

The Milwaukee Magazine

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

June 1947



A MESSAGE ABOUT THE OLYMPIAN HIAWATHAS

On June 29th the new OLYMPIAN HIAWATHAS will go in service between Chicago and Seattle-Tacoma. All of us are waiting eagerly for that day.

We are taking every precaution to make certain that the new train gets off to a good start. The Traffic Department is on its toes. Our advertising is being seen in magazines and in newspapers, and is being heard on the radio.

Can we now sit tight and take it easy, confident that the OLYMPIAN HIAWATHAS will be filled to capacity?

Far from it! The facts show that our selling job is a long way from done. Our new service is starting in a year in which railroad passenger traffic is dropping. It will be faced, moreover, with exceptionally keen competition from railway, highway and airway carriers.

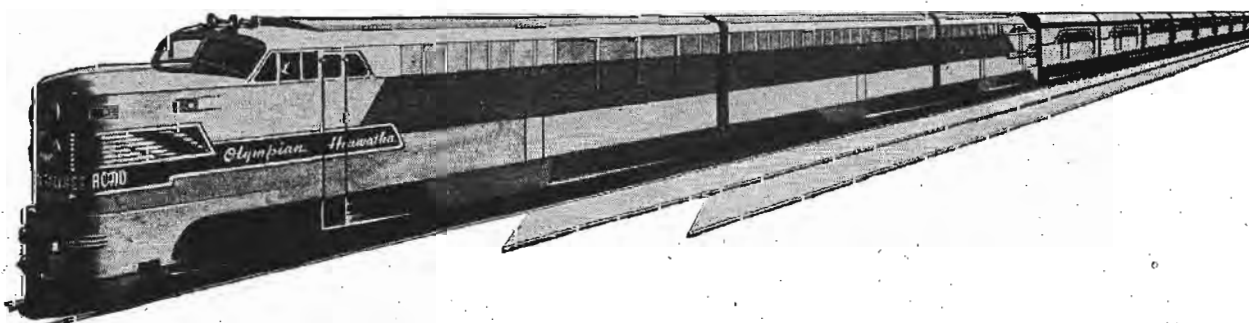
We know from past experience that de luxe equipment and fast schedules alone—no matter how well promoted—will not win repeat business.

Success requires something more. It requires the enthusiastic backing of everyone on The Milwaukee Road team. Not just the train crews and others directly concerned with the operation of the OLYMPIAN HIAWATHAS, but *everyone*. We can demonstrate by our own actions that The Milwaukee is truly "the friendly Railroad of the friendly West."

People will judge The Milwaukee Road's postwar service by their own experience on the OLYMPIAN HIAWATHAS and by what they hear about them through others. It is essential, therefore, that we get off to a good start—essential not only for the success of the OLYMPIAN HIAWATHAS but for the success of other new services we will present in the months ahead.

The postwar chapter on transportation is beginning. Our reputation is at stake. Let us all give the OLYMPIAN HIAWATHAS our whole-hearted support.

C. H. Buford





H. A. Scandrett



C. H. Buford

C. H. Buford Succeeds H. A. Scandrett as Milwaukee Road President

CHARLES H. BUFORD, executive vice president of the Milwaukee Road since March, 1946, was elected to its presidency and to a seat on the board of directors on May 13, thereby climaxing a railroading career of 40 years, most of which has been spent on this railroad. He succeeds H. A. Scandrett, who served as head of the Road for 19 years, and whose farewell letter to the employees appears in this issue.

Having worked his way up through the engineering and operating departments, Mr. Buford is well known by the people of the railroad as a whole, and he knows them as well as any chief executive ever knew the individuals with whom he worked. He assumes his new duties with the advantage of having an unusually broad, national viewpoint on railroading, gained during the war years which he spent with the Association of American Railroads as vice president in charge of operations.

Mr. Buford was born at Newport, Ark., on Feb. 5, 1886, and remained a resident of that state until he completed his education at the University of Arkansas. He was graduated in

1907 as a civil engineer and came directly to the Milwaukee Road as a \$75-a-month instrument man, the Road's superintendent of track elevation (R. J. Middleton, now chief engineer) having told the president of the university that he had such a job at \$60 a month, or \$75 if the man was exceptionally good. Buford arrived with a letter of introduction which read:

"Introducing Charlie Buford. I have told him you are going to pay him \$75 per month, as he is by far the best prospect we have turned out of our University."

Mr. Buford lived up to his reputation. He worked as instrument man on the Kansas City Division only a short while, being advanced to draftsman in the bridge department in Chicago the following year. In 1910 he transferred to the Santa Fe as a designing and estimating engineer in the office of that road's chief engineer. By April, 1913, he was back on the Milwaukee Road as assistant engineer on track elevation work in Chicago, and was later promoted to engineer of track elevation work in Chicago.

It was in April, 1917, that Mr. Buford went from the engineering department to the operating department, assuming the duties of trainmaster of what was then the Sioux City and Dakota Division. He was transferred to the La Crosse Division in February, 1918, moving on to the superintendency of the Wisconsin Valley Division the following July, with headquarters in Wausau, Wis. In November of that same year he was appointed superintendent of the Superior Division, with headquarters at Green Bay, Wis.

In August, 1919, he was transferred to the Sioux City and Dakota Division, and in November, 1921, he was sent to the Terre Haute Division. He became general superintendent of the Southern District in October, 1924, with headquarters in Chicago, and on Nov. 15, 1925, was advanced to assistant general manager of Lines East. He became general manager Lines West, with headquarters in Seattle, on Nov. 1, 1927, and served in that capacity until Oct. 1, 1939, when he was elected vice president in charge of operations and maintenance of the A.A.R., with headquarters in Washington, D. C.

My Fellow Employees:

Over the years I have had the privilege of talking to you many times on this page of the Milwaukee Magazine. I have always welcomed this opportunity and today more than ever before.

First I want to express to you, my fellow employees, the great debt I owe you for the friendship and backing you have given me throughout the 19 years we have worked together. The association with the members of the Milwaukee team has been a great joy to me, and as a team, pulling together, we have made a record of which we need not be ashamed. I have tried to give you good leadership, but the accomplishments are those of the team.

And second I want to rejoice with you in your new leader, a man who has grown up on the Milwaukee Road and is recognized throughout the railroad world as outstanding—strong, experienced, capable and, even more important, an understanding and considerate gentleman.

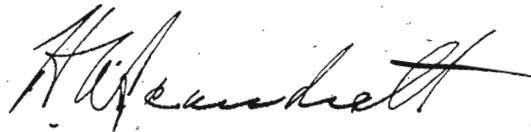
With Charles Buford heading the team, and you supporting him as you have me, the Milwaukee's future is assured.

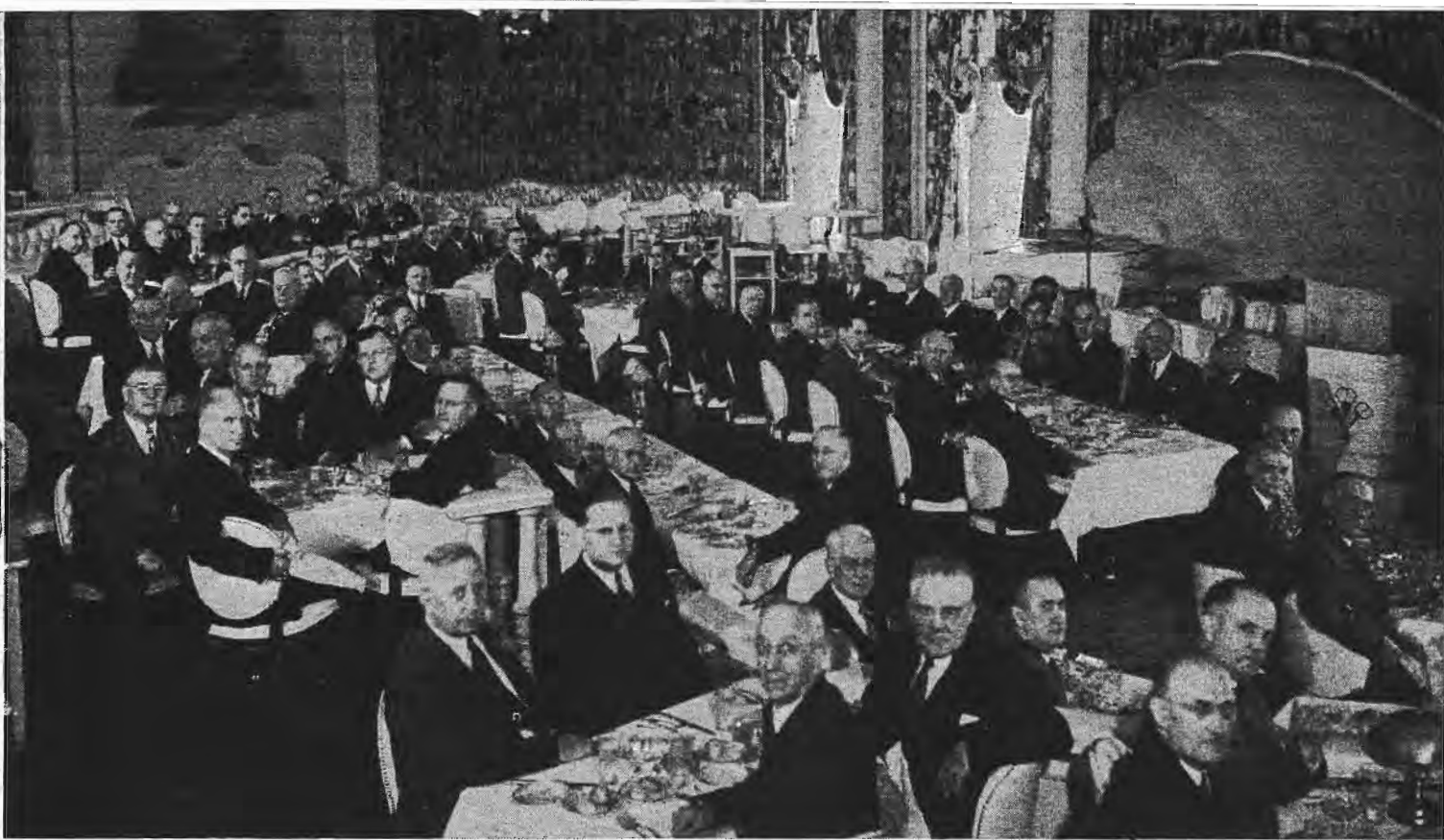
One last personal word. It is a big wrench to leave you folks and an association which has been so helpful and stimulating, and has meant so much to me, but I am 71 and though I'm physically sound, and I trust mentally also, it's time to turn over the job to younger hands.

Always I will remember you gratefully and with warm affection.

May God bless you all.

May 13, 1947

A handwritten signature in cursive script, appearing to read "H. A. Smith". The signature is written in dark ink and is positioned at the bottom right of the page, below the typed text.



Milwaukee Road directors and officers attending the luncheon held in honor of H. A. Scandrett in the Mayfair Room of the Blackstone Hotel on May 15.

Among his wartime assignments while in the latter position were the staffing of a military transportation section of the A.A.R. to assist the armed forces' movement of troops and material; setting up a tight control of port-bound traffic in coordination with the Office of Defense Transportation; the appointment by the A.A.R. of a port traffic manager; negotiations with the armed forces and the Reconstruction Finance Corporation in the provision of special troop-carrying and troop kitchen cars for wartime use; and the establishment of administrative channels for the operation of special movements for the armed forces. Mr. Buford returned to the Milwaukee Road as executive vice president on Mar. 1, 1946.

Milwaukee Road employees know that in the election of Mr. Buford as president the affairs of their railroad are remaining in very capable hands.

Scandrett Leaves Good Record

During the years that H. A. Scandrett served as head of this railroad he earned the affectionate regard of all employees and officers with whom he had contact. Among those who regret to see him leave the railroad is a great army of Milwaukee Road men and women formerly in military service, recalling as they undoubtedly do the sincere interest he took in them throughout the war and following

their return to the railroad. His letter of farewell provides a measure of his honest regard for his fellow employees.

Mr. Scandrett confesses that he became a railroad man more or less by accident, despite the fact that his interest in rail transportation asserted itself at an early age. As a boy in Faribault, Minn., where he was born on Apr. 8, 1876, he and the other youngsters used to end a day at the swimming hole by flipping a ride on the Milwaukee Road's evening passenger train and riding it into town. In telling the story, Mr. Scandrett always points out that when he arrived at the station he was farther from home than he was when he caught the train.

Mr. Scandrett grew up in Faribault, the son of the town's leading insurance man, and after graduating from the Shattuck Military Academy there he went on to the University of Minnesota, where he studied law. He played football while in the university, and in his fourth year was made captain of the team. Judging by newspaper accounts, Captain Scandrett at right end was one of the star players.

In 1901, a few months after taking his degree, Mr. Scandrett entered the service of the Union Pacific as claim adjuster, and later in the year transferred to that railroad's law department as assistant attorney for Kansas and Missouri. He was, at this time, also identified with the law firm of Loomis, Blair & Scandrett.

In January, 1911, Mr. Scandrett was appointed assistant interstate commerce attorney for the Union Pacific System and Southern Pacific Company, becoming interstate commerce attorney for both lines in May, 1912. In 1913 he held a similar position for the Union Pacific System, and in 1918 was appointed assistant director of traffic. In July of that year he became associated with the United States Railroad Administration as traffic assistant of the central western region. In October, 1919, he returned to the Union Pacific as valuation and commerce counsel. On May 1, 1925, he was advanced to the position of vice president of that road, in charge of valuation, commerce matters, land department and public relations. He resigned that position on Jan. 11, 1928, to accept the presidency of the Milwaukee Road.

Was President During Critical Period

Mr. Scandrett piloted the railroad through a very critical period of years marked by depression and war. In 1935, when the Road went into receivership, he became trustee of the property but became president of the newly reorganized company on Dec. 3, 1945. His administration featured a steady program of improvements which largely account for its creditable performance during the war as one of the nation's seven transcontinental routes.

His long and successful railroading career was climaxed on May 13 at a luncheon given in his and Mrs. Scandrett's honor by the officers and members of the board of directors in the Mayfair Room of the Blackstone Hotel.

A. N. Whitlock, vice president and general counsel, acted as toastmaster and opened the proceedings by introducing the directors who were present.

"The Milwaukee family is assembled here today," he said, "to express our appreciation and to pay a brief tribute to a man who has performed a long and worthy service to our company. Incidentally, we are also here to bid welcome and to express our best wishes to another man who will at this point pick up the baton and continue in the race. And again incidentally, but very importantly, we are here to mark an era in the history of a great railroad—a railroad which has contributed much to the history of the midwest and the western portion of our country—a railroad which has had its share of the storms that sometimes beset railroads and yet, after almost 100 years, it is still going strong. This is due, in my judgment, in large part to the ability and the cooperation of its employes and officers now numbering more than 35,000 men and women, a representative group of whom are here assembled. Much of this history has been made during the administration of the man who is our honored guest here today.

Introduces W. J. Cummings

"I said that this marked an era. What I had in mind was that very recently—Dec. 1, 1945, to be exact—the Road emerged from a reorganization brought about by one of those storms which beset so many railroads during the depression years. The Road was reorganized on that date under a new board of directors. Most of those elected at that time have continued. One of them is not only a director but he served prior to that time, a period of approximately 10 years, as a trustee of that Road while it was in process of reorganization. And it is most appropriate, therefore, that I should call on this gentleman who is likewise a personal friend of many years. I am pleased to introduce as our first speaker, Mr. Walter J. Cummings."

Mr. Cummings spoke briefly, referring to the 10 years that he served with Mr. Scandrett as a trustee. "I want to tell you gentlemen," he said, "that Mr. Scandrett kept the boat from rocking all during the war. He had the future of the Milwaukee Road always in mind. He looked forward to the time when the war would be over. He kept the railroad in as good physical condition as it was possible to do. Mr.

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Scandrett's heart was and always will be with the Milwaukee Road. No matter what happens, nothing can change this."

In introducing Mr. Buford, Mr. Whitlock elaborated on the story of how he happened to come to the Milwaukee Road from the University of Arkansas, and then reviewed his rapid rise to the presidency of the Road. Mr. Buford replied:

"This is an occasion when we desire to sit down with Mr. Scandrett and his friends and wish him well. I have been all over the railroad and probably know about as many of our men as any officer with the exception of Mr. Gillick. I think thousands of employes would like to be here today and take part in this meeting. During Mr. Scandrett's term on this railroad, we have all learned to love and respect him for the impartial way in which he has always handled our problems and shortcomings. In Washington I had an opportunity to meet railroad officers from all over the United States, and I want to say to you that Mr. Scandrett has been a real credit to the Milwaukee Road. He is universally recognized as one of the outstanding figures in the industry. I am glad to be here and pay my respects to him today. I hope that God blesses him and that he has good health and many happy years ahead of him."

