girls. They don't have to be studio portraits. Just send the snapshots you enjoy showing your friends. All will be returned.

Please identify the pictures, giving the child's name and age and the parent's name, address and occupation, and send to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill. All pictures should be in this office on or before Nov. 15.—Ed.

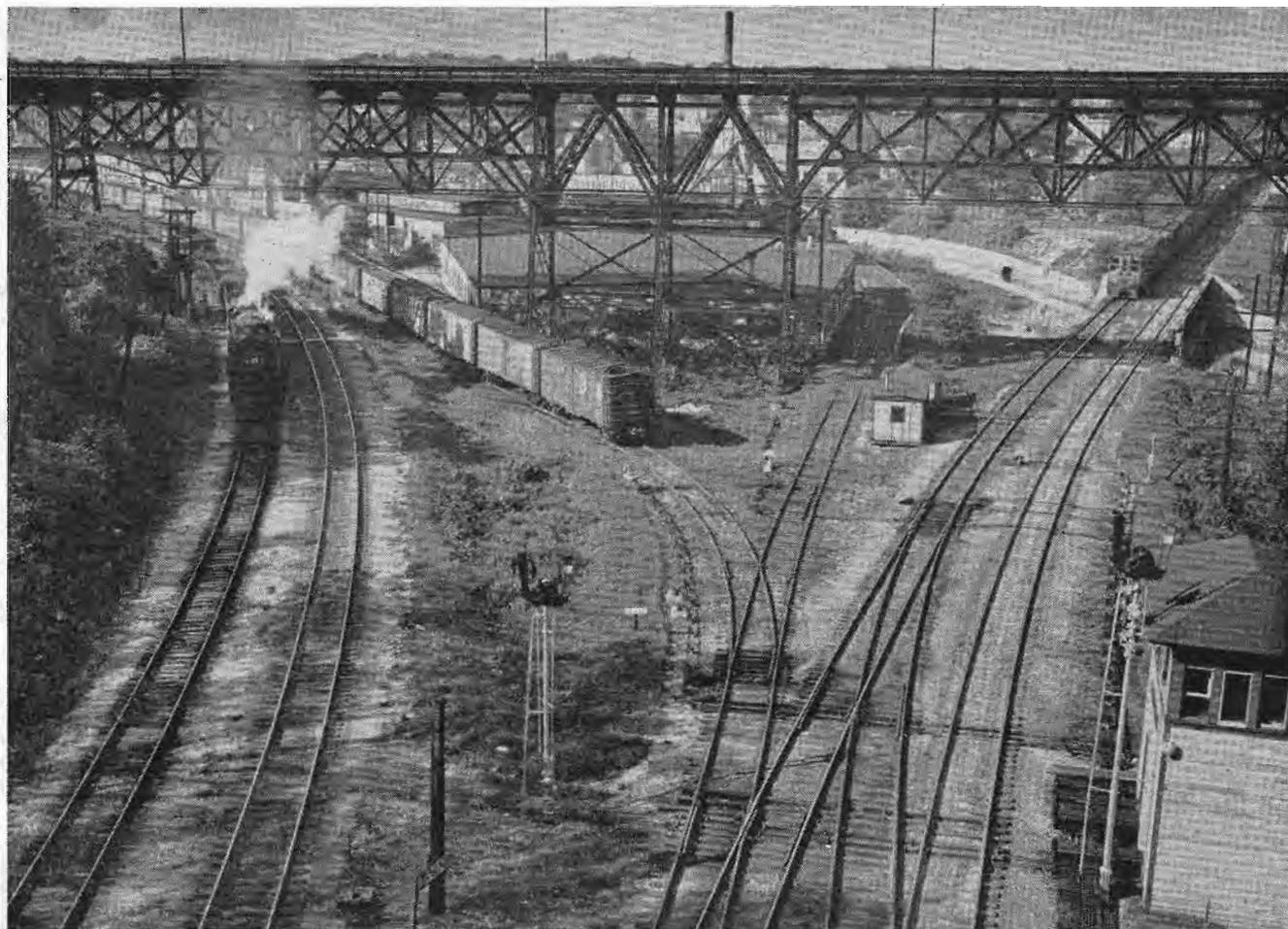


PERSONALITY NEEDLECRAFT. This vest is a practical wardrobe "separate" and fun for the girl who has done some knitting. Fun, too, are the crocheted potholders. Free instructions for TARTAN VEST and WYNKEN BLYNKEN AND NOD can be had from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



The Milwaukee Road Magazine

How Well Do You Know Your Railroad?



MAIN TRACKS, industry tracks, signals, control tower and plenty of activity, day and night. Although the majority of Milwaukee Road people may not recognize this scene on sight, it is a nerve center of the railroad. Perhaps the river in the background or the nature of the operations at the extreme right and left are clues to help you get your bearings.

For the answer, please turn to page 38.

retirements

The following employes' applications for retirement were recorded during September, 1951

CHICAGO GENERAL OFFICES

CHAPMAN, LEWIS W.
Porter Chicago, Ill.
HENGELS, MARGARET E.
Clerk Chicago, Ill.
KUCHEL, CHARLES
Asst. Engineer Chicago, Ill.

CHICAGO TERMINALS

DAVIS, FRED
Fireknocker Chicago, Ill.

JENSEN, CARL J.
Switchman Bensenville, Ill.
LUNDIN, ALEX
Snow Shoveler Chicago, Ill.
MITACEK, JOSEPH
Boilermaker Bensenville, Ill.
WLAS, JOSEPH
Carman Galewood, Ill.
ZARRAS, SAM
Laborer Bensenville, Ill.

COAST DIVISION

DUGGAN, JOHN M.
Boilermaker Tacoma, Wash.
HENDRICKSON, ALEX
Ex. Gang Laborer Cedar Falls, Wash.

DUBUQUE & ILLINOIS DIVISION

JOHNSON, ERNEST A.
Loco. Engineer Davenport, Ia.
KEMP, ALLOY E.
Roadmaster Savanna, Ill.
WEAVER, FRED F.
Loco. Fireman Savanna, Ill.

HASTINGS & DAKOTA DIVISION

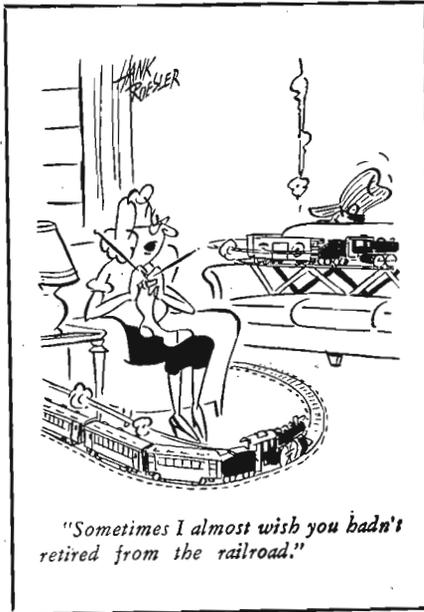
GALLIGER, ROY L.
Sec. Laborer Bonilla, S. D.
HERRMANN, MICHAEL F.
Sec. Laborer Norwood, Minn.

IDAHO DIVISION

JONES, GEORGE G.
Sec. Laborer St. Maries, Ida.
TEMPLE, WILLIAM R.
Sec. Laborer Avery, Ida.

IOWA DIVISION

GILMORE, ARTHUR E.
Custodian Hale, Iowa



GRILL, HENRY
 Sec. Laborer No. Milw., Wis.
 HOLLY, JOHN
 Laborer Milwaukee, Wis.
 LAPACINSKI, MATTHEW
 Janitor Milwaukee, Wis.
 McDONALD, GEORGE A.
 Loco. Engineer Milwaukee, Wis.
 NAPGEZEK, HERMAN O.
 Frt. Handler Milwaukee, Wis.
 NELSON, MARTIN E.
 Car Cleaner Milwaukee, Wis.
 WOLF, CHARLES W.
 Brakeman Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

HEISER, BERNIE E.
 Loco. Fireman & Engr. Three Forks, Mont.
 McKANNA, WILBUR
 Loco. Engineer Three Forks, Mont.
 OSNESS, THEODORE M.
 Sec. Laborer Great Falls, Mont.
 SHADDUCK, CHARLES R.
 Loco. Engineer Three Forks, Mont.
 STEWART, HARRY H.
 Working Foreman Bozeman, Mont.
 TRAVERSO, JOHN J.
 Pipefitter Deer Lodge, Mont.
 WILSON, GEORGE K.
 Sec. Laborer Manhattan, Mont.

TERRE HAUTE DIVISION

BRAMMER, GEORGE W.
 Sec. Laborer Kurtz, Ind.
 RIGDON, MORRIS W.
 Switchman Chicago Hgts., Ill.
 RILEY, JAMES A.
 Sec. Laborer W. Clinton, Ind.

TRANS-MISSOURI DIVISION

ALBIN, LENSFORD D.
 Ex. Gang Cook Musselshell, Mont.
 PIPER, GEORGE O.
 Laborer Miles City, Mont.
 SHEA, DANIEL J.
 Sta. Engineer Miles City, Mont.
 STROM, PETER A.
 Hostler Helper Miles City, Mont.
 YOUNG, CHESTER A.
 Sec. Laborer Morrystown, S.D.

TWIN CITY TERMINALS

CORRIVEAU, EMMA M.
 Tel. Operator Minneapolis, Minn.
 DUNCAN, HERWOOD S.
 Loco. Engineer Minneapolis, Minn.
 GEORGESON, JOHN G.
 Machinist St. Paul, Minn.
 HAGMAN, JOHN J.
 Check Clerk Minneapolis, Minn.
 HALLENBERG, WILLIAM
 Machinist Minneapolis, Minn.
 WOLFF, DAVID C.
 Pump Repairer Minneapolis, Minn.
 YOUNG, ALBERT N.
 Pipefitter Minneapolis, Minn.
 ZIMMERMAN, FRED J.
 Machinist St. Paul, Minn.

IOWA & DAKOTA DIVISION

BOLAND, LAWRENCE E.
 Train Baggage Man Mitchell, S. D.
 HUMPHREYS, PARVIN R.
 Sec. Laborer Kadoka, S. D.
 McCAUGHEY, HORACE L.
 Roundhouse Foreman Mason City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

PERL, CARL
 Sec. Laborer Austin, Minn.
 PETERSON, NELS P.
 Sec. Laborer Northfield, Minn.

LACROSSE & RIVER DIVISION

EHRHARDT, AUGUST W.
 Sec. Laborer Doylestown, Wis.
 GRAMENZ, AUGUST C.
 Laborer Tomah, Wis.
 VOSBURG, WILLIS H.
 Asst. Engineer LaCrosse, Wis.

MADISON DIVISION

BEHREND, NIC B.
 Crossing Flagman Madison, Wis.

MILWAUKEE DIVISION

BERSIE, ROY W.
 Machinist Green Bay, Wis.
 COPPENS, WILLIAM C.
 Mach. Welder Green Bay, Wis.
 HILLMAN, WILLIAM C.
 Sec. Foreman Chilton, Wis.
 LINDNER, ALVIN W.
 Loco. Engineer Green Bay, Wis.
 WHITTY, JAMES E.
 Sec. Laborer Horicon, Wis.

MILWAUKEE TERMINALS & SHOPS

CHEVALIER, HOWARD W.
 Office Engineer Milwaukee, Wis.
 FONTAINE, ANCIEL L.
 Machinist Milwaukee, Wis.
 FUCHS, ALBERT W.
 Carpenter Milwaukee, Wis.

Every American uses an average of 5,000 matches a year. In France, where matches are a government monopoly, the average Frenchman has to get along with 1,350 matches—matches of poorer quality that cost more than ours.



J. T. GILLICK SCHOLARSHIP COMMITTEE. Members of the J. T. Gillick Scholarship Committee show Mr. Gillick and President J. P. Kiley the documented qualifications of Gary Edward Purdy of Aberdeen, S. D., to whom the railroad's first scholarship award was made. From left: C. C. Caveny, dean, Chicago Undergraduate Division, University of Illinois; W. K. Selden, director of admission, Northwestern University; Carl Kuehnert, secretary, University Scholarship Committee, Northwestern University, and chairman of the J. T. Gillick Scholarship Committee; Mr. Gillick; Mr. Kiley; and Robert Strozier, dean of students, University of Chicago. The scholarship, named for the Road's retired operating vice president, provides \$600 a year to a son of a Milwaukee Road employe for four years of undergraduate study at a university or college of his choice. (As announced in the September issue of the Magazine, Gary Purdy chose South Dakota State College, Brookings.) A new four-year scholarship will be granted each year. Announcement of the award competition for a similar scholarship for the school year beginning next fall, will be made in the spring.

about people of the railroad

Milwaukee Division

SECOND DISTRICT

M. B. Herman, Correspondent
Asst. Superintendent's Office, Green Bay

A. N. Wolf has been assigned as agent at New Holstein, Wis., and J. H. Anderson as agent at Marinette, replacing Harry B. Held, who has retired after many years of service.

Notice of Alvin Lindberg's retirement in last month's magazine was an error—it should have been Alvin Lindner. Sorry.

We extend sympathy to Brakeman Ed Stien account of the death of John Stien, his brother, who was a retired conductor on this division.

Edward H. Miller, brakeman, served six years in World War II and was twice wounded in the Battle of the Bulge in December, 1944. During the war he met and married an Irish lassie, Elizabeth Boyd of Sydleham, Ireland, at Belfast. After the war she came here with their son, whom he had never seen. Ed passed cigars in September for a son, Edward H. Miller, Jr., who is the third child born to this little family.

William McClean, warehouse foreman, is the grandfather of a little grand-daughter, Christine.

Irv Friess, chief train dispatcher, had a wonderful vacation up in the north woods and at his lake cottage.

Dispatcher Verne Lowell has returned from his vacation up at Cameron, Wis.

Jack Reeves, signalman, is the grandfather of a small grand-daughter, Jessica Lee.

Warren Lindeman, third trick operator at Channing, and Betty Peterson, daughter of Conductor B. T. Peterson, were married recently.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

J. E. Boeshaar, Correspondent
Superintendent's Office, Milwaukee

We extend sympathy to Agent James P. Hanna of Walworth due to the death of his wife on Sept. 2.

Miss Joan Callahan, daughter of Engineer Frank Callahan, and Gerald Berg, second trick operator at Janesville passenger depot, were married Aug. 28.

Louis Knoebel has sent for an interpreter to assist him in his vacation travels through Quebec. It seems they parley vous a little differently up there.

The Tranter residence at Deerfield is returning to normal after the weddings of daughter Wilma on Sept. 15 and of Gordon on Sept. 22. Wilma worked as a clerk at the Western Avenue car department offices and Gordon is a Milwaukee Division conductor.

