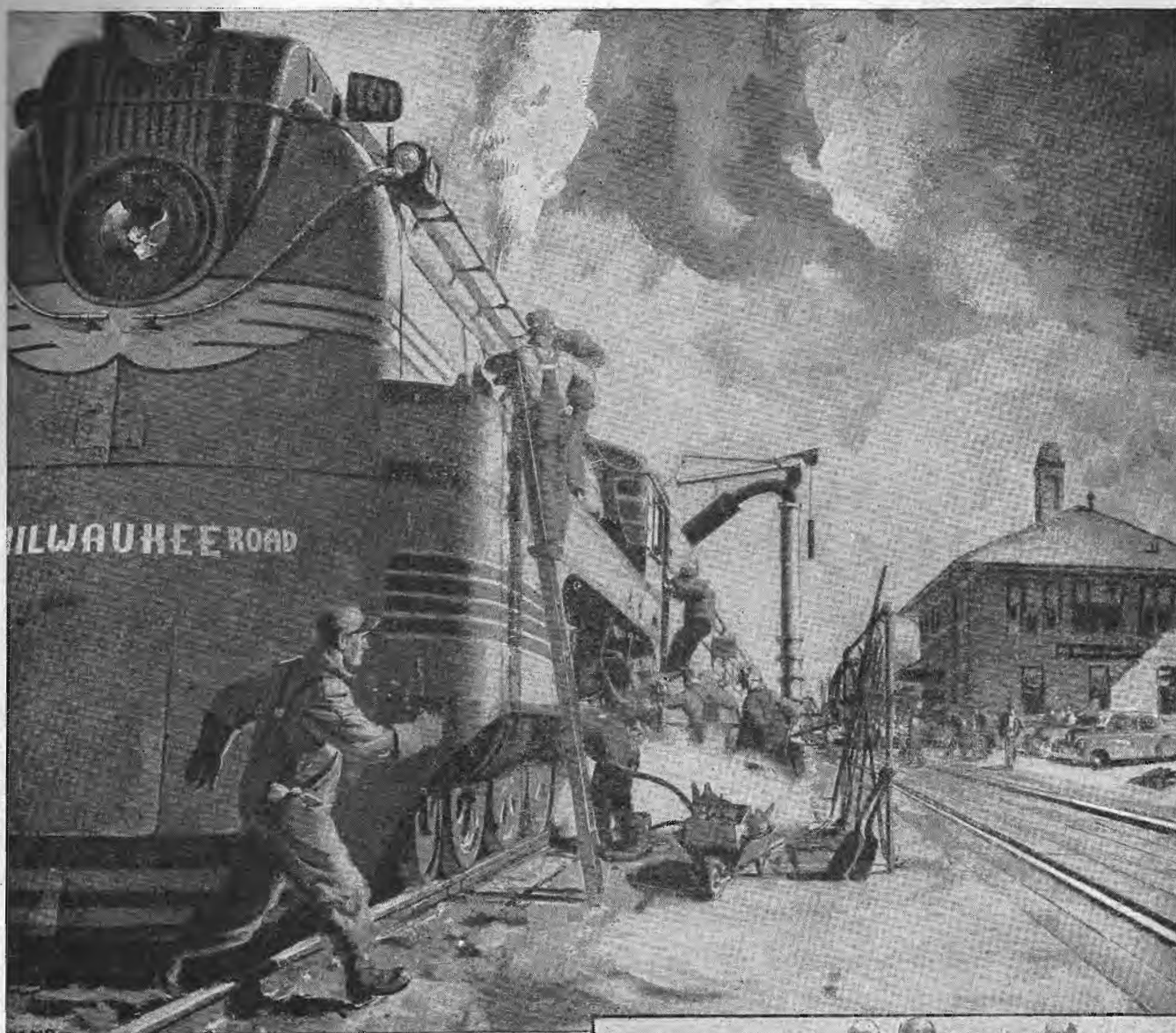




November
1946

The MILWAUKEE MAGAZINE

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



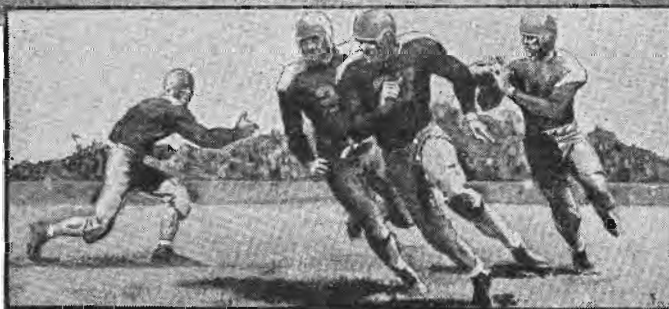
Timed to a "T"

AS EXACTING in split-second timing as football's "T" formation is the operation of the Twin Cities HIAWATHAS. The servicing of the trains at La Crosse, Wisconsin, is an example.

Each man of the service crew has his assignment. Water tanks are pressure-filled . . . bearings lubricated . . . wheels, brakes and running gear checked . . . the whole train inspected. In a few minutes the conductor raises his hand in a "high ball" and the big silver, orange and maroon train slips off on its swift, silent journey.

Over the years, Milwaukee Road service has steadily improved. More tons of freight move faster with fewer locomotives. Passenger schedules have been speeded up repeatedly. Yet freight rates and passenger fares on The Milwaukee are lower than they were a generation ago.

Our sights for serving our patrons in the years ahead are set even higher. F. N. Hicks, Passenger Traffic Manager, Union Station, Chicago 6, Ill.



Coming!
NEW SPEEDLINERS

*Olympian
Hiawathas*
Chicago • Seattle • Tacoma

THE MILWAUKEE ROAD
Speedway of the Speedliners

[[The above is one of a series of Milwaukee Road advertisements appearing in newspapers and national magazines.]]

Nation Reads Columnist's Praise of Milwaukee Road Employee

Early in October people in cities throughout the nation read an unusual eulogy in Thomas L. Stokes' syndicated newspaper column. It related to that part of the West traversed by the Milwaukee Road, but dealt more particularly with the service rendered by Elmer Moll, ticket seller in the Chicago city ticket office, that "courteous, considerate and patient person" who helped plan the trip, made the reservations and generally reflected credit upon his railroad and himself.

The itinerary took Mr. Stokes along our line to Wolsey, S. D., Butte, Spokane, Seattle, and thence to San Francisco, Albuquerque and points east. The column, which appeared a few days after Mr. Stokes left Chicago, and which apparently was written on the train, read as follows:

WHY is it that when you are poised in Chicago for a trip westward there is always the adventurous thrill of getting ready to enter a different land?

This is the gateway to a new and bright region somehow—and I won't let it be any different ever.

Perhaps it's something that runs deep in the blood of an Easterner—meaning by that one who was born and nurtured east of our great river. That includes my own South. It's something that goes back to pioneering and pioneer days, covered wagons, Indians and cowboys.

For it is pure adventure to me, and I confess it proudly.

On this trip I had planned to follow my nose, moving from here to there, and also to take a chance like any newspaper reporter. But I lost my nerve when I thought about railroad reservations. At least that was the excuse. But it was probably that other thing, down in my bones, that led me into the consolidated ticket office in Chicago, the desire to look over train schedules and imagine my way westward.

Recalling More Spacious Days

Once, some years ago, during the depression, I went into one of the Chicago railroad stations and found a fellow who didn't have anything else to do—nobody was riding trains in those days—and he patiently worked out my itinerary. You didn't have to worry ahead then about Pullman reservations.

I remembered that experience, but I hesitated a bit to try it again. Railroad people are so busy these days, and I'm a timid person about bothering busy people. So I went a little shyly up to the Milwaukee Road's counter. I found a man not busy at the moment, and sort of blundered into what I wanted.

But Elmer Moll was a most kind and considerate man. So together for quite a while we had our release into adventure. Poring over the schedules, we worked out an itinerary, and he arranged for my sleeping accommodations. It's so refreshing these days to

find a courteous, considerate and patient person. In so many places we seem to have lost those traits during the war. Everybody tired and snapping at nerves' end. I hope we get them back.

Vision of Sights to Be Seen

But Mr. Moll never lost them, and I predict he never will.

I think he enjoyed it as much as I did. And he's efficient—say, that man can take a railroad folder, and even one of those big books and thumb right to what he wants at once! You could tell he was a born railroader. So we arranged my way to the Pacific Coast and back, and I'm sure he saw what I did.

Those endless flat plains stretching away, with the beef cattle (now so timid about dying for the OPA) standing away to the horizon. And—for I'm going through South Dakota—the jackrabbits that pose pertly on their haunches and watch the train go by. And the Bad Lands with their gaunt

treeless humps marching along like starved elephants. And the first glimpse of the Rockies, shining far away like something from a childhood dream of fairyland. And the dark mounds of the Cascades in the Northwest, like big, furry bears ambling by, and the view of the Golden Gate from the hills about San Francisco.

Thank you, Mr. Moll!

It's nice to be a boy again, lying face down before the fire, reading about pioneers and Indians.

Let there always be a West, a promised land.

Traffic Office Opened in Indianapolis

Recognizing the increasing importance of the transportation requirements of Indiana, the Milwaukee Road installed a traffic department office in Indianapolis on Nov. 1.

W. G. Lacey, formerly traveling freight and passenger agent in Cincinnati, Ohio, and a veteran of 26 years with the railroad, has been appointed general agent at Indianapolis, and F. M. Priester serves as traveling passenger agent. Mr. Priester started with the Milwaukee Road in 1936 and has recently been stationed in Detroit, Mich., as city passenger agent.

The railroads need not only hundreds of thousands of new cars but the money to buy them. Here the ICC has a direct responsibility to end the government's policy of starving the railroads and give them a chance to make ends meet, not merely for their own sake, but for that of the country as a whole.



Ticket Seller Elmer Moll was as surprised as anyone else to find himself the subject of Mr. Stokes' column. "I just showed him ordinary courtesy," commented Mr. Moll, who is shown here at his post in the Chicago city ticket office.

The Decco Story

N.B.D. Takes "A Little Leisure For A Well-Loved Task"

IN 31 years of news reporting for the Milwaukee Magazine, Nora Breckenridge Decco has missed fire on only one really important event—her own retirement, which took place the first of March this year. She neglected to mention it, except for the following indirect reference in the April issue:

"Well," she wrote, "after thinking it over for some time and deciding to get away from it all, the first evening I dropped into the corner drug store the drug store man handed me a new copy of Railroad Magazine; I stopped at the post office and there was a new book, 'Railroad Avenue'; then into the show I went, so I wouldn't hear a train whistle, and what would you know—the show was all about a telegraph operator!"

Since that didn't necessarily indicate retirement to the railroad generally, the famous Three Forks telegrapher, correspondent, poet, short story writer, and one of the truly colorful personalities this railroad has produced, managed to make her exit with no more ceremony than that involved in putting on her hat and going home.

One day this past summer the writer augmented what he already knew of the Decco story as he sat with Mrs. Decco and her husband Leonard, a Rocky Mountain Division locomotive engineer,

on the spacious porch of their Three Forks home. While a storm closed in from the encircling mountains, spoiling the chances of a picture of her and her beloved garden, Mrs. Decco gave a brief recitation of her life and times. It made very good listening, as the humorous and dramatic touches which characterize her writing also spark her conversation. The interview ended, she appended a word of admonition:

"Don't lay it on too thick," she said, then added with a smile, "but . . . well, maybe just thick enough."

This, therefore, is the story of the Milwaukee Road's N. B. D., laid on neither too thick nor too thin.

Mountain Gal

Although descended from the famous southern family of Breckenridge, Nora Decco was born in Colorado, where for more than 25 years her father was relief auditor, agent and operator for the Union Pacific at various points on lines out of Denver. Mrs. Decco fell in love with the mountains of her native West at an early age and has spent very little time at an elevation below 4,000 feet since.

It was a common sight during her childhood, she said, to see human bones dug out of the railroad right of way on the Julesburg branch—grisly reminders of the days when western rail-



Mrs. Decco as she appears today.

road construction crews spent a good part of their time fighting Indians. The practice was to bury them where they fell, and that usually was alongside the steel rails which they were pushing westward.

In 1906, having become old enough to go to work, Mrs. Decco took a job as telegrapher on the El Paso Division of the Rock Island. Her father, meanwhile, had also transferred to that railroad and division, and two sons and two other daughters had followed suit. The Breckenridges were so numerous on that division all at once that the old Railroad Man's Magazine published an article about them. It seems they were the only family in the United States whose members, with the exception of the mother, were all working on the same division at the same time. Mrs. Decco ventured the opinion that her mother would have been working with them if she hadn't been kept so busy at home.

"I thought those telegraph operator's jobs were swell," she said, "even though I did work 12 to 14 hours. I started at 7 p.m. and was supposed to be done at 7 a.m., but that was if I could duck when no one was looking. And all for the grand sum of \$50 a month!"

Opens Station at Bruno

Mrs. Decco came to the Milwaukee Road in 1910 and opened the station at Bruno, Mont. Her next stop, of six years' duration, was at Summit, Mont. (now Loweth), and in November, 1917, she went to Three Forks. Those were pretty rough times. During her years of railroading she lived in tents, sheet iron storehouses (in August, at that), wood warehouses, tie shacks, and while at Summit her home was a box car—"all



Mrs. Decco is shown handing up a train order to a train passing her station at Summit, Mont. The picture was taken in 1914, before the introduction of hoops for the handling of train orders and also prior to the electrification of the Rocky Mountain Division.

of them with a telegraph instrument handy," she said.

It was in 1915, while at Summit, that she became Milwaukee Magazine correspondent for the east end of the Rocky Mountain Division, and in 1916 she undertook the task of handling the news from the entire division. The reporting job has been a one-woman proposition most of the time since, assistance having come forth only intermittently, but there have been very few issues in which her by-line has not appeared.

The first contribution Mrs. Decco made to the Magazine was a short story entitled "When Five Was Late," which appeared some time in 1914 or 1915. It won first prize of \$15 in a fiction contest the Magazine was running and proved to be the first of a number of railroad yarns written for the Milwaukee Magazine and other publications. Perhaps the best known of her stories is one called "The Widow at Pomeroy," which was published in 1915.

"The Best Stroke of Luck"

Although that story was not entirely autobiographical, the principal action was based on fact—a fact, incidentally, which received nation-wide attention and was the real basis of the degree of fame she enjoys in railroad circles.

That incident took place in 1907 while she was night operator at Arlington, Kan., on the Rock Island, and she often refers to it as the best stroke of luck she ever had, as well she might. Mrs. Decco recounts the incident in these words:

"Through a mix-up of train orders, a train which was to have met another at my station at two o'clock one January morning got beyond my reach. Standing in the snow by the track where the train had been a few minutes before, I was not conscious of the cold or anything else except that 10 men's lives were in danger and that, even though the mistake had not been mine, I would feel that their deaths were upon my head if those trains met. The westbound, Extra 1773, was a heavy freight; eastbound was light, just an engine and caboose, but with the fastest engineer on the division aboard. A sharp curve lay at the foot of a low hill some miles west of me. They would meet just about there.

"I dashed back to the telegraph office in the faint hope of reaching my father, the agent at Langdon, by telephone. Langdon was the next town west, but the station there was not open at night and my father would have to be awakened at home by the telephone operator. But I found that the telephone office at Langdon was closed for the night.

"Time was going fast now. The crash was due in a matter of minutes. In desperation I ran the three blocks to the telephone office and asked the Arlington operator to call two farmers I knew of who lived near the railroad track between my station and Langdon. After a few frantic moments of steady ringing, she gave up hope of rousing the first one. She tried the second, a man by the name of John Spence.

"He lived a quarter of a mile from the railroad. The operator rang for five, six, seven minutes, while the queer feeling in the pit of my stomach grew more acute. Finally, the farmer answered the telephone. I instructed him to dress quickly, take a lantern, run to the track and stop the first train he saw—also the one coming from the opposite direction if possible.

"The rest I learned later, after 1773 west had backed into my station. The farmer had reached the track just as the westbound headlight was shining around the curve. Wrapping his daughter's red shirtwaist around the lantern, he flagged the westbound. The other arrived 'right now,' he said, but he managed to stop it also. It was the most exciting and the luckiest 40 minutes of my life."

Entire Country Learned the Story

In no time at all the story of how the girl operator in Kansas had averted a bad train wreck was appearing in newspapers throughout the United States. Even today friends send her an occasional clipping either from an old newspaper or from a current newspaper or magazine which has reviewed the story for one reason or another. Altogether she has more than 1,000 clippings referring to the incident.

Excitement seemed to follow Mrs. Decco when she came to the Milwaukee Road. It was only a short while after she set up shop at Bruno, Mont., in March, 1910, that a freight coming down the hill from Loweth to Lennep tipped over just as it reached her telegraph office, missing it by a matter of inches. The superintendent, Fred Melin, decided that it would be a good idea to move the office back from the track a little, which was done, but, as she put it, "You could still stand on the door-

step and hand up a train order to a passing train."

While stationed at Summit, she "proved up" on a homestead, which meant that she was working as a farmer and telegraph operator at the same time and riding a pony named "Chunky" 16 miles a day round trip between farm and office.

Enlarging upon the account of her days as a farmer, Mrs. Decco said, "There is an old saying that when you file on, or take up, a homestead, you bet Uncle Sam five years against 160 acres that you can't make it, and he will win in the end. You have to build a house, live on the land and farm it to show your good faith. Mine had a good log house and I also had a good garden and a lot of timber. One year I raised 15 acres of wheat, and another year I planted the same number of acres in oats. The ground had to be broken for the first time and it was hard work. No one I know of would ever do it again, but at the time there was more



"ONLY TO FIND THE TAIL-LIGHTS OF THE WEST-BOUND FREIGHT DISAPPEARING ROUND A CURVE."

This drawing illustrated the account of the averted train wreck which appeared in the old Railroad Man's Magazine shortly after the incident occurred, in 1907. The article was entitled "Presence of Mind."

excitement than a tourist with a cake of soap in Geyser Basin.

"I have worked through two wars and an earthquake at Three Forks. And had the depot rebuilt almost right over my head," she continued. "I have worked with many of the oldest and best telegraph operators on Lines West,

as well as old and new train dispatchers. They have all been grand to me always. There were many times when we were all much too over-worked. Things went wrong and righted themselves again. All in all, it was not too bad, and as is to be expected, competent help will take over and the railroad will go on as usual.

"Those old days were the rough ones. No phones, no automatic blocks or signals, no electric lights, no anything! Just work and keep the trains moving, which we did. I've copied many train orders by oil lamps, old oil lanterns, and once in an emergency I used an engine oil torch."

By way of explaining her retirement Mrs. Decco quoted from Elsie Baldwin,

one of her favorite poets: "Had I my choice, these are the things I'd ask—a little leisure for a well-loved task. . . ."

That well-loved task may prove to be a book of memoirs, although she didn't suggest it; or it may consist of taking more time just to be herself, which in her case ought to be an interesting occupation. No plans for the future, however, could be quite complete without her flowers, as the following poem, which she wrote for the Milwaukee Magazine toward the end of the first World War, indicates:

God, give us peace.

Put forth Thy hand,

Command this tumult cease.

*More work for idle ones to do
Who earn no bread.*

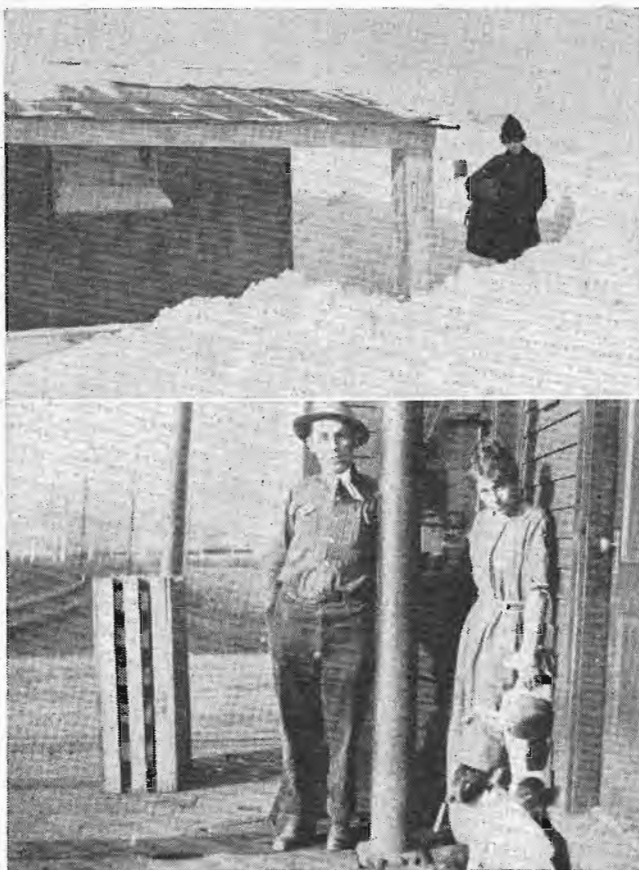
*A little rest for those who toil,
Mayhap and mourn their dead.*

*Lord, let our wheat fields grow
And, if there still be room*

*Within Thy scheme of things,
Pray let my garden bloom.*

"I have a great many plans for the years ahead," she said. "Probably too many, which no doubt is good for me. I might even learn to drive the car. No, and I can't swim and I don't play cards. I would just like to have a cabin up Gallatin Canyon, or any other canyon—a hundred I can think of."

The story of Nora B. Decco is unique



The top picture, taken at Summit, Mont., sometime before 1917, shows Mrs. Decco at her home after the section crew had cleared away enough of the snow for her to get out. In the lower picture she is shown at Summit in 1915 with a brother, H. C. Breckenridge, who is now a Detroit businessman.

and at the same time typical of many pioneering railroad men and a few women. She belongs to both the old school and the new, but best of all, she belongs to the Milwaukee Road.

New Milwaukee Road Film Released

"A Railroad At Work," the latest Milwaukee Road sound motion picture, was released in October and is now being shown to employes and other groups at various points on the railroad.

The film was produced under the direction of the Road's public relations department, principally for the purpose of explaining the Milwaukee Road to itself. It provides a broad and comprehensive picture in which the railroad and its people can be seen at work.

Although it was not intended to serve as entertainment in the strict sense of the word, the film is interesting and informative and is expected to find receptive audiences among civic groups, luncheon clubs and similar organizations along the railroad. It will likewise provide a suitable documentary subject for release to schools and other institutions desiring a realistic visual story about the main aspects of a railroad's operation.

George R. Morrison

George R. Morrison, 89, a retired veteran of 68 years of railroading, died at his home in Los Angeles on Oct. 10.

Having entered railroad service at the age of 13 on the Pere Marquette, Mr. Morrison had seven years of experience when, at the age of 20, he transferred to the Milwaukee Road as operator, traveling auditor and officer in charge of the store department at Tomah, Wis. He was brought to the Milwaukee Road by his older brother, W. R. Morrison, assistant to the president of the Road, who had also worked for the Pere Marquette before coming to the Milwaukee.

The five Morrison brothers were all railroad men and their careers followed a set and interesting pattern. All of them served as telegraph operator at Stevensville, Mich., on the Pere Marquette, and then transferred to the Milwaukee Road. When George became operator there, his mother and brothers moved to Stevensville from their home in Wisconsin Hill, Calif. One by one the boys learned telegraphy and brother succeeded brother as Stevensville operator. Eventually W. R. Morrison, George R. Morrison, Charles Morrison, A. E. Morrison and E. W. Morrison were all working on the Milwaukee Road, and at one time all five were serving simultaneously as division superintendents.

In 1920, after a number of years as superintendent of the Illinois and R&SW Divisions, George R. Morrison was placed at the head of the Road's new employment bureau and remained in that position for 18 years, retiring in 1938.

Mr. Morrison returned to California in 1941 to live with his daughter, Mrs. Ruth White, in Los Angeles. Another daughter, Mrs. Delbert Ausmus, also makes her home in Los Angeles. The latter's husband, until recently a colonel in the Army, was captured with General Wainwright on Corregidor, spent three and a half years with him in Japanese prison camps, and later presented to President Truman the American flag which had been buried on Corregidor.

Although Mr. Morrison was born in California and spent his last years there, he always regarded Tomah, Wis., as his home. The body was returned there for burial.

Congressional appropriations for the Civil Aeronautics Administration and the Civil Aeronautics Board, regulating and promoting transportation by air, amount to \$123,869,720 for the fiscal year 1947. Appropriations for the Interstate Commerce Commission and the Office of Defense Transportation, which deal with surface transportation, total \$10,146,000 for the same year.

No man is born polite. He acquires courtesy from home, school and job.

The Milwaukee Magazine

The Milwaukee Magazine

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Marc Green
Editor

A. G. Dupuis
Manager

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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Appointments

Operating Department

Effective Oct. 20, 1946:

J. O'Dore is appointed assistant superintendent on the Rocky Mountain Division, with headquarters at Lewistown, Mont. The position of trainmaster with headquarters at Lewistown is abolished.

Traffic Department

Effective Oct. 1, 1946:

J. A. Guzy is appointed assistant general agent, passenger department, Minneapolis, Minn.

H. I. Lindblom is appointed traveling passenger agent, Minneapolis, Minn., succeeding J. A. Guzy, promoted.

John M. Fortman is appointed city freight agent at Los Angeles, Calif., succeeding R. J. Daniels, promoted.

C. A. Blomquist, Jr., is appointed traveling freight and passenger agent with headquarters at Los Angeles, Calif.

Effective Oct. 16, 1946:

W. G. Orr is appointed traveling freight and passenger agent with headquarters at New Orleans, La.

Effective Nov. 1, 1946:

W. G. Lacey is appointed general agent, Indianapolis, Ind.

D. J. Staley is appointed traveling freight and passenger agent with headquarters at Cincinnati, Ohio, succeeding W. G. Lacey, promoted.

George C. Kronberg is appointed traveling freight and passenger agent with headquarters at Atlanta, Ga.

Business is a sensitive thing.
It goes where it is invited,
Stays where it is cared for
And grows as it is cultivated.
—Sign in a Dubuque cafe.

Personal property valued at \$125,000, ranging from glass eyes to alarm clocks and wallets, left behind by forgetful passengers, is recovered annually by the Pullman Company's lost and found department.

Navy Honors Milwaukee Road

In recognition of the tremendous transportation job which the Milwaukee Road performed during the war and the demobilization period in moving millions of naval personnel, it received on Oct. 18 the highest award that the Bureau of Naval Personnel of the Navy Department can give to an individual or organization not directly affiliated with the Navy.

The award, the Certificate of Achievement, was presented to President H. A. Scandrett at a luncheon at the Chicago Club in Chicago. The presentation was made by Admiral Louis Denfeld, chief of naval personnel, who will assume command of the Pacific Fleet next January. The presentation ceremony was broadcast by the Mutual Broadcasting System.

