

The MILWAUKEE Magazine

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RAIL QUEEN
(See Page 12)

Michael Sol Collection



If you can catch a leprechaun...

A leprechaun, according to Irish legend, is a dwarf who keeps a pot of gold hidden away.

If you can catch a leprechaun, your troubles are over.

Because he keeps his gold just for ransom money. If you catch him, he'll quickly tell you where his gold is, so you can go and get it.

The best place to look for a leprechaun is in the woods. They're green, and only about nine inches tall, so you'll have to—

Or maybe you don't believe in leprechauns.

Maybe it would be more practical to just keep working for your money. But you can learn one good lesson from these little fellows. A small pot of gold put to one side is a great help when trouble catches you.

And there's a much faster and easier way to get

your pot of gold than by catching leprechauns. You can buy U. S. Savings Bonds through an *automatic* purchase plan.

If you're employed you can sign up for the Payroll Savings Plan. If you have a bank account you can sign up for the Bond-A-Month Plan. Either way, your pot of gold just saves itself, painlessly and automatically.

And your money increases one third every ten years. That would make a leprechaun turn even greener with envy.

Save the easy, automatic way—with U.S. Savings Bonds

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The Car Shortage

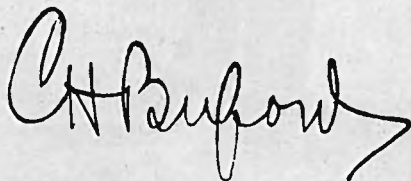
I feel it is my duty to bring to the attention of all Milwaukee Road people the critical car shortage which exists on this railroad and throughout the nation. The situation today is more critical than it has ever been before.

The most obvious solution to the problem is to build more cars, and that is being done as rapidly as steel and other materials can be obtained and the men can do the work. The prospect for immediate relief from this source, however, is not good because cars are wearing out and being retired about as fast as new ones can be built. The movement of unusually large quantities of freight during the war years, requiring the heavy loading and continuous use of railroad rolling stock, took its toll of equipment. In one year, between Jan. 1, 1946, and Jan. 1, 1947, we had to scrap 1,558 cars; they were worn to the point where repair was neither practical nor economical.

The quickest way to relieve the serious situation confronting us is to improve the turn-around time of the equipment we have. This means that loaded as well as empty cars must be kept moving, that loaded cars must be promptly set at loading points and that the cars when empty also receive the proper handling.

Statistical tables are useful in studying the experience we are having, but I feel that the most immediate remedy lies with railroad men—men who are willing to prove their mettle and go out determined to do everything possible as individuals to keep trains moving, clean up terminals, repair equipment quickly, and urge customers to load and unload freight without delay.

There are very few of our employes who are not in a position to help out in this critical situation. Milwaukee Road folks have never failed to do a job in emergencies and I am confident that substantial improvement can and will be made in handling equipment on our Railroad, if everyone will take a personal interest in this situation.



The Riverside Slide

By HARRY W. ANDERSON
Division Editor, Tacoma, Wash.

THE so-called Riverside slide, the avalanche of earth which completely buried 1,500 feet of roadbed, rails, trolley and high line at a point six miles east of Cle Elum, Wash., or what is known as Riverside, early on the morning of Aug. 30, proved to be the worst slide that ever occurred on the Coast Division.

A number of excellent aerial and ground-level photographs were taken, but one had to see for himself the mountainous pile of earth and stone in order to realize fully the actual proportions of this freakish whim of nature.

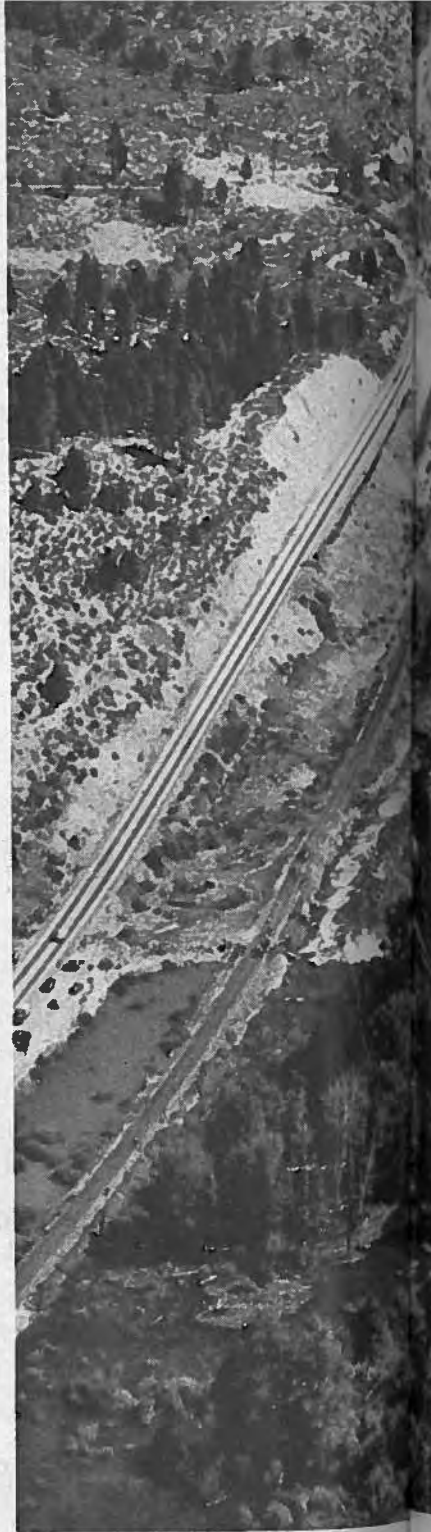
At Riverside the terrain to the south of the Milwaukee Road right-of-way sloped upward to a high-level flat area of irrigated farm land. A generous slice

of earth from the face of this hill, apparently loosened by seepage from the irrigation ditches, pulled away and slid down across the right-of-way and into the Yakima River. Being bent on wreaking as much havoc as possible, it made its move right at the start of the long Labor Day week end, when the mustering of extra work crews was more of a chore than it would have been ordinarily.

The slice of earth moved forward approximately 300 feet, covering the line of railroad to a depth of about 50 feet and leaving a perpendicular wall several hundred feet high. Water continued to drip from this wall, and at each side of it a veritable stream of water flowed,



L. K. Sorenson, general manager Lines West (left), and J. P. Kiley, vice president, at the scene of the Riverside slide scrutinizing the Seattle Post-Intelligencer's extraordinary aerial photo which is reproduced at the right.



causing additional masses of earth to break loose from time to time and fall to the base. Pushing out into the Yakima River, the slide dammed it, and as the swift stream swept viciously into its new channel it threatened the roadbed of the Northern Pacific, which at this point skirts the opposite bank. Shifting of the track and some quick work with sand bags and rip-rap, however, prevented a wash-out.

The original estimate was that it would be at least 10 days before trains could be run over our line, but a "sho-

The Milwaukee Magazine

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Aerial view of the Riverside slide, looking in a general easterly direction. The heavy dotted line indicates the original Milwaukee Road line, and the arrows at either end of the dotted line show where the track disappears beneath the debris. Broken white lines mark the old course of the Yakima River, while the parallel arrows at the lower left indicate where the dammed stream now rushes through tall timber to follow a

new course. Along the far side of the river is the Northern Pacific and beyond that is U. S. Highway 99. Pieces of Milwaukee Road earth-moving equipment can be seen at various places along the face of the slide, and men are visible on the N.P. track at the point where the stream threatened to undermine the embankment.

fly", or temporary line, was completed in record time and on the afternoon of Thursday, Sept. 4, the first train passed over it. The actual work of clearing away debris, grading and laying the track over what had been the river's course had been done in only four days. In order that readers who have had no experience with these things may have a better understanding of just what this

speedy rebuilding meant in dollars and cents, I might mention that our trains were being detoured over the Northern Pacific and Great Northern from Seattle to Spokane at a total cost of about \$15,000 a day.

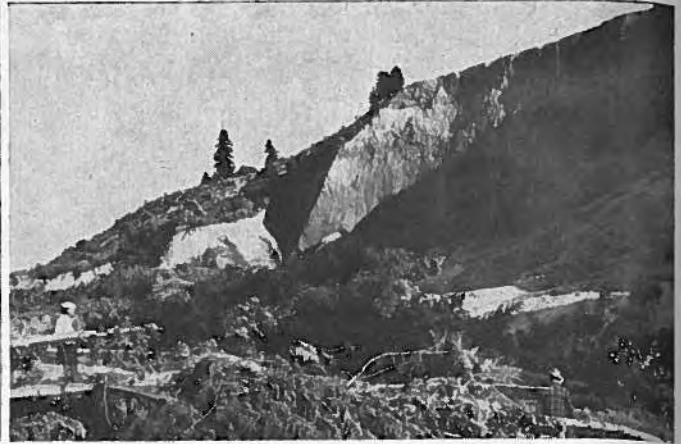
Milwaukee Road forces working under the general supervision of General manager L. K. Sorenson, Superintendent L. Wylie, Assistant Chief Engineer E. B.

Crane, Division Engineer T. M. Pajari and Assistant Superintendent A. O. Thor, are certainly to be complimented for their ingenuity in restoring order out of chaos and getting our trains through in record time.

The day I visited the slide, which was soon after the shoo-fly had been constructed, the entire layout resembled a gigantic government project in the mak-



Two other views of the Riverside slide. The one at the left shows work equipment alongside the temporary track, as seen from across the river. The picture at the right, taken from atop the slide, affords a good view



of the perpendicular wall of earth which was left when the avalanche broke loose. Both pictures were taken by L. Wylie, Coast Division superintendent.

ing. Engineers Herb Beers, Herb Davis and Joe Broussard were climbing all over the place like mountain goats, surveying, staking and mapping. Engineers Charles Tusler and Leo Jensen were checking to determine the possibility of additional slides.

Steam shovels and 'dozers under the command of E. P. Sima were making a mole hill out of the mountain. Walter Hubbard and his trolley gang were setting poles and getting up the trolley and high line. This, incidentally, was quite a task, especially on the shoofly, as one of the curves was 12 degrees. E. P. Allen's signal and telegraph forces, under Joe Kneuhmann, were getting poles and wires located.

Jeff Fortney with his extra gang, and section gangs under Roadmaster C. W. Porter and Assistant Roadmaster C. W. Geelhart were starting to lay ties and rails from each end on the original alignment as far as had been cleared.

Cle Elum yard, from which work

trains and others were operating, was full of outfit cars, and Traveling Engineer Earl Tallmadge was all over the place, lining up cars and materials. At that time it appeared that there would be about 30 days of hard going before the railroad line would be back in its

original location and everything normal.

There is no question about it, the splendid job of getting our trains through could not have been accomplished without the complete cooperation and concern of the many men who worked together in this emergency.

Safety and the Shop Man

(The following is quoted from remarks made recently by Fred N. Aten, president of the Railway Employees Department of the American Federation of Labor, in his testimony at a wage arbitration hearing.)

THE safety factor is of the greatest concern to both management and employees.

In spite of the best cooperative efforts of management and employees, train wrecks still occur, resulting in loss of life and enormous property damage. Ac-

cidents in shops and yards have the same results. Safety programs have been promoted as long as any of us can remember and they have produced really good results, but if the employees themselves were not as safety conscious as they are, those good results would disappear overnight.

The safety of train operation does not depend solely on train dispatchers, telegraphers and train and engine crews. The railroad shop men play an important part in safety of operation, as well as the prevention of accidents and damage in shops.

A tiny crack in a side rod, a boiler leak which may rapidly become worse in service, a loose bushing, a loose wheel, a leaky throttle, a defective reverse lever, a leak into the fire box, a defective water gauge, defective train control mechanism and numerous other defects on a locomotive can spell disaster in train operation.

Who can and do prevent these things? The mechanics who work in the shops, by painstaking inspection and correction of the defects before the engine is dispatched. The engine inspector must find them and proper repairs must be made.

On a car a defective air brake, a broken flange, a thin flange, a sharp flange, a flat spot on a wheel, a loose wheel, an improperly packed and oiled journal box, a cracked truck side, a cracked or bent axle, a defective brake beam or brake rod and numerous other defects can pile a train up along the



Picture taken on Sept. 4, showing the first train easing itself along the shoofly line around the face of the slide. Owing to the fact that there was no overhead trolley along the temporary track, a Diesel had to give the electric locomotive a lift to the other side of the slide where contact could again be made with the trolley.

right of way. The car inspector must find such defects and they must be corrected before the car is put in a train.

Day or night, rain or snow or summer heat makes no difference. The engine inspectors and the car inspectors must find these defects. They know this. They do find them and they are corrected. Evidence of this is the diminishing number of accidents per thousand miles of train operation over a period of years. Improved equipment is also a factor, but the latest type brake on a freight car is no good if it left a terminal out of order.

The safety of every passenger, the millions of dollars worth of railroad equipment, and the safe delivery of millions of dollars worth of goods by freight and express depend in a great degree on the skill and integrity of railroad shop men who are not satisfied to do less than their utmost to prevent accidents.

If a man who does not have such skill and integrity finds his way into a railroad shop, he generally does not stay long. The individual who does not care whether the job is done right or not, or who cannot learn to do it right, or who is undependable in any way, has no business in a railroad shop in any capacity.

Sun Plays Buechler a Dirty Trick

FIRES aren't funny, but the one that broke out in the back seat of Superintendent F. T. Buechler's inspection car came close to being.

It happened in Green Bay recently during a staff meeting. Mr. Buechler was congratulating his associates for winning the Fire Prevention Trophy in 1946 and was commenting on the favorable mention given the Superior Division in that connection in the June issue of the Milwaukee Magazine when his remarks were interrupted by a shrill blast from the shop fire siren.

The sun's rays, brought to focus through the curved rear window glass of the superintendent's inspection car, had ignited a signal flare lying on the shelf behind the rear seat. Workmen servicing the car extinguished the blaze immediately, but the Superior Division fire record, which had been completely clear, now shows one fire—about \$15 to \$20 worth.

At the public library, a small boy presented a well-worn, dirty volume at the return desk. The librarian glanced at the book, leaned forward to take in the size of the boy, and then remarked, "This is rather technical, isn't it?" Planting his feet firmly on the floor, the boy, half defiant, half apologetic, said, "It was that way when I got it."

October, 1947

Collier's Cover Features Northbrook Station

AMONG the three million readers of Collier's, the famous national weekly, it is easy to imagine that a good percentage who picked up the Aug. 30 issue and looked at the cover, thought with a pleased glow of recognition, "Why I know this place. It's the railroad station at ——" It is likely that some of them were wrong, for although the scene may have hundreds of near-counterparts, that particular station is located at a suburb 20 miles north of Chicago. And if they turned to the inside to have their finding confirmed, this is what they read:

"This week's cover: Go West, Young

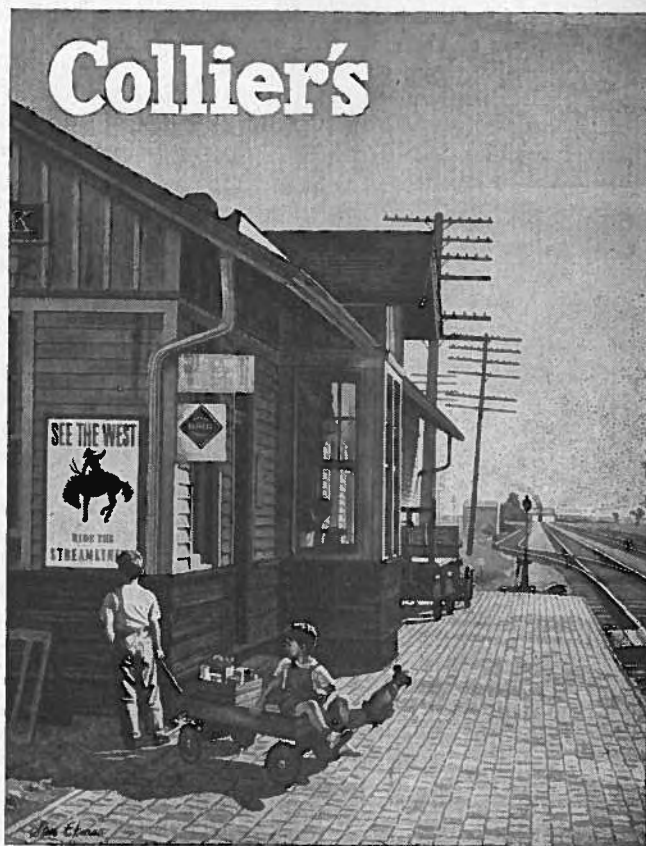
Men. 'The station is Northbrook, a township on the Chicago, Milwaukee and St. Paul,' explains Artist Stan Ekman. 'The would-be voyagers are my neighbors' kids—Ronnie Morgan pulling the wagon and Denny Bruce taking it easy. The See The West sign is not on the station wall; only an invention of mine. Otherwise the station is just as is.'"

Mr. Ekman's reproduction of the scene is almost photographic in detail. There is the familiar frame structure, although considerably heightened in color, on a weathered brick platform. A hand truck stands ready to take on baggage from an approaching train which is still some distance away. The operator peering from the window, the hand switch and passing track and the little shed beside it, all have been reproduced with faithful accuracy.

The residents of Northbrook are not impervious to the honor of having their station painted for the cover of a famous magazine. One old-time resident was detected buying 20 copies of the issue: "Just going to send them to a few out-of-town friends," he said. However, this same citizen cited several discrepancies in Mr. Ekman's statement:

"Darn it," he said, "somebody should explain to Collier's that Northbrook isn't a township. It's a village in Northfield township. And it isn't the Chicago, Milwaukee and St. Paul. It's the Chicago, Milwaukee, St. Paul and PACIFIC. And look at that sign on the station, 'Ride the Streamliner.' Why it's the Chicago and North Western that advertises their modern trains by that name. The Milwaukee calls its flyers the 'Hiawathas'." But despite these inaccuracies, Old Timer still seemed to be pleased.

Mr. Ekman has a particular talent for transmitting commonplace incidents



The black and white version of the Collier's full-color cover for Aug. 30, 1947, as it appeared before the date line and feature box were added.

to canvas and he and the Milwaukee Road appear to have effected a happy alliance. The interior of his home station at Glenview, Ill., supplied the inspiration for a commission by Coronet magazine, and that colorful painting was selected for Coronet's first double cover which was widely circulated on the November, 1946, issue.

Overheard in Times Square: "Ambitious? Why he's the kind of a guy who walks up on escalators!"

Pioneer White Collar Girl Retires

ONE day in 1911 a young woman walked into the Milwaukee Road freight agent's office at Wausau, Wis., and applied for a job. We don't know what she wore that day—perhaps a fashionable shirtwaist and hobble skirt and maybe a formidable dishpan hat—but even in the modish costume of that time it is likely that young Lilly Ann was a “peach” and certainly she had courage. In 1911 the white collar girl was still a novelty in a railroad office.

Her application was accepted, and so began a harmonious affiliation which lasted, with only a short interruption, for 36 years. All of which is by way of announcing that Mrs. Lillian G. Atkinson, one of the most well known and respected veterans on the La Crosse & River Division and one of the first correspondents for the Milwaukee Magazine, retired on Aug. 1.



Mrs. Lillian G. Atkinson as she appears today.

Mrs. Atkinson's associates presented her with a gift on her retirement but, at her own request, the occasion was otherwise unmarked by fanfare or flourish. This was characteristic of her, but back of this natural anonymity there is an interesting story. It starts back in 1911 when women were beginning to venture beyond home and agitate for suffrage. In ever-increasing numbers they were learning how to drive automobiles, swing golf clubs and operate typewriters. They were going into business and the professions.

But despite their new-found independence, girls still fell in love and they gave up their jobs when they married. So, conforming to the pattern of the

day, when Lilly Ann became Mrs. Atkinson she retired. Unfortunately, however, she was widowed within a few years, and in July, 1917, with the United States at war with Germany, she reentered Milwaukee Road service at Wausau to help out in the emergency.

By that time a great many women were employed in offices and more were being hired every day to replace men conscripted for military service.

Makes a Place for Herself

In her quietly capable way Mrs. Atkinson, established a niche for herself in the Wausau office. Shortly after reentering service she became a correspondent for the Milwaukee Magazine and through her reports of the happenings on the old Wisconsin Valley Division she gradually became acquainted with employes all through the district.

Her first contribution to the Magazine appeared in the December, 1917, issue. “I did enjoy it,” admits Mrs. Atkinson, “and especially when I knew that former employes and members of their families living in other parts of the country were interested in the news from home.” So through the years she wrote about the people and the life about her, faithfully recording births, deaths, romances, promotions, parties—events sometimes sad, sometimes humorous. Followed chronologically, Mrs. Atkinson's column is a history of her division for the last 30 years.

During her long service at Wausau, Mrs. Atkinson handled various clerical positions in the agent's office and in the office of chief train dispatcher. Her last position was on the OS&D desk in the freight agent's office. “It was a pleasure,” she says, “to work in the various departments. All of my associates were kind and considerate and I found that railroad employes were an interesting group by themselves.”

Her plans for the future present a pleasant prospect. “While I am retiring from the business world, I am by no means retiring,” she says. “Besides having a house to care for, I intend to resume a favorite hobby—oil and china painting—devote some time to flower gardening and enjoy my grandchildren, Peter and Jeanne. I have had many blessings throughout all these years and have much to be grateful for. I feel that I am stepping out of a world which has been rich and full with blessings into one richer still, and from now on I count on enjoying a life which I can plan on my own schedule.”

The Milwaukee Magazine



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The Milwaukee Magazine, now in its 35th year of continuous monthly publication, is distributed free of charge to active and retired employes of the Milwaukee Road. The general subscription rate is \$1.00 a year. Single copies are 10c.

Dr. Eugene H. Allen

DR. EUGENE H. ALLEN, 71, former chief surgeon of Lines West, died of a heart ailment at his home in Seattle on Sept. 17. He had retired in July on account of ill health, after more than 45 years of medical practice.

Dr. Allen was born in Burlington, Wis., and educated at the state university. At 22 he was already a physician and surgeon. In 1900, after his internship, he entered the Army and served through the Boxer Rebellion in China and through the Philippine Insurrection. He started his private practice in Seattle in 1902. During World War I he returned to the Army and was with the American Expeditionary Forces in France, as chief surgeon of the Eagleson Base Hospital. Later, as a lieutenant colonel, he was commanding officer of Base Hospital No. 50. He reentered private practice in 1919.

Dr. Allen served the Milwaukee Road as assistant chief surgeon of Lines West for 31 years before he became chief surgeon in 1941. In addition to a large private practice, he also served as medical director of the State Department of Labor and Industries and as president of the King County Medical Society.

Survivors include Dr. Allen's wife, Ethel Bagley Allen, two sons, Richard Bagley Allen of Seattle and Robert Mercer Allen of Winslow, Bainbridge Island, and two grandsons.

The Milwaukee Magazine

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Ralph W. Reynolds

RALPH W. REYNOLDS, commissioner of the Road's agricultural and mineral development department, with headquarters in Chicago, died at a hospital in Elgin, Ill., on Sept. 20. He had been in ill health for several months.

Mr. Reynolds was born at Albion, Ia., on Mar. 30, 1875, but spent his boyhood in Minneapolis. He attended Shattuck Military Academy in Faribault, Minn., and the University of Minnesota. At the university he made an enviable record as an athlete, distinguishing himself in both baseball and football.