Changes at stations find H. L. Honeman going to Deerfield as agent and L. F. Gildon as second trick operator. M. W. Lossman has resumed work as telegrapher and is at Tower A-5.

Agent Oskins of Sturtevant and wife Doris who is agent at Caledonia, Wis., are vacation-

ing together in Kentucky at this writing.

Dispatcher Chad Anderson, now in military service, paid us a visit while on furlough from Ft. Eustis, Va., where he is instructing neophyte telegraphers.

The tomatoes ripened so fast at Somers this year that Agent Cap Ruthe was almost lost in the flood before they could get them to the canning factory.

The section headquarters at Ingleside were recently moved to Fox Lake, Ill.

Conductor Joe Knee collapsed and died in the parkway across from the Milwaukee depot shortly after registering for completion of his last run on No. 9 on Sept. 25. He was 62 years old and had been in train service since 1911.

trainmaster's office having been abolished.

Congratulations to Mrs. Rudy (Violet) Tollefson, former roadmaster's clerk, on the arrival of a brand new baby boy in the family. Son Rollo was also very well pleased.

Vacations of the past month: Gertrude Alden motored to California. Margaret Longpre went to California and acted as a baby sitter during the arrival of a new grandchild. Fay Clover stayed at home catching up on some of his delinquent farm work.

Anton Kolar, Miles City, has been appointed office engineer at Tacoma, on the position formerly held by Bill Nelson who has been transferred to the Seattle engineering department.

Charles O. Swanberg, Santa Ana, Calif.,



SEZ YOU! While this appears to be a battle for the last word between Charles F. "Chuck" Reynolds, chief clerk in the purchasing department, Seattle, and a very unfriendly seagull, actually nothing could be farther from the truth. With four companions, Reynolds went fishing last month at Ilwaco, near the mouth of the Columbia River, during the period when the river is reserved for sport fishermen. The unhappy bird dove for the herring bait Reynolds was letting out behind the boat and there was nothing to do but reel it in. George Peterson, operator of Tacoma's Peterson Boat Building Co., a member of the party, snapped the picture. The belligerent pose, says Reynolds, was entirely the bird's doing as, after one close-up of its razor-like teeth, he was only too willing to set it free.

Coast Division

Harry W. Anderson, Division Editor
Superintendent's Office, Tacoma

A few changes have been made in the superintendent's office at Tacoma. Time Revisor Lee Boyd retired and was succeeded by Frank Bryan. Bob Huntsman, Tacoma yard boardman, took the assistant time revisor's job. Nick Fabina, stenographer to superintendent's chief clerk, got a job in the uptown traffic office, and Esther Delaney took the job as chief clerk's stenographer, her job in the

who retired in April, 1950, passed away suddenly from a heart attack in the Union Station, Washington, D. C., on his way back from seeing his son off overseas. Mr. Swanson was a veteran of 40 years with the Road, having served as traveling auditor, relief dispatcher, and agent at Beloit, Wis., and Cle Elum, Wash. Funeral services were held in Minneapolis. He is survived by his wife Delma, a son, Warrant Officer Charles M., and a grandson, Charles M., Jr.

Juanita Modglin, trainmaster's clerk, is very much elated. The new baby girl who recently arrived at her sister's home has been

named Juanita Ruth.

Ruby Baker, stenographer in chief carpenter's office, is ill at this writing.

Leo Jensen, of the general office bowling team, rolled a high of 286 recently.

Alvin Nance, former superintendent's secretary who was an important member of Uncle Sam's Navy until Aug. 31, was in the office recently arranging for his return to work.

TACOMA

R. A. Grummel, Correspondent
Agent, Tacoma

Recent vacationists included Chief Clerk O. R. Powels of the freight office who went east with the Mrs., visiting in Canada, chief-

joining Milwaukee dock No. 3, at which point they are building a modern shipbuilding plant.

E. N. King, formerly outbound billing clerk in the freight office and the past year in the city ticket office, was recently appointed city freight agent, Seattle.

LaVerne Heinrich, formerly expense clerk in the freight office and more recently of the city ticket office, has been appointed chief clerk to the agent at Aberdeen, Wash.

The fall of the year is the time in which we do most of our business. We did very well this past month on our passenger tips, Mort Eshelman and Milly Anderson turning in the largest number.

and White Horse. Rudy Carlson, car desk clerk, went to Milwaukee. Maurene McDonald, zone clerk, visited her family in Texas, stopping off on the way home in Minneapolis. Cashier Ray Fink and family spent two weeks at the beach near Westport, Wash.

Martha Dougal is home at this writing because of illness. Emil Nielsen is taking her place as checker in the bill room.

Warren Rode and wife returned recently from a vacation trip which took them to points in eastern United States and Canada. They stopped off in Minnesota on the way home. Warren has been on leave for several months but is now much improved in health and hopes to return to work soon.

SEATTLE YARD

F. J. Kratschmer, Correspondent

We were sorry to hear that the recent vacation of John Lee, boardman in the yard, was spoiled when he reached Los Angeles. His wife became ill there and it was necessary to leave her in the hospital at Glendale, where she will be confined for some time.

Ted Beaumont, car inspector in the yard, took off for his farm in Montana on Sept. 17 to spend a week seeing what the prospects are for his hay crop this year.

Congratulations to former yard clerk Verne Petermeyer and his wife on the arrival of their first born, a baby girl, on Sept. 14. Verne is now clerk to the agent at Kent, Wash., but resides in Renton.

Dave Elder, boss of the car cleaning tracks, took off two weeks during September to rest up and take a few motor trips. Sid Meyer relieved him.

Hayden Weber, car write-up man, took his wife, two children and some sleeping bags, and toured eastern Washington during the first half of September. They also visited Coulee Dam.

Helper Ray Holmes of the roundhouse force made his vacation pay this year. He took off one week and went to eastern Washington, where he did a good deed by helping hard pressed farmers with their hay crops.



LEGIONNAIRE LEADERS, 1951-52. Newly elected officers of Pioneer Post, Milwaukee Road American Legion group in Chicago, in a party mood at installation ceremonies in the Union Station Sept. 4. Seated, from left: E. Jonas, junior vice commander; N. Izdepski, junior vice commander; R. Rundblom, commander; T. Flynn, retiring commander; R. Ruud, senior vice commander; A. Naatz, adjutant. Standing, from left: J. O'Connor, chaplain; J. Lawrence, junior vice commander; D. Guy, sergeant at arms; A. Piper, finance officer

ly Montreal, then on to New York City, thence home by way of Chicago. Chief Outbound Revising Clerk Al Goldsbrough and wife visited in Vancouver, B.C. After trying to spend a few dollars, Al decided to spend his money in Tacoma where the prices aren't so high.

Warehouse Foreman Arthur Gleb and mother visited his brother and family at Danville, near Oakland, Calif.

We are glad to report that Mrs. Velma Wheeler of the cashier's department is much improved and expected to return to work soon.

Helen Alleman Ivory gave up the billing job in the freight office and bid in on Bob Huntsman's board clerk job at the yard. Bob is now in the superintendent's office, time revising.

Outbound Billing Clerk John Gates and the Mrs. are adding a couple of rooms to their home and have at last gotten down to concrete facts. They poured over two cubic yards in the new house foundation over a recent week end.

The Tacoma Boat Building Company, which suffered a \$1,000,000 loss due to fire recently, has taken a long time lease on Milwaukee property located on the waterway ad-

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

We were pleasantly surprised recently to receive a visit from Catherine Watson, an employe from Madison, Wis., who stopped off for a few days in Seattle before returning home from a vacation trip to the West. Katie worked at the local freight for a short time last fall.

Betty Rasmussen who has been with us since 1944 resigned Sept. 1 to accompany her husband, M/Sgt. Floyd Rasmussen, to Ft. Riley, Kans.

James Meredith, former messenger, stopped in to see us last month. Jimmy is in the Air Force, stationed at Phoenix, Ariz., and was home on leave to visit his parents.

Mr. and Mrs. Gerald Brundage, former Milwaukee employes, are the parents of a baby girl, Patty Jo, born Sept. 8. "Grandpa" Bill Brundage is our chief revising clerk.

Peter Hallan is a new employe at the freight office, at present helping out in the OS&D department.

September was a popular vacation month with freight office people. Mr. and Mrs. Stanley Holtum took a boat trip to Alaska. Their itinerary took them as far north as Skaget

Chicago General Offices

OFFICE OF AUDITOR OF CAPITAL
EXPENDITURES

L. J. Hogan, Correspondent

That strangely deserted look of the office during the last few days of September and early in October was due to the fact that all of the men, with the exception of the bureau heads, were away on assignment at various points on the road, as observers representing the accounting department in the annual inventory of material and supplies.

H. D. Buckman, assistant auditor of investment accounts, is back at his desk following a vacation with his family in the Colorado Rockies. Son John became so attached to the West that he enrolled in the engineering school of the University of Colorado at Boulder.

W. E. Broberg, assistant valuation engineer, back from a motor holiday in Mexico, reports that along the Pan American Highway there is evidence of considerable damage from the August hurricane but that the road is open and passable for automobile travel. Mr. Broberg also reports that the bargain days for

The Milwaukee Road Magazine

tourists in Mexico are over—prices rising and almost on a par with those north of the border.

Assistant Engineer Roy Johnson has become eligible for membership in our growing "Young Grandfathers' Club" through the arrival of a grandson in September.

That beautiful solitaire which Ann Stertchy, secretary to J. H. Schnaitman, has been wearing on her third finger for several months, will be matched by a wedding ring when her marriage to Robert DiVall takes place on Oct. 27.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Marge and Jim Dietz are the parents of baby Scott W. born Aug. 29. The family now numbers four including little Sharron.

Carl Rank has been touring Chicago in a new Chevrolet lately.

Irene Pawlowski dropped in for a brief visit recently bringing along her infant daughter Patrica Marie. Patrica is quite a little lady for four months.

Andy Anderson has returned to his position as adjuster after a leave of absence.

Sympathy is extended to Hattie Kosen on the death of her mother.

Rudy Levey and Lawrence Larson can say that they are in the dog house now and mean it. They are new owners of cocker spaniel puppies.

Sgt. Bob Schlueter, on furlough from the Army, dropped in decked out in civilian garb—there is nothing like the old duds. It certainly is nice seeing the boys when they get to town. The Army seems to be agreeing with Bob.



ON THE BUTTERED SIDE. Stopover scene in the Chicago-Union Station showing Miss Annella Marthalar, Minnesota Queen of Butter (right), presenting a sample of her state's product to Miss June Bostrom of Chicago, National Butter Queen. The dairyland lovelies were en route to the Louisiana Dairy Festival held in Abbeville, La., Sept. 21-22. Queen Annella, who lives in Sauk Centre, Minn., traveled to Chicago on the Midwest Hiawatha from St. Paul.



CONVENTION SAFARI. Traffic managers of major Chicago area industries and their wives, part of a group of 100 who left Chicago in extra cars on the Olympian Hiawatha Sept. 21 to attend the annual meeting of the Associated Traffic Clubs of America held in Seattle Sept. 24-26. Additional delegations boarded the train at Milwaukee, St. Paul and Minneapolis. Among Milwaukee Road people who accompanied the party were P. H. Draver, vice president-traffic, fifth from the right, and Harry Sengstacken, passenger traffic manager, fifth from the left; also H. S. Zane, freight traffic manager, and C. F. Dahnke, assistant general passenger agent, Milwaukee.

Marie Anderson, now residing in Pleasant, Conn., was in town for a few days and brought the girls up on the latest eastern fashions.

Emily Slowick paid us a brief visit recently.

Shirley Rugan and Marion Hunt have taken leaves of absence in contemplation of a blessed event. The girls in the office presented Marion with a baby bunting and Shirley with a baby shawl and sweater.

Mary Williamson recently enjoyed an automobile trip to Canada and northern Wisconsin.

Among the new faces in the office are John Flinn, Donald Devitt, Mary Heiberger, Robert Huchl, Joseph Smith, Neil Corcoran, Charles Meadows and Sally Brodd.

Return to school called for the departure of Wayne Dunlop, Norbert Johnson, Kay Samer and Marvin Jensen.

Bill Bickley has returned from the Union Station.

Eleanor Meyer is at home at this writing, recuperating from an operation.

The recent acquisition of a set of modern filing cabinets has brightened up the recording bureau under Bill Enthof.

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Loretta Czewski, formerly of the material bureau, gave birth to a seven-pound boy Sept. 24. Angeline Skowron gave birth to a girl Sept. 16 and Virginia Schelling became the mother of a boy Sept. 17. Angeline and Virginia are from Mr. Sowle's office.

Cora Kissel of track timekeeping left the Road recently to await a visit from the stork.

Lucille Ball, of track timekeeping, and

her husband met with an auto accident recently while on their way to Florida for a vacation.

Gladys Mayne, of the "comp" bureau, left the office recently to be with her husband who is stationed in Norfolk, Va. Mary Burns, of the typing bureau, also left the Road to live in Arizona.

Ed Boyce, of the B&V audit section, spent his recent vacation in the Smoky Mountains. Laura Doseff, of the "comp" bureau, went to Minnesota, and Don Carlson, of the B&V, went to Michigan.

We extend sympathy to Joe Ciesenski, of the bookkeeping bureau, on the death of his daughter Sept. 16; also to Mike Schlee, paymaster's office, on the death of his father Sept. 27 and to N. McGinley of the B&V bureau on the death of his mother Sept. 22.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Angela Nixon, accompanied by her mother, enjoyed a vacation in Los Angeles. While there she visited with Millie Poupitch, formerly of our office.

Joseph Franz returned Sept. 6 from a restful vacation at Excelsior Springs.

James Ward resigned on Sept. 21. He is moving to Charleston, S. C., where he will be connected with a pulp wood plantation.

Sympathy was extended to Irene Goelz in the loss of her son on Sept. 21.

Louise Sherden wishes to express her appreciation for the many cards and gifts received during her confinement. She is still convalescing at home.

New arrivals included a baby girl for Lou Ann Infantino on July 24, the Mary Krause baby on July 18 and the Patricia Forest baby on Aug. 3.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

New employes of our central station accounting division are E. Dranginis and Mrs. Myrtle Brodersen.

Bertha Wilson of the central station accounting division underwent surgery on Sept. 15 and is now convalescing at her home.

Don Ostien and his family recently moved into their newly built home.

Information has been received that Pvt. Guy Bowman is now stationed in Germany in the railroad transportation office. Your correspondent also learned that while home on furlough in June he took unto himself a bride.

Patrick Henry, claim checker, has resigned to return to school. James Sides, from the freight auditor's office, has replaced him.