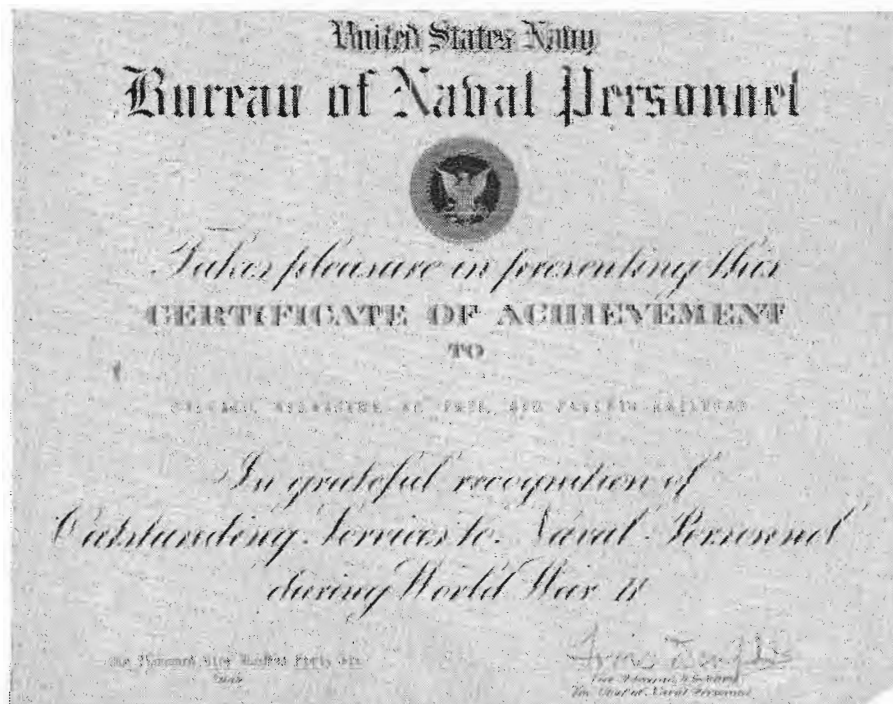
Other high-ranking Navy, govern-

ment and railroad officials who appeared on the program were Under Secretary of the Navy John L. Sullivan; Rear Admiral J. L. Holloway, Jr., assistant chief of naval personnel and recently appointed superintendent of the United States Naval Academy at Annapolis; Colonel J. Monroe Johnson, director of the Office of Defense Transportation, and John J. Pelley, president of the Association of American Railroads. Hugh W. Siddall, chairman of the Interterritorial Military Committee, acted as toastmaster.

The presentation to the Milwaukee Road was part of a program honoring 39 other railroads with Certificates of Achievement and four passenger association heads with Certificates of Appreciation for similar work.

Right: President H. A. Scandrett receives the Certificate of Achievement on behalf of the Milwaukee Road. The officer making the presentation is Admiral Louis Denfeld, chief of naval personnel. Standing in the background is John J. Pelley, president of the Association of American Railroads.

Below: A reproduction of the Certificate of Achievement.



Snoqualmie Pass

by Edwin Swergal

AS the Olympian approaches the summit of the Cascade Mountains in the state of Washington, it enters the region of historic Snoqualmie Pass. This pass was an aboriginal Indian trail during the far distant days before the coming of the white man, and is of much significance in the records of explorations made by the Engineer Corps of the United States Army throughout our western frontier during the decade immediately preceding the American Civil War.

The original line of the Milwaukee Road's extension to the coast was laid in the pass itself, but the tunnel which bears the same name was later drilled through the mountain parallel to the pass in order to lower the summit by approximately 436 feet and shorten the line by 4 miles. It was opened to traffic on Jan. 24, 1915. At an elevation of 2,564 feet it provides the lowest crossing of the Cascade Mountains available to any of the railroads in the Northwest. The tunnel is immediately west of Hyak station, now famous as the site of the Milwaukee Road Ski Bowl.

The word Snoqualmie is said to be the white man's simplification of the Indian "Sdoh-kwahlb-bhuh", which had reference to the legend that the

The accompanying article, the first of two installments, is published in the belief that it will be of interest to all Milwaukee Road employes, particularly those thousands of men and women who had a hand in the building and early operation of the western extension from Mobridge, S. D., to Puget Sound.

Like a number of other stories, "Snoqualmie Pass" represents an attempt on the part of the Milwaukee Magazine to familiarize its readers with the romantic history of which this railroad has become a part.

Indian people came from the moon, the first two syllables meaning moon.

The region of the Snoqualmie Pass and the Cascade route of the Milwaukee Road was an historic topographic stage during the explorations made by the Army in 1853-1854 to determine the location of possible routes for a trans-continental railroad from the valleys of the Mississippi and Missouri Rivers to Puget Sound. The details and summaries of the various recon-

naissances are set forth in the "Report of the Secretary of War," submitted to Congress Feb. 27, 1855, by the Secretary of War, Jefferson Davis; the same Jefferson Davis who, on Feb. 9, 1861, became the first and only President of the Confederate States of America. Secretary Davis' report to Congress was titled "The Several Railroad Explorations".

The work of reconnaissance by the Army was provided for by an act of Congress, approved Mar. 31, 1853, by President Franklin Pierce. As Secretary of War in the cabinet of President Pierce, Jefferson Davis officially administered the provisions of the law and selected the officer personnel to command the expeditions that explored the mountain passes in our western regions lying between the Mexican and Canadian boundaries.

Railroad Route a Matter of Sectional Controversy

During the year between the war with Mexico (1845-1846), and the Civil War (1861-1865), many informed men north and south of the Potomac and Ohio Rivers believed a civil war, based on the issues of slavery, was probable. Consequently, there was much contention as to where a railroad to the Pacific Coast should be located, northern men advocating a central or northern route, and southern men advocating a route through the present states of Texas, New Mexico, Arizona, and California. Political leaders of the respective sections were looking toward the time when it might be advantageous to gain operating control of a trans-continental railroad.

Jefferson Davis, although a Mississippian, was, during the Pierce administration, a cabinet officer of the federal government and, also, as the congressional law required reconnaissance of all reputedly possible routes for a railroad to the Pacific Coast, the Secretary of War was obliged to provide accordingly, and the official records do not reveal any evidence that he did otherwise, or attempted to.

Jefferson Davis was an engineer graduate of West Point, class of 1828. He served as a lieutenant at military posts in the West, and finally at Fort Crawford located near the town of Prairie Du Chien, Wis., through which the Milwaukee Road now operates. The

The Author

Edwin Swergal, author of "Snoqualmie Pass," is a man whose life has virtually been given over to his two major interests—railroading and American history, particularly the history of the West.

As a railroader, he has tried his hand at everything from extra gang labor to inspection work for the Association of American Railroads and valuation assignments for the Interstate Commerce Commission. He began his career as a yard clerk and stenographer for the Western New York & Pennsylvania Railroad (now part of the Pennsylvania Railroad system), and later held various positions in operating, traffic, construction, maintenance of way and executive departments of a number of railroads, including the White Pass & Yukon, in Alaska.

At the time the Snoqualmie Pass article was written, during the past summer, Mr. Swergal was employed in the office of Superintendent G. H. Hill in Spokane, Wash. He is on leave of absence at present, but expects to return in the near future.

As a student of American history, he is well-informed and painstaking. Since preparing the present article, for instance, he has gone to great lengths to find a likeness of Abiel Tinkham, the first explorer of Snoqualmie Pass. The search has meant spending long hours in Spokane libraries and writing dozens of letters to individuals believed to be descendants of Tinkham, as well as to other individuals and business firms which might conceivably be able to help. Thus far, however, the search has been in vain.

Mr. Swergal is the author of a number of articles which have appeared in transportation publications, including Railway Age.



This map, showing Milwaukee Road lines in the state of Washington, provides a conception of the relative location of the region featured in the accompanying article. Snoqualmie Pass, Snoqualmie Tunnel and a number of peaks are indicated in a size larger than scale for the sake of easy identification. The dotted line extending from Hyak to the western entrance to Snoqualmie Tunnel, represents the original line of the Milwaukee Road, which was laid through the pass proper.

pioneer fort was commanded by Col. Zachary Taylor, later a major general in the war with Mexico, as well as twelfth President of the United States. Lieutenant Davis, promoted to a captaincy, served in the command of General Taylor in Mexico. His service at western army posts in earlier years enabled him to acquire some knowledge from Army men, frontiersmen, and Indian folklore, relating to topographic and climatic conditions in the primitive regions of our present Pacific Coast states.

Washington Territory Created

During the winter of 1852-1853, when the Pacific railroad reconnaissances were being provided for, a portion of our North Pacific territorial region was partitioned into a political division known as Washington Territory. The new territory, however, was larger than the present state of Washington, although in the region of the Cascade Mountains the territory extended from the Columbia River on the south to the 49th parallel of latitude (Canadian boundary) on the north, as it does now. Easterly, the new Washington Territory extended through to the summit of the Rocky Mountains.

When Jefferson Davis became Secre-

tary of War, he instructed General Isaac I. Stevens to supervise the explorations in the northwestern regions from St. Paul to Puget Sound. General Stevens was an engineer graduate of West Point, Class of 1839, and had



Isaac I. Stevens, first governor of Washington Territory, and officer in charge of Army explorations between St. Paul, Minn., and Puget Sound in 1853-1854.

served in the war with Mexico. He had resigned his army commission in 1853 to accept an appointment from President Pierce as the first governor of Washington Territory. Secretary of War Davis, however, invested him with temporary military authority as commander of the northwestern exploring expeditions.

General Stevens left St. Paul May 22, 1853, with a command of 250 men including army and civilian engineers chosen for their various abilities. On June 10, 1853, at Camp Davis (Sauk Rapids, Minn.), General Stevens inducted all civilians into the military service in order to effect an oriented command, and among the civilian engineers was Abiel W. Tinkham, to whom was assigned the rating of lieutenant of engineers. We will read more of much interest about this "able engineer and resolute man," as he was referred to by General Stevens in one of his progress reports to the Secretary of War.

Included in the expedition, although not in the party with General Stevens, was Capt. George Brinton McClellan, an engineer graduate of West Point, class of 1846, who served in the war with Mexico under the command of General Winfield Scott. He was the

same McClellan who, in 1861, became commander of the Union Army of the Potomac as the military opponent of General Robert E. Lee.

Secretary of War Davis assigned Captain McClellan to the command of General Stevens who, on May 9, 1853, instructed him to go directly to San Francisco, organize a reconnaissance command, and proceed from there to Vancouver Barracks on the Columbia River. From this base he was to reconnoiter all possible railroad passes in the Cascade Mountains north to the 49th parallel. In the meantime, General Stevens and the main command were exploring for possible railroad routes across the Rocky and Bitter Root Mountains.

Upon arriving at Vancouver Barracks, Captain McClellan was assisted by the barracks quartermaster in the outfitting of his command. On Aug. 5, 1853, during the outfitting, this quartermaster was promoted from the grade of lieutenant to a captaincy. While Captain McClellan was there he became displeased because of some alleged dereliction on the part of the quartermaster, and the resulting dislike lasted through the years when the men were two of the foremost actors in one of the most fateful wars in history, the American Civil War.

And the name of the quartermaster at Vancouver Barracks, who caused Captain McClellan's displeasure? It was Ulysses Simpson Grant.

First Exploration Begins

Completing his outfitting at Vancouver Barracks, Captain McClellan proceeded up the valley of the Cowlitz River, which flows from the north into the Columbia, and on Aug. 20, 1853, crossed a southern pass in the Cascades, now referred to as the Nahchese, which divides the watersheds of the Cowlitz and Nahchese Rivers. During earlier years, this pass was sometimes referred to as McClellan Pass. Captain McClellan reported some topographic and climatic data regarding this pass, but he did not recommend it as a feasible route for a railroad.

From Nahchese he returned some of the men and horses to Vancouver and with the remainder of his command descended to the Yakima River by way of the Nahchese. Early in September (1853), Captain McClellan proceeded up the Yakima River valley, accompanied by Wallah and Yakima Indian guides. He did not encounter any serious difficulties, and his War Department reports reflect various topographic and climatic data pertaining to the regions of the Cle Elum (Swift Waters) River,



George B. McClellan, officer in charge of the group of engineers first assigned to explore Snoqualmie Pass.

and the closely related lakes, Kachess and Keechelus, these waters being the main sources of the Yakima, all primarily fed by the many streams and springs of the Cascades.

Through this region, still identified by these Indian names, the Milwaukee Road operates, although there were variations in the native spelling and legendary meaning of the names.

Captain McClellan's equipment did not include a transit, but with barometer, thermometer and compass, supplemented by personal observations, he recorded technical data relating to the region immediately east of Snoqualmie Pass. He did not go through the pass and descend the Snoqualmie River westerly as General Stevens expected he would do. On Sept. 21, in early autumn, and during the usually good weather prevailing east of the Cascades at that time of year, he retraced his way east down the valley of the Yakima.

McClellan Turns Back

Although he plotted two possible locations for a railroad tunnel south of and near Snoqualmie Pass, he emphasized doubts that this mountain route was practicable for a railroad, "snowfalls of 25 to 30 feet" in the pass during midwinter being anticipated as effective barriers. This unfavorable view was impressed upon him by the Indians and he supposedly verified its probability by observations of meteorological scoring on the rocks and flora of the region.

This was his summation of this nationally important question, despite his failure to continue through the Snoqualmie Pass and make a descent to

Puget Sound by way of the Snoqualmie and Snohomish Rivers as he undoubtedly could have done without encountering major obstacles during the month of September. It was an opportunity for Captain McClellan to identify his name with the Snoqualmie Pass, an opportunity to show boldly and hopefully the way to a posterity that would develop and modernize the primitive region.

From the lower Yakima, Captain McClellan crossed the divide between the Yakima and Wenatchee Rivers, continuing to Fort Okanogan on the Columbia. Here were fur trading posts operated by the Hudson Bay Fur Company and the American Fur Company, the latter having been established by John Jacob Astor at the beginning of the 19th century. When crossing the divide from the Yakima to the Wenatchee, Captain McClellan wrote in his notes, "from the range separating the Yakima and the Wenatchee Valleys the mountains toward the north and west were piled one on another, rugged and impassable."

The Lesson McClellan Forgot

He referred to the Cascades. Perhaps he did not recall that as a cadet at West Point he had studied the campaigns of Napoleon Bonaparte and Bonaparte's classic military dictum stated prior to his invasion of Italy. When admonished by some of his subordinate commanders that a crossing of the Alps with artillery, material, and men might be a disastrous undertaking, Bonaparte replied: "There are no Alps."

General Stevens, upon receiving reports from Captain McClellan regarding the alleged impracticability of Snoqualmie Pass as a railroad route, instructed him to go to Olympia by way of the Columbia River, renew his outfit, and reconnoiter the Snoqualmie River to and through the pass from the Puget Sound side of the mountains. It is in order to note here that Captain McClellan's final conclusions appeared to pivot on the theory that the Columbia River valley was the only generally practicable route for a railroad from the Spokane River region to Puget Sound, a distance 150 miles greater than the route now followed by the Milwaukee Road through the Snoqualmie Tunnel.

Captain McClellan left Puget Sound in December of 1853 with Snoqualmie Indian guides, ascending the Snohomish River to its confluence with the Skykomish and Snoqualmie, thence following the Snoqualmie seven miles above the picturesque Snoqualmie Falls. Continuing to give much credence to advice from the Snoqualmie Indians that the snowfalls in the region of the pass were usually 25 to 30 feet (as he had been

(Continued on page 17)

Ottumwa Celebrates Iowa Centennial

The celebration of Iowa's 100th anniversary of statehood, which has been observed in Iowa communities throughout the year, was announced at Ottumwa on Sunday morning, Sept. 15, by the pealing of bells, as centennial services were held in the city's churches. All Wapello County had a share in the festivities and in the entertainment of the visitors who took part in them. The centennial committee, headed by General Chairman Frank W. Markley, spared no expense to secure the finest entertainment. The Milwaukee Hiawatha Band, Milwaukee, Wis., had the signal honor to open the festival, sharing the spotlight that afternoon with the U. S. Navy Band, at the concert preceding the big navy air show.

Among the major attractions of the five-day celebration were exhibits by the Army, Navy and Marines, merchandising interests, the railroads and other industries, and local historical collections. Free shows were staged daily on platforms erected in Market Street. A historic pageant, "The Wings of Wapel-

lo", was presented in Schaefer Stadium on three successive evenings before thousands of spectators. Southeastern Iowa massed bands and choral groups presented a music festival in the stadium, which also witnessed the selection of the winners of the "Whisker Derby", a contest for bearded impersonators of Iowa centennial pioneers.

Boat races were held on the Des Moines River and a war dogs show and the Army Band entertained on the river front. Bleachers erected on Market Street could not accommodate the overflow crowds which viewed the centennial parade, held on the evening of Sept. 18. Special spotlighting illuminated the spectacle, which included 37 floats, 16 bands, various marching groups, the Boy Scouts and about 80 mounted trailriders, who directed the line of March.

The exhibition closed on Sept. 19 with a dance at the Coliseum and a mammoth fireworks display on the riverfront.

Members of the Hiawatha band were



Top picture shows Michael Maloney, Ottumwa's king for the big parade on Sept. 18, posed with his queen, Roxanna Armstrong. Michael is the son of Conductor Pat Maloney. In the lower picture Engineer Charles Lancey is shown removing the beard of Engineer John W. Scott about 30 seconds after the close of the contest. Lancey's vegetation had already come off.

feted during their short visit and were dined by the local Service Club and the Ottumwa Chapter of the Women's Club. As guests of the Chamber of Commerce and the centennial committee, they later partook of a turkey dinner and a bountiful supper. Clarence A. Phillips, secretary of the Chamber of Commerce, and General Chairman Markley of the centennial committee did their utmost to show Ottumwa's appreciation for the Milwaukee folks' participation in what was the largest and most pretentious demonstration ever undertaken by the city.

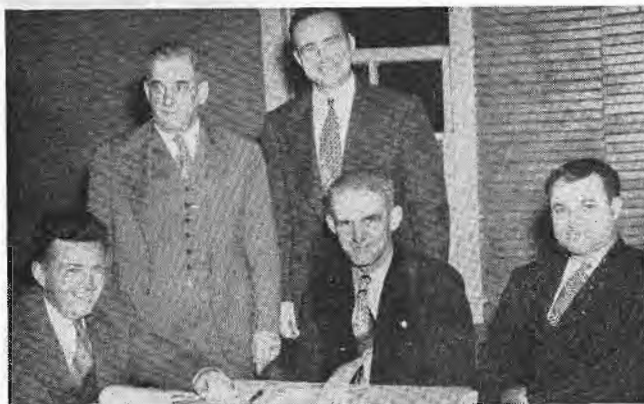
L. H. Robbins Addresses Ripon Area Assembly

L. H. Robbins, assistant commissioner of agricultural and mineral development, was the guest speaker of the Ripon Area Service Club at Rush Lake, Wis., on Sept. 17. The meeting was held at Schrader's Hall (through the courtesy of John Schrader) and was also attended by farmers of the community and teachers at Ripon College.

Mr. Robbins is well known in that territory and had an attentive audi-



A few of the many Milwaukee Road men who grew beards for the Ottumwa celebration. Front row, left to right: Engineer John W. Scott, who won first prize in Class B for the most handsome beard; Engineer Walter Yoder; Engineer Charles Lancey; Conductor H. M. Van Dyke (above); and Yard Conductor Cleve Carnahan, whose beard won second prize in the "most handsome" class. Standing: Engineer Pat Johns, grower of Ottumwa's second most comical beard; Brakeman Everett Owens (what's this, a fresh shave?); Engineer Harold Peppers, winner of \$115 for handsomest, kinkest, and second longest beard in town; and Operator John W. Nolan.



Shown at the Ripon Area Service Club meeting are (standing, left to right) L. H. Robbins, assistant commissioner, agricultural and mineral development department, and E. J. Hoerl, regional public relations representative. Seated: E. O. Hoyt, club secretary; H. F. Jeske, chairman; and M. C. Hefty, traveling freight auditor.

ence. He outlined the efforts of the Road's agricultural and mineral development department toward the financing and execution of projects designed to benefit the people in Milwaukee Road territory by making more efficient use of land, forest, water and mineral resources. In many instances increases in traffic are directly traceable to those efforts. Mr. Robbins informed his listeners that last year saw an increase in the number of feeder livestock moved to and fattened in Milwaukee Road territory. Production of soy beans, wheat, oats, flax, potatoes and dairy products were at record levels and there was also an increased use of lime and commercial fertilizer.

Mr. Robbins stated further: "The railroad prospers only in proportion to the prosperity of the people it serves. It is our aim to foster agricultural production through intensive work in the field, through the counsel and cooperation of federal, state, local and farm leaders, and by arranging meetings between farmers and capable advisers. The mineral development department works with mine owners and operators to bring about improvement in mineral development and processing that will benefit everyone concerned."

Mr. Robbins also paid tribute to those who had more than fulfilled their wartime obligations—the farmers and railroad workers. "The American farmer certainly deserves his share of glory," he said. "The farmer and the railroad man helped immeasurably to bring about the day of victory."

Inland Empire Club Formulates Winter Program

Mrs. G. H. Hill was appointed temporary secretary of the Inland Empire Service Club of Spokane at the September meeting, taking the place of Bill Keenan, who has left his position as chief carpenter's clerk to study civil engineering at Gonzaga University under the G.I. Bill of Rights. The session included a general discussion of the winter activities of the club. Outlining of the program was delegated to the executive committee, which met in a special session on Oct. 11 to formulate plans.

"Why, Judge," the autoist charged with speeding said, "I wasn't going 60 miles an hour. In fact, I wasn't even going 30. I had slowed down to. . ."

His Honor raised a silencing hand. Then he remarked dryly, "We'd better close out this case before you back up and hit somebody. Ten dollars."



L. H. Robbins addresses the crowd who attended the Ripon Area Club meeting in Rush Lake, Wis.

Southeastern Club Celebrates

The Southeastern Club, which spearheaded the Service Club movement in the area of West Clinton and Terre Haute, held its first appreciation party on Oct. 9. The recognition was well deserved. The members completed a successful year and their officers were commended on their ability for organization in a community which was unfamiliar with Service Club work. Leaders in the group, Chairman Walter C. Glass and Secretary-Treasurer Joe J. McMahon, deprecated the honors conferred on them and attributed their success to cooperation from the ladies.

The truth of this contention was borne out by the food committee on the night of the party. The chicken which was cooked and served by the women could have rivaled the rarest "T" bone steak and was accompanied by plenty of "trimmings." Serving on the committee were Mmes. W. C. Glass, A. E. Wright, H. T. McGown, A. G. Duen-sing, W. H. Cravens, H. E. McNary, R. S. Bentley, A. B. Cornell and John Church.

G. A. Foulkes of Indiana State College, well known for his witticisms, opened the way for the after dinner speakers. His ability as a story teller was frequently challenged throughout the program by the narratives of the speakers who followed him, who were introduced by Chairman Glass. Among the narrators were General Passenger Agent R. F. Johnston, Chicago; Assistant General Freight Agent J. J. Landrigan, Chicago; Superintendent A. T. Berg, Division Freight and Passenger Agent R. H. Harding, General Car Foreman C. R. Patton, Traveling Engineer F. W. Howe, Chief Dispatcher E. W. Bevington, Supervisor R. S. Bentley, signal and telegraph; Chief Carpenter F. O. McGrew, Division Water Inspector P. P. West, Trainmaster F. G. McGinn and Trainmaster O. L. Clawson. The general tone of levity was interspersed with discussions on traffic tips, subsidized competition and current traffic problems.

After the dinner the upper floor of Edgewood Grove Cabin was turned over to entertainment. Featured on the program were the choral club of Gerst-meyer High School under the direction of M. C. Scott and solo selections by Paul Ausherman, Jr., who was accompanied by his father at the piano. Bill Cravens led community singing with Jack Isbell at the piano. The evening of fun was concluded with a square dance under the supervision of Chairman Glass.

There is no more terrible sight than ignorance in action.

—Goethe.

Mt. Tacoma Club Holds Annual Picnic

More than 600 members of the Mt. Tacoma Service Club attended the annual picnic at Wapato Park in Tacoma on Aug. 18. Tickets were sold well in advance and entitled the picnickers to dinner, refreshments and chances on a \$25 War Bond (donated by General Foreman Al Pentecost) and \$25 in cash. Mrs. Oda Thorpe won the bond and Henry Clemens and George Eckroth shared the cash prize.

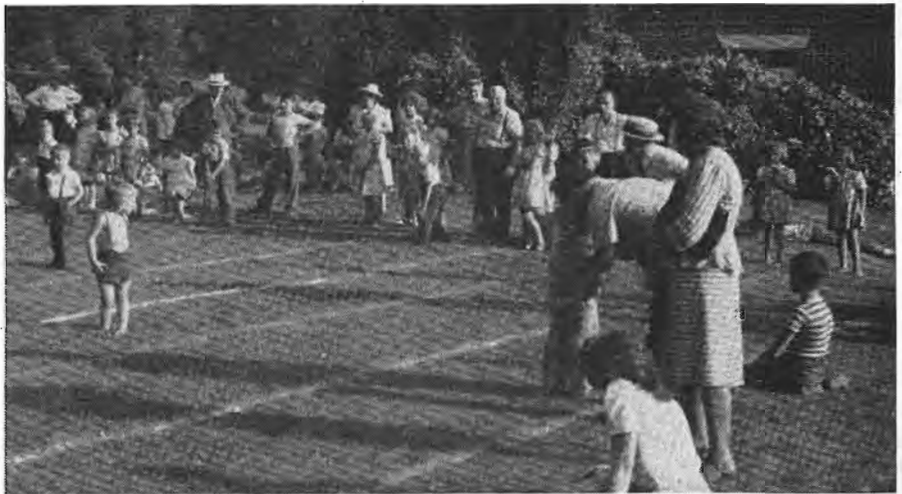
The feature of the afternoon was a softball game between the Milwaukee team and a team representing the Northern Pacific. Our team won, 14 to 7. Stanley Kolano, pitcher, and Kenney Burr, catcher, was the battery for the Milwaukee Road; for the Northern Pacific, Bill Cummings and C. Campbell.

After the game, races were held for the children, with prizes for the winners.

George Michell headed the picnic committee, assisted by T. E. Norwood, Frank Bryant, Cecil Snyder, F. Ryan and M. Bartel.

Central Montana Club Fetes C. A. Nummerdor

Members of the Central Montana Service Club at Lewistown, Mont., who attended the appreciation party on Sept. 28 did so with varied feelings. Although everyone was in a party mood, they were also prepared to say goodbye to a good friend and neighbor, Assistant Superintendent C. A. Nummerdor, who was leaving for the west coast and his new position as superintendent of transportation. It remained for Roadmaster Ole Haanes to eulogize his bad deeds and habits. Said Mr. Haanes, "The trouble is, I know him too well and he knows me too well."



George Michell, race starter at the Mt. Tacoma Club picnic, ran into plenty of trouble when he undertook to convince the younger sprinters that there were rules to be observed.

Dinner was served by ladies of the Presbyterian Church, Chairman E. H. Mundt presiding. Chairman Mundt, after some explanatory remarks concerning the party, introduced Toastmaster Mort Boyd, agent at Lewistown. Miss Joyce Deyoe, vocalist, entertained before and after the dinner, accompanied on the piano by Miss Janice Kennett, daughter of Switch Foreman N. L. Kennett. The presentation of a diamond ring to Mr. Nummerdor climaxed the party. However, Roadmaster Haanes, who did the honors, had concealed it thoroughly in a succession of large nested boxes and some time elapsed after the presentation before Mr. Nummerdor was able to locate his gift and thank the donors.

Mt. Baker Club Selects New Quarters

The September meeting of the Mt. Baker Service Club, Bellingham, Wash., was held in its new quarters in the I. O. O. F. hall. When the club was re-

activated after the war it convened on the second Thursday of the month at the YMCA, but the facilities were found to be inadequate. The new location is well adapted to the conduct of meetings and for all social functions. However, it was necessary to change the meeting night, which is now on the first Friday of the month.

At this meeting Ticket Agent William Squires, who had announced his retirement, was presented with a gift, a fog light for his automobile. Mr. Squires acknowledged his appreciation and revealed that he and Mrs. Squires are contemplating a tour of the United States.