After his graduation Reynolds started a law practice at Mellette, S. D., moving later to Selby, S. D., where he became interested in the development of the northwest country, and in that way established his first connection with the Road, as immigration inspector. He also operated a land business at Selby and at Mellette, S. D. Through his work as inspector he met George W. Cook and formed the partnership known as the Cook-Reynolds Company, which became one of the leading real estate firms in the Northwest. He was president of the company from 1908 to 1929, with offices at Lewistown, Mont.

In 1929 he transferred to Chicago to direct the Road's agricultural and colonization work. He at once set about de-emphasizing the land settlement projects of the Road and concentrated on increased production of agricultural, forestry and mineral revenue tonnages. The title of the department was changed to agricultural and mineral development department on Oct. 1, 1941.

Mr. Reynolds was a veteran of World War I, a major in the field artillery in France. During his long public life he held many positions of trust. In his early years in Montana he helped to establish the organization which was the forerunner of the present Chamber of Commerce. He was a past commander of the Lewistown post of the American Legion, an ex-president of the Rotary Club and was active in Masonic work there. After he moved to Elgin, in 1929, he continued to engage in civic affairs. He was a trustee of the Elgin Academy from 1934 to 1936.

Besides his widow, Helen, Mr. Reynolds is survived by three sons, John of Elgin, James of Omaha, and Tom of Dundee, a grandson and a brother, Robert L. of Rockford. Private funeral services were conducted in Elgin and burial was at Minneapolis.



October, 1947

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

HEADLINES in the October, 1917, issue of the Milwaukee Magazine announced the retirement of A. J. Earling, the Milwaukee Road's president since 1899, after 52 years' service and his appointment to the chairmanship of the board of directors. Harry E. Byram succeeded Mr. Earling as president.

WHO gave the flag of the United States the title of "Old Glory?" The question, revived by the sight of the national colors constantly on display, was answered by the research of Jay E. Fox, city freight agent at St. Louis. The man responsible was Capt. Stephen Driver of Salem, Mass. It came about in 1831, as he was about to set out on a voyage, when the good people of his town presented him with a gift of "the colors." The gallant seaman hoisted the banner with his own hands and as its wind-tossed folds caught the light of the rising sun, he cried out fervently—"Men, let your eyes rest with the fondest love upon Old Glory! Isn't she beautiful?"

THE satisfying results of the work accomplished by the Railroad War Board was increasingly apparent and the public was receiving a practical demonstration in patriotism unsurpassed in any other field of business. Since Apr. 21, 1917, when the board was created, the impossible had actually been achieved when the car shortage was reduced 70 per cent. Approximately 20,000,000 miles of train service a year had been saved, too, by eliminating passenger service which was not absolutely essential. It released hundreds of locomotives and train crews for freight and troop movements.

BEING proud of the electrification of the Rocky Mountain Division, we quoted from an editorial in the "Chicago American": "We suggest to the government which is preaching economy that it might do well to adopt this resolution: 'Inasmuch as the Chicago, Milwaukee & St. Paul Railroad carries freight and passengers over the Rocky Mountains without the use of coal, great economy of labor, freeing men from the mines, using no cars in carrying coal, the government of the United States will ship all freight, all troops over the Rocky Mountains via the St. Paul railroad, giving preference to the St. Paul to the full capacity of that railroad by way of setting an example in enterprise and economy to other railroads.'"

IN a routine investigation of his locomotive, Engineer Ben Giles, running between Perry and Savanna, lifted the cover on the water tank and was met by a potent aroma which was not water. Giles couldn't believe that the tank had been "spiked" but there was the evidence—a broken two-gallon jug which had been suspended in the water. He had apparently interrupted a little scheme to transport alcoholic refreshments between the "wet" and "dry" states.

IN BRIEF: A word from Company D, with the Milwaukee contingent overseas: "We had the distinction of being the first foreign troops to march through the streets of London since the time of William the Conqueror." . . . An occupational hazard was reported by Milwaukee shops where the old bay horse that pulled the dray, in apparent disapproval of the mechanized age, bit the operator of a hand truck. . . . Another hazard was reported from Matthews, Mont., in the Gallatin Valley where Auditor Bennet walked into the station and was greeted by an inquisitive buffalo. . . . The Western Union messenger at Perry fractured an arm while attempting to crank his Ford.

Barnum Postscript

WHEN the September issue of the Milwaukee Magazine reached the comptroller's office in Chicago, General Revenue Agent James A. Sellers got a laugh. The Magazine got a phone call.

In leafing through, his attention was attracted by the little story on page 6, entitled "Circus-Railroad Combine 75 Years Old". It was an account of how P. T. Barnum, back in 1872, had put his "Greatest Show on Earth" on the rails, and how he had prospered.

Turning his attention back to the "General Journal of the Milwaukee & St. Paul", with which he had been working, the first thing to meet Sellers' eye was the following entry, made in very delicate longhand:

"For amount due Madison & Portage R.R. [a predecessor company] for transportation over their line of 'Barnum's Great Show' in month of September, 1872. Their proportion as above having been credited to freight earnings LaCrosse Div., September, 1872. As per Britt's notice on file . . . \$236.25."

Service CLUBS

Perry Throws a Party

Iowa Town's First Postwar
"Railroad Week" Eclipses
All Others

By RUBY ECKMAN

THE MILWAUKEE Road Service Club at Perry, Ia., demonstrated to a crowd of 20,000 people on Sept. 1 that railroad people do things. It was the last and biggest day of a big week, during which Perry and the surrounding community thought, talked and read about railroads—and had a good time in the bargain.

Railroad Week represented the Service Club's most ambitious undertaking since its reactivation a year ago following a recess which lasted throughout the war years.

The club's first big project since the war was the miniature railroad show which was held during the holidays last winter, and which provided the funds and the momentum for another Railroad Week in Perry. Each of the three years immediately preceding the war saw the club sponsoring a Railroad Week and the club members set out to make the first postwar celebration the best of all.

In this they had a lot of help, for almost everyone in Perry has friends or relatives who are connected in some way with the railroad industry. The Milwaukee Road employees and their families alone account for about 2,000 of the city's 7,000 population.

Construct Ball Diamond

Station Agent James I. McGuire, chairman of the Railroad Week committee, was able to draw on plenty of volunteer labor. Railroad men and others worked with tractors, graders and machinery, putting the baseball diamond in first class condition and erecting bleachers. Arrangements were made with the Hiawatha Service Club to bring the Hiawatha Band, 52 strong, from Milwaukee. A carnival moved into town and set up a midway with rides, shows and other entertainment.

Railroad people and their families outfitted themselves in the regulation attire: neckerchiefs and white caps with the Milwaukee Road insignia for the women.

The Milwaukee Magazine

Michael Sol Collection

Twenty thousand people were in Perry, Ia., on Labor Day to enjoy the climax of the Railroad Week celebration, a highlight of which was the big parade. Queen Melba Ruth Wagner, this month's cover girl, can be seen in the leading automobile.



Micky Munson with his box car, which took a first prize in the parade. With him are his father and the two men who built the car—retired Engineer John Heinzeleman and retired Conductor Leo Riney.

and overalls and caps for the men. The run on overalls just about cleaned out the local stock. Business houses cooperated by erecting appropriate window displays. Bowing to popular demand, Jerry Hunter, who put on the miniature railroad show during the winter, again set up his fine collection of miniature equipment which he calls "Modelville". Youngsters and parents alike packed his show daily to get a look at the replica of the new Olympian Hiawatha, a 16-car train, and his new "Doodle Bug", a miniature gas electric motor car.

Entertainment Varied

The week end celebration opened at Hanlon's Park within the city limits. It was a great day on the midway for the kids and their escorts—rides of every description, from miniature autos for the tiny tots to thrilling high rides for the older ones. The "cotton candy man" was there and there was a brisk trade in hamburgers, hot dogs and soft drinks. For the evening, the skating rink at the Old Fair Grounds, which accommodates between 400 and 500 couples, was converted for dancing, with music by one of the state's most popular dance bands.

On Sunday afternoon a double header



On hand to make Railroad Week official were, left to right: Mayor Fred Trimble of Perry, Assistant Superintendent G. E. Lanning, Hiawatha Band Drum Major Earl Ray, Majorette Lois Kleist and Superintendent O. A. Beerman.

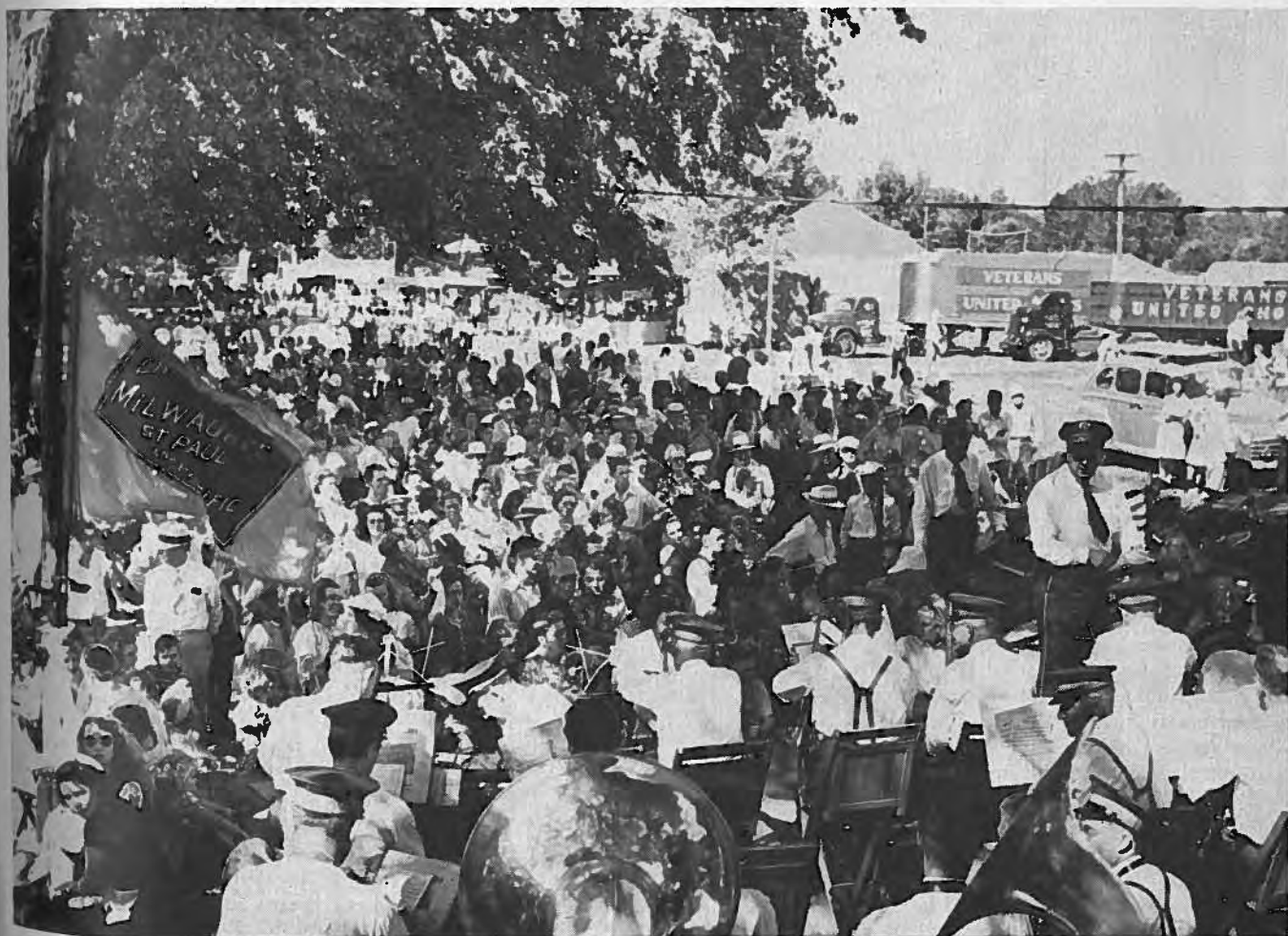
at the ball park filled the bleachers to capacity. The crowd was kept in an uproar by the antics of one of the visiting teams, the Sioux City Ghosts, who play good ball and have a hilarious comedy routine. Frank R. Hoes, assistant foreman at the Milwaukee Road roundhouse

and well known in local athletic circles, was in charge of the sporting events.

The week end drew an influx of visitors and about 8,000 people stood ready on Monday morning to watch the start of the big Labor Day parade. Preceded by the twirling batons of Majorette Lois Kleist and Drum Major Earl Ray, the Hiawatha Band led off from the Milwaukee Road Station at 10:30 A.M. Beautifully decorated floats, bands and marching units, which included a company of Milwaukee Road veterans, made up the mile-long procession. Youngsters and their pets took part and a calliope brought up the rear. The winning floats and marching groups split \$850 in cash prizes. For the children, the nice feature of this parade was the fact that every child was a prize winner; the committee was determined that the day would hold no heartaches for losers.

Soap Box Derby

After the parade the youngsters lined up for a Soap Box Derby, which was sponsored by Sam Brinton, a former Milwaukee Road brakeman who now operates a bicycle and electric sales and service shop. Some clever homemade racers were entered. Sam furnished a dandy



Looking like a movie set, this very typical picture taken in the hot Iowa sun shows part of the crowd at the park in Perry on Labor Day October, 1947

listening to the Hiawatha Band under the direction of Eugene Weber. Note the carnival concessions in the background.

The Cover

WHEN the Perry (Ia.) Rotary Club set out to select a "Queen of Railroad Week" to reign over that city's celebration in honor of the railroads serving the area, they didn't have to look far. Melba Ruth Wagner, one of Perry's fairest, was an obvious choice—on a number of counts.

Not only does Miss Wagner look the part, but she has lived in Perry all of her 18 years and comes from a dyed-in-the-wool railroad family. Her father, John B. Wagner in whose shop she posed for the cover picture, is a Milwaukee Road machinist in the Perry machine shop; he has been with the Road for 30 years. Her grandfather, the late James H. Wagner, was also with the Milwaukee Road in Perry for many years, and a number of her uncles and cousins have followed suit.

"I should know more about railroading than I do", she says, "because my family has been with the railroad for so long". At the age of 18, however, she can be forgiven.

Melba Ruth was graduated from Perry High School last spring and spent part of the summer detasselling corn and acquiring a deep suntan. She went to Denver in September and enrolled in Colorado Women's College.



Miss Wagner, queen of Perry's Railroad Week, dons engineer's cap and bandana for another picture in her dad's machine shop, this time with her mother and father.

bike for the first prize and the second prize was contributed by the Service Club. Agent McGuire's son, Jim, Jr., won the Service Club award. Jim was lucky again in the afternoon sports contest for children at the Old Fair Grounds. Every kind of contest in which children delight had been devised for this event, including a greased pig race, greased pole climbing, a sack race, ball throwing—and with plenty of prizes to spur on the contestants. Jim won the final event, the chase for the greased pig.

In the meantime the Elks Club was host to the Hiawatha Band, which was scheduled to give concerts in the afternoon and evening. A record crowd heard these musical treats. The dance pavilion was heavily patronized in the evening and a carnival crowd invaded the Mid-

way. Probably the happiest person in the crowd was D. H. Ross, Milwaukee passenger brakeman at Cedar Rapids, who won the 1947 Chevrolet sedan which was given away at the climax of the celebration. Mr. Ross lost no time in claiming his prize and driving it home.

In the summing up of the week's activities, those who helped in the affair were able to report that not a single accident of any kind had marred the fun. There might have been a few stomach aches among the children who drank the 2,400 bottles of pop supplied by the Service Club, but none of them could have been serious because they kept coming back for more. The big celebration meant a lot of hard work, but as a demonstration of what the railroad means to Perry it was a great success.

Green Bay Club Views Sportsmen's Films

THE large turnout at the Green Bay Service Club on Sept. 10 heard a short talk by Attorney M. E. Davis, Jr., and saw two films produced by the Conservation Department. Mr. Davis, who is president of the Brown County Conservation Club, supplemented the films with a brief account of the objectives of that organization. He related how its 800 members cooperate with the county in conserving game to provide sport for hunters and fishermen. The films were entitled *Tight Lines* and *Vacationland*.

Guest speakers at the meeting were Superintendent F. T. Buechler, Trainmaster F. H. Ryan, H. W. Marquardt, TF&PA, and Carl Swan, former Superior Division train dispatcher now located at Austin, Minn. Lunch and refreshments conditioned the men for their usual card game.

Old Line Drafts Officers For Second Term

MEMBERS of the Old Line Service Club expressed satisfaction with their club's leadership by re-electing the presiding officers for another term. The election was held at the Sept. 17 meeting in the American Legion quarters at Horicon, Wis. The roster was composed of W. W. Johnson as chairman, H. J. Kuhaupt as vice chairman and Mrs. W. W. Johnson, secretary-treasurer.

Chairman Johnson's first official move of the season was the appointment of the committees who will arrange the club's Appreciation Party, scheduled for November. After business was concluded, the men enjoyed their card games, leaving the main club rooms to the women's social.

North Woods Club Re-elects Officers

MUCH of the success of the North Woods Service Club can be credited to its hard-working officers. In recognition of what they have accomplished during the past year, the club, in session at Wausau, Wis., on Sept. 18, elected the same panel for another term. The men so honored are John L. Brown, chairman; Ralph E. Chamberlain, vice chairman; and Earl E. Hazelwood, secretary-treasurer.

Assistant Superintendent S. F. Philpot, W. C. Scott, FSI, and Agent H. C. Cleveland spoke before the assembly. The treasurer reported a nice profit on the ice cream social sponsored by the club on July 15. Refreshments were served and games were played in the social hour.

The Milwaukee Magazine

Michael Sol Collection

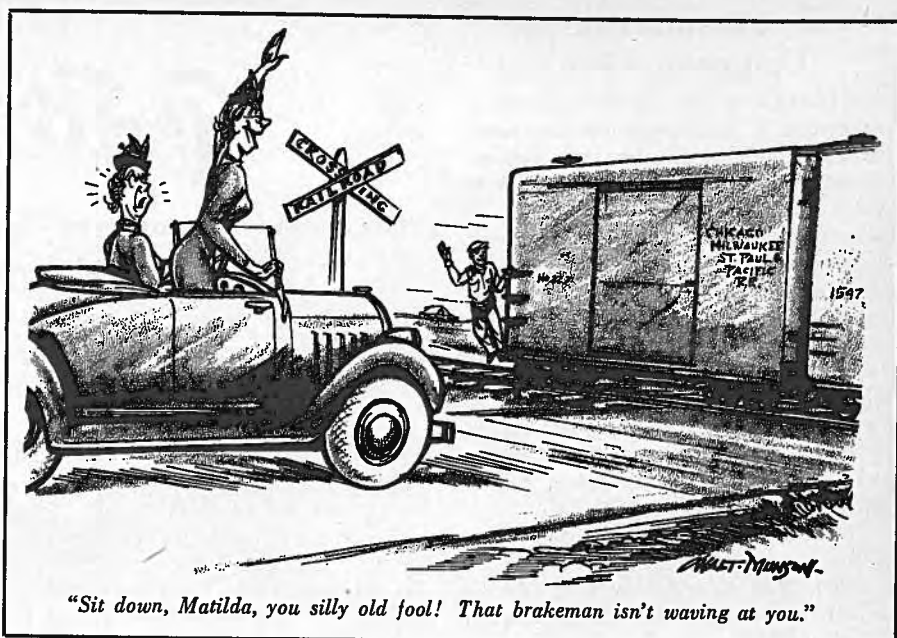
La Crosse Team Wins Softball Tournament

EMPLOYEES at La Crosse, Wis., have built up a fine ball team which has turned out to be a winner. In the Lines East 12-inch softball tournament held in connection with the La Crosse Service Club picnic on Aug. 17, the local team took first place, defeating Savanna 19 to 0. The tournament was played on the Copeland Park diamond at La Crosse.

Two games were scheduled for the afternoon and two were played under the lights. In the opener Savanna defeated Minneapolis 18 to 9. Shortstop Ferris of Savanna was the leading hitter of the game, scoring two home runs, a single and a double. La Crosse defeated Milwaukee in the second game, 6 to 5. The leading hitter for La Crosse was Gordie Miller with two singles in two times at bat. Catcher Skudlarczyk led the Milwaukee team with two doubles.

The first game under the lights brought Minneapolis and Milwaukee together for a consolation game. Minneapolis won, 8 to 5. In the final the La Crosse battery consisted of Oldenberg and Phillips. Savanna used Zink and Daley on the mound with Haberbush doing the catching. Oldenberg was in top form, allowing Savanna only 6 hits and striking out 11 Savanna batters. Phillips had a perfect day with two doubles and two singles in four times at bat. As the winner, the La Crosse team received a large trophy. Savanna also received a trophy for second place.

The business end of the tournament was handled by Service Club Chairman Merle Barton, Yard Clerk D. Hiler and Walter Miller, manager of the ball team. Signalman McCann announced the plays over the loud speaker system. Refreshments were supervised by Vice Chairman



"Sit down, Matilda, you silly old fool! That brakeman isn't waving at you."

Wayne Goudy, Charles Knapp and Baldy Miel, with the assistance of the La Crosse Chapter of the Women's Club; the women served lunch for the ball teams. Miss Bess Grube and Miss Alice Hovind handled the ticket sales and music was furnished by the Junior Municipal Band of La Crosse and the Veterans of Foreign Wars Drum Corps.

Janesville Service Club Plays Ball

A REPRESENTATIVE group of Janesville Service Club members turned out for that organization's big picnic at Charley's Bluff, on Lake Koshonog, Aug. 24. The weather was too hot for comfort and the featured entertainment, the ball game between track department employes and a team from the store department, was called after the

fourth inning. Relief came in the form of a sudden squall, followed by a cooling breeze which allowed the game to be resumed as soon as the storm subsided. The track department men won the event.

Unquestionably, the highlight of the game was Frank Sullivan's performance in the role of umpire. Frank stood firmly behind his decisions, to the extent of backing them up with a ball bat, if necessary. It was considered regrettable that National and American League scouts were unable to attend. Other games and contests were held during the afternoon.

The picnic committee consisted of Erv Krenke, chairman, Pat Wallace, Matt Tortico and Jim Gregory.

Watertown Area Conducts Busy Session

THE Watertown, Wis., Area Service Club had a large turnout at the club rooms in West Street for the Sept. 10 meeting—the presence of members' wives swelled the attendance to 44. Chairman McLaughlin presided. The meeting called for a heavy business session. Among the matters discussed were the report on traffic tips, the treasurer's report, maintenance of the La Crosse depot and new business. Mr. McLaughlin addressed the meeting, speaking on railroad advertising in the newspapers and the limiting of the number of cars in freight trains.

The women witnessed a demonstration of flower arrangements by Mrs. Wilma Weart, owner of a local florist shop. The designs made use of home grown garden flowers. Lunch and refreshments were served, followed by bingo.



The La Crosse, Wis., softball team which won the Milwaukee Road League championship in the tournament at La Crosse on Aug. 17. Kneeling, left to right: Wittenberg, cf; Riedelbach, 2b; On, cf; Phillips, c. Standing, left to right: Jacobsen, rf; Miller, 1b; Stelloh, c; Oldenberg, p; Smith, assistant manager; Miller, manager; Hiler, business manager; Erickson, 3b; Wolden, lf; Powers, 1b; Tischer, ss; and Yeager, p.