Mr. Whitlock, in introducing Mr. Scandrett, said:

"In 1928, he came to the Milwaukee Road from the Union Pacific. That was the first smart thing he did in that year. Very shortly thereafter, in the same year, he did another very smart thing; and I am not sure but that it was the smartest thing he has ever done: He married Mrs. Scandrett.

Reputation Preceded Him

"When he came to us, he already had a distinguished record as a railroad man. He had served with the Union Pacific many years. He did not bring with him a retinue, or a tailor-made organization. He came over to the Milwaukee, fitted into our family, made himself a member of it, and carried on to the satisfaction of all concerned. He has done

that for a period of 19 years, 10 of which he spent as trustee during the difficult period when we were in the process of reorganization. When the reorganization was completed, he was again restored to the presidency of the railroad, and I believe that in the history of railroad reorganizations he is the first prior president who was ever returned to office after the organization was completed.

"This kindly gentleman in his earlier years was a football man. I am told he was a star end for the University of Minnesota. But he was a very versatile football player and when he came to the Milwaukee he took over the duties of quarterback and he 'quarterbacked' the team from there out. During all of his service here, there were certain things that have ever been uppermost in his mind and upon which he has insisted. They are safety in operation, and integrity in management from the bottom to the top.

"In carrying out these principles, he has endeared himself to the great army of workers now constituting the force of the Milwaukee Road. I am sure every one of the Milwaukee Road family wishes him long life, good health and the greatest of happiness in whatever way he chooses to occupy himself."

Scandrett Addresses "Fellow Employes"

Mr. Scandrett, in replying, said that habit impelled him to address his remarks, as he had often done as the railroad's president, to "my fellow employes."

"When Mr. Allen graciously suggested a luncheon to be given me by the board of directors," he continued, "and Mr. Buford suggested that it be a joint affair given by the directors and the officers, my first reaction was that it would be better for me to pass out quietly and without furor. I am glad that Charlie, however, was insistent because it gives me one more opportunity to meet and mingle with so many more of you than I could have in any other way.

I came to the Milwaukee Road on the 13th day of the month and I also closed the book on the 13th day of the month. That first 13th was a very lucky day for me, and the reason for it was you officers. You and I have shared that priceless gift, the gift of friendship. Without this, much of the work would have been mere drudgery. But with it, every day has been a joy to me. You and I recognized that our great aim and objective should be the welfare of the Road, and we recognized that no one of us working by himself could make anything great in the way of accomplishment. But working together as a unit, or a team, we could

do much and that is what we, all of us, have tried to do together.

"One of the things that you are most happy about and everyone is happy about is that my successor is a product of the Milwaukee Road. I shall not undertake to enumerate his splendid qualifications for the job. You all know them. He will give the fine and steady leadership that the Road needs and requires, and no one will be happier than I as he proves worthy of our faith in him.

"Now, my friends, I could talk to you and I would like to talk to you individually and collectively at great length . . . and I have the time to do it! I have the time to do it, but you have the job to get back to. I am not going to say good-bye. I don't like the sound of it, and I hope that as the days roll by, our paths will cross and re-across again and again. There is one thing I want you to know and I am sure you do know. Always I will hold you in my most affectionate remembrance. May God bless you."

As a last gesture of regard for Mr. and Mrs. Scandrett, the officers filed past the speaker's table and bade them good-bye.

APPOINTMENTS

Engineering Department

Effective June 1, 1947:

C. T. Jackson is appointed assistant chief engineer, system, with headquarters in Chicago.

E. B. Crane, principal assistant engineer, is appointed assistant chief engineer, Lines West, with headquarters in Seattle.

A. B. Chapman, engineer and superintendent bridges and buildings, is appointed assistant chief engineer, Lines East, with headquarters in Chicago.

H. B. Christianson, assistant to chief engineer, is appointed principal assistant engineer, system, with headquarters in Chicago.

B. J. Ornburn, assistant bridge engineer, is appointed engineer and superintendent bridges and buildings, system, with headquarters in Chicago.

Mechanical Department

Effective May 8, 1947:

N. A. Walsh is appointed master mechanic on the Trans-Missouri Division with headquarters at Miles City, Mont., vice Barry Glen, resigned.

Operating Department

E. H. Bannon is appointed assistant to general superintendent with headquarters at Milwaukee, Wis.

J. H. Stewart is appointed superintendent of the Milwaukee Terminal Di-

June, 1947

J. P. Kiley Elected Vice President



J. P. Kiley

JOHN P. KILEY, assistant to the president since June 1, 1946, with headquarters in Seattle, has been elected a vice president of the Milwaukee Road, according to an announcement made the latter part of May. His headquarters will continue to be in Seattle.

Mr. Kiley's career on the railroad has been an unusual one, principally because of the variety of positions he has held and the fact that he has done well in all of them.

He was born in Chicago on Aug. 13, 1895, and entered the employ of the Milwaukee Road in 1915 following his graduation from Villanova College at Villanova, Pa., with a degree in civil engineering. His first job with the Road was as a rodman on a track elevation project during one summer vacation before he was out of school. The

vision, with headquarters at Milwaukee, Wis., vice E. H. Bannon, promoted.

L. W. Palmquist is appointed assistant superintendent of the Milwaukee Division (Second District) with headquarters at Beloit, Wis., vice J. H. Stewart, promoted.

After many years of loyal and efficient service with the Milwaukee Road, Dr. H. Eugene Allen, chief surgeon of the western lines, is at his own request retiring from service on June 16, 1947.

Dr. James F. DePree is appointed chief surgeon of the western lines, effective that date.

Freight Traffic Department

Effective May 22, 1947:

Frank X. Akron is appointed city freight agent at New York, N. Y., succeeding F. C. Aldrich, resigned.

following summer he worked as an instrument man. Upon taking his engineering degree and going to work for the railroad on a full time basis, he was assigned to valuation work.

He was appointed assistant valuation engineer in June, 1916, with headquarters in Chicago, and remained in this position until 1930, with the exception of the year he spent in the Army Engineering Corps during the first World War. His advancement in 1930 was to the position of engineering assistant to the chief financial and accounting officer.

On Jan. 15, 1940, he became special representative to J. T. Gillick, who at that time was chief operating officer. A year later he was appointed auditor of investment and joint facility accounts. Dec. 1, 1942, found him serving as assistant to the general manager, Lines East, and on July 1, 1943, he was advanced to the position of assistant general manager. The appointment as assistant to the president became effective June 1, 1946. He has been a great asset to the Milwaukee Road in the Northwest during the year he has been stationed in Seattle.

L. J. Benson Appointed Assistant to President



L. J. Benson

THE appointment of L. J. Benson to the position of assistant to the president, effective June 1, has been announced by President C. H. Buford.

Mr. Benson will continue to have supervision over the Road's police, fire prevention and safety departments, and will perform such other duties as may be assigned.

He began working for the Milwaukee Road as a call boy in 1906 and was later an engine wiper, store department em-

ploye and machinist helper. In 1908 he went into passenger service as a brakeman, but left train service in 1914 to become a general inspector in the police department. In 1916 he became captain of police at LaCrosse, Wis., transferred to the same position in Chicago in 1918, and in 1921 went to Lines West as chief of the police department, with headquarters in Seattle. He returned to Chicago two years later as superintendent of police of the system. In 1925 he was appointed general superintendent of police of the system, and in 1939 was appointed assistant to chief operating officer, which title was later changed to assistant to vice president.

Mr. Benson is the originator of legislation which created in Illinois a State Bureau of Identification and Investigation. He is a former member of the State Board of Pardons.

Hiawatha Wasn't an Indian

WHEN a railroad man speaks of the "400," it's a foregone conclusion that he isn't referring to the social register. In the railroad lexicon the "Zephyr" is seldom confused with a west wind or the "Rocket" with fireworks, and "The Chief" is not the boss.

Tom Carroll of Baraboo, Wis., hasn't done much touring in his four years. The extent of his travels has been an occasional visit to his grandparents' home in Green Bay, 140 miles away by automobile. He doesn't know anything about railroads—doesn't know that the names of some of our streamliners are almost household words in many American homes—and to his parents' knowledge, has never heard of or seen a Milwaukee Road train.

That is why they are at a loss to explain the following conversation overheard between Tom and his seven-year-old brother John, playing at cowboys and Indians while house-bound in bad weather:

"I'm going to be Tonto," stated Tom. "Who are you going to be?"

"I think I'll be Hiawatha," said John.

His young brother regarded him with amazement. "You can't be Hiawatha; that's not an Indian—that's a train."

James D. Plumb

JAMES D. Plumb, a well known Milwaukee Road conductor who retired on Dec. 31, 1945, after 61 years of railroad service, died at Belvidere, Ill., on Apr. 13. He had been ill in a hospital at Rockford for several weeks and was staying with relatives at Belvidere when he was stricken with pneumonia.

Mr. Plumb was born at Pecatonica, Ill., on Sept. 20, 1867, and started rail-

Sickness Insurance for Railroad Employees Becomes Effective July 1

THE Railroad Retirement Board, headquarters office of which is located at 844 Rush Street, Chicago, Ill., has announced that effective July 1, 1947, sickness benefits will be payable to railroad employees who earned at least \$150 for railroad work in 1946.

After a waiting period of seven days, the announcement says, benefits will be payable for as much as 26 weeks of temporary disabilities in a benefit year. The maximum amount of benefits which may be paid in the benefit year 1947-48 ranges from \$227.50 to \$650.00, depending upon the total wages or salary earned by the employees during the calendar year 1946. The amount and duration of benefits are the same for sickness as for unemployment, but the payment of one type of benefit does not affect either the eligibility or the amount of benefits for another type.

In order to receive sickness benefits, the board advises that an employee must be unable to work for more than seven days before any benefits are payable in a benefit year and must submit a doctor's statement to support his claim. Since the benefits are intended as insurance against wage loss resulting from disability, no benefits are payable to employees who continue to receive their regular wages, vacation pay, or pay for time lost. Moreover, as in the case of unemployment insurance, employees in certain train-and-engine-service occupations who earned more than a specified amount during the two or four week period, including their claimed days of sickness, may not receive benefits under the law.

Employees are not entitled to sickness benefits for any day or days for which they are paid unemployment insurance benefits, or sickness, maternity, or unemployment compensation under some other federal or state law. If retirement benefits are paid under the Railroad Retirement Act or the Social Security Act, and the sickness benefits are greater, only the difference may be paid. However, if they are members of a railroad relief association or a fraternal order or carry insurance with a private firm and receive benefits from one or more of these sources, they may be paid sickness benefits also.

Claims for sickness benefits, like unemployment insurance, will cover periods of 14 consecutive days. In any benefit year, benefits will be payable for each day of sickness over seven in the first claim period which has seven or more days of sickness, and for each day of sickness over four in later periods.

In addition to the foregoing information supplied by the Railroad Retirement Board, the announcement included the following table which shows the amounts which are payable, on the basis of compensation earned in the base year, for each compensable day after July 1, 1947, and the maximum amount payable in a benefit year:

Base-Year Compensation	Daily Benefit Rate	Maximum Amount Payable in a Benefit Year
\$ 150-199.99	\$1.75	\$227.50
200-474.99	2.00	260.00
475-749.99	2.25	292.50
750-999.99	2.50	325.00
1,000-1,299.99	3.00	390.00
1,300-1,599.99	3.50	455.00
1,600-1,999.99	4.00	520.00
2,000-2,499.99	4.50	585.00
2,500 or more	5.00	650.00

roading when he was 17 years old. On his first job he drove a mule team, then the accepted method of switching cars, and studied telegraphy on the side. He followed this with a job as operator and later as brakeman, working for several railroads before coming to the Milwaukee Road as a conductor in 1895. He continued as a conductor throughout the ensuing 50 years. A great deal of that time was spent on the Walworth [Wis.]—Chicago run, and he was one of the best known and most liked conductors on the Milwaukee Division.

His wife died at their home in Walworth about 10 years ago, but Mr. Plumb stayed on until his retirement, after which he moved back to Pecatonica. The funeral service was held there, under Masonic auspices. He is survived by his son Harold, a daughter, Mrs. Marian Gaultz of Milwaukee, five grandsons, four grand-daughters and a great-grandson.

One of the easiest ways to become popular is to remember the nice things people say about a person and repeat them to him.



Grotto Geyser, being in an almost constant state of agitation, has become one of the Yellowstone tourists' favorite wonders.

YELLOWSTONE CELEBRATES DIAMOND JUBILEE

*Variety of Travel Offerings Points to Busy
Vacation Season on the Milwaukee Road*

By C. C. Dilley
Travel Promotion Agent

DURING the return journey of the Lewis and Clark Expedition, in 1806, John Colter, one of the members of the group, asked to be released from the expedition, as he wanted to trap beavers and other fur-bearing animals. He did not realize when permission was granted that what he was to discover was far more wonderful than the furs he sought, for John Colter was the first white man, as far as is known, to set eyes on a part of the area now known as Yellowstone Park.

It is little wonder that the marvelous tales he told after his return to civilization were hard to believe, and that the place he described (thought to be the product of his imagination) was termed "Colter's Hell". It was many years later that the region was thoroughly explored and "Colter's Tales" verified.

Seventy-five years ago, in 1872, President Grant signed the Act of Dedication setting aside the area known as Yellowstone Park "for the benefit and enjoyment of the people." Since that time hundreds of thousands of visitors from all over the world have viewed the scenic and almost incredible attractions offered in this playground of more than 2,200,000 acres.

Located in northwestern Wyoming and extending a short distance into

Montana and Idaho, Yellowstone is Uncle Sam's largest national park. Most of the central portion is a broad, elevated, volcanic plateau between 7,000 and 8,500 feet above sea level, with an average elevation of about 8,000 feet. Surrounding it on the south, east, north and northwest are mountain ranges with peaks and ridges rising from 2,000 to 4,000 feet above the general level of the enclosed tableland.

Its geysers are celebrated the world over because, for size, power and va-

The Cover

NOTHING could be more appropriate in this first month of the vacation season than the picture of the lower falls of the Yellowstone River which appears on the cover of this issue. Like Old Faithful geyser, pictures of these falls have become the very symbol, the standard trade mark of vacation time and travel in this land of many scenic wonders.

It is expected that Yellowstone Park, observing its diamond jubilee this year, will open its gates on June 20 to the largest number of visitors in its history, exceeding even last year's total of 815,000. Thanks to the extravagant hand of nature, the popularity of the country's oldest national park has never waned.

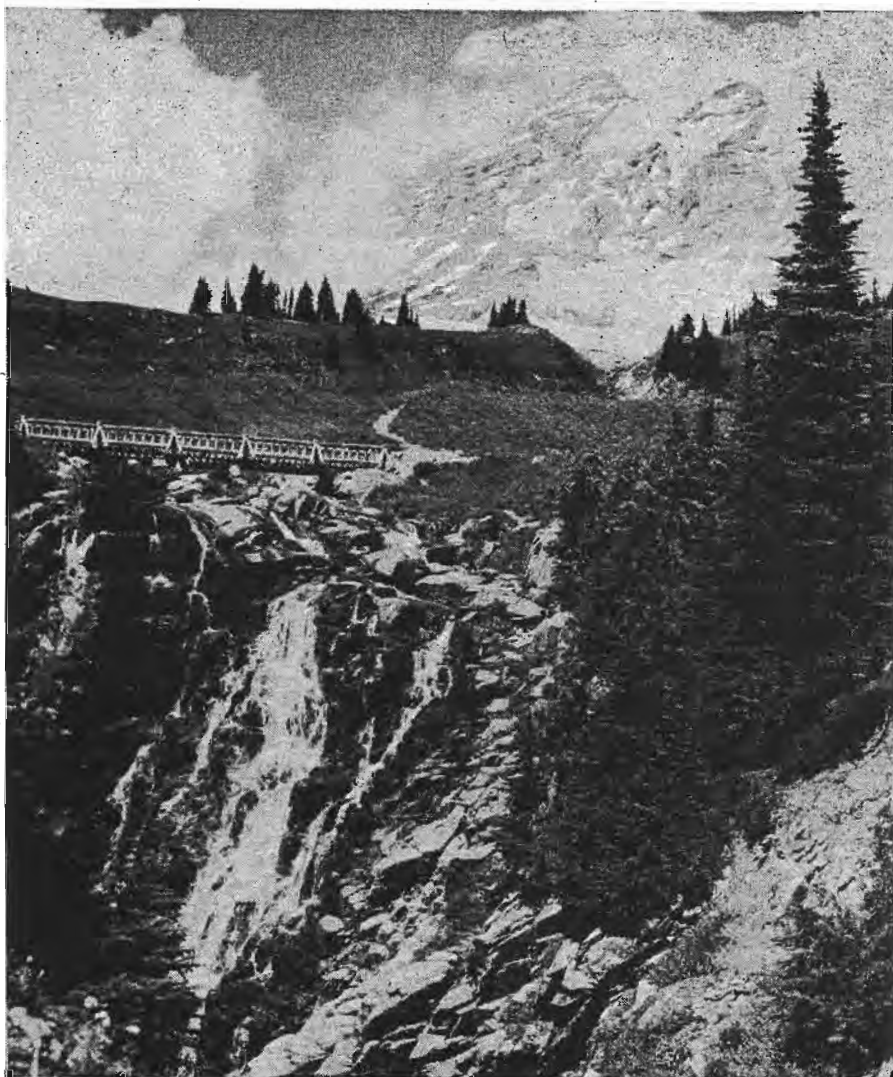
riety of action, as well as number, the region is in a class by itself. New Zealand, which ranks second, and Iceland, where the word *geyser* originated, possess the only other geyser basins of prominence, but the two countries together do not offer the visitor what he can see in two or three days in Yellowstone Park. The spectacle is one of extraordinary novelty, as many thousands of visitors have learned. There are few spots in the world where one is so strongly impressed by a sense of nearness to nature's secret laboratories.