The October meeting was followed by a potluck dinner, at which the members entertained employees of the Great Northern and the Northern Pacific Railroads and their wives. Baked salmon was the main course. Following the dinner H. O. Loft, Whatcom County clerk, spoke on child delinquency, and Louis Jones, local undertaker, related several incidents which occurred during his early railroad experience as a call boy.



Central Montana Service Club members who attended the farewell dinner given in honor of C. A. Nummerdor at Lewistown, Mont.

Sloganeers Express Appreciation



K. L. Everett (left), agent at Delmont, S. D., winner of first place in the Milwaukee Road slogan contest, and Carl J. Bachman, Chicago engineering department employee, second place winner.

A number of the slogan contest winners whose names and slogans appeared in the October issue of the Milwaukee Magazine have written to F. N. Hicks, passenger traffic manager, who sent out the checks, and to the editor of the Magazine, expressing their surprise and appreciation at finding that their brief ventures into the field of sloganeering had produced cash results.

K. L. Everett, agent at Delmont, S. D., and winner of first prize with the slogan, "The friendly railroad of the friendly West," wrote, in part:

"This slogan expresses exactly how I feel about this railroad and the territory in which it operates. My only desire now is that every employee keep this slogan in mind and do his best to carry it out. Incidentally, I added \$175 to the \$200 check and bought a \$500 Victory Bond."

Carl J. Bachman, Chicago engineering department employee, and author of the slogan, "Speedway of the Speedliners," which will be seen in the Milwaukee Road advertisement appearing on page 2 of this issue, said:

"I was very pleased to hear that I had won second prize. The money will help me buy a home. I will have been with the Milwaukee Road two years on Oct. 9 and have enjoyed my work and my association with fellow employees very much. Being a railroad hobbyist as well as a civil engineer, I find that my interests blend very well. Best wishes to you and the Milwaukee Road."

Kenneth DeWitt Alleman, claim in-

spector at Tacoma, and winner of third place with the slogan, "Travel with pleasure—Ship with confidence," wrote:

"One of my greatest pleasures is traveling on the Olympian and the Hiawathas. I was one of the six winners

in the naming contest for the Hiawatha a few years ago. My vacation begins in November and my prize money will help pay my sleeping car fare and give me a chance to boost the Milwaukee Road whenever I can. For your information, I believe that our Milwaukee Magazine and our great trains are among our best advertisements."

Mr. Alleman is the son of Fred J. Alleman, agent at Tacoma prior to his retirement in 1941.

H. N. Watkins, store department employee at Mitchell, S. D., and winner of \$10 with the slogan, "Transportation styled for your traveling pleasure," said: "It has been a pleasure to participate in this contest, the benefits of which I am sure have been far-reaching."

Don F. Klepper, dispatcher at Mo-bridge, S. D., whose slogan, "Traditionally the route of friendly service," won a \$5 prize, had the following to say: "The Milwaukee is a great railroad and a fine company to work for. I hope that my entry, as well as the others submitted, will contribute to its continued success."

Pat: "Have you christened the new baby yet?"

Mike: "We have."

Pat: "An' what did ye call it?"

Mike: "Hazel."

Pat: "Shure an' with 223 saints to name it after you have to go and name it after a nut!"

Harnischfeger Corporation Entertains Transportation Employees

During the war years the Harnischfeger Corporation of Milwaukee, world-famed machinery manufacturer, originated the custom of entertaining their employees and those of the local transportation lines at an annual dinner

party in appreciation of their cooperation. The latest of these parties, the fourth annual, was held in Milwaukee on Sept. 12 and an enthusiastic group of Milwaukee Road employees shared again in their hospitality.



A number of Milwaukee Road officers can be seen in this happy group at the Harnischfeger party. Other officers and employees were seated elsewhere in the dining room.

Arranged by popular George Schmus, general traffic manager for the Harnischfeger Corporation, the party promised to be a success from the moment when the guests arrived and were greeted by the charming Harnischfeger hostesses. Before dinner they were conducted through the huge Harnischfeger plant, which, despite its size, is a shining example of scrupulous order and cleanliness, and were shown the varied uses and scope of P-H machinery. Refreshments were served after the tour and the guests were then conducted to the dinner tables, ornate with decorations. The delicious dinner was followed by musical entertainment and community singing, the guests then settling in their chairs for the speaking program.

Walter Harnischfeger, president of the corporation, had completed plans for a trip to Europe for the purpose of studying business conditions but postponed his trip to attend the party and deliver the principal speech. His introductory remarks were amusing and his speech very informative. Paying tribute to the transportation lines, he stated that with their help the wartime production of his plant was more than doubled in capacity. The Harnischfeger Corporation manufactures electric cranes, hoists, overhead conveyor systems, drilling and boring machinery,



welding machinery, traveling cranes and other heavy machinery which was in vital demand during the war.

Tom Korb, corporation counsel, was an excellent toastmaster and his ad libbing was enjoyed by everyone, even by the subjects of his humorous gibes. A few forceful remarks from Herman Menck, vice-president and general works manager, on the abuses of good service, were timely and well received and Fred Salditt, vice-president and general sales manager, gave an excellent talk on the psychology of salesmanship.

The Harnischfeger Corporation intends to continue these affairs, promising bigger and better ones for the future, although there seems to be little room for improvement.

Electric clocks have been manufactured since 1840.

Cedar Rapids Reports Record Pear Shipment

F. W. Houston, general agent at Cedar Rapids, Ia., reports that eight carloads of Kiefer pears were shipped via the Milwaukee Road from Cedar Rapids to Minneapolis, and points north during the early part of October. Charles Zisko, representing the Lagomarcino-Grupe Company in the arrangement for the purchase and resale of the fruit, said that it was the largest shipment of Kiefer pears made from the Cedar Rapids vicinity during his 35 years of experience in the wholesale fruit business.

The reason given for the unusually large movement was that the 1946 yield of Kieifers was a bumper crop and greatly in excess of local demand. The surplus, advertised for sale in Cedar Rapids newspapers, was quickly ordered by northern distributors. The largest shipment from the territory, prior to this season, is believed to have been one truckload.

A preacher, at the close of his sermon, discovered one of his deacons asleep. He said, "We will now have a few minutes of prayer. Deacon Brown will lead."

"Lead!" said Deacon Brown, suddenly awakening. "I just dealt."

WE OFFER AN ADDITION TO OUR LINE OF IMPRINTED MECHANICAL PENCILS, KEY RINGS AND BILLFOLDS

THE
NO. M10.

ATTRACTIVELY STYLED LIGHTER AND PENCIL COMBINATION

IVORY PLASTIC BARREL—RED CAP AND TIP. MILWAUKEE ROAD EMBLEM
IMPRINTED ON BARREL IN RED AND BLACK. PRICE \$1.00 EACH.

COMBINATION LIGHTER AND PENCIL



OUR LINE NOW AVAILABLE

NO. M140. LADIES' PENCIL	.35 EACH	NO. M250. "SNAP-IT" KEYHOLDER, PRICE	.15 EACH
NO. M136. IVORY PLASTIC BARREL PENCIL.....	.40 EACH	NO. M100. LEATHER BILL AND PASS CASE.....	1.00 EACH
NO. M236. WHITE PEARL BARREL PENCIL.....	.50 EACH	PLUS 20% FEDERAL TAX, TOTAL.....	1.20 EACH

NO. M10. COMBINATION LIGHTER AND PENCIL — PRICE \$1.00 EACH

ALL PENCILS UNCONDITIONALLY GUARANTEED FOR ONE YEAR. WHENEVER NECESSARY RETURN WITH TEN CENTS IN STAMPS TO COVER POSTAGE AND HANDLING.

TO INSURE PROMPT DELIVERY SEND ALL ORDERS WITH CHECK OR MONEY ORDERS

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Captain Van S. Brokaw Killed in Plane Crash

A belated report has been received of the death of Capt. Van S. Brokaw, on military leave from the Western Avenue engineering department, Chicago, who was killed in the crash of an army bomber on Aug. 29. Van, as he was known to his friends, had been in military service more than five years and overseas since May, 1943. He was returning to the States when the accident occurred.

Van was born at Rockton, Wis., on Sept. 27, 1887, and was an old and valued employe, having entered the service of the Road as a tapeman at Miles City, Mont., in June, 1906. He worked on Lines West until 1911, when he became resident engineer for the Canadian Northern at Edmonton, Alberta, Can., but two years later he was back with the Milwaukee, at Lewistown, Mont. At the beginning of World War I he joined the 107th Combat Engineers, 32nd Division, serving

until June, 1919. After his release from service he returned to the Road, in the valuation department. In 1923 he was transferred to the engineering department at Milwaukee, Wis., and was subsequently employed on track elevation in Chicago and Evanston. He was transferred to the division engineer's office at Western Avenue in 1933 and remained there until he again entered military service, in March, 1941.

Van returned to the army with the commission of captain in the 108th Engineers and served with various groups before his departure with the 904th Engineers for overseas duty. At the close of hostilities he was assigned to air port construction. His unit built ports in Italy and Sicily, and in North Africa between Casablanca and eastern Liberia. The details of his last trip indicate he had completed a final inspection tour and was en route to the States from Paris by way of Casablanca

when his plane signified an intention to land at Marseilles, France, for refueling. The crash occurred between Marseilles and Lyons. The plane was located later but none of the passengers had survived.

Captain Brokaw's remains will be returned for burial in Arlington National Cemetery, Washington, D. C. He is survived by his wife, who has been living in Tampa, Fla., since 1942, when Captain Brokaw was stationed there at MacDill Field.

Seattle Club Luncheons Reach New Attendance Record

The unusual increase in attendance at meetings of the Seattle Service Club is credited to the untiring efforts of Chairman John Andrews, who has supplied the members with the kind of entertainment they want. Since his appointment as chairman, attendance at the noon luncheon meetings has already exceeded a total of 5000.

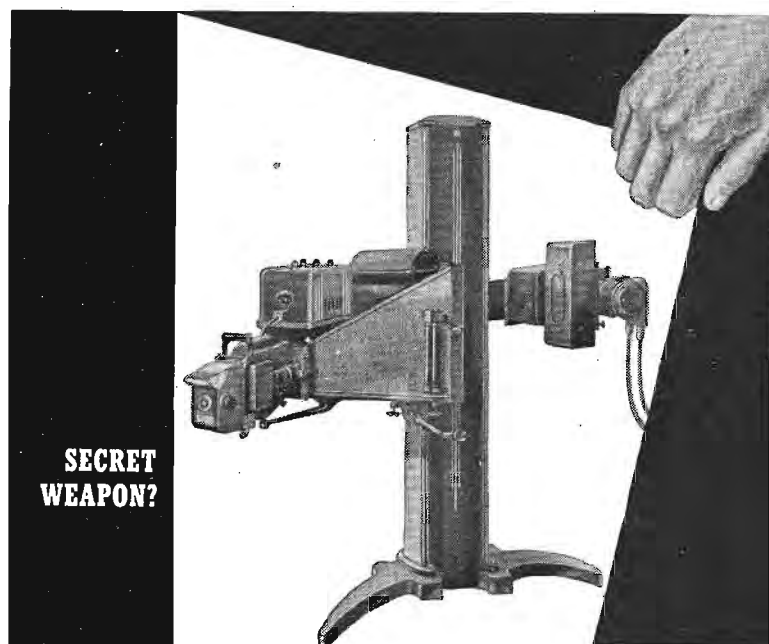
The meeting of Oct. 8, held in the banquet room of the YWCA, was, as usual, well attended. Extra chairs were set up to allow everyone to hear the address of Willard Cole, representative of the Railroad Retirement Board, who explained the new amendments to the Retirement Act.

C. A. Nummerdor, the new superintendent of transportation, attended the luncheon and was introduced to the assembly. Mr. Nummerdor was an active member of the Central Montana Service Club and his transfer to the Seattle Club is considered an asset to the organization.

Larry Vollbrecht Speaks at North Woods Meeting

The North Woods Hiawatha Service Club, Wausau, Wis., under the able leadership of John L. Brown, has provided its members with some varied entertainment at the last meetings. The financial report on the ice cream social held on Aug. 15 brought smiles of satisfaction from Secretary-Treasurer Earl Hazelwood. It was a financial success and will probably become an annual affair. Assistant Superintendent S. F. Philpot spoke to the gathering on the decline of revenues and asked for employee support of the traffic tip plan.

John H. Vanderhie, enthusiastic Service Club supporter, was a guest at the Sept. 19 meeting. "Van's" remarks rang with sincerity. The guest speaker for the evening was Larry Vollbrecht of the Railroad Retirement Board, who covered various phases of the new Retirement Act and conducted a forum for questions and answers.



**SECRET
WEAPON?**

Here's one "secret weapon" that needs to be unveiled in every corner of the land . . .

THE ENEMY: Tuberculosis, the dread White Plague which kills more Americans between 15 and 35 than any other disease.

THE WEAPON: The X-ray, surest means of catching TB early, when it can be cured more easily and before it spreads.

Christmas Seal money fights TB in many ways; one of the most important is to buy X-ray units and promote mass examinations. Please, send in your contribution today.



**BUY
CHRISTMAS SEALS**

Because of the importance of the above message, this space has been contributed by

(YOUR NAME HERE)



Laden with gifts and wearing an unsinkable fishing hat, Val Ryback is shown at the left with Mrs. Ryback and Master of Ceremonies Harry Hoffer.

Popular Milwaukee Shops Chauffeur Retires

The retirement of Chauffeur Val Ryback, 70, who has piloted a Mack truck around Milwaukee terminals for many years, was observed by the boys of the garage with a surprise party that brought out a representation from almost every department at Milwaukee shops. Val has acquired many friends since he took his first position with the Road in 1897 and a bulletin circulated well in advance of the party had many of them on hand to extend best wishes.

Val retired on Sept. 30 but, on the pretext of signing some final papers, was induced to return on the following day to the North Avenue freight house, where the party was scheduled. Everyone at the shops was aware of the impending surprise but, in spite of the preparations and publicity it involved, Val was completely unaware of what was in store for him and was so overwhelmed that for a few moments he was speechless. Among those who were on hand to extend congratulations were Foreman A. M. Guschl, car department machine shop; Steamfitter Foreman Emil Buchholz, car department; Foreman William Erdman, car department tin shop; Foreman Joseph Kolanda, car department electrician; Assistant Car

Foreman Joseph Starosta, Davies repair yard; District Storekeeper G. A. J. Carr and Assistant District Storekeeper W. C. Lummer.

A large crowd of friends and their wives turned out for the fun. The party committee served a lunch of sandwiches and beer, and Butch Weber and his Hiawatha Tooters furnished music. Many old friends who had previously retired were there with their wives. Among them were John Nachtsheim, Anthony J. Mueller, Roman J. Schott, Andrew M. Otterstein and Walter Long. Val's son, daughter and son-in-law also attended and enjoyed the party immensely, and Mrs. Ryback seemed intent on dancing with every guest.

At the height of the festivities Harry Hopper, acting as master of ceremonies, presented Val with an assortment of well chosen gifts for his favorite hobby. They included two fishing hats (the regulation model and a wind-proof never-sink variety), a combination seat cushion and life preserver, a tackle box, fishing pole and pole holder, hooks, lines, sinkers, plugs, gaff hook, net, scaling knife, small bottle of stimulant and an emergency can of sardines. Among the miscellany were also some live worms

Snoqualmie Pass

(Continued from page 10)

advised by the Yakimas in September), he turned back at a point approximating the locality of the present Garcia siding on the main line of the Milwaukee Road. In this locality, on the south side of the main line, is situated a mountain referred to in the folklore of the region, and on the topographic maps of the United States Geological Survey and the Forest Service, as McClellan Butte, but the records do not disclose who named it. During his ascent of the Snoqualmie, in the locality of the Snoqualmie Falls, he followed the route of the present Cedar Falls-Everett branch, now operated as a freight line.

Upon returning to Olympia, Captain McClellan sent a report to General Stevens, who had arrived at Fort Wallah Wallah, affirming his previous opinion that the Snoqualmie Pass was not a suitable route for a railroad, particularly because of the alleged (and supposedly constant) snowfalls of 25 to 30 feet during winter seasons. General Stevens, who now exercised the functions of governor of Washington Territory, decided to send another engineer to reconnoiter Snoqualmie Pass and descend the Snoqualmie to Puget Sound.

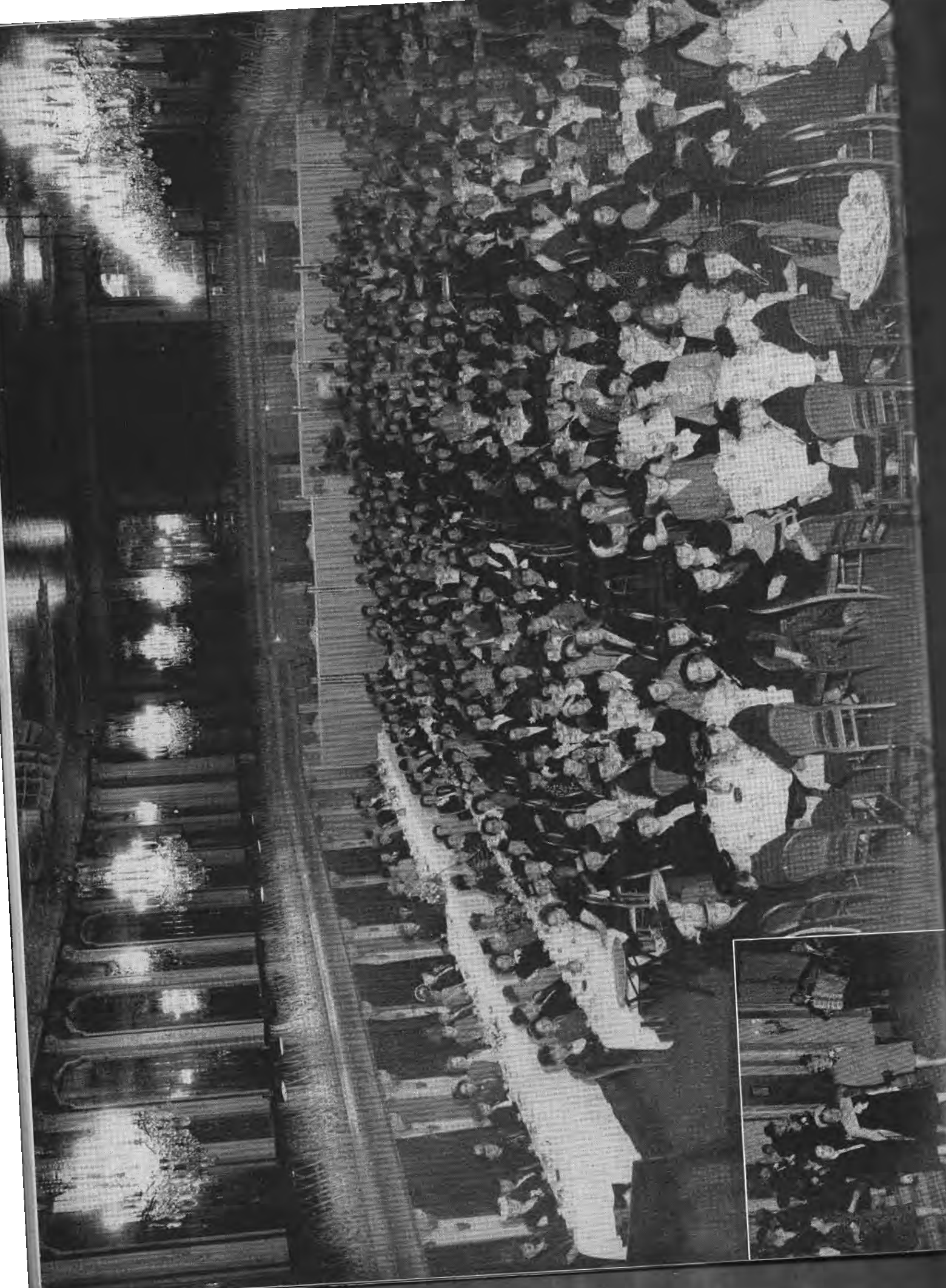
(To be continued)

and crabs, a pipe with tobacco and pouch, a gift of 26 silver dollars—one for each year of service in the store department—and a cash purse.

Val's service record, dating from 1897 when he took a job in the locomotive blacksmith shop, was interrupted by a layoff five years later. He returned to the employ of the Road on Aug. 25, 1920, as a storehelper and five years later became a chauffeur. In the past few years his duties have been exclusively in the coach yard and Davies repair yard. During his long service in the store department he reported only one injury on his safety record. He is anticipating a long retirement, to be with his family and friends and to break in his new angling equipment.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY



Women's Club Holds Biennial Meeting

ONE hundred and thirty members of the Milwaukee Railroad Women's Club gathered at the Hotel Sherman, Chicago, Ill., on the morning of Oct. 18 for the 12th biennial business meeting and the observance of the club's 22nd anniversary.

The following chapters were represented in the delegation: Aberdeen, Al-ber-ton, Austin, Avery, Beloit, Bensenville, Black Hills, Butte, Channing, Chicago-Fullerton Avenue, Chicago-Union Station, Council Bluffs, Davenport, Deer Lodge, Des Moines, Dubuque, Green Bay, Iron Mountain, Janesville, Kansas City, La Crosse, Madison, S. D., Madison, Wis., Marmarth, Mason City, Merrill, Miles City, Milwaukee, Minneapolis, Mitchell, Montevideo, New Lisbon, Othello, Ottumwa, Perry, Portage, St. Paul, Sanborn, Savanna, Seattle, Sioux City, Spencer, Spokane, Tacoma, Terre Haute, Tomah, Tomah-Sparta Unit, Wausau and West Clinton.

The general officers and chairmen in attendance were Mrs. H. A. Scandrett, honorary president general; Mrs. George W. Loderhose, president general; Mrs. J. T. Gillick, first vice-president general; Mrs. E. W. Soergel, second vice-president general; Mrs. R. C. Sanders, of Seattle, third vice-president general;



Newly elected and retiring members of the general executive committee of the general governing board.

Mrs. W. W. K. Sparrow, treasurer general; Miss Etta N. Lindskog, secretary general; Mrs. W. Ray Dolan, recording secretary general; Mrs. O. W. Dynes and Mrs. Harry C. Munson, Chicago, and Mrs. L. W. Palmquist, Green Bay, Wis., general directors; Mrs. Charles H. Ordas, general chairman constitution and by-laws; Mrs. J. L. Brown, general chairman welfare; and Mrs. C. C. Steed, Milwaukee, general chairman safety.

Mrs. Loderhose presided, calling the meeting to order at 10:15 a.m. She extended a cordial welcome to all and paid a tribute to the late Mrs. Isabelle C. Kendall, the club's organizer, and former president general, whose death occurred since the last biennial meeting. A moment of silence was observed in her memory.

Routine business followed, including reports of general officers, general chairmen and presidents and representatives

of local chapters and election of General Officers. The reports indicated that all of the chapters are doing important work, with an increasing interest in welfare and good cheer and friendly cooperation.

General Officers for the ensuing term are honorary president general, Mrs. Scandrett; president general, Mrs. Loderhose; first vice-president general Mrs. Gillick; second vice-president general, Mrs. Soergel, third vice-president general, Mrs. Sanders; treasurer general, Mrs. Sparrow; secretary general, Miss Lindskog; recording secretary general, Mrs. Dolan; general directors in Chicago—Mrs. C. H. Buford, Mrs. Munson and Mrs. C. T. Jackson; general directors on Lines East—Mrs. W. A. Radabaugh, Aberdeen, S. D., Mrs. F. T. Buechler, Green Bay, Wis., Mrs. Carl Anderson, Mason City, Ia., and Mrs. R. E. Melquist, Minneapolis, Minn.; general directors on Lines West—Mrs. R. C. Schwichtenberg, Butte, Mont., and Mrs. Holsey C. Johnson, Miles City, Mont.

Mrs. Loderhose appointed the following general chairmen: Mrs. Ordas, constitution and by-laws; Mrs. Brown, welfare; Mrs. Steed, safety; and Mrs. Orrin P. Catlin, annual luncheon. Mrs. Loderhose then expressed her pleasure with the large attendance and extended her thanks for the reports given. The meeting adjourned at 4:15 p.m.

The general get-together luncheon held the following day in the Grand Ballroom of the Sherman Hotel was attended by 427 members. Again the assembly paid silent tribute to the memory of Mrs. Kendall. At the close of the luncheon a delightful program, arranged by Mrs. Soergel and Mrs. Gillick, luncheon co-chairmen, was presented. After the entertainment Mrs. Loderhose ad-

The pictures at left and below show members of the Milwaukee Railroad Women's Club who attended the luncheon in the Grand Ballroom of the Sherman Hotel, Chicago, on Oct. 19 in connection with the biennial meeting. The insert at left shows club members entering the ballroom.

At the speakers' table in the larger picture are, left to right: Mrs. E. W. Soergel, Mrs. Orrin P. Catlin, Mrs. Carl Anderson, Mrs. F. T. Buechler, Mrs. J. L. Brown, Mrs. L. W. Palmquist, Mrs. Roy E. Melquist, Mrs. J. T. Gillick, Mrs. Charles H. Buford, Mrs. H. A. Scandrett, Mrs. George W. Loderhose, Miss Etta N. Lindskog, Mrs. R. C. Sanders, Mrs. W. W. K. Sparrow, Mrs. E. S. Finegan, Mrs. Harry C. Munson, Mrs. W. Ray Dolan, Mrs. C. C. Steed, Mrs. Charles H. Ordas, Mrs. R. C. Schwichtenberg, and Mrs. W. A. Radabaugh. Presidents and chapter representatives are seated at the table in front of the speakers' table.



dressed the gathering and urged the members to strive for an even bigger and better year in 1947.

This was the first general meeting and luncheon held since the spring of 1940. It was a grand get-together. In addition to establishing unified programs, it was the means of renewing old friendships and creating a better understanding between members in widely separated areas.

Women's Club Chapter News

★ *Beloit Chapter*

Mrs. Edgar Ruck, Historian

Beloit Chapter resumed meetings in September after a summer recess. Honored guests at our pot-luck supper were Mr. and Mrs. John Yohn, who celebrated their golden wedding recently. A large decorated cake and flowers formed the centerpiece. Since our last meeting \$43.40 has been realized for Ways and Means. \$11.75 has been spent for good cheer. \$20.00 for welfare.

On August 11th the Chapter honored the Peter Clarks, who were leaving to reside in Milwaukee, at a supper followed by cards.

★ *Milwaukee Chapter*

Mrs. J. J. Morrissey, Historian

Following the summer recess our chapter holds its first monthly business meeting on September 16. All officers reported on various activities, many Thank-You messages were read, six more scrap books were completed. Our 1946 Membership Drive went over the top and we were awarded a check of \$70.00, total voting and contributing membership being 1,146. Sunshine reported messages of good cheer and condolence and three floral bouquets were sent. All members present paused in reverence for three deceased members, Mrs. Chase, Mrs. Geisler and Mrs. Sandberg. A satisfactory auditing was reported by Mrs. Heineman.

The dessert card party held September 26th was a big success, receipts were

\$55.30, prizes of hand work and aprons were awarded. Mrs. Miller won the basket of groceries.

Red Cross Chairman reported 356 hours worked during June, July and August, also knitting of six pair regulation socks, six pairs walking cast socks, and nine sleeveless sweaters. Red Cross work will continue, all workers are asked to stand by, as many of our boys are still in service and the emergency is still critical. Sunshine Collection for September was \$3.35. Ice cream, cake and coffee were served and yours truly won the attendance prize.