October, 1947

New Headquarters For Chippewa Club

CHAIRMAN Otto Grade announced at the Aug. 27 meeting of the Chippewa Service Club that the fine facilities of the American Legion Hall at Iron Mountain would be at the club's disposal for future meetings. The announcement was met with enthusiasm, especially by the large group of young men who were present. These young fellows, who are employed in the track extra gang, are looking forward to the social affairs of the coming season, when they can bring their "dates" to the Service Club for an evening of fun. Chairman Grade promised to expedite arrangements for a dance.

Trainmaster F. H. Ryan, Safety Engineer R. A. Dahms and H. W. Marquardt, TF&PA, were the guest speakers. Refreshments and cards rounded out the activities for the evening.

Needed—77 Members

THE executive board of the Hiawatha Service Club, Milwaukee, Wis., announces that it will make an award to the unit which enrolls the most members between Sept. 1 and Dec. 1; their goal, 3,000 members before the end of 1947. The last membership report showed a total of 2,923 for the club's 15 units.

Fox Lake Club Plans Reorganization

PLANS for the reorganization of the Service Club at Fox Lake, Ill., were completed by a committee of six—G. R. Anttonen, M. D. Nichols, G. A. Baker, T. C. Owens, J. Proffitt and G. Renehan—at a meeting in Libertyville on Aug. 28. The committee had strong support for its statement that the employees in the area would heartily endorse the Service Club movement. Quoting Mr. Anttonen, "Our people would like to have a club of their own. Mixing a little business with fun and sociability is profitable in many ways. It serves to bring out the spirit of true fraternalism in members of the Milwaukee Road family." Mr. Anttonen was appointed acting chairman and Mr. Baker as secretary.

The reorganization meeting was scheduled for Sept. 18 at the American Legion Hall in Fox Lake, with a program of music and dancing, bingo, cards, lunch and refreshments.

Critic: "It strikes me as being an impressive statue, yet isn't that rather an odd posture for a general to assume?"

Sculptor: "Well, it isn't my fault. You see, I had the work half completed when the committee decided they couldn't afford a horse for the general."



The following employees' applications for retirement were recorded during August, 1947

Chicago General Offices

CAMP, JESSE R.
Conductor, S.C. Dept. Chicago, Ill.
FITZPATRICK, JOHN T.
Bartender, D.C. Dept. Chicago, Ill.

Chicago Terminals

CURRIE, ARTHUR A.
Trucker Galewood, Ill.
GELDART, MADELINE M.
Stenographer Chicago, Ill.
HARTMAN, WILLIAM H.
Laborer Bensenville, Ill.
JENSEN, OLAF M.
Machinist Galewood, Ill.
TRAYKOFF, JAMES
Boilermaker Helper Bensenville, Ill.

Coast Division

ANDREW, FRANK S.
Conductor Tacoma, Wash.
BRITT, MAURICE E.
Telegraph Opr. Chehalis, Wash.
JAMES, SILAS J.
Section Laborer Doty, Wash.

Dubuque & Illinois Division

ANDERSON, CARL
Section Laborer Caledonia, Minn.
BEKAS, GEORGE C.
Section Laborer Savanna, Ill.
DRURY, ALBERT J.
Brakeman Chicago, Ill.
TERKELSEN, CHARLES E.
Loco. Fireman Savanna, Ill.

Hastings & Dakota Division

CHRISTIANSON, HANS K.
Section Laborer Mellette, S. D.
HOLLAND, MARTIN G.
Section Laborer Pierpont, S. D.
OLSON, ALFRED H.
Asst. Roadmaster Aberdeen, S. D.
SANSBURY, ALBIE C.
Loco. Engineer Aberdeen, S. D.
SCHUTRUM, EDWARD
Roundhouse Laborer Aberdeen, S. D.
THARES, ANTON
Section Foreman Mobridge, S. D.



Idaho Division

DAHL, FREDERICK E.
Chief Operator Plummer Jct., Ida.
HENNEBERRY, JOHN J.
Brakeman Malden, Wash.

Iowa Division

BROWN, SEYMOUR E.
Loco. Engineer Perry, Iowa
BURROWS, LEONARD J.
Loco. Engineer Marion, Iowa
CARSNER, CLYDE I.
B&B Laborer Marion, Iowa
CLOID, JOHN B.
Section Laborer Oxford Jct., Iowa
GUTHARDT, JOHN C.
Section Laborer Miles, Iowa
HAYES, JAMES E.
Loco. Engineer Perry, Iowa
NEWCOMB, FRANK
Brakeman Marion, Iowa

Iowa & Dakota Division

ADKINS, CURTIS
Section Foreman Interior, S. D.
BAILEY, MARTIN J.
Telegraph Opr. Spencer, Iowa
BURRELL, MURRAY R.
Conductor Platte, S. D.
ELLIS, WILLIAM E.
Loco. Fireman Mason City, Iowa
OBLAND, EMIL
Ticket Agent Sioux City, Iowa

ROBINSON, JAMES C.
Lt. of Police Sioux City, Iowa
STUBEN, HENRY M.
Trav. F. & P. Agent Sioux City, Iowa

Iowa & Southern Minnesota Division

BLOWERS, WALTER S.
Loco. Engineer La Crosse, Wis.
HAGAR, LOUIS
Ex. Gang Laborer Farmington, Minn.
MATHISON, LYLE H.
Conductor Madison, S. D.

Kansas City Division

STARGELL, ALVA L.
Conductor Kansas City, Mo.
WILLIAMS, EUGENE R.
Telegrapher Walford, Iowa

La Crosse & River Division

EHLLENZ, NATHAN M.
Janitor La Crosse, Wis.
HUBBARD, CHARLES A.
Section Laborer Kellogg, Minn.
OTTO, ARTHUR H.
Conductor Tomah, Wis.
SELLNER, ERNEST E.
Section Laborer Wabasha, Minn.
STEELE, CHARLES M.
Section Laborer Tomahawk, Wis.
WENDORFF, RICHARD A.
Laborer Tomah, Wis.

Milwaukee Division

MICK, PETER J.
Brakeman Chicago, Ill.
MULLIGAN, WILLIAM F.
Loco. Engineer Janesville, Wis.
PETCOFF, JAMES
Section Laborer Northbrook, Ill.

Milwaukee Terminals

BROPHY, MATTHEW A.
Blacksmith Helper Milwaukee, Wis.
BRUGGER, VALENTINE
Carpenter Milwaukee, Wis.
DEREG, EARL J.
Switchman Milwaukee, Wis.
DOMSTRICH, CHARLES C.
Switchman Milwaukee, Wis.
FISCHER, WALTER H.
Lumberman Milwaukee, Wis.
LOOSE, HERMAN T.
Car Oiler Milwaukee, Wis.
LOUCZIUNAS, STANLEY
Laborer Milwaukee, Wis.
McGUIRE, JAMES P.
Machinist Milwaukee, Wis.
MITCHELL, JOHN R.
Loco. Fireman Milwaukee, Wis.
O'CONNOR, BERNARD M.
Yardmaster Milwaukee, Wis.
SCHMECHSEL, WALTER F.
Tinsmith Helper Milwaukee, Wis.
SCHUSTER, FRED
Carman Milwaukee, Wis.
SHANNON, LUKE R.
Switchman Milwaukee, Wis.
SZEP, ALEX
Boilermaker Helper Milwaukee, Wis.
WILHELM, JOSEPH
Chipper and Grinder Milwaukee, Wis.

Rocky Mountain Division

BERG, JOHN
B&B Carpenter Butte, Mont.
BISBARDIS, NICK J.
Section Laborer Eustis, Mont.
GAHAGAN, EDWARD A.
B&B Laborer Lewistown, Mont.
HOWE, ROBERT W.
Store Helper Deer Lodge, Mont.
LEAMING, DAVID C.
Conductor Spokane, Wash.
LIMERICK, CHARLES T.
Section Laborer Geraldine, Mont.
MEIS, JAMES W.
Carman Deer Lodge, Mont.
SANDE, CHRISTIAN A.
Section Laborer Geraldine, Mont.
WILSON, CARL H.
Conductor Spokane, Wash.

Superior Division

VAN DER WETTERING, FRANCIS
B&B Laborer Green Bay, Wis.

The Milwaukee Magazine

Michael Sol Collection

UNDER THE STARS

Good coffee and fine cigars are for you to enjoy—at home as a matter of course, or deep in the woods if you prefer. There the old battered pot brews America's favorite beverage. And there the dream-blue smoke of a Dutch Masters sends up to the stars the mellow aroma of America's favorite fine cigar.



DUTCH MASTERS CIGARS

Terre Haute Division

REEDY, GARY A.
Section Foreman Cheneyville, Ill.
SMITH, MERITTE O.
Conductor Latta, Ind.

Trans-Missouri Division

FADHL, PETER
Roundhouse Laborer .. Miles City, Mont.
GRAW, HARRY F.
Section Foreman Dupree, S. D.
NORSKOG, ADOLPH G.
Pipefitter Helper Miles City, Mont.

Twin City Terminals

DIRCKS, PETER J.
Machinist Helper Minneapolis, Minn.
ERICKSON, ERICK J.
Boilermaker Minneapolis, Minn.
GENO, JOHN
Section Laborer Minneapolis, Minn.
JOHNSON, FRANK R.
Section Laborer St. Paul, Minn.
LEWIS, WALTER M.
Machinist Minneapolis, Minn.
SHINDELUS, ANTHONY T.
Boilermaker Minneapolis, Minn.

Homes Need Autumn Check-up to Correct Fire Hazards

WITH the start of the heating season bringing added fire danger, Fire Prevention Week, Oct. 5-11, provides householders with an opportunity to give their homes an autumn check-up.

Last year more than 400,000 homes were damaged or destroyed by fire, a majority of them in the fall and winter months, according to the National Board of Fire Underwriters, which issues this advice to cautious householders:

Start your autumn check-up in the basement, with the furnace and other heating equipment. Furnaces should be

cleaned out once a year, and in the case of oil burners, this should be done by an experienced repairman. Chimneys, flues and smokepipes should be inspected for cracks and holes which will spread fire.

All rubbish accumulated during the summer should be cleared out of the



basement, as well as from attics, closets and other places.

Inspect the fuse box. See that only 15-amp fuses are installed, and get a supply of extra fuses to keep on hand.

Inspect the wiring of all electric appliances, particularly those portable heaters you will use this winter. Have all defective wiring repaired or replaced.

Oil and clean the motors of all electric appliances you will use this winter, so they won't overheat and start fires. If your refrigerator motor isn't the "sealed-in" type, be sure to oil this, too.

Get out your metal screen for the fireplace and set it in place for your first open fire. Inspect your chimney to see that it is clear of all obstructions.

Equip your home with plenty of ashtrays, to keep careless smokers from throwing their ashes on carpets or into wastebaskets.

Inspect your kitchen stove to be sure that it is functioning properly. Have a supply of soda or salt on hand to stop grease fires in broilers or cooking vessels.

A lot of bright children should be applauded with one hand.

Michael Sol Collection

Mrs. Ben Rose, Historian

Although regular business meetings vacationed during the lovely (do I hear a dissent) summer days, our ever-on-the-job President, Mrs. Jay Bailey and several committees were actively in service—hot 'er not. Mrs. T. G. Snyder made 25 phone calls, sent 16 cards, 10 bouquets, one hanky and one story book to invalids and hospital patients. Welfare—Mrs. John Seekatz, went into action when prolonged sickness made too deep inroads on savings. Mrs. Bailey

and Mrs. Weiland made an out-of-town trip, taking food, fruit, bath robe and slippers to a member of our Milwaukee family. Total welfare expenditures, \$71.32. In homes of sorrow, five meals were furnished. Three funeral sprays were also sent. A lovely letter

Women's Club Chapter News

of appreciation from the Ottumwa Chapter thanking us for the greatly needed \$50.00 for flood relief.

An unusually happy crowd of Milwaukee folks flocked to Riverside Park, July 15, for the annual picnic. Committee in charge, Mesdames Ole Hagen, V. K. McCauley, M. Conway, Wm. Morgan, J. D. Shea, E. Weiland, C. B. Davis. The traditional ball game was well umpired, all decisions bringing a round of boos. There were contests and prizes for all age groups and plate (or was it a rolling pin) throwing for any woman who boasted her skill. The club furnished coffee, cream and 10 gallons of ice cream. Attendance exceeded even pre-war days.

Losers breakfasted the winners—also at Riverside Park. Thus peace was restored and the pipe polished for next year's campaign. Mrs. Weiland was given a citation for high score. She secured more than half of the 1946 membership.

Mrs. T. G. Snyder and Mrs. Ben Rose entertained the September board at the El Bon. The business meeting and pot-luck supper were well attended and we are off to a good start for the last quarter of '47.

OVER THE TOP IN MEMBERSHIP

Membership Honor Roll—Year 1947

The General Governing Board is happy to announce the following increase in membership in the Women's Club as of date over membership December 31, 1946:

	Voting	Contributing	Total
Present Membership	7,452	11,914	19,366
Dec. 31, 1946, Membership	7,139	11,851	18,990
Increase over Dec. 31, 1946	313	63	376

The chapters shown below have gone "over the top":

Chapter	Voting		Contributing		Loss	Total	
	Present	Increase	Present	Increase		Present	Increase
Aberdeen, S. D.	506	27	653	..	23	1,159	4
Alberton, Mont.	55	3	60	5	..	115	8
Austin, Minn.	97	3	121	4	..	218	7
Avery, Idaho	42	1	99	2	..	141	3
Beloit, Wis.	89	1	117	1	..	206	2
Black Hills	112	13	138	4	..	250	17
Channing, Mich.	70	7	52	1	..	122	8
Chgo. Fullerton Ave. 363	53	522	..	..	50	885	3
Chgo. Union Station 227	16	868	..	..	12	1,095	4
Council Bluffs, Ia.	108	43	148	43	..	256	86
Davenport, Ia.	70	30	167	..	29	237	1
Deer Lodge, Mont.	79	15	116	50	..	195	65
Des Moines, Ia.	71	9	74	2	..	145	11
Dubuque, Ia.	84	10	138	24	..	222	34
Great Falls, Mont.	23	3	52	6	..	75	9
Green Bay, Wis.	164	2	272	16	..	436	18
Harlowton, Mont.	116	7	92	11	..	208	18
Iron Mountain, Mich.	57	1	72	3	..	129	4
Janesville, Wis.	185	4	247	3	..	432	7
Kansas City, Mo.	90	3	134	5	..	224	8
La Crosse, Wis.	125	7	228	37	..	353	44
Lewistown, Mont.	87	3	129	10	..	216	13
Malden, Wash.	64	1	57	7	..	121	8
Marmarth, N. D.	43	2	49	1	..	92	3
Mason City, Ia.	194	2	236	5	..	430	7
Merrill, Wis.	36	1	29	6	..	65	7
Milbank, S. D.	67	4	124	5	..	191	9
Miles City, Mont.	183	12	218	28	..	401	40
Milwaukee, Wis.	340	35	1,173	317	..	1,513	352
Mitchell, S. D.	94	1	135	19	..	229	30
Mobridge, S. D.	196	9	158	26	..	354	35
Montevideo, Minn.	152	12	253	10	..	405	22
New Lisbon, Wis.	80	1	65	3	..	145	4
Perry, Ia.	247	1	280	25	..	527	26
St. Paul, Minn.	107	1	302	1	..	409	2
Sanborn, Ia.	67	10	74	24	..	141	34
Savanna, Ill.	184	23	260	50	..	444	73
Seattle, Wash.	97	6	191	..	..	288	6
Sioux City, Ia.	306	33	450	27	..	756	60
Sioux Falls, S. D.	84	13	127	..	8	211	5
Spencer, Ia.	52	1	65	..	..	117	1
Spokane, Wash.	65	6	76	..	1	141	5
Tacoma, Wash.	124	5	253	31	..	377	36
Terre Haute, Ind.	177	98	163	60	..	340	158
Three Forks, Mont.	58	1	53	1	..	111	2
Tomah, Wis.	239	18	280	..	7	519	11

Chicago, Ill., Sept. 1, 1947.

ETTA N. LINDSKOG, Secretary General.

★ *Marion Chapter*

Maude Holsinger, Historian

Our regular September meeting was held on the 11th. After a dessert luncheon at the K. V. Cafe, the business meeting was held. As our President, Mrs. Ernest Woolley, is on a visit to England, our Vice-president, Mrs. Bess Smith, had charge of the meeting. It was decided to have a white elephant sale at our October meeting. There were 28 members present. We are happy to welcome Mrs. Wayne Henderson as a new member of our chapter. The rest of the afternoon was spent at games and prizes were awarded.

★ *Miles City Chapter*

Mrs. L. O. Winfrey, Historian

Our first meeting of the fall was held Sept. 8 with a good attendance. Mrs. Ed Rehn presided. Reports of the various chairmen were given. Mrs. Rehn reported that thirteen members of the Milwaukee Women's Club helped six different days on the Tuberculosis Mobile Unit while it was in Miles City. Lunch was served at the close of the meeting by Mrs. J. Gray, Mrs. J. D. Wagner, Mrs. L. R. Kirchoff and Mrs. Leo Winfrey.

A short resume of the first six months of this year. Eleven families have received welfare, 3,377 persons were reached by the Good Cheer committee through personal telephone calls and cards sent. Our club rooms have been redecorated with new linoleum, light fixtures and drapes. At our May meeting we honored Mrs. T. J. Fletcher and Mrs. L. R. Kirchoff as our oldest and youngest mothers. At the district meeting held in May at St. Paul our chapter was represented by our president, Mrs. Ed Rehn, and Parliamentarian Mrs. Holsey Johnson. The Miles City chapter was second in our district to go over the top in the membership drive with a total of 399.

The Milwaukee Magazine

Michael Sol Collection

★ Aberdeen, S. D., Chapter

Mrs. John Seiler, Historian

Members met Sept. 3 in our club rooms and officially opened our season for the fall and winter months. Reports were read from our various committee chairmen, and they have been on the job all summer and deserve a big "thank you."

A letter of thanks was read from the Ottumwa, Ia., chapter for the generous donation received from our chapter and the Service Club here at the time of the recent Iowa floods. Through the efforts of our membership chairman, Mrs. Karr, and her committee, our club went over the top and earned the membership prize. A letter of congratulations from the Governing Board was read and the prize was presented. Bridge followed the business meeting with prizes going to Mrs. John Seiler, Mrs. A. E. Hatten and Mrs. Mary Karr. Lunch was served by Mrs. Joe Maketzky and her committee.

★ Wausau Chapter

Mrs. Olga Paulus, Historian

Wausau Club met Sept. 11 for the first gathering since the summer vacation. Cards provided entertainment, following which Mrs. Ralph Chamberlain and her committee served lunch. Prizes were awarded in the various games to Mrs. Chas. Conklin, Mrs. Howard Parker, Mrs. Godfrey Paulus, Mrs. Walter Billington, Mrs. Wm. Adamshek and Mrs. R. P. Rawson.

★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

Our club met for its September meeting at the Y.W.C.A. It was the first meeting after our summer vacation. The attendance was not as large as usual as some of our members are still on their vacations. Mrs. P. Litscher, our president, presided. Reports were read and approved.

Plans were made for a card party to be held Oct. 23 in the Y.W.C.A. club rooms, Mrs. Reardon acting as chairman. The meeting was then adjourned and a social hour followed, during which cards were played and refreshments were served.

★ Tomah Chapter

Mrs. Archie Ruff, Historian

A picnic supper was enjoyed by members of Tomah Chapter at the Legion Hall on June 18. There were many good things to eat and cards were played following the supper. Treasurer's and other reports were given, Good Cheer Chairman reporting eight cards, 10 calls, one blanket and two baskets of fruit. Meetings were resumed in September.

★ La Crosse Chapter

Mrs. E. J. Monahan, Historian

With vacation time over our regular monthly meetings were resumed on Sept. 3, and all of us are glad to again resume our activities where we left off last spring. On this lovely September afternoon about 37 members gathered for this meeting and plans were made for the coming year. A very delightful luncheon was served by the committee, Mmes. P. Muetze, E. Simdars, B. Kater and A. Johnson. After the luncheon our President, Mrs. J. Rogowski, opened the business meeting. Reports of the secretary

October, 1947

Smooth Toplines

Meet a new collar and cuff set, a make-it-yourself accessory to brighten a jaded costume. It's an old trick to create a new effect. This wide face-framing circle may be just what your last season's dress needs to make it modish; in crisp cotton or linen for the white collar girl, in a formal fabric, such as satin or metal cloth, for important wear. The pattern is easy enough for an inexperienced sewer to follow, and requires little time and material. It makes a most acceptable gift.



This is the new blouse you'll be wearing this season — of tubular wool jersey, to be worn over skirts and slacks, pulled in at the waist by a wide belt. Deft fingers can whip it up in spare moments. There are no long seams to stitch, just finishing at the neck, sleeve bands and hem. It fits all sizes. Directions for making the blouse and the collar and cuff set above can be had, free of charge, through the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

and the treasurer were read and approved.

Our chapter went over the top again this year in membership and our President advised that we had received a prize of \$60.00. Excellent work, membership committee. We also had the pleasure of welcoming Mrs. Arthur Blasezyk, a new member, into our chapter and hope to see more of her at future meetings. The penny march was taken up, and our President won the door prize. This just about concluded our first meeting, and being a rather warm day no cards were played. The ladies had a nice time visiting and we would like to see more of them attending.

The Milwaukee Railroad Women's Club and the Service Club held a joint picnic at Myrick Park Sunday, Aug. 3, with an attendance of over 300. Ham, ice cream and coffee were furnished by the clubs, also refreshments and favors for the children. Many veterans and families were present. It

being Mrs. Carrie Whiting's 80th birthday, the committee saw to it that she was present. "Happy Birthday" was sung to her and she responded, saying it was a day she never would forget, the clubs had made her so happy. Being a patient at the "Home of the Aged," she doubly appreciated seeing the veterans and her many friends.

Committees: Mr. and Mrs. Carl Berg, chairmen; Mr. and Mrs. John Rogowski, co-chairmen; coffee, Mrs. Paul Muetze, Mrs. Robert Ritter and Mrs. Charles Hart; refreshments and favors, Eric Erickson; games, Mrs. Nic McGaughey and Mrs. Tom Keegan; entertainment, Mrs. Arthur Johnson and Ben Dey; food, Mr. and Mrs. Louis Coney and Mrs. Margaret Coney; tables, Merle Barton and Walter Muller; publicity, Mrs. Ed Goggin.

Winners of children's games: sack race, (small boys) Mike Hart, (big boys) Bob La Sarge; girls' clothespins, Maureen Kee-

gan; boys' clothespins, Mike Hart; running race, (big boys) Bill Smith, (small boys) E. Mueller; peanut race, David Whipple, Tom Koch; beau guessing, Pat Grenisen, Carl Berg, Jr.; girls' sack race, Maureen Keegan; big boys' sack race, Philip Akright; little boys' sack race, Gordon Miller; cracker and whistling race, (big girls) Linda Keegan, (small boys) Mike Hart; three-legged race, (big boys) Philip Akright, (small boys) G. Canfield.



Channing Chapter

Mrs. George Walling, Historian

On Tuesday, Sept. 2, our club resumed its meetings after the summer recess, broken only by the annual picnic held in July. Twenty-two members attended. Mrs. Hessel, club president, presided. Mrs. Geo. Riley, Mrs. Fritz Lindeman and Mrs. R. Deacon were in charge of the entertainment.