For a long time the chief public interest in Yellowstone centered around its spouting geysers and similar uncanny wonders of a dying volcanic region. Now that good roads and trails have made this great wilderness accessible, its beautiful forests, trout-filled lakes and streams and its wild animal population attract as many visitors as the volcanic wonders.

There is just one thing about Yellowstone which seems to bother a good many people. There are so many varied attractions in the 3400-square-



The Milwaukee Road's beautifully appointed, Gallatin Gateway Inn which offers a combination of big-city luxury and real western charm to Yellowstone Park visitors.



Glacier-fed Myrtle Falls cascades over the rocks near Paradise Inn on Mt. Rainier in Washington's Mt. Rainier National Park.

mile park that it doesn't seem possible to do justice to it in a short trip. Of course, a person cannot see everything on a short trip, but the route through the park is so laid out, and the trip so planned that one can comfortably see all of the high spots on a regular 2½-day tour, originating at Gallatin Gateway Inn. Let's follow a visitor who is entering the park at Gallatin Gateway and leaving at West Yellowstone.

After a luncheon at Gallatin Gateway Inn, the Milwaukee Road's hotel, the Yellowstone Park Company's open-top busses take the visitor through the virgin wilderness of the Gallatin and Madison National Forests, through the spectacular canyon of the Gallatin River and some of the most beautiful mountain country in the West.

The road is always close to the mountains with their hemmed-in canyons, turbulent streams and tumbling waterfalls. The valleys of the Gallatin, Madison and Firehole Rivers are followed for practically the entire distance from Gallatin Gateway to Old Faithful geyser in the park. The night is spent at

Old Faithful Inn. After lunch a route is followed past Yellowstone Lake to one of the most awe-inspiring sights, the Grand Canyon of the Yellowstone. The walls of the canyon are delicately colored and the hues continually change with the reflections of the sun. Far below flows the Yellowstone River.

Dinner, lodging and breakfast are at the Canyon Hotel, and on the following day the route is via Tower Falls to Mammoth Hot Springs. In the afternoon the busses continue on to West Yellowstone. Slight variations in the schedules are made when passengers are departing through

Gallatin Gateway or any other gateway.

Gallatin Gateway Inn, owned and operated by the Milwaukee Road, is a stopover point for lunch or dinner for rail visitors destined to or from Yellowstone Park by way of Gallatin Gateway, and also caters to those people who desire to spend a few extra days in the Montana Rockies getting acquainted with the West but who do not want their "acquainting" to be too rough.

At the inn, motor trips can be arranged to many interesting and famous places, including Virginia City, noted for its vigilante activities; to the Lewis and Clark Cavern State Park; to the dude ranches located in the vicinity; to many of the lakes and streams for superb fishing. Of course, the fisherman does not need to go far for excellent trout fishing, as the Gallatin River flows within a city block of the inn. Archery, tennis and miniature golf fill in idle moments. Arrangements can also be made for pack trips.

The new Olympian Hiawathas, going into service on June 29 and operating between Chicago and Seattle on a 45-hour schedule will bring the North Pacific Coast and intermediate areas much closer to the East and Middle West. In addition to benefits to the commercial traveler, this train will cut down the travel time for vacationists bound for dude ranches in the Montana and Washington areas, Seattle-Tacoma and Spokane, capital of the "Inland Empire" and gateway to the Grand Coulee Dam. This dam, impounding the waters of the Columbia River and forming the 150-mile Coulee Lake, is the mightiest engineering project ever undertaken by man. Bus service is maintained between Grand Coulee Dam and Spokane.

Hundreds of easterners, some of whom once thought Chicago was in the Rocky Mountains and that horses



Rocky, pine-topped islands such as this make Washington's Pacific Ocean beaches a paradise for camera fans.



Boat trips on Puget Sound are among the relaxing pleasures awaiting visitors to the Pacific Northwest.

weren't used for anything but pulling milk wagons, are spending their summer vacations on western dude ranches and enjoying every minute of it. Probably the main item on the "menu" at a dude ranch is the trail riding on horseback. But the fishing, the excellent home-cooked meals, the healthful atmosphere and, of course, the evenings around an open fire, with the "dudes" and the "help" swapping yarns, all add up to a vacation that is really different.

The heart of the Pacific North Coast playground is centered around Seattle and Tacoma. These twin seaports, located but 30 miles apart on Puget Sound, are not only interesting in themselves, but also are natural starting points for trips to amazingly varied vacation areas.

A cruise to Alaska? Certainly. Passengers just board a Canadian Pacific or Puget Sound Navigation Company steamer for a short trip to Vancouver, B. C., making a brief stop at Victoria for sightseeing. At Vancouver, the Alaska-bound visitor boards either a Canadian Pacific steamship or a Union Steamship Company cruise ship for the trip through the inside passage to Ketchikan, Alaska or even farther, perhaps to Skagway. It is from Skagway that the visitor travels by railway to Whitehorse and from there for 460 miles by river steamer to Dawson City, the heart of the Klondike and the center of the gold mining activity of 1898.

Mount Rainier? The trip is by motor coach from either Seattle or Tacoma. Paradise Inn is located 108 miles from Seattle and 75 miles from Tacoma, high on Mount Rainier whose majestic peaks rise 14,408 feet above sea level. It has the highest perpetually ice-clad peak, and the largest single system of glaciers in the United States. These glaciers,

26 in all, contain more than 45 square miles, or 29,000 acres, of ice. Beneath these masses of moving ice are born many rivers which flow through this playground to the waters of the Pacific. In this national park there is fun to be had by everyone—hiking and mountain climbing, horseback riding, fishing, dancing and easy walks through meadows of flowers.

Located across Puget Sound from Seattle and Tacoma, and accessible either by ferry or motor coach, is the Olympic National Park. Circled by a splendid loop highway, this area offers comfortable resorts and cabins on the wooded shores of lovely mountain lakes. Although easily reached by highway, the vast wilderness of the Olympic Peninsula offers the vacationist breathtaking grandeur and one of the most complete retreats from the cares of civilization to be found anywhere on the North American Continent.

In the last decade all-expense tours, or "package trips" which include all reservations and necessary expense items have become increasingly popular among the experienced traveling public. The tendency has not grown without many valid reasons, among which are the following: The itinerary for all-expense tours has been designed by people who are familiar with every detail of the places to be visited and all of the high spots are included. It has been arranged to eliminate those troublesome experiences which even the oldest traveler encounters in a new place, and to provide the maximum of carefree pleasure for the entire trip. It also lets the traveler know in advance just where he is going, what he will see and how much it will cost. The Milwaukee Road is included, in part, in the operation of the majority of western all-expense tours.

He Holds the Jokers

A TOUCH of poetry came through the mail recently on a letter addressed to "The Hiawatha, Velvety Smoothness, Thrilling Speed, The Milwaukee Road, U.S.A." The place where they do it differently is Teheran, Iran, and the writer, H. Sardari of the Ministry of Agriculture, had an unusual request, couched in the best terms of a modern Persian business letter:

"I have the honour to inform you that I am a collector of the samples of various sorts of playing cards, I shall be much obliged to you if you would kindly assist me to complete my Album of Playing Cards by sending me the joker of all sorts issued up to date by your firm, as well as the sample of the sorts that will be printed hereafter.

"It goes without saying that I am ready to pay the cost of the cards supplied to me together with the postage and other expenses. Meanwhile, I would request you to consider me as a subscriber to the joker of all your playing cards."

The Hiawatha and the Olympian both lend their names to decks of playing cards. In both instances the jokers are the same, depicting a red cap struggling with two armfuls of luggage.

The happiest miser on earth is the man who saves up every friend he makes.

—Robert E. Sherwood.

Hoosier Chicken Dinner

BETWEEN Terre Haute and Bedford, Ind., where the Milwaukee Road crosses the Pennsylvania line, there is a small station where a train stops on its way down and again on its way back each day. It was observed last summer that every time it stopped a Plymouth Rock hen from a farm across the tracks would be on hand to hop up on the front of the locomotive and eat the dead, half-cooked bugs and grasshoppers that had accumulated on the pilot. She would eat until the engine warning bell rang, then hop down and stroll away. On the return trip she would be on hand at the opposite end of the platform where the engine came to a stop, and would again get a good meal.

According to the station agent, the hen always arrived 10 to 15 minutes before the train was due and took up a stand right at the end of the platform where it was scheduled to stop. She always got off again when the bell started to ring. How did she know the time, the correct place on the platform and understand the bell's warning? She never missed a day either, all through the summer and fall.



One of the five powerful new Diesel-electric locomotives which will pull the Olympian Hiawatha. These 6,000 h.p. engines have been designed in such a way as to improve the visibility for engineer and fireman.

Milwaukee Shops

Birthplace of the Olympian Hiawatha

LOCOMOTIVE repair crews, freight car builders and other workmen at the Milwaukee shops who have not had a hand in the building of the Olympian Hiawatha are probably a little tired of hearing it, but it is a fact nevertheless that the new train accounts largely for the current attention that is being focused on the shops.

That is to be expected, considering the reputation the shops have gained as the birthplace of all the Hiawatha trains.

As is always the case when a new train is expected to take to the rails, there has been a great deal of question-asking and conjecturing on the part of employes and the public generally. Many of those questions have already been answered, but employes with some appreciation of mechanical matters are probably still wondering about how the

cars were built, and everyone wants to know what the train will look like and will consist of.

Whether one thinks of the new train as the structural masterpiece that it is, or as a beautiful arrangement of color and convenience which adds up to luxury, the Olympian Hiawatha bids fair to do the Milwaukee Road proud, and is well worth knowing more about.

It is understood, of course, that the so-called *new train* is really six new trains, referred to in the singular for the sake of simplicity; consequently, it should be borne in mind that each type of car referred to is but one of six identical cars. There are, however, but five of the new 6,000 h.p. Fairbanks-Morse Diesel-electric locomotives for the new service, as operating arrangements have been worked out in such a way as to make possible the use of other Diesel power between Chicago and St. Paul.

Each train will consist of one mail and express car; one combination express and dormitory car (for dining car steward, waiters and por-

ters); three coaches; two "Touralux Sleepers"; one combination coach and Touralux Sleeper; one diner; one lunch-lounge car; and two cars offering private accommodations. The latter two cars are being constructed by Pullman Standard and will not be available until some time after the train's inaugural run on June 29. Meanwhile, conventional Pullman equipment attractively decorated to harmonize with the rest of the train will be available for travelers desiring completely private accommodations.

Altogether, the shop forces in Milwaukee have built and are now putting the finishing touches on 60 of the total of 72 cars.

The color scheme of the new train is the first feature that will attract the beholder's attention, as it is a deliberate and eye-catching departure from the continuous-color-band design which has become commonplace with most of the country's streamlined trains. Like all Milwaukee Road passenger equipment, the Olympian Hiawatha's exterior color pattern employs harvest orange and royal maroon, with a maroon stripe extending beneath the porthole windows at the ends of each car and flowing up and over the windows of the mid-section.

The roofs of the cars are painted a dark sandy gray to offer the least possible change in appearance from dirt and weathering. The trucks and entire underbody are painted out in a dull shadow black. Sheet metal skirting has been eliminated entirely in order to facilitate maintenance and do away with the unnecessary carrying of tons of ice and snow during winter months.

The "Sky Top Lounge," which will provide an entirely new accent to the rear end of the train, is part of the Pullman equipment to be delivered in the fall. This heat-resistant, triple-pane



Harry G. Miller, mechanical engineer (right), and Vernon L. Green, assistant mechanical engineer, headed the staff of mechanical engineers and draftsmen, as well as a testing force, which made the theoretical calculations necessary to prove the original concept of the new cars' structure. This done, they prepared more than 1,000 general and detailed drawings covering the many thousands of parts which go into the construction of a passenger car.

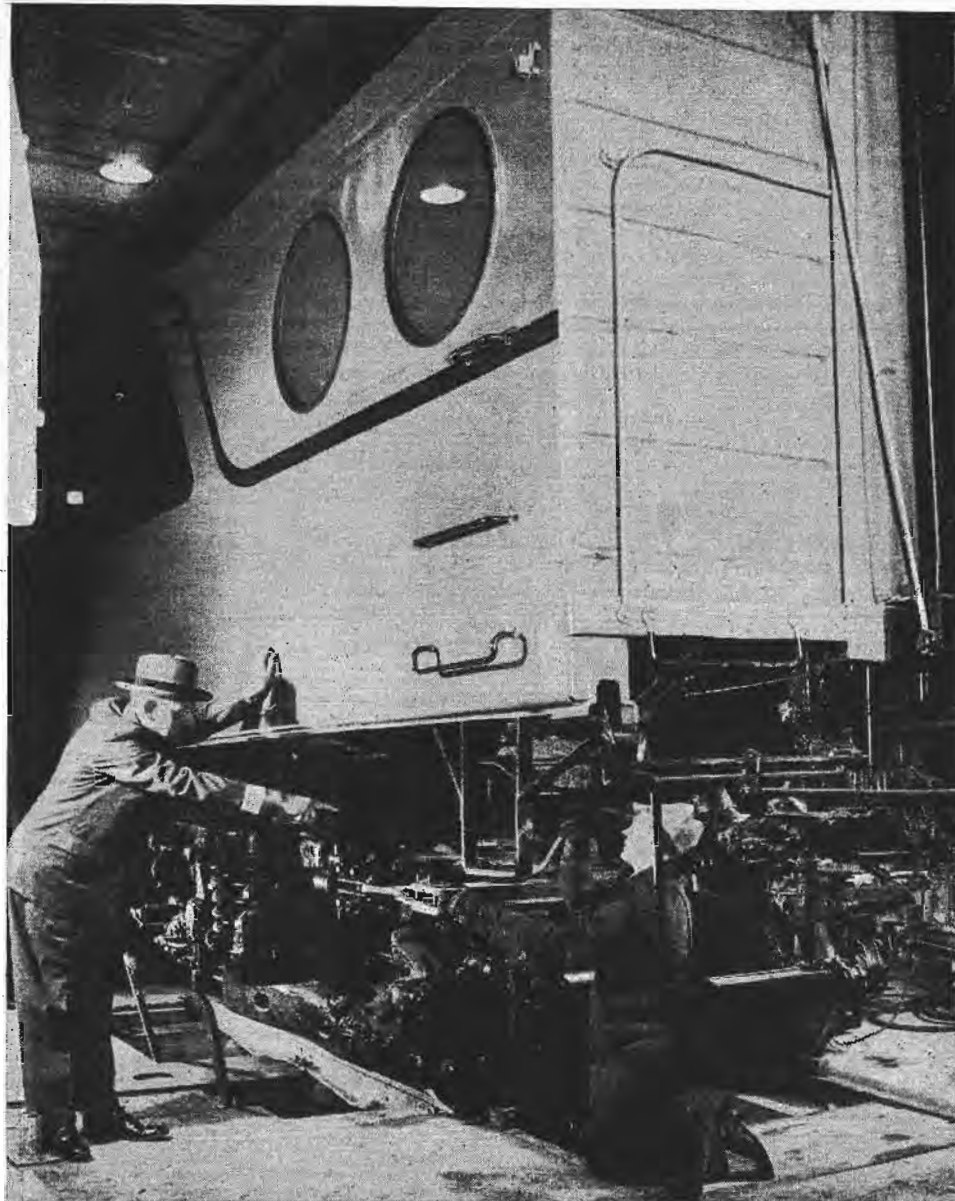
glass enclosure will offer passengers all of the advantages of an open-air ride without any of the discomforts. It is expected to prove most popular as the train winds its way through mountain terrain, particularly on clear nights, when the passengers can relax in comfortable lounge chairs and watch the moonlit peaks slip by.