★ *Mason City Chapter*

Mrs. C. S. Pack, Historian

The Mason City Milwaukee Railroad Women's Club served breakfast at 8:30 a. m. on Sunday, September 1st, to the Milwaukee Hiawatha Service Club Band. The band was in Mason City to play an afternoon and evening concert at the North Iowa Fair. A large crowd was on hand at 11:30 a. m. to 12 noon Sunday when the band gave a concert on the station platform while the "Marquette" was loading to leave. All enjoyed the music and the performance of attractive Miss Hiawatha.

At the breakfast J. A. Woonas, Chairman of the Mason City Service Club, welcomed the members of the band and guests, he then introduced H. B. Hook, who welcomed them on behalf of the North Iowa Fair Board. Mr. Ingraham spoke briefly. Mrs. John Balfanz was Chairman of the breakfast, those assisting in the kitchen and dining room were Gust Pelehose, cook; Mesdames Theresa Bickford, Fred Schweer, Ralph Replogle, C. E. Kemp, Alice Pomey, Barbara Gross, Walter Hendrickson, R. I. MacGregor, W. T. Blackmar, O. T. Anderson, Karen Rugee, F. J. McDonald, C. S. Pack, Misses Ruby Potter, and Margaret Lownsberry. Table decorations, Mrs. Walter Hendrickson. Hostesses, Mesdames C. A. Anderson, R. E. Sizer, J. L. Burns. The club rooms were kept open for the guests. Hostess Committee, Mesdames Barbara Gross, Karen Rugee, J. L. Burns, Walter Hendrickson, M. L. Burnett, C. A. Anderson and Miss Margaret Lownsberry.

★ *Alberton, Mont., Chapter*

Mrs. Lola Chadwick, Historian

A turkey dinner and dance for all returned veterans and families was given by Alberton Chapter at the school house. Committees in charge of the various duties all worked faithfully to make the dinner a success.

Mrs. Ralph Coon was toastmistress and gave all the men a hearty welcome. Music was furnished during the banquet by Miss Kelley. Miss Ruth Smith and Mrs. Ralph

Coon, followed by community singing. After the dinner, the gymnasium was cleared, and the floor prepared for the dance that followed. Music was donated by Mrs. Roy Johnson. Mrs. Roy Bestwick, and Hector Deschamps. Approximately 100 persons attended and the efforts put forth by the members of the Milwaukee Railroad Women's Club were greatly appreciated by the veterans.

★ *Mobridge Chapter*

Mrs. J. O. Willard, Historian

Mobridge Chapter resumed its duties after the summer recess with the first business meeting September 16, Mrs. W. B. McCoy, vice-president, presiding. After the opening song and pledge of allegiance to the Flag the club motto was given by a good attendance. Reports of all the committee chairmen were heard. Membership reported 319 members.

Mrs. McCoy expressed our sorrow at the passing of our faithful Good Cheer Chairman Mrs. W. E. McFarland. She will be greatly missed from our Chapter as she was always a willing worker.

Four get well cards were sent, 29 telephone and house calls were made, one baby gift was sent. More donations such as games, magazines, etc., were reported sent to our little shut-in friend. A delicious luncheon was served during the social hour which followed the business meeting. Mrs. Schueler won the door prize.

★ *Sioux City Chapter*

Mrs. Ben Rose, Historian

The September Board meeting, third Monday, met at the El Bon for 1 o'clock lunch and business. Faced as everyone is, with food shortages and uncertainties, the board decided to have the annual membership turkey dinner as an expression of appreciation to the members for their loyalty and faithfulness. Mrs. G. G. Gaskill and Mrs. W. L. Eckert were hostesses.

Mrs. A. M. Nelson, Ways and Means gave out tickets for a double drawing—first prize, a turkey; second prize, a goose. A pot-luck supper, cafeteria style, preceded the business meeting. Cards followed. About 75 competed for the prizes.

★ *Madison, S. D., Chapter*

Mrs. Earl Allen, Historian

Our chapter held its first meeting, September 9, after the summer vacation, Mrs. H. G. Gregerson presiding in the absence of Mrs. Milo Potter. Mrs. Gregerson announced that the club won a \$32.50 membership prize. Reports were given by the chairmen of the committees. Thank you. Cards were read from the members who had been sent flowers or cards and extended welfare work during the summer. Reports from the auditing committee showed a balance on hand of \$112.65. After the business meeting cards were played and light refreshments were served.

On September 24, Mrs. A. D. Walker, Chairman of the Entertainment Committee, arranged an evening of cards, to which the men were invited. Honors went to Mrs. Clinton Gregerson, who was a special guest. Lunch was served in the late evening by Mrs. Martin Mathison, Mrs. Lilye Matheson, Mrs. Barney Morgan, and Mrs. Carl Bohn.

★ *Iron Mountain Chapter*

Mrs. Robert Baldrice, Historian

Mrs. Antone Noskey, president, presided at our first meeting since the summer recess, held in the Legion rooms. At that time plans were made for the annual dinner to be held Oct. 15 at Benso's Grill. Prizes for cards went to Mrs. Mabel England first, and Mrs. Harry Kasten, second. Lunch was served by Mrs. Joseph Ashenbrenner, Jr., and Mrs. Rose Frickleton.



Members of the Hiawatha Band and the Mason City Chapter of the Women's Club at the breakfast which the chapter served the band on Sept. 1.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

With the fall term of school well under way, we have W. J. Keenan, Jr., former clerk in the chief carpenter's office, enrolled for an engineering course at Gonzaga University. Bill spent some time in the South Pacific with the Seabees, returning to railroad service in January.

W. B. Cass, son of Carman John Cass, Avery, had his education interrupted by his induction into the army in 1943. After more than three years of military service William returned to railroading in January, working as brakeman. He is now finishing his education in Spokane schools.

Ward O'Reilly, son of Chief Clerk W. T. O'Reilly, worked for a short time as fireman after his release from the navy, but is now going to Gonzaga. Jack O'Reilly is also out of uniform and is attending school.

With the increased LCL shipments, the assistant cashier's job has been re-established, with Mrs. Minnie Weistanner leaving her stenographic position to become the assistant to Cashier Mabel Viets. Mrs. M. Schultz is filling the job of stenographer.

H. B. Kipp has taken over the duties on the demurrage desk and Bob Johnson is the new file clerk in the superintendent's office.

Carman Helper James Bald, Spokane, was presented with a baby boy on Sept. 14. Congratulations to the proud parents. When James, Jr., is old enough to understand his father can tell him about the life of a GI in the land of ice and snow, having served two years with the Infantry in the Aleutians, besides two years in the States.

Traveling Engineer E. D. Jefferson went back to Erie, Pa., last summer to attend the diesel school and is now all decked out in white coveralls with the word "diesel" in big red letters across the back, awaiting the arrival of the new engines expected to be delivered here soon. Aside from being traveling engineer, "Jeff," or "Rainbow," as I call him, is an ardent fisherman and a good one—he says. Salmon fishing is the sport, according to him, and he made several trips to the west coast when he worked on Lines East to indulge in it. Being located at Spokane now, he certainly won't miss this chance to "bring 'em in."

It is a pleasure to announce that most of our men in engine service and in the locomotive department on the division have returned to their jobs. Those still in service are Chester Aschenbrenner, George Brown and Robert J. Thomas. Those who have returned to their former jobs are Donald C. Allen, L. D. Basham, G. S. Bowerman, D. E. Breeden, H. B. Clark, J. M. Creach, Wayne R. Ferrier, George M. Forrester, C. E. Frank, Joseph C. Gengler, Jr., Kenneth V. Graham, George Hall, M. J. Hoffman, J. H. Howard, Dewayne Johnson, Harold W. Lewis, Arthur R. Liberty, Owen D. Maxwell, D. E. McDowell, E. K. Mittelstadt, W. L. Murdock, P. T. O'Dell, J. A. Scanlan, Jr., R. L. Schumacher, J. R. Scourey, C. K. Tobey and Earl C. Winegar.

Engineers C. H. Burrill and P. A. Hamilton have accepted pensions. We wish them many happy years in which to enjoy their leisure.

Conductor Matt Leyde is also among those retired, effective Sept. 10, after 36 years of railroading for the Milwaukee. He is living at Bothell, Wash.

Western Union has taken over the lines formerly operated by the Continental Telegraph, which were handled through the Milwaukee operators at Spokane. This relieves Mr. Thornton and Mr. Olson of extra work, which really kept them "on the bug." Mr. Olson took some time off on account of eye trouble; George W. Clark, recently employed as operator, relieved him. Mr. Clark comes from South Dakota but worked at Northfield, Minn., as operator for the Milwaukee for three years before being drafted into the navy. He spent two years as radio man in the service and with his past experience in telegraphy with the Western Union, prior to his railroad service, he is a capable operator. He is working at Moses Lake, relieving Agent Severs during his vacation.

Mrs. Marie Graham, who resigned when her husband, Agent Louis Graham, retired in March, 1945, is back on the job as operator at Warden. She said it would be a long winter without something to keep her busy. The Grahams had retired to their home at Eloika Lake but will make their home in Warden while she is working.

Harry R. Miller, retired clerk, reported a wonderful trip for himself and Mrs. Miller when they attended the veterans' convention in Milwaukee. Harry also visited his sister in his old home town before returning to Spokane.

Conductor J. P. Downey attended the veterans' gathering and also the O.R.C. convention in Chicago, of which he is the Spokane chairman. Visiting in La Crosse, Wis., "J.P." saw his sisters and brothers and old friends with whom he started railroading back in 1900.

B&B Foreman Paul Leistner has retired from active service. He had been employed by the Road since 1909 in the capacity of carpenter and foreman.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Lillian A. Atkinson, Correspondent

Conductor and Mrs. R. F. Bertrand are in Miami, Fla., attending conventions of the Brotherhood of Railroad Trainmen and its auxiliary. Mr. Bertrand is president of P. C. Hart Lodge and Mrs. Bertrand is secretary-treasurer of the auxiliary.

Adam J. Fries, 86, retired station agent, Merrill, Wis., passed away on Oct. 4, at a local hospital. Mr. Fries entered the railroad service as a telegrapher in 1881, located in Merrill in 1900 and retired nine years ago.

Funeral services were held at Merrill, Wis., for Mark M. Jenny, who passed away Sept. 27 while visiting at the home of his daughter, Mrs. Dan Wagner, of Prosser, Wash. Conductor Jenny had retired from active service a short time ago. The division employees extended sympathy to the bereaved families.

Miss Elaine Schneck and John L. Brown, Jr., son of Chief Clerk J. L. Brown, were united in marriage at St. Mary's Church on Saturday, Sept. 21. The wedding breakfast was served at the home of the bride's mother and luncheon was served later to 50 guests. Returning from a honeymoon in the northern lake region, they will reside at 709 Rosecrans street, Wausau, Wis.

Miss Iris Ann Streeter, daughter of Engineer and Mrs. George Streeter, will graduate from the West Suburban Hospital School of Nursing, Oak Park, Ill. Mr. and Mrs. Streeter plan to be present at the exercises. Miss Streeter will remain on the staff of the hospital but expects to be home for a few weeks visit before taking up regular duties.

Mrs. Katherine Delaney, clerk in the



Members of the Milwaukee Road ball team of La Crosse, Wis., which since spring has won 7 out of 12 games in the 16-inch Industrial League of La Crosse. Left to right, front row: "Smokey" Childers, Phil Markwed, Capt. Bob McCann, Bud Tischer, Fred Tischer. Center row: Harold Schultz, Gene Loomis and Vic Gust. Back row: Walter Miller, manager, D. K. Smith, Jr., young D. K. Smith (tagging along with the big kids), Jake Jacobson, Red Tischer and John Saley, business manager. Members of the team not in the picture are Elmer Olson, Byron Steffard, Fred Gentz, Don Deering and Dewey Hiler. The boys closed the season on Sept. 22 with a 13 to 4 victory over a Milwaukee, Wis., shops team, a revenge for their defeat by the same team on the preceding Sunday at Milwaukee.

roundhouse foreman's office, is spending her vacation in New York City and Boston, Mass. While in New York, she expected to visit her son, James, who is stationed there with the armed forces.

La Crosse welcomes J. E. Palmer of Milwaukee as its new assistant car foreman. Mr. Palmer spent the last three years as a first lieutenant in the 757th Railway Shop Battalion, two of them in Europe. Prior to this he was assistant foreman at the Milwaukee coach yard. Mr. Palmer replaces M. R. Fuller, now car foreman at Channing, Mich.



J. E. Palmer

MADISON DIVISION

W. W. Blethen, Correspondent

A beautiful autumn wedding occurred on Sept. 28 at St. Francis Xavier Church, Cross Plains, when Miss Joyce Coyle, daughter of Mr. and Mrs. J. Vincent Coyle, became the bride of Ralph H. Meyer. Following a short wedding trip the newlyweds are at home at 6134 North Maplewood Avenue, Chicago. Joyce was employed in the freight department at Madison and was an active member of the Service Club. Catherine A. Watson is a new employee in the freight department, filling the position vacated by Joyce Coyle.

L. A. Goth, formerly employed as station helper at Middleton, has taken the position of OS&D clerk in the freight department at Madison, the position vacated by Bob Nodorf, who left the Road to take other employment.

Conductor and Mrs. E. C. Wood of Mazomanie announce the recent marriage of their daughter, Marjorie Jean, to Orland A. Danz of Black Earth.

Conductor Jack Wermuth is all smiles over the arrival of his first grandchild, Barbara Ellen Wipperfurth, on Oct. 12.

Rae Scherneck, clerk in the B&B department at Madison, vacationed in Florida and while at Miami took an airplane trip to Cuba.

Mabel McNurlen, agent at Gotham, retired on Sept. 30 with the closing of Gotham as an agency station, completing 50 years' service with the Road. She had been agent at Gotham for 28 years and prior to that time worked for her father, who was agent from 1879 to 1918. Closing of Gotham and the retirement of Miss McNurlen completed a century of railroading performed by the McNurlen family. Miss McNurlen's father, the late W. A. McNurlen, was agent for 39 years, Mabel worked for 50 years as station helper and agent and a brother, George, worked as telegrapher and agent for 11 years. This is a record to be proud of.

Yardmaster J. J. McCarthy, Janesville, has resigned and has exercised his seniority as yard conductor; J. G. Gregory appointed as day yardmaster, H. E. Schultz as night yardmaster and C. B. Koch as relief yardmaster.

Miss Joan Pyre, stenographer in superintendent's office, vacationed in St. Louis.

Yard Conductor and Mrs. C. B. Corcoran spent several weeks at Miami, Fla. Chauncey attended the trainmen's convention.

That long-legged bird is on the wing again, leaving young hopefuls with the following employees: Store Department Helper and Mrs. Don Adler, on Sept. 29, a daughter, Ann Margaret; Ticket Clerk and Mrs. W. G. Van Dyke, Sept. 13, a son, William G., III; Freight Clerk and Mrs. George Dahnke, Oct. 6, a son, David Dean; Telegrapher and Mrs. S. V. Eckstein, Oct. 14, a son, Dennis Andrew, and Switchman and Mrs. Leslie J. Fiscus, Oct. 3, a daughter, Margaret Theresa.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Agent F. C. Williams is taking a year's leave of absence due to ill health. He and Mrs. Williams left Mobridge Oct. 4 for New York, where they will spend some time with their daughter and son-in-law, Mr. and Mrs. J. R. Anderson. Later, they plan to go to Florida to visit relatives. Mr. Williams began his railway career at Mar-marth in 1911 and was transferred to Mobridge in October, 1913, where he held various positions until promoted to agent in 1937. Their daughter, Mrs. Anderson (Frances to us), is a talented musician and made her debut in opera in New York City on Oct. 12, when she took the part of Micaela in "Carmen." We are sorry to lose the Williams' from our midst but wish them health and happiness in their new home. They sold their lovely home here to William Richardson. The force presented him with a traveling bag as a going-away gift. Our new agent is William C. Boyle of Eagle Butte. Bill is no stranger to us as he worked here in the clerical department from 1914 to 1919 when he went out on the lines as agent. Mr. and Mrs. Boyle and son, Victor, are now comfortably settled in their home on 3rd Avenue, West.

Engineer Sidney Hagan had the misfortune to have his right arm cut off in an accident at Hettinger, N. D., on Oct. 7, when it was caught in the coupling behind the engine of his train. He was taken to the Holy Rosary Hospital at Miles City, where he is getting along nicely.

We are enjoying a visit from Mrs. Bert K. Doud of Los Angeles, wife of retired Conductor B. K. Doud. She flew from Los Angeles to St. Paul where she spent a few days with her parents and sisters. Mrs. Roy Doud of Aberdeen spent some time here with her, renewing old acquaintances. Bert Doud, a patient at the Veterans Hospital at Los Angeles is now somewhat improved, which is good news to his many friends here.

A double wedding took place at the Church of God when the two daughters of Conductor and Mrs. Louis A. Heil were married. Helen Heil became the bride of Albert Beckman of Selby, and Ella Heil the bride of Norman Johnson of Selby. They spent their honeymoon in the Black Hills.

Also congratulations to Cathryn Grange, daughter of Conductor Ross S. Grange, on her marriage to Raymond C. Miles on Sept. 16 at the Episcopal Church at Mobridge. Mr. Miles is director of the Miles Funeral Home and also coroner of Walworth County. They went on a wedding trip to Canada.

Miss Lola Ann Byington, daughter of Engineer Walter Byington, was married at Missoula to John Clifford Foy on Sept. 14. Mr. Foy, formerly of the Navy Air Corps, now operates a grocery store at Missoula, where they will make their home. We wish them much happiness.

Miss Hermine Boschker, secretary at the Milwaukee Road Hospital here, spent her vacation at Miami, Fla., taking in the postmaster's convention. She also made a side trip to Havana, Cuba.

Retired Engineer L. H. Hurlburt is a patient at the Mobridge Hospital but is somewhat improved. He enjoyed a visit from his son, Edgar Hurlburt, of Los Angeles, Calif.

Agent G. D. Yoemans of New England, N. D., passed away Oct. 11 after having been in poor health for some time. His position is being filled temporarily by Robert Clark, agent at Regent, N. D. Mrs. Robert Clark is agent at Regent during his absence.

Pheasant season opened here on Oct. 15 and our town is filled with hunters from all over the United States. We even heard Clark Gable and Gary Cooper were here but so far have not seen them. And don't think we are not looking!!!

MILWAUKEE SHOPS

Locomotive Department

Ray Stuart, Correspondent

FOUNDRY

Good news of the month is Herman Mau's return to work after a siege of pneumonia. Herman is wheel molder foreman and a very faithful worker. The bowlers are eagerly awaiting his helping hand.

Wedding bells again this month. Virgil Olck, chipper and grinder, decided to pop the question. Yes, he was accepted! Gerald Thelan, son of Machinist Bert Thelan, met Caroline Hale a long time ago. It was love, and now they are happily married. Gerald is a corporal in the Army Air Corps.

It is with a great deal of regret that we report the passing of Herman Ott. He worked 48 years in the foundry, retiring in 1937 and at that time held the position of foreman in the wheel foundry.

We bid adieu to Adam Spitznagel, core-maker. Adam has retired after serving the foundry for 41 years, and plans to take life easy and enjoy himself. You deserve it, Adam, and we will miss you.

BACK ON THE JOB.

Ted Detzek entered the army in 1942 and saw action in many of the major battles of the European Theater, with the 310th Infantry. He was released from service the early part of this year and is now back on his old job as a carman at Milwaukee shops.



ROUNDHOUSE

The Safety Club of Milwaukee roundhouse No. 2 held a retirement party for Machinist Owen "Cottonpicker" Baird, Wednesday, Sept. 18, at 8:00 p. m. at the Sportsman's Hall. Mr. Baird has been employed by the Milwaukee Road for the past 37 years and has given faithful service. He was presented with a \$25 U. S. Savings Bond by his many friends in the Safety Club. Refreshments were served during the course of the evening and there was also some very nice entertainment drawn from the ranks of the members. This club was started some four years ago by E. A. Ryan, who was then foreman of House No. 2, to show his appreciation for the splendid safety record the men maintained during the year. The club has about 45 members who meet quarterly to discuss new developments in accident prevention. The refreshments served at these meetings are financed by the members, who pay monthly dues. A great deal of credit should be shown Charles Doyle, president; William Twinem, vice-president; and Walter Smith, recording secretary, for the splendid way in which they have carried out their duties as officers of this club. Their safety record is very good, and to my knowledge this is the only club of its kind.

Car Department

George L. Wood, Jr., Correspondent

Congratulations to Mr. and Mrs. Frank Janicki who have increased the Mom and Pop-ulation, a baby girl having arrived on Oct. 5. Frank is a carman.

John Strzykalski, former Marquette football star, is gaining national acclaim with the San Francisco Forty-Niners of the All-America Football League. We didn't know till now that John is the brother of Henry, welder on Track 2 in the freight car shop.

A wedding of interest to blacksmith shop employes was that of Joe Gagliano and

The Milwaukee Magazine



The Safety Club of Milwaukee, Wis., roundhouse No. 2 lines up a full house at Sportsman's Hall on Sept. 18 to honor the retirement of Machinist Owen "Cottonpicker" Baird. Magazine Correspondent Ray Stuart describes the party in his column.

Miss Audrey Turcott on Sept. 9. Best wishes to the happy couple.

You no doubt saw the pictures in the local newspapers of a soldier in uniform and also in civvies, following the announcement by the War Department that servicemen are now allowed to wear civilian clothes off duty. The soldier was M/Sgt. Dick Beck of the Milwaukee recruiting office and son of Car Inspector John Beck of the freight car shop.

It's a baby girl, arriving at the home of Trucksmith Helper and Mrs. Harold Schultz on Oct. 10. Joe Rome is grandfather of the new arrival.

We lost two of the oldest members of our CD family who left us in favor of the pension this past month. Painter Harry Brand, with 38 years' service, retired on Sept. 1 and Painter Charles Burmlester, with 52 years' service, retired on Sept. 7.

Congratulations to Carpenter Apprentice John Clementi and wife who became the parents of a seven and a half-pound baby girl on Sept. 24.

No wonder the Warner Theater in downtown Milwaukee does such a rushing business. In addition to featuring movies starring Clark Gable, Tyrone Power and Van Johnson, the management is also proud to have "Smiling Tom Kintis" as official greeter and evening Usher Captain. It's Carman Tom of the freight car shop during the daylight hours.

Welcome to Eugene Hardy, Gerald Ramthun and Eugene Maciejewski, the most recent to return from military service and back to their jobs in the department.

We regret to record the death of Trucksmith Anton Hudy who met with a fatal traffic accident on Sept. 19. Sincere sympathy is extended to his bereaved family.

Our World War II vets seem to be taking an active part in V.F.W. and American Legion affairs. Spread Sheet Clerk Joe Klewein is adjutant of the Milwaukee Road Legion Post and Leadman Erv Becker holds that office in the V.F.W. Graham Post.

Attention employees on Lines West! Katherine Meehan and Audrey Guschel of the freight shop offices are currently visiting at various points along the route of the Olympian; their last stop will be Seattle. Also get ready for another treat. The new streamlined coaches now under construction at our shops are bigger and better than ever and they tell us they'll be rolling out your way shortly after the first of the year.

We hear that Norm Tellefson, a former CD employe and son of Pattern Shop Foreman Al Tellefson, received the Silver Star Award for gallantry in action while serving with the 20th Infantry in the Philippines.

Our own Fred Glazer, pigeon trainer extraordinary, won \$300 prize money in the recent Ace Futurity Pigeon Race. Paren-

thetically we add that Harry Popek's pigeons also flew.

Store Department

Earl L. Solverson, Correspondent

Fred Koop, retired assistant shop superintendent of the locomotive department at Milwaukee shops, and Mrs. Koop, celebrated their 25th wedding anniversary on Oct. 4 at the Schwaben-Hof. Their guests were Mr. and Mrs. E. Bafinger of the Chicago Tribune; Mr. and Mrs. Harry Schupinsky, store department at Milwaukee shops; Mr. and Mrs. August Schupinsky, of Milwaukee; Mr. and Mrs. Richard Weckwirth of the Milwaukee Road police department; Mr. and Mrs. Rudolph Brushaber, locomotive machinist at Milwaukee shops; Miss Carol Brushaber and Miss Gloria Houting. Mr. and Mrs. Fred Koop were given several beautiful gifts, some decorated with silver coins of various denominations. This occasion will linger in their memories as long and as vividly as that of their wedding day.

Charles Wacker, a former stenographer in the general storekeeper's office, gave a post-wedding celebration at the Ambassador Hotel on Sept. 29 and invited his former co-workers to attend. Charlie was married on Sept. 15 at Darlington, Wis., where his Milwaukee friends could not attend. Many employees of the general and district storekeepers offices attended.

Clarence Horlivy, stookman at the oil house, made the tour to San Francisco on the American Legion special train, leaving Milwaukee on Sept. 21 and returning Oct. 9. Slide trips included Grand Coulee Dam, Salt Lake City, Denver, and Pike's Peak. The 19-car train moved via the Milwaukee Road from Milwaukee to Seattle.

John J. Crotty, assistant foreman, lost his one-year-old son on Oct. 6. We sympathize with John and Mrs. Crotty in their great loss.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Congratulations are in order for Richard J. Franzwa, clerk in the division storekeeper's office at Terre Haute, who has been appointed chief clerk and private secretary to D. H. Phebus, assistant general storekeeper, in Chicago.

Francis M. Carrico is temporarily filling the clerk's job vacated by Mr. Franzwa, pending assignment of bids.

Recent visitors to the Terre Haute store department were J. V. Miller, G.S.K.; A. M. Lemay, manager of stores; and D. H. Phebus, A.G.S.K.

The store department's monthly safety meeting was held on Sept. 19 and District

Safety Engineer Otto Stainer commended this department very highly for the excellent record established, remarking that it was the best in the entire store department.

Crane Operator Richard O. Leeth has recuperated finally from the excitement of having a new daughter presented to him recently by his wife. Congratulations, Dick.

Walter C. Glass, Sr., is a grandpa again—a son was recently born to Mr. and Mrs. Willard Glass.

Mr. and Mrs. Everett Jordan and family (assistant engineer located at Minneapolis, Minn.), spent the week of Sept. 21 vacationing in Terre Haute with relatives and visiting with friends. Mr. Everett was formerly employed as instrumentman in the division engineer's office at Terre Haute.

Mrs. Roberta Bair, B&B clerk, spent the weekend of Oct. 5 in Roanoke, Va., attending the wedding of her son, Gordon. Gordon, a major in the army who just recently returned from Japan, expects to practice surgery after a short honeymoon trip.

Operator W. C. Grandstaff, son of Engineer Grandstaff, has returned home after serving about four years in the army. He was with the Army of Occupation in Germany since the close of the war.

Operator Pat Bailey has returned from a two weeks' vacation. From what we understand, he just loafed around, doing a little fishing, etc. Guess he did not catch very many for he has been rather non-committal since his return.

Dispatcher Jim Ogden was a visitor in Anderson, Ind., over the weekend of Oct. 13.

Our Operator W. E. Chapman has taken unto himself another student and if he does as well with him as some of the others he has taught we will have another good operator in the near future.

Operator 'Bill' Hyslop is taking a week off, consulting with his physician, and Operator Matthews is relieving him at Bedford.

Operator Walter Chambers, Jr., has re-

BACK ON THE JOB. Don Wachtl, recently released from the army after five years in service, is training as a carman apprentice at Milwaukee shops, under the GI "On the Job Training Program." Don is a veteran of an anti-aircraft battalion and served overseas for 31 months, in Africa, Italy and Sardinia.



signed to re-enlist in the army and Operator R. R. Wright is taking over third trick at Faithorn until it is bulletined.