A vote was taken and agreed upon to dispense with the usual buying of flowers in case of a death in the family of one of our members. Instead we will purchase meat, such as ham or roast, cook it, and serve it the day of the funeral to the bereaved family. The balance of the meal will be made up by members of the club. A committee will also be chosen to serve it and do the cleaning up at the club house or the home of the sorrowing ones. After the above plan was adopted the meeting was adjourned and the evening was spent playing cards and bunco. Prizes were awarded to the winning persons and we then all enjoyed a tasty lunch, served by the ladies on the committee.

Regular Guy Sweater



FOR a regular guy who wants a sweater just like dad's. The classic cardigan is an all-year-round favorite for active youngsters who need clothes that are comfortable and sturdy. This one, executed in warm non-shrinkable wool, has a plain knit back, the front in basket stitch, and buttons smartly to a V neckline. The pre-school set takes special delight in the pockets—just like the big kids'. Directions for knitting it are for sizes 4 and 6, obtainable free of charge from the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

Beauty Treatment for Blankets

GOOD blankets are basic necessities in a home and as such, the purchase of a fine quality product is an investment in comfort and protection for cold weather. The best blankets are made of 100 per cent virgin wool with a firm close weave and fluffy nap. A billowy blanket with a fleece-like texture is attractive to look at, luxurious to the touch and above all, warm. Press your fingers into a blanket and see how deep the nap is—the deeper it is, the warmer the blanket.

Fine blankets will give years of service if accorded the proper treatment. An ample tuck-in should be allowed in making a bed, to provide the maximum of sleeping comfort. The natural resiliency of wool blankets allows sufficient freedom of movement for most sleepers and has the added advantage of warmth without the feeling of weight. Avoid twisting and hard pulling and keep from contact with floors to prevent soiling and unnecessary washing.

Exercising a little care in the laundering of blankets will preserve their soft and fluffy texture. Stains require professional dry cleaning; re-dyeing is another job that is done best by the professional. Frequent brushing between launderings removes dust and dirt from the springy wool fibers, the fluffed up nap also providing more insulation. The nap should be brushed toward the binding, never across the blanket. Soiled



bindings can be cleaned with a mild soap lather and pressed with an iron; caution should be used in the pressing. Don't iron blankets—it flattens the fabric and destroys the air cells and the blanket's warmth.

A scientific yet simple method for the care and home laundering of blankets is illustrated in detail in a booklet which can be obtained from the Milwaukee Magazine, Room 356, Union Station, Chicago, Ill.



Bensenville Chapter

Mrs. Paul Sturm, Historian

September 3 was the occasion of our first fall meeting. It was celebrated with a luncheon (very delicious) followed by business session. Good Cheer Chairman reported a number of cheer cards had been sent during the summer months.

A handkerchief shower was held for a dear member who was moving to Arkansas. We will all miss her. Two members were honored with the birthday song and given the customary handkerchiefs. Cards followed the meeting.



Avery Chapter

Mrs. R. E. Townsend, Historian

After the two-month summer vacation the fall season started out with a bang. Twenty-four members and friends were present at the first meeting. Roll call was answered by telling of vacation experiences. After a brief business meeting a social hour honored the Avery school teachers. Rae Fleury and Georgia Wilson played piano solos, and Diana Peterson tap-danced. Mrs. Bud Mahoney played several beautiful selections on the piano. Pinochle was played and refreshments were served. Mrs. Roy Peterson made lovely corsages for each of the school teachers, and each of the entertainers.



Marquette Chapter

Mrs. Stanley A. Hunter, Historian

Our first meeting after a two-month recess was held Wednesday, Sept. 10. Our club rooms have been house cleaned during the summer and looked very nice.

After the business session "500" was played. Mrs. Louis Sass won high prize and Mrs. Carl Gaulke won the traveling prize. A delicious lunch was served later by our hostesses, Mrs. Art Knapp, Mrs. Bert Schott, and Mrs. Harold Soulli. The door prize was won by Mrs. Earl Kittle.

The editor of a small town newspaper explained the loss of the letter "s" from his composing room as follows:

"Latht night thome thneaking thcoundrel thtlo into our compothing room and pilfered the cabineth of all the etheth. Therefore we would like to take thith opportunity to apologize to our readerth for the general inthipid appearance of your paper. We would like altho to thtate that if at any time in the yearth to come we thould theeth thith dirty thnake in the grath about the premitheth it will be our complete and thorough thatithfaction to thtath him full of holth. Thank you."

The Milwaukee Magazine

Michael Sol Collection

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

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Our congratulations to Bruce Daniels upon his promotion to division engineer. We wish him success on the new job.

Chief Train Dispatcher Ed Bevington, who is recuperating from a serious illness, visited a brother in Akron, Ohio, and two brothers near Pittsburgh, in August.

Our congratulations to Mr. and Mrs. Bill Johnson of the traffic department. They have a brand new baby girl.

Car Distributor George Scholl was on vacation during the latter part of August and early September. He visited in Flint, Mich., and in Chicago.

Division Freight and Passenger Agent Robert Harding was also on vacation during the latter part of August and early September. He and Mrs. Harding drove to Yellowstone Park and other points of interest in the West.

We were just beginning to get acquainted with Division Engineer M. L. Bardill and family when he was transferred to Savanna.

Relief Dispatcher Donald Hehman and wife expected to leave during September for a vacation near Tacoma.

West Clinton Area

Earl H. Lehmann, Correspondent

Brakeman Ralph Ramey and family motored through the West during August, visiting California, Mexico and many other interesting places. They drove over 6,000 miles, and all without car trouble.

"Charles Jerry" is the name of the son born to Brakeman Charles Corado and wife during August. Our congratulations.

Carman Elza Waters retired in September. We wish him a long and happy life of retirement.

Carman Grover Fowler bid in the truck driving job held by Elza Waters, and has given up his bass fiddle playing in favor of the trombone; has already learned three notes in G flat. His foreman, Thomas Costa, says he likes good music.

Walter Blaker, retired engineer, Faithorn, visited friends here in August.

"John Wayne" is the name of the baby boy born to Brakeman John Beard and wife in August.

Conductor "Cliff" Currie had a visit from his daughter Ruby and son-in-law in early September. They came via airplane from Salem, Ore. Ruby was formerly employed in the superintendent's office.

Dale Hutson, clerk in the car department, took his vacation during the hot spell in August. Dale is manager of the St. Bernice softball team, and we understand that he spent some time looking around for good pitchers. Carman Bob Hartsok relieved on desk.

Assistant Storekeeper Alvin Reed also took his vacation during the hot August weather, and he, his wife and son Michael

spent the afternoons swimming in Twin Lakes, Happyland, and even in the cool mine ponds.

The August safety meeting was held here on the 19th, with Safety Inspector Otto Stainer presiding. Chief of Police Roy Mulhern also attended.

We are glad to announce that Conductor Paul W. Thompson hopes to be elected councilman for the City of Terre Haute in the November election. Paul would be a good man for the job. We wish him a lot of success in this venture.

Roscoe Johnson, furloughed store department employe, has opened a barber shop in St. Bernice. So, if you want your hair cut curly just say, "Do your stuff, Roscoe."

Robert Smith, laborer in the storeroom, has returned from a visit in Michigan.

Conductor Frank Ernhart and wife spent the latter part of August in New Orleans and other points of interest in the South.

Carman C. D. Johnson enjoyed a two-week rest during August. He attended the County Fair.

When we asked where Carman Emil Bauer was for two weeks in August the boys on the rip track said he just "took off."

Bob, the aged shepherd dog who has made his home around the yard office for the past year or so, met his death under the cars on Sept. 4. Conductor Chambers was in charge of the yard engine at the time. Bob was buried just across the track, west of the yard office. We regret that "Red" Foley could not be here to sing his famous "Old Ship" song.

Brakeman Lambert Harris did not go to Galewood as planned. Well, right here is the best place after all, Jug.

D & I DIVISION

First District

E. Stevens, Correspondent

Max Henninger, retired conductor, and Mrs. Henninger left Savanna on Aug. 28 to make their home in Hollywood, Calif.

Special Officer Ray Westfall and Mrs. Westfall, Savanna, attended the national convention of the American Legion at New York City, Aug. 28-31, as delegates from the Legion's 13th district.

Chief Timekeeper C. H. Plattenberger and wife, Savanna, enjoyed a vacation trip to Seattle, visiting "Happy's" father; then back to Minneapolis for a week end with their daughter and son-in-law.

Switchman William Plattenberger attended the reunion of the 744th Railway Operating Battalion held at Minneapolis in September.

Miss Mary Reinehr, daughter of Agent A. J. Reinehr, Savanna, and Iowa Division Conductor T. J. Gilroy were married at St. John's Catholic Church on Aug. 30. They will live in Savanna.

Mr. and Mrs. Charles Seitzburg, Peoria, celebrated their 50th wedding anniversary on Sept. 15. Mr. Seitzburg was a machinist at Savanna roundhouse for many years, retiring a few years ago.

Alonzo Brown, retired engineer, and Mrs. Brown, Savanna, celebrated their golden wedding anniversary recently by holding open house from 7 to 10 P. M., preceded by a family dinner.

Chief Dispatcher H. J. Thayer, Savanna, proudly announces the birth of his first



The Milwaukee Road softball team of Savanna, Ill., which competed in the tournament at Copeland Park, La Crosse, Wis., on Aug. 17. Front row, left to right: Davis, 2b; Sack, 3b; Ferris, ss; Nast, cf; Gravatta, 3b; Zink, p. Back row, left to right: Isenhart, lf; Haberbusch, c; Daley, rf; Predosa, 1st; E. Ritenour, p.; J. Ritenour, lf; and Sellers, p. The boys went into the finals but lost to La Crosse, 18 to 9.

grandchild, a boy, born to his daughter, Mrs. J. D. Motlow of Danville, Va., on Aug. 24.

Patricia Georges, daughter of Instrumentman Herman Georges, Savanna, has been awarded a scholarship to the University of Illinois as the result of competitive examinations and will enter the freshman class in the University's branch at Galesburg. Richard Georges, who has been employed in the engineering department at Savanna, left in September for Galesburg, where he will begin his second term at the University. Miss Virginia Schneck, daughter of Conductor Fred Schneck, Savanna, will be a member of the freshman class at the University of Illinois at Champaign. Edward Altenbern, son of Lieutenant of Police John Altenbern, Savanna, has entered the University of Iowa School of Pharmacy at Iowa City. The two daughters of Chief Clerk C. E. Kinney of Savanna, are at Evanston, Ill., where Pat entered the freshman class at Northwestern U and Marion is a senior.

Mrs. Irving Tyler, the former Louise Reinehr, passed away in St. Francis Hospital, La Crosse, on Aug. 22, following an illness. Surviving are her husband, a daughter, her father, John Reinehr of Tomah, two sisters and an uncle, Agent A. J. Reinehr of Savanna.

Promoted: Paul Salzer, assistant car foreman at Savanna for the past three years, to car and wrecking foreman with headquarters at Perry, Ia.; W. F. Arbuckle, Ottumwa, who succeeds Mr. Salzer at Savanna; M. J. McGuire, Diesel supervisor at Savanna, to Diesel and motor car supervisor with headquarters at Mitchell, S. D.; Wil-

liam Duranso, machinist at Milwaukee shops, succeeding Mr. McGuire; Kenneth W. Barbian, chief clerk to storekeeper at Savanna, to storekeeper at Ottumwa; Charles Pearlberg succeeding Mr. Barbian; Darrell D. Fisher, car repairer at Savanna, to supervisor in charge of car department at Ottumwa.

Mrs. Albert E. Muir, wife of Conductor A. E. (Scotty) Muir, passed away in Finley Hospital, Dubuque, on Sept. 6 after a lingering illness. Besides her husband she leaves a son, Harry, two grandchildren and two brothers.

The Milwaukee girls' bowling team, consisting of Capt. Ethel Ellithorpe, Doris Hiher, Ida Lamber, Doris Darr and Pauline Schoenhaar, attired in green gabardine outfits with the Milwaukee Road emblem on the back, started their bowling activities the second week in September.

The Milwaukee Road softball team of Savanna played the Minneapolis team in the tournament held at Copeland Park, La Crosse, on Aug. 17. The Savanna team won with a score of 18 to 9 but lost in the finals to La Crosse with a score of 8 to 0. The team started out the season with Assistant Division Engineer "Chic" Whitham as manager but due to illness he had to give up the team work and Jack Haberbusch, clerk in the storekeeper's office, took over the management. During the season they played 31 games, winning 16. The softball league plays in Old Mill Park east of Savanna. The night games have been very popular.

Your eye takes only 1/40th of a second to wink, which is the quickest way we know of getting into trouble.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Thomas Barnard Taugher, 55, died on Aug. 22. He had been ill since May 22 but appeared to be improving and we looked forward to his return to work. Tom was born on Feb. 12, 1892, at Liberty, Wis., and started to work for the Road on Apr. 9, 1923. Most of his employment was in the main storeroom. He was a steady fellow and very well liked.

General Foreman Paul C. Elert, 63, died suddenly at Lake Denoon on Aug. 24. He started with the Road on Aug. 16, 1905; held the positions of assistant foreman, gang foreman, foreman, assistant general foreman, supervisor of material delivery and general foreman. He was born on Oct. 17, 1884, in Polzin, Germany.

Edward C. Hauser has been appointed to the post of general foreman. Ed has worked in many sections and is familiar with the duties of the job.

J. V. Anderson has taken over the duties of assistant general storekeeper at Milwaukee shops and has been around to the various sections with General Storekeeper Frances Wood. Mr. Anderson had been at Minneapolis for many years.

The store department bowling team, "On Wisconsin," opened the season on Sept. 9 with two wins over their opponents. The team consists of William Smith, John Ryan, George Voth, Walter Schindler, John Rogutisch and Capt. Jerry Meyer. Ryan and Rogutisch are new members.

Davies Yard

J. J. Steele, Correspondent

Sympathy is extended to Edgar Hug and family on the death of his mother on Sept. 3.

Cupid is working overtime at the Davies yard. The newest recruits to the matrimonial circle are John Mickels and Martin Klewein. Congratulations to both of them.

It has been rumored that a popular radio band is trying to obtain the services of "Drummer Boy" George Allie.

Miss Catherine McConville spent her vacation in old Mexico and reported that she had a very enjoyable time.

Newlyweds Myra and Jimmie Shields are two love birds. According to Jim, his new wife is greatly pleased with his culinary skill.

Al Horn has joined the rank of believer in terra firma. Al and Mrs. Horn recently took a boat trip to Michigan and Al was violently ill. He has instructed Mrs. Horn that her boat trips are a thing of the past and all his further travel will be on Mother Earth.

TWIN CITY TERMINALS

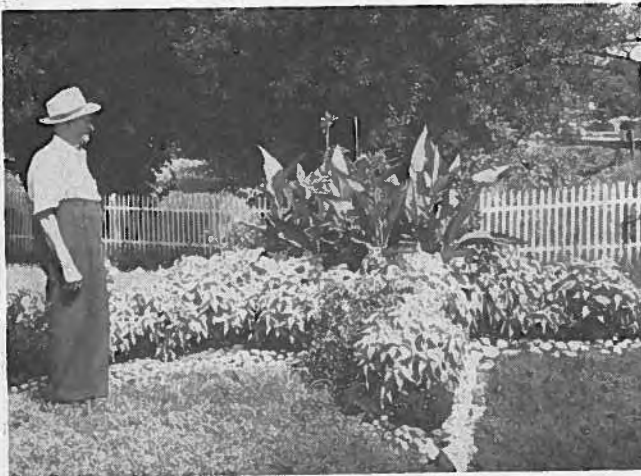
South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

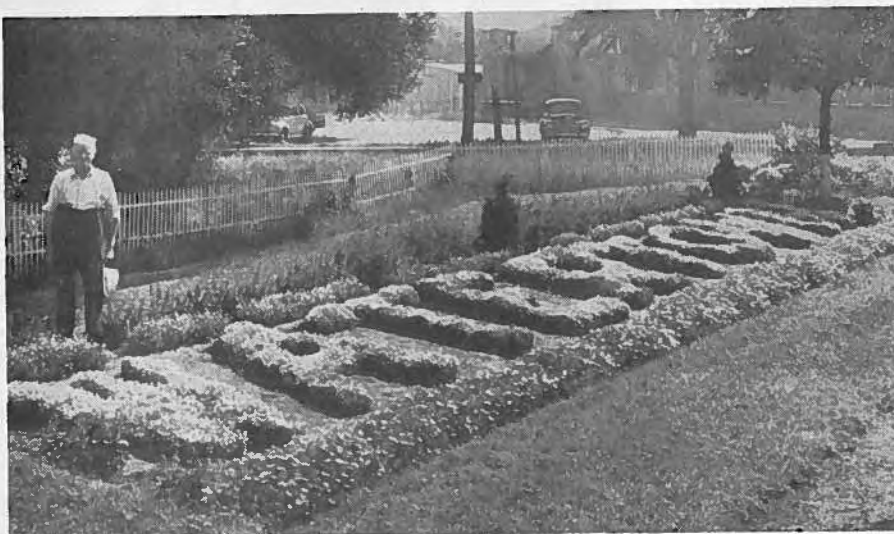
General Car Foreman J. Hansen and wife vacationed at Tacoma and at Victoria, B. C.

Welcome to our new stenographer, Mrs. Elizabeth Bzrezinski, formerly employed by the Southern Pacific at Tucson. She is a native Oklahoman.

New arrivals welcomed at the homes of Milwaukee Road employees: Mr. and Mrs. Richard Lorenz have a baby boy who arrived on Sept. 1; Mr. and Mrs. Henry Baran (formerly Kathleen Brenny of the local



Hans Hanson, caretaker of the stations between Milwaukee and Watertown, Wis., stands beside the flower beds he designed on the Watertown grounds. The long bed measures 54 by 26 feet and spells out the name "Watertown" in sweet clyssum bordered with salvia and moss roses. Petunias and calceus combine to form the star pattern, which is centered with canna.



store department office) report that a baby boy arrived on Sept. 6.

Sympathy is extended to families of the following: Edwin L. Brown, who passed away on Sept. 9; Ed had retired on Jan. 1, 1946, and had 38 years' service at Minneapolis coach yard. Mrs. John Lovberg, who died on Sept. 10; she was the wife of Carman John Lovberg and mother of Carman Haakon Lovberg.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

City Passenger Agent Tom Morken is in California, recuperating from an operation.

Sympathy is extended to Ruth Jackson whose brother passed away in Louisville, Ky.

Division Clerk Robert Young was married at St. Mark's Church, St. Paul, on Sept. 6. After a reception at the Commodore Hotel he and his bride went on a honeymoon to the north shore.

Lester Nyberg and wife motored to Grand Marais on the north shore for their vacation.

Ducky Sutton and wife, accompanied by S. H. Smith and his wife, vacationed recently at Lake Mille Lacs.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Nellie Hennessy was borrowed from Minneapolis during September to fill in at our switchboard.

Elmer Johnson, conductor on the Duluth line, died on August 5.

Conductor Beckman, also of the Duluth line, suffered a slight stroke and is confined at St. Joseph's Hospital in St. Paul at present.

Bill Hjorth was appointed trainmaster at St. Paul on Sept. 10, vice Frank Ahl, resigned.

Minnie Heinrich, relief telephone operator, St. Paul, spent her vacation at Yellowstone Park.

Joseph Collins returned to the office on Aug. 17 after an absence of 10 days due to illness.

Alec McCool enjoyed a vacation at Belle Plaine, Minn.

I & S M DIVISION

East End

H. J. Swank, Division Editor

Our sympathy is extended to Section Foreman George Bachtold, Albert Lea, whose father passed away on Aug. 18; to the family of John J. Johnson, retired section foreman, Lime Springs, who died on Aug. 13. John retired on Sept. 1, 1936, after 50 years of service; to Mrs. T. H. Huinker, Independence, Ia., on the death of her husband, former train baggageman, who passed away on Aug. 16.

Don't know if Ellery Barker of the freight office at Austin dresses in the dark, but the driver on the 6:30 A. M. bus recently called attention to the fact that he was wearing one black and one brown shoe. Yes, he noticed, and caught the next bus.

Dwight Kneeskern, assistant cashier in the Austin freight office, joined the ranks of the grandfathers on Sept. 5 when son Danny became the proud papa of a boy.

This one should be listed under tough breaks. When Traveling Auditor F. H. Joynst returned from his vacation he was notified that his house had been sold during his

"Miss Minnesota" Judged Most Talented Beauty



In the cab of the Hiawatha, Engineer A. C. Hoard shows Elaine Campbell, "Miss Minnesota of 1947," the controls of the Diesel engine.

IN THE contest for the title of "Miss America of 1947," which was held at Atlantic City from Sept. 1 to 7, "Miss Minnesota," a small dark-haired girl, was judged the most talented of the competing beauties. Her prize, the second highest award offered in the contest, was a \$3,000 college scholarship.

In private life "Miss Minnesota" is Elaine Campbell of St. Louis Park, daughter of Bernie Campbell, city editor of the Minneapolis Times. The state title was won from a field of 22 contestants with a rendition of the waltz song from "Romeo and Juliet." The lovely voice which earned the title for her is not merely a matter of chance. Elaine is an ambitious young woman, just 22, who takes a singing lesson every day. Her main interest in entering the national competition was the chance at a scholarship to finance her singing career.

For her trip to Atlantic City Elaine was outfitted with a complete new wardrobe. Of course, she and her chaperon rode the Hiawatha to Chicago, as did Helen Berclay, "Miss Wisconsin of 1947." The Milwaukee Road was also host to Madalyn King, "Miss Omaha," who traveled with her mother on the Arrow.

absence. Failing in his efforts to find a place to live in Austin, he has moved his family to Mason City.

Superintendent G. H. Rowley was more fortunate. Mr. Dodds, our former superintendent, located a house in Mason city and moved there and Mr. and Mrs. Rowley are now established in the Dodds' residence in Austin.

Harold Rappe, former roadmaster's clerk now of H. C. Johnson's office in Chicago, visited in Austin on Aug. 10, along with

Mrs. Rappe and their youngest daughter.

Betty Dray, steno-clerk to the agent at Austin, is sporting a new sparkler on the third finger, left hand. She and Raymond Sass of Winnebago will step down the aisle on Sept. 26.

Special Officer Ira Syck, Austin, started for California on a vacation and business trip but had the misfortune to be involved in an accident with a taxi in Salt Lake City. While putting his bags in the trunk of his car he sustained a badly bruised knee, caus-

ing him to spend an extra three days in Salt Lake City.

On their vacation Train Dispatcher Carl Swan and Mrs. Swan visited Trainmaster McGinn at Terre Haute, took in a Cub ball game in Chicago and visited in Michigan.

Engineer Ralph Jones vacationed in Missouri and a reliable source informs me that if we see Mrs. Jones wearing a new dark brown coat this winter we will know it wasn't just a rumor that he was down there trapping mules.

Recent appointments include L. H. Okre, clerk, Hollandale; Arthur O. Nelson, clerk, Albert Lea; Kermit M. Olson, agent's stenoclerk, Austin.

The talk these days is all about bowling. Claude Kelly of the Austin dock (a member of our team) holds the record for the highest game rolled to date on the new alleys at Austin, a 276 game on Labor Day. To show it wasn't just an accident, he rolled five more and averaged 216 for the six games, which is a lot of wood in any man's alley.

L. R. Stokes, formerly operator at Fari-bault, is now regular agent at Rose Creek, Minn.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

Gallatin Gateway Inn is closed until next year, after the biggest season Yellowstone Park has ever had. Mr. and Mrs. Scandrett spent a few weeks, as usual, at the Elkhorn Dude Ranch and there were folks registered at our hotel from every country in the world.