Albert Wackrow spent part of his recent vacation visiting his brother at Lake Tomahawk.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Vacations are still playing an important role here, as Luke Lindley just returned from his first trip to the west coast since starting to work for the Road 38 years ago. Bert Lieberman went down Texas way and June Mathison, Naomi Johnson and Gertrude Walsh spent a week in the Ozarks. Wanda Wlos, with her mother and sister, toured the West. Jo Golz and Betty LeMay spent their vacation in New York City and Philadelphia. Alma Oeser and husband spent their vacation at her folks' home in Minnesota. Elizabeth Miller went to Freeport and Mary Jane Tempske has gone to Arizona for three months. Several of the fellows who belong to the American Association of Passenger Rate men attended the annual convention which was held in Milwaukee this year. Ruby Dunaven went on a motor trip.

Erna Reck moved into her new apartment on the Lake Shore recently and the girls in the "comp" bureau gave her an electric toaster.

The Hramadkas are the proud parents of a son, Michael Stanley.

Rose Ruppert passed away Sept. 19 after a long illness.

John Hanson resigned recently to become a salesman for the Du-all Company.

To whom it may concern: The correct spelling of the name of a certain fellow in this office is Brandenburg.

Dolores Check came back from her annual hike through the forest preserves with a case of poison ivy.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

A note from R. W. (Rudy) Johnson, retired bridge inspector now living in Yuma, Ariz., tells that since he landed at "El Rancho Johnson" the temperature has hovered between 105 and 115 degrees. Kind of making it "hot" for Rudy, but he says he likes it. He also wants to be remembered to his friends.

Lt. H. Markus, USMC, was a recent visitor in the bridge department, stopping in to say "hello" while being transferred

from "somewhere to somewhere" (officially censored). Before going back to the Marine Corps, Howard was a draftsman in the bridge department.

It is nice to report that E. E. Burch, bridge engineer, is back at work after surgery.

Ralph Claborn, assistant engineer in Mr. Powrie's office, has returned to work after a siege with virus pneumonia in Evanston Hospital.

Loren F. Pohl, assistant engineer in Mr. Christianson's office, resigned on Aug. 15 to assume a position as office engineer with the Chicago, South Shore & South Bend Railroad. Mr. Pohl started his service with the Road in January, 1931 as an instrumentman at Aberdeen, S.D., was made an assistant engineer in May, 1936, a division engineer in October, 1943, and an assistant engineer in the chief engineer's office in April, 1947. His new headquarters and home will be at Michigan City, Ind.

Born, Aug. 10, to the wife of Marvin Ravis, draftsman in the bridge department, Baby Michael F. at Woodlawn Hospital, Chicago; Aug. 17, to the wife of Lloyd Darnell, assistant engineer in bridge department, Baby Sharon K. at Sherman Hospital, Elgin; Sept. 25, to the wife of Otto H. Mueller, assistant engineer in Mr. Christianson's office, Baby John Frederick at Swedish Covenant Hospital, Chicago.

Vacation news has been scarce this year and stories of "the one that got away" almost non-existent.

This correspondent felt quite proud of his first "musky" which he caught in Rice Lake, Ontario, while on vacation this year. Mrs. Mitchell, who is quite a fisherman, outshone me though, when it came to bass and wall-eyes. However, listen to this. Ed Bruneau, draftsman in Mr. Ornburn's office, says that he caught a 10½ pound large mouth bass in Lake Delavan, Wis. But this is even better: When a commercial outfit seined the

lake for carp, a bass weighing approximately 25 pounds or more was caught in the net. This wily fellow had no less than five plugs in his mouth when he was taken. The sad part of the story is that the fish had to be returned to the water, as it was taken in a net and not on a line. Ed says that a general exodus of fishermen followed the boat that returned the fish to the lake, but so far the "old timer" has eluded capture. Passenger Traffic should expect an increase of business in this vicinity.

Edith Kohl, secretary to K. E. Hornung, used all types of transportation on her recent Alaskan vacation, apparently the only exception being dog sled. Edith traveled by train to Seattle (Milwaukee, of course); steamship to Seward, stopping at Ketchikan, Petersburg and Juneau; and Seward to Anchorage via the Alaskan Railroad (115 miles in something over five hours). The return trip from Anchorage to Seattle was made by plane. A side trip by automobile while in Alaska was included in the tour which rounded out the air, rail, automobile and steamship jaunt. Edith says she enjoyed every minute of it, especially the oversized vegetables, flowers and fruit which grow to huge size in the land where they have 22 hours of daylight in the summer.

FREIGHT AUDITOR'S OFFICE

J. A. Strohmeier, Correspondent

Patricia Nemes, who was formerly employed in the interline bureau and who was away for a few months while her husband joined the armed forces in New York, is back on the job and is helping William Kruse and Andy Duffy get out the interline forwarded accounts.

We are pleased to have Mrs. Edward Ludwig with us again in the freight auditor's office.

Al Fritscher has been appointed head clerk in the estimated earnings bureau, vice John



ANNIVERSARY HANDSHAKE. E. H. Sowle, supervisor of payroll taxes, Chicago (center), completes 30 years of service with the Road. Extending congratulations are G. E. Engstrom, auditor of expenditure (left), and W. P. Heuel, assistant comptroller. To mark the occasion, Mr. Sowle's force presented him with flowers and a gift.

Kreiter, promoted to position of Transit Inspector.

Carl Berner, interline forwarded accounts, along with his new Mrs. enjoyed a vacation trip to the Ozarks.

Art "Chow" Wachowski, waybill filing bureau, who left to serve in the armed forces, paid us a visit on Sept. 24 while on a furlough before leaving for Korea.

Quinn Reidy, son of Ed Reidy, head clerk in the interline bureau, has been reported killed in action in Korea. He was employed here several years ago as a messenger during the summer vacations from school.

James Benda, rate revising bureau, and Mrs. Benda have returned home after their September furlough. They motored through the West and Southwest, taking in such points of interest as Las Vegas, Nev., Phoenix, Ariz., Dallas, Tex., and Juarez, Mexico. Judging by the post cards received at the office, it was a grand trip.

PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent
Passenger Rate Office, Union Station

Milwaukee, Wis., at the tag end of September was the setting for the annual national convention of the American Association of Passenger Rate Men, an organization composed of rate, refund and auditing railroad men. One of the principal addresses to the group was given by William Wallace, our APTM, who interpreted the rate men's relation to the new simplified book-type rail ticket. Passenger Rate people taking in the convention this year included Arthur Dreutz, Sr., Robert Chermak, John Semmlow and Orrin Putman, and Ralph Klotz who is president of the central west region of the organization.

While digging into this particular item about the Association, this correspondent came across a branch of this group whose activities should strike a responsive note in practically everyone in the passenger department who has ever looked into a rate-tariff, and has knitted his brow over what he sees. The rate departments (and kindred associations) issue these tariffs and do not believe them to be the ultimate in perfection. How is this handled? Through the Committee for the Simplification of Passenger Tariffs, and Division Publications. Mr. Klotz, who is a member of it, tells me that this is a permanent, working committee, that their study is a continuing one, and that they meet quarterly to pass along the results of their study to the Association of American Railroads. The committee examines rate tariffs from every possible angle, from the color on the cover to loose-leaf versus permanently bound tariffs, to extending the gap between the publication date and the effective date of tariff to give the interested personnel greater opportunity to absorb the contents. The committee extends a receptive ear to the suggestions of ticket sellers, who often have some "battle-tested" ideas to offer.

The "welcome" mat is out for Walter Proplesch, who is assisting Ed Lange with the solicitation administration work. "Welcome Back" mat might be more appropriate, since Proplesch, who hails from the Omaha ticket office, was secretary to F. N. Hicks in 1945-6.

As has been stated before, this column is



PRESENTS FOR A BRIDE. Charlotte Berch, of the freight auditor's force, Chicago, was surprised with this bridal shower on Sept. 28, the day before she became Mrs. Angelo Cortise. Co-workers grouped around her are, from left: Marge Seneke, Sophia Walldren, Jane Mezak, Yvonne Bradtke and Bernice Kobialko. Charlotte and her husband spent their honeymoon in the South, taking in New Orleans and Florida.

always interested in what our people are doing in social, civic and fraternal organizations. Hazelle Collins, who heads up the information bureau in the GAPD's office, was recently elected executive secretary of the Community Symphony Orchestra, a trained but amateur organization here in Chicago. Although Hazelle's role is primarily in the business side of orchestra, she could very well fit in on the other side of the footlights. She has studied piano intensively—everything from Bach to boogie—and is just short a few semester hours of being a graduate from the American Conservatory of Music. And in the same office, everybody is humming "Diamonds Are a City Passenger Agent's Best Friend." Doug Keller, CPA, was recently gifted with a diamond pin on the occasion of completing his year as commander of the Billy Caldwell Post of the American Legion, a year that included a considerable amount of originally-thought-out philanthropic work.

September 17 saw Bill Nelson, chief clerk to the PTM, joining the cigar-passing brigade, the whyfor being Thomas Nelson, weighing in at better than eight pounds.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor
General Superintendent's Office

Katherine A. Carll, retired supervisors' clerk, signal department, Minneapolis, passed away on Sept. 1. Funeral services were held at Incarnation Church, Minneapolis. Mr. and Mrs. S. O. Everson, with whom Mrs. Carll stayed while ill, wish to thank her friends for flowers and expressions of sympathy.

Matt Medinger, retired safety engineer, dropped in recently to check up on the Twin City Terminal safety record. Matt is now selling automobiles, so for a good, "safe" deal on a car, play safe and see "Madman Medinger". (Adv.)

Car Distributor Ed Knoke reports the fishing as fair to middling near Aitkin, Minn., where he spent a week recently with his family.

Speaking of fishing, I just returned from a trip to the Black Hills of South Dakota after rainbow and loch leven trout. The scenery was beautiful and a wonderful time was had by all, but please don't ask how the trout were biting. It isn't polite.

Correspondent Brooksie Burk of the St. Paul traffic department reports "no news" for this month. That is the first time I ever heard of anyone from the traffic department with nothing to say.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Neal Johnson, clerk in this office and the yard office, and Jeannie Smith were married Sept. 8. They spent their honeymoon on the west coast and Canada.

Oscar O'Callahan, foreman of the Milwaukee Road Acme Freight station St. Paul, retired in September and is now residing in California.

Don J. Yute, brakeman on the River Division, passed away Aug. 27. Don was the victim of polio. He was 27 years of age.

Ben Barry, a retired check and delivery clerk at this station, passed away recently.

Bob Stewart, rate clerk, swears he is through operating power saws. He almost sawed off his left thumb recently.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

Oriole M. Smythe, Correspondent
District General Car Supervisor's Office

District General Car Foreman J. Hansen and wife vacationed recently in Milwaukee and Green Bay, Wis.

Chief Clerk C. Laird, as platoon lieutenant of the Legion of Honor drill team with the

Shriners' Special, gave exhibition parades at Mankato, Windom and Worthington, also Sioux City where the Shriners' Midwest convention was held Sept. 14 and 15. Elmer Holte of light repair was a member of the drill team.

Belated congratulations to Edgar J. Lemay whose marriage to Joann Junemann took place on June 30 at Bird Island.

Congratulations also to Charles Skruppy on his wedding Sept. 5 at Marshall, Minn. (sorry, do not have the bride's name.) Gary Hollingsworth of light repair ushered at the wedding.

Carman Apprentice Don E. Johnson and Mrs. are rejoicing over the birth of a baby boy Sept. 1.

Locomotive Department Machinist William Hallenberg retired Sept. 1 after 34 years of service. Store Department Sectionman Fred Unglert retired Sept. 30 after many years of service.

E. F. Palmer, retired general car foreman of Milwaukee, visited the shops car department in September and renewed old friendships with his former office force.

Locomotive Department Stenographer Agnes Robertson vacationed at home and at Lake Minnetonka. Neva Ross, of the store department, also vacationed in Minneapolis this year.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

We have a new employe in the local freight office, Sars Jane Helbach, who started as a messenger on Sept. 24.

At this writing Claim Clerk Harry Nee is in Deaconess Hospital under observation.

Marge Fricke and husband spent their vacation motoring to Milwaukee and Chicago, then back to supervise the building of their new home.

H. L. McLaughlin dropped into the traffic department recently looking very fit, and says he feels fine. He told us he had been chopping wood for his fireplace at the lake, which apparently helps him to keep his "figger."

Art Peterson, our gentleman farmer, reports a very good crop this year—basement full of canned fruits, frozen vegetables and enough spuds for the entire season.

As the Magazine went to press, a forthcoming event was the marriage of Douglas Workman, city freight agent, to Miss Patricia Yvonne Rill at St. Mark's Episcopal Church, Lake City, Minn., on Oct. 20.

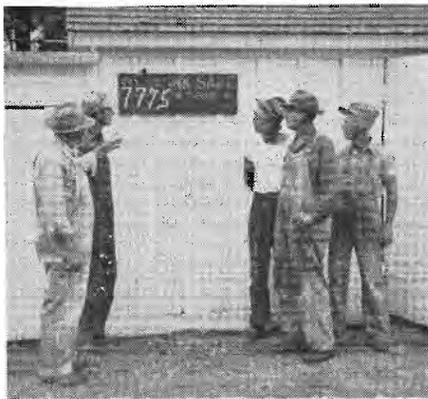
I & D Division

Karen B. Rugee, Division Editor
Superintendent's Office, Mason City

D. J. Walters, agent at New Hampton, Ia., and Mrs. Walters traveled recently on the Columbian to Seattle where they spent a few days sightseeing and visiting with V. P. Sohn, general superintendent of transportation, Lines West, and Mrs. Sohn. W. J. Dohrer relieved at New Hampton while Mr. Walters was on vacation.

Samuel T. Jones, 75, retired B&B carpenter, died at Mason City Sept. 1 following a short illness.

Mrs. John Leibold, wife of retired con-



SAFE SINCE 1929! Out in front is the place for the placard shown above, which announces that the section crew at Excelsior Springs, Mo., had as of Aug. 15, worked 7,775 days without incurring so much as one reportable injury—the last time it figured in an accident report was August, 1929! Chalking up the record here are, from left: S. O. Britton, foreman since Sept. 1, 1923 (at Excelsior Springs since 1931); Charles Bryant, 3 months of service; Auburn Morrison, 26 years; C. C. Puckett, 20 years; and A. D. Pate, 1 year. Pate and Bryant say that in their short time with this seasoned crew they have received a liberal education in safety techniques. The picture below shows Foreman Britton safety checking the tires of the crew's motor car.



ductor, passed away at her home at Clear Lake, Ia., on Sept. 1.

Mrs. Edward Wright passed away on Sept. 1 at Columbus, Wis. Burial was at Mason City. She will be remembered by friends on the division as the former Mrs. Mark Ramsey.