Comfort, solid and complete, will be enjoyed by passengers in all cars of the train. The coaches, for instance, offer the famous Sleepy Hollow seats which have been scientifically constructed to suit the great majority of people. A 10-inch steel pier at the shoulder of each passenger sitting next to the wall constitutes an extremely valuable safety feature, as well as protection from cold glass in winter. Such safety-consciousness is typical of many features which K. F. Nystrom, the Road's chief mechanical officer, has worked into the cars. His constant concern for safety, as well as lighter weight with greater strength, is well demonstrated in a paper which he has prepared for presentation at a meeting of the Association of American Railroads in Atlantic City on June 26. His research, proved in the new train, has produced a car which is much stronger than required by A.A.R. specifications, and yet is much lighter in weight.

Reduction in Weight Means Economy in Operation

An unoccupied Olympian Hiawatha coach, for instance, weighs approximately 111,500 pounds before water is added, or 8,000 pounds less than a similar coach recently placed in service by a competing road. On the basis of saving 8,000 pounds per car, a 14-car train would save 112,000 pounds, or equal to the weight of one car. In other words, a 15-car train on our road would about equal the weight of a 14-car train of our competitor's. In weighing a coach car it was found that 67 per cent of the weight is in the body and 33 per cent in the trucks. As the six trains roll off their millions of miles over the years (and over the mountain grades), such a marked lessening of weight will mean great savings in operating costs.

The men's and women's lounge rooms at the opposite ends of the coaches are completely new in arrangement and design. The ladies' lounge is very feminine, done in soft gray-green and ivory formica paneling; the lounge divan is upholstered in harmonious gray-green fabric. The walls are decorated with carefully selected French costume prints on one wall and floral prints on the opposite wall. Furthermore, as a gesture to the eternal feminine, there are plenty of mirrors, set off by a gleaming stainless steel trim.



Being the originator of many of the innovations built into the new equipment, Chief Mechanical Officer K. F. Nystrom takes a keen interest in the progress of the work and "offices" all over the shops. He is shown here with Trucksmith Clarence Schultz, supervising the placing of a completed truck beneath a car. Note the large bolster springs which are set outside of the truck frame; this is an entirely new development which has been tested and found to give an extremely soft, smooth-riding quality to the car.

The men's lounges are done in blond oak, with red leather chairs, carpeting and prints showing game fishing.

The lunch-lounge car is still another feature of the new train which is certain to prove extremely popular. The forward half is arranged for serving sandwiches, soft drinks and light meals. Midway are the galley and bar, while the rear portion of the car is occupied by the conventional lounge area. Bright and colorful fabrics are combined with top grade leathers to produce a pleasant club-like atmosphere. The back bar features a saddle leather mural embossed and studded with brass nails, showing the map of the United States and the route of the Olympian Hiawatha. In the upper canopy over the bar an indirectly lighted, perforated stainless steel frieze in a quarter circle arc depicts an historical version of the Olympian of the past, a touch which provides a re-

freshing contrast to the modern tone of the entire train.

Public Address System New Feature

The train is equipped with a public address system and radio, the speakers of which are located in the air ducts above the center aisle ceiling of the car body and in the various small rooms. The master radio for the entire train is located in the lunch-lounge car. The public address system's amplifier is located in the conductor's "office" in the dormitory-express car. The conductor will carry a portable microphone which can be plugged in on the address system at the switchboard of any car in the train. He can thus cut off the radio music, news announcements or whatever and deliver his message. The address system is a handy, time saving device for calling stations, announcing the serving of meals and many other uses.

THE time has long since passed when the building of a passenger train was a matter for the mechanical engineers to work out alone. They still must shoulder the responsibility for its safety, its weight and general mechanical perfection, but in this day of luxury transportation someone has to give a thought—in fact, several thoughts—to beauty, comfort and convenience. Eye appeal is of great importance, as is the arrangement of seats, tables, lounges, the creation or selection of fabrics, the arrangement of lights, the streamlined design and a thousand other things combining beauty and function.

Brooks Stevens, a Milwaukee industrial designer, has been employed to assist Mr. Nystrom in the exterior appearance, the interior color schemes, and the design of furniture, and other decorations. To him can go much of the credit for the eye appeal of the new train.

Mr. Stevens entered the profession of industrial design through the study of architecture at Cornell University. During his 10 years in the business he has worked for more than 100 manufacturers throughout the United States in a wide variety of industries, lending his skill to the design of automobiles, tractors, machine tools, outboard motors, children's toys, radios, farm and household appliances and many other products.

In a short while he will be able to point to the functional beauty of the Olympian Hiawatha as one of his major accomplishments.



Brooks Stevens

In planning the train's design, Brooks Stevens, industrial designer, was obliged to bear in mind such matters as car maintenance and long life in first class condition as controlling factors in choosing fabrics and creating color schemes. As he points out in this respect, there have been trains constructed in the past which, on their maiden voyage, looked extremely attractive, but became shabby and "shopworn" after very little use. The general aspect of the Olympian Hiawatha is bright and cheerful, with woods and plastics used in such a way as to create a homey effect, rather than an objectionably modern one.

It goes without saying that the construction of 60 passenger train cars, or even one for that matter, is a gigantic undertaking. Months before the actual construction work was begun, plans were formulated to cover all phases of the program. Among the items to be worked out were the number and types of cars needed; engineering plans, specifications and designs; accounting; financing; ordering and arranging for delivery of materials; construction time and dates for delivery of trains. These and a mass of other details had to be worked out. Many meetings were held and many proposed schedules considered before the construction work was actually begun.

For accounting purposes, the car shops section of the Milwaukee shops

generally has a dual organization. The men actually building the cars are considered the builders force, while those doing the customary manufacturing work, paper work and similar tasks are regarded as the company force. The car shops employ approximately 1,800 men, about half of whom are on builders work, and, for the sake of simplifying the necessary accounting matters, each separate group has time slips, pay checks and other records of a distinguishing color.

The first important step in the pro-

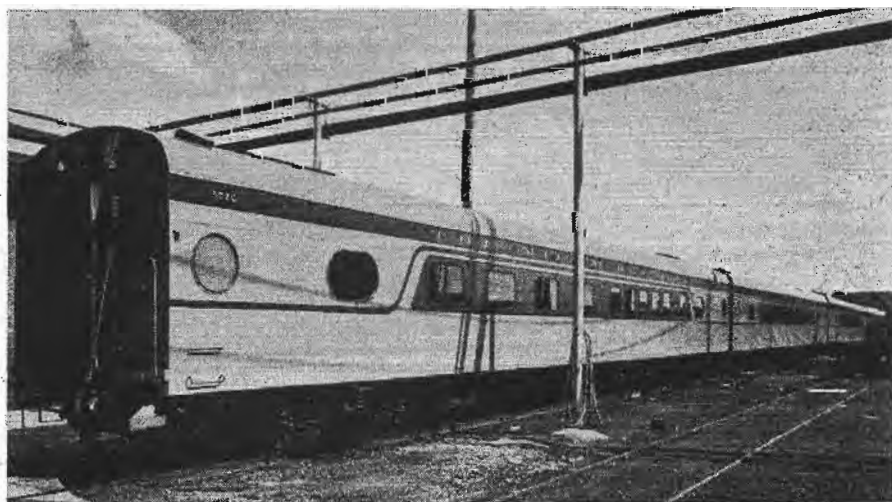
duction program called for having the materials on hand at the proper time. The designated delivery dates for the various materials, of which there were thousands of items, was based on a time schedule that specified on what dates the various building operations were to be performed. For example, steel for all parts of the cars utilizing it was ordered for delivery six full weeks prior to the date set for erecting the underframe of the first car. In that way it was possible to start the bending, shaping, trimming and welding of the various steel parts in advance so that when erection started there would be a continuous flow of steel parts to the assembly line.

Fabricating and Assembling

Car building work, whether passenger or freight, falls into two large divisions—fabricating and assembling. Fabrication is the term generally used to describe the manufacture of the many car parts in the various shops, which parts are later put together in the form of a completed car. Assembling work, of course, has to do with the putting together of manufactured and purchased parts.

Assembling work is further broken down into two classifications referred to as erection and finishing. Erection involves the assembling of the steel car body only, while finishing covers the application of the woodwork and upholstery, the setting in of mirrors, and similar operations. Of the 18 shop departments which had a hand in the building of the Olympian Hiawatha cars, eight did fabricating work only, three did assembling only, and seven did both fabricating and assembling.

Fabrication work was scheduled to start six weeks ahead of the assembling work, and, of course, those parts needed first on the cars were manufactured first. That meant that the underframe,



An unposed view of four completed Olympian Hiawatha combination Touralux sleeper-coaches as they stand on a siding near the coach shop. Note the new streamlining design which, by its lines, separates the lounge areas at either end of the cars from the main section.

roof, bottom, sides and ends for the steel car body were first on the fabrication program. Since there are other parts which can be placed into the cars at a far faster rate than they can be made, such work as the glueing of walnut veneer to cores for room woodwork started about a month before any assembling work was done, and that despite the fact that the scheduled application of those parts to the car was about three weeks after the erection work started.

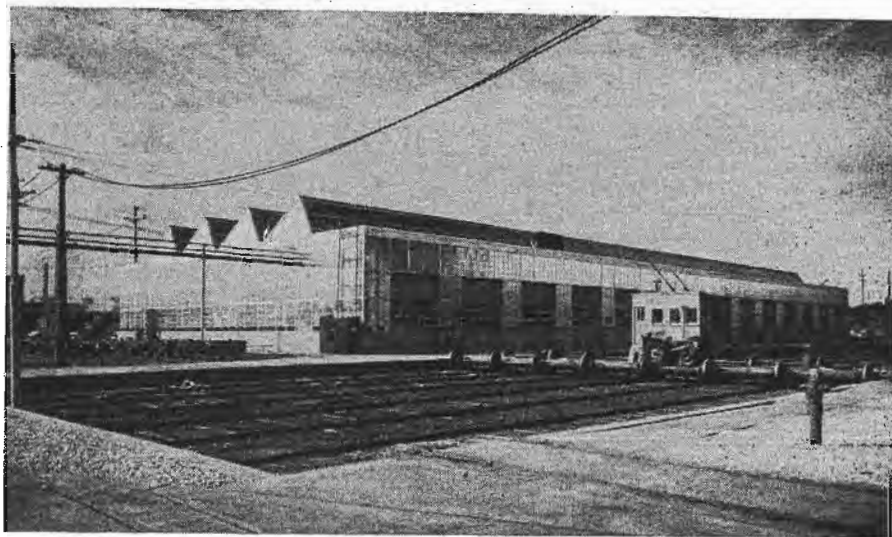
The car bodies themselves were erected in the freight shop on an 18-position assembly line, moving forward at the rate of one car, or position, each working day. At the first position the body bolsters were welded onto the platform castings. These were then moved by overhead crane to Position No. 2, where they were joined to the center sill, which is the strong backbone of the car and the key structural member. This center sill assembly was then moved to Position No. 3 where it was fastened to the car door. At this point, and at Position No. 4, while the car bottom was upside down for the sake of simplifying the work, the air, electrical and steam piping, air reservoirs, battery boxes, water tanks, couplers and other underneath parts were applied to the bottom.

The Car Takes Shape

Then, with the assistance of giant cranes, the workmen picked up this entire center sill and bottom assembly and turned it right side up, moving it along to Position No. 5 where cranes brought in the previously sub-assembled sides, ends, vestibules and roofs. Here these sections of the car were set onto the bottom assembly and the car was "born." The car body then moved forward from position to position for specified welding operations and the application of various parts.

On the 12th day the car body arrived in the spray booth where it was cleaned and sprayed with a primer coat of paint, as well as a sound deadening material, and moved on to the positions where the floor and wall insulation, plywood floor and other parts were applied and the exterior prepared for painting. On the 18th day the car, still looking very much unlike the beautiful thing it was eventually to become, was rolled out of the freight shop onto the transfer table which took it down to the coach shop for finishing.

In the coach shop 30 days were allowed for the finishing of a car, as this work is much more painstaking and time consuming than the assembling of the large structural members. The dining car and lounge car, involving more intricate details, required three extra days in the coach shop. The output rate was one car per day.



The new coach shop, where car bodies become passenger cars. The transfer table in the foreground rolls the car bodies sideways down the track from the freight shop (beyond the picture in the right background) to the coach shop.



The Touralux sleeping car offers extra wide berths, individual reading lights and air conditioning in both upper and lower berths at a cost one-third less than in standard sleeping cars. The new and ingenious berth arrangement eliminates the need of assembling the lower berth from the seat cushions, and the porter's make-down time of approximately 4½ hours in the old type of equipment consequently can be reduced to a matter of minutes.



Artist's drawing of the restaurant section of the lunch-lounge car. The other end is occupied by a smart cocktail lounge. This car will be open to all passengers on the train and will feature radio and recorded music. A drawing of the dining car with its new and different table arrangement appears in connection with the advertisement on the back cover of this issue.

In the freight shop the cars moved from position to position past the assembly gangs, but in the coach shop the gangs moved and the cars remained stationary, the only exceptions being when the car was moved under the spray canopies for painting, over the pit track for application of trucks, and onto the hoist track for dropping the air conditioning units into the car through the roof hatches.

The coach shop schedule was arranged so that certain work was done in each car in proper order and without conflict between the various craft gangs. The first items to be applied were the steam pipes, body cross partitions, luggage racks and cove ceilings, followed by the room and body woodwork, floor tiling, windows, seat frames and other items until eventually the seat cushions, fire extinguishers, window bars, plumbing and other incidental parts were applied, the air conditioning system tested and the car completely trimmed. It was then inspected by the resident engineer and others, weighed, and released for service.

The total assembling schedule required 48 working days for each car, added to which were 26 days for fabrication prior to the start of the erection. Consequently, the first car left the shop 74 working days after the first work was started. The second car left the shop on the 75th day, the third car on the 76th day, and so on. The schedule, which was worked out to the exact day for starting and the exact day for finishing, was figured on a basis of two shifts daily in most departments and three shifts in a few.

Thanks largely to Mr. Nystrom's genius for precise organization and his thorough understanding of mechanical matters, it has been possible for foremen to implement a policy which calls



Herbert Bubolz, upholsterer helper, sets the last of the cushions into place in one of coaches. The seat frames were purchased, as was the air foam rubber for the cushions, but all of the upholstering was done in the shops. These seats can be swung around, in pairs, to any desired position. The window units consist of heat-absorbing glass on the outside and shatterproof glass on the inside and are mounted in rubber. Window sills and other wood trim is walnut. The light trough shown is temporary and will be replaced as the car undergoes its final trimming.

for doing everything in the easiest and simplest manner. By making detailed plans in advance, a minimum amount of work can be done directly on a car, and a maximum away from it. This is the sub assembly principle employed in all efficient assembly line operations.

Furthermore, as much of the work as possible is done in jigs, or forms made in the shape of a particular section, into which component parts are set for joining together. These jigs are positioned so that a man can work downward over the job, and at a comfortable working height.

To illustrate: A luggage rack in a coach is slightly more than 45 feet long and there are, of course, two of them in each coach. To assemble the racks in the car, piece by piece, in a limited working space, with the men stretching their arms upwards, would be laborious and expensive; it might also result in workmanship that would require an apology. Consequently, these racks were made away from the car in a mistake-proof jig 45 feet long. It was made in such a way that the various metal parts of the luggage rack could be set only in their proper places. This work was done at table height and when the parts were all in place they were welded together to form the complete luggage rack. The electric light trough was then added to the rack, the trough wired and the front decorative, wooden moulding applied on the rack. This done, it was a fairly simple matter to take the rack into the car and weld it into place.

The car roof, which was applied at Position No. 5 in the freight shop, was also a product of jigs. The roof sheets which were formed in the tin shop were placed in jigs in the freight shop and welded together to form the roof, which was then turned upside down on the floor, where a primer coat of paint, a coat of sound deadening compound, insulation, air duct and electric wiring were applied.

A Half Mile of Piping

The following figures may provide a fairly good idea of the quantity and wide variety of materials used in the building of a passenger car. The average Olympian Hiawatha car, for instance, contains more than 3,000 feet of pipe, tubing and conduit. More than 105 gallons of paint, varnish and lacquer were used in and on each car, and almost two miles of electric wire and cable were installed in each. To reduce undesirable noises to a minimum, 335 gallons of sound deadener were sprayed into each car body and a blanket of glass fiber or mineral insulation 2½ inches thick was placed into each car as a lining.