Engineer Barton at the Harlowton round-house was off sick in July and August but has returned to work now, feeling much better.

Mr. and Mrs. A. J. Green, from Seattle, spent a week in Deer Lodge the last of August, shaking hands with old friends. They are old Deer Lodge residents. Mr. Green was a brakeman here for years, mostly on passenger, and is now retired.

Betty Remer called at the Three Forks station. Spent her vacation up around Shelby and Lewistown. Mrs. Rexroat worked the job during her absence.

There has been a big celebration in the Homer Jenkins home. All the boys and girls were together for the first time in many years; Arden and wife from Deer Lodge; Tom and wife from Gunnison, Colo., where Tom is attending Western State College; Bob and wife from Lewistown; Mrs. Charles Adams, Mrs. Sherman Lee and Don. There were, for good measure, six or seven grandchildren, too.

Charles Adams and family, who have lived in Butte for the past year, have purchased the Lieb home and moved to Three Forks.

We extend our sympathy to Conductor Dave Burrell in the death of his brother Charles of Logan, who passed away in August.



A retirement that will be known to all by the time this is in print is that of Louis J. Sommers, machinist at Deer Lodge shops, on Aug. 30. He came to Deer Lodge from Racine, Wis., on Oct. 22, 1916, and retired after a continuous service of 30 years and 8 months. A farewell party was given in his honor by his brother machinists at the IOOF Hall in Deer Lodge on Aug. 23 and he was presented with a fine piece of luggage. The Sommers' left Deer Lodge the first week in September for their new home at Polson on Flathead Lake.

Margaret Louise Dockery and Ralph O'Donnell, both of Seattle, were married at St. Leo's Church in Lewistown on Sept. 6. Margaret is the daughter of Mr. and Mrs. Raymond E. Dockery of Lewistown and Mr. O'Donnell is the son of Engineer and Mrs. Harry O'Donnell of Three Forks. He served for several years in the Air Force during the war and is now attending the University in Seattle.

On July 13th last, the wedding of Miss Joyce Gilham and Charles Phillips Lee was solemnized at the First Presbyterian Church in Butte. Joyce is the daughter of Engineer and Mrs. Roy Gilham of Lewistown and is a graduate of Fergus County High School. For the past five years she has been employed at radio station KXLF in Butte. Mr. Lee is a graduate of Tulane University in New Orleans. He was a major in the Army Air Corps, having enlisted in 1941. He is now manager of the Butte Specialty Company.

Clarence Clayton, his daughter and son stopped off in Three Forks on the return to their home in Tacoma early in September. Mr. Clayton, now retired, is enjoying a long trip by motor to eastern states and through the national parks. In 1913 he was an engineer on the RM Division. While out here he made a side trip to Lewistown, greeting old friends there.

A death in Butte was that of John R. Hamilton who was found dead on Sept. 3 when the caller went out after him to go out for his turn on the helper that afternoon. Mr. Hamilton had been ill for some time but his death was unexpected. He came to this division in 1910 and had lived many years at Three Forks. At one time he owned a ranch a few miles out of town. He had taken one of the Butte helpers' several years ago. He is survived by his wife Olive, four sons, J. R. Hamilton, Jr., J. E. Hamilton, R. L. Hamilton and W. R. Hamilton, and two brothers, Harry and William; also, two grandchildren.

The death of Engineer Homer B. Chollar of this division occurred in Townsend on Sept. 9. He had been ill for about a year, having recently retired on account of his health. He was a fireman and engineer on the Rocky Mountain Division for more than 39 years. Surviving are his widow, Emma, three daughters, Mrs. George McPhail, Mrs. Howard Jeglum and Mrs. Murray Jenkins, a son, H. B. Chollar, Jr., his brother Sam and two sisters. Our most sincere sympathy is extended to this family.

The death of Herman Lieb, well loved Rocky Mountain engineer, on Sept. 16 was a shock to the entire division, especially to the friends who had a hand in celebrating his retirement on Sept. 1. Death resulted from a heart seizure at Seattle, Wash. Mr. Lieb was a long-time resident of Three Forks and had sold his home there, preparatory to locating in Seattle, near the home of his son. He and his wife left for the Coast by automobile on Sept. 13 and he died shortly after their arrival.

Mr. Lieb was one of the most popular engineers on the Rocky Mountain Division, having worked out of Three Forks since 1909. He was a native of Iowa, born at Van Horne on Nov. 2, 1881, and was advanced to engineer at Perry in 1903. After his transfer to the Rocky Mountain he made his home in Three Forks and operated mostly between there and Harlowton. For the past five years he had been on the passenger run between Three Forks and Deer Lodge.

Mr. Lieb was a large man, the tallest engineer on the Rocky Mountain, and he possessed a talent for friendship which was entirely commensurate with his towering height. The announcement of his retirement was big news throughout the district and was observed by a host of friends and co-workers as he ended his last run at Deer Lodge on Aug. 30. Among older engineers he is remembered as taking the first mallet engine over the division. He also had the honor of piloting the first Olympian Hiawatha over the Continental Divide.

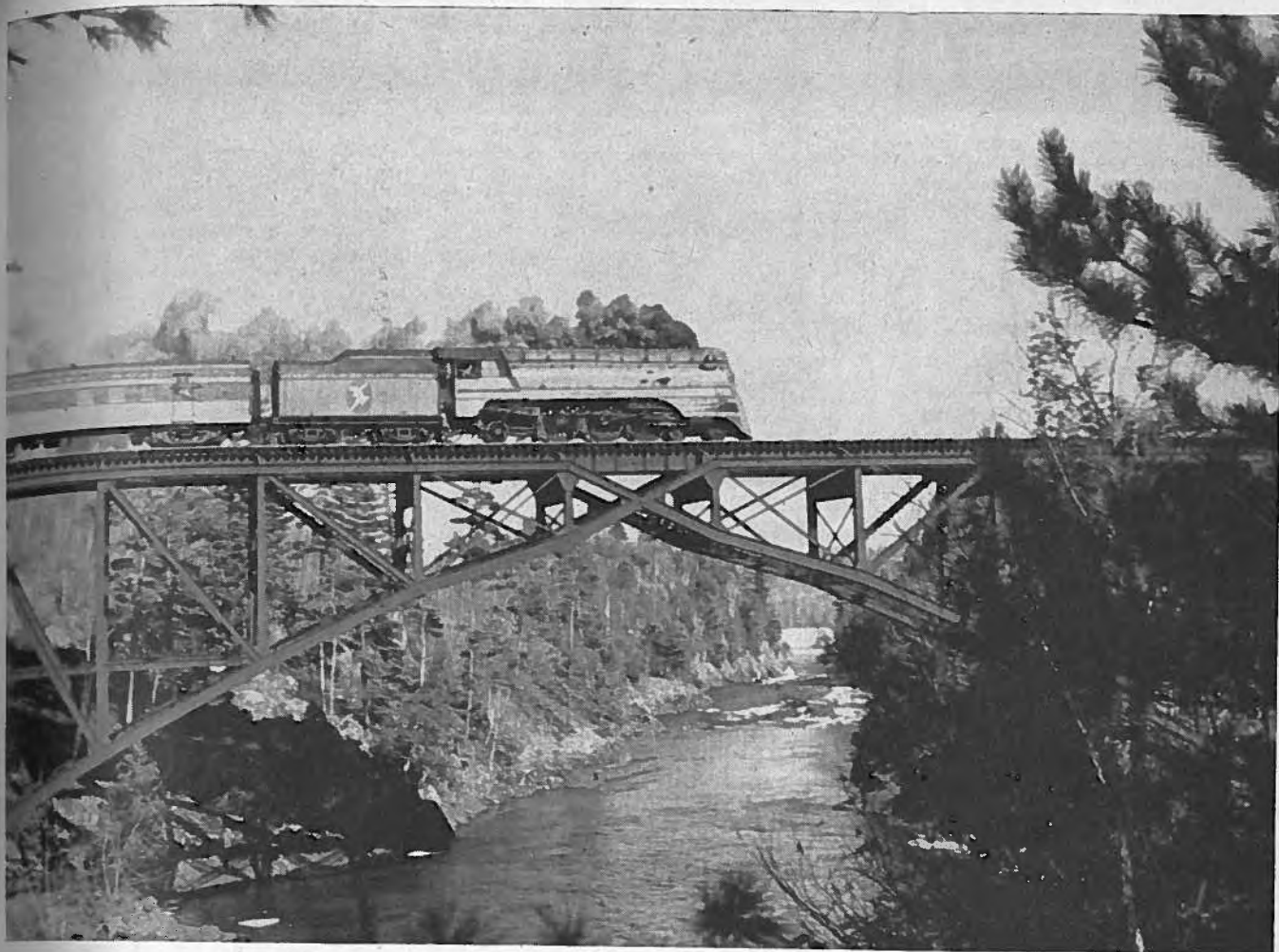
Mr. Lieb's widow, Hanna, and a son, Dr. Charles Lieb, survive. Funeral services were conducted in Seattle.

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The southbound Chippewa makes a beautiful picture as it crosses the Menominee River, boundary between Michigan and Wisconsin, about two and a half miles south of Iron Mountain, Mich. Otto Boll of Channing, Mich., was the photographer. Engineer Charles Donlevy and Fireman Carl Sommers were in the cab of the engine, No. 151.

SUPERIOR DIVISION

John B. Philips, Correspondent

Louis Thiele, retired engineer, passed away at Channing, Mich., on Sept. 2. We extend the sympathy of Milwaukee Road employes to his family.

Mr. and Mrs. John J. Fleming of Hot Springs, Ark., paid a visit to the office and plant recently. John is looking good and says he is enjoying himself. He is now fully established at Hot Spring and extends a welcome to any of the boys who want to visit the springs.

Engineer Henry Krist has been hospitalized and confined at home for some time on account of illness. He also had the misfortune of losing his wife. We extend our sympathy.

Train Dispatcher C. A. Swan, Austin, paid a visit to Green Bay on Sept. 10. Carl received his training on the Superior Division, having worked at Channing and Green Bay. He attended the Service Club meeting and met quite a few of the boys.

A. H. Mills, former roundhouse foreman at Channing now retired and living in Virginia, spent his vacation at Witch Lake, Mich., and paid a visit to the old place at Channing.

Conductor Ray Heim, Hilbert, is confined at present in the hospital at Rochester. We hope he will soon recover and resume his duties on the Appleton branch.

B&B Carpenter Frank Lear passed away recently. We extend our sympathy to his family.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Othello had considerable excitement on Aug. 15. Besides being pay day, the old ice house caught fire. A strong westerly wind added to the hazard but the employes of the Road, under Fire Chief Robert Brown, made an efficient fire fighting unit. Mr. Brown is a Milwaukee Road electrician. Othello is proud of his group of fire fighters.

L. L. Stinebaugh's lawn at Othello is a popular place during the summer. It recently served as the setting for a surprise birthday party given by Extra Gang Foreman A. M. Osborne in honor of his wife Lucy.

A wedding also took place in this pretty setting during August when Dawn Hoehn became the bride of Everett Sanders. The bride is the daughter of Mr. and Mrs. Hoehn, both Milwaukee Road clerks at Othello. Mr. Sanders is a pipefitter at the roundhouse. Patricia Borden of Beverly was one of the bridesmaids and the bride's two little sisters, Shirley Ann and Dorian, were flower girl and ring bearer. About 50 guests attended the wedding and reception. The newlyweds will make their home in Trailer Town.

Mr. and Mrs. Don Rue and daughter Marilyn of Harlowton are making their home at Othello temporarily. Mr. Rue is relieving Stanley Yates as supervisor of perishable freight inspectors during the peak of the icing season at Moses Lake.

Mrs. Bert Brent, widow of former PFI

at Mason City, visited friends in Othello recently.

Fireman Pat Chester and Operator Evelyn Bonnett were married recently. Congratulations!

Section Foreman C. C. Hanes of Moses Lake has taken an extended leave and is visiting in Washington, D. C., and South Carolina.

Chief Clerk W. A. Snure and Mrs. Snure of Spokane are vacationing at the present time down in Texas where their son Bob and family have their home.

Just back from a jaunt down into California, Nevada, Arizona and Tia Juana in the old flivver (well, it's a Ford but not the "Ford of the Future"—about 12 years back) is A. T. Titus and family of Malden.

Office Engineer C. E. Peterson and family took a trip to various points in the East during their vacation.

Doy W. Amick was appointed trainmaster at St. Maries during Roadmaster Loftus' vacation. Mr. Amick has been kept busy moving logs, lumber and sheep out of his territory.

General Foreman G. E. Williams' gang has been moved from the Warden line to the POR line to renew ties and spot up track for Roadmaster Allen, from Usk to Metaline Falls.

The B&B crew under Foreman H. Wohlk has been working on bridges in the vicinity of Lone.

Contractors are making a nice showing crushing gravel in the Spokane Bridge pit for use in ballasting. American ditcher X-162 in charge of Operator H. E. Blake

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has been moved to the crane track at Spokane for heavy repairs.

Several changes have been made around the superintendent's office in Spokane. Albert Janosky is chief carpenter's clerk; E. E. Swergal, stenographer to chief clerk; Wayne Rentel, file clerk; Eddie Alleman, assistant time revisor; Ruth White, chief dispatcher's stenographer; and Estelle Nolting, stenographer to division engineer. Henry Hanson is a new clerk in the dispatcher's office.

We extend sincere sympathy to the family of Fred Gehrke who passed away during August after a short illness. Mr. Gehrke was a retired warehouse employe and the father of Ed Gehrke who is employed as warehouse checker.

We are glad to report that Ralph Prosser is feeling much better and calls at the office occasionally to see how things are going. We understand that W. T. O'Reilly is improving steadily and we hope he will get down to see us soon.

TRANS-MISSOURI DIVISION West End

Pearl Huff, Correspondent

Mr. and Mrs. George Bennett, who now make their home in Glendale, Calif., have been visiting their son and family in Miles City. Mr. Bennett is a retired passenger engineer of the Trans-Missouri Division.

C. H. Preston, retired passenger brakeman of the Trans-Missouri Division, died at the home of his son Floyd on Sept. 17. Our sincere sympathy is extended to relatives.

More vacationers are back on the job—Assistant Time Revisor James Brady from an auto trip to Iowa; Mrs. Ruth Roe, file clerk in superintendent's office, from a trip to Minneapolis; W. R. Jensen, signal supervisor at Miles City, from a trip to California; Richard Jensen, chief clerk to superintendent, from a trip to Canada.

Sympathy is extended to Mr. and Mrs. Joe Peschl in the death of Mrs. Peschl's daughter, Mrs. Fred Schultz, and granddaughter Susan Schultz during the latter part of August.

Much of the newspaper comment has contrasted the airlines with the railroads. If a railroad, for instance, had the temerity to request a town to build it a station, using the money provided by all the taxpayers, it would be laughed out of existence. But that is precisely what communities do for the airlines in the case of airports, administration buildings and terminals.

—Norwalk, Conn., Hour.

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MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

Frank Stella, who has been absent from work, is expected back soon.

Dmitar Rakas is also expected to return to work in the near future.

The bowling season is again under way with a good team representing the coach yard. Ed Berndt is again captain. The other bowlers are George Schneider, George Laetsch, Ray Stark, Rich Seden and Richard Flechsig, Jr.

Jimmy Leiberg is back at work on the day shift after six weeks at Wood Veterans Hospital.

Congratulations and best wishes to Joseph Techlewitz who was married recently.

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

Dick Steuer, Correspondent

Business along the Beer Line continues at a merry pace. It began when the breweries expanded their facilities and spread to other industries along the line. Agent Leahey and his force are pitching in to serve one and all.

Quinn Murphy, yard clerk in the Gibson district, has entered Marietta College at Marietta, Ohio. His position was awarded to C. A. Smaida, a newcomer to this area.

Vacations continue to be the accepted form of relaxation. Agent Leahey spent two weeks near his home town, Menominee, Mich. Rate Clerk Ralph Thielke and family motored to Sparta and he renewed acquaintances with Army buddies at Camp McCoy. Wausau held special interest for Eddy Kurta and family. Tom Regan and family visited the west coast.

North Milwaukee reports that the new steno-clerk there is Mary Barry. She was formerly auto messenger at Fowler Street.

COAST DIVISION

Harry W. Anderson, Division Editor

The Milwaukee Bowling League held its annual meeting recently and elected the following officers: Walter Jennings, president; Louie Seaman, vice president; Roy Tidd, secretary, and Jim O'Neill, treasurer. Bowling was scheduled to start at the Broadway Alleys on Sept. 12, with the same teams as last year.

Harley J. (Spike) Neff, former Coast Division conductor, died on Aug. 13 at his home in Tacoma. Following his retirement he had spent most of his time in California, returning to Tacoma about a year ago. Spike started on the Tacoma and Eastern branch in 1909. The sympathy of the Milwaukee folks is extended to those left to mourn his loss.

Some of the gals in the superintendent's office are getting air minded these days. Clara Carrotte flew to Victoria over the Labor Day week end and Doris Reeves flew from Los Angeles to Tacoma. It was the first plane ride for both.

Assistant Superintendent A. O. Thor has returned from his vacation which he spent motoring in California.

Trainmaster Ed Herzog did a little vacationing, too. Would not be surprised if he did some training for the coming bowling season.

Conductor M. Sandvold lost his life in a rear end collision at New Reliance recently. We extend our heartfelt sympathy to those who mourn his loss.

As this is written, Coppersmith John
The Milwaukee Magazine
Michael Sol Collection



"Won't you ever grow up, Gilhuly? Trying to scare hell out of a guy with your silly Hallowe'en tricks!"

Soltis and Boilermaker Helper William L. Novak, shop employes, are absent on account of illness; from the roundhouse, Machinist L. L. Rickett and Clerk Ivan Johnstead.

Jeanette Lewis, stenographer to chief carpenter, is a new member of the Milwaukee family at Tacoma.

Roadmaster Leo Disch has returned from a vacation spent in Canada.

Judging from the way Louie Seaman started out the bowling season with a few advance games, it looks like a good year for him. In seven games he averaged 212 and on another occasion won a \$20 sweepstake prize with a 195 average.

Roadmaster's Clerk Verne Hinrich is vacationing at present. You can bet that about 99 per cent of his time will be spent with his newly arrived daughter. After seeing her we can't blame him. She is really something to be elated over.

Loren Cowling, clerk in the agent's office, was taken ill recently and has since been confined to his home. The last report indicated that he is improving.

Millie Anderson, clerk in the agent's office, is at the present writing touring in the East.

Seattle Yard

F. J. Kratschmer, Correspondent

Machinist George Dolan took off in August for his vacation. While at home he was called to Marinette, Wis., on account of the death of his wife's brother.

Imagine comparing a meek, innocent little oyster with a vicious big rattlesnake. That's what Assistant Superintendent W. J. McMahan did when he presented General Roadmaster H. O. Bangs with some oysters, freshly dug from the beach in front of his summer home on Hood's Canal. Mac spent a short vacation there in August, doing a little fishing and digging. On presenting Harry with the oysters, Mac instructed him how to open and clean them. "But be careful," he said, "they are worse than rattlesnakes—rattlers will warn you before they strike, but oysters will not."

Melba Batson, clerk in the car department, and her husband and family were in Los Angeles in August, Mr. Batson to at-

tend the convention of the American police communications officers. Mr. Batson is in charge of that department in the Seattle police organization. From Los Angeles they drove through Yosemite Park, taking in Crater Lake, Lake Tahoe and other points of interest on the return trip.

Carman Harry Jones visited with his relatives in Oregon during August.

Yard Track Foreman S. O. Wilson drove to points on the Olympic Peninsula and down to Coulee Dam the week of Aug. 17.

Switchman H. P. (Woody) Woodhouse drove around the Olympic Peninsula with his family during August, stopping off at various lakes and resorts. The trip took about two weeks.

Harry Fordyce and Sam Parks of the B&B department were off during August, enjoying their vacations. Harry drove over to Montana and did a little fishing.

Carman Jimmy Frazinni made a trip to Arlington in August as part of his vacation.

Our old friend Jim Muir, retired carman, drops in occasionally for a visit. Jim

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is located on Vashon Island where he is
doing a little ranching. The recent increase
in ferry rates, Jim says, keeps him close to
home.

Bob Davidson, clerk in the track depart-
ment, was called to Rupert, Idaho, on Aug.
27 on account of the serious illness of his
wife's sister.

Car Inspector Steve Cage is now on the
day shift at the Union Station, which in-
cludes taking care of the new Olympian
Hiawatha.

Car Inspector Ernest Scheibel spent Labor
Day week end visiting relatives in Salem.
He also went to Portland, using his trusty
motorcycle for the trip.

Our last minute report is that Assistant
Superintendent W. J. McMahan was taken
to a local hospital where he underwent an
operation. Latest report was fine.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Marie Baskett, former clerk in the local
freight office, was married, Aug. 23, to
Donald M. Van Steenvoort of Seattle. They
will make their home in Seattle.

L. W. Smith, assistant superintendent
telegraph and signals, retired on July 1
and is at home at his beautiful place at
Three-Tree-Point on the Sound, near
Seattle. Seeing that he likes to fish, his
Milwaukee Road friends presented him with
an outboard motor as a retirement present.
His position was filled by J. F. McConahay.

L. G. Fox, retired warehouse foreman,
and wife returned to Seattle on Aug. 11
after a four-month vacation in Florida and
Michigan.

Mrs. H. R. Ackerson, wife of Barge Deck
Hand Ackerson, left recently for a visit in
Charles City, Ia. She will visit in Nebraska
on her way home.

Verlie Erickson, statistical clerk, spent
her vacation at Banff with her husband and
friends.

Willia Lindsey, timekeeper, spent her vaca-
tion in August at a church convention in
Albion, Mich. On her way home she
visited an aunt in Missouri.

Word has been received of the arrival of
a baby girl at the home of Marie (Roessler)
Higbie, Spokane, on Aug. 28. Marie was
formerly correction clerk in the local freight
office.



NATIONAL SAFETY COUNCIL

Betty Jean Yates, daughter of Freight
Service Inspector S. M. Yates, was married
Aug. 28, to Robert Kent Ace of Madison,
Wis. Mr. Ace is studying dentistry at the
university there. They expect to live in
Madison.

Outbound Bill Clerk Bob McGuire was
called back to service temporarily, as radio
operator on the transport SS Johnson. He
expected to leave for Yokohama on Sept.
15, to be gone for some 30 to 50 days.

Frank E. Quigley, who has been con-
nected with the traffic department for the
past 11 years, has taken the position of
assistant chief clerk in the local freight
office with supervision over car service. He
displaced Jack R. Webb who takes over as
warehouse foreman, relieving Ray Fink
who takes another position on the freight
house force.

Alberta Gartell, comptometer operator,
was surprised recently by the arrival of her
sister and family from New York. They
spent a few days in Seattle, then motored
to Portland to visit other relatives.

Maurene McDonald and her yardmaster
husband left for Michigan early in Septem-
ber to pick up their new Pontiac sedan.
They expected to visit in Minneapolis, Mr.
McDonald's old home, and other places on
their way back.

Abstract Clerk Lucian Gallenger and
wife visited their old home in Syracuse,
N. Y., in September. It was their first trip
home in many years.

Mrs. A. F. Edwards, wife of Warehouse
Checker Edwards, was called to Miles City
recently on account of the sudden illness
of her daughter; daughter reported better.

Gene L. Parter has returned to the local
freight after two years in the Army, sta-
tioned at Denver. He has taken over the
position of clerk to the warehouse foreman,
displacing Phil Richardson who goes on
the floor as receiving clerk.