Paul Hurley has taken over the duties of roundhouse foreman at Mason City, succeeding H. L. McCaughey who retired Aug. 31. T. A. Radabaugh, formerly of Wabasha, has been appointed night roundhouse foreman.

L. A. Copp, agent at Sexton, Ia., and Mrs. Copp have returned from an auto trip through the Black Hills. They attended the Passion Play at Spearfish and visited at Miles City, Roundup, Casper and Douglas. D. D. Geddes relieved at Sexton while Mr. Copp was on vacation.

We are glad to welcome Superintendent P. J. Weiland back after several weeks in Wesley Memorial Hospital where he underwent surgery.

Mrs. C. E. Oeschger is relieving in the DF&PA office at Mason City while Grace Moran vacations in the West.

SANBORN-RAPID CITY

Albert J. Gall, Correspondent
Trainmaster's Office, Mitchell

Agent B. F. Williams of Belvidere, while prospecting on Labor Day for worms to use as bait for another prize winning fish, was very surprised when he turned out to be bait for a rattlesnake which bit him just above the left ankle. Ben applied a tourniquet and had his wife rush him to Kadoka (maybe we better not say how fast she drove as there are speed laws in South Dakota) where a doctor applied the necessary treatment and retained him in the hospital until noon the next day. As no ill effects developed, he was dismissed to return to the job.

The following is quoted from the Sioux Valley News "Fifty Years Ago" column: "Frank Grace and Sandy Nims returned Monday from Madison where they went to take the famous horse Minister to have Dr. Thomas train him on the track." As our memory doesn't date back quite that far, we wonder how Frank made out with the horse. Incidentally, we can report here that Frank is making nice progress from his recent illness.

Operator C. L. Evers and family of Mitchell are vacationing in Denver at this writing.

We regret to report the death of L. E. Boland, train baggageman of Mitchell, on Sept. 8.

SECOND DISTRICT

Fay Ness, Correspondent
Asst. Superintendent's Office, Sioux City

H. B. Olsen, retired agent now living at Clarksville, Ark., reports that Engineer Clifford Dodge and wife called on him at his place, Pine Haven, in the Ozarks. Herman says that he and Mrs. Olsen enjoyed their visit a great deal and hope that other Milwaukee Road people who are in the vicinity will call on them also.

General Yardmaster Harry Preston, Sioux City, is back to work after an emergency appendectomy here.

Brakeman J. F. Smith is in a Sioux City hospital at this writing, having become ill on the job. Last report indicates he is progressing nicely.

Mrs. J. W. Hubbs is still a patient in a Sioux City hospital but Jim reports that she is improving.

Word has been received here that H. L. Hoskin, retired chief dispatcher, has been in a hospital at Glendale, Calif. Understand he is at home now recuperating.

John Kvidahl, Jr., son of pump repairer, will attend Iowa State College this year.

Guy R. Raff and wife and Peter Deignan, retired switchman, visited in Sioux City recently.

Conductor C. R. Moran is taking a Canadian and Eastern trip. Could it be that "Paddy" planned to attend the World Series?

Engineer Joe Ibach reports that son Milton, fireman on this division now in the Navy, has a new daughter born Sept. 20 at Norfolk, Va.

Conductor E. S. Six retired Sept. 28 after 41 years of service as a conductor and trainman on this division. He and Mrs. Six will make their home in McMinnville, Ore.

Helen Flynn is the new time revisor at Sioux City and Esther G. Noonan has been appointed general clerk in the assistant superintendent's office.

Chief Caller W. J. Leach says he was glad to get back to work after his vacation. Understand he has been helping build a cottage out at McCook Lake for a friend. Willard thinks he may tackle one for himself now.

D & I Division

E. Stevens, Division Editor
Superintendent's Office, Savanna

Pfc. Robert Cush, son of Yardmaster A. J. Cush, Savanna, and former yard clerk, has been assigned to military air transport service and is a member of the 580th Maintenance Squadron, air resupply and communications wing.

Signal Department Clerk Charles Thompson and wife, Savanna, are vacationing at Laguna Beach, Calif., at this writing.

A young son, Randy Edward, arrived recently in the home of Maintenance of Way Employee Robert Notz, Savanna. A daughter, Carol, was born to Fireman and Mrs. Harry Notz, also of Savanna, during September.

A retirement party was held in the Amvet's Club near Marquette the evening of Oct. 8, honoring Roadmaster A. E. Kemp who retired Sept. 1 after many years of loyal service. Following the dinner a social time was enjoyed and Mr. Kemp was presented with a remembrance from his many D&I Division friends.

C. H. Schweikert, formerly section foreman at Dubuque, has been appointed roadmaster on the Second District to succeed Mr. Kemp.

Frank Foster, station clerk at Mt. Carroll, Ill., has been commended for averting an accident which might have caused personal injury and serious property damage. The incident, as reported by Superintendent E. G. Kiesele, occurred on Sept. 23 when Foster noticed that No. 75, passing his station, carried a combine that extended some distance over the edge of a car. He relayed the information to the engineer on No. 103 which was due to pass No. 75 at Plum and carmen and yardmen in Savanna yard were also notified. Due to the warning, No. 103 slowed down to pass No. 75 and it was noted in passing that the clearance was a bare three inches—had the train been proceeding at the usual speed, it might have struck the combine with serious results. However, due to Foster's alertness, the car was brought into Savanna without mishap.

QUAD-CITIES AREA

Russel Tubbs, Correspondent
Perishable Freight Inspector, Nahant, Ia.

Marion Johnson Arnold, former trainmaster's clerk at Davenport who has been on a leave of absence, announced the arrival of John Christopher on Aug. 7. Marion also was correspondent for the Quad-Cities, but has now elected to become a full-time housewife. Marcella Fabricius, who has been employed in the freight office at East Moline, is now employed in the trainmaster's office.

Thomas Lonergan, second trick yard clerk at Nahant who has been acting as correspondent—and he really has a "nose for news"—has deserted us for the position of station clerk on the CRI&P at Linwood. Russ Tubbs is making his debut as Quad-City correspondent.

Leona Thode, per diem clerk at Davenport, who is enjoying a vacation at the home

of her parents in southern Iowa at this writing, expects to catch plenty of fish to deep freeze for the winter months.

J. K. Fell, with Mrs. Fell and son Johnnie, recently enjoyed a week of fishing in northern Minnesota. As it was related to ye correspondent, all he got was "back."

Car Foreman Ed Dittmer spent his two-week vacation the early part of September painting his house and garage.

Mrs. Bava Mae Hoover, wife of Engineer Harold Hoover, passed away Sept. 21 of a heart seizure.

Rudy Hoffman, stower at Davenport freight house, has returned to work after a long illness.

Carroll Richardson, switchman on the mill

Iowa Division

EAST END

Benjamin P. Dvorak, Correspondent
Milwaukee Passenger Station, Cedar Rapids

The Marion Junior High School quiz team won second place at the Iowa State fair. Team members are Sherry Hopple, Mary Lou Pazour and Bruce Porter; alternates, Eileen Mullaley and Carl Adkins.

Charles T. Fulton, son of B. H. Fulton, conductor at Oxford Jct., who was discharged from the Marine Corps in June, 1950, has enlisted in the Air Force and is stationed at Camp Edwards, Calif. Also, Harold W. Fulton, in the Air Force, is now stationed in



SOCIAL NOTEBOOK. An informal Women's Club gathering held recently at the home of Mrs. Sam Zimmerman, president of Dubuque Chapter. Seated, from left: Mmes. McCough, Trude, Keatly, Ploog, Zimmerman, Litscher, Miss Duggan, Mmes. Fuerth, Reardon, Boyln. Standing, from left: Mmes. Laird, Laskey, Luedtke, Barker and Miss Lange. Dubuque Chapter, organized in December, 1924, is the fourth oldest on the system. It has a present membership of 165 and an outstanding record of welfare and good cheer work among members of the railroad family.

job at Davenport for several years, retired Sept. 1 after 33 years of service. Hope he doesn't forget his buddies and will make an appearance at some of our social activities to sing a song or two, as he has done in the past.

Roy White and Clell Moore, switchmen at Davenport, are still ill.

Engineer A. Castleman has been off duty with an infected ear.

Mrs. Lee Myers, wife of fireman, recently underwent surgery in Mercy Hospital, Davenport, and is now recuperating at home.

At our monthly safety meeting in August interesting talks were given by Safety Engineer Ogden and Trainmaster Barry, with Tom Manton and Agent McGee handling the claim prevention subjects.

A famous passenger train placed in service in 1902 consisted of a ten-wheel locomotive (4-6-2) and five luxurious passenger-train cars. It was equipped with electric lights and represented the last word in railway train equipment. The entire train—locomotive and cars—cost \$115,000. Today \$115,000 would be sufficient only to pay for a single streamlined air-conditioned passenger coach.

Japan. His wife is making her home with his parents at Oxford Jct.

Charles Elmer Fulton of Marion, section foreman at Marion yard at the time of his retirement in 1942, died at his home Sept. 18. His remains were taken to Sigourney, Ia., for burial. He is survived by his wife; three sons, Conductor Bruce H. of Oxford Jct., Laurence E. of Fayette and Earl W. of Cedar Rapids; and a daughter, Mrs. Louis Bemmer of Palo. At the time of his retirement he had 36 years of service with the Milwaukee.

Dwayne Ness, son of Mr. and Mrs. O. R. Ness of Marion, returned to a Cedar Rapids hospital on Aug. 30 for the removal from his leg of a plate which had been placed there in December, 1950, as the result of a fracture suffered the previous June when he was struck by an automobile.

Marion Chapter of the Women's Club resumed activities for the coming season on Sept. 13 with a dessert luncheon served at the K. V. Cafe. Mmes. Wilbur Cooper and W. Hughes were in charge of the affair.

Mrs. Fred M. Blakeslee has received word of the death of her daughter-in-law, Mrs. Bryant F. Kenney, age 39, on Sept. 12 at Durban, South Africa. Mrs. Kenney suffered

POPULAR '51 MODEL.

A brand new Milwaukee Road closed hopper car (70-ton capacity) photographed as it neared completion at the car shops in Milwaukee. As the name implies, these cars have hatches on top and openings on the bottom. Originally built for the handling of bulk cement, they are now used for a number of other commodities and are becoming more popular each year, due to time and money saved in loading and unloading. By Oct. 1 the shops had completed 164 of the 250-car program. Balance will be built at the rate of four a day until completion on Oct. 31.



a cerebral hemorrhage. Mr. Kenney, with his wife and daughter Marcia, 14, and son Richard, 10, left Westfield, N. J., two months ago to live in Durban where he is general manager and director for the Standard Vacuum Company of New York refinery.

Mrs. Don H. Fisher of Chicago was a recent guest in the S. C. Thomas home in Marion, and her son Lyle visited with Peter J. Kassler. On Sept. 17 Lyle entered Iowa State Teachers College at Cedar Falls.

On Sept. 3 Mr. and Mrs. R. R. Mills drove their daughter Rosamond to Emmetsburg where she has resumed her teaching position in the public school.

Brakeman H. A. Martin, wife and daughter Marilyn Sue of Ottumwa, vacationed recently in Marion with his brother Richard and family. Chief Dispatcher H. L. Martin of Milwaukee was a guest of his nephew Richard; also visited his brother Glenn, agent at North English, before returning to Milwaukee.

Mayme Berryhill, stenographer to Chief Clerk George R. Barnoske, vacationed recently in the East, stopping at interesting points along the coast of Maine.

Trainmaster W. T. Hjorth has moved his family to Cedar Rapids. One daughter is a patient in Mercy Hospital, ill with rheumatic fever. She was confined to Midway Hospital in St. Paul, their former home, for some time previous to being moved to Cedar Rapids.

J. M. Treul, instrumentman in Marion engineering department since November, 1948, has been transferred to the general office in Chicago. R. J. Brueske, assistant engineer, was transferred from Milwaukee to Marion engineering department, effective Sept. 17.

Bob Boettcher, son of Assistant Engineer L. R. Boettcher, has re-entered Texas Christian College, Ft. Worth, as an art student. Bob finished a successful freshman year at the college, the only one of the entire student body given an "A" rating for art work.

John E. Guler, formerly of Monticello and at one time in the service of the Milwaukee as a locomotive engineer, died recently in Los Angeles, Calif.

J. A. (Andy) Carmichael and wife recently visited his former home town of Monticello and in Marion. Since his retirement as a passenger brakeman they have been living in Los Angeles, Calif.

D. D. Weise, baggageman at Manilla, has

entered military service. V. G. Natzel has been appointed to temporarily fill his position.

F. C. Curran, rate clerk at Cedar Rapids freight house, passed away the fore part of September. Surviving are his wife and daughter Dorothy.

M. W. Van Sickle, assistant general agent at Cedar Rapids for the past year, has been promoted to the agent's position at Beloit, Wis. Don Doumas, agent at Coon Rapids, was appointed to take the position vacated by Van.

COUNCIL BLUFFS TERMINAL

Floyd Parrack, Correspondent
East Yard Office

Terminal Trainmaster E. E. Smith and family are vacationing at Excelsior Springs at this writing.

Switchman Fred Dunnow made his annual two-day jaunt to Chicago recently. For the past six years Fred has gone to Chi to take in at least one ball game and to see the sights.

Yardmaster Art Skelton and Mrs. Skelton have just returned from a vacation trip through the South.

Switchman Ralph Cory's daughter is out of the hospital. She was stricken with a slight case of polio recently, but I am glad to say that she is feeling fine now.

Clerks Les Bird and Sid O'Brien learned quite a lot about the building business lately, both of them having built garages. Les helped his neighbor, Carman Vern Larsen, and Sid built his own. He tells me it's just about ready for the "Green Hornet" to be driven in.

The toy terrier Bettie, mascot at the east yard office, came through her recent operation with flying colors. We wish to thank all of the fellows who contributed to make Bettie's operation possible.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Rita Schroeder returned to work Sept. 4, this time in the car record department under Al Wagner.

Dave Jennings of the yard department and family visited Detroit, Mich., on their recent vacation.

Walter Kolazinski and Harry Geeve, re-

tired yard department employes, visited the office recently.

Frank Morgan, Jr., car record clerk, returned from his leave of absence Sept. 16.

Emily Young and Tillie Bloom of Galewood office report having a grand trip to Seattle, Wash., taking sightseeing trips and then by boat to Vancouver, B.C.

Cecilia Zygowicz, waybill stripper, returned recently from a vacation at St. Petersburg, Fla.

Glanz Dierking, infreight bill clerk, reports the birth of his third son, William Roy, on Sept. 25.

After many years as a bill clerk, Stanley Boyle is now in charge of the infreight department, under R. E. Chalifoux, chief clerk.