The length and capacity of the cars is as follows:

Class of Car	Length over pulling face of couplers	Seating capacity (persons)	Sleeping capacity (1 per berth)	Express room	Length of Mail room
M&E	75 ft.	..	..	42 ft.	30 ft.
Dormitory-Express	75 ft.	..	20	34 ft.	..
Coach	85 ft.	65	..	..	..
Coach-Touralux Sleeper	85 ft.	32	16	..	..
Touralux Sleeper	85 ft.	..	28	..	..
Lunch-Lounge	85 ft.	62	..	..	..
Diner	85 ft.	40	..	..	..

The trucks used under the new cars are of an improved type which have the bolster springs located outside of the truck frames so as to afford easier riding at the seat locations within the car. Vertical and lateral shock absorbers lessen jolts and shocks. High speed air brakes, activated by electricity, permit all cars in the train to brake simultaneously, or as a unit. With the conventional brakes nine seconds elapse before the last car of a 14-car train starts to brake after the engineer has applied the brakes in the locomotive. This means that at a speed of 100 m.p.h. the train travels about a quarter of a mile before the brakes on the 14th car are applied. The added safety afforded by these new brakes can readily be appreciated.

In designing equipment for the Olympian Hiawatha considerable thought was given to the comfort of the train crews, and everything possible was done to provide it. The dormitory-express car provides air conditioned sleeping quarters for the waiters, porters and the steward. Three crew rooms, each having six bunks, in addition to the steward's room, provide sleeping accommodations for 20 men. There are two toilet rooms, a shower bath and a wash-room in each of these cars. The steward's room has separate toilet facilities. Each room has ample wardrobe space, a radio loud speaker, individual berth lamps, electric razor plug-ins, mirror and other conveniences. The train conductor has a separate "office" equipped for doing business.

The baggage room in both the mail and express cars and the dormitory-express cars is equipped with a toilet room, water cooler and other conveniences for the use of the baggagemen. Mail clerks will enjoy the conveniences of a refrigerator and electric plate for cooking.

When the Olympian Hiawatha takes to the rails on June 29 it will be a source of pride to every Milwaukee Road employe, but to the thousands of men at the Milwaukee shops who had a hand in its building—from an idea on paper to a beautiful luxury streamliner—it will mean much more. In addition to their pay checks, these men will be entitled to, and will probably have, the gratitude of the entire Milwaukee Road family for a job superbly done.

(This is the second of three articles.)



Officers at the safety meeting in Milwaukee on May 6.

Safety Conference Program Swings Across System

CONTINUING the newly revived special safety conference program outlined in the May issue of the Milwaukee Magazine, 138 general officers of the Road and the officers of Lines West divisions met at the Olympic Hotel in Seattle on Apr. 30 to discuss accident prevention. It was an all-day session, supervised by L. J. Benson, assistant to vice president, Chicago, who opened the meeting and supervised the forum.

President C. H. Buford (then executive vice president) started the ball rolling with a report on the importance of proper flagging and the prevention of motor track car accidents. This sub-

ject was enlarged on by O. N. Harstad, vice president operations, in a discourse which included the importance of accurate reporting of personal injuries. Alerting all employees for the safe operation of the new Hiawatha Olympian was introduced by L. K. Sorensen, general manager Lines West. W. G. Powrie, engineer of maintenance of way, referred again to the prevention of motor track car accidents and led a general discussion on the subject.

A major part of the program was devoted to a discussion of train service accidents, with division officers speaking on topics of special concern to their

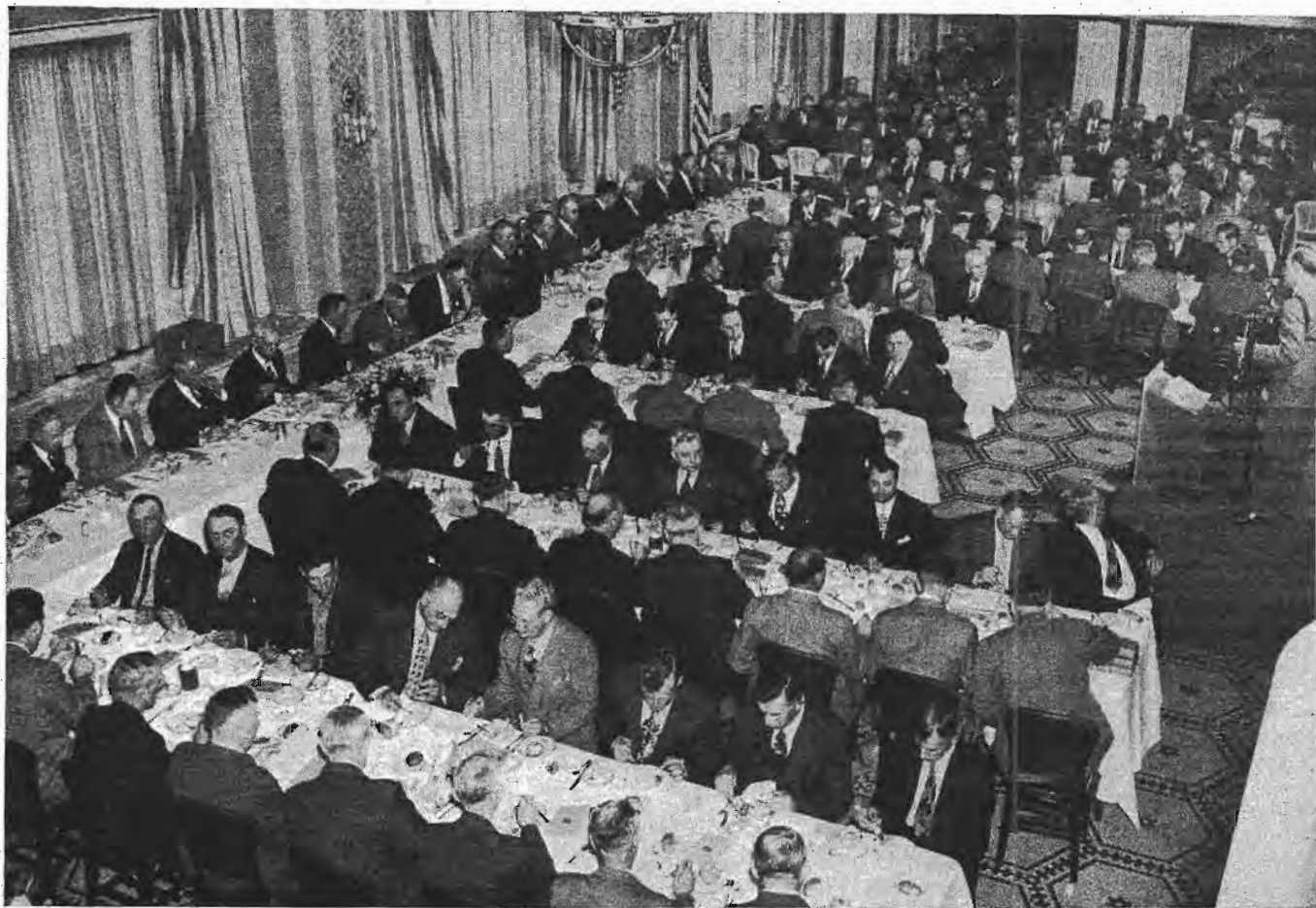
respective departments. The operation of hand brakes and the coupling and uncoupling of air and steam hose were subjects introduced by Assistant Superintendent A. O. Thor, Tacoma, and Traveling Engineer C. E. Williams, Deer Lodge, spoke on the operation of locomotives. "Getting On or Off Cars or Locomotives" and "Operating Switches" were handled by Trainmaster F. E. Devlin, Spokane. Trainmaster W. A. Horn, Miles City, Mont., covered "Struck or Run Over by Cars or Engines" and led the general discussion which followed.

Non-train accidents came in for their full measure of comment. The speakers on this subject were Division Master Mechanic H. W. Williams, Tacoma;

(Continued on page 24)

Officers attending the safety meeting in Seattle on April 30.





The ballroom of Green Bay's Hotel Northland during the Fire Prevention Trophy Luncheon on May 20. Two rooms in addition to those shown here were also filled with the overflow crowd of 403 Superior Division employees.

Superior Division Receives Fire Prevention Trophy

TIME off with full pay, a roast turkey luncheon and the comfortable knowledge that theirs was a job perfectly done, were the rewards enjoyed by 400 Superior Division employees who gathered in the ballroom of the Hotel Northland in Green Bay, Wis., on May 20 for the ceremony of awarding the Fire Prevention Trophy for 1946.

The story behind the award is simple. The Superior Division did not have any fires chargeable under the contest rules. Their record was perfect and as a reward L. J. Benson gave them a party designed to reflect the railroad's appreciation of their vigilance.

The occasion was particularly notable for the reason that it afforded C. H. Buford his first opportunity since assuming the presidency of the railroad to appear before a large group of Milwaukee Road people, and he obviously relished the fact that that first appearance constituted a sort of homecoming to one of the divisions where he had

formerly worked as superintendent.

The other officers at the speaker's table, in addition to Messrs. Buford and Benson, who had gone to Green Bay to mark this special occasion were: M. L. Bluhm, general solicitor; O. N. Harstad, vice president-operations; L. F. Donald, general manager; D. C. Curtis, chief purchasing officer; R. J. Middleton, chief engineer; F. H. Johnson, public relations officer; A. G. Hoppe, general superintendent, locomotive and car departments; W. L. Ennis, assistant to vice president; and T. W. Burtness, secretary of the Milwaukee Road.

Guests of the railroad, also seated at the speaker's table, were: Hon. Dominic Olejniczak, mayor of Green Bay; George W. Bailey, president of the Green Bay Traffic Club; and C. J. Clark, fire protection engineer, Marsh and McLennan, Inc. All of the guests and officers were introduced and several of them spoke briefly.

Mr. Bluhm, as toastmaster, opened

the speaking program with the observation that the importance of fire prevention work is demonstrated by the fact that the President of the United States recently called a conference in Washington to investigate the matter of fire losses. In the year 1946 fires took the lives of 10,000 people and caused property damage estimated at \$600,000,000.

"The Superior Division," Mr. Bluhm added by way of dramatic contrast, "had no fires chargeable under the contest rules. Their batting average was 1000 per cent!"

Following a very gracious and congratulatory greeting from Mayor Olejniczak, Mr. Benson addressed the employe-guests, who, incidentally, had overflowed the main floor of the ballroom and had gathered on the mezzanine. Since fire prevention work is one of his responsibilities, Mr. Benson spoke with conviction, pointing out that there is never an end to fire pre-

vention work, but that "a clean house" is the surest answer to the fire prevention problem.

"In 1945," he said, "there were 208 fires on the railroad, costing \$79,124. In 1946 there were 146 fires, costing \$118,254, but the men on the Superior Division were not responsible for one cent of that \$118,000."

Mr. Middleton spoke briefly, re-emphasizing the importance of what he referred to as the "housekeeping job," and stating that fire prevention implies proper construction and maintenance.

Mr. Curtis, upon whom the task of purchasing materials devolves, made a spirited appeal for the preservation of equipment, structures and materials. He congratulated Superintendent Buechler and the Superior Division employees on keeping their house in good shape, and then pointed out the significance of property, particularly at this time when many materials and supplies are difficult to obtain and when all are more expensive than formerly.

By way of providing his listeners with a better understanding of the problems involved in obtaining materials and maintaining stores at safe levels, he said that the railroad's use of Diesel engines alone has added 20,000 parts to the many thousands of items the railroad has to buy and keep in stock. He then went on to say that employees generally do not realize how close the railroad has come at times to shutting down its operation for lack

of fuel and essential supplies. "When we burn up something today, we have to pay just twice as much to replace it," he said.

"The winner in any competition," Mr. Donald said in complimenting Superintendent Buechler and the employees,

"has a right to that 'grand and glorious feeling'." He struck a significant note when he stated, in closing, "You could not maintain a perfect fire record without also doing a lot of other things right."

After Mr. Harstad had spoken, com-

FIRE LOSSES BY DIVISIONS—1946

(as rated under contest rules*)

Rank	Division	No. of Fires	Estimated Loss
1.	Superior	0	\$ 00
2.	Madison	1	4
3.	Kansas City	2	30
4.	Milwaukee Terminal	2	55
5.	Dubuque & Illinois	4	166
6.	Terre Haute	3	312
7.	Idaho	5	156
8.	Iowa & Dakota	4	283
9.	LaCrosse & River	5	330
10.	Twin City Terminal	7	189
11.	Iowa & Southern Minnesota	6	388
12.	Trans-Missouri	27	1,014
13.	Hastings & Dakota	6	4,421
14.	Rocky Mountain	14	4,273
15.	Chicago Terminal	8	5,087
16.	Iowa	5	8,878
17.	Milwaukee	10	10,086
18.	Coast	11	10,145
		120	\$45,817

*In estimating rank, one point demerit applies for each fire and 1/100th point demerit for each dollar of loss. . . . fires caused by derailments, communication from adjacent private property, trespassers and some tenant fires excluded.



President C. H. Buford climaxes his congratulatory address by presenting the Fire Prevention Trophy to Superintendent F. T. Buechler. Shown at the speaker's table, left to right, are: Vice President O. N. Harstad, General Solicitor M. L. Bluhm (toastmaster), Mr. Buford, Mr. Buechler, Assistant to Vice President L. J. Benson, General Manager L. F. Donald, Chief Engineer R. J. Middleton, and T. W. Burtness, secretary of the Milwaukee Road. The luncheon afforded Mr. Buford his first opportunity to meet with a large group of employees since assuming the presidency of the Road on May 13.

Principal Property Damage by Fire—1946

	Number	Amount of Loss
Freight cars	62	\$24,634
Poles, etc.	31	1,190
Building and contents	25	32,958
Passenger cars	23	13,068
Bridges	14	34,953
Work cars	11	268
Track, ties, etc.	10	5,750
Locomotives	8	5,433

plimenting the division employees on their rise from fifteenth place in the fire prevention contest in 1939 to first place in 1946, Mr. Bluhm presented President Buford. The entire assembly stood and greeted him with rousing applause.

"It certainly is a pleasure for me to be back in Green Bay," Mr. Buford said. "I'm an old citizen and I am going to reclaim citizenship. I came to Green Bay as superintendent in 1912 at the hoary old age of 32 years. I found on this division a friendly bunch of men and women."

His address was friendly and warm-hearted. He complimented Superintendent Buechler and the Superior Division employees on their splendid accomplishment, and said as he presented the Fire Prevention Trophy to Mr. Buechler: "Thousands of our employees are thinking of you today and wishing they were in your place."

While the photographers took pic-

tures, with the president and superintendent holding the trophy between them, Mr. Buford grinned at Mr. Buechler and said, "Does this make you nervous?" and the tension of the moment, felt by every man in the ballroom, gave way to a hearty laugh.

In accepting the trophy, Mr. Buechler thanked President Buford and then turned to the employees. "After 15 years, or about that," he said, "I feel as though I know you fellows pretty well. Before I recognize this trophy I want to say that you men have been most faithful. You have kept a clean house, you have been good citizens. Your achievement commands the respect of the community."

Causes of Fires in 1946

THE following list of fire causes on the Milwaukee Road during 1946 is arranged in the order of incidence and shows the number of fires attributable to each cause and the total amount of loss ascribed to that cause.

Locomotive sparks (30)	\$ 2,793
Grass fires (23)	386
Fires originating on adjacent property and communicating to railroad property (13)	13,177
Trespassers (8)	27,756
Chimney sparks (8)	150
Cigarettes (8)	22,263
Hot boxes (7)	150
Brake shoes (5)	2,005
Electrical defects (5)	2,442
Spontaneous ignition (5)	11,158
Flagging equipment (5)	3,739
Overheated stoves (4)	695

Defective chimney (3)	4,150
Derailements (2)	8,707
Locomotive backfire (2)	8,335
Acetylene torch (2)	120
Tenant fires (2)	22,647
Weed burner (1)	75
Electric trolley (1)	503
Rock wool (1)	690
Oil stove (1)	150
Fuel oil (1)	40
Car heater (1)	150
Hot cinders (1)	23
Electric hot plate (1)	500
Gasoline (1)	50
Propane (1)	46
Miscellaneous and unknown (6)	8,004

Peterson Promotes Public Relations



H. J. Peterson

H. J. PETERSON, who recently bid in the agency at Persia, Ia., has been accorded one of the finest tributes ever paid to a Milwaukee Road employee. Writes H. S. Salisbury from San Rafael, Calif.: "Your loyalty and devotion to the best interests of your company deserve every commendation and reward that can be given you."

Until a short time ago Mr. Peterson was in the ticket office at Cedar Rapids, where he had occasion to serve Mr. Salisbury and provide him with transportation from Marion to San Francisco. "Your kindness was in great contrast to the brusqueness and indifference of the ticket agent of one of your competitors," wrote Mr. Salisbury. "I needed that lower berth you so obligingly secured for me, as I am past 76."