Frank and Betty Herts, warehouse watch-
man and janitress, respectively, returned
recently from a month's visit in Chicago and
other eastern cities. Mrs. Herts' mother,
Mrs. Mary Newton, came back with them.

Mrs. Grace Rasmussen, wife of your cor-
respondent, has returned home after a
month spent in Providence Hospital. She
is much improved.

Catherine Fowler, Lola Thompson and
Ida Disperati, all of the local freight
office, spent their vacations in August cov-
ering points of interest in the Pacific
Northwest.

A cannibal took his baby to a witch
doctor. "Doc," he said, "I don't know
what's the matter with him. He won't
eat anybody."

The Milwaukee Magazine

Michael Sol Collection

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GENERAL MOTORS CORPORATION

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IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

The latest addition to the car department gang is Wilbur Frieze, who is employed as coach cleaner.

Some of our co-workers have returned from their vacations with great tales of the wonderful times they had. Car Inspector Henry Jensen and family had a difficult time trying to acclimate themselves to our hot weather after they returned from their three-month vacation in cool Denmark. Machinist John Chapman and family, as usual, enjoyed their summer home at Lake Manawa.

Car Foreman T. P. Schmidt and Mrs. Schmidt returned recently from Long Beach, Calif., where they visited their son Martin and family. Mr. and Mrs. Schmidt's daughter and her family met them at St. Paul and drove with them to California.

General Roundhouse Foreman M. A. Ford and wife left recently for the West to spend a vacation in Portland, visiting Mrs. Ford's family. Night Roundhouse Foreman Jack Allavie acted in Mr. Ford's place.

An August wedding in Perry was that of Paul Blanchfield, perishable fruit inspector, and Edith Sorensen, a telephone operator. The ceremony took place in the Presbyterian Church on Aug. 5. Don Dollarhide and his wife were the attendants. Paul was formerly inspector in the Council Bluffs terminal.

Clarence Nicholson, son of special agent, was married at Spencer on Aug. 3 to Wanda Olson of Ruthven. Wanda is a teacher in the Perry High School.

Patty Johnson, daughter of Brakeman H. B. Johnson, was married in Omaha on July 21 to Howard Donaldson, a new brakeman in the division.

Brakeman A. A. Jenkins and wife are the parents of a son, born on July 23.

Engineer Gus Koch has a new grandson, born the early part of August.

Engineer Ralph Shaw has a new granddaughter since Aug. 4.

A. J. Krohnke, retired train dispatcher who worked in the Perry office for many years, died on Aug. 11 at the Perry Hospital.

W. J. Moran, retired conductor who worked on the West Iowa Division for many years, died at his home in Perry on Aug. 12.

Mrs. C. L. Olson, wife of machinist, who recently underwent an operation, is well on the road to recovery.

Joe Lee, retired laborer of the locomotive department at Council Bluffs, died on Sept. 6. He had retired in July.

East End

Benjamin P. Dvorak, Correspondent

The younger generation of the Milwaukee family was well represented in the Marion band which placed first among class D school bands at the Chicagoland Music Festival on Aug. 16. Those who participated were Lyle Fisher, son of Chief Carpenter Don Fisher; Helen Reichert, daughter of V. M. Reichert, chief clerk to division engineer; Jo Ann Failor, daughter of Revisor W. E. Failor; Agnes and Harold Mullaley, daughters of Machinist Mullaley; Vonda and Laura Freeman, daughters of Switchman E. L. Freeman; and Mary L. Pazour, daughter of Conductor L. J. Pazour.

L. G. Hewitt, statistician in the office of superintendent, retired on Aug. 27. He

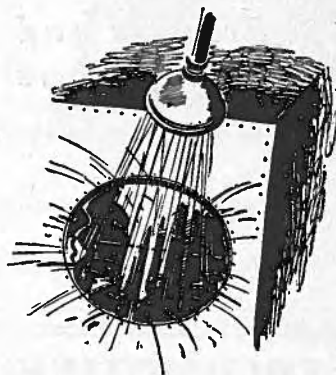
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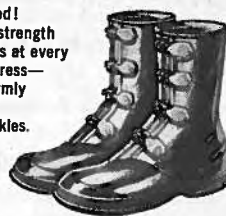
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MADISON
WISCONSIN

THEY STAY FRESH!

entered the employ of the Road on Nov. 2, 1909, and spent his entire period of service on various positions in the office of superintendent at Marion. His position has been assigned to Hugh Jones, former roadmaster's clerk. Virgil Dvorak, who had been employed in the freight office at Cedar Rapids as assistant cashier, bid in the position vacated by Mr. Jones. Kenny Freeman has taken over the duties of assistant cashier.

The celebration of Railroad Day in Perry on Sept. 1 was very profitable for Brakeman Don Ross of Marion, as he increased his worldly possessions by a new Chevrolet sedan, which was one of the prizes awarded at the close of the festivities.

After three years in the Army, the first of which was spent at Wyoming University, Sgt. Edward D. Failor received his discharge on Aug. 5. He was a weather observer in the Air Corps and was last stationed at Tucson, Ariz. He entered Duquesne University on Sept. 3 to start a pre-medical course. He is the son of Time Revisor W. E. Failor.

Changes in the freight office: A. G. O'Rourke, Monticello, on the transit clerk position; William Jepson on the general clerk position; Dave Perkins on expense and car record; C. J. Zobl working extra on the general clerk position until Jepson can relieve at the yard; Gene Houston working as relief clerk during vacations.

General Yardmaster J. W. Chermak, wife and daughter are on a vacation at present, taking a trip to Denver.

E. L. Freeman is relieving as day yard master at the present time.

Had an extra coach on the Midwest Hiawatha on Sept. 5 to carry the V of FW Post No. 788 band of Cedar Rapids to Cleveland for competition. It returned on the Midwest on Sept. 9 after having taken third place.

Agent Griffith and Relief Operator Gonneman, both of Lyons, stopped at the ticket office in Cedar Rapids recently to visit with our second trick operator, J. R. Allen, who worked at Lyons before coming to Cedar Rapids.

H & D DIVISION

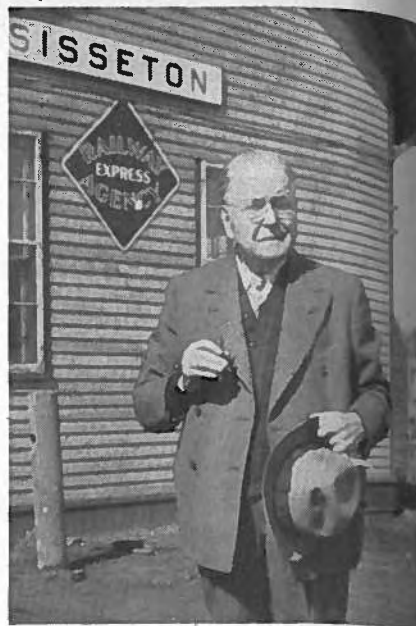
East H & D

W. H. Applegate, Division Editor

Edward A. Grey, former west H&D conductor, was appointed traveling fireman, effective Aug. 16, with headquarters at Aberdeen.

Regret to report that B&B Carpenter Joe Maketsky, Aberdeen, is in the hospital with a touch of pneumonia.

We are glad to report that Night Yard-



Friends of H. C. Crosby, H&D veteran who retired in 1937, will be interested in this picture taken recently at the station at Sisseton, S. D., where he was agent for 39 years. His son, G. E. Crosby, now holds that post. Mr. Crosby, a vigorous 79, apparently relishes a good cigar.

master Johnny Fahy, Aberdeen, has recovered from an attack of pneumonia.

A speedy recovery is hoped for A. E. Hatten, long time Aberdeen conductor, who is ill in the local hospital.

Traveling Auditor Leo Lutgen, formerly cashier at the Aberdeen freight house, visited here during the Labor Day week end and stopped at the offices to say hello.

Bob Bach, chief clerk in the Aberdeen traffic department office, recently severed his connections with the Road to practice law. Doug Workman of Lake City has replaced him as chief clerk.

Dudley Mainz, formerly timekeeper with the Mallas extra gang, who left the Road some time ago, was a recent visitor in Aberdeen and stopped by to say hello. He is doing well in the farm machinery sales business.

From our faithful news gatherer, Mildred B. Olson, clerk at Sisseton, came the following items of interest:

Broten and his B&B crew spent four weeks at Sisseton repairing the depot—installing new floors, painting, raising brick platform and building new freight platform and repairing and adding to the stockyard. They then moved to Wilmot to work on the stockyard and depot there.

Agent G. E. Grosby, Sisseton, has returned from his vacation. During his absence Relief Agent G. L. Weis, Bird Island, was in charge. Mr. Weis is returning to college at Minneapolis this fall.

Russell Tangvold and his crew are at present raising track in the Sisseton yard.

Jake Hammer returned to work on the Sisseton line after a two-month vacation in Oregon and other points. Asked about fishing out west, Mr. Hammer's comment was, "I'll take South Dakota any time for catching the whoopers."

Agent Charlie Mayer, Milbank, accompanied by Assistant Superintendent Wall, rode 505 recently checking on the power breakdown.

"Well, I do say!" exclaimed a dear old lady upon tasting her first glass of beer. "It tastes exactly like the medicine my husband has been taking for the last 30 years."

East H & D

Martha Moehring, Correspondent

The fish stories around here continue long and wide. Tim Collins and his wife have returned from the annual vacation jaunt to Horse Shoe Lake, St. Cloud, where the sunfish reach black bass proportions. Tim says that the secret of his success is the type of bait he uses—tomatoes from his garden, red ones during the day and the little yellow kind at night. The Earl Bloedorns and the Roy Copelands spent their fishing days at Lake Pulaski and Lake Minnie Belle and also initiated a new out-board motor. "Cope" took Earl along because he is quite a photographer and "Cope" knew he'd catch something extra special this year. He did. It was a sunfish that weighed over a pound and Earl was right there with his camera to photograph the evidence.

Engineers Ed Skoberg and Joe Hemsey have taken their pensions. Maybe Clarence Spaulding had something to do with that. He came up from Florida to spend the summer in Minneapolis and to look up the H&D fellows he used to work with. He came out to Montevideo to visit us, too, and his appearance is certainly a good advertisement for the Florida climate.

We extend our sympathy to the family of Sid Hammer who died suddenly while on duty as an engineer in Minneapolis.

Joe Andres, our retired chief dispatcher, had an unfortunate accident recently when he stumbled and fell while carrying one of his grandchildren down the steps. We miss Joe's visits at the office and expect to see him around before long.

While Art Klucas took the PFI job during Harold Rue's vacation he liked us so well that we were able to talk him into helping out as relief yard clerk for awhile.

The hand brake car piloted by Conductor Frank Johnson of Chicago was located in Montevideo yards for several days recently. Mr. Johnson was such a convincing instructor that even Maxine and Martha were persuaded to visit the car and to learn how to apply the brakes.

Ashville Austin and Chester Charter returned recently from a 54-day convention in San Francisco. They report a wonderful time. What everyone enjoyed particularly was the deep sea fishing in the ocean. That is, all but Engineer Oscar Mittit of Aberdeen, who was just plain seasick. And Oscar is an old ex-sailor, too!

Conductor Howard Sheimo enjoyed a reunion recently with his former buddies of the 744th Railroad Battalion, Company C, who served together for 18 months in France and Belgium. This was the company of which our own Jim Shea was command-

ing officer. Eighty men from all corners of the United States met at the Andrews Hotel in Minneapolis to talk over experiences, renew acquaintances and review the pictures they had taken overseas. Among the visitors in attendance were Superintendent W. J. Hotchkiss of the Terre Haute Division. The reunion will be held annually, with the 1948 meeting set for Chicago. Among the officers they elected are two employees of the Road; Michael Martin of St. Paul was elected secretary and John Welch of Milwaukee, treasurer.

The afternoon coffee drinkers were overjoyed with a birthday cake presented recently by Roadmaster Bill Weiland. It was an angel food and Mrs. Weiland had done a grand job on it.

Twenty-eight second graders from Hillcrest School came down to the yard office recently to see what makes a railroad function. Assistant Superintendent J. W. Wolf showed them through a caboose, then down to the roundhouse to see the big locomotives and to learn the names of some of the parts in the huge black giants. After that there was a signal lesson. When the youngsters started up the hill to the schoolhouse, each carrying a Milwaukee Road pencil, they called goodbye to Mr. Wolf, supplementing it with a snappy highball signal. Their teacher is Mrs. Harold Stuber, wife of a switchman.

CHICAGO TERMINALS

Bensenville

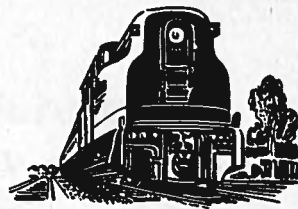
Dorothy Lee Camp, Correspondent

Conductor Steve Dominic and wife of Bensenville took a trip through the eastern and southeastern states this summer. They attended the wedding of a friend at Hampton, Va., in an old English church built in 1728. Steve said it was like something out of a story.

The Judson Baptist Church in Oak Park was the scene of a beautiful wedding the evening of Sept. 16 when Knute Johnson gave his daughter Virginia Helen in marriage to Dale Noren. The bride wore traditional white satin with a finger tip veil and carried white roses. She made her wedding dress. Her attendant wore pastel green and carried American Beauties. A large reception was held at the church. Moving pictures were taken of the affair and the film will be a gift from Knute when the honeymooners return from a trip to Minnesota.

John Edward Phillips, son of Mr. and Mrs. Frank Phillips, and Ruth Haney were married, Aug. 16, in Evansville, Ind., at the Wesley Methodist Church. A reception and buffet supper were held for the families and

R. R. SPECIAL



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friends in the parlors of the Franklin Park Methodist Church on Aug. 23.

Crunch, crunch, munch! Yes, it's those apples Louie Mendell promised me 'way back last summer. Good to his word, I've been having a grand apple eating spree. Believe me, Louie knows how to raise wonderful apples.

The late summer seems to have given us more wedding news than the favored month of June. Alice Izmer became the bride of Glen Edward De Viney recently in a ceremony at St. James Church in Chicago. The bridegroom, son of Mr. and Mrs. Fred De Viney, was graduated from the University of Texas. The bride is a graduate of the County Hospital School of Nursing and attended Loyola University. The young couple will make their home in Chicago.

Conductor Dan T. Healy (Station Number 6, his friends call him) made the society news of the Janesville paper the first part of September when he was married to Gertrude Connors at St. Mary's Church. The bride wore blue crepe with cocoa brown accessories and a corsage of talisman roses. Fifty guests were invited to the reception. The buffet table was decorated with candleabra and bronze "mums" and dancing and a musical program were provided for the guests. Gertrude is well known in Janesville as a professional musician. After a wedding trip through Michigan and Wisconsin the Healeys will live in Janesville.

Tom Carrigan, on pension since the first of the year, was around the Galewood office on Sept. 15 to look up his friends. He asked to be remembered to all at Bensenville.

Have you met Tippy, a cute little black puppy belonging to George "Buck" Rogers? At this writing Tippy is just over a month old, has about eight white hairs on the tip of his tiny tail and small white tips on his hind paws. He paid an all-night visit to the Bensenville office in September (his second night away from his "Mom") and spent it sound asleep in the drawer of Buck's desk.

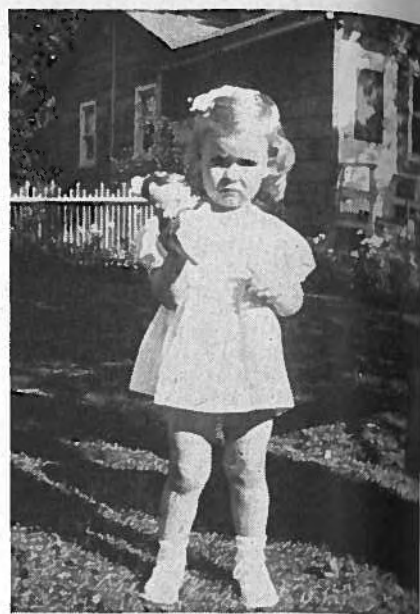
Gail Joanne came to bless the home of Wally and Mrs. Grosnick on Sept. 9 at 6:12 P.M. She was 21 inches long and weighed seven pounds eight ounces. Little Judy was thrilled to welcome her new sister home.

A second young lady was reported to your correspondent by Lieutenant Harry of the railroad police force. Doreen Kathleen arrived at the home of Art Mulholland of the railroad police on the evening of Sept. 8, weighing five and three-quarter pounds, 18 inches long (gosh, was she a shorty).

George and Mrs. Panza recently enjoyed an evening out, dancing at the Lions Club. George rushed right to work from there and say, did he look sharp. But shucks, my whistle wasn't in working order.

Welcome to Bensenville, Norman Downs, glad to add you to our office force. Also, sorry to lose Glenn Byers, now attending school in southern Illinois. But Glenn left a written notice that he intends to return next spring.

Tony, Tommy and Mary Martinek, Joe Camp and your correspondent had a wonderful time in the woods recently over sizzling hamburgers and onions, baked



The years appear to be weighing heavily on Johanna Phillips, daughter of Glenn Phillips of the Bensenville switching clan, who was two years old on Aug. 31. Little "Hannah" and her chums dressed in their party clothes that day and celebrated with a back yard "weenie" roast.

beans, coffee, marshmallows and the trimmings. I can still taste those hamburgers, they were so-o-o good.

Conductor Harris of the C&M is always playing pranks, but can enjoy a joke on himself as well. One night recently he walked into the office to get the bills for his train and found them all neatly tied up and waiting for him. He smiled pleasantly as he started to open the package. Five minutes later he was still smiling but still unwrapping—all of the scrap paper in the waste baskets had gone into the package. "Ah, the bills at last," yelled Harris, still smiling and still good natured.

Conductor Jim Murphy tells us that during early September his son, an ex-service man, saved a girl in Milwaukee from drowning. The Milwaukee papers carried an account of the heroic deed.

Conductor Ambrose Grady has returned from a fishy vacation—or should we say a fishing vacation? Anyway, he was all smiles over the many fine fish he caught.

R. C. Whitmer has been coming to work so dressed up of late that we are looking for a new "dressed up" name for him. "Peanuts" doesn't seem to fit in with the glad rags.

Galewood

Howard Lawrence, Correspondent

Rate Clerk George Lemire is in the hospital at present. We all wish him a speedy recovery.

Girls who work with Mrs. Dolores Mandely Schultz and some of her former co-workers held a surprise party for her recently. She is expecting a bundle of joy in the near future. The party was so successful that they plan to make it an annual affair or so they say.

Emily Young is just a shadow of what she used to be. Reason? That walk over the bridge every noon for lettuce, carrots and celery. No more piled high ice cream delights.

The young lady who always wears that big smile had better bring those chicken sandwiches made in that good old Irish style, or else. In case Katherine O'Brien

The Milwaukee Magazine

Michael Sol Collection

doesn't see this, will her friends point it out to her?

The bill desk looks real home-like to the old timers, with Hattie Blackman, Hulda Johnson, Ruth Rise and Rose Dyba back on the job.

Jack Connolly is taking over for George Lemire. Glad to have you around so steadily, Jack. The 8 to 5 gang doesn't get a chance to talk over old times when you are on your steady position.

Western Avenue

T. A. Finan, Correspondent

Congratulations to Chief Clerk John Norton on his recent marriage. Our best wishes for many years of happiness.

Engineers Bruns and Larsen and Switchman Fred Cousins had the usual luck fishing in northern Minnesota—no fish.

Signal Supervisor Schmidt is walking air, the reason being a new grandson.

Congratulations are in order for George Grudnowski, stenographer in the division engineer's office, on his recent marriage.

Also in the receiving line for good wishes is Corrine Jakim, stenographer in the chief carpenter's office, who was married recently.

Sleeping and Dining Car Department

Marie Keys, Correspondent

Vacations are sweet memories now for many of our office force, these most recently returned being Ed Sokol, Jim Nolan and Lee Trela.

Passengers on trains 100 and 101 were deprived of the cooking skill of Second Cook H. Mitchell on Sept. 5, when he took time off to welcome the arrival of an eight-pound boy.

After several weeks of illness Conductor Schaefer is again able to resume his duties on trains 5 and 6. Also on the sick list is Mabel Rechsteiner, comptometer operator, who was hospitalized and is now convalescing at home.

J. R. Camp, in Milwaukee Road service since Dec. 20, 1903, and H. G. Jungk, employed since July 19, 1926, have decided that they are now going to do some of the things they have always wanted to do. Our best wishes to these two fine men who have retired.

The stenographer's position left vacant when Annette DeFranco returned to her former post is now filled by Mary Wenzel, a resident of Elgin.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier, Correspondent

William Prehler, review bureau, on returning from fishing trip near Sturgeon Bay, had pictures to prove his claim that all the big ones didn't get away. Still, the critics asked if he rented the fish just for the picture.

Jay Betts, on leave for some months due to illness, returned to work in rate revising bureau on Sept. 15.

Penny Pennell received a card telling of the birth of Candace Jean Monteau on Aug. 1. Her mother was employed here for a number of years.

Shirley Rosulek, waybill filing bureau, who will be remembered as serving in the Marines during the war, was married to John Mesken on Sept. 13. June Rogers, in-line, became a bride on Sept. 20. Diane Wojewicz, L&IB bureau, was married to Robert Conjoran on Sept. 28.

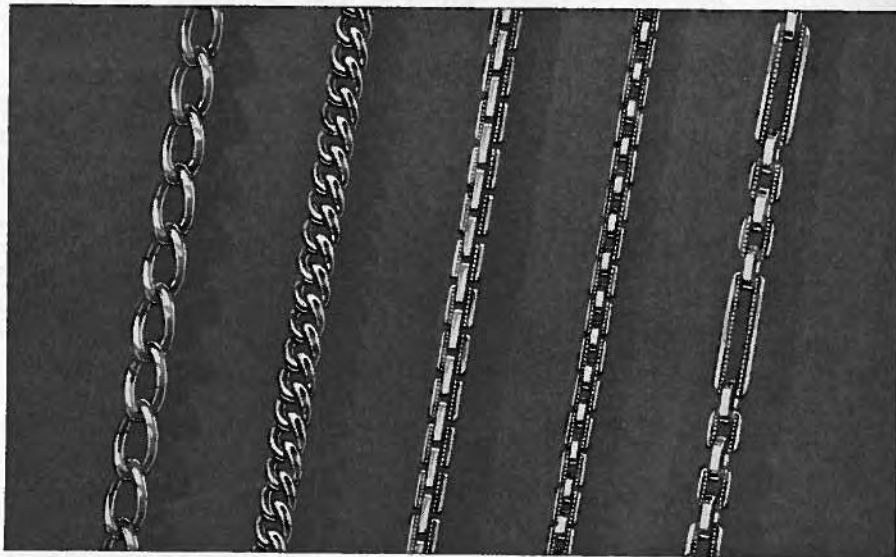
October, 1947

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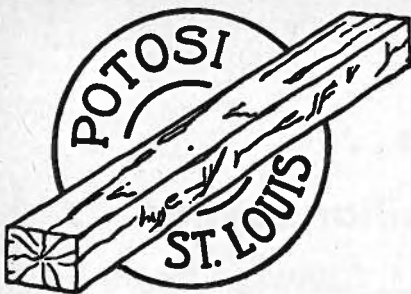


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Margie Holzman, accounting machine bureau, received a beautiful diamond ring from Elmer Mercier on Aug. 16. They will be married on Oct. 11 at St. Alphonsus Church. Shirley Zundel, also of that bureau, received an engagement ring from Bud Ness on Aug. 22.