Marge Goodman, trainmaster's steno, has been wearing several beautiful blouses which she made herself. Marge still found a little time so sew on her vacation, as well as take a trip to Minneapolis. Speaking of hand work, your correspondent is attempting to make a knitted silk ribbon dress that has attracted the attention of the office girls, who are anxious to see the finished item as they sell for \$150.

Nick Kockler, bill collector, and Oscar Swenson, stevedore, both employed on the Galewood platform, are home at this writing, due to illness.

Warren Cottrell and wife returned recently from Snohomish, Wash. They said the winter wardrobe they took along was useless as the temperature stayed about 90 degrees.

Ethel Novak, night telephone operator, is still ill and is very thankful for the get well cards she has received.

The commendation of the month goes to Engineer W. Wolf, Fireman G. A. Hobbs and Brakeman J. R. Payne. Working on train No. 73 Sept. 1, this crew detected a tractor wheel lying on the eastbound rail at Elmwood Park and took immediate action to bring the train to a stop, also notifying the phone director at Galewood. The wheel was removed just a short time before No. 102 was due to pass. Their alertness and prompt action was cited by Superintendent J. A. Jakubec for averting the possibility of a serious accident.

UNION STREET

Florence La Monica, Correspondent

Joseph L. Alberts, truck driver for the track department, was married Sept. 1 to Barbara Gironda at St. Mary's Incononata Church on West Alexander Street. A reception was given at the Normandy House following the ceremony. The couple went to Sun Valley, Idaho, for their honeymoon. Joseph is the son of General Foreman Joseph J. Alberts, who retired last July after 48 years of service.

Henry Busse, retired, passed away Sept. 6 after a short illness. Henry had been with the Road for many years. Sincere sympathy is extended to his family.

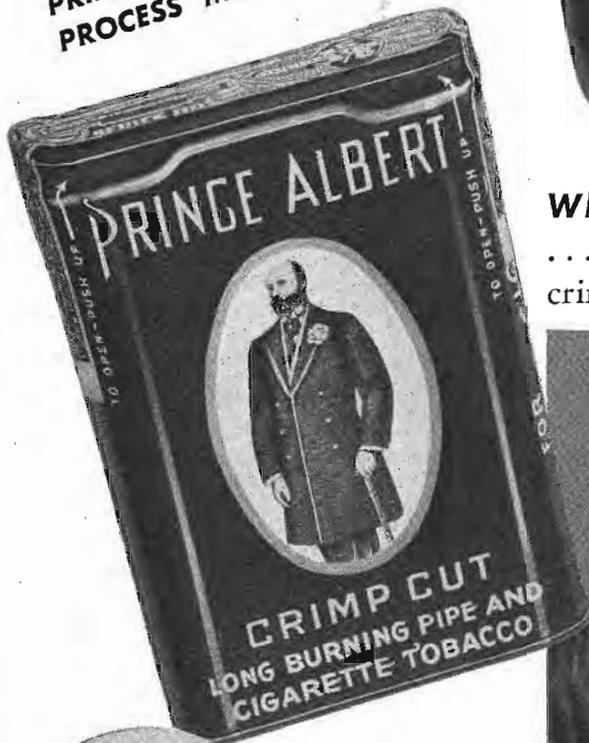
George Searles, cashier, became the grandfather of another granddaughter in September. Baby is named Marjorie Leona.

Tony Scott tells me he was very happy to have his "boy" Frankie return from his vacation.

Oscar Nelson, storage clerk, and Mrs. Nelson celebrated their silver wedding anniversary on Sept. 1. They had a fine party for their friends.

**Bite's Out
Pleasures In**

PRINCE ALBERT'S PATENTED* "NO-BITE"
PROCESS MEANS REAL PIPE COMFORT



Whether you smoke a pipe or roll your own
... you're missing a real smoking treat until you get
crimp cut Prince Albert.



P. A.'s choice tobacco is specially treated to insure against tongue bite ... is rich tasting and mild. It's a favorite with pipe smokers, and men who roll their own, too!

*Process Patented July 30, 1907



MORE MEN SMOKE

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BENSENVILLE

Dorothy Lee Camp, Correspondent

Adrian Ells, chief clerk to the master mechanic, sends along a choice bit or two of news. Bette and Owen Fuqua, clerks at Bensenville, spent a pleasant two weeks in the beautiful Ozarks and in Iowa.

Richard Crew, foreman at Bensenville, is in the Oak Park Hospital at this writing. "Rich" suffered a heart attack.

R. A. Hoeft, electrician foreman at Bensenville, and wife are thrilled over the arrival of dainty little Denise Linda. The wee one weighed in on Sept. 8.

Mrs. Ralph Vannella, treasurer general of the Women's Club, is recovering nicely from a recent operation.

Ruthanne and Joseph Kratochvil, Bensenville, presented the Ralph Vannellas with their first grand-daughter, Bernadette Marie, on July 29. Daddy is a Milwaukee Road fireman.

Bob (switchman) and Ann Mann and children at this writing are burning up the highways in their Cadillac, on the way to northern Michigan. Bob says that back pay helped out a little.

C&M Brakeman Al "Murphy Jr." Margules has returned to work after being laid up for almost four months with a broken leg.

Switchtender Bill Kimpel and wife had a grand vacation recently in Helena, Mont.

Frankie Shelton, former maintainer, of River Grove, Ill., lost his life in Korea while serving our country. Sympathy is extended to his parents, also of River Grove.

Night Trainmaster Archie Jennings, back from a good rest and a vacation, was given a royal welcome.

Sympathy to Sleeping Car Conductor Bill Snip whose father passed away Sept. 29. Bill had just left on his run to Tacoma on the Olympian Hiawatha and had to be called home from Minneapolis. The family wish to express their appreciation to those who cooperated so well in getting him home.

Operator Bob Helton of Sturtevant and wife Nellie are once more enjoying a fishing trip at Pickerel Lake, Wis. Bob really brings home the big ones.

Fireman George W. Kollath, now serving

his second enlistment in the armed forces, writes how much he enjoys the Magazine and letters from home; address on request.

Engineer William Hillebrand received a visit from his brother, Maj. Richard Hillebrand, home on sick leave. The major returned to this country recently after several years in Germany.

Fellows and gals—have you written to an old timer lately? All the retired folks like to hear directly from someone on the railroad. How about a letter to one of them today?

La Crosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

Frequently we run across an old timer who gives us some dope on how our railroad used to run in the '80s. Talking to Conductor Frank Linscott recently, he remarked on the way our trains get over the road nowadays compared to when he started. Thirty cars was a doubling train between here and Kilbourn—Wisconsin Dells to you—and nobody got by a side track without picking up and setting out and getting passed five or six times. Where we handle one train of 130 cars on freight and 26 cars on passenger, we used to have eight or ten sections. Frank remembers when the railroad started to expand and gravel trains were fixing the roadbed. We had Roadmaster Pat Madden on the west end and Buffmire on the east, and if the dispatcher gave either of them one car of gravel more than the other, he got talked to in strong language.

Ivan Little recently received a mess of fine sunfish at his place near Oxford. Incidentally, his back yard is a trout stream. We didn't think he would go for bluegills when he can catch trout.

Superintendent Palmquist should have spent his vacation in our vicinity. Engineer Bert Montieth recently showed us a whopping 15-pound blue channel catfish which he claims nearly pulled him in before he landed it at his cottage on Lake Wisconsin.

UNION REFRIGERATOR TRANSIT LINES

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VETERAN LANTERN. Paul Teske, 65, a tinner in the frog shop at Tomah, is the proud owner of an oil burning switchman's lantern estimated to be about 65 years old. He was given the lantern shortly after going to work for the railroad 45 years ago by Fred Socker, former tinner foreman at Tomah, who had had it in his possession several years at that time. The tabs holding the top handle are attached to the body of the lantern by wires. It has been exhibited with several collections of old-time railroad equipment.

William Ferrie, retired roundhouse foreman, is in Scotland visiting relatives he has not seen in 40 years. We expect him to bring us back some of that stuff Scotland is famed for, and we don't mean heather!

We are sorry to report the death of one of our veteran engineers who retired and moved to California—Charles Meyers, 80, who passed away Sept. 4 at Van Nuys after a long illness. He was one of our 50-year veterans. Surviving are his wife and a son in Los Angeles.

THIRD DISTRICT

M. G. Conklin, Correspondent
Assistant Superintendent's Office, Wausau

W. E. Campbell, agent at Wells, Minn., ret at Wausau for the past three years, retired on Sept. 1 after 41 years of service in the car department. Mr. and Mrs. Wilcox will continue to make their home at Wausau but will spend considerable time at their cottage in the vicinity of Parish.

Section Foreman Walter Rush has returned from an automobile trip to Canada.

Announcement has been made of the marriage of Mrs. Delores Anderson to Dewey E. Whitmore.

SECOND DISTRICT

H. F. Ogden, Correspondent
Superintendent's Office, La Crosse

Frank Springer, clerk in the superintendent's office, came in recently to ask that a change be made on his annual pass. He was married Sept. 1!

L. M. Petrie is the new agent at Winona. Agent H. F. Lindrud, Red Wing, has been appointed chairman of the claim prevention committee on the Second District. He will welcome suggestions.

Charles Chace, extra yardmaster and switchman at La Crosse yard, has been confined the past two months with polio.

Albert Fischer, 86, retired B&B foreman, died at his home in La Crosse Sept. 9. He retired June 1, 1936, after 36 years of service.

Yard Clerk P. K. Mahoney, La Crosse, is expected to be off duty another month due to illness. He became ill the middle of August.

Chief Carpenter F. E. Galvin, who has been ill since early summer, is regaining his strength.

Chief Dispatcher J. C. Meyer and family vacationed in early September back East, the highlight of the trip being the wedding of his son Gordon, former clerk in the superintendent's office.

I & S M Division

H. J. Swank, Division Editor
Superintendent's Office, Austin

W. E. Campbell, agent at Wells, Minn., retired Sept. 1 after 48 years of service, the last 22 of which were spent at Wells. He will make his home in Florida.

Ray F. Burnett, operator-cashier at Wells, was senior bidder for the position of agent vacated by Mr. Campbell. R. W. Schultze, operator-leverman at Mankato, has been appointed to the operator-cashier position at Wells.

Fireman David L. "Skinny" Tallmadge stopped in Sept. 27 to say good-bye to his friends and co-workers. On the advice of his doctor "Skinny" applied for a disability annuity, sold his home and household goods and moved to Phenix City, Ala.

George C. Zaner, agent at Faribault, Minn., was stricken with a heart seizure while forming the line of march for the Shriners parade at Faribault on Sept. 13. Sympathy is extended to the bereaved members of the family.

John T. Moe, agent at Northfield, will succeed Mr. Zaner as agent at Faribault.

Among our vacationists the past month were Chief Dispatcher's Clerk Erle Jorgenson who visited relatives in Seattle and Tacoma, Train Dispatcher Si Johnson and family who visited relatives in Alabama, and Time Reviser Rose Krulsh who visited Colorado.

Yard Clerk Dick King and wife became the parents of twin daughters Sept. 22. At the present price of groceries, etc., I don't believe we should ask Dick to pass out two cigars to each of us in honor of the occasion.

Sympathy is extended to the family of Joseph J. Graf, retired first district passenger conductor, who died of a heart attack Sept. 24. Joe had been retired since 1946 after 53 years of service.

Operator Pete Berg is familiarizing himself with the new teletype printer installed in the "AX" office at Austin Sept. 26.

Congratulations are in order for George Stevens, agent at Peterson, Minn., who became the father of an 8-pound boy on Aug. 29.

A letter received from Floyd G. Barr, former agent at Colman, S. D., who has been enjoying the Arizona winters since his retirement, states that he and Mrs. Barr are now managing a 41-cottage tourist court at Tucson, Ariz.; address, Close-Inn Courts, 1521 S. 6th Avenue, Tucson, Ariz.

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Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Congratulations to Robert Liebeck and June Hagen following their recent marriage. June was escorted down the aisle by her father, Master Mechanic Alfred Hagen.

We said adieu recently to Steno Beverly Trevillian.

Oliver Weissenborn, clerk in the Diesel house, and his wife returned from St. Louis, where they visited relatives.

Ramona Kopitsch is now chairman of the program and entertainment committee for the Railway Business Women's Association following the resignation of Rita Bednar. Ramona is a clerk in the SMP office.

Wedding bells rang recently for Laborer Willie Harris, Jr., of the foundry.

Operations aren't any fun, if you ask Foundry Molder Arthur Zabel who has had his share of them. However, Art is back on the job again.

Steno Lenore Hipsch is replacing Bill Hughes while Bill takes time out to recover from his illness.

Machinist Apprentice Billyjack Zimmerman returns from the Navy to resume his duties.

A vacation this time of year sounds just wonderful, and we understand that Ina (Betty) Layton is touring the western part of the country.

A pleasant rumor turned out to be a fact when I checked and learned that Roundhouse Clerk Clarence Kleser recently married a very lovely girl.

Foundry Craneman Walter Ott tells us that his son Clarence is entering the Army.

A hearty welcome to George Boyung who has been busy helping Uncle Sam and is now ready to resume his duties as crane operator at the foundry.

**OFFICE OF MECHANICAL ENGINEER
AND SUPT. OF CAR DEPARTMENT**

Harold Montgomery, Correspondent

Henry Kundert has acquired a 14-foot Thompson Yacht. Due to the lack of champagne, it will be necessary to christen the craft with "Old American Crow", to be furnished by brother yachtsmen John Schnell and Merrill Fox. Remember to be on hand at Pewaukee Lake when this trio has a race to see who has the best boat. Schnell has a 10 h.p. motor and claims it will pass anything. Fox has an 18 h.p. Evinrude for which he makes the same claim and Hank

figures his 10 h.p. Mercury will live up to its name.

Ralph Haslam has been forced into extra usher duties just because our Milwaukee Brewers have won two playoffs and now are in the Little World Series.

Busy builder bees: Jim Borrow, his own home; Allan Hanson, an outside fireplace; L. L. Lentz, a yacht, building it inside his living room so he can take it out through the large window—says it will outdo Fox, Schnell and Kundert.

Being baseball smart pays off for Frank Welzer of the upholstery department. He recently won 70 gallons of Supergas from station WEMP for the right answers to a seven sports quiz program.

A six-team bowling league of railroaders has been organized and is operating on Friday nights at the Studio Alleys, 8th and National. Fred Ladwig of Muskego yard is behind the venture.

From Soap Box Derby fame to football, yes sir. The Engelke boys, Robin and Bruce, are doing their stuff now for Hawthorne Junior High. Big things are expected by father Robert.

"Grampa" Montgomery hasn't let his new status interfere with his bowling. He is clipping 185 average at the Kuglitsch Classic where he bowls for Smoky's Service.