"The ride to Omaha on your Hiawatha was most pleasant. With the help of your conductor, I was able to get a good hotel room and take a rest, and got on the train for San Francisco the next morning, and had a very satisfactory trip."

"I thank you again for your kindness and courtesy. My son, W. W. Salisbury of Cedar Rapids, thanks you also. He is head of the engineering department of the Collins Radio Company there and is thinking of sending more business your way."



While in Green Bay for the Fire Prevention Luncheon, President C. H. Buford and General Manager L. F. Donald slip back into their roles of Superior Division superintendent and chief clerk, respectively. Mr. Buford is seated at the desk he used from November, 1918, until August, 1919, while Mr. Donald, minus the sateen sleevelets of 25 years ago, strikes a pose as the superintendent's chief clerk that he used to be. (Photo courtesy Green Bay Press Gazette.)

W. E. Sandstedt—A Carpenter at Heart

W. E. SANDSTEDT, chairman of the Mt. Baker Area Service Club, Bellingham, Wash., figures as a man of distinction in the Service Club movement in the Pacific Northwest. When the club reorganized after the war, Mr. Sandstedt, who has been identified for years with community work in that area, seemed to be the logical person to head the group. Capable men were also selected to assist him—R. B. Jose as vice chairman and Ralph Hallman as secretary. The outstanding record which the club made in the last year has been a fitting testimonial to their ability as organizers and leaders.



The Mt. Baker Service Club makes a monthly donation to the Orthopedic Society in Bellingham. Chairman W. E. Sandstedt is shown here presenting a check to Mrs. D. L. Abshire, treasurer of the society.

Mr. Sandstedt has been with the Road for 35 years and for 31 of those years (15 years at Port Angeles and 16 years at Bellingham) he was in the marine department. In addition to doing an excellent job for the Service Club, he also finds time to take an active part in Masonic work; he is also active in the Eagles. As a sportsman he rates the secretaryship of the Lazy "Y" Ranch Fishing Club, a select organization of 75 anglers who have fished at Horse Lake, which is 300 miles north of the border, in the Canadian wilds. The club maintains a lodge on the lake, where the members congregate every year to fish and to indulge, it could be, in a little horseplay.

In the way of relaxation, Mr. Sandstedt favors wood working. He has a fully equipped work shop in the basement of his home, where he recently turned out all of the souvenirs for the men at the club's Appreciation Party. Somehow, in outlining his social and fraternal connections, we completely forgot to mention that he also has a regular seven-day-a-week job as car foreman at Bellingham.

Inland Empire Holds Ways and Means Conclave

THE EXECUTIVE committee of the Inland Empire Service Club in Spokane, Wash., met at the home of Secretary W. T. O'Reilly on Apr. 21, for a discussion of ways and means to promote attendance at the regular meetings. The Dutch lunch which was served by Mrs. O'Reilly after the debate will make it unnecessary to use persuasion for perfect attendance at future meetings of this group.

The regular meeting was held in the club rooms at Spokane on Apr. 28, presided over by Chairman Leo Walsh. J. W. Melrose, geologist, was the guest speaker, giving an informative talk on the operations of his department and its value to the railroad.

Mt. Tacoma Softball Team Starts League Play

AT THE Apr. 24 meeting of the Mt. Tacoma Service Club, held in the Women's Club room at Tacoma, Wash., J. F. Bryan acted as secretary in the absence of Miss Juanita Modglin. Louis Seaman, called on to report on the results of his team's participation in the National Bowling Congress at Los Angeles on Apr. 5 and 6,

said that final results would not be known until the congress ended in May.

The club's softball team is again entered in the railroad league and Cecil Snyder reported it was in good shape for the opening of the season. Last year, after a late start, the team finished in the first division.

Chairman Mitchell brought up a matter of serious importance to him. He

had observed that in previous years the dishwashing concession was granted to only a favored few; generally the chairman and the ladies. A motion was passed which called for a five-cent contribution from each member, to hire the janitor to do the job. He also announced that the painting of the Olympian-Hiawatha, executed by George Delano for the appreciation party, had been prominently displayed at the Safety first dinner in Spokane and was the subject of many favorable comments from the Spokane newspapers.

Tomah Chefs Prepare Annual Dinner

ONE of the largest crowds ever assembled in the history of the Tomah Area Service Club congregated at Armory Hall in Tomah, Wis., on the evening of Apr. 12 to enjoy the banquet and program planned for the club's annual appreciation party.

The guests of the Tomah Club always expect a culinary treat and this dinner was no exception. The menu consisted of baked ham, escalloped potatoes, baked beans, salad, hot rolls, ice cream, wafers and coffee—all the work of the men's committee, who cooked and served it without benefit of feminine assistance.

After the dinner, Chairman Joe L. Thouvenell took over as master of ceremonies and kept the large audience amused from start to finish of the program. John Reinehr, former shop superintendent who spent more than 60 years with the Milwaukee Road before retiring last year, addressed the gathering, speaking of the importance of the Milwaukee shops to the Tomah community and disclosing that the 1946 payroll exceeded a half million dollars.

As guest speaker, A. A. Fick, secre-



The committee which prepared the banquet and program for the Tomah Area Service Club Appreciation Party, Apr. 12. Seated, left to right: H. F. Sell, R. S. Peth, W. G. Verick, C. G. Dashner, W. F. Deering, A. E. Rosenow, A. E. Gabower. Standing, left to right: L. F. Semrau, L. J. Stoiber, F. C. Rudoll, L. D. Gray, C. J. Reisinger, J. L. Thouvenell, L. E. Gamberdinger, F. S. Sowle, W. C. Silver, E. A. Marquardt.

tary of the Tomah Chamber of Commerce, stated that the growth of the city and the operation of the shops were closely related and that the citizens appreciate the importance of the industry to their prosperity. He outlined some of the activities of the Chamber of Commerce in protecting the interests of our company.

Following the banquet, the members were entertained with cards, games and dancing. It was an excellent party and a fitting tribute to the record of a top-notch Service Club.

Hiawatha Band Assists at Tomah Dedication

THE Hiawatha Service Club Band of Milwaukee, Wis., which assists at numerous civic affairs, provided the musical background for the dedication of the new Veterans Administration Hospital at Tomah, Wis., on Sunday, May 11. Arrangements were made through J. L. Thouvenell, local agent, and the Road furnished three special cars for the trip. More than 5,000 people attended the ceremony at the hospital, which is the first to be authorized and completed since before the war.

The band opened the program with a spirited number played with its usual snap and precision, and gave additional assistance throughout the dedication service. In the evening it also presented a concert in the high school auditorium, before an audience of 1,000 residents of the Tomah area. Miss Lois J. Kleist, the Hiawatha majorette, was soloist, playing two piano numbers and providing an additional treat with an exhibition of baton twirling.

The Tomah community expressed its appreciation to the band for its fine contribution to the day's program. The organization is directed by Eugene Weber and is under the management of Archie W. Graff, chairman, and Lester W. Miller, secretary-treasurer.

Mt. Baker Club Holds Annual Party

THE MT. BAKER Area Service Club, one of the most progressive of the smaller groups in the Northwest, received recognition for outstanding club work with an appreciation party, which was held at the Club 99, Bellingham, Wash., on May 7. Chairman W. E. Sandstedt, the club's able leader, presided as toastmaster and distributed souvenirs to everyone present—for the ladies, flowers from the Sandstedt garden; for the men, wooden emblems carrying the inscription, "Mt. Baker Service Club, 1947." The emblems were the products of Mr. Sandstedt's home work shop.

After a fine family style dinner Superintendent L. Wylie of the Coast

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

OLD GLORY appeared in full color on the cover of the Magazine for June, 1917. Patriotism manifested itself in all sorts of ways—flag raisings at roundhouses all over the system, "The Star Spangled Banner" played and sung at every employe meeting, military bands becoming more numerous every week. "That is just as it should be", ran editorial comment, "but probably half the people who owe the Star Spangled Banner their allegiance cannot sing the anthem through. For that reason the Magazine prints the words in this issue and urges every reader to commit them to memory. Learn every word of every verse, so that when you stand while it is being rendered you won't fall down at the end of the second or third line and 'mum' it through, as you will notice many of your neighbors doing, and quite likely will be doing yourself."

THE Military Railway Regiment was being recruited for immediate service abroad, with the Milwaukee Road organizing Company D. The officers were Charles L. Whiting, superintendent of the Northern Montana Division, major; Alexander Young, master mechanic at Milwaukee shops, captain; Thomas P. Horton, dispatcher at La Crosse, senior lieutenant; F. T. Lee, engineer on the Madison and Portage line, junior lieutenant; and F. W. Sawtelle, roadmaster on the Northern Division, second lieutenant. So great was the rush of employes to enlist that the Milwaukee Road could have raised several companies from the ranks of the volunteers.

THE new exclusive express train which Wells-Fargo had just put into service over the CM&STP reduced the running schedule between New York and San Francisco to four days. These solid express car trains crossed the continent on schedules faster than passenger trains. New York to San Francisco in 96 hours was a far cry from the early days of the express service, when a stage coach took 10 days to make the trip from the muddy Missouri to the shores of San Francisco Bay.

"DOES Courtesy Pay?—Well Rather", said the Gayville (S. D.) Observer, in reporting that "G. W. Masonholder, local agent for the CM&STP, was called to the Gayville elevator one morning recently on some business and upon his arrival was handed five \$20 gold pieces. He was told that it was a gift from the business men of Gayville and farmers around, in appreciation of the obliging and accommodating manner in which he served the public."

"SODA ASH JOHNNIE" Horan, the oldest active employe on the system, made his first of many appearances in the Magazine standing beside a bag of the soda ash with which he made his improvements in the operation of locomotive boilers. Johnnie Horan was born in the Green Mountain State in 1838 and commenced railroad service with the Milwaukee and Mississippi Railroad in 1855. He died on Feb. 4, 1938, two weeks after his 100th birthday and in his 83rd year of employment with the Road. The record is still unchallenged in industry.

MISCELLANY . . . The entire citizenry of Savanna, Ill., and thousands of visitors joined the local Milwaukee Road men in military service in a flag raising ceremony at Roundhouse Park. It was the biggest day in the city's history . . . Another time-honored joke seemed headed for the past with the perfection of the electric dish washer for home use, recommended in "Electricity in the Railroad Man's Home" . . . The Veteran Employes Association considered foregoing its annual meeting, and using the allocated funds for a patriotic purpose, possibly the purchase of an American ambulance for service at the front. In 1917 an ambulance could be purchased, equipped and maintained for a year for about \$1,600.

Division delivered an address. Assistant Superintendent W. T. McMahon, Seattle, and Safety Engineer Harry McMahon also were present. The speakers' program was followed by dancing to the music of Boyd Spees' orchestra.

Since its postwar reorganization, the Mt. Baker Club has not missed one of its 16 scheduled meetings. The em-

ployes in this area are sometimes referred to as "bell bottom" railroaders, as their only connection with the main line is by barge. The sole exception is Mrs. Germain, who, as telegrapher-operator at Bellingham, is the only "regular" railroader. Mrs. Germain is a faithful club worker and active in civic work.

RETIREMENTS

The following employees' applications for retirement were recorded during March and April, 1947

Chicago General Offices

BAMBERGER, CHARLES H.
Asst. Chf. Statistician.....Chicago, Ill.
BREINGAN, WM. F.
Clerk, Aud. of Expend.Chicago, I.I.
BRUCKMAN, JOHN
Bridgeman.....Chicago, Ill.
CARTMELL, EDWARD
Mail Clerk, Aud. Pass. Accts.Chicago, Ill.
LLOYD, ADA M.
Stenographer, S. & D. C.Chicago, Ill.
MERZ, ANNA T.
Bookkeeper, Aud. Sta. Accts.Chicago, Ill.
SWEET, NETTIE M.
Secretary, S.&D.C.Chicago, Ill.

Chicago Terminals

BATES, WILLIAM J.
Switchman.....Chicago, Ill.
BLAKE, JOHN W.
Switchman.....Chicago, Ill.
BRAUN, OTTO
Loco. Fireman.....Chicago, Ill.
BROWN, MARTIN
Loco. Engineer.....Chicago, Ill.
BUCHBERGER, ANTON R.
Switchman.....Chicago, Ill.
CAMERON, DON V.
Clerk.....Galewood, Ill.
COOPER, GEORGE T.
Machinist.....Bensenville, Ill.
EUBANK, RAYMOND G.
Loco. Engineer.....Chicago, Ill.
FRANZEN, EDWARD J.
Carman.....Bensenville, Ill.
GARRY, EDWARD P.
Loco. Fireman.....Chicago, Ill.
GETZ, FRANK X.
Boilermaker Helper.....Chicago, Ill.
HALL, CLIFFORD E.
Loco. Engineer.....Chicago, Ill.
KAY, CHARLES W.
Switchman.....Chicago, Ill.
MALY, JOSEPH
Handyman.....Chicago, Ill.
McMAHON, WILLIAM P.
Freight Caller.....Chicago, Ill.
MILLER, ARTHUR E.
Yard Clerk.....Galewood, Ill.
ROHNER, ERNEST A.
Switchman.....Chicago, Ill.
TESKI, JOHN J.
Section Laborer.....Chicago, Ill.
WEHLE, FRED V.
Switchman.....Chicago, Ill.

Coast Division

CADE, EARL L.
Loco. Fireman.....Tacoma, Wash.
CLAYTON, CLARENCE W.
Truck Driver.....Tacoma, Wash.
CROWLEY, THOMAS
Machinist.....Othello, Wash.
KING, HUBERT W.
Loco. Engineer.....Tacoma, Wash.
KLEIN, ALBERT
Section Laborer.....Tacoma, Wash.
LORING, BENJAMIN H.
Conductor.....Bellingham, Wash.
MEADE, JOSEPH C.
Asst. Engr., Marine Dept. Seattle, Wash.
MESSIMORE, NELSON L.
Carman.....Tacoma, Wash.
MITTELSTADT, FREDRICK E.
Roundhouse Laborer.....Othello, Wash.
PLONSKI, JOE
Pipefitter Helper.....Tacoma, Wash.
RACKHAM, BRUNO
Brakeman.....Tacoma, Wash.
RUSS, PERLEY G.
Loco. Engineer.....Tacoma, Wash.
SLIGHTAM, WILLIAM R.
Brakeman.....Tacoma, Wash.
SMITH, ALEXANDER B.
Brakeman.....Tacoma, Wash.
THRELKELD, JAMES T.
Drawbridge Operator.....Tacoma, Wash.
WALKER, ROBERT L.
Machinist.....Othello, Wash.

Dubuque & Illinois Division

BERTONCELLA, JOHN
Conductor.....Savanna, Ill.
FONGER, CALVIN
Roundhouse Laborer.....Savanna, Ill.
KEITH, ARTHUR G.
Switchman.....Clinton, Ia.
LEADER, HARRY A.
Loco. Engineer.....Savanna, Ill.
MATHEWSON, LEV
Lineman.....Dubuque, Ia.

PROVAZNIK, FRANK
Machinist Helper.....Savanna, Ill.
RETTENMEIER, MATHIAS
Crossing Watchman.....Dubuque, Ia.
SALE, HARRY W.
Switchman.....Davenport, Ia.
SCHULTZ, FRANK J.
Section Laborer.....Clayton, Ia.
WALLBAUM, WILLIAM H.
Loco. Engineer.....Chicago, Ill.
WIEDNER, EDWARD H.
Crane Operator.....Dubuque, Ia.
WIENECKE, LOUIS C.
Loco. Engineer.....Savanna, Ill.
YATES, JAMES E.
Loco. Engineer.....Savanna, Ill.
ZUNNI, ANTHONY
Coal Shed Laborer.....Savanna, Ill.

Hastings & Dakota Division

ANDERSON, GUST
Extra Gang Laborer.....Hastings, Minn.
BLOMGREN, ARTHUR H.
Agent.....Appleton, Minn.
CARMODY, RAYMOND T.
Fire Patrolman.....Aberdeen, S. D.
GUTZMAN, FRANK A.
Section Laborer.....Odessa, Minn.
KOSSAKOWFSKY, GEO. P.
Section Laborer.....Edgeley, N. D.
REAR, MELVIN B.
Loco. Engineer.....Minneapolis, Minn.
ROEHR, JOHN G.
Cooper.....Aberdeen, S. D.
THEISSEN, ALBERT H.
Brakeman.....Minneapolis, Minn.
WEBER, JOHN
Section Laborer.....Aberdeen, S. D.