Charles Schulze, interline bureau, says that a hearing aid does have some good qualities—he can tune it out when he doesn't want to hear certain things. That on receiving the device he heard a clock tick for the first time in 12 years.

J. H. Burns, interline, told us on Sept. 12 that it was the 52nd anniversary of his start in railroad work.

Frank Loneragan, review bureau, sent a post card to Charles Schneider from Potoskey, Mich., stating that trip was of two-fold benefit—vacation and relief from hay fever.

George Lavalley, interline bureau, told of vacationing with his family at a dude ranch in Colorado. After his first horse back ride he ate his meals standing. Still was able to do some mountain climbing.

Harry and Jerry Baldicenni vacationed at Sioux Falls, S. D., and Edgerton, Minn.; Edith Marquis in Colorado; Art Lindmark and family in Montana.

Vacations bring varied experiences. An unusual one for Roy Kling, rate revising bureau: He flew home from Fresno, Cal., to be back on the job on time and in riding the southbound Clark Street cars, as he had been accustomed to doing, he attempted to transfer to a Southport Avenue car. But there weren't any—only buses zipping around the corner. After a long wait he made inquiry and only then found out that in his absence buses had been put in operation, replacing the old time street cars. His boss told him it was a new excuse for being late.

Erna Hendrickson, accounting machine bureau, underwent surgery at Augustana Hospital on Sept. 3. Friends hope for her speedy recovery.

Edith Loraine was born to Mr. and Mrs. William Kruse on Aug. 30, weighing eight pounds. Dad is chief clerk of the L&IB bureau.

Reinie Eichelmann, switching bureau, left us on Sept. 15 to enter general merchandising business at Spring Brook, Wis. He says to extend a "thank you" for the gift he received.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Our best wishes and hopes for a quick recovery go to Minnie Helgeson of the accounts receivable bureau, who is seriously ill at Edgewater Hospital. Taken suddenly ill, Miss Helgeson has since staved off further trouble.

Marcella Rubsam, builders bureau, became Mrs. Robert Hartleb at St. Thomas Church, Newton, Ill., on Aug. 25. She was attended by Clara Dohm of the auditor of station accounts. Among Chicagoans at the ceremony were Mr. and Mrs. E. O. Forster and Frances Gaffke.

September 6 provided a double wedding for our office. Cora Konig of timekeeping became Mrs. Sam Kissel at St. Cyril's Church. A reception was held at home and the Kissel's had a full house right from the start.

St. Hilary's Church was the scene of the other merger. Dick Dressler and Kay Leber became Mr. and Mrs. Kay formerly worked in the shop timekeeping bureau and Dick is now employed in the labor bureau. Quite a number of their office friends attended the reception.

Illness overtook Laura Varallo of the C.D.A. office but she's back to work after a lengthy siege.

Neil Boyle, of bill and voucher, is confined to Hines Hospital.

Chief Time Inspector S. J. Farley left us, Sept. 15, for a position with the National Railroad Adjustment Board in Chicago. "Saul's" been around a long time, and we'll surely miss him. A gold wrist watch was presented to him on his last day at the office.

Look who has returned to the office—Lillian Crowley, who has forsaken Savannah, Ill., and returned to the computing bureau. Lillian resigned in 1942.

Mary Jane Schwachtje, who once cavorted in the timekeeping bureau, has returned as an operator in Flora Collier's comptometer bureau.

We had four prominent visitors during the month. Gabriel Oberlaender and baby daughter and Evelyn Silldorf and infant son stormed through on the same day for hellos with the old gang. Gabriel was formerly in the payroll taxes office and Evelyn was in the bill and voucher bureau.

Raymond P. McGovern dropped in from California and points west. He has been working out of 'Frisco. Herman Ladwig, formerly of the "stat" bureau, and now enjoying his retirement to the full, also dropped in for a visit.

"Hank" Zimpelmann, B&V bureau, our roving reporter who is on a leave of absence reports that he ran into Elmer Christensen in Iron Mountain, Mich. Elmer is employed there by the C&NW. A few years back he was a familiar figure in the accounting offices at Milwaukee shops and Fullerton Avenue.

Viola Zechlin, bookkeeping bureau, ran into a little difficulty during her vacation this summer. She was slowed down by the slide near Ellenburg and had to just sit and stew.

The girls' bowling league started operations on Sept. 9 with 54 kegelers, one of whom, Adeline Connick of the C.D.A. office, took a flyer in the opening game that almost knocked down the house, if not the pins.

Office Manager: "Pardon me, young lady, but in the matter of your dress, don't you think you could show a little more discretion?"

Typist: "My gosh! Some of you guys are never satisfied."

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CHICAGO

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NEW YORK



A birthday cake and presents for Division Clerk Bob Chessman, hardy veteran of 45 years' service in the auditor of passenger accounts office, Chicago, who reached the 70 mark on Sept. 3. Standing left to right: Auditor Arthur M. Dryer, Ralph Klotz and Henry Korelke.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Joyce Boivin and Rolland Brair were married on Sept. 13 at St. Joseph Church, Marinette, Wis. Marian Reiter and Gunnar Larson attended the wedding and reception, reporting it to be a very gala affair. After a honeymoon the newlyweds will make their home in Milwaukee.

Dorothy Fry and James Sedlock were married on Sept. 20 at an afternoon ceremony in the Third Evangelical and Reformed Church, which was followed by a reception in the evening attended by many of their friends from the Road.

Johnny Semasko has taken a furlough in order to continue his education. He plans to attend De Paul University.

While Marty Bauer was felling a tree in his yard, he missed the tree and knocked out the family pet.

Myrtle Freitag is to be commended on the all-out effort to make Bob Chessman's birthday party a success.

Charlie and Jo Baker are kept busy now that they have joined the ranks of home owners. Jo has the ideas for arranging the furniture—Charlie the aching back.

The United States, with 403,812 miles of track, has more railway mileage than all of South America, Asia, Africa and Australia combined.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Gerald Fitzgerald is a newcomer to the city ticket office, replacing Jerry Wehmeyer who transferred to the general passenger office.

Bernice Murphy and Roy Huntsman in the city ticket office for the summer, were transferred back to the reservation bureau.

Walter McGarvey of the reservation bureau recently acted as escort on a round trip of the new Olympian Hiawatha.

Car Accountant's Office

Harry M. Trickett, Correspondent

Angeline Mauro was feted at a bridal shower on Aug. 22 and united in marriage to Jack Laubinger on the following day.

A double bridal shower took place in the office on Sept. 11, for Helen Cassleman Swantek and Corrine Rohde Johnson. They were both married on Sept. 13.

Mildred Bresse became the bride of Floyd C. Miller on Sept. 11.

Earl Crowley resigned on Aug. 23 after 10 years' service to accept employment with the Western Railway Executives. His position was awarded to John Slijepevich.

The home of Margaret Roth was burglarized and considerably damaged by fire while she was away enjoying her vacation in



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August. Heavy personal and financial loss was sustained by her family.

Due to illness, the following are still on furlough and convalescent: Margaret Marshall, Eileen Hegg, Lillie Ziemann, Frances Wagner, John Meyer and Eleanor Keen.

Announcement was received on Sept. 13 of the engagement and approaching marriage of Dorothy Enders.

Rose Parker enjoyed her vacation at Rocky Mountain National Park and went up Pike's Peak.

Mary Jane Winsauer selected London, Ontario, for her vacation trip.

Joseph Crowley received good news on Sept. 5, when his daughter Doras, formerly of our office, announced the arrival of a baby boy. She has two other children.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

Clare Dohm, our Newton gal, announced her engagement to Gene Wiercioch on Aug. 23. They plan an "apple blossom" wedding.

We welcome a newcomer, Emmet McCauly, in our tariff file department.

Betty Muller decided that Miami, Fla., was the right place for her vacation, so packed her grip recently and took off for a few weeks of fun.

Mary Ebert visited with her sister at La Porte, Ind., recently.

Mr. and Mrs. Clarence Heuel vacationed in Grand Haven, Mich. Clarence also took a jaunt to Cleveland to watch the national softball tournament.

Gladys Penning has taken a furlough on account of ill health. We all hope to see her back soon.

Jack Jennings married Marie McInerney, his childhood sweetheart, on Sept. 27. The ceremony was performed at St. Vincent De Paul Church, followed by a breakfast at the Belmont Hotel. Fellow workers were invited to the reception at the Veteran of Foreign Wars Hall.

Your correspondent is leaving the employ of the Road. She has truly enjoyed writing these bits of news.

KANSAS CITY DIVISION

Chester Miller, Division Editor

J. O. Pauley took over the agency at Mystic on Aug. 1.

L. M. Boughtin took over the agency at Newtown, Mo., on Aug. 15. Mr. Boughtin has been connected with the Road since 1907 and his work has taken him over a large part of the system. Good luck to you, Mr. Boughtin.

E. E. Fritche, retired conductor, suffered

EDITOR'S NOTE: The Kansas City Division news was absent from the pages of the Milwaukee Magazine for a time while arrangements were being made for Chester Miller to take over as correspondent in place of Kathryn Gohmann, who was transferred to Marion, Ia., and it is heartening to know that at least one reader missed it.

J. T. Sweeney, a retired railroader living in Manhattan, Kans., complained of its absence in an interesting letter which included the following:

Not a peep from the Kansas City Division! Have seen nothing in the I.C.C. report about its having been abandoned or its rails pulled up. One of the liveliest columns is entirely missing.

If you want us to survive, get us back in the news. Otherwise we perish. Not for money, not for gold, but to keep up connections as we grow old.

Old friends are true friends.

a slight stroke recently. He lives on a small farm at Eldorado Springs.

Wallace Doud, son of Superintendent F. R. Doud, underwent an operation on his leg on Aug. 13 and is at home now, doing nicely. He will resume his studies at the University of Wisconsin this fall.

Neal Davis, our new instrumentman at Ottumwa, is the proud father of a girl, born on Aug. 15. Mrs. Davis and their children expected to join him in Ottumwa in September. Neal found himself a house, the lucky boy.

W. G. Davis, retired agent of Newtown, now living in California, was back for a visit recently.

Howard Carson, section foreman at Moravia, his wife and friends planned a vacation in Los Angeles.

Assistant Engineer Willis H. Vosburg and wife have returned from a two-week sojourn in the East.

H. G. (Hank) Johnson and wife spent a week in Wisconsin.

Your correspondent has returned safely from a short visit to Kansas and Missouri. Had a rest and caught a lot of fish (all small ones).

D. A. Browning, agent at Lucerne, spent two weeks in bed and then had a few weeks of rest, visiting and fishing.

C. O. Johnson, agent at Harris, spent his vacation visiting in Kansas and Missouri.

S. E. Moore, operator at Chillicothe, visited the lakes in Wisconsin; also went to Racine, Milwaukee and Oconomowoc.

Glen Anderson, agent at Parnell, spent his vacation in Wyoming.

Brakeman Ernest A. Marlin is the father of a girl, Conny Sue, born on Aug. 27.

Brakeman Lowell Hancock is the father of a boy, born on Aug. 13.

William Spink, the young lad who took Katherine Gohmann's job of secretary, the chief clerk, superintendent's office, the father of a boy, Rickey William, born on Sept. 9.

J. F. Lynch and D. A. Williams, taken men with the engineering department this summer, have quit railroading to return to school.

Hillis L. Coker, MM 1/c, son of Lincolnton R. J. Coker, arrived home on Sept. 11.

(Continued on page 37)

TRAFFIC TIP CARDS SUBMITTED DURING AUGUST, 1947 AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Chicago General Offices				
Ahern, W. T.	Chf. Clk., Pub. Rel.	Chicago, Ill.	1	
Benson, L. J.	Asst. to Pres.	Chicago, Ill.	2	
Brandt, Margaret ..	File Clk., Transp.	Chicago, Ill.	1	
Covnick, F. W.	Trav. Auditor	Minneapolis, Minn. ..		1
Dahms, Roy A.	Dist. Sfty. Engr.	Milwaukee, Wis.	1	
Dupuis, A. G.	Asst. Pub. Rel. Off.	Chicago, Ill.	3	
Eldridge, E.	Freight Clerk	Chicago, Ill.		1
Fletcher, H. D.	Paymaster	Chicago, Ill.	1	
Fortner, H. L.	Industrial Dept.	Chicago, Ill.		1
Heuel, C. G.	Balance Clerk	Chicago, Ill.	1	
Hollingsworth,				
Mildred	Dicta. Operator	Chicago, Ill.	1	
Nasheim, Anna	Head Clerk	Chicago, Ill.	1	
Nelson, Mildred ..	Secy. to Supt.			
	Transp.	Chicago, Ill.	1	
Powitz, Mary	Comp. Operator	Chicago, Ill.	1	
Touhey, Agnes	Secy. to Pymstr.	Chicago, Ill.	2	
Upham, Ralph	Clk., Car Acctmt.	Chicago, Ill.	1	
Vraney, J. E.	Chf. Trav. Aud.	Chicago, Ill.	1	
Winter, C. H.	Supt. Transp.	Chicago, Ill.	1	
Wm. E. A.	Chf. Clerk	Chicago, Ill.	1	
Wood, Clara	Clk., Car Acctmt.	Chicago, Ill.	1	
			21	3

Chicago Terminals

Bishop, N.	Asst. Agent	Galewood, Ill.	1	
Boeck, H. F.	Agent	Evanston, Ill.	1	
Boeck, H. F.	Chief Clerk	Galewood, Ill.	2	
Borman, H. A.	Route Clerk	Galewood, Ill.	1	
Brown, H.	Rate Clerk	Galewood, Ill.	1	
Carter, P.	Clerk	Galewood, Ill.	1	
Dyba, T.	Route Clerk	Galewood, Ill.	1	
Eisor, A.	Rate Clerk	Galewood, Ill.	1	
Evans, R.	Clerk	Galewood, Ill.	1	
Swig, J. J.	Clerk	Galewood, Ill.	1	
Aquith, Frank R.	Station Force	Evanston, Ill.	1	
Kerwin, J. J.	Rate Clerk	Galewood, Ill.	1	
LeMire, G. E.	Rate Clerk	Galewood, Ill.	46	
LeMire, G. E.	Clerk	Galewood, Ill.	1	
Petering, J. J.	Rate Clerk	Galewood, Ill.	3	
Reimann, B.	Rate Clerk	Galewood, Ill.	1	
Wilson, H.	Asst. Chf. Clerk	Galewood, Ill.	1	
			1	64

Coast Division

Armstrong,				
Mrs. Mabel		Bellingham, Wash.	1	
Belkorn, Louis	Hammersmith	Tacoma, Wash.	1	
Baker, A. W.	Mach. Helper	Tacoma, Wash.	1	
Black, A. G.	Red Cap	Tacoma, Wash.	1	
Bryan, James F.	Asst. Cashier	Tacoma, Wash.	1	3
Campbell, Jewell	O. S. & D. Clerk	Seattle, Wash.	1	
Carotte, Mrs.				
Chas. C.	General Clerk	Tacoma, Wash.	2	
Christin, Mrs. R. F.	Wife of Engineer	Tacoma, Wash.	1	
Clausen,				
Bernice W.	Clerk	Seattle, Wash.	1	
Boyle, W. H.	Freight Agent	Lynden, Wash.	2	
Bowing, P. L.	Outbd. Rate Clk.	Tacoma, Wash.	2	3
Bowen, Gertrude	General Clerk	Seattle, Wash.	2	
Carmo, A.	Frt. Serv. Insp.	Seattle, Wash.	2	
Guire, C. E.	Clerk	Tacoma, Wash.	1	1
Herman, W. M.	Insp., Frt. Hse.	Tacoma, Wash.	1	
Horne, Mildred	Clerk	Seattle, Wash.	1	
M. N.	Elect. Foreman	Tacoma, Wash.	1	
Thorough, A.	Clerk	Tacoma, Wash.	1	1
Allice	Clerk-Steno.	Seattle, Wash.	1	
Mer, Mrs. W. G.	Wife of Machinist	Tacoma, Wash.	1	
Myers, S. E.	Trammaster	Tacoma, Wash.	1	
Myers, Ray E.	Loco. Dept.	Seattle, Wash.	1	
Myers, Chas. B.	Car Clerk	Seattle, Wash.	1	
Myers, A. L.	Ret. Bollermaker	Bellingham, Wash.	1	
Myers, W. E.	Station Force	Everett, Wash.	1	
Myers, Juanita	Stenographer	Tacoma, Wash.	9	
Myers, H. W.	Steamfitter	Tacoma, Wash.	2	
Myers, R. R.	Asst. Chf. Yd. Clk.	Tacoma, Wash.	1	
Myers, F. M.	Welder	Tacoma, Wash.	2	
Myers, A.	General Foreman	Tacoma, Wash.	2	
Myers, H.	Cashier	Bellingham, Wash.	1	
Myers, C. E.	Stenographer	Tacoma, Wash.	1	
Myers, G. E.	Yard Office	Tacoma, Wash.	1	
Myers, Frances	Supt.'s Secretary	Tacoma, Wash.	1	
Myers, W. E.	B.&B. Carpenter	Tacoma, Wash.	2	
			48	8

Dubuque and Illinois Division

Bashaw, Patricia	Store Dept.	Savanna, Ill.		1
Brennan, Donald	Section Laborer	Waukon, Ia.	2	
Brennan, George	Section Foreman	Waukon, Ia.	1	
Carpentier, Robt.	Stower	Dubuque, Ia.	1	
Datlsman, H.	Clerk	Savanna, Ill.	2	
Dubmeyer, A.	Cutter	Dubuque, Ia.		8
Fisher, Darrell D.	Chkr., Car Dept.	Savanna, Ill.	1	
Fisher, J. H.	Car Foreman	Savanna, Ill.	2	
Haberbush, Jack	Stre. Dept. Clerk	Savanna, Ill.		1
Helle, A.	Section Foreman	Lansing, Ia.	2	
Herron, D. J.	Storekeeper	Marquette, Ia.	1	
Horsfall, K.	Cutter	Dubuque, Ia.	1	
Hoyer, J. E.	Lead Carman	Savanna, Ill.	1	
Kelly, G.	Section Foreman	Waterville, Ia.		1
Koecke, J. E.	Carman Helper	Savanna, Ill.	1	
Kupferschmidt, Ila	Clerk, Store Dept.	Dubuque, Ia.	1	
Kurt, Francis B.	Clerk	Dubuque, Ia.	16	7
Miller, Ed	Section Foreman	Mt. Carroll, Ill.	1	
Murphy, Anne G.	Station Force	Davenport, Ia.		1
Periberg, Chas.	Stre. Dept. Clerk	Savanna, Ill.		1
Schwartz, L. V.	Div. Storekpr.	Savanna, Ill.		1
Unmacht, H. A.	General Foreman	Dubuque, Ia.	1	
Volkman, E. F.	Sectional Stockman	Savanna, Ill.		1
Wilson, H.	Cutter	Dubuque, Ia.	1	
			35	22

Hastings & Dakota Division

Becker, Walter	Section Foreman	Ellendale, S. D.	1	
Crampton, Mrs.				
G. A.	Wife of Clerk	Aberdeen, S. D.	1	
Geiser, Mrs. W. A.	Wife of Agent	Fairmount, N. D.	1	
Gilbert, L. C.	Instrumentman	Aberdeen, S. D.		1
Grandpre, R. E.	Clk., Car Dept.	Aberdeen, S. D.	1	
Kane, Wm. J.	Div. Chf. Clk.	Aberdeen, S. D.	1	
Lovhaug, Maxine	Rdmstr's Clerk	Montevideo, Minn.	1	
Mertz, W. G.	Lead Car Insp.	Aberdeen, S. D.	1	
Murphy, W. H.	Chf. Clk. to DMM	Aberdeen, S. D.	1	
Schafer, D. L.	Cashier	Fargo, N. D.		1
Shevlin, William	Mach. Helper	Aberdeen, S. D.	1	
Walth, Ruth	Wife of Agent	Warner, S. D.		1
			9	3

Idaho Division

Allen, Blanche M.	Wife of Rdmstr.	Spokane, Wash.	2	
Donlon, J.	Conductor	St. Maries, Idaho	1	
Peterson, C. E.	Asst. Engineer	Spokane, Wash.	1	
			4	0

Iowa Division

Clawson, Charles	Police Dept.	Cedar Rapids, Ia.		1
Manton, Thomas	P. F. I.	Cedar Rapids, Ia.		1
Miller, L. J.	Agent	Springvale, Ia.	2	
Phillips, C. E.	Engineer	Cedar Rapids, Ia.	1	
Wain, R. A.	Signal Maintainer	Paralta, Ia.	1	
Wenstrand, W. W.	Legal Dept.	Omaha, Neb.	1	
Michael, Roy O.	Switchman	Council Bluffs, Ia.	1	
			6	2

Iowa and Dakota Division

Brown, James W.	Gen. Agt., URT	Mason City, Ia.	2	
Burnett, M. L.	Trnmstr's Clerk	Mason City, Ia.	1	
Edwards, Roger	Section Laborer	Parker, S. D.	1	
Gall, Albert J.	Chf. Carp. Clerk	Mitchell, S. D.	5	
Johnson, A. A.	Ret. B.&B. Frmn	Mitchell, S. D.	1	
Murphy, E. A.	Pass. Conductor	Sioux City, Ia.	1	
Pappas, Tony	Mech. Helper	Mason City, Ia.	5	
Sheldon, M. W.	Pumper	Sioux Falls, S. D.	1	
Snow, H. C.	Freight Agent	Sioux City, Ia.		1
			17	1

Iowa and Southern Minnesota Division

Johnson, Charles	Agent-Operator	Sherburn, Minn.	4	
Jones, S. O.	Agent-Operator	Bixby, Minn.		1
Schulze, R. W.	Operator	Pipestone, Minn.	1	

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.
Tritchler, W. E.	Chief Carpenter.....	Austin, Minn.	1	
Wood, G. L.	Car Foreman	Austin, Minn.	1	
			7	1

Kansas City Division

Henson, Harold	Steno.-Clerk	Ottumwa, Ia.	1	
Taylor, M. L.	Chief Clerk	Ottumwa, Ia.	2	
Wittenmyer, K. L.	Conductor	Ottumwa, Ia.	2	
			5	0

La Crosse and River Division

Benfield, J. M.	Helper	La Crosse, Wis.	1	
Bezosky, Leo	Carman	La Crosse, Wis.	1	
Blanchfield, E. C.	Cashier	Merrill, Wis.	1	
Conklin, M. G.	Stenographer	Wausau, Wis.	2	
Frazier, Douglas	Trucker	Merrill, Wis.		1
Frazier, I. L.	Rate Clerk	Merrill, Wis.		1
Frye, M. J.	Chief Clerk	Merrill, Wis.	1	
Lewandoski, W.	Trucker	Wausau, Wis.	1	
Ruder, George	Warehse. Frmn.	Merrill, Wis.		2
Ruder, W.	Yard Clerk	Merrill, Wis.	1	
Schaad, Gregory	Trucker	Merrill, Wis.		1
Semmelheck, N. J.	Operator	Merrill, Wis.	1	
Steen, M. E.	Rate Clerk	La Crosse, Wis.		1
Wyss, Ed	Trucker	Merrill, Wis.		1
			9	7

Madison Division

Carey, John	Caller	Madison, Wis.	1	
Conlin, Charles	Trucker	Madison, Wis.	1	
Kilian, A. M.	Chf. Dispatcher	Madison, Wis.	1	
McGeen, J. A.	Clerk	Waukesha, Wis.	1	
Neese, Ira	Cashier	Waukesha, Wis.	1	
Rabe, Henry G.	Car Inspector	Janesville, Wis.	1	
Wilson, I. C.	Operator	Waukesha, Wis.	1	
			7	1

Milwaukee Division

Brown, H.	Clerk	Beaver Dam, Wis.	1	
Cole, L. W.	Roadmaster	Horicon, Wis.	1	
Fiebelkorn, W. C.	Chief Clerk	Beaver Dam, Wis.	1	
Hickey, Mary	Supt.'s Office	Milwaukee, Wis.	1	
Johnson, W. W.	Section Foreman	Horicon, Wis.	1	
Krummel, W. J.	Car Foreman	Racine, Wis.	4	
Lentz, A. F.	Trackman	Horicon, Wis.	2	
Marx, Earl M.	Trackman	Horicon, Wis.	1	
Mueller, A. A.	Agent	Beaver Dam, Wis.	2	
Passage, G. E.	Trainmaster	Horicon, Wis.	1	
Phillips, Lois	Rdmstr.'s Clerk	Milwaukee, Wis.	1	
Rick, L. N.	Conductor	Horicon, Wis.	1	
Weber, A. R.	Rdmstr.'s Clerk	Milwaukee, Wis.	1	
Whitty, Hazel	Maintenance Clk.	Horicon, Wis.	2	
Willers, J. H.	Section Foreman	Horicon, Wis.	1	
			21	0

Milwaukee Terminals

Beck, John C.	Inspector	Milwaukee, Wis.	1	
Hinkel, Leonard	Clk., Loco. Dept.	Milwaukee, Wis.	1	
Myers, Jacob	Ret. Carman Hlpr.	Milwaukee, Wis.	1	
Reiboldt, F. C.	Ret. Foreman	Milwaukee, Wis.	3	
Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	1	
Waldara, Alois	Carman	Milwaukee, Wis.	1	
Weber, A. R.	Clk., Rdmstr.'s Off.	Milwaukee, Wis.	2	
			10	0

Miscellaneous

Welch, J.	Asst. Secy.-Treas.	New York, N. Y.	1	
			1	0

Rocky Mountain Division

McCormick, S. J.	Tel. & Sig.	Butte, Mont.	2	
Ugland, George	Clerk	Deer Lodge, Mont.	1	
			3	0

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.