**CAR DEPARTMENT—OFFICE AND SHOP
SUPERINTENDENT**

Vincent O. Freihoefer, Correspondent

The car department staff meeting was held at the car shops on Sept. 20 and 21 and was attended by district general car foreman and general car foremen from the entire system.

Painter Foreman Ed Driscoll, who is chairman of the painting committee of the car department officers' association, presented a report on testing of cleaning and painting materials at the annual meeting held in Chicago on Sept. 19.

Matthaus Treul, carpenter, retired at the age of 65 on Sept. 17 after completing 38 years of service. His fellow employes honored him with a going-away gift of money, but Matt remembered one of his co-workers who was ill and contributed his entire gift plus a sum of his own money to this friend. Matt's former fellow employes wish him a lot of luck.

Carman Harry W. Bauck also retired on Sept. 17 at the age of 65. Harry started working for the Road in 1912 at the Dubuque shops. He is returning to Dubuque and invites his friends to visit him there at 2260 Foye Street.

Another old timer, Frank Schaefer, who started working at Dubuque shops in 1902

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DUTCH MASTERS CIGARS

as a blacksmith, later went to Austin, Minn., in 1943 and worked at Milwaukee shops, retired on Sept. 21. Frank is going back to Austin, where he plans to make his home.

A baby girl, name—Juanita, arrived at the home of Carman Apprentice Stanley Dec on Sept. 2.

William Genrich, carman in the wagon shop, and wife recently celebrated their silver wedding anniversary by taking a trip to Lewistown, Mont. Bill says the reason for the trip was that they wanted to be alone on their second honeymoon.

Freight Shop Foreman Charlie Wichert spent his recent vacation at home recuperating from an adenoid operation.

Cabinetmaker Foreman Henry Niver recently returned to work after being hospitalized for a couple of weeks. Also ill was Henry Schaeffer, steamfitter, who returned to work Sept. 24.

The new sweeper in the forge shop is Louis Thiel, replacing Matthew Lopacinski who retired Aug. 31.

What had been planned as an adventurous vacation trip to Mexico by Carman Erwin Ern and wife resulted in an abbreviated stay in the land of our friendly neighbor. The trip progressed as planned till they reached the border where they had the misfortune of boarding a second class train which was later stormed by Mexican laborers who entered

through the windows, baggage first, which resulted in Mr. Ern leaving by the nearest exit—the window. His wife was later rescued and after recovering from shock they returned home.

Sympathy is extended to the family of Emil G. Schultz, upholsterer who retired on May 31, 1937, who died Sept. 17 at the age of 83.

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Received a letter recently which said that August G. Kosiboski, retired, enjoyed his 83rd birthday on Aug. 12 with his daughter and family at Manistee, Mich. August will always be remembered as the only employee to get to the shops during the famous snow storm of about four years ago, despite his 79 years of age.

T/Sgt. Sylvester (Whitey) Lemke visited the shops Sept. 12. He is with a jet fighter interceptor squadron and had been in training at Pensacola, Fla. He left for additional training at the General Motors jet school. Looks swell and is still single.

A post card from Nick Urmanski, retired, from San Mateo, Calif., said they enjoyed the sights and viewed Alcatraz from a distance, with no desire to become a guest.

Evening phone call from Harry Schupinsky,

retired, said that his wife was being feted by the Schuster's Department Stores for 25 years of service on Sept. 18; also about two years as a temporary employe. Also said that Fred Koop, former general foreman of the locomotive department, had caught an eight-pound walleyed pike in Nagawicka Lake.

An evening tour of the Illinois State prison at Stateville on Aug. 28 was enjoyed by Stockman R. M. Freuler, his wife, son and daughter, Assistant Stockman Ed Fuller, Stockman Earl Solverson, Machinist Roy Dermody with his wife and daughter, and Switchman Stanley Miller and wife. About 550 women and 750 men were in the tour, a once a year occurrence for the Past Commanders' Club of The American Legion.

Assistant Stockman Jerry Meyer caught a 32-inch muskie while on vacation recently at Pickerel Lake in northern Wisconsin. This is hearsay, as his co-workers saw no "evidence".

John R. Freuler, son of Stockman R. M. Freuler, left Sept. 6 for St. Joseph's College, Kirkwood, Mo., for one year. This college is conducted by the Redemptorist Fathers for boys with intentions of doing missionary work.

A letter from Padre Vidal, OFM Cap, son of Stockman Frank Banaszek of the passenger store, writes of his tribulations at the Mission Catolica at Bluefields, Nicaragua. He built a

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chapel and a school by cutting trees, floating them to the sawmill and gathering stone from the river; very hard work. The mission is badly in need of offerings to buy materials.

Joseph Endisch, former employe of the freight car store and now with the Marines, called at the shops on Sept. 26. He had been in Korea for about five months and received mortar shell injuries. He said the Korean railroad service and equipment is very poor judged by American standards. Joe does not know if he will continue in service or receive a medical discharge.

William (Bill) Schmidt, also a former freight car store employe, called at the shops along with Joe. Bill is with the Marine Corps and has been stationed at Quantico, Va., since January. He is in training there and also instructs in the use of small weapons.

Daryl Verfurth, of the iron house store, was married Sept. 1 to Miss Joan Novotny at St. Sebastian's Church. They toured northern Wisconsin during their honeymoon. Daryl is a nephew of Cy Verfurth, stock clerk for the general storekeeper.

Delores Koeske returned to work Sept. 24 after a four-month leave due to illness.

Michael Pritchard, the 18-month-old son of Jesse Pritchard, clerk in the signal store, made medical history in August when he became the 30th person known to be twice stricken with polio. He had his first attack in September, 1950, a slight paralysis which reacted favorably to therapy. The Pritchards had just begun to breath easily when on the night of Aug. 15 he became ill and the doctor's diagnosis was again polio. His case is interesting because it proves that immunity acquired through one type of polio does not provide immunity against a different strain. However, after a short sojourn at the hospital he has successfully overcome his latest attack and is once more his old mischievous self. Mike is a nephew of Chauffeur Russell Pritchard, Morgan Pritchard of the purchasing department and Ruth, steno to the mechanical engineer. Grandfather Pritchard was a Milwaukee Road locomotive engineer.

Madison Division

W. W. Blethen, Correspondent
Superintendent's Office, Madison

Train Dispatcher Rollie Marlett, Mrs. Marlett and daughter Janet and son Gregory vacationed by taking an auto trip through the Ozarks and the South, stopping at Ft. Hood, Tex., to visit their son Paul and family. There they made the acquaintance of their first grandchild, Kathryn Lee, who was born Aug. 22.

Chief Train Dispatcher M. P. O'Loughlen, Madison, S. D., paid us a visit recently. He was called to Madison by the death of his father.

Telegraph Operator Gerald Berg and Miss Joan Callahan, of Janesville, were married in the rectory of St. Patrick's Church Aug. 28. The ceremony was followed by a reception at the Monterey Hotel.

Katie Watson, clerk in the superintendent's office, is on an extended trip through the West at this writing.

Assistant General Superintendent Doud and Mrs. Doud are grandparents for the second time, a daughter, Mary Elizabeth, having arrived at the home of Mr. and Mrs. Wallace Doud of Milwaukee on Aug. 18.

Edward Ziel, retired engineer, entertained Mr. and Mrs. Wilbur Hoxie and family, of Albany, N.Y., recently. Mrs. Hoxie will be remembered here as Mildred Ziel.

William Fries, retired conductor, celebrated his 83rd birthday recently. Mr. Fries retired June 30, 1941, after completing 53 years of service with the Road.

Conductor and Mrs. George Morgan announce the arrival of a second daughter, Deborah Jean, born Sept. 7.

A. E. Young, retired agent, passed away at his home in Lone Rock on Aug. 29.

Mr. and Mrs. Robert Wasco of Kansas City, Kans., recently announced the arrival of a baby girl, Jamie Lynn. Mrs. Wasco is the former Marilyn Dempsey, daughter of Storekeeper Frank Dempsey of Madison.

Mrs. E. D. Coleman, wife of agent at Boscobel, passed away Oct. 1 following a long illness. She is survived by two sons, James E., agent at Whitewater, and Joseph E., agent at Cross Plains; also a daughter, Mrs. D. F. Kelly.

John O'Connor, retired signal maintainer, has gone to Milwaukee to make his home. He is leaving soon for New Orleans, La., will then visit in Beaumont, Tex., thence to Tucson, Ariz., to spend the winter.

Agent and Mrs. P. F. McQuillan of Arena and Telegraph Operator and Mrs. R. J. Bowar of Stoughton are rejoicing over the recent arrival of baby boys.

Mrs. John Bischel, wife of retired crossing flagman, of Madison, passed away at a Madison hospital Sept. 23.

J. Pake, retired station helper, of Prairie du Chien, died at the Veterans' Hospital, Wood, Wis., on Sept. 29.

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ROAD JOB. At a slaughtering house in Aberdeen, S. D., not long ago a mare gave birth to this frisky young colt just before the ax fell. It also happened that Superintendent K. R. Schwartz chanced to be passing by, saw the colt and offered to buy it. He calls it "Road Job", the whyfor being that prior to going to Aberdeen on May 1 as superintendent of the H&D Division he had always been in the terminals—his present appointment is his first job "on the road".

H & D Division EAST END

Martha Moehring, Correspondent
Asst. Superintendent's Office, Montevideo

Fireman Walt Ness and Mrs. Ness tell about the interesting trip they had out west recently. Among its outstanding sights were a 14-acre holly orchard, the acres of roses in Seattle and the gorgeous flower gardens in Bremerton. The picnic on Mt. Rainier was also outstanding.

Brakeman Ben Kreiner is confined to Veterans Hospital, Minneapolis, with an allergy condition which is making him unhappy. He would enjoy company at his "residence" in ward 31.

Brakeman Ellsworth Gunderson is receiving congratulations on his recent marriage.

We are sorry to report the death of two of our employes who passed away recently, Fireman John Aune and Engineer Hans Lilleskov.

Engineer Herwood S. Duncan has retired after 49 years on the railroad.

We are happy to report that P. J. Lawler, foreman of the Cinder Pit (paradise of retired rails in Los Angeles), is much improved and back with his gang after a stretch in a rest home.

Foreman P. J. Kamla is recuperating after a recent operation at Deaconess Hospital in Minneapolis. Pete has become streamlined and his hands—well, you'd never know they were once familiar with locomotive grease. Casey Conright is holding down the roundhouse in Pete's absence and is also custodian of Boomer, the roundhouse dog.

Rocky Mountain Division

WEST END

George D. Field, Correspondent
Operator, Deer Lodge

A family potluck supper for 25 on Sept. 5 signaled the opening of fall activities for Alberton Chapter of the Women's Club. At the business meeting which followed, Mrs. "Doc" Byrne, president, and Mrs. Bill Brown were both thanked, Mrs. Byrne for supervising the new decorating of the club rooms and Mrs. Brown for her work as membership chairman—Alberton Chapter received a bonus check for going "over the top" in the 1951 membership drive. Cards were played after the meeting, under the supervision of Mrs. Byrne and Mrs. Ralph Coon. Men of the railroad family who were present included C. C. Cole, Oscar Ballas, Guy Lovely, Harvey Clemmons, Frank Manuel and W. C. Miller.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Engineer L. U. Brock of Three Forks is working at Lewistown during the stock and grain season.

Our antelope season this year was divided into two sections. Among the railroad people who got their antelope the first section were L. A. Gamell, G. A. Loper, L. Moritz, Arnold Syverson, Mrs. E. G. Samuel, Earl Holmquist, Fireman and Mrs. Art Keeler, Jr., and Conductor and Mrs. Ed Dunn.

Engineer Tom Erickson bid in the passenger run between Lewistown and Harlowton formerly held by Joe Holecek.

Section Foreman Dan Hildahl, formerly of Pownal, is now section foreman at Lombard on the main line.

Section Foreman Charles Ginther is on vacation in Iowa at this writing.

Donald Samuel, operator at Ringling, bid in second shift operator job at Denton.

Employes confined in the hospital at this writing are Karolyn Cavanaugh of the Harlowton car department, Archie MacDonald, conductor of Three Forks, and Section Foreman Nickola of Straw.

Fine thing when you have to watch out for deer right in town. Carman Bill Landru reported seeing four deer on the road opposite the Milwaukee train yard. May be after all these years I had better start hunting in town.

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EAST END

L. C. McKinnon, Correspondent
Locomotive Engineer, Three Forks

Chief Dispatcher Charles Blechner and wife, Mrs. Wagner, mother of Mrs. Blechner, and brother Edward Blechner who is day operator at Butte yard, attended the dedication ceremony of the new Catholic church which was built here recently.

James Campbell, retired, and wife motored from Minnesota to attend the opening of the new Catholic church. Mr. Campbell was agent at Ringling before his retirement.

Brakeman Archie MacDonald was taken to the Lewistown hospital recently, very ill with ulcers. He had made the trip from Three Forks to Harlowton the same day.

Engineer Gibbs and wife were called to Hickman, Tenn., on account of his mother's death.

The Corconan Pulp and Wood Co. plan a large scale operation close to Martinsdale. They will load the pulp wood for shipment over the Milwaukee at Martinsdale.

Pat Salan, who for many years was a watchman at Montana Street, Butte, has retired. At this writing he is very ill.

Engineer Wade's brother-in-law, R. W. Hungerford, who hostled from 1911 until 1913 at Piedmont, visited with Mr. and Mrs. Wade recently.

Retired Engineer Bratz, from the branch, visited friends here recently.

Operator B. G. Morse spent his recent vacation in Wisconsin and Indiana, accompanied by his mother.

Engineer and Mrs. Robinson are vacationing in California at this writing.

Milwaukee Terminals

CHESTNUT ST., NORTH MILWAUKEE &
NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

A social note of interest highlights the news from North Milwaukee this month. Cashier Mary Ann Starcevic and Steve Graczowski were married Sept. 8 at St. Margaret's Church, Duluth, Minn. After a honeymoon in the Duluth-Northern Wisconsin area, the



MILITARY FAMILY.

Two sons in uniform make news in the family of Engineer L. C. McKinnon of Three Forks, Mont., Magazine correspondent for the Rocky Mountain Division, East End. Sgt. Donald McKinnon is shown above with Miss Jeanne E. Benson of Spokane, his bride of Sept. 4. Sergeant McKinnon has served three years in Japan and is now stationed at Fairchild Air Force base near Spokane. Corp. E. G. McKinnon (right) arrived home Sept. 23 after serving 13 months in Korea with a cavalry division, seven months in the front lines.



couple returned to Milwaukee, where they will live.