An extra operator is relieving third trick at Humrick while Operator Bob Swindle is taking over on the third trick at Spring Hill, Ind.

Operator Chas. R. Longcor, who has been on leave of absence, has returned from California where he has been on account of Mrs. Longcor's health, and is relieving his brother, Agent Harley H. Longcor at Joliet. Harley is taking a well earned vacation.

Operator Petrie has been busy relieving agents for their vacations and is now relieving Agent Elmer L. Terrell at Linton, Ind.

West Clinton Area

Earl H. Lehmann, Correspondent

Brakeman Walter Powers was married recently to a young lady from Bedford. We want to congratulate this young couple.

Roundhouse employe Charles DeBolt, who has been on the sick list for several weeks, is improving. We hope he will soon be back to work.

William Bozarth, formerly a file clerk in the superintendent's office, has taken a yard clerk's job here.

Yard Clerk Ray Williams is home from the army.

Conductor Bob Stewart, who has been ill for the past two months, is reported to be feeling better.

Brakeman F. B. Stewart left us on Oct. 7 for the south end of the division. He is again going to take over the job as brakeman on our passenger train.

Within 30 minutes after Storehelper Nate Eslinger completed the installation of lightning rods on his house, lightning came and knocked one of them down.

It is reported that Brakeman V. A. Tasso—one of our own Milwaukee boys—recently had his watch inspected as a C&EI brakeman.

Conductor "Slim" Reynolds is building. He has just completed his basement and all that remains to be done now is to get the building material for the house.

Carman G. M. Carmody was married in September. Congratulations—and thanks for the cigars!

We welcome to West Clinton Thomas Cortz, of Bensenville, as the new assistant car foreman. We hope he likes West Clinton.

Carman Helper Loren Jones and wife are the proud parents of a daughter, born Oct. 9. Both mother and Betty Lou are reported doing fine.

Assistant Storekeeper Alvin Reed and wife, and son, Michael (he's your reporter's grandson, too), visited their aunt and uncle, Roundhouse Foreman Homer Wallace and wife, at Bedford, during the early part of October.

Oct. 10 was celebrated by relatives and friends in honor of the golden wedding anniversary of retired Roundhouse Employe Frank Stout and Mrs. Stout. Special songs were sung by Miss Betty Skelton and Mrs. Dale Hutson. A large, attractive, delicious cake was baked by Mrs. Mary Acton and enjoyed by all. It surely was a happy day for everyone present and one that will long be remembered.



JOHN DON'T YOU THINK YOU COULD TRY A BIT HARDER TO READJUST YOURSELF TO CIVILIAN LIFE?

Faithorn District

Berniece Sparks, Correspondent

An appreciation dinner for retired Switchman John D. McFadden and Engineer Walter R. Baker was held Sept. 16, in Crete. This is the second such meeting held in honor of our pensioned employes and was attended by E. J. Hoerl, regional public relations assistant, and employes from Manhattan, Joliet, Chicago Heights and Faithorn. After the dinner a discussion was brought up in regard to starting a Service Club at Crete. G. C. Pease, J. E. Stewart, Ivan Carter, E. A. Rollert, E. E. Ruckman and F. C. Metz were appointed to serve on this committee.

Congratulations to Clerk Jack Hootman of Chicago Heights and his new wife, the former Angela Walsh of Manhattan, who were married Sept. 7.

I've heard a lot of fish stories, but this one seems to top them all. In August, Conductor "Buck" Summers went up to Deerwood, Minn., to do some fishing. Thinking the weather might be a trifle chilly, he went well prepared to stand the cold—with lots of warm clothing, including red flannels—so the story goes. Fishing was very good and when it was time to start home, "Buck" paid a Deerwood citizen to pack the fish in dry ice to ship back to Indiana. When he got home, he patiently awaited the arrival of his fish, but he waited in vain. It seems they are still at Deerwood—they were never packed. Now he is finding it difficult to make people believe he ever caught any.

Had a card from Ed Rollert, retired agent at Faithorn. He and Mrs. Rollert are enjoying a trip through the Northwest and Canada.

Since fishing and hunting seem to be the main topics of conversations lately, I thought perhaps you might be interested in hearing what happened to one of our master hunters. Switchman Clarence Goodenow went squirrel hunting recently and, after trudging along several miles, finally spotted a squirrel. Taking careful aim, he shot it and knocked it down, and finding it wasn't quite dead, proceeded to hit it with a club. Now comes the amazing part of the incident—after hitting the squirrel a number of times, it got up (very much alive) and ran up a tree and disappeared out of sight. Never let it be said that we don't have some outstanding squirrels in this part of the country.

D & I DIVISION

First District

E. Stevens, Correspondent

Keith Lynn, son of Conductor and Mrs. M. K. Lynn, Elgin, now in boot training at Great Lakes Naval Training Center, is qualifying for the navy electronic course. Keith graduated in June from the Elgin high school and was active in basketball and track and was a member of the a cappella choir.

September and October seem to have been the months for brides, instead of the traditional June. Miss Lillian Russell, daughter of Engineer William Russell, became the bride of James Hays of Toledo, O., in a candlelight ceremony in the Lutheran Church in Savanna on Sept. 1.

Miss Evelyn Brock, daughter of Iowa Division Engineer and Mrs. Jesse Brock, Savanna, was married to Gerald Cousins of Dewitt, Ia., in the chapel of Sacred Heart Catholic Church in Davenport, Ia., on Sept. 28.

Miss Shirley Ferris, daughter of Engineer and Mrs. Merle Ferris, became the bride of Stanley H. Crist, son of Iowa Division Conductor and Mrs. Harry Crist of Savanna, on Oct. 5 in the Lutheran Church of Mt. Carroll.

Grace C. Mulder, clerk in the storekeeper's office at Savanna, and daughter of Chief Clerk and Mrs. J. H. Mulder, became the bride of Omar R. Jensen of Woodworth, N. J., in a ceremony at St. Peter's Lutheran Church on Sept. 8. Jean Mulder, sister of the bride, was maid of honor. Grace and Omar are making their home in Grand Forks, N. D., where the groom is attending the University of North Dakota.

Agent-Operator K. Barnoska, Ontarioville, Ill., took unto himself a bride on Sept. 21, marrying Miss Geraldine Schweitzer of Savanna. The ceremony took place in the First Presbyterian Church in Elgin.

Maryellen Blenner, clerk in the chief carpenter's office at Savanna, became the bride of Allen Winder of Burlington, Ia., on Oct. 27 in a lovely afternoon ceremony in St. Peter's Lutheran Church, Savanna. A reception followed in the church dining room. They will make their home in Burlington, where the bridegroom operates a grocery store.

Engineer Carl Harvey, while on vacation at Lake Chapac, near Eau Claire, Wis., caught a crappie 16 and three-quarters inches long and 6 inches wide, one of the largest ever caught in the lake—and that's no fish story. The fish has been frozen and placed in a locker at Savanna and Engineer Harvey is not worrying about the meat shortage.

1st Lt. Kathleen Sheedy, daughter of Switchman and Mrs. Leo Sheedy, Savanna, who is in the Army Nursing Corps, has been transferred from May General Hospital to William Beaumont General Hospital, El Paso, Tex.

Sympathy is extended for the following: Jacob Sturtevant, employed in the freight service department at Savanna for a number of years, who passed away in the City Hospital at Savanna on Aug. 30 following a heart attack. Mr. Sturtevant had retired from the service only a short

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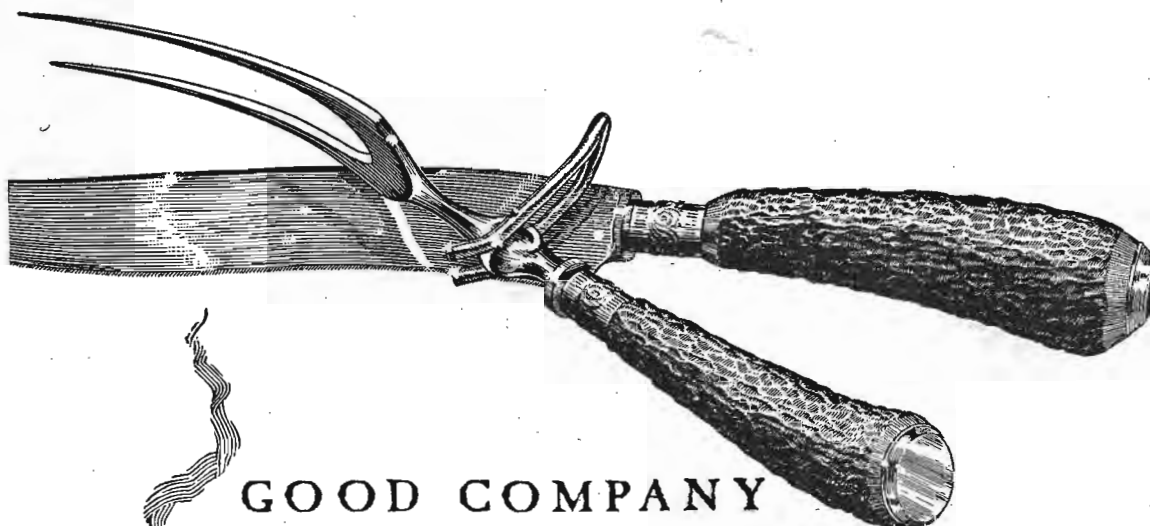
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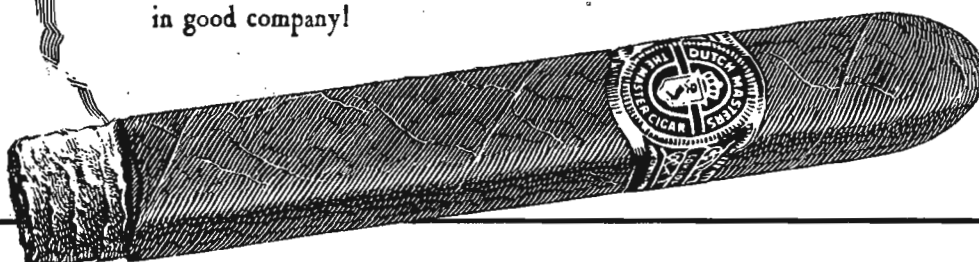
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DUTCH MASTERS CIGARS

time before his death. He is survived by his wife, seven sons and six daughters.

Charles W. Sheetz, father of Asst. Roundhouse Foreman William Sheetz, Savanna, passed away at the Sheetz home in Freeport on Sept. 14.

Miss Celeste F. Whitmer, sister of Conductors Clinton and Richard Whitmer of Savanna and Operator Ralph Whitmer, passed away at her home in Lanark on Sept. 24.

Mrs. Anna Mills, mother of Engineer A. R. Mills, passed away in the Morgan Nursing Home in Warren on Oct. 2, having been a patient there for a year.

George Dean, extra dispatcher at Savanna, was taken suddenly ill the early part of October and confined to the hospital for about two weeks, blood transfusions being necessary. Clerk Charles Thompson, signal department, Savanna, was a donor.

Roundhouse Foreman J. H. Bell, Marquette, Ia., who at his request was relieved from his position on Oct. 6 on account of ill health, was given a retirement party at McGregor Heights the evening of Oct. 8 and presented with a gift. Mr. Bell began his service with the Road in April, 1908, as a machinist and served as roundhouse foreman at Austin, Council Bluffs, Manila, Dubuque and Marquette. His retirement became effective on Oct. 21 and will conclude 38 years of continuous service. We wish him many happy days of retirement.

Machinist Helper Frank Schrader, Savanna roundhouse, who retired after 38 years of service, has moved his family to Burlington, Ia., where they will make their home.

TWIN CITY TERMINALS

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Welcome is extended to John George Bacha, former carman helper, on his return to company service on Oct. 9, following four years' service with the Army Air Corps.

Births: Congratulations to Mr. and Mrs. Loren A. Gustafson on the arrival of a baby boy, Sept. 14. Perhaps he will be a Milwaukee railroader, like his dad at Minneapolis coach yard.

Marriages: Caroline Dickert, former stenographer in the car department office and recently of Washington, D. C., married to Joseph W. Carpenter on Oct. 4 at Duluth, Minn., the home of her parents. Joe is a navy veteran, employed in civil service in Washington. They will reside in Arlington, Va., where they have purchased a home.

Retirements: John Tegland, former foreman of labor crew, on Oct. 1, after 28 years' service, all at South Minneapolis shops; Max H. Kihnast, former laborer, on Oct. 1. Max started to work for the Milwaukee as laborer in 1904 under Jim Barret, lumber yard foreman at South Minneapolis, and has nearly 40 years' service.

Deaths: Mrs. Alex Magnuson, widow of former machine operator and mother of Welder Trygve C. Magnuson, South Minneapolis, on Sept. 16; Mrs. Henry Laird,

widow of former chief car inspector and mother of Chief Clerk Charles C. Laird, on Oct. 2 at the home of her daughter in Seattle. Funeral services were held in Minneapolis and interment was at LeMars, Ia. Mrs. Otto Peck, widow of former carman helper and mother of Assistant Foreman William E. Peck, on Oct. 7 at Minneapolis; Mrs. Fred Aronson, wife of Air Brake Man Fred Aronson, on Oct. 7 at Rochester. Our sympathy is extended to their families.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Two more blessed events to report at the local freight: Bruce Kipp is the proud father of a baby girl and Douglas Sutton has another son.

Irene Burchard flew to Duluth to meet her husband. From there they motored to Winnipeg, visiting places of interest.

Alma Cottle took a three-week trip out West, visiting Seattle and Victoria, then down to Los Angeles, San Diego and Tia Juana.

Elizabeth Hessburg recently spent a few days in Kansas City, Mo.

They have a new girl in the traffic department—Ruth Miller—who is taking Mary Gerry's place. Mary resigned to be married.

Very sorry I did not get any news from the city ticket office, so get busy and send me something interesting for the next issue.

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St. Paul Traffic Department

Brooksie Luth, Correspondent

A special note to John Kleven, Crist Behr and George M. Leslie, who long ago sent me pictures of their sons in service for publication in the Magazine: If you will call me at Garfield 2391, Extension 6, or write to me at the office of General Agent R. A. Burns, and let me know where you would like to have the pictures sent, I'll be more than happy to return them to you. On the reverse side of each is written: "Please return to St. Paul ticket office," which was done after publication, but when they reached me I could not find the owners. I will return the pictures just as soon as I know where you want them.

Clerk Bill Murley has returned to work after his long illness. We are all glad that Bill has recuperated.

Now that the bowling season has begun I'll be happy to report any bowling news that the St. Paulites can give me—or any other news, for that matter.

St. Paul Freight House

Allen C. Rothmund, Correspondent

The St. Paul freight house is a busy place, outside as well as inside. It is bounded by a main highway, the Mississippi river and the Union Depot, and the St. Paul airport is just across the river, so it's busy overhead too.

Marion Cashill, chief telephone operator, is back on the job after a year's absence.

Alec McCool and Gladys Murphy, both absent due to sickness, are now back to work.

Mr. Donehower paid his first visit to Canada last month. He attended a railroad meeting at Winnipeg.

Bill Burfiend is back from Colorado, where he spent the first two weeks of his married life.

Our freight house furnace was repaired in the nick of time, as the temperature took a sudden drop.

Ed Hansen attended a family reunion at Appleton, Minn., Oct. 5 to 7.

As for myself, I chalked up three days' vacation to visit my son at Fort Wayne, Ind., first part of October.

SEATTLE GENERAL OFFICES

Shelleah Williams, Correspondent

Dr. J. DePree, formerly assistant to chief surgeon in Chicago, has been appointed district surgeon of Lines West. He is associated with Dr. H. E. Allen here in Seattle. Dr. Cohn, who was formerly with Dr. Allen, went into private practice in September, when Dr. DePree took up his new duties.

H. D. Collingwood has dropped the "colonel" in favor of "Mr." and has returned to the railroad. Before entering army service Mr. Collingwood was traveling freight and passenger agent at Missoula. He is now working out of Seattle, with headquarters in the general freight agent's office. Mr. Collingwood spent a large part of his army service here in Seattle and was instrumental



BACK ON THE JOB. Apprentice Machinist Norbert, Machinist Ben Browne and Apprentice Machinist Daniel A. Corrigan (left to right) have discarded their service uniforms for dungarees and are back at the roundhouse at west yard, Ottumwa, Ia. Norbert, former motor machinist mate first class, is a sub-chaser veteran—12 months in the Pacific and 18 months in the Mediterranean. Ben, the only Merchant Marine officer from Ottumwa, was an engineer on a tanker which delivered oil and gas to the Pacific forces. Dan was inducted in August, 1943, and served overseas with the 720th Railway Operating Battalion for 19 months, in England, France, Germany and Belgium.

In working out a plan whereby military shipments were handled expeditiously, keeping Seattle a congestion-free port.

Mary Stevens of Everett has replaced Mabel Goldie in the freight claim office. Mabel has taken a leave of absence and is traveling for her health. Other newcomers in that office are Elvin O. Kristjanson, who came up from the local freight office, and Harley Fritz, who was formerly a fireman on the Coast Division.

B. W. McMahan, son of W. J. McMahan, was recently released from military service and is now working in R. C. Sanders' office. Walter Hay, another ex-GI, has replaced Pat Gourley as Paul Wilson's secretary.

Friends of Clifford Carlson (city ticket office) will regret to learn of the death of his young son. The boy passed away a week before his first birthday. Another recent death was that of Mrs. Helen Walker (Helen Kella), who at one time worked in the auditor's office.

H. E. Arnold, assistant to general manager, spent his vacation in Boston visiting his daughter and attending the World Series. Helen Jones of the general freight agent's office went sightseeing in New York, Boston and Washington, D. C. Bill Cole (city ticket office) vacationed in Minneapolis, visiting relatives. Monica Murphy, Milwaukee Land Company, and Gladys Kelly, engineering department, flew to Havana, and Sylvia Farrow, also of the engineering department, went deer hunting on the Caribou Trail in Canada.

L. W. Smith attended the A.A.R. convention last month and made a short side trip to visit his 84-year-old Negro mammy.

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KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

With the revival of the three-day fall festival, after a five-year lapse due to the war, Agent C. L. Post and wife were among the active planners and workers in making preparations for the Blakesburg Corn Carnival, and Mrs. Post was one of the busy people in superintending the marking of winners in the canned food department.

Mrs. M. L. McNerney, wife of conductor, was a delegate of the women's auxiliary to the Brotherhood of Railroad Trainmen's Convention held in Miami, Fla. Before returning home she was joined by Mr. McNerney and they made a trip to Havana, Cuba.

William J. Tee, wife and daughter, Bernadette went to Middletown, O., for a vacation and to see little Lawrence Johnson, born on Sept. 14. His mother is the former Catherine Tee, daughter of Conductor and Mrs. Tee.

On Sept. 22 Howard M. Van Dyke was married to Katie Lee in Olathe, Kan. For the present they are residing in Laredo, Mo., the former home of the bride.

Miss Mildred Yahn, daughter of Mr. and Mrs. Henry Yahn of Hayesville, became the bride of Ivan Beach of Oskaloosa on Sept. 21 at the Presbyterian parsonage. They will make their home in Fremont.

Billy F. Bates has taken his family to California to live temporarily because of the ill health of Mrs. Bates.

An unusual coincidence was E. C. Koetting, father, and his two sons, Irvin and Billie, working the three different shifts as agent and operator at Laredo on Sept. 29. Irvin and Billie are new in the railroad game.

Locomotive Engineer C. E. Gould recently purchased a farm in the vicinity of Ottumwa, where he has moved his family. He will specialize in raising rabbits and chickens and, in season, will do truck gardening.

Trainmaster A. C. Novak has been sent temporarily to Aberdeen, S. D., to remain during the wheat rush. Among some of our train and enginemen sent to Aberdeen to relieve the manpower shortage were C. E. Nevins, Paul Orona, William Freund, Bob Boyd and C. E. Gould.

We always enjoy a visit from some former co-worker and it was nice seeing Dispatcher Vincent Tuomey when he called at the office en route from a visit with his mother in Parnell to his home in Milwaukee, after spending a week's vacation in Iowa.

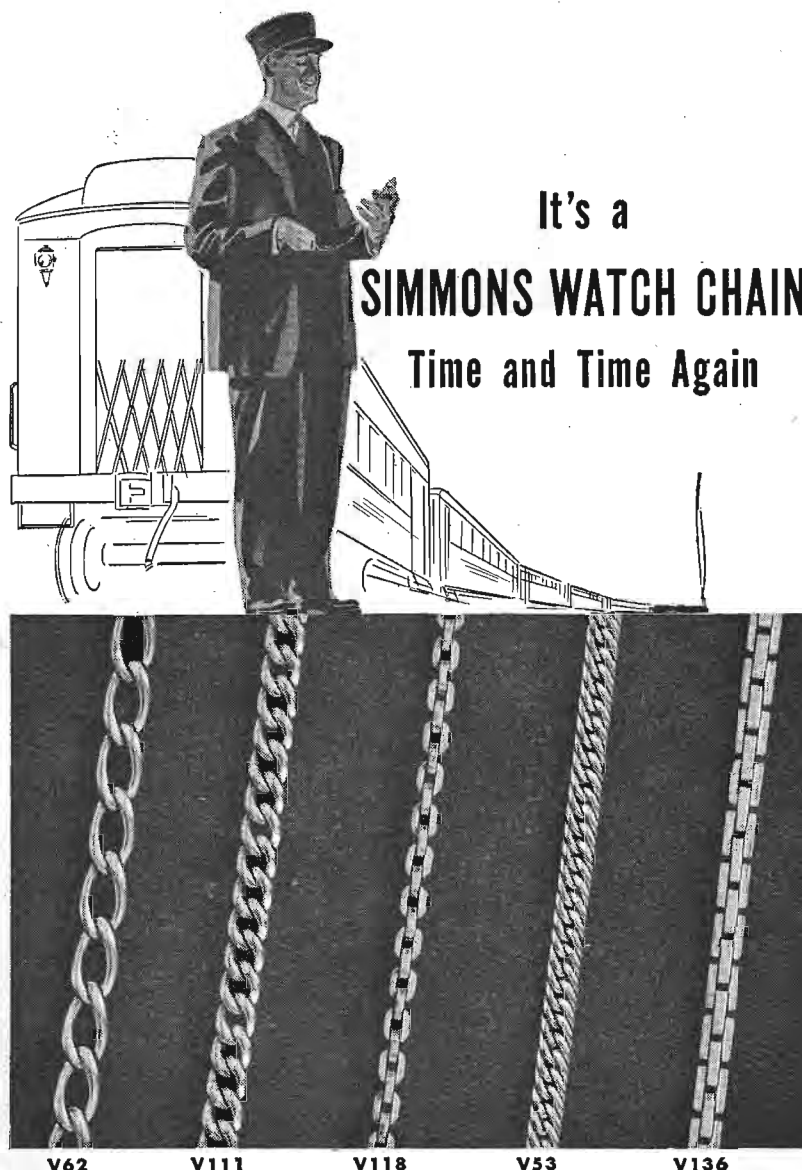
Arthur M. Carpenter, former section laborer at Culver, has re-enlisted in the army and is now a corporal in the air force. He is stationed at Westover Field, Mass., and has made a request that the Milwaukee Magazine be sent to him, as he always enjoyed receiving and reading it during his previous army life.

Glen Martin, night ticket agent at Sherman Street station, Ottumwa, has a new grand-daughter born on Sept. 21 to Mr. and Mrs. Richard Martin at the St. Joseph Hospital. Richard works as a telegrapher on the K. C. Division.

Four of our faithful and long-time employees are retiring. H. O. Hoover, 38 years' service last March and an agent since 1911, has been inactive since last May 3 because of ill health. He and Mrs. Hoover are now living on a farm near Centerville, Ia., and his retirement is effective Sept. 25. He was last employed as agent at Newtown.

On Oct. 15 E. D. Kennedy retired as agent at Ottumwa, where he has been employed in that capacity since Sept. 16, 1935. On Dec. 23, 1905, he entered the service as an operator. He and Mrs. Kennedy plan to locate on an acreage in southern Missouri in the near future and Mr. Kennedy plans to spend much time fishing and enjoying outdoor life.

Conductor E. E. Fritchie of Kansas City made his last run on Sept. 14, his retirement from active service being effective four days later. On Dec. 26, 1905, he was employed as a brakeman, being promoted to conductor on April 11, 1912.

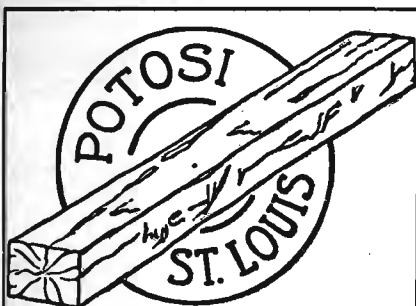


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SIMMONS WATCH CHAIN
Time and Time Again

V62 V111 V118 V53 V136

Time and time again... wherever you see railroad men you see Simmons Quality Gold Filled Watch Chains. Designed especially to suit the needs of men who demand the most in chains, Simmons Chains have been strong favorites all over the country since 1873. Longer wearing and better looking in styles that make a hit in mannish fashions, Simmons chains are the popular choice at a popular price today. Get yours at your nearest jeweler's.

R. F. SIMMONS COMPANY
ATTLEBORO, MASSACHUSETTS



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CROSS TIES
SWITCH TIES
PINE POLES**

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**"THE LINE THAT CAN'T BE
MATCHED"**

PANAMA-BEAYER, Inc.

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Chicago, Illinois

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T-Z Products give unexcelled service.

**"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs**

T-Z Products, as standard equipment,
are daily proving their merit.

T-Z Railway Equipment Co.
8 So. Michigan Avenue
Chicago, Illinois

In the fall of 1906 Garrett L. Tucker was employed in the Ottumwa roundhouse, then in September, 1908, he took a position as fireman. His promotion to engineer was effective Jan. 6, 1914, and he was in that service until the date of his retirement on Sept. 24, 1946. In the past few years he has been in freight service, running between Ottumwa and Laredo. He and Mrs. Tucker plan to go to Mesa, Ariz., where they will make their home during the coming winter to be near their daughter, Virginia Van Camp, who is a patient at the veterans' hospital in Phoenix. She was taken ill while serving as a lieutenant in the Army Medical Corps.

Word has been received of the death of J. M. Dillin, brakeman at Kansas City. Mr. Dillin, an employe of the company since Aug. 14, 1922, was granted a leave of absence on Mar. 26 of last year because of ill health.

Mrs. W. A. Hatfield, wife of operator at Laredo, Mo., passed away in Culors hospital, Trenton, Mo., on Sept. 25, following a period of almost one year of ill health. Burial was in Laredo.

On Oct. 5 Mrs. Frank Sinclair was found dead at her home in Ottumwa by neighbors. Mr. Sinclair, locomotive engineer, had gone out on his run on the preceding day and was returning to Ottumwa in service on Train No. 94, way freight, when notified of her death. Her husband, as well as a daughter, Imogene, and one grandchild, of Miami, Fla., survive her.

An accidental gunshot wound resulted in the death of two-year-old Judith Irene Owens on Oct. 2. She was the daughter of Yard Conductor T. V. Owens of Ottumwa. The rifle was loaded and taken to the back yard by an older brother for the purpose of killing a rat. He did not fire the gun, and when time came for him to go to work he returned the gun to the house. A younger brother picked up the gun and accidentally discharged it.

After two years in the Merchant Marine, Silas Zeigler returned to work as a section laborer at Chilli-cothe, Mo., on Sept. 26.

MILWAUKEE TERMINALS

Muskego Yard

Grace Johnson, Correspondent

Owen Baird, retired machinist, and Mrs. Baird left Milwaukee on Sept. 15 for a winter vacation in Georgia.