Idaho Division

BRANDAU, HENRY A.
B&B Carpenter.....Tifis, Wash.
DUDLEY, ROMAN J.
Brakeman.....Tacoma, Wash.
DUPRE, DOLORE M.
Extra Gang Laborer.....Othello, Wash.
HANKINS, CHARLES
Loco. Engineer.....Spokane, Wash.
JENSEN, GUS C.
Machinist.....Avery, Idaho
KOTHOFF, PHILLIP J.
Loco. Engineer.....Spokane, Wash.
MOFAT, JAMES R.
Loco. Engineer.....Spokane, Wash.



Iowa Division

BACHMAN, CHARLES E.
City Ticket Agent.....Des Moines, Ia.
DAWS, CHARLES H.
B&B Laborer.....Perry, Ia.
ECKHART, RUSSELL B.
Conductor.....Marion, Ia.
ESCH, JOHN C.
Section Laborer.....Atkins, Ia.
FELTON, TRUMAN B.
Carman & Laborer.....Council Bluffs, Ia.
FISH, WALTER D.
Roundhouse Laborer.....Atkins, Ia.
LEONARD, LLOYD A.
Loco. Engineer.....Perry, Ia.
MARKERT, GEORGE J.
B&B Carpenter.....Marion, Ia.
MORSE, ROYAL R.
Loco. Engineer.....Rockwell City, Ia.
ROBINSON, HENRY J.
Section Laborer.....Sabula, Ia.
SWITZER, ALBERT A.
Section Foreman.....Paralta, Ia.
VAN FOSSEN, HARRY H.
Yard Clerk.....Cedar Rapids, Ia.
VAVRA, MIKE
Section Foreman.....Tama, Ia.
WHEELER, HIRAM B.
Loco. Engineer.....Council Bluffs, Ia.

Iowa & Dakota Division

EVANS, FRANKLYN C.
Switchman.....Sioux City, Ia.
FAMESTAD, INGEBORG K.
Car Cleaner.....Sioux Falls, S. D.

FINDLAY, WILLIAM
Machinist.....Mason City, Ia.
GALLAGHER, PATRICK G.
Conductor.....Mitchell, S. D.
GRUBE, CLARENCE L.
Conductor.....Rapid City, S. D.
HEINOLD, CHARLES G.
Car Foreman.....Mitchell, S. D.
MICHKALSON, JOHN G.
Machinist Helper.....Sioux City, Ia.
MURNEN, WILLIAM E.
Brakeman.....Mason City, Ia.
PETERSON, JOHN C.
Conductor.....Sanborn, Ia.
QUARNSTROM, JOHN E.
Section Laborer.....Hudson, S. D.
SMITH, HENRY J.
Trucksmith Helper.....Sioux City, Ia.
STAMATAKOS, LOUIS S.
Roundhouse Laborer.....Mason City, Ia.
WANAMAKER, RALPH H.
Section Laborer.....Kimball, S. D.

Iowa & Southern Minnesota Division

EARL, NORMAN H.
Loco. Engineer.....Austin, Minn.
HUNTER, ALBERT F.
Section Laborer.....Lime Springs, Ia.
KECK, HARRY J.
Roundhouse Foreman.....Austin, Minn.
RAUB, SELBY C.
Conductor.....Madison, S. D.
SANDERS, FLOYD J.
Brakeman.....Austin, Minn.
THOMPSON, CLARENCE S.
Agent.....Carpenter, Ia.
TOUSSAINT, FRANK G.
Carpenter Helper.....Austin, Minn.

Kansas City Division

BISSELL, HARRY G.
Machinist Helper.....Ottumwa, Ia.
CONROY, LEO F.
Yard Clerk.....Ottumwa, Ia.
HOLLOWAY, LEE
Section Laborer.....Laredo, Mo.
HOUSTON, SAMUEL I.
Section Laborer.....Ottumwa, Ia.
MATHERLY, ROY C.
Section Laborer.....Moravia, Ia.
MEREDITH, ELMER E.
Labor Agent, Police Dept.Kansas City, Mo.
RINEHART, JOHN E.
Section Laborer.....Chillicothe, Mo.
ROWLAND, WILLIAM L.
Section Laborer.....Ludlow, Mo.
SANFORD, EDWARD E.
Conductor.....Ottumwa, Ia.
WOOD, LAWRENCE L.
Section Laborer.....Richland, Ia.
WOOD, LESLIE B.
Carman.....Ottumwa, Ia.

LaCrosse & River Division

BLACKSTONE, RALPH H.
Conductor.....Minneapolis, Minn.
BOWMAN, BEN
Section Laborer.....Mauston, Wis.
CADE, GEORGE H.
Train Baggage Man.....New Lisbon, Wis.
GIESE, FRED W.
Section Laborer.....Merrill, Wis.
GILBERTSON, EDWIN G.
Coach Cleaner.....La Crosse, Wis.
KEHOB, WALTER T.
Conductor.....Milwaukee, Wis.
KLEIST, HERMAN E.
Section Laborer.....Portage, Wis.
LARKIN, JOHN G.
Conductor.....La Crosse, Wis.
LEMKE, WILLIAM
Carman.....La Crosse, Wis.
MEYERS, GEORGE C.
Brakeman.....Milwaukee, Wis.
OESTREICH, PAUL H.
B&B Carpenter.....Watertown, Wis.
PROTZ, EMIL R.
Machinist.....Tomah, Wis.
SHEETS, SUMNER A.
Section Laborer.....La Crosse, Wis.
SNYDER, LOUIS C.
Brakeman.....Hastings, Minn.
SPANGLE, STEVE
Section Laborer.....Wausau, Wis.
SULLIVAN, ALFRED L.
Roundhouse Laborer.....La Crosse, Wis.
VACHREAU, HENRY L.
Train Dispatcher.....Wausau, Wis.
WALTHERS, ROBERT L.
B&B Carpenter.....Tomahawk, Wis.
WHITMORE, DEWEY E.
Agent.....Minocqua, Wis.

Madison Division

MULCAHY, DAVID J.
Supervisory, Tel. & Sig.Madison, Wis.

Milwaukee Division

BLAINE, FRANK
Conductor.....Milwaukee, Wis.
CARLSON, ARTHUR F.
Roadmaster.....Horicon, Wis.
DOWNIE, JOSEPH P.
Section Laborer.....Burlington, Wis.

Safety

(Continued from page 17)

GRAPPLER, GEORGE O.
Conductor Milwaukee, Wis.
HEIDEMAN, DAVID
Section Laborer Waupun, Wis.
HORTON, FRANK E.
Conductor Milwaukee, Wis.
KEARNS, HARRY
Brakeman Milwaukee, Wis.
LEWIS, ALVIS W.
Conductor Milwaukee, Wis.
MacWHIA, JAMES
Loco. Engineer Milwaukee, Wis.
MALANA, THOMAS A.
Switchman & Yardmaster Milwaukee, Wis.
MEIGS, NORMAN P.
Telegrapher Fox Lake, Wis.
O'NEIL, EUGENE J.
Agent Slinger, Wis.
PETERSON, EDWARD
Section Laborer Beaver Dam, Wis.
RACE, LOUIS F.
Loco. Engineer Fond du Lac, Wis.
SANOOK, RAY C.
Brakeman Milwaukee, Wis.
SCHMIDT, OTTO E.
Section Laborer Janesville, Wis.

Milwaukee Terminals

ANDERSON, ANTON
Laborer, Foundry Milwaukee, Wis.
BARBER, WILLIAM
Switchman Milwaukee, Wis.
BELLMAN, ARTHUR C.
Switchtender Milwaukee, Wis.
BOYER, ELMER L.
Switchman Milwaukee, Wis.
BROCKEL, JOHN E.
Crossingman Milwaukee, Wis.
DEBLJAK, JOHN F.
Carman Helper Milwaukee, Wis.
DOBRETZBERGER, FRED A.
Carman Milwaukee, Wis.
FOJUT, BARNEY J.
Machinist Helper Milwaukee, Wis.
GILL, ARMELLA A.
Bill Clerk Milwaukee, Wis.
GRUETZMACHER, OLGA
Coach Cleaner Milwaukee, Wis.
HAESE, EDWARD F.
Pipefitter Milwaukee, Wis.
HANNAGAN, ANDREW
Machinist Helper Milwaukee, Wis.
HARDY, ROBERT D.
Carman Helper Milwaukee, Wis.
HARTEL, ARTHUR H.
Machinist Helper Milwaukee, Wis.
HARTFIELD, CHARLES
Carman Milwaukee, Wis.
HEPPENHEIMER, ADAM
Carman Milwaukee, Wis.
HOEFT, HERMAN R.
Air-Brakeman Milwaukee, Wis.
HOPPE, GUSTAV A.
Flask Maker Milwaukee, Wis.
KAU, RAYMOND J.
Machinist Milwaukee, Wis.
KRUK, PAUL
Laborer Milwaukee, Wis.
KUHS, STEFAN
Car Inspector Milwaukee, Wis.
KUJAWA, JACOB
Laborer Milwaukee, Wis.
LARKIN, JOHN L.
Switchman Milwaukee, Wis.
LASAGE, JUSTIN A.
Car Inspector Milwaukee, Wis.
LUCKMAN, EMIL W.
Molder Milwaukee, Wis.
MAZURKIEWICZ, PETER
Laborer Milwaukee, Wis.
MILAZZO, ANTON
Carman Milwaukee, Wis.
NOWAK, JOHN L.
Blacksmith Milwaukee, Wis.
PFUEHLER, AUGUST G.
Asst. Sta. Master Milwaukee, Wis.
POE, JESSE N.
Car Inspector Milwaukee, Wis.
REISS, ARTHUR J.
Yardmaster Milwaukee, Wis.
RICHTER, FERDINAND
Roundhouse Laborer Milwaukee, Wis.
ROSSITER, RAYMOND S.
Switchman Milwaukee, Wis.
SCHILKE, JOHN C.
Switchman Milwaukee, Wis.
SCHURR, JOHN H.
Machinist Milwaukee, Wis.
SCHWAB, FRANK J.
Clerk Milwaukee, Wis.
SULLIVAN, JOHN L.
Loco. Engineer Milwaukee, Wis.
VOSS, ROBERT H.
Hostler Helper Milwaukee, Wis.
WALTHERS, FRANK H.
Switchman Milwaukee, Wis.
WRIGHT, FRED W.
Inspector, R. S. & C. P. Milwaukee, Wis.
ZIMMERMAN, CHARLES
Carman Milwaukee, Wis.

Rocky Mountain Division

ANDERSON, GEORGE H.
Section Laborer Montague, Mont.

District General Car Foreman H. L. Hewing, Tacoma; Assistant General Storekeeper J. C. MacDonald, Tacoma; Division Engineer T. M. Pajari, Tacoma; General Foreman W. L. Hubbard; Supervisor Telegraph-Signals R. M. Lloyd, St. Maries; and Transfer Clerk G. W. Meyers, Harlowton. In addition to the scheduled speakers, brief comments were supplied by J. N. Davis, Dr. J. F. Dupree, R. J. Middleton, A. M. Lemay, C. V. Peterson and H. J. McMahon.

A similar meeting, held at the Schroeder Hotel at Milwaukee on May 6, was attended by 111 officers of the Milwaukee, the La Crosse and River, the Madison, Superior, and Milwaukee Terminal Divisions, as well as the Milwaukee shops. L. J. Benson arranged the program, which included addresses by Messrs. C. H. Buford, O. N. Harstad and L. F. Donald.

Assistant General Manager H. C. Munson presided at a discussion of train accidents, which was followed, in the course of the day, by talks on train service and non-train service accidents. The speakers included Engineer Powrie, Superintendent W. J. Whalen, Assistant Superintendent A. J. Farnham, Trainmaster G. E. Passage of Horicon, Trainmaster L. W. Palmquist of Green Bay, Assistant Superintendent J. H. Stewart of Beloit, Shop Superintendent F. O. Fernstrom of Milwaukee, Assistant Shop Superintendent H. A. Grothe, District Storekeeper G. A. J. Carr of Milwaukee, Division Engineer W. La-koski of La Crosse, Supervisor Telegraph-Signals G. O. Downing of Milwaukee, and Agent C. R. Dummier of Milwaukee. A number of unscheduled comments were made by D. C. Curtis, D. E. Rossiter, K. F. Nystrom, H. E. Hoppe, L. B. Porter, C. E. Morgan, Dr. Erwin Schulz, J. A. Deppe, J. E. Bjorkholm, J. V. Miller, W. L. Ennis and W. A. French.

GEBHART, WILLIAM
Section Foreman Geraldine, Mont.
GRAHAM, HARRY E.
Conductor Lewistown, Mont.
HOYE, JAMES J.
Carman Deer Lodge, Mont.
JENSEN, HANS
Section Foreman Pownal, Mont.
MIDDLETON, DALE B.
Yard Clerk Deer Lodge, Mont.
PECK, DEWITT C.
Freighthouse Foreman Butte, Mont.
PEUGH, HOYT H.
Conductor Deer Lodge, Mont.
RECTOR, HALFORD B.
Brakeman Three Forks, Mont.
SCHREIB, OTTO A.
Store Helper Deer Lodge, Mont.
STEAD, OREN D.
Brakeman Deer Lodge, Mont.
WIMBUSH, ADA B. M.
Cook, B&B Dept. Butte, Mont.

Superior Division

BRUSSEAU, JULES E.
Section Laborer Amas, Mich.
CONSTANCE, OREN G.
Machinist Green Bay, Wis.
CZMANSKE, OTTO H.
Chief Carpenter Green Bay, Wis.
DURBEN, PETER L.
Conductor Green Bay, Wis.
ELLIS, ERNEST O.
Loco. Fireman Green Bay, Wis.
KURTH, ALBERT C.
Machinist Helper Channing, Mich.
MARTELL, MITCHELL P.
Bridge Tender Green Bay, Wis.
THIELE, LOUIS C.
Loco. Engineer Channing, Mich.
TIERNEY, WILLIAM H.
Switchman Green Bay, Wis.
VIEAU, RAMSEY E.
Switchman Green Bay, Wis.

Terre Haute Division

ENGLE, ROME
Section Laborer Burns City, Ind.
FROST, MATTHEW P.
Section Foreman West Clinton, Ind.
GLASS, HENRY W.
Brakeman Terre Haute, Ind.
HAMILTON, WOOD
Section Foreman Indian Springs, Ind.
HOLLEY, RALPH A.
Chief Clerk Bedford, Ind.
LONG, ELMER R.
Brakeman West Clinton, Ind.
METCALF, JESSE J.
Loco. Fireman Terre Haute, Ind.
NORBECK, GLENN O.
Loco. Engineer Faithorn, Ill.
WALSH, LEROY
Switchman Terre Haute, Ind.
WORLEY, HARLAN
Loco. Fireman Terre Haute, Ind.

Trans-Missouri Division

EICKERT, FRANK A.
Switchman Harlowton, Mont.
ERKENEFF, PETER P.
Engine Watchman Roundup, Mont.
GEE, ROY T.
Loco. Engineer Harlowton, Mont.
HOPKINS, JOHN
Section Laborer Roundup, Mont.
LeROY, MARTHA E. C.
Tele. Operator Vanada, Mont.
MARKS, CHARLES T.
Section Laborer Terry, Mont.
O'HERN, JENNIE M.
Agent Wakpala, S. D.
PEMBERTON, LEE W.
Machinist Miles City, Mont.
PICKARD, CLAUDE D.
Telegrapher Roundup, Mont.
SMITH, JOHN W.
Section Laborer Petrel, S. D.
WELLS, WALTER T.
Agent Lavina, Mont.

Twin City Terminals

ALLEY, WILLIAM D.
Painter Minneapolis, Minn.
CORCORAN, EDWARD J.
Yard Clerk Minneapolis, Minn.
CREIGHTON, WILLIAM J.
Stockman Minneapolis, Minn.
KELLER, WILLIAM O.
Clerk St. Paul, Minn.
KERST, GEORGE J.
Roundhouse Laborer St. Paul, Minn.
MAKOUSKY, WILLIAM J.
Tinsmith Minneapolis, Minn.
McCARTHY, JOHN
Roundhouse Laborer St. Paul, Minn.
MONTY, WILLIAM
Crossing Flagman Minneapolis, Minn.
MOODY, VAUGHN R.
Check Clerk Minneapolis, Minn.
OLSON, JOHN H.
Telegrapher St. Paul, Minn.
REINHARDT, RUDOLPH A.
Stationary Fireman Minneapolis, Minn.
SCHWAB, JOHN
Boilermaker Helper Minneapolis, Minn.
SILJENDAHL, ERICK A.
Stationary Fireman Minneapolis, Minn.
UNRUH, HERMAN F.
Mail Pler St. Paul, Minn.