Marjory Keller, daughter of Elmer Keller, chief clerk, was recently installed as treasurer of Milwaukee Assembly No. 2, International order of Rainbow for Girls. Marjory's sister, Rate Clerk Carol Keller, has been active in this same organization for many years, serving as officer the past few years.

Vacations continue among the lucky few who have them to look forward to. The Bill Koepkes motored through Wisconsin, stopping at the paper mills of the Consolidated Water Power and Paper Co., Wisconsin Rapids. Returning via Oshkosh and Appleton, they visited the state fish hatchery at Wild Rose. That was the closest Bill got to any fishing this trip. Eddy Kurtz and family enjoyed a week at Chicago. Eddy watched the White Sox on TV rather than go out to the ball park.

Yours Truly and family motored to Edina, Mo., and besides having a wonderful trip, managed to come out second best on one of those wet Missouri mud roads. Despite skidding into a ditch and almost turning turtle, no one was injured—not even the car.

Don Frank, who was recently mustered out of the armed services, worked the Blatz yard for a week prior to his appointment to the traffic department in the general office.

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

You haven't been to a picnic-party until you have been to Tennant's Acre at Big Bend, Wis. Sunday, Sept. 30, was the date for merry making, fun, food, and frolic at the now annual picnic date for Muskego Yard folks (well over 100 of them) and particularly west yard boys and yardmasters and their wives, all good friends of long standing of Charlie and Mrs. Tennant. The occasion was a memorial ceremony for a flag pole which was presented by the boys in the west yard to the Tennants in honor of Mrs. Tennant's father, Frank Pellant, who was a Civil War veteran. Mr. Pellant was a retired cabinet maker in our shops who passed away several years ago. This flag pole was placed and a bronze plaque installed at its base originally on May 30, 1948, and each year since a memorial gathering is held at Tennant's place. The crowd began to assemble early in the afternoon and the guests had an enjoyable time viewing Charlie's rose garden. In connection with the garden, all is not roses there as Charlie also raised 15 bushels of Spanish onions.

The program opened with assembly call by Bugler Charles Carlson, followed by Alle-



HOSTS EXTRAORDINARY. Charles Tennant, retired Milwaukee terminals yardmaster, and Mrs. Tennant at their home in Big Bend, Wis. The Tennants were recently hosts to 100 Milwaukee Road friends at an all-day family outing, full details of which are in the Muskego Yard news.

giance to the Flag pledge and a short prayer. The group assembled on the lawn with Roy Lewis as master of ceremonies. He called on various members of the group including Superintendent J. J. Dombrowski, Trainmaster Frank Kuklinski, Rudy Freuler, former general chairman of the Service Club, Vincent Rounds, legislative representative for B.L.E. Lodge 882, Walter Dryer, Fred Bloedel, John Schuh and even ye humble correspondent

At the close of the program Mrs. Tennant expressed her appreciation to the guests and to Messrs. Walter Marquardt, John Sultz and Roy Lewis in particular for their part in organizing the affair, to Ed Carlson for his part in the ceremony and to Ed's son Charles who did an excellent job of bugling for the assembly. After taps the group sang the Star Spangled Banner, and being at sunset, this was an impressive part of the program. The guests then enjoyed a delicious buffet supper which was awaiting them indoors. Mrs. John Schuh, Mrs. Walter Marquardt, Mrs. Koch, and Mrs. Tennant were the hostesses in charge, but all the ladies present made their contribution to the spread, all the food being donated and prepared by them. The evening was spent in dancing to music provided by Switchman Joe Varick's family, two boys and a girl with their accordions and electric guitar. There was square dancing in the basement, card playing for those who cared to play and music for singing provided by Lulu Sultz and LeMoine Meyers, and we want to advertise here that Bill Cary really can sing.

Art Reiss, retired yardmaster, is back in Wisconsin from Tacoma for the hunting season here. Art is still catching "the big ones" out west, and is a top-notch fisherman judging by the pictures we have seen.

Nick Nooyen, Jr., who has been a patient at St. Mary's Hospital for some time, is still on the convalescent list at this writing. Russell Heaton is also ill.

These leading questions such as "What trainmaster is being stopped by the police to exhibit his driver's license (which he has not)" should be answered. The answer is Trainmaster F. J. Kuklinski. Frank must have a supply of alibis available until he finally locates his missing license.

Switchman Norman Luzich has left our service to go into the U.S. Air Corps Patrol, Warning Squadron, as a private first class.

Sympathy is extended to the families of Jack Sullivan and Joseph McHugh who passed away suddenly. Mr. Sullivan, who had

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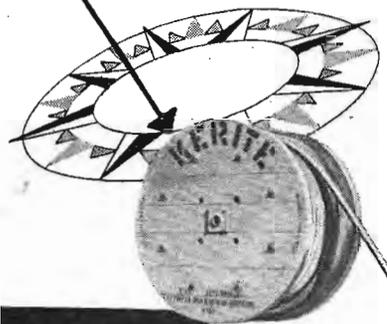
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been in the service of our company since November, 1928, passed away Sept. 5. Mr. McHugh had been employed as switchman in Milwaukee terminals since October, 1927, having previously worked from 1922 to 1924 at Montevideo.

FOWLER STREET STATION
Pearl Freund, Correspondent

Names in the local newspapers recently were those of Albert Stollenwerk, clerk in the cashier department, and Joan Gill, new messenger in the billing department. The Stollenwerks, who have three boys of their own, have provided a foster home for another very small boy. Through care and love they have proven what environment can do for the orphan, neglected child or even a problem child. We are all admirers of this family's achievement and generous gesture.

Hostesses and guests were in step at a Servicemen's party Sept. 23 at Cudworth Post, given by the U.S.O. Beta Sigma Phi sorority. Among the hostesses was Joan Gill, one of our newer employes at Fowler Street.

Also new on the roster is Mrs. Richard Gibowski, formerly Virginia Roessger, daughter of our chief clerk.

Marie Castona left for Phoenix, Ariz., Sept. 29 on a 30-day leave of absence. She said this is strictly a business trip, but will try to call on Pat Daly who deserted Fowler Street for Phoenix last March.

James Waterman, a former Milwaukee Road employe, paid us a visit in September, but said he is still in favor of that wonderful city of Phoenix.

When the American Legion moves southward for its 1951 national convention, Henry Shallanda, cashier department, will be with them. Henry is a past commander of the Milwaukee Road post.

Elmer Ognenoff is one of our first returning servicemen. He is at present stationed in the Reed Street district as yard clerk.

Fred Coerper, formerly a bowler on Milwaukee Road teams, has broken away to try the 825 league. His team is being sponsored by Al & Bob's-Distributors.

How Well Do You Know Your Railroad?

THE PICTURE on page 19, taken from the Wisconsin Avenue bridge in Milwaukee, shows Grand Avenue Junction as it appears to an observer facing west. The double track at the left is the main line to Portage, LaCrosse and the Twin Cities. The line at the right goes north to Glendale yard and the Chestnut Street line to serve some of Milwaukee's famous breweries and heavy manufacturing industries whose traffic is very important to the railroad. This trackage also leads to the Portage-Oshkosh-Fond du Lac and the Green Bay lines which branch off at the North Milwaukee tower. The train in the upper right hand corner is a transfer run bringing loaded cars from industries within the city to the classification yards farther south. The walled Menomonee River appears in the background.

Ricky Franco is bowling with the Transportation Club. Still bowling under the Milwaukee Road name are Bill Stark, Merle Schuh, Bill Cary and Bob McKee.

Kay Keil, clerk in the billing department, is locating with the family at Deer Lodge, Mont. Her father, E. W. Keil, has been appointed assistant master mechanic of the Rocky Mountain Division with headquarters at Deer Lodge.

Fred Gebhardt, check clerk, is off again to Black River Falls to assist with the cranberry crop. This is an annual project with Fred.

On Sept. 26 the force observed the birthday of Cashier J. F. Coerper, his 58th to be exact.

Besides operating various messenger runs in the afternoon and evening, Joe Wuerl is studying mornings at Spencerian College.

Latest to join the list of TV listeners is Ray Gatzke.

A family gathering recently honored the parents of Lucille Stowell on their 65th wedding anniversary. A dinner was held in the beautiful dining room of the Black Hawk Hotel at the Wisconsin Dells. The entire family was present with the exception of one grandson, now stationed in Korea. The occasion was complete with speeches and entertainment.

COACH YARD

Richard Flechsig, Jr.

After making a tour of the western states recently, Phil Stetzenbach said he would like to move out there.

We extend sympathy to Leon Fredricks whose wife passed away recently after a long illness.

George Laetsch, night foreman, must have hit the jackpot because he is driving around in a new Ford.

Ed Berndt's oldest son, Eddie Jr., was recently called up by Uncle Sam and is now in the Army in Kentucky.

Idaho Division

Mrs. Ruth White, Correspondent
Superintendent's Office, Spokane

In a recent letter from R. D. Tennyhill, U. S. Army, he reports to the folks at Othello that he is making the most of his stay in Germany and is enjoying it.

Mr. and Mrs. L. L. Stinebaugh of Othello vacationed recently in the Glacier Park vicinity, doing some fishing where the big fish really bite.

Fireman A. B. Chester is the father of a son born to his wife, the former Evelyn Bonnett (former operator for the Milwaukee). They make their home in Spokane.

"It's a Boy" cigars were passed around the Spokane freight house by H. R. Hink, signal maintainer relieving Sam Skinner, who is taking his vacation. A boy born Sept. 22 at Tacoma to Mrs. Hink was the reason.

Eldred Mittlestadt, son of Engineer Mittlestadt, was fatally injured in an auto accident east of Spokane on Sept. 17. His brother-in-law, David Martin, with him in the car, was seriously injured. Besides his parents, two sisters and two brothers, he is survived by his widow, Georgiana, and their infant son just a week old at the time. "Jan" is known to many around the railroad as the steno in Master Mechanic Johnston's office for several years. The Mittlestadts were married last year and lived in Milwaukee, but had returned to Spokane recently.

The town of Malden was saddened by the tragic deaths of Earl Anderson, retired engineer, and Mrs. Anderson on Aug. 23. Funeral services were held in the Masonic Temple with cremation in Spokane. Their daughter and two grandchildren and one sister survive.

Fireman and Mrs. John Warner are rejoicing over the arrival of a grandson.

Brakeman and Mrs. H. W. Owens of Malden have a new baby girl born in September.



CASEY JONES MacRAE. Away from his work as the singing star of The Railroad Hour, Gordon MacRae likes nothing better than to operate this model railroad which belongs to Dave Rose, the noted composer and orchestra leader who is his close neighbor in the San Fernando Valley. The picture here shows MacRae and his wife Sheila taking over the Rose "Holiday Special" for a few hours of fun with their children, Meredith, 7, Heather, 5, and 3-year-old William Gordon.

Mrs. Ed Reilly, wife of conductor, underwent an operation a short time ago and according to reports is doing nicely.

W. T. O'Reilly celebrated his 65th birthday in September and enjoyed a big family dinner. Mr. O'Reilly, who retired on account of disability, served as treasurer of the I. E. Service Club for the past several seasons, doing a good job. In spite of his siege of poor health, he keeps active and in good spirits.

F. B. Beal is taking a leave of absence. A. D. (Tony) Bruneau is filling in as chief dispatcher, with Vincent Carroll of St. Maries coming to Spokane to fill his position.

New trainmen hired recently are C. J. Morissette, son of Conductor Morissette of Othello, L. B. Sands of Malden and G. L. Charter, Spokane.

Louis Helgert, carman helper, was drafted into the Army and is now with the Signal Corps, stationed at Ft. Gordan, Ga.

Car Inspector Jack Simpson and wife tired of apartment house living and purchased a new home in the northern part of the city. The Leonard Lores also have a new home, on the southeast side of Spokane. National Home Week just passed must have persuaded these people that "There's no place like a home" of your own.

Car Foreman and Mrs. Earl Medley have had as their guests since July their daughter Virginia and her son Sandy Parker of Juneau, Alaska. Little Sandy has really kept things humming in the Medley household, being a typical boy of 18 months with lots of pep. Mr. Parker is with the Fisheries Department of Alaska.

A trip into the Rockies of Canada, through Kootenay National Park, to Lake Louise and on to the Jasper ice fields, then over to Banff and Calgary was enjoyed by Cora Guthridge and husband Frank late in August.

Mary Smith, superintendent's stenographer, spent her recent vacation at her cottage on Twin Lakes.

Trainmaster Snee took his family to the Coast to show his children educational points of interest. He reports they were anxious to get back home to swimming, bicycling, etc.

On a vacation this summer, Conductor Joe Riffin and wife made a train trip to Chicago, taking in many "big town" activities. One of the highlights of the trip was a radio program participation. As guests of the Breakfast Club, they met and talked with Joe E. Brown. The likeness of our Joe to Mr. Brown caused the famed "bigmouth" to ask if he couldn't be his brother. Learning that the Riggins were from Spokane, naturally brought out mention of Bing Crosby. Mr. Riffin tells me he palled around with Bing in their high school days and even then he was always the whole show.

A lot of interesting news no doubt goes by unmentioned because someone didn't take the time to jot it down and send it on to your correspondent. If your department is not included in this column, perhaps it was because no one reported the happenings. All contributions are appreciated.

A young man called one evening on a rich old farmer to learn the farmer's story of how he became rich.

"It's a long story", said the old man, "and while I'm telling it we might as well save the candle." And he blew it out.

"You need not go on", interrupted the youth. "I understand."



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Terre Haute Division

TERRE HAUTE DISTRICT

T. I. Colwell, Correspondent
Superintendent's Office, Terre Haute

Our sincere sympathy to Naomi Criss, B&B clerk, in the death of her brother on Sept. 9; also to brakeman George V. Freeman whose brother passed away in Evansville, Ind., in late August.

We again welcome Division Engineer M. L. Bardill who was transferred here from a similar position in Savanna, Ill. He replaces R. W. Middleton who was transferred to Miles City.

Roadmaster Kirschbaum's son Robert returned to college at Baltimore, Md., in September.

Recent vacationists included Engineer James H. Mullen and wife, to Seattle and Los Angeles; O. G. McCurdy, retired yardmaster, returning home to Plant City, Fla., after spending most of the summer in Indiana; Engineer William Sharr to Louisville, New Orleans and Los Angeles; Agent A. W. Wareham's wife and son Dennis to San Diego, Calif.; Chief Clerk Fred G. Pearce and Mrs. Pearce to Denver, Colo., and California.

Clay Damer, retired traveling engineer, and wife have been seen around Terre Haute recently in a new Packard.

George Scholl, car distributor, was in the hospital during the latter part of September.

On Sunday, Sept. 23, Conductor M. F. Ernhart on train 71 struck a broken rail. His train met No. 82 at Stockland and by using his walkie-talkie he was able to tell the head end of No. 82 about the rail and caution them to take it easy.