Weighmaster and Mrs. Fred E. Butz moved from their home at 1737 North 32nd Street to their new home at 2254 South 59th Street, West Allis, where Fred has the nicest flower garden in Milwaukee county.

The Road traded a nice home at 2220 North 5th Street with the daughters of the late James Trainor for their old home, which is now the site of the new side-tracks at Chestnut Street yard.

Conductor Amos A. Koch, for many years on the "beer train," is home from an all-summer vacation at Pine Lake, Argonne, Wis.

Machinist and Mrs. J. P. (Red) Carroll

viewed the scenery of Tennessee from an auto while on their vacation this summer.

Engineer Joseph H. Petrie has entirely recovered from the effects of the veterans' banquet and is again at home to his friends at 934 South 36th Street.

Engineer George M. Bradley and daughter attended the christening of the Pere Marquette's new streamlined train (on which George's brother-in-law is engineer) at Grand Rapids, Mich., on Aug. 6.

Congratulations to Engineer John D. Lyons, who celebrated his 91st birthday on Sept. 15.

Coach Yard

Richard Flechsig, Jr., Correspondent

We extend sympathy to the family of Anton Weiland, who passed away after a long illness. Tony retired in 1945 because of illness. Previous to his retirement he was on the airman's job, which he held for many years.

We also extend sympathy to the family of Louis Skati, who recently passed away. Louis was a cleaner for many years.

Carman Helper Leon Schneider left for another job. We wish him a lot of luck.

Robert Laetsch, cleaner on the first shift, was promoted to a carman helper on the second shift.

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

Dick Steuer, Correspondent

From now on it's Ernie "The Musky King" Reinhardt. While vacationing at Three Lakes, Wis., Ernie landed a 32-inch seven and a half pounder. He promptly packed his prize in ice and shipped it to the office gang. He wasn't taking any chance of having his catch doubted. After Bob Owsley and Nada M. Vieth cleaned "Mr. Musky" he was divided among the gang and the verdict was "good eating."

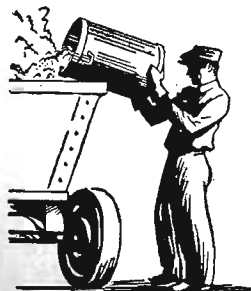
Word got around that the cashier and his staff had quite a time with the company safe up North Milwaukee way. The new combination puzzled Messrs. Swang, Keller and Corbett and after spending much time on it without success they had to admit defeat. A blowtorch artist came to the rescue and took care of the situation.

Agent Leahey divided his two-week vacation between upper and lower Michigan. We've heard that the agent's home state is famous for hunting and fishing, but J.E.L. had nothing to match Ernie's fine musky catch—not even a story.

The unexpected death of Yard Clerk Eddie Beck was a shock to his many friends. Eddie's twenty-odd years with the railroad were spent at North Avenue and North Milwaukee.

Bulletined jobs assigned include two yard clerk posts at North Milwaukee, filled by Eddie Eckhart and Oliver McKagan.

We extend our heartfelt sympathy to Mr. and Mrs. Richard Wank on the recent death of their infant son, Terry.



Try **GLENDORA** the next
time you order coal

The **ASH MAN** could tell you who uses the *Best Coal*

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that **GLENDORA**—"The Wonder Coal" is NOT being used.

GLENDORA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

STERLING-MIDLAND COAL CO.

GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING SEPTEMBER, 1946 AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Hastings and Dakota Division				
Abrams, R.E.	D.F.C.A.	Milwaukee, Wis.	2		Henderson, Mrs.	Wife of Mast.	Aberdeen, S.D.	5	
Bartling, A.C.	Clk., Engineering	Chicago, Ill.	1		W.W.	Mech.	Minneapolis, Minn.	1	
Benson, L.J.	Asst. to V.P.	Chicago, Ill.	2		Johnson, A.	Conductor	Aberdeen, S.D.	1	
Bradford, E.H.	S.C. Porter	Chicago, Ill.	1		Lilly, Elaine C.	Rndhse. Clk.	Aberdeen, S.D.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		6	Mertz, W.G.	Air Brake Rep.	Aberdeen, S.D.	4	
Cassing, J.J.	Dem. Inspector	Chicago, Ill.	1		Spatafore, John	Sec. Foreman	Ashton, S.D.	1	
Eldridge, E.	Frt. Clk., Purch.	Chicago, Ill.		1	Williams, W.H. Jr.	Counterman	Aberdeen, S.D.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		4				13	0
Halsey, G.H.	Trav. Auditor	Marion, Ia.	1						
Haut, Helen	Steno., S. & D.C.	Chicago, Ill.	1						
Highland, A.E.	Aud. Cap. Expend.	Chicago, Ill.							
	Off.	Chicago, Ill.	1						
Kuchel, Chas.	Asst. Engineer	Chicago, Ill.	1						
McPherson, W.R.	Asst. Supt. Transp.	Chicago, Ill.	1						
Mongelluzzo, S.A.	Car Dist.	Chicago, Ill.	1						
Payne, A.H.	Clerk	Chicago, Ill.	1						
Phelan, L.D.	Asst. Gen. Adj.	Chicago, Ill.	1						
Suhrbier, E.H.	Dist. Frt. Clm. Agt.	Minneapolis, Minn.	1						
Swanberg, C.O.	Trav. Aud.	Perry, Ia.		2					
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	2						
Zechlin, Viola	Clerk	Chicago, Ill.	1						
			19	13					
Chicago Terminals Division					Iowa Division				
Abrams, N.	Rate Clerk	Galewood, Ill.		4	Cooper, W.E.	Rndhse. Foreman	Cedar Rapids, Ia.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		5	Curran, Francis C.	Rate Clerk	Cedar Rapids, Ia.	1	
Boeck, H.F.	Chf. Clerk	Galewood, Ill.		7	Davis, E.E.	Chief Clerk	Omaha, Neb.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		4	Manton, Thomas	P.F.I.	Cedar Rapids, Ia.		1
Brown, H.	Rate Clerk	Galewood, Ill.		4	Nelson, M.H.	Mech. Dept.	Perry, Ia.	1	
Carter, Paul	Clerk	Galewood, Ill.		1	Waln, R.A.	Sig. Maintainer	Paralta, Ia.	1	
Carusa, S.M.	Clerk	Galewood, Ill.		1	Ziehike, O.H.	Tel. & Sig.	Savanna, Ill.	1	
Dyba, T.	Route Clerk	Galewood, Ill.		4				6	1
Ensor, A.	Rate Clerk	Galewood, Ill.		2					
Evans, R.	Clerk	Galewood, Ill.		2					
Ewing, J.J.	Clerk	Galewood, Ill.		4					
Greenlimb, P.E.	Recon. Clerk	Chicago, Ill.		1					
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4					
Krygl, M.J.	Clerk	Galewood, Ill.		1					
LeMire, G.E.	Rate Clerk	Galewood, Ill.		134					
Lemke, E.	Clerk	Galewood, Ill.		1					
McQuinn, D.M.	Clerk	Galewood, Ill.		1					
Morgan, F.	Clerk	Galewood, Ill.		1					
Oesterling, J.J.	Rate Clerk	Galewood, Ill.		11					
Siwek, G.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		3					
			0	195					
Coast Division					Iowa and Dakota Division				
Bardwell, F.E.	Clerk	Bellingham, Wash.	2		Gaetze, J.J.	Clerk	Mitchell, S.D.		1
Coble, W.H.	Frt. Agt.	Lynden, Wash.	2		Gourley, E.C. Jr.	Eng. Dept.	Mason City, Ia.	1	
DeGuire, C.E.	Clerk	Tacoma, Wash.		1	Harbeck, Rudy	Carman	Sioux Falls, S.D.	1	
Doty, Gregg K.	Cashier	Everett, Wash.	1	1	Hasler, I.L.	Machinist	Sioux City, Ia.	2	
Eshelman, W.M.	Station Force	Tacoma, Wash.		2	Jones, Wendell R.	Steno-Clerk	Sioux City, Ia.	1	
Gunderson, G.	Sub-Stn. Oper.	Tacoma Jct., Wash.	1		Moran, C. Grace	Secretary	Mason City, Ia.	1	
Leen, W.E.	Engineer	Bellingham, Wash.	1		Pappas, Tony	Mach. Helper	Mason City, Ia.	2	
Norris, W.H.	Loco. Engr.	Tacoma, Wash.	1		Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
Rusch, Helen	Stenographer	Tacoma, Wash.	1		Sopocel, S.	Sec. Foreman	Tripp, S.D.		1
Walker, Byron	Loco. Engineer	Seattle, Wash.	1		Tomic, R.F.	Sec. Foreman	Lake Andes, S.D.		2
Wilson, H.E.	Portmaster	Seattle, Wash.	1		Woodhouse, W.H.	Baggage man	Mason City, Ia.	1	
			11	4	Worthington, R.J.	Capt. of Police	Sioux City, Ia.	2	
								12	4
Dubuque and Illinois Division					Iowa and Southern Minnesota Division				
Brandt, Justin	Storehelper	Dubuque, Ia.	1		Hayes, Albert	Operator	Albert Lea, Minn.	4	
Ceurvorst, A.D.	Yard Clerk	Davenport, Ia.		1	Johnson, Charles	Agent-Operator	Sherburn, Minn.		5
Dubmeyer, A.	Cutter	Dubuque, Ia.		4	Jones, S.O.	Agent-Operator	Bixby, Minn.		2
Fisher, J.H.	Car Foreman	Savanna, Ill.	2		McDaniel, Mrs. F.R.	Wife of Stn. Agt.	Fountain, Minn.	1	
Heitman, J.M.	Asst. Foreman	Savanna, Ill.	3		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
Horsfall, C.	Carman	Dubuque, Ia.		4	Vandenover, H.E.	Boiler maker	Austin, Minn.	1	
Kupferschmidt, I.	Clerk	Dubuque, Ia.	1			Helper		7	7
Kurt, Francis	Clerk	Waukon, Ia.	11	6					
Lange, S.	Helper	Dubuque, Ia.	1						
Millar, Lucille	Clerk	Dubuque, Ia.	1						
Morgan, D.W.	Storehelper	Nahant, Ia.	1						
Olson, E.W.	Chf. Dsptr.	Dubuque, Ia.	2						
Oswald, J.J.	Capt. of Police	Savanna, Ill.	1						
Schuster, L.A.	Carman	Dubuque, Ia.	1						
Smith, U.J.	Conductor	Dubuque, Ia.	1						
Stafford, Wm. A.	Secy. to DR&PA	Dubuque, Ia.	2						
Thompson, L.G.	Crane Operator	Dubuque, Ia.	2						
Unmacht, R.A.	General Foreman	Dubuque, Ia.	2						
Wall, W.E.	Engineer	Bensenville, Ill.	1						
Withhart, F.M.	Check Clerk	Savanna, Ill.	5						
			38	15					
Idaho Division					Kansas City Division				
Allen, C.F.	Roadmaster	Spokane, Wash.	1		Carlson, I.R.	Chf. Clk. to Agt.	Ottumwa, Ia.		1
Breitengross, R.F.	Agent	Lind, Wash.	1		Farrell, J.T.	O.S. & D. Clk.	Ottumwa, Ia.		1
Brothie, F.W.	Captain of Police	Spokane, Wash.	3		Kemp, Edwin	General Clerk	Ottumwa, Ia.	1	
			5	0	Kizer, L.P.	Engineer	Ottumwa, Ia.	1	
								2	2
La Crosse and River Division					La Crosse and River Division				
Blanchfield, E. C.	Cashier	Merrill, Wis.	1		Blanchfield, E. C.	Cashier	Merrill, Wis.	1	
Conklin, Mildred	Stenographer	Wausau, Wis.	1		Conklin, Mildred	Stenographer	Wausau, Wis.	1	
Fishback, E.B.	Agent	Welch, Minn.	1		Fishback, E.B.	Agent	Welch, Minn.	1	
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Goudy, Wayne	Storekeeper	La Crosse, Wis.	1		Goudy, Wayne	Storekeeper	La Crosse, Wis.	1	
Hazelwood, E.A.	Chf. Clk. to Asst. Supt.	Wausau, Wis.	1		Hazelwood, E.A.	Chf. Clk. to Asst. Supt.	Wausau, Wis.	1	
Hemsey, Mrs. Clayton	Wife of Shop Supt.	Tomah, Wis.	1		Hemsey, Mrs. Clayton	Wife of Shop Supt.	Tomah, Wis.	1	
Johnson, Mrs. Leon	Wife of Foreman, Frog Shop	Tomah, Wis.	1		Johnson, Mrs. Leon	Wife of Foreman, Frog Shop	Tomah, Wis.	1	
Karow, Mrs. C.A.	Exp. Clk. & Steno.	Winona, Minn.	2		Karow, Mrs. C.A.	Exp. Clk. & Steno.	Winona, Minn.	2	
Ruder, George	W.H. Foreman	Merrill, Wis.		1	Ruder, George	W.H. Foreman	Merrill, Wis.		1
Ruder, Wm.	Yard Clerk	Merrill, Wis.		1	Ruder, Wm.	Yard Clerk	Merrill, Wis.		1
Schaad, Gregory	Trucker	Merrill, Wis.		2	Schaad, Gregory	Trucker	Merrill, Wis.		2
Scott, W.C.	Frt. Serv. Insp.	Portage, Wis.		1	Scott, W.C.	Frt. Serv. Insp.	Portage, Wis.		1
Thompson, Mrs. Otis	Wife of Mach.	Tomah, Wis.	1		Thompson, Mrs. Otis	Wife of Mach.	Tomah, Wis.	1	
Tucker, George	Tinsmith	Tomah, Wis.	1		Tucker, George	Tinsmith	Tomah, Wis.	1	
Voeltzke, Wm. F.	Clerk	Wausau, Wis.	1		Voeltzke, Wm. F.	Clerk	Wausau, Wis.	1	
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2		Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2	
			16	-6					
If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.									

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Madison Division					Terre Haute Division				
Kilian, A.M.	Chf. Dsptchr.	Madison, Wis.	1		Daniels, B.E.	Asst. Div. Eng.	Terre Haute, Ind.		7
Krenke, E.F.	Storekeeper	Janesville, Wis.	1					0	7
Selchert, G.W.	Chauffeur	Janesville, Wis.	1						
			3	0					
Milwaukee Division					Trans-Missouri Division				
Benzing, H.	Equip. Mntnr.	Horicon, Wis.	2		Gray, John Jr.	Pipefitter	Miles City, Mont.	1	
Brown, Chester	Cashier	Beaver Dam, Wis.	1		Ingalls, R.F.	Guard Super.	Miles City, Mont.	1	
Daniels, C.	Trucker	Beaver Dam, Wis.		1	Reece, Robert M.	Boilermaker	Miles City, Mont.	1	
Dunning, D.A.	Agent	Iron Ridge, Wis.		1		Helper		3	0
Francey, Elenore	Secretary	Milwaukee, Wis.	1						
Freinwald, F.F.	Fireman	Horicon, Wis.	1						
Harper, V.	Trackman	Horicon, Wis.	1						
Kohl, W.J.	Sig. Mntnr.	Horicon, Wis.	4						
Krummel, W.J.	Car Dept.	Racine, Wis.	2						
Kuhaupt, H.J.	Trackman	Beaver Dam, Wis.	2						
Lathrop, Merrill	Warehouseman	Beaver Dam, Wis.	1						
Lentz, Adelbert	Trackman	Horicon, Wis.	2						
Moe, Louis	Pump Repairer	Horicon, Wis.	1						
Otte, A.R.	Asst. Rdm.	Horicon, Wis.	2						
Passage, G.E.	Trainmaster	Horicon, Wis.	5						
Pederson, Arlo	Trackman	Horicon, Wis.	1						
Wessel, W.	See. Foreman	Brandon, Wis.	1						
Whitty, Hazel	Ticket Seller	Horicon, Wis.	3						
Ziegler, Hedwig	Clerk	Mayville, Wis.	1						
			30	2				10	2
Milwaukee Terminals and Shops					Twin City Terminals Division				
Blask, D.M.	Secy. to G.A.	Milwaukee, Wis.	1		Gallagan, John J.	Police Dept.	Minneapolis, Minn.		2
Burr, R.O.	Asst. Foreman	Milwaukee, Wis.	1		Larson, Myrtle C.	Steno., Law Dept.	Minneapolis, Minn.	1	
Kabacinski, C.	Load Inspector	Milwaukee, Wis.		1	Leyhe, C.	Stenographer	Minneapolis, Minn.	3	
Lahn, Frank	Yard Clerk	Milwaukee, Wis.		1	Mars, Leda M.	Car Acct.	Minneapolis, Minn.	1	
McMartin, Richard	Checker	Milwaukee, Wis.		1	Maybee, Clarence	Storehelper	Minneapolis, Minn.	1	
Myers, Jacob	Ret. Carman Hlpr.	Milwaukee, Wis.	1		Oden, Reuben T.	Check Clerk	Minneapolis, Minn.	1	
Noot, R.H.	Timekeeper	Milwaukee, Wis.	1		Osbloom, Martha	Clk., Loc. Frt. Off.	Minneapolis, Minn.	1	
Porsow, Wm. Jr.	Foreman, Foundry	Milwaukee, Wis.	1		Schroeder, H.F.	B&B Carpenter	Minneapolis, Minn.	1	
Rieboldt, F.C.	Ret. Foreman	Milwaukee, Wis.	1		Sjoquist, Fred	Welder	Minneapolis, Minn.	1	
Schilhansl, A.E.	Ldg. Insp.	Milwaukee, Wis.		1					
Shipman, H.M.	Est. & Val. Engr.	Milwaukee, Wis.	2						
Spende, J.V.	Clerk	Milwaukee, Wis.		1					
Stahl, Wm. H.	Lagger, Pipe Shop	Milwaukee, Wis.	1						
Tomaschko, Frank	Asst. Staty. Stkpr.	Milwaukee, Wis.	1						
Welik, G.J.	Frt. Serv. Insp.	Milwaukee, Wis.		1					
Whalen, W.J.	Gen. Supt.	Milwaukee, Wis.	1						
			11	6					
Off Line Offices and Miscellaneous Group									
Hoffman, E.A.	Clerk	New York, N.Y.	1						
			1	0					
Seattle General Offices									
Browne, Myrtle	Auditor's Office	Seattle, Wash.	1						
Brundage, W.W.	C.F.A.	Seattle, Wash.	3						
Greengard, S.	Exec. Dept.	Seattle, Wash.	1						
Harris, H.E.	C.F.A.	Seattle, Wash.	1						
Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	3						
Naramore, Dr. H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1						
Pinson, J.F.	Asst. Engineer	Seattle, Wash.	3						
Sackerson, R.G.	Gen. Mgr., Milw. Land	Seattle, Wash.							
Strassman, J.H.	Auditor	Seattle, Wash.	2						
Whiting, J.S.	Police Dept.	Cedar Falls, Wash.	1	12					
Williamson, Glenn	Clk., Gen. Frt.	Seattle, Wash.		1					
			16	13					
Superior Division									
Brossel, C.	Agent	Menasha, Wis.		2					
Cheney, R.S.	Instrumentman	Green Bay, Wis.		3					
Deacon, M.J.	Chauffeur	Green Bay, Wis.	2						
Goodell, A.R.	Agent	Lena, Wis.	1						
Heup, S.W.	Clerk	Menasha, Wis.		1					
Miskimins, R.R.	Mgr., Motor Transport	Green Bay, Wis.		1					
Neveu, J.J.	Chief Clerk	Neenah, Wis.		1					
Pfrang, Norman	Truck Dsptr.	Green Bay, Wis.		2					
Scholtz, B.R.	Operator	Menasha, Wis.		1					
Schramm, R.	Clerk	Neenah, Wis.		1					
			3	12					

The name of a prospect on a traffic tip card is half the job of making a prospect a customer.

Traffic Tips Reported During September, 1946

Division	Pass. Tips	Frt. Tips	No. of Tips per 100 Employees
Seattle General	16	13	15.1
Chicago Terminals	—	195	6.1
Dubuque & Illinois	38	15	3.3
Milwaukee Division	30	2	2.6
Superior Division	3	12	2.1
Iowa and S. Minnesota	7	7	1.5
Chicago General	19	13	1.3
Iowa and Dakota	12	4	1.0
Coast Division	11	4	0.9
La Crosse and River	16	6	0.9
Idaho Division	5	—	0.8
Hastings and Dakota	13	—	0.7
Iowa Division	6	1	0.5
Kansas City Division	2	2	0.5
Terre Haute Division	—	7	0.5
Madison Division	3	—	0.4
Twin City Terminals	10	2	0.4
Milwaukee Terminals	11	6	0.3
Trans-Missouri Division	3	—	0.3
Miscellaneous	1	—	0.07
Rocky Mountain Division	—	—	—
TOTALS	206	289	1.5

When the other fellow gets work done in a hurry, *he's slipshod*; when you accomplish things speedily, *you're efficient*.

When the other fellow takes a long time to do something, *he's slow*; when you take a long time to do something, *you're thorough*.

When the other fellow doesn't do it, *he's too lazy*; when you don't do it, *you're too busy*.

When the other fellow goes ahead and does something without being told, *he's overstepping his bounds*; when you do something without being told, *that's initiative*.

When the other fellow talks about someone, it's *gossip*; when you talk about someone, it's *constructive criticism*.

When the other fellow states his side of a question strongly, *he's bullheaded*; when you take a side on a question, *you're firm*.

When the other fellow disregards etiquette, *he's rude*; when you break some of the rules, *you're original*.

When the other fellow gets ahead, *he's had the "breaks"*; when you make a success, *hard work did it*!

Surely, as Carlyle has said, "The greatest of faults is to be conscious of none!"

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Bernie Williams, Correspondent

With great sorrow we report the deaths of two co-workers. Clara Samdahl passed away on Oct. 4 at Minneapolis. We all knew Clara's illness was serious but hoped she might some day return. Miss Samdahl started to work for the Road in November, 1918, at Montevideo, Minn.; later moved to Aberdeen, S. D., then to Minneapolis in the consolidation of 1932, and in 1940 to Chicago, in the bookkeeping bureau of our office. Services were held at Minneapolis, with burial at Lakewood cemetery. Co-workers and friends of long standing acted as pallbearers—R. G. Hoefs, Eric B. Gehrke, Carl Holmgren, John Ritter, Ted Hartz and Russell Risberg. Miss Samdahl is survived by her sisters, Sophia and Annette of Minneapolis. We extend our sympathy to them.

Henry W. Marquardt, bureau head of the timekeeping bureau, died suddenly on Oct. 5. His death is a great loss to his family, his countless friends and to the company. Mr. Marquardt started with the Milwaukee at Green Bay, Wis., in 1917 and held various positions, becoming division accountant at Sioux City, Ia., which position he held until 1932. He was bureau head of the labor bureau in the district office at Chicago and held the position of assistant bureau head in shop timekeeping until promoted to his last position in 1944. He is survived by his wife, Mrs. Myrtle Marquardt, daughter June and his son, Rev. John Marquardt, who officiated at services at St. William's Church and burial at St. Joseph's cemetery. We extend sincerest condolences to his family.

We are happy to report that Frances Schmutz, shop timekeeping, has been released from the hospital and is convalescing at home after a serious operation.

Sept. 21 marked the wedding day of Robert Notson of the timekeeping crew. Bob took unto himself a bride and looks happier than ever. Congratulations and many happy anniversaries, Mr. and Mrs. N.

Missing this month is George S. Peterson, dining and sleeping car accountant, who has taken a leave of absence on account of his health. We hope the rest will do the trick for George. In the meantime Arthur L. Piper, traveling accountant, is filling his post.

Beatrice Gavin has resigned from the Road to take over permanent duties as a housewife. Bea sent her kid brother Danny as a replacement to join Neil and keep the place equipped with Boyles.

The maternity ward was a busy place this month. Four proud fathers are discussing their new arrivals and you have to listen, or else. On Sept. 17, David Asplin, nine pounds, born to Mr. and Mrs. John A. Asplin; Sept. 26, Joan Elizabeth Dunne, six and a half pounds, born to Mr. and Mrs. James Dunne; Oct. 12, a Columbus Day son, Stanley, Jr., six pounds, born to Mr. and Mrs. Stanley A. Skutek, making it two boys for the Scooters; Oct. 13, John

Carl Cacioppo, six pounds eight ounces, born to Mr. and Mrs. Carl S. Cacioppo. Congratulations, all! Let's hope there isn't too much floor walking for the suffering fathers. Boy, oh boy, cigars are plentiful here.

Engagement announcement; Joanne Niemann, computing bureau, is flashing the right ring on the right finger. His name is Robert Skogman.

Wedding of the month was that of Jean Clower, who became Mrs. Warren Hobbs, Oct. 12, at St. Gertrude's Church. The best of everything to the happy couple is their office friends' wish.

The Milwaukee Road girls' bowling league is in a close race for first-place honors after 12 games.

Team and Captain	Won	Lost
Arrow (V. Zielin).....	9	3
Varsity (G. Alpert).....	8	4
Chippewa (A. Kennedy).....	8	4
Pioneer Limited (F. Steiner)....	7	5
Copper Country (P. Pennelle)....	7	5
Tomahawk (H. Berg).....	7	5
Fast Mail (C. Hanrahan).....	6	6
Southwest Limited (E. Dodovich) 6	6	6
Sioux (B. Michalak).....	5	7
Hiawatha (A. Nixon).....	4	8
Marquette (D. Martens).....	4	8
Olympian (R. Stanley).....	1	11

Individual leaders are Nora Kane, with 183 for one game, and Ruth Stanley, second, with 180. High series leader is Marlon Klewer with 507; Gert Alpert is second with 474. The Pioneers have individual high team game with 727, the Fast Mail has high series with 1992 and the Copper Country is trailing with 1833. The Hiawatha five has a 718 for second individual high game. Among the high-ups in the season's averages to date are: Marlon Klewer, 150; Catherine Hanrahan, 140; Ruth Stanley, 138; Gert Alpert, 136; Nora Kane, 134; Mary Burke, 131; Pauline DeKeckler, 129; Florence Steiner, 127; Ann Kennedy, 127; Eleanor Keen, 125; Mert Godee, 124; Ruth Walsh, 124; Emily Dodovich, 123; Florence Ehlen, 122; Emily McDyer, 121, and Harriet Berg, 121.

A late report on a wedding in the supervisor of payroll taxes office force: Charles Smalley and Connie Fenrich became Mr. and Mrs. on Sept. 7 at the First English Evangelical Church. Congratulations to Mr. and Mrs. Smalley.

Three of our friends left our midst this month—Ethel Olander and Bob Sommers of the machine room and Josephine Iwanski of the key punchers.

William "Bill" Bert is back with the machine room mob after a long stretch in the army.

"Little Mary" Holmberg is in again. This month, instead of dramatics, it's tennis. At the tennis club's recent party Mary hauled down two trophies for singles and doubles.

John S. Butler, retired auditor of expenditure accountant, died on Sept. 17, just a few days after his 83rd birthday. At the time of his retirement, Sept. 30, 1941, Mr. Butler had almost 61 years of service. He entered the employ of the Road at Watertown, Wis., on Dec. 1, 1880, and worked from 1882 to 1893 at Milwaukee, Wis. Early in 1893 he transferred to the

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accounting department in Chicago and during the United States administration of the railroads was assistant auditor of material accounts. He later became a traveling and special accountant. We offer our sincere sympathy to his family in their loss.