Seattle General Offices

Barkley, Mrs. A.H.	Widow of Off. Asst. to V. P.	Seattle, Wash.	1	
Jensen, Betty Lou	Aud. Office	Seattle, Wash.	2	
Cumming, J. R.	Asst. Tax Comm.	Seattle, Wash.	1	
Davis, J. N.	General Attorney	Seattle, Wash.	3	
Greengard, S.	V. P. Office	Seattle, Wash.	1	
Hanson, Chas. F.	Attorney	Seattle, Wash.	1	
Herren, Elois I.	Secy. to GFA	Seattle, Wash.	1	
Hickey, Margaret	Stenographer	Seattle, Wash.	3	
MacLennan, C. D.	Trav. Frt. Clm. Agent	Seattle, Wash.		
Maguire, T. H.	Asst. Gen. Atty.	Seattle, Wash.	1	
McGallard, S. O.	Frt. Clm. Invest.	Seattle, Wash.	3	
Murphy, Monica	Steno., Mil. L. Co.	Seattle, Wash.	1	
Sackerson, R. G.	Gen. Mgr., Milw. Land Co.	Seattle, Wash.	1	
Sanders, R. C.	Gen. Frt. Agt.	Seattle, Wash.	1	
Strassman, J. N.	Auditor	Seattle, Wash.		
Walla, Ruth	Secy.-Clk., Law Dept.	Seattle, Wash.	2	
Weinhart, M.	Lbr. Inspector	Tacoma, Wash.	1	
			23	6

Superior Division

Brennan, E. J.	Laborer	Green Bay, Wis.	2	
Bundy, Otto	B. & B. Dept.	Marinette, Wis.	2	
Falk, M. J.	Switchman	Green Bay, Wis.	1	
Kwasny, C.	Carman	Green Bay, Wis.	1	
Ratagick, Anton	Truck Driver	Green Bay, Wis.		1
			6	3

Terre Haute Division

Daniels, B. E.	Asst. Div. Engr.	Terre Haute, Ind.		12
Pickett, M. O.	Operator	Webster, Ill.	1	1
			1	13

Trans-Missouri Division

Boehmer, A.	Asst. Foreman	Miles City, Mont.	1	
Brady, James W.	Asst. Time Rvsr.	Miles City, Mont.	1	
Elde, John	Blacksmith	Miles City, Mont.	1	
Geelhart, H. M.	Track Dept.	Roundup, Mont.	1	
Gibb, W.	Storehelper	Miles City, Mont.	1	
Grossman, P.	Section Foreman	Lemmon, S. D.	1	
Hamre, N.	Section Foreman	Miles City, Mont.	1	
Hand, George E.	Sgt. of Police	Miles City, Mont.	1	
Hartwick, T.	Storehelper	Miles City, Mont.	1	
Keim, A. M.	Tankman	Miles City, Mont.	2	
Knesal, Mrs. E.	Wife of Rdmstr.	Miles City, Mont.	1	
Lueder, O. C.	Section Foreman	Mahlo, S. D.	1	
Newmiller, Jacob	Crane Operator	Miles City, Mont.	1	
Patten, H. D.	Engineer	Mobridge, S. D.	1	
Reece, J. R.	Train Baggage Man	Miles City, Mont.	1	
Walsh, M. A.	Div. Mast. Mech.	Miles City, Mont.	1	
Walters, Jack	Rdhse. Foreman	Miles City, Mont.	2	
Zinner, R. D.	Former Rodman	Miles City, Mont.		
			19	

Twin City Terminals

Anderson, J. V.	Dist. Skpr.	Minneapolis, Minn.	1	
Anderson, Richard	Carman	Minneapolis, Minn.	1	
Anderson, V.	Car Inspector	Minneapolis, Minn.	1	
Blake, H. C.	Asst. Engineer	Minneapolis, Minn.		
Bucklin, Leo	Chief Engineer	Minneapolis, Minn.	1	
Campbell, H. R.	Car Department	St. Paul, Minn.	5	
DeField, S. L.	Asst. R. H. Frmn.	Minneapolis, Minn.	2	
Fiedler, Robert	Machinist	Minneapolis, Minn.	1	
Gallagan, John	Police Dept.	Minneapolis, Minn.		
Hughes, T. B.	Coach Yd. Frmn.	St. Paul, Minn.	1	
Knoke, Edward	Car Distributor	Minneapolis, Minn.		
Maas, Bob	Spec. Apprentice	Minneapolis, Minn.	2	
Maybee, C.	Storehelper	Minneapolis, Minn.	1	
McLaren, K. H.	Lieut. of Police	Minneapolis, Minn.	1	
Mead, L. B.	M. & B. Sorter	Minneapolis, Minn.		
Messicci, J. G.	Gen. Car Supvr.	Minneapolis, Minn.	1	
O'Connell, T. F.	Clerk	Minneapolis, Minn.	2	
O'Neil, W. H.	Smoke Abte. Engr.	Minneapolis, Minn.	1	
Radke, W. P.	Freight Agent	St. Paul, Minn.	1	
Rothmund, A. C.	Cashier	St. Paul, Minn.	1	
Simon, G. A.	Gen. Foreman	St. Paul, Minn.	1	
Sjoquist, Fred	Welder	Minneapolis, Minn.		
			26	

Traffic Tips Reported During August, 1947

Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General Offices...	23	6	16.6
Coast Division	48	8	3.7
Dubuque & Illinois	35	22	3.3
Chicago Terminals	1	64	1.9
Trans-Missouri	19	1	1.6
Milwaukee Division ...	21	...	1.5
Madison Division	7	1	1.1
Superior Division	6	3	1.1
Twin City Terminals....	26	6	1.1
Iowa and Dakota	17	1	1.0
Chicago General	21	3	0.9
Terre Haute	1	13	0.9
Hastings and Dakota...	9	3	0.8
Iowa & S. Minnesota...	7	1	0.8
La Crosse and River....	9	7	0.7
Idaho Division	4	...	0.6
Kansas City Division...	5	...	0.6
Iowa Division	6	2	0.5
Rocky Mountain Division	3	...	0.3
Milwaukee Terminals ...	10	...	0.2
Miscellaneous	1	...	0.07
TOTALS	279	141	1.2

(Continued from page 34)

after serving 18 months on Guam. He had a 60-day furlough.

Traveling Engineers Korr and Kervin have been on the H&D Division to familiarize themselves with the operation of the Fairbanks Morse engines.

Ed Sanford, retired brakeman, died on the morning of Sept. 2. His son works on the section at Rutledge.

The rivers have gone down in Ottumwa and vicinity and it is hard to realize that a few weeks ago they were raging torrents of muddy, running water. Looking at them now, you see sand bars, mud flats, and in some places the bottom of the stream where just a short time ago the water was 30 to 40 feet deep. Evidence of the havoc wrought by the swollen streams is still visible—houses that have not been rebuilt, furniture strewn up and down the river. Ottumwa still has a Tent City. The Red Cross has been busy rehabilitating families and replacing some of their household goods.

The flood relief fund established by the Milwaukee Road employees helped out wonderfully and the employees on the Kansas City Division again express their thanks to all who contributed so generously in their time of need. No one has given up and now Ottumwa will be as good as ever—perhaps better, if the flood control projects are carried through.

I & D DIVISION

Karen B. Rugee, Division Editor

Mr. and Mrs. R. C. Dodds have moved to Mason City from Austin, having finally succeeded in finding a house. They moved on one of the hottest days of the year out here and from Mr. Dodds' remarks we have a suspicion that he finds railroading easier than moving.

Wanted: lessons in cooking. Judy Hogan, the clerk in the superintendent's office, heard at the way to a man's heart was through stomach. It is from her own report we learned that her first attempt at dinner for two was a failure. However, we understand that the guest of honor is still showing up—these days he is taking Judy out to

October, 1947

Fireman B. C. Gibbs, Sanborn, has a new tax deduction—a boy, born on Aug. 17.

The car department employee who was walking the hospital corridors when we met our last deadline also has a boy. The parents are Mr. and Mrs. Walter Eau Claire, Mason City.

We have received word of the recent death of Charles R. Sifert, retired conductor, at the home of his daughter, Mrs. Doris Warren, at Ogden, Utah. Mr. Sifert retired in 1941 and had been in ill health for some time. He had been employed by the Road from 1902 until his retirement.

Capt. Sidney C. Ingraham, wife and son Pat have been visiting Sidney's parents, Mr. and Mrs. W. F. Ingraham, at Mason City. Sidney is in the Transportation Office of the Army at Houston, Tex.

Mrs. E. M. Isaacson, wife of train dispatcher at Mason City, is getting along nicely following a serious illness and expects to be released from the hospital soon.

Don Sueflow and Alice Pomey of the Mason City store department have transferred to Aberdeen, S. D.

She had insisted on taking along every garment she owned. They arrived at a station loaded with baggage.

"I wish," said the husband, thoughtfully, "that we'd brought your piano."

"Now, let's not try to be funny," came the frigid reply.

"I'm not trying to be funny," he sadly explained. "I left the tickets on it."

INFANTILE PARALYSIS

POLIO

Benefits Up to

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CONTINENTAL CASUALTY COMPANY

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Last year's polio epidemic was the worst in 30 years. In 1947 Continental Casualty's polio expense protection rider may be added to any Accident & Health or Hospital policy issued by the Company for an amazingly low cost. Polio-incurred expenses up to \$5000 covering • Hospitalization • Drugs and Medicines • Iron Lung and Other Equipment • Services of Physicians, Physiotherapists, Osteopaths and Nurses • Transportation by Plane, Train or Ambulance to hospital or sanitarium anywhere in U.S.A. Play safe today and feel secure.

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Helen H. Flynn, Correspondent

Engineer Frank Johnson and wife are home after spending two months at the BL&FE convention in San Francisco.

Mrs. George Kostis, wife of section foreman at Morningside, has returned home after being hospitalized at Rochester.

We extend sympathy to Alben McMaster, steno in the traffic department, whose father passed away while the family was vacationing at Minnesota Lake.

Engineer John Leafstone and Mrs. Leafstone spent their vacation in Seattle.

Trainman R. A. Nichols has returned to the Road after spending a year in the South Pacific with the armed forces.

Engineers A. Watier and W. Shugart have returned to work after spending two months fishing in the Minnesota lakes.

Sympathy is extended to Trainman W. E. Penrod on the death of Mrs. Penrod, who passed away on Aug. 7 after a long illness.

Congratulations to Conductors T. H. Calligan and T. E. Crellin, grandpas since the birth of a baby boy to Switchman Joseph Calligan and wife at Sioux Falls on Sept. 12.

Dispatcher J. J. Jamison and Mrs. Jamison have returned from a visit with their daughter and her family in Seattle.

Congratulations to Chief Caller Willard Leach, who was married recently to Miss Irene Rousek of Sioux City. They have returned from a honeymoon spent in California and Washington.

Engineer George Gaskill and Mrs. Gaskill spent their vacation in Wisconsin.

W. C. Dunsmore of Avon, S. D., bid in the section foreman's post at Delmont.

E. Buchholtz, DGCF, Minneapolis, was a caller at the Sioux City shops recently.

Lampman Peter Jensen retired on July 29 after 28 years of loyal service in the yards at Sioux City.

Engine Foreman Guy Raff and daughter Janette spent a month visiting on the west coast.

We are glad to report that Mrs. L. S. Malone, wife of section foreman at Ute, is recovering from her illness.

Mr. and Mrs. Donald Schmidt are the proud parents of a baby boy, born on July 25.

Ticket Clerk P. M. Cline and his wife and daughters spent their vacation in Colorado visiting Mr. Cline's parents.

E. V. Gull, counterman in the store department, is the proud father of twins.

General Foreman George Popper and wife spent their vacation visiting Mr. Popper's mother at Tama.

Yard Clerk John Warnke is a patient at St. Joseph's Hospital at the present time.

Station Baggage man A. K. McCabe spent his vacation at Yellowstone Park.

Jay Bailey of the assistant superintendent's office, who is our champion golfer, has transferred his allegiance to bowling.

The board members of the Milwaukee Women's Club held a baby shower at the home of Assistant Superintendent J. D. Shea on Sept. 9. The new arrival's name is Mary Suzanne.

A gambler died. The funeral was well attended by his professional friends. In the eulogy, the minister said: "Spike is not dead. He only sleeps."

From the rear of the chapel came the interrupting words:

"I got a hundred that says he's dead!"

The Milwaukee Magazine
Michael Sol Collection



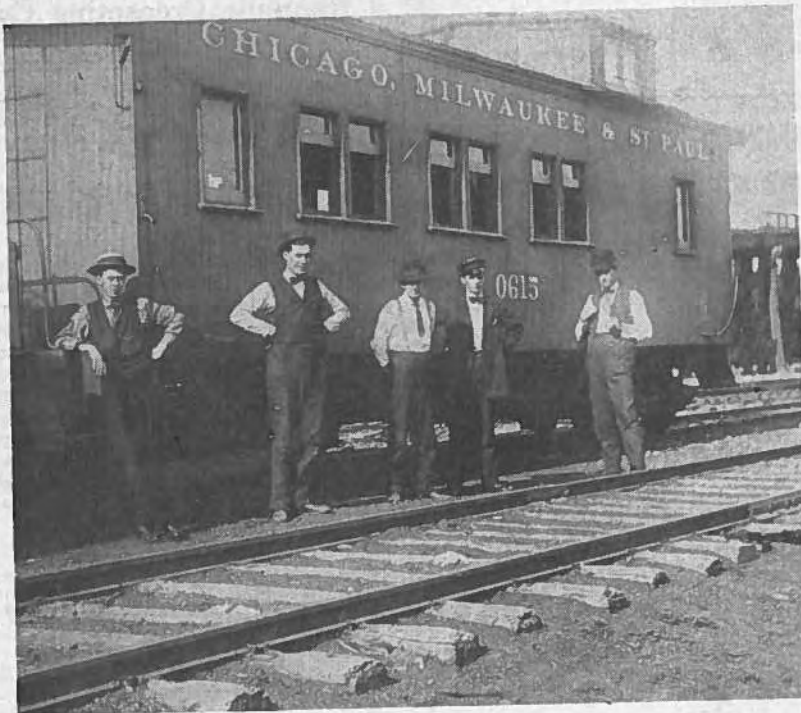
Conductor William H. Prindiville, who works on the Elgin-Chicago suburban run, recently turned up this picture which was taken at Hickory Grove, Ill., in 1910. The men were in work train service under Roadmaster William H. Kofmehl. Left to right: Clayton Fruthey (deceased); Harvey Hall (retired and living in California); Conductor Prindiville; Engineer John Revere (deceased); and Fireman Perry Castle, who is now working at Savanna, Ill. Roadmaster Kofmehl is retired and living in Elgin.

How's Your Memory?

THERE is a story in every old photograph, although it cannot always be set down in black and white. The individuals shown, and those who knew them "In those days," look at the picture and a far-off bell starts tinkling. The faces have changed but not too much; the memories have dimmed but will never completely vanish.

Old pictures prove that the intangible something which keeps railroad people in the industry is pretty real. Railroaders just naturally keep on railroading; the service records lengthen and the friendships and recollections of time past grow richer with the years.

Each of these pictures will tell a story to many Milwaukee Road people, but what it is we don't know. It is as varied and as interesting as the lives of the men shown. The pictures are published just to ring those distant bells.



Engineer Roy Austin, who pilots suburban trains between Elgin and Chicago, submits this picture showing the crew of a way freight which operated between Galewood station in Chicago and Kirkland, Ill., back in 1908. Left to right: Brakeman William Harney, Conductor Jim Sophy, Brakeman Frank Finley, Fireman William Russell and Engineer R. H. Austin.

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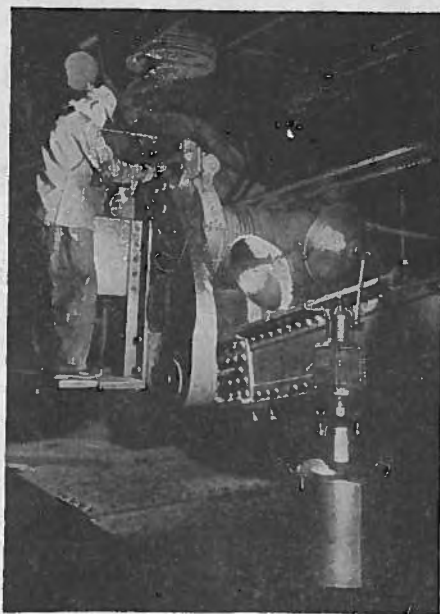
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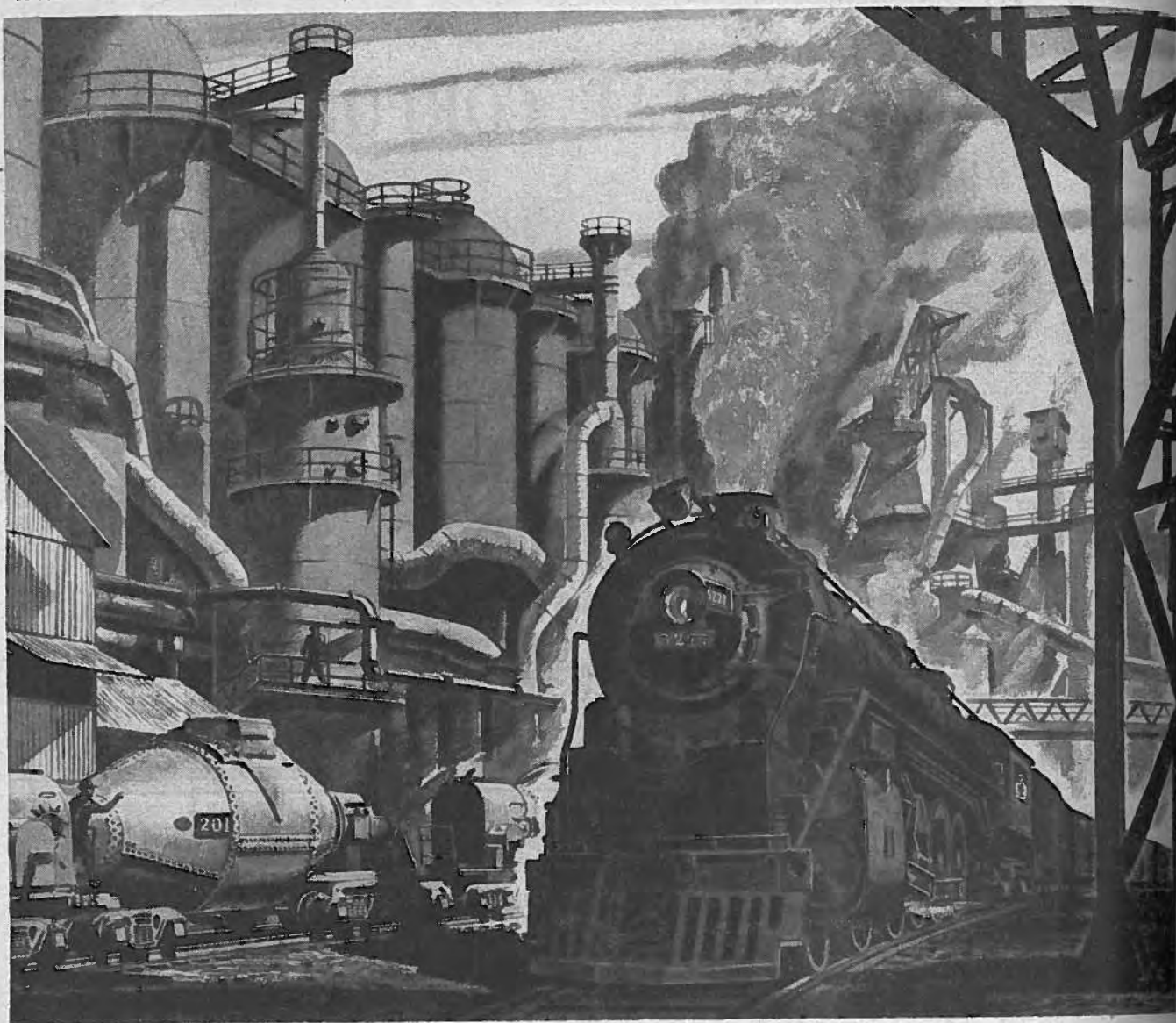
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Add to this industrial production peak a record-breaking performance by the American farmer and you get a measure of the job the railroads are doing. During the first six months of this year,

your railroads hauled more tons more miles than ever before in peacetime!

When the war ended, the railroads had on order 35,000 new freight cars. Since that time, these cars—plus another 40,000—have been built, and the railroads have ordered *still another* 105,000. But it has not been possible to get these cars built fast enough to replace those worn out in wartime service. As a result, today the railroads are hauling this biggest peacetime traffic in history with

fewer cars than they had on V-J Day.

More cars are on the way. Until they arrive, however, railroads must do the best they can with what they have and can get. There are bound to be some delays in furnishing all the cars needed by American industry today. But you can be absolutely certain that the railroads—with the continued help of the shippers—will keep on doing their level best to speed these products to the market places of the nation.

AMERICAN RAILROADS

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