WEST CLINTON AREA

Earl H. Lehman, Correspondent
c/o Yardmaster, West Clinton

The carmen and their auxiliary enjoyed a sumptuous dinner at the farm home of Carman Fred Myers on Sept. 16. About 85 attended. Pictures of the group were taken, and it was a happy day "at a barn on a farm down in Indiana."

Carman and Mrs. John H. Glass and son Johnny attended some baseball games in St. Louis last month.

Yard Clerk Richard Dorfmeier and Miss Helen Sanquetette were married Sept. 15. Engineer Grover Allen, who was in the



FLORIDA VACATION. Chief Dispatcher Andrew J. Wright, Terre Haute Division, exhibits samples of the mackerel which are plentiful in the vicinity of Indian Rocks, Fla., where he and Mrs. Wright vacationed recently. Taking it in is Skipper, the Wrights' dog, who has been in the family for more than 14 years.

Linton hospital for some time, was able to go to his home in Crete, Ill., Sept. 9.

Conductor and Mrs. OCie Hadden spent part of September in Michigan and Canada.

Brakeman D. M. Amerman assisted Yardmaster Cyrus Bodle in installing a furnace at Cy's home recently. We hope it works.

Section Foreman H. T. Gish has been with an extra gang on the north end this summer.

Conductor F. A. Sheets and Miss Marcelle Beamer were married in September. They will make their home in Terre Haute.

Machinist Helper James Naylor and wife spent several days in northern Michigan and Canada last month.

Chef Earl Moody of the "Terre Haute" has completed an essay on "Adequate Means of Modern Transportation". We expect to hear more about this in the near future.

District Safety Engineer A. W. Shea and Trainmaster O. L. Clawson held several safety meetings here Sept. 19. Terre Haute Division has improved its safety standing.

Yard Clerk Barney Troglia has returned to work after serving in the Reserve Army.

Yardmaster R. T. Davis was away on vacation in September, being relieved by Conductor D. E. Allen.

Although retired, Engineer T. H. Hehman has a big wood pile back of his new garage. He can still "saw wood".

Television has arrived in our little community. First to boast of sets are Conductors Dean Allen and Carl Richards, Blacksmith Elgar Snodgrass and Engineer C. E. Brown (Yardmaster Don Wile still has a good radio).

Engineer Reed McGinnis and Roundhouse

Caller Bob Morris visited last month at the camp of Horace Ford, retired conductor, on the White River at Williams. They report that Horace has a well equipped camp—boats and everything.

Trans-Missouri Division

EAST END

Dora H. Anderson, Correspondent
c/o Agent, Moberidge

Moberidge is losing two of its pioneer families, namely Elbert Taylor, retired engineer, and wife who have moved to Tucson, Ariz., to be near their daughter, Mrs. H. E. Rietz, and family, and A. R. McCauley, retired wire chief, and wife who are moving to Albert Lea, Minn., where their only daughter, Mrs. E. E. Nepp, and family live. Mr. Taylor came to Moberidge in 1907 from Mitchell. He then worked as a fireman and helped to build the railroad bridge over the Missouri River. The McCauleys came in 1909 when Moberidge was still wild and woolly. The two families have seen the town grow into a thriving city and have made many friends here.

Engineer William Wands and wife, with A. S. Hagan, retired engineer, and wife, attended the annual reunion of the 31st Engineers, World War I, held recently at Denver. While there they were joined by former Moberidge comrades Howard Clark and wife, now of Tucson, Ariz., and Ed Lyman of Miles City.

Mrs. Emma Halverson spent her recent vacation visiting in California and along the west coast.

Baggage man Dick Andrews and wife spent their recent vacation at Park Rapids, Minn., visiting Mr. Andrews' father.

Mrs. W. P. Ohern who was a surgical patient at the Moberidge hospital is fully recovered and left recently on a trip to Portland, Ore., with her husband, agent at Wakapala.

Operator Peter Collins is relieving at La Plant while Dispatcher George Smith and his wife, who is agent at La Plant are on a vacation.

Carman Albert Staph who underwent an operation at the Moberidge hospital recently is fully recovered and back on the job.

Engineer John Linda and wife enjoyed a visit from their son, Corp. John Linda, who entered the Army last November and has been in radar training. This is his first visit home. He reported at Austin, Tex., Oct. 5.

Engineer Fred Oechsle and wife have returned from a two-week stay in Seattle where Fred represented the local chapter at a meeting of local chairmen of the Brotherhood of Locomotive Firemen and Engineers.

Mark Lindsay, retired baggage man, is back to Moberidge for a visit with friends after traveling with Mrs. Lindsay all through the South. He informs us they are now located at Faribault, Minn., where they will be at home to their friends.

Mrs. Nathan Brown, wife of brakeman, enjoyed a visit from her uncle, F. N. Thomas of Broken Hill, New South Wales, Australia, who is superintendent of mines at Broken Hill and is inspecting mining operations here and in Canada. The Browns were married in Australia seven years ago and this is the first member of her family she has seen since then.

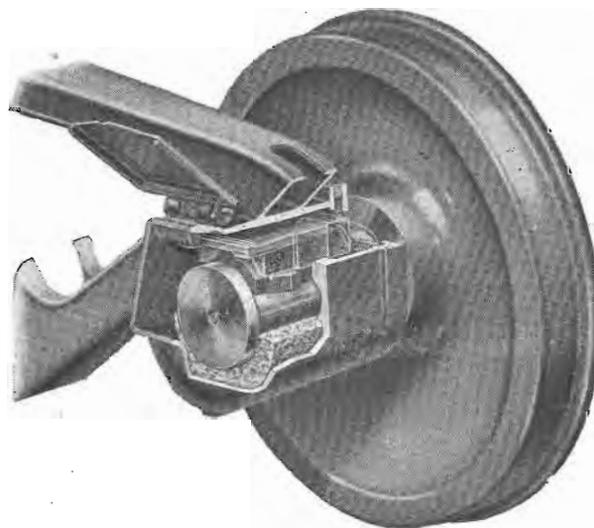
E. B. Johnson, retired conductor, and wife, accompanied by their daughter-in-law, Mrs. Dick Johnson, and children of Shreveport, La., attended the wedding of their niece, Mary Ann Caldwell, in Moberidge.

Miss Arvilla Stiles, daughter of Conductor Frank Stiles, left for Clark, S. D., to resume

Roundhouse Employee George Gozeff has been a patient at the Moberidge hospital for five months. Other Milwaukee patients are Engineer Joe James who underwent an operation and Mrs. Art Crowley, wife of engineer.

Agent Bill Widmeyer of Watauga who took two weeks off and went to Seattle for a

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her second year of teaching in the city grade schools.

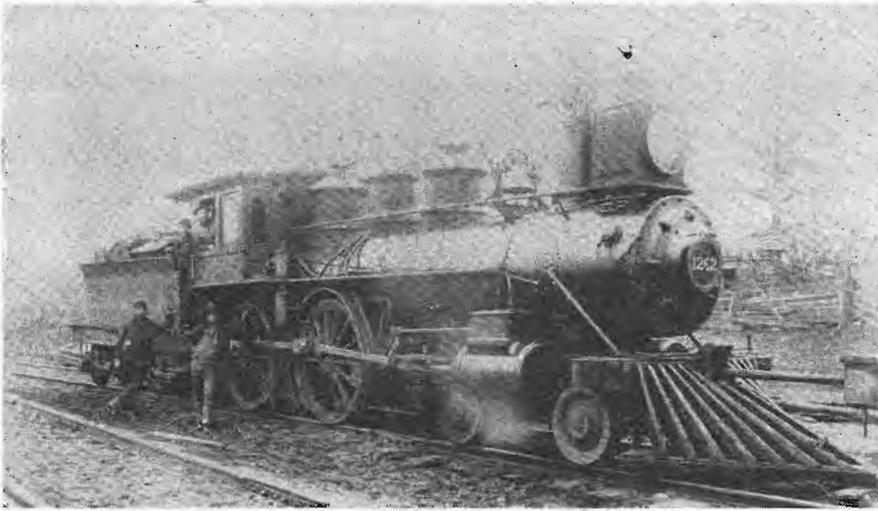
The daughters of Machinist Irvin Schueler, Phyllis and Bonnie, held open house for their parents' 25th wedding anniversary Sept. 5, with 92 friends signing the guest book. Out of town guests were Mrs. Schueler's brother, Clayton Althaus, and family of Miles City and Mr. Schueler's sister, Mrs. A. D. Larson, and family of Lemmon, S. D.

checkup is in Wisconsin at this writing. He is being relieved by Operator Schock.

Operator S. W. Childres of Marmarth is on a vacation at this writing, being relieved by Don Tomlin.

Engineer J. J. Klein, Jr., and Philip Merkel are on their annual hunting trip to Alaska via the Alcan Highway.

Mrs. Lily Anne Nylen recently underwent an eye operation in Minneapolis.



PERSONAL RECOLLECTION. Benjamin T. Hart, now clerk of the Supreme Court at Olympia, Wash., provides an autobiographical note with this picture of 1899 vintage. The scene is just west of the station at Rio, Wis., and Hart, a fireman at that time, is the young fellow in the gangway. Others in the crew are Engineer Sep Rolleston, Conductor Henry Sprague (standing, left) and Brakeman Schults. With a fine memory for detail, Hart recalls that the 1262, a Mason engine, was numbered 155 until shortly before this picture was taken. "The long pilot, the pilot bar and the old 6-inch pump which made about three strokes a minute are interesting features," he says. "There were no grease cups on these engines—all the oil cups used engine oil."

Engineer Hewitt Patten and wife, together with Conductor Leonard Clark and wife, attended the meetings of the Grand Commandery at Brookings Sept. 2-4.

WEST

D. B. Campbell, Correspondent
Superintendent's Office, Miles City

September marks the end of the vacation season for most railroad people, since the opening of school means one has to get home to start the kids on another term. However, Montanans will get an easy let down in the hunting seasons which open throughout the state during the next several months. This will give father a chance to take to the hills for a few days at a time.

A special antelope season was provided for the first weeks of September with permits being issued by lots for a \$5 deposit. Approximately half of those applying re-

ceived permits which specified the county in which the animal could be hunted. Antelope were plentiful enough, so that permit holders had little trouble in getting their meat. Grouse hunting was authorized in most eastern Montana counties from Sept. 23 to 30 inclusive. A limit of three birds per day was permitted each hunter.

October will see the hunting season on big game in full swing. While deer and elk may be hunted in some isolated counties and areas early in the month, the bulk of the hunting areas will be thrown open between Oct. 15 and Nov. 1. Length of the season in each area is determined by game surveys and the number of kills checked out through the checking and control stations. Migratory water fowl may also be hunted after Oct. 12 and a pheasant season will soon be announced by the game commission.

Superintendent J. T. Hayes was recently appointed a director of the Miles City Chamber of Commerce to fill out the term made vacant by the transfer of J. T. Hansen to Tacoma.

Milwaukee bowlers started their league season and the annual fall-winter battle with the pins on Sept. 11. The league was assigned Tuesdays at 6:15 P. M. Now each Wednesday morning the bowlers scan the big score board in the hall of the division office building or the throw sheets distributed by Secretary Ray Grant to see how things stack up. Some tall alibis have been advanced so far to account for low scores and better ones will probably be dreamed up as the season progresses.

Personnel changes at Miles City general offices include G. R. Kuni, operator at Miles City relay office, replacing Robert M. Gordon, who was called for military service. Eleanor Klar has taken her assignment as stenographer in the office of the division engineer.

Funeral services were conducted Sept. 8 for Debora Jean Goodspeed, infant daughter of Dispatcher Darrell Goodspeed. Debora Jean was born May 31, and died Sept. 6. Surviving are her parents and two sisters, Claudia and Roberta.

The executive board of the Women's Club honored Mrs. A. W. Kolar at a farewell party at the home of Mrs. L. R. Kirchoff Sept. 11. Mrs. Kolar leaves soon to make her home in Tacoma and was presented with a gift from the club. An executive board meeting preceded the party during which plans were made for the "Over the Top" dinner Oct. 1 at the Eagles Hall.

Charles Bartsch, 81, passed away Sept. 11 at the Holy Rosary Hospital. Mr. Bartsch was born in Wisconsin and came to Montana in 1908. He was a long time railroad employe until his retirement several years ago. Surviving are his widow and five children, Fred of San Diego, Calif., Mrs. Evelyn Green, Mrs. Edith Ellison, William and Carl all of Miles City, and five grandchildren. William and Carl are engineers on the Musselshell district of the Trans-Missouri Division.

Sixty members of the Service Club attended the Thank-You stag party held at the Crossroads Inn Sept. 20. The buffet supper featured fried chicken, and there were refills until everyone was satisfied. The party was planned for those members who had worked on committees at various club functions throughout the past year. J. D. Wagner, Ray Grant and the members of the executive board were responsible for its success.



MARRIED AT MOBRIDGE. The Congregational Church at Mobridge, S. D., was the scene of this recent wedding which united Mary Ann Caldwell, trainmaster's relief clerk, and Howard Naasz of Mobridge. Mary Ann, a daughter of Clyde Caldwell, retired engineer, was attended by her sisters, Jane of Shreveport, La., and Nancy of Bismarck, N. D. The couple are now living in Vermillion where Mr. Naasz is a senior at the University of South Dakota, majoring in physical education.

Answers to "What do You Know?"

1. Chicago.
2. Hill, Harriman, and Huntington.
3. That workmen are under or about it.
4. Over, short and damages.
5. Nineteen inches.
6. A freight rate of any one of a certain group of commodities.
7. A ticket good for a certain number of rides between specified stations.
8. 4-8-2.
9. Both engines.
10. About 100 per cent—99 per cent, to be exact.

* *
*Medal
of
Honor*



Lieutenant Frederick Henry of Clinton, Oklahoma—Medal of Honor for sacrificing himself to save his platoon in combat near Am-Dong, Korea, September 1, 1950. When the platoon could no longer hold its position, Lieutenant Henry ordered the men to pull back. But someone had to stay behind to provide covering fire. He chose to be that man, and was lost.

Always remember this—Lieutenant Henry offered his life for more than just a small platoon in far-away Korea. It was also for America. For you.

Isn't there something you can do when this man did so much? Yes, there is. You can help keep the land he loved solid and strong and secure. You can do a job for defense . . . by buying United States Defense* Bonds, *now!* For your bonds give your country greater strength. And a strong America is your best hope for peace and freedom—just as it was his.

Defense is your job, too. For the sake of *every* man in service, and for *yours*, start buying more United States Defense Bonds now.

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take

home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U. S. Defense Bonds now!

****U.S. Savings Bonds are Defense Bonds - Buy them regularly!***

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