Some of the boys tried their luck in the Booster Club golf tournament Sept. 15 at White Pines golf course. Most of them didn't do much except enjoy the dinner that followed. Leo Walsh of Mr. Leal's office shot the low net score of 65, J. Stowell had 67 and Harry C. Johnson had a 68 for third. R. D. Claborn, Savanna, shot a nice 73 for low gross for the day and Joe White had a 77 for runner-up. The championship cup went to White, who was the lowest Booster Club member.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Wilfred Hettinger, interline, was called to serve Uncle Sam, in the armed forces, and left us on Oct. 8, with a lot of good luck wishes from fellow employes throughout the Fullerton Avenue Building, along with a gift of \$50 from freight auditor's office employes.

George Schmalbeck, interline, ex-army man, left us Sept. 30, to study aeronautical engineering. He entered the employ of the Milwaukee Road six years ago.

La Verne Hall went to Wesley Memorial Oct. 9, for an operation and requested other employes in the rate revising bureau to struggle along as best they can until he returns in a few weeks.

Emil Nielsen, rate clerk, Seattle, local freight office, was a visitor on Sept. 27, for a brief chat with old friends and to look over the old desk he left in the rate revising bureau 18 years ago to make his home in the West. He has lived in or near Seattle ever since.

Marge Formella, rate bureau, who gets out the files for the rest of us with a smile, became engaged Oct. 5, at 6:00 p. m. to August Dettloff, and is now showing off a great big sparkler. Details of the big wedding will follow in some later issue.

Our Milwaukee Road softball team finished third in the Lincoln-Belmont "Y" League, composed of nine teams. Explanations are that too many players left the team to enter the Bowling League, and they were defeated for the championship in the final game by a score of five to four, by the Teletype Company team which went on to win the city championship.

After complete recuperation from his strenuous efforts to escape from a bear in the Canadian Rockies, Sherman Arp, rate bureau, left again to do some color photog-

raphy of Mother Nature's handiwork, in the state of Wisconsin.

Jim Benda, government rate clerk, who has been on the sick list, returned to work Oct. 16, minus many pounds in weight. Otherwise he is his usual cheerful self.

Accounting machine room, Elizabeth Iwanski reporting: Lorraine Kiwiathovshi was married to Arthur Wierzbicki on Oct. 5 at St. Bonaventure's Church. We gave Lorraine a set of dishes. Her bridal party consisted of Rosemary Boran, her niece; Elizabeth and Josephine Iwanski, bridesmaids; and Tillie Ziemann as matron of honor. Their permanent residence will be at 2541 N. Marshfield Ave.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Love interest heads the news this month. Little Ruthie Conway announced that on June 25 she became Mrs. Robert Fortman. Such a pleasant surprise deserved another, so the gang presented Ruth and Bob with a radio. Not to be outdone, Lorraine Koy and Fae Ann Vogl invited Ruth's friends to a shower where, we understand, the haul was good.

Dottie Schirmer announced her engagement to William Bohm, who is a student at Northwestern University. Best of luck to both.

Flo Hurlless is still confined to her home, but we hear she is convalescing nicely.

Emil Liska, formerly of APA and now one of Hillman's great family, announces his plans to marry in April. Sorry we neglected to get the young lady's name.

Parnell Kelley received a leave of absence because of ill health. Kelley and the family are trying Arizona for the winter.

Bob Rinaldi was welcomed back this month. So, too, was Marie Tobin Klebba, who worked with us some time ago. Ray Radway went back to Sherman and made Joe happy.

They tell me Terry Kinatader left Bob at home to watch the baby while she went to Ruth Conway's shower. Since Edythe Sammartino was invited also, Bob decided that Frank should bring his baby over and they'd watch together. Comes 10 o'clock and Lorraine's phone rings madly. It's Bob and Frank asking their wives to please come home; their daughters became unmanageable.

Larry Wozny and his wife were delegates recently to a convention held at the Sherman Hotel. Quite a week, reports Larry. No beds to make, no dishes to wash. It must have been a husbands' paradise.

Harry Krumrei has been batching it under protest since Edna made a trip to Toledo, O.

Art Freitag is really in a hurry to join the old-timers. His craving began on Oct. 8, when he started his 34th year with the company.

Mr. and Mrs. Anthony Naatz celebrated their 25th wedding anniversary. A gala party was attended by 200 guests.

Ted Wagner and Frances Schinler selected the last day of August as the date

**KEEP YOUR MIND
ON YOUR WORK
AND KEEP SAFETY
ON YOUR MIND**



for their wedding. Frances, who works for the car accountant, and Ted both received gifts from their co-workers and were guests of honor at a dinner given by the Choral Club. Honeymoon? At Wisconsin Dells.

McCulley, president of the Pioneer Post, No. 768, American Legion, reports on the six bowling teams—Welfare, Ritual, Membership, Service, Memorial and Americanism: The Americanism team of Brandenburger, Wiegref, Smith, Swiddek and Tucholski now leads the league with 11 wins out of 18 games rolled. These ex-GIs are certainly enjoying themselves every Monday night at 3947 North Pulaski. Plans are being made now for a much bigger league next season.

Marty Bauer and his wife went to New York to attend the truckers' convention.

Freight Claim Department

Ray Allen, Correspondent

Freight Claim Agent G. W. Loderhose is feeling pretty chesty these days as he recently became grandfather to a bouncing baby boy. The baby's name is Robert David Bjork, Jr.

Frances Ehlen of the typing bureau and AnnaBelle Donovan, private secretary to Mr. Loderhose, gave a bridal shower for Marilyn Duffy one of our former employees. Marilyn was married to Jimmy Shields on Nov. 9 at St. Mary's of the Lake Church. A reception was held at the Sheridan Plaza hotel, where a host of friends gathered to wish the bride and groom much happiness.

Allen Rank left the company to go into business. He has purchased the Sunset Venetian Blind Company and from the latest reports is doing nicely.

Claim Adjuster Rudy Levey and wife have returned from a vacation in California, with many interesting stories of the Golden West. Rudy spent some time in California while in military service and told Mrs. Levy so many interesting tales that she thought it would be a good idea to see the Wonder State too.

Marge Christian, Jean Perlick, Beatrice Michalak, Evelyn Williamsen and Fran Ehlen have formed a bowling team and are having a big time. Marge is bowling as "anchor man" and really living up to the name; her latest series was 85-76-74. However, Marge says she should do much better, as Jim Dietz has begun to give her free instructions.

The Milwaukee girls basketball team is well under way, the FCD being represented by Marion Mattson, Anna Tonelli, Betty DeBusman, LaVerne Harris, Helen Hetherington and Peggy Burns, who are burning up the baskets. The team is managed this year by Claim Adjuster Bob Wurth. The poor coach is none other than your correspondent.

Shirley Heyman, a former employe, has returned to work to help Head Clerk Bill Enthof of the record bureau out of the confusion.

Marilyn O'Donnell of the typing bureau has resigned to take a position with the government. However, "O'D" will be back helping out on the girls' basketball team.

Sally Bochenk has returned to work looking pert after two weeks' vacation.

Claim Adjuster Bob Kapfhamer passed out cigars and candy last month for you know what. Yes sir, Bob is really a proud papa—a cute baby girl named Sandra Marie born on Oct. 3.

The Booster Club dance held for returned service men at the Aragon Ballroom was really a gala affair and was attended by at least 50 per cent of the FCD. The freight claim department employees were capably chaperoned by Claim Adjusters Ed "Dad" Ewald and Ralph "Pops" Burton.

Anna Nasheim celebrated her birthday on Oct. 16. She was pleasantly surprised with a card signed by all of the girls in her department, one from Dorothy Young, Mr. Mortensen's former secretary who is now in Washington, D. C., and others. Anna was especially pleased with the telegram from former FCD employes Marilyn O'Donnell and Rosemary Milles which read, "Happy Birthday to a peach of a boss."

Car Accountant's Office

Harry M. Trickett, Correspondent

Bridal showers were held in the office on Sept. 13 for Louise Leisten and Ann Yurschak. Louise was presented with a pair of lamps. She was married on Sept. 14 to Edward Tholke and honeymooned in Wisconsin. Ann took her vows on Sept. 15, with Ray Olecno. Their honeymoon took them to Florida and, by plane, to Cuba. Ann was presented with an electric clock and kitchen ware.

Lorraine Schroeder was honored with a bridal shower on Sept. 24 and was united in marriage to Albert Santangelo on Sept. 28. She will become a full-time housewife.

Lorraine Kurowski displayed a diamond engagement ring on Sept. 16 and is now counting the days until she will be "Mrs." An announcement was received on Sept. 19 of the arrival in the Kohn family (formerly Marion Lynch) of a baby boy.

Blanche Polzin was called for jury duty on Sept. 16 and, after serving several days, lost her voice.

Stanley Scott visited us on Sept. 26. He has recently been a dance instructor but is ready to return to school, at the University of Chicago.

The office was surprised on Sept. 30 by a visit from Hazel (Reid) Salter, formerly of our office. Hazel has made her home in Glendale, Calif., for the past five years.

Walter Barthel always receives plenty of assistance on Oct. 1 in celebrating his birthday. He was the recipient of many cards, gifts, and a cup cake with a candle.

Sympathy was extended to Rose Zuchola in the sudden death of her brother on Oct. 5.

Marie (Battista) Gelsomino, formerly of our office, passed away on Oct. 11.

Dolores Lenz, after a furlough of four months on account of illness, returned to work, feeling much improved.

The following are still on furlough: Bernice McWhiney, at home since July 12; Mary Jonkouski, since Aug. 7; Theresa Dosch, at home since Aug. 19; Marie Leike, convalescing after an operation on Aug. 21; and Mary Oehm, who has been at home since Sept. 16.



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Passenger Traffic Department

Roy H. Huntsman, Correspondent

Upon your correspondent's return from his vacation, a trip to the Ozarks, Matamoros, Mexico, and Brownsville and Corpus Christi, Texas, he found himself with a by-line for this column. The fishing was fine at Corpus Christi, by the way.

There have been several changes in the rate department. John Dunne has gone back into the army as first lieutenant, located at Ft. Belvoir, Va. He goes with the best wishes of the entire office force. Ray Freitag was promoted to John's position.

Agnes M. Alren, away due to a slight operation, has returned to work.

Mary Bilgart has returned from the bedside of her son in Washington, D. C. He was in a bad auto accident but is out of danger now and doing as well as can be expected.

The news of Larry O'Sullivan's 26th wedding anniversary brought best wishes for many more and congratulations from his fellow workers.

The trophy on former Major Alex Marxen's desk, received as a prize at the Chicago Kiwanis Club meeting, Sept. 13, is only the beginning. Look out, Byron Nelson—strong competition.

Orren R. Anderson, who has been experimenting in lumber from the planting of the small acorn to the felling of the mighty oak, convoyed the National Retail Lumber Dealer's Special to the West Coast on Oct. 17. Andy is an optimist—thinks after having made this trip he may be able to wangle enough lumber to finish his new home.

Sam Grafenstein: Honest Sam, they call him. He got out of Frisco just two jumps ahead of the California Chamber of Commerce. "Dew" is what they call it, Sam.

Glenn Hyett, "Little Herbie" to his many friends, is resting after convoying the National Security Traders Association Special to the West Coast—250 all told. Playing around with bankers doesn't phase him.

It was a regular get-together when the passenger club met in Cocoanut Grove, L. A. The Chicago passenger department was well represented with Glenn Hyett, Sam Grafenstein, Bill Wallace and Dean Kennedy among those present. It wasn't a stag affair; the wives were there.

Heinz Reupert became the husband of charming Dolores Muenchen at St. Andrews Church, Oct. 19. They have our promise to keep on the lookout for an apartment.

LeRoy Shilling, formerly ticket clerk in the city ticket office, has been promoted to night manager in the reservation office.

Mary Gunderson of the advertising department has left her position as accountant to take up once more her household duties. To hold her in the house she now has a baby daughter born about Sept. 1. Mary has the good wishes and fondest feeling from her co-workers. May all her troubles be little ones!

Railroads are the leading source of iron and steel scrap and, in normal times, originate about one-sixth of all the commercial supply required by the steel industry.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

Sincere sympathy is extended to Hazel Flowers, whose mother passed away on Oct. 10.

Not a bit concerned about the meat shortage is our new bride, Dorothy Haupt Taig, who stuffs her husband with cereals and oatmeal. Dorothy said "yes" on Sept. 21 at St. Nicholas' Church and all the S. A. clan was invited to the reception at Avondale Temple.

Our Kentucky gal, Helen Phelps, became Mrs. Cole on Oct. 12. The wedding took place at the groom's home in Berwyn.

Guess Betty Jane Mueller and Cathey Haupt were too enchanted with the Black Hills to remember to send us a postcard.

Clarence Heuel's back yard was the scene of his vacation. Clarence managed to get in a weekend trip to Winona, Minn., to visit his son, who is a senior at St. Mary's College, and also his daughter, who won a four-year scholarship at St. Teresa's.

The "Grass Cutters" have decided that in addition to their regular summer party they will inaugurate a winter get-together. The first will be in the form of a Christmas party on Dec. 14 at Matt Schullen's on Halsted street. Sorry, membership is exclusive.

The Booster Club dance at the Aragon Ballroom on Oct. 7 brought out the elite, namely Bernice Smith, who soaked in every bit of that beau-tee-ful music of Dick Jergens'. Looking mighty dreamy was Claire Dhom. Cheer up, Claire—some day somebody is going to write a song about "Li'l ol' Newton." Tucked away in a corner were Don Ostien and Margaret Dittberner. No need asking what Don's favorite song is—"Oh-h-h Margie." Having a wonderful time on the dance floor were Dick Stingle and Ralph Chancellor—Maybe the inspiration came from their partners. Found Jack Jennings retreating from a rhumba and Scotty Milton not even attempting. All in all, everyone had fun.

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CHICAGO

Meets All Diners



Minnie critically inspects a tidbit from the diner as it is recommended by Second Cook Sherman Naul of Chicago. (Mason City Globe-Gazette photo.)

On hand to meet The Marquette every morning when it pulls into Mason City, Ia., at 7:45 is Minnie, whose breakfasts for the last 10 years have been served with the compliments of the Milwaukee Road. It is doubtful whether she has been having a full breakfast at the station the past few years, since she insists on fresh meat—rejecting cold, pressed meats—but she never fails to show up and see what's on the menu.

Observers say that Minnie waits until the dining car is placed and then makes her approach, never making a mistake about which is the diner. She is very cagey about letting anyone touch her and no one is even allowed near her two kittens, who stay at home in the freight house while she makes trips for food. She is reputed to raise two families a year.

Minnie, by the way, is only a nickname. Her real name is Minnehaha.

I & D DIVISION

Margaret C. Lownsberry, Division Editor

Sympathy is extended to Carter Thoma on the death of his father, C. W. Thoma, in Minneapolis, Oct. 4. Mr. Thoma was formerly employed by the Milwaukee as trainman.

We extend sincere sympathy to Walt Thompson on the sudden death of his brother, Theodore. Mr. Thompson was employed as carman until his retirement in 1942.

Mrs. Alex Meurs, wife of Engineer Meurs, has been dismissed from the hospital after undergoing an operation.

Congratulations are extended to Fireman Charles Lusk on his marriage, Oct. 7, to Miss Ella Bayne of Mason City.

Engineer and Mrs. E. A. Walter returned recently from a trip to California. Ed reports a very enjoyable trip but is glad to be back to Iowa and Mason City.

Section Laborer M. A. Fox, Algona, retired on Sept. 28. He had worked on section 16 at Algona since April 1, 1918.

Train Dispatcher George E. Meier, Mo-bridge, S. D., visited his mother and friends in Postville and Mason City during his vacation, the first part of September.

George was formerly train dispatcher at Mason City.

Agent John Simon, Chamberlain, S. D., spent the weekend with his son, J. D. Simon, and family, at their home in Algona.

Section Foreman Frank Samek and Operator A. Bertelson of Postville spent their vacations in Chicago and had a wonderful time.

Section Foreman John Brade, his wife, and sons, Don and Bob of Garner, visited Mr. Brade's brother, Carrol, in Seattle, Wash., during the latter part of August.

Agent and Mrs. E. A. Scheetz of Ionia are the proud parents of a son, Mark Scott, born on Sept. 20 at Mason City.

Division Engineer I. C. Brewer finally located a home in Clear Lake and plans to move his family from Madison within a short time.

Ticket Clerk Judy Hogan, Steno Alice Poney and your correspondent will attend the Ice Follies at Chicago in November.

Now that the baseball season is over, the Service Club is sponsoring a bowling team. The team bowls every Tuesday night in the city league. Let's all get behind the bowlers, as we did with the baseball team.

Sioux Falls Line

F. B. Griller, Correspondent

Conductor John A. Reagan, Sioux Falls, was one of four longtime members of the Brotherhood of Railroad Trainmen who were honored, Sept. 28, at a dinner in Sioux City. John is a 48-year member of the organization and has been with our Road for 47 years.

Death claimed B. O. Searles, 70, retired DF&PA, Sioux City, on Sept. 28 after a brief illness. Mr. Searles was formerly agent at Sioux Falls and at Dell Rapids.

The 25 Milwaukee Road veterans from Sioux Falls wish to express their thanks for the wonderful time had at the veterans' meeting in Milwaukee the latter part of August.

The first fall meeting of the Sioux Falls Service Club was held in the club rooms in the basement of the new passenger station, Sept. 18, and plans were formulated for a busy season.

W. J. Baysore, retired conductor, of Sioux Falls, made a trip to Omaha on Oct. 7 to consult a specialist for improvement of his sight.

Switchman Leslie M. Sweeney, 54, Sioux Falls, died at the Ft. Meade veterans' hospital on Oct. 12. Les had been with our Road since July 15, 1915. We wish to extend our sympathy to his family.

Samborn-Rapid City

Margaret Kelly, Correspondent

The hunting season in South Dakota has opened with a bang, or we should say, a lot of banging. Upon glancing around one would think that all the hunters are tying up at Mitchell. Wherever you look, they present a gala array of brightly colored plaids, red caps with occasional pheasant tail feathers adorning them, and all the other hunting toggery one needs, plus shiny-barreled guns and beautiful dogs—the perfect equipment for an enthusiastic hunt. And, believe us, the birds see to it that they do a little "panting" before they give in, which all goes to make the sport more interesting. The weather has been briskly perfect so far and we hope that every hunter has good sport.

New employees on the West I&D include Fireman Quentin Richardson, Switchman Charles A. Schutt and Brakeman George Junior Saxer.

Brakeman Kenneth Wold has been pretty "chesty" of late. He is a recent father and we hear that the new son looks just like him.

Bill Garrity, retired clerk in the division engineer's office, is helping out for a couple of weeks in the chief carpenter's office at Mitchell during bridge inspection. Bill is a former resident of Mitchell and enjoys seeing old friends.

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Henry Kruse, retired B&B foreman, is visiting in Mitchell with his son, Chief Carpenter H. H. Kruse, and family.

H. A. Anderson, retired section foreman, was a recent visitor in Mitchell. He was headed for Canada to see what things looked like on the other side of the border.

Mabel O'Neill, former clerk in the freight house at Mitchell and sister of John P. O'Neill, also visited us recently. Mabel is now employed by the New York Central in Chicago.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Switchman William M. Carlson was married at Sioux City on Sept. 20.

Born, to Fireman and Mrs. Ralph N. Kopsas, on Sept. 22, a son.

Conductor Fred H. Schmidt, who has been ill for several months with neuritis, retired the fore part of October.

Archie W. Gamel, retired conductor, who is now proprietor of a dairy farm near Columbus, Mo., was a recent visitor in Sioux City. Archie says they don't have to shake hands with the cows any more—they take it away from them with electricity.

Frank Blair, retired engineer, was a patient in the Methodist Hospital at Sioux City during September.

Division Lineman "Curly" Erickson, who was seriously injured in an accident at Avon, S. D., on Sept. 21, is convalescing in the Lutheran Hospital at Sioux City. Curly sustained several broken bones and assorted bruises and lacerations.

Switchman Leslie M. Sweeney of Sioux Falls died in a government hospital at Fort Meade, S. D., on Oct. 11, after an illness of several months. Mr. Sweeney was born on Jan. 22, 1891. He entered the service of the Road on July 15, 1915.

With the South Dakota pheasant season opening on Oct. 15, the local shooters are cleaning their guns, running around looking for an extra box or so of shells and kicking faithful Fido in the ribs to get him in the proper frame of mind. By the time this item appears in print the same bunch will probably be around with the usual wild yarns: "He rose out of the brush a mile and a half away and I got him with the first shell," and "I told that game warden, 'Why, you dirty so and so, I'll slap your ears down,'" and so on. The above does not refer to Al Bahr and a few others who really get the birds.

Marie Kvidahl, the Dorothy Lamour of the Sioux City roundhouse, spent her vacation in Chicago, during the first two weeks of October. Her vacation was somewhat marred by the fact that she expected to put up at one of the real swanky hotels but, due to shortage of accommodations, she stayed at the Y.W.C.A., where the festive atmosphere so desired for a vacation was somewhat lacking.

Bert O. Searles, 70, well known in railroad circles in Iowa and South Dakota, died on Sept. 29 in a Sioux City hospital

after a brief illness. He was born in what was then the Yankton territory on Sept. 15, 1876, but moved as a child to Centerville, S. D., and later to Akron, Ia., where he married Miss Mae Moore. They moved to Sioux Falls, S. D., in 1897, and he became the agent for the Milwaukee Road. During his service with the Road he held various positions, including that of general agent at Cincinnati, O., and trainmaster at Mason City, Ia. In 1924 he was appointed division freight and passenger agent at Sioux City and served in that capacity until his retirement in 1933. Survivors include his wife, a son, Cluett C., of Postville, Ia.; two daughters, Mrs. Edwin L. Wilson of Excelsior Springs, Mo., and Mrs. J. E. Griller of Des Moines; and seven grandchildren. Funeral services were held at Sioux City with burial at Akron.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Anthony "Tony" Martinek has taken a 90-day leave of absence. Seems funny not to see busy "Tony" around the office.

Howard Lawrence surely has a "green thumb." You should see (and taste) the watermelons and tomatoes he has raised this year. Earnie Foster has also been showing off the pair of Siamese Twin tomatoes he raised. The fellows keep our lunches well supplied with good things from their gardens.

Happy birthday to Waldemar "Wally" Grosnick, who celebrated his birthday Oct. 2. Hope no one missed seeing the grand portable radio his wife gave him.

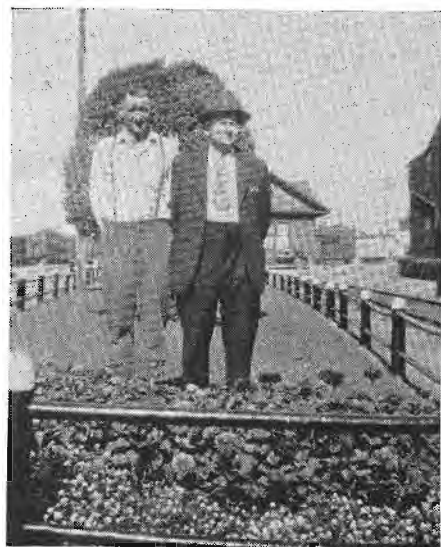
Dick Stark has been missed by his many friends. Dick had the misfortune to burn his hand badly, recovered from that, then smashed a finger in a car door. He has been unable to work for some time now.

Bob Brue of William Bishop's office would be altar bound if some kind person could find him and that lovely gal Kay a place to live. Bob served three years in the Navy.

Our sympathy is offered to Ray Quillinan in the recent loss of his wife. Ray has two lovely children, a little girl and a boy, who will be a great comfort to him.

George W. Kollath visited with old friends around the office the night of Sept. 19. George received his discharge from the Navy on July 8 but is resting up before returning to work.

Congratulations to Knute and Esther Kleven of Itasca, Ill. They celebrated their



Section Foreman Tony Weiland (left) of Mitchell, S. D. yard and a visitor, D. A. Kemering, Sr., retired section foreman, admire the colorful zinnia beds adjacent to the Mitchell station.

Capt. C. R. Johnson, conductor on the East H & D Division, successfully survived the European war as superintendent of terminals of the Grand Railway Division at Florence, Italy, only to be injured as he returned to the States. The truck which transported him from the pier to camp suffered an accident and Captain Johnson received a fractured elbow and head injuries. At present he is hospitalized in Denver, but expects to return soon to the H&D.



20th wedding anniversary on Sept. 15, entertaining 40 of their friends.

Chief Telephone Operator Frances Mason has returned from a month's vacation. "Fran" had a grand time this year traveling in Maine and Canada and other parts of the East.

Roger C. Anderson, formerly of Bishop's office, now attending Bradley University, writes that the school is so crowded that in some classes the students have to stand for lack of seats. Roger attends one class that is held in the United Brethren Church on the campus of the school. There are 2,800 students where Bradley normally has 1,000. Roger says he misses his second trick friends and asks me to say "hello to everyone" for him. His address is R. C. Anderson, 420 Fredonia, Peoria 5, Ill.

H & D DIVISION

W. H. Applegate, Division Editor

The hunting season is on out here in the Sunshine State, and most everyone is getting some duck or geese to relieve the meat shortage. We know that Bill Geer, ticket clerk at Aberdeen, was wading around in some of those recent early morning rains, and Engineer Pansegrau, who hunts with both a gun and a camera, hasn't missed any of the shooting. As this column goes in, the pheasant season opens, so we expect to see smoke and smell powder for quite a few weeks.

Speaking of duck hunting, we are reminded of an incident which occurred near here right after the season opened. A newly arrived resident of Aberdeen went out on a duck hunt. He hadn't seen too many ducks before, but his eye for shooting was good. The sad part of it was that the farmer who owned the domestic birds he lowered the sights on happened along just then and the hunter's ducks cost him more than they would at the store. While this particular chap didn't happen to be a Milwaukee employe, it might be well to take heed, and be sure that it is game at the far end of that sight before you pull the trigger.

Frank "Grandpa" Washburn was in Aberdeen recently. The district safety engineer got that way recently when a son, Richard Michael, was born to Mr. and Mrs. Vincent Washburn.

Lt. of Police Martin Silvernall is taking a six-month leave of absence. With his father-in-law in ill health on a farm near Richmond, S. D., Martin is going to take over and try his hand at farming. Here's

wishing Martin good grazing and crop raising.

Special Officer Pat Mundy and family are vacationing at Fargo, N. D., and Chicago.

The extra gangs come and go on the West H&D. Fred Mallas came, and Whitman, Natzel and Betsinger have gone, but the work of streamlining for the speed-liners goes on.

F. U. Fleming has recently been appointed to the agency at Ashton, S. D.

At Faulkton, S. D., on the Orient line, the new agent is R. I. Bacon.

Last month Walt Fuhr, assistant division engineer, Aberdeen, prophesied the arrival of a son at their house. He turned out to be a better bowler than prophet. It was a girl, Joanne Louise.

Mentioning Walt's prophesy and bowling brings to mind the opening night of the Milwaukee League's bowling at the Aberdeen alleys. We bowled through a haze of smoke that first night because Papa Fuhr passed out many cigars, and that probably accounts for the fact that your editor actually rolled a 200 game. With the season now three weeks old, eight teams are battling their way for leadership; the Chipewas are now on top, which can't mean much just yet. So far, we believe Roundhouse Foreman Elmer Dixon's 238 is the highest game.

A. C. Novak, trainmaster of the Kansas City Division, is at Aberdeen on a temporary assignment. We know that he will make many new friends with his pleasant smile.

Joyce Udseth, relief operator in the dispatcher's office, Aberdeen, is ill and hospital confined. We wish her a speedy recovery.

O. P. Hansen, signal supervisor, Aberdeen, recently went home to Wisconsin to attend the 55th wedding anniversary of his parents.

W. H. Berg, rate clerk, Aberdeen, just returned from a vacation, part of which time was spent at Springfield, Minn., and the remainder harvesting a bumper garden crop. Bill is credited with having one of the finest gardens in Aberdeen.

L. J. Lutzen, former cashier at Aberdeen freight house, and now traveling auditor out of Chicago, is spending his vacation hunting in the Sunshine State, so it appears that he hasn't forgotten where the hunting is good.

It was H&D Passenger Brakeman Harry Cadwell who accused Conductor F. E. Wilcox of being a cribbage player of ill repute. However, Frank's stellar hand was a 29er, even better than we erroneously reported last month.

H&D Passenger Conductor E. J. Sullivan, Milbank, recently returned from the hospital at Rochester. He has been off now for a couple of months. Here's wishing E. J. a satisfactory recovery.

BACK ON THE JOB. Dennis Moudry, who was recently released from the navy, is back on his old job as brakeman at Montevideo, Minn. Dennis was in the South Pacific from 1944 to 1946, as a seaman first class on the USS Enterprise.



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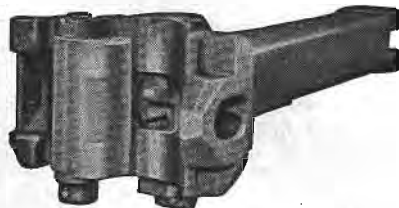
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East H & D

Martha Moehring, Correspondent

A lot of people have been enjoying Flagman Charley Hadrath's mammoth red dahlias this fall and he has been most generous about supplying us with the gorgeous blooms. One of them measured nine inches across and it has been suggested that Charley wave them at the traffic he stops at the crossing rather than that sign he uses. Anybody would stop at such a sight.

Clayton Severson, cashier at the freight house, took his family to Washington and Oregon where they browsed around for a couple of weeks. They rode on every type of conveyance except planes and he says the kids got a big kick out of everything. They traveled via Milwaukee and Clay has no complaints on the service of the "Friendly Railroad of the Friendly West."

Conductors B. C. Bishop and E. B. Crocker, after about 5 years on the Fargo Line, have transferred to Minneapolis. We overheard two "grandpaws" comparing notes on their brand new grandsons the other day. The two "feeble old men" were Engineer J. F. Mace and Safety Engineer Frank Washburn. From all reports the Milwaukee Road of the future will be in excellent hands.

Whitman's Gang is again in our midst. They're laying new 112 lb. rail, replacing 90 lb. rail now in use. Timekeeper Bud McCanna is a frequent visitor in the roadmaster's office. He, too, wears a red tie similar to the one of former Timekeeper Dudley Mainz.

Recently Engineer Bill Hasleau dynamited a ditch on his farm and, after the explosion, went down to examine the results. He sank down to the top of his rubber boots and it took a couple of husky men to pull him out of the situation. It has been recommended that a spur track be built out to the Hasleau farm to accommodate S2 engines to pull Bill out of the mire should there be a recurrence of this messy affair.

We've missed the dry humor and general good company of Dispatcher E. J. Ruehmer the past month due to the fact that he wasn't feeling well and took time out. We all hope he'll be back before long. Passenger Engineer Ryman and Conductor Phelan are also on the sick list but reports have it that they're on the mend.

There are a lot of big question marks in our minds these days. It's all because of the hunting trip that Chief Dispatcher Bob Mathis and Agent Foster Beck of Correll took the day that it became legal to shoot ducks. A particularly succulent group of ducks flew over and Bob rose in the boat and took aim, only to have the boat tip over, throwing the nimrods into the frigid waters. They came up to the top only to have to dive back down and explore the submarine depths and retrieve their very valuable equipment. They retrieved everything but the sandwiches, which they consider a minor loss. They had the usual fishermen's luck . . . no ducks . . . and are planning to put in a time slip for back lap.

Came the aftermath. A versatile artist

with a definitely realistic touch splashed across a canvas and the result is an invaluable mural. It is complete to the minutest details, from the conversation of the hunters to the CTC signal post sticking up out of the water. A very august assembly gathered in Bob's office early one morning for unveiling ceremonies, and the picture is now hanging above his desk for the admiration of the general public. Bob will never forget that hunting trip. We won't let him.

BACK ON THE JOB. Ellsworth "Brud"

Hocum served with the 6th Division as a technician fourth grade and was in the South Pacific from December, 1944, to August, 1946. He is now back at his job of braking on the H&D Division, at Montevideo, Minn.



COAST DIVISION

Harry W. Anderson, Division Editor

Our bowling season opened on Sept. 13 with the usual hullabaloo at the Broadway Alleys. The two women's teams and eight teams of men are as follows:

Teams	Captains
Olympians	Helen Alleman
Hiawathas	Ethel Jennings
Yard Office	Jimmy O'Neill
Bollermakers	W. Davidek
Store Department	Walt Jennings
Machinists	Curly Clifford
Coach Yard	Ed Schuetze
General Office	Louie Seaman
Supervisors	L. J. Pentecost
Electricians	Ray Maycumber

At the present time the yard office is holding top place and seems to be going strong. The women have been doing well, considering that many of them are new at the game. There is also some family competition, such as the Herzogs, Collins, O'Neills, Davideks and Jennings', but nothing serious has developed as yet.

Roadmaster A. E. Moxness has just returned from Brooklyn, where he spent his vacation visiting his daughter Shirley, her husband and the new grandson. Upon his return he rendered quite a verbal effusion on the subject—another superman. However, he was conservative in stating that it was the finest child born in the last 2,000 years. Mrs. Moxness also returned to Tacoma. She had gone ahead in order to be with her daughter when the stork arrived, and she sure made good connections, arriving just three hours before the blessed event.

Trouble Shooter Kratz



Although Fire Patrolman Whitfield P. Kratz, Mineral, Wash., has worked for the Milwaukee Road only since Apr. 15, he has already demonstrated that he is a pretty handy man to have around in an emergency. Evidence of this was a little incident which occurred late on the afternoon of Aug. 10, as Kratz was following a switch run west to Morton, Wash. Suddenly, between mile posts 59 and 60, he detected a rail which had broken directly behind the angle bars and had kicked out. Kratz got busy immediately, setting out torpedoes to warn approaching trains, and remained on the spot to flag a switch movement due from the west. His prompt action in the crisis was brought to the attention of Lieutenant of Police J. J. Sheridan, who reported it to the safety department.

John Moriarity of the engineering office has purchased a home with a couple of acres at Five Mile Lake. While he does not lean heavily towards the agricultural, he likes a lot of elbow room.

Rodman Ray Herwin has enlisted in the army and at present is located at Fort Bliss, Tex.

Conductor F. C. Zeil, one of the oldest Milwaukee employees, retired from active service on Sept. 12. Mr. Zeil came to the Coast in May, 1914, from the old Wooden Shoe Division. His experiences on the railroad were varied and we hope to present his story in a later issue of the Magazine. We all wish Mr. Zeil the best of luck and hope he will have many years of happiness during his retirement.

The Service Club held a meeting followed by a bingo party and refreshments on Sept. 26. The proceeds of the party went into the fund to provide shirts and blouses for the members of the bowling league.

Agent Sam Whitmore, Raymond, is on his vacation. Operator Freda Jacobson is relieving.

Brakeman James Willis has been ill for the past month. We wish him a speedy recovery.

Conductor E. J. Cowling is now on the run held by F. C. Zeil before his retirement.

Larry Weams is still holding the fort at the Hyak ski bowl.

The Cardles, Hazel and Orville, have returned from their trip east.

A. O. Thor's overcoat was stolen at Ellensburg but it was recovered and the thief apprehended, thanks to the alertness of Mrs. Anderson, the clerk.

Louie Seaman has resorted to half-soling the fingerholes in his bowling ball with a view to improving his control. If it works we will try it.

Russell Sommers, formerly of the agent's office at Tacoma and now teaching school at the Junior High, Auburn, came in for an armful of quiz books which he is going to use in his class, as he considers rail-roading an important part of the education of the younger generation.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Leslie Bence was separated from the service on Sept. 6 and is back on his old job as interchange clerk.

W. H. Rode of the car desk is a patient at the Ball Clinic, Excelsior Springs, Mo. He is getting along nicely and is expected back on the job soon.

Mrs. Marian Ganty, mother of Switching Clerk Charles Ganty, died on Sept. 26. Mrs. Ganty reached the ripe old age of 90 and lived a full and happy life.

We are sorry to announce that Mrs. Ellen Holtum, tracing clerk in the OS&D department, has been on the sick list for 30 days. She is some better at this writing. Her position has been filled by Olive Swift.

Mildred Eloise White, formerly of the cashier's office, was married at Sequim, Wash., on Sept. 21 to Wallace Howard Helseth, recently of the service. They will make their home in Seattle. Gennie Tuscon acted as bridesmaid.

Mrs. Verlie Erickson, who has been on the sick list for some time, recently returned to her position as statistical clerk. She is greatly improved.

Harold Collingwood of the warehouse re-cooper shop and son of Colonel Collingwood of the transportation division of the Seattle Port of Embarkation, resigned on Sept. 19 to attend college in Montana. He is a former serviceman.

Sidney Howes, former joint interchange clerk and son of Oil Dock Supervisor Albert S. Howes, has been transferred to the freight house as check clerk.

Check Clerk Jimmie Bycroft, freight house, was off for some weeks on account of an operation on his hand. He is back on the job again.

Assistant Claim Clerk Jewell M. Campbell, local freight office, was married on Oct. 5 to Mrs. Louise Dandliker of Holton, Kan. Mrs. Campbell is the daughter of Mr. and Mrs. Harvey Greenlee of Holton. Jewell is a nephew of the late W. H. Campbell, former freight agent at Seattle. Congratulations from the Milwaukee family. A short honeymoon was spent in Vancouver, B. C.

Joint Interchange Clerk Everett G. Mulkey has been on the disabled list for some weeks. He was slugged and robbed of about \$150 while getting out of his car at Renton, on his way home from work. He is reported to be about recovered now.

More news about Bernice Facer of the OS&D department later. The glitter of that new diamond has had her traveling in the clouds for some time now.

Special Officer Marion R. Johnson is a new addition to the force of Capt. Guy Truscott. At present he is assigned to Tacoma.

Lorenzo Grant Fox, retired warehouse foreman, has improved from his long siege of sickness and he and Mrs. Fox are now spending a vacation in Wisconsin, visiting their old home and their friends.

Marie Baskett and Margaret Randall, bill clerks, resigned on Sept. 28 to enter the Seattle College.

Myrtle Kruse of the demurrage desk says: "A house! My kingdom for a house!", but no house. What a life!

Helen Linda of the OS&D department, Seattle local freight office, was married at her home in Mobridge, S. D., on Oct. 12, to Sgt. Arthur Schlepp. The bride is the daughter of Mr. and Mrs. John B. Linda of Mobridge, who are also Milwaukee Road employees. The groom's home is in Cicero, Ill. He has been overseas for the past three years but is now stationed at San Diego, Calif. The couple will spend their honeymoon in the Black Hills and Chicago, after which they will make their home in San Diego.

Seattle Yard

F. J. Kratschmer, Correspondent

Our condolence is extended to Switchman J. M. Perry, whose wife passed away the latter part of September.

Dave Elder, cook for the Olympic commissary outfit cars in Seattle yard, is back on the job after a month's vacation which he spent at home.

Switchman Louis M. Knoche was married on Oct. 6 to Mlle. Elizabeth Melin of Rhelms, France. Knoche was with the 7th, 9th and 1st Armies in Europe, where he met Mlle. Melin. The wedding took place at the home of his parents in Seattle. The bride crossed the ocean on the steamship *Athos II* and was escorted from New York City to Seattle by the groom's mother.

General Yardmaster H. O. Bangs took his vacation on Oct. 8. Harry worked around home and also took a trip east of

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He tip-toed up the stairs, shoes in hand. He patched up the scars of the brawl with adhesive tape, then climbed into bed, smiling at the thought he'd put one over on his wife.

Came the dawn. The ex-drunk opened his eyes and there stood his wife glaring at him.

"Why, what's the matter, dear?" he asked innocently.

"You were drunk last night," she replied.

"Why, darling, I was nothing of the sort."

"Well, if you weren't, who put all the adhesive tape on the bathroom mirror?"

the mountains. Frank Hanley was acting yardmaster during his absence.

Work on the new extension to the grange warehouse at Lake Union will soon be under way. The material for this project is now being assembled.

Yard Clerk Richard Peterson, who joined the navy in 1943, received his release the second week of October and reported for his old job on Nov. 1. Dick is the son of Engineer Peterson of the Idaho Division.

Congratulations to our brother switchmen, Ned Blatchley and S. M. Smith, on the arrival at their respective homes of baby girls on Oct. 8. Mrs. Smith was formerly yard clerk and timekeeper for the track department.

Tacoma

R. A. Grummel, Correspondent

A young man in the freight office, Gene Hallan, took the fatal step on Oct. 5 at St. Leo's Church with pretty brown-eyed Margaret Freeman, daughter of Conductor Freeman. Many relatives and friends attended the ceremony. In the afternoon Gene and Margaret motored to Portland, Ore., and from there took a train for California to spend two weeks. The freight office employees presented Gene with a beautiful gold-framed mirror. Mrs. Dorothy Clover is relieving on his desk in the billing department.

Warehouse Foreman O. C. Cardle and wife went east through Canada on their vacation, visiting relatives and friends.

Clerk Tommy Norwood, superintendent's office, recently bumped Dorothy Clover, temporarily on Mrs. Wheeler's position in the cashier's office.

David Evans, who has been relieving our messenger, Mr. Rau, who is on a 90-day leave of absence, is entering train service for the road and is being relieved by young Jim Curtis.

Depot Ticket Clerk Glen Russell got all tangled up last week and forgot his day of rest and showed up for work as usual.

Redcap Al Black, Tacoma passenger station, has gone to Hartselle, Ala., to make arrangements for moving permanently to the Northwest. Al is being relieved by A. D. Cunningham.

Tacoma yard office says it has been too busy to report any news. But who is sending those exquisite dahlias to the car department?

The passenger depot at Tacoma has not slackened on business. Records show that during the first eight months of this year it increased its revenue two and four-tenths per cent over the similar period of last year.

Almost daily Louie Seaman challenges officers in the building in which he works to form a bowling team to compete with his, and has offered a 2 to 1 bet that none of them will go over the 200 mark in the first game.

Car Department

H. L. Hewing, Correspondent

Verner Bitter, who has been working on Tacoma repair track for Car Foreman Delaney since his discharge from the navy, is returning to Chicago to complete his studies at medical college.

Carman Albert Marlow and wife are visiting relatives in San Diego.

Carman Helper W. D. Hammond, coach yard, and wife are planning a trip to Orange, N. J., to visit relatives.

Telegrapher Al Fulkerson, FD office at Tacoma yard, is spending his vacation in California. His place is being taken by Edward Emanuel, who served as a radio operator in the navy during the war.

Maj. Paul James recently returned from Leyte and is back at his desk in the office of District General Car Foreman Hewing.

Miss Minnie Jurich, who held Paul James' desk during the war, has returned to clerk for Car Foreman Delaney, bumping Margie Johnson, who came into the office of district general car foreman as stenographer.

Mrs. L. O. Sargent, wife of Chief Clerk Sargent, has returned from California, where she visited with friends and a sister, Mrs. Blanche Williams.

We regret to announce the death of Mrs. W. E. Campbell, wife of Assistant District General Car Foreman Campbell, on Sept. 20. We extend our sympathy to the family.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

In last month's issue congratulations were extended for new arrivals in five Milwaukee Road families, and we still haven't run out of them. "Woodrow Kent," that's the boy born to Mr. and Mrs. Woodrow Southard on Sept. 27. "Woody" is a car inspector at this point and came in bursting with joy to tell us that it was just what they ordered—a boy. Even his seven-year-old daughter, Connie Kay, wanted a brother, so everyone at the Southard home had their wish fulfilled. Thanks for the swell treat, Woody!

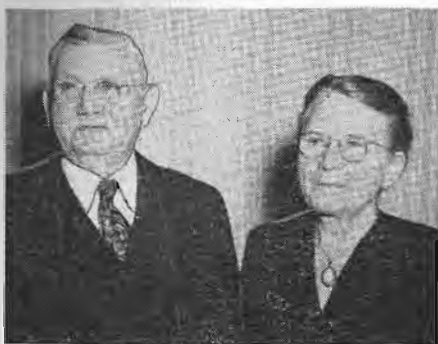
A friend of mine arrived recently from

Tacoma Veteran Retires

A picture of Pete Grande, crossing watchman and janitor, requires no introduction to railroad folks around the Tacoma depot and offices who have seen him almost daily for many years. His



time is now his own, as he deserted his familiar haunts Oct. 1 to retire from service. Pete had a talent for friendliness but was especially celebrated for his courtesy to the ladies, to whom he frequently presented bouquets—flowers for gallantry, with an occasional bunch of garlic for blood pressure. His retirement winds up 44 years of railroad service, which he started at the age of 22 on the Canadian Pacific at Winnipeg. Subsequently he worked for the Grand Trunk, the Northern Pacific and the CP&S, coming to the Milwaukee in 1917. His friends wish him a long retirement.



Mr. and Mrs. W. J. Gundlach, for 35 years residents of Council Bluffs, Ia., observed their golden wedding anniversary on Oct. 9 and held open house at their home. Mr. Gundlach retired as a car inspector in 1937 after 25 years of service.

the East on our Midwest Hiawatha and mentioned the courteous service she received from the train crew. Checking to see who the crew was, I found it to be no other than Brakeman John Cone and Conductor A. J. Dollison.

Max Eckert, who is employed in the store department, was married on Sept. 27 to Lucile Adkins of Omaha, Neb. They are now honeymooning in Colorado—Estes Park, I presume, as that is where all those comic cards are stamped from. They plan to live in Omaha. Our best wishes are extended to them.

Recently returned from San Francisco were Warehouse Foreman E. L. Cook and wife, who visited relatives.

Another to "go West" on his vacation was Teddy Schmidt, who had a very enjoyable time but who definitely prefers Iowa to California. Teddy visited his brother, Martin, formerly a car inspector at Council Bluffs. Martin and his family live in Long Beach.

We are sorry to report the death of a faithful employee, Peter Johnson, whose death occurred on Sept. 20 at Manilla, Ia. He was born in Denmark on March 4, 1858. He started working for the Road on April 30, 1882, working at Marion, Earlring, Manilla and Council Bluffs, Ia., until Dec. 20, 1934, when he retired. For many years he handled the old No. 4 hand derrick at Manilla. Surviving are his daughter, Mrs. Webb Benning of Manilla, and sons John, a trainman at Marion, and Carl, who lives in Montana. Sympathy is extended to his family.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

Motoring on the Milwaukee, up and down hill on the Rocky Mountain Division, ain't what it used to be, if you ask me. It could be but nobody tells me nothin'. Not a bit of news is ever whispered to me and when I complain bitterly and otherwise, "Oh we thought you knew about that," they answer. Well, it was always thus, so here goes.

Ed Sears, former master mechanic, and Mrs. Sears spent a week out in our lovely Indian summer country the past month, visiting friends and shaking hands with old neighbors in Deer Lodge. They now live in Michigan.

Master Mechanic W. Brautigram of this division suddenly got cabin fever a couple of weeks ago and without taking a look behind him to see if the Deer Lodge roundhouse was still there climbed on a troop train and took a ride over to Harlowton, just to see how things looked on the East End, he said. When he got back home everything was fine again.

The sudden death of Chester P. Bales, retired engineer, the morning of Oct. 4 saddened this division. Mr. Bales was well known all over the railroad, having worked out of Three Forks since 1909, and had won

much attention with his hand carving of Montana wild life, bears being his specialty. He is survived by his widow. We extend our sympathy to his family.

A daughter, born to Mr. and Mrs. William Kramer on Sept. 18, adds a sister to the one at home. A daughter to Mr. and Mrs. Ralph Wilcox on Sept. 18 brings their family up to two also. Fireman and Mrs. Degiedo have a girl also, but they already have three boys. Is there rejoicing in this family!

We extend congratulations to Engineer McKenna—he is grandpa again; this time a daughter born to Mr. and Mrs. Hale at Townsend. Mrs. Hale was Helen McKenna.

Mrs. A. L. McGrath has returned from Minneapolis, where she has been taking medical treatment.

Mrs. Morgan has returned from the hospital in Billings, where she underwent a major operation.

Engineer and Mrs. Gibbs enjoyed a visit from Mr. Gibbs' mother and father of Hickman, Tenn. They have now returned home.

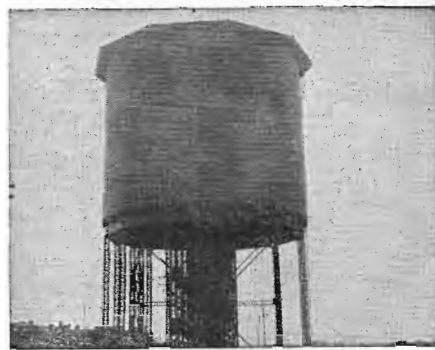
Mr. and Mrs. Matt Zellar are visiting the Percy Roberts family. Their home is in Portland, Ore.

Operator Klune from Butte yard is working third at Three Forks during the absence of Operator Hansen, who returned to Butte.

Engineer Brasch and friends from Minnesota are hunting. If they do not get elk, deer, bear or whatever they wanted, it's not anyone's fault but theirs; game everywhere, deer standing all around watching the trains go by, hundreds of them in the canyons and even on the railroad right of way all over this division. A Fergus county farmer told me they ate his wheat all summer. Ought to be good meat, I'd say.

Fred K. Kummrow, car foreman at Deer Lodge, Mont., for the past 15 years, retired on Oct. 1, after 44 years of railroading. Mr. Kummrow was born on a farm in Germany. He married Marie Graber of Switzerland and immediately after their marriage came to the United States; they both became citizens in 1907. His first job of railroading was with the Lake Shore and Michigan Southern, where he learned the carmen's trade. He then took employment with the Illinois Central and in 1907 became chief car inspector. In 1912 Mr. and Mrs. Kummrow moved to Montana and homesteaded 200 acres at Grass Range. In partnership with Mrs. Kummrow's brother, they have increased it to 1,000 acres under fence. Mr. Kummrow started with the Milwaukee at Lewistown, Mont., in 1913 as car inspector, and was made assistant foreman in 1917. He was promoted to car foreman at Great Falls in 1920 and later to car foreman at Deer Lodge, where he remained until his retirement. Mr. and Mrs. Kummrow will make their home in Great Falls and will spend some time on their ranch. They have three children and two grandchildren. The employees in Deer Lodge gave a party for Mr. Kummrow on Sept. 28 and presented him with a wrist watch.

If I left anyone out of this, don't blame me—write me.



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Wear something bright—preferably red—which will stand out in wooded areas. Never wear white for hunting. Never stand up in a boat to shoot. Allow only one hunter to shoot from boat at a time. Never shoot at hard, flat surfaces such as rocks, or at the surface of the water.



When crossing fences, let one member of the party climb over first without a gun. Hand all guns over to him, being sure to "break" the breech before handing over. Be sure barrel and action are clear of obstruction before shooting.



Never carry loaded guns in your car. Never look down the muzzle of your gun. Avoid horseplay while handling guns and never mix alcohol and gun powder. Teach children proper respect for firearms. Such simple precautions as these will make for happy hunting.

NATIONAL SAFETY COUNCIL

I & S M DIVISION

East End

H. J. Swank, Division Editor

Mrs. John Carr, wife of Conductor John B. Carr, Madison, S. D., died on Oct. 2. Mrs. Martin Johnson, wife of a former car foreman at Austin, died on Oct. 8, following a long illness. Our sincere sympathy is extended to the members of the bereaved families.

Congratulations to Pump Repairer and Mrs. Clarence Post on the arrival of a baby daughter on Oct. 12.

Dick Williams, former yard clerk at Austin and more recently of Uncle Sam's army, paid a short visit to the office on Oct. 14. Dick was back in "civvies" again and

stated he would report for work after a short vacation.

Cashier Guy B. Williams, Austin, vacationed at Lake Kabetogama the latter part of September but reported he was late for the good fishing usually enjoyed there.

Recent appointments on the division: Betty Dray, formerly of the store department, now employed as agent's stenographer at Austin; Clyde Seiler, senior bidder for the job of cashier at Decorah; and Kermit Olson and Claude Kelly, check clerks, Austin freight platform.

Jack Theophilus, former agent at Grana, was senior bidder for the position of agent at Grand Meadow. Anyone having a house to rent within 20 miles of that station should get in touch with Jack.

Ticket Clerk John Schultz is preparing to follow the birds to the Sunny South and

has requested a 90-day leave of absence.

Conductor Joe Graf made his last run on No. 118 on Sunday, Oct. 13, and has applied for his pension.

Special Officer Ira Syck was off during the latter part of October, taking treatments for asthma.

Ticket Clerk Roy Williams, Austin, says this was a good World Series—he won three pools in a row.

Science is very resourceful. It could not open a Pullman window so it air-conditioned the train.

A Civilian Conservation Camp was established out in the Snake River country and one day the foreman walked up to a potato farmer's house and asked if he could buy a hundred pounds.

"Only a hundred pounds?" he echoed. The foreman nodded.

"No sir!" the farmer exclaimed. "I wouldn't cut a spud in half for nobody."

Concerning Coolidge

Shortly after the election President Coolidge made a trip to Chicago. Nothing would induce him to use a special train and he rejected the idea of a special car when he found that he would have to pay a fee plus all the fares normally received from the car's occupants. He ended up by engaging a drawing room. This left him entirely at the mercy of the other passengers, for it was too warm in the car to keep the door of the room shut and everyone on the train walked by to get a look. He never tried it again.

In this connection Coolidge has been credited with devising the plan of running the Presidential Special as a second section of a regular train. In this way the expense of a special train is avoided, and the first section acts as a pilot. Those on the second section, including newspapermen and Secret Service operators, buy regular tickets. The expense to the President is relatively low and the privacy, safety, and comforts are comparatively high. Thus the Presidential allowance of \$25,000 a year for traveling expenses is able to provide many more trips than formerly. But the railroad executives thought up the scheme, not the President.

He liked to eat in the dining car and always ordered a steak. He watched the steward examine each dish as the waiters brought them past. One day he found some muffins with currants in them. Carefully picking out a currant he placed it on the side of his plate.

"Look, Mama, what I found in my food," he said to Mrs. Coolidge.

The steward, thinking it was a dead fly, turned pale and went into a flurry of apologies. Then he began changing things on the table and shouting orders. When the President left the dining car the steward was in a state of collapse.

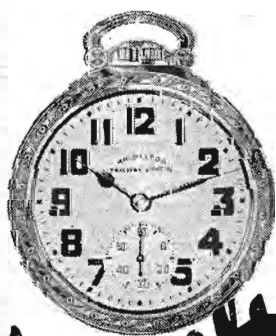
"One more trip like this and they can put me in my grave," he said.

—From "Starling in the White House."

The Milwaukee Magazine



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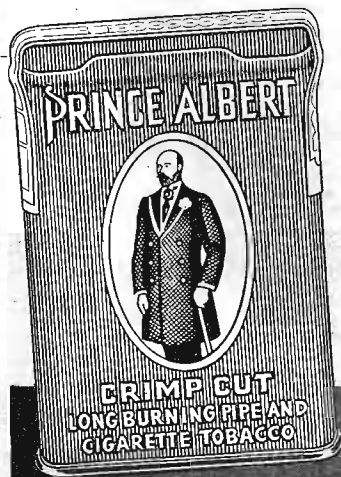
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