No man is born into the world whose work is not born with him. There is always work, and tools to work with, for those who will; and blessed are the horny hands of toil. The busy world shoves angrily aside the man who stands with arms akimbo until occasion tells him what to do; and he who waits to have his task marked out shall die and leave his errand unfulfilled.

—James Russell Lowell

Women's Club Chapter News



Aberdeen Chapter

Mrs. J. J. Seiler, Historian

The Schense quadruplets, Jay, James, Joan and Jean of Frederick, S. D., shared honors with distinguished guests; Miss Lindskog of Chicago, our Secretary General, Mrs. J. E. Hills, first president of the Aberdeen Chapter, from Minneapolis, and Mrs. Bert Smith, also a past president, from Bensenville, Ill., at an afternoon tea and open house party, held in our club rooms on Monday, April 7. Making a complete layette for the four Schense babies 16 years ago was quite an exciting event for the Aberdeen club. Mrs. Ed. Soike was our president at the time. It was the big project of the year for the club. Mr. Schense, a former employee of the road for 17 years, and Mrs. Schense were also guests.

A poem "The Four Little Pink Skins," written by our own Mrs. Hartley was read by Mrs. Bach, which vividly described the stork leaving the babies one by one for the Schenses. The quads then favored us with two vocal selections, "Peg O' My Heart" and "God Be With You, 'Till We Meet Again." Other numbers on the program were by Richard Seiler, pianist, and Millicent Winter sang a vocal selection, accompanied by Miss Beatrice Lindberg. Gifts were presented the quads.

In the evening, Miss Lindskog was honored at a dinner given in the Alonzo Ward Hotel attended by 30 club women. Mrs. Karr, our president, introduced our honored guests, and brief talks were given at the evening business and social meeting. Mrs. Hills, Mrs. Smith and Miss Lindskog were speakers. Mrs. J. R. Cawthorne and Mrs. C. W. Mayer, both of Milbank, who were speaking for women from nearby towns represented at the tea, thanked the Aberdeen Chapter for courtesies shown them. Mrs. F. W. Baker entertained with two humorous readings. Ronald Jakubec sang several songs and Richard Seiler played piano selections.

Rose corsages were given our past presidents and gifts were given our honored guests. Tea, coffee, delicious sandwiches and cakes were served throughout the afternoon and evening. Mrs. A. J. Anderson and Mrs. J. E. Hills poured. The spirit of cooperation was in evidence all day long and far into the evening. Our evening business meeting was indeed very, very short and sociability was in order. The special door prize was won by Mrs. H. J. Morse. Seventy-five members and guests attended.



Deer Lodge Chapter

Bessie Healey, Historian

The club met for a dessert luncheon with Mrs. Wm. Brautigam, Mrs. Sam Hindman and Mrs. L. S. Cunningham as hostesses. A goal of 100 per cent membership has been set in a drive of one month to end May 16. Mrs. Roy Kidd and Mrs. C. E. Ade were appointed captains of teams to receive members. The club will be hostess to 16 members of Butte chapter at the next meeting. During the social hour cards were enjoyed, with prizes awarded to the high and low scores in pinochle and bridge.



Kansas City Chapter

Mrs. Wm. Kinder, Historian

We met at the Northeast Masonic Temple May 6. A delicious May breakfast was served at 11 a.m. by Social Chairman Mrs. Banta,

June, 1947

assisted by Mrs. Kalen, Mrs. Coyle and Mrs. Kinder. A Hollywood Breakfast program was broadcast from Station CMStP&P, sponsored by Mrs. Dobson. Mrs. Banta was mistress of ceremonies. Several prizes were won by members who held lucky numbers. The wishing ring was won by Mrs. McCrum, a former member who now lives in Madison, Wis. We were glad to have her as our guest. Mrs. Affeldt gave a very appropriate reading entitled "Lines to A Daughter—Any Daughter." The program and breakfast were enjoyed by all.

Mrs. Dobson, president, called the business meeting to order; reports were read and approved. Mrs. Midkiff, treasurer, reported a balance of \$402.00 on hand. Mrs. Rhodus, ways and means chairman, reported \$25.00 made on a bake sale, \$4.20 on cake contest and \$10.50 on sale of plastic food bags. A fine report for April activities. Mrs. Sevidge good cheer chairman, reported one plant and six cards sent to the ill; three sympathy cards mailed, 30 personal calls and 35 phone calls made. We are glad to welcome Mrs. Hardy back as an active member. She was elected Corresponding Secretary to fill Mrs. Kalen's resignation. Plans were made to hold our June picnic at Mrs. Midkiff's country home.

We were happy to have Mrs. Buck, Mrs. Holmberg, Mrs. Kuder, Mrs. Hecker, Mrs. Ishmael and Mrs. Cary with us, all members; some had not met with us before and some had not attended recently. We hope they will all come to our regular monthly meetings.



Marquette Chapter

Mrs. Stanley A. Hunter, Historian

Our regular meeting was held April 9, with a very nice attendance. After the business meeting "500" was played with Mrs. Lloyd Schott winning high prize, and Mrs. E. Donohue the traveling prize. A delicious lunch was served by our hostesses, Mrs. Martin Eggen, Mrs. Willis Kohl, Mrs. Wm. Powers, and Mrs. Henry Kleinow. The door prize was won by Mrs. Boque.



Mitchell Chapter

Mrs. John Entwistle, Historian

At our April meeting a very tasty pot-luck supper was enjoyed by members with the members of the Service Club as guests. Ample justice was done to the many appetizing dishes.

Following the supper hour and a short business meeting, tables were set for cards, both "500" and bridge being played. Prizes were won by Geo. Foote, Jack Sundquist, Mrs. Robt. Paulin and Mrs. Joe Findlay. Wahoo prizes went to H. B. Peterson and Robt. Paullin. Mrs. Paul Wilson received the attendance prize. Mrs. Chas. Sloan and committee were in charge.



Sioux Falls Chapter

Mrs. Don Galland, Historian

Cards were enjoyed and a delicious lunch was served following our March meeting by our gracious hostesses Mrs. E. J. Erickson and Mrs. L. L. Galland.

April meeting was held on the 8th. In the course of business session it was made known that we are already in line for the prize money for our membership drive. This was welcome news to all of us. Following our business meeting Miss Elsie Ann O'Connor entertained us with musical readings. After an enjoyable evening of entertainment and cards a very delicious lunch was served by Mrs. O. B. Thompson and Mrs. Wm. Logan.



Seattle Chapter

Mrs. Roland C. Sanders, Historian

"Strictly business" keynoted the April meeting of Seattle Chapter. Most of the discussion centered about the district meeting to be held at Spokane in June. Mrs. B. Johnson, our president, plans to attend with a group from Seattle Chapter. Plans were also drawn up for the May bridge luncheon, the money-making project for the year.

Mrs. McEwen, good cheer chairman, presented a most interesting report on the excellent work done for the Easter season. She was also luncheon hostess and the members fared well.

Summary of Women's Club Activities

Covering Year Jan. 1 to Dec. 31, 1946, Inclusive

	Dec. 31, 1946	Dec. 31, 1945	Increase	Loss
Voting membership	7,139	7,147	...	8
Contributing membership	11,851	11,652	199	
Total membership	18,990	18,799	191	
Expended for Welfare and Good Cheer work				\$ 7,618.87
Estimated value of donations of clothing and other articles distributed by chapters (no expenditure from club funds required)				\$ 1,465.48
Number of families given aid and reached through good cheer				6,022
Number of Welfare and Good Cheer calls made				9,757
Number of Good Cheer and Sympathy cards and messages sent				3,556
Cleared on money-making activities				\$10,852.16
Amount sent to local chapters by the general governing board				\$ 1,752.50
Cash balance in general governing board and local chapter treasuries as of Dec. 31, 1946				\$39,973.50
Amount invested in War Bonds by the general governing board and local chapters up to and including Dec. 31, 1946				\$30,596.50
Respectfully submitted,				
General Governing Board.				

★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

A pot-luck luncheon was enjoyed at our last regular meeting and was well attended. Because of sickness our president, Mrs. Litscher was unable to be present, and our Vice President conducted the meeting. The club has been very active during the past month, having made many calls and sent seven plants. It mourns the loss of one of our active members, Mrs. Mary Wagner, widow of Engineer Tony Wagner. Cards and a social hour were enjoyed following the meeting.

A dessert luncheon was served at our May meeting. President Mrs. J. Litscher presided. Salute to the flag was given as was also our club motto. The treasurer's and secretary's reports were read and approved as were also reports of the committees. Plans for our next meeting were made and committees appointed. A social hour followed during which bingo was played and prizes awarded.

★ Avery Chapter

Mrs. R. E. Townsend, Historian

Eighteen members were present at the May meeting. A few have decided to go into Spokane for the District meeting in June. After a short business meeting pinocle was played. Rae Fleury and Georgia Wilson gave a tap number in costume that was clever. Bonnie Jacobson gave a solo tap dance which was also appreciated. The spring party is to be June 14 in the club rooms, with both bridge and pinocle on the program. Hostesses for the evening were Mrs. Ernest Baldock and Mrs. E. Cornell. There is one more meeting before the club adjourns for the summer. Let's everyone turn out and make it a bang-up meeting.

★ Wisconsin Rapids Chapter

Mrs. C. T. Flanagan, Historian

Members met at the home of Mrs. Elaine Peavey for the March meeting of Wisconsin Rapids Chapter. Reports were given and tentative plans were made for a public card party to be held in the Legion Hall at Nekoosa. A pleasant evening was spent, and refreshments served by our hostess were greatly enjoyed.

April meeting was held the 15th at the home of Mrs. L. Kroll, Port Edwards. Plans were made for a public card party. Mrs. H. Schumann won the petal doilies. About \$5.00 was cleared. Mrs. E. Hohenahdal received the door prize. Lunch was served by the hostess.

★ New Lisbon Chapter

Mrs. George Oakes, Historian

Reports given at our March meeting indicated \$12.78 spent for good cheer, with 18 personal and phone calls made, 13 cards sent and five families reached. Two funeral meals were served. Net profit earned on money-making activities was \$4.42. Following adjournment bingo was played for five cent articles, and luncheon was served to the 22 members present by Mesdames Southworth, Shabatka, Zeilsdorf, Foster, Gongaware, Bogert, and Sissulak. Mrs. Wm. Bernard was the holder of the lucky ticket for the door prize.

April 8th was the occasion of the 115th regular meeting of New Lisbon Chapter. It was held at the Park Hotel. Good Cheer report was \$4.81 spent, 11 personal and phone calls made, 11 cards sent, and seven families reached. Net profit earned was

Perfect Cherry Pie

WE MAY hear about this, but it was recommended by Better Homes and Gardens in just that way—as "Perfect Cherry Pie."

3 cups pitted, fresh cherries
1 to 1½ cups sugar
¼ cup enriched flour
⅛ teaspoon salt
2 tablespoons butter or fortified margarine

1 recipe Plain Pastry
Line 9-inch piepan with pastry. Trim ½-inch beyond rim. Roll remaining pastry 1 inch larger than the pan. Cut in ½-inch strips for the lattice. Combine cherries, sugar, flour and salt. Fill pie. Dot with butter. Top with pastry lattice. Flute edge. Bake in hot oven (400 degrees) about 40 minutes.

PLAIN PASTRY

Sift 2½ cups enriched flour and 1 teaspoon salt; cut in ¾ cup shortening with pastry blender until mixture "crumbs" are the size of small peas. Slowly add 5 to 6 tablespoons cold water, mixing and pressing ingredients together until dough just holds together. Divide; roll on lightly floured surface. Makes two 9-inch crusts or 1 double crust.

It is at its succulent best when served while still warm and fragrant.

\$1.89. We now have 77 voting and 65 contributing members and are happy to announce that we have gonee "over the top" in membership. The lovely box of fruit which was given as a door prize was won by Mrs. Wm. Kallies. Following adjournment members enjoyed several games of cards and delicious refreshments were served by our hostesses, Mesdames Bernard, McKegney, Alexander, Kallies, Kraiss, E. Smith, and Ormson.

★ Wausau Chapter

Mrs. Olga Paulus, Historian

An afternoon of card playing, followed by refreshments, was enjoyed by members at the club house following meeting of April 8. Prizes were won by Mrs. Ralph Chamberlain and Mrs. Olga Paulus in "500," by Mrs. J. R. Campbell and Mrs. Charles Conklin in bridge, Mrs. Morris Nelson and Mrs. Lydia La Croix in schafskop.

★ Spencer Chapter

Mrs. Lee Santage, Historian

Our club met at the home of Mrs. Henry Rhode for the March meeting with Mrs. Vince Rose, president, in charge. After the routine business we adjourned and the hostess, Mrs. Henry Rhode, and co-hostess, Mrs. William Rhode, served a delicious tray lunch. The remainder of the evening was spent in visiting.

★ Black Hills Chapter

Mrs. Anton Bitz, Historian

April meeting opened with President Mrs. Christensen presiding. The club motto was given followed by reports from the committees. Ways and Means reported our Baked Food sale a success, \$17.42 being realized on it. After the business meeting a lovely lunch was served by Mrs. Clarence Grube, Mrs.

Riley Hughes and Mrs. Jim Johnson. March 28 Mr. and Mrs. Tom Hickson, of Chicago, were honored by the club at a pot-luck dinner. Tom was roundhouse foreman at Rapid City before his retirement.

★ Tacoma Chapter

Mrs. Earl G. Tallmadge, Historian

On March 24 Mrs. Carl Hoffman, President, entertained the 22 members of her executive board at a beautifully appointed spring luncheon and party at her North J street home. She was assisted by Mr. Hoffman, and their daughter, Helene Ruf. Following the delicious lunch, a short business meeting was held and recommendations made on a very constructive spring program. Cards and games were then enjoyed until late afternoon.

On March 31 came our regular noon luncheon and meeting. It was a typical March day with sunshine and showers; however, a goodly crowd turned out and the luncheon committee reported over a hundred served. Mrs. Sowles was acting chairman for Mrs. Taylor, who was suddenly taken ill. The tables were never more beautiful with a profusion of spring blooms. These flowers were later taken to our shut-ins and to the hospital.

A card party was planned for the middle of May. It was also decided to have a spring rummage sale. Plans were laid for a bazaar and carnival for next fall. Mrs. Joiner was appointed chairman of the Cancer Drive and will be assisted by a large committee who will take over the booths of the city for one day. Mrs. Sowles' report on Good Cheer showed she and her committee have been working hard. Twenty-nine personal contacts were made for the month.

It was decided the Historian should purchase a scrapbook for a record of the activities and publicity obtained by the club.

★ Terre Haute Chapter

Mrs. Albert Duensing, Historian

The April meeting was opened by the President, Mrs. Oscar Bond, and a large crowd was in attendance. A delicious chicken noodle dinner, along with the covered dishes brought in, as well as an assortment of pie and cake, was enjoyed by all. The special guests were Past Presidents and our new Superintendent, W. J. Hotchkiss, and Mrs. Hotchkiss. Past Presidents present were Mrs. Tim Calwell, Mrs. Kemp, Mrs. Aaron Wright, Mrs. Walter Glass, Mrs. Geo. Huffman and Mrs. Pat Bailey. Corsages were presented to the Past Presidents and Mrs. Hotchkiss.

The men folks had charge of the May meeting, the committee being Aaron Wright, chairman, assisted by Messrs. Ogden, Bailey, Franzwa, Cravens and Bond. There was also a tea towel shower at the May meeting. The committee for the April meeting was Mrs. Geo. Huffman, chairman, assisted by Mmes. Wm. Hartley, Isbell and Duensing.

★ La Crosse Chapter

Mrs. E. J. Monahan, Historian

With vacation time at hand again our last meeting for the season was held on May 7. Approximately 70 enjoyed a very delicious pot-luck luncheon which was served by our Chairman Mrs. Margaret Coney and a six member committee. An exceptionally fine program was arranged by Mrs. N. McCaughey, and through her efforts the club enjoyed hearing little Elaine Freybler give an impersonation of Peggy O'Neil and sing two Irish songs. Ambrose Johnson sang sev-

Summer Originals



Comes summer, and cotton leads the fashion field for style and comfort. A cotton hat, like the gingham bonnet at the left, is easy to make, with its face-framing cuff and self trim bow. Strong washable cotton fashions the crocheted shorty gloves below, guaranteed for good looks and long wear. The broad-shouldered cholo coat (below, left) in the new thigh length, is a happy choice in cotton for protective wear at the beach. Free directions for making these accessories (with the exception of the gingham gloves shown with the bonnet)



can be obtained from the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill. The cholo coat leaflet includes directions for making a beach bag.

eral Al Jolson songs; Mrs. Buschman in two vocal selections; Catherine Clark and Jim Garlvalia, each in vocal selections and a duet. There were also Spanish and Mexican dances by Gwen Hutson and an acrobatic dance by little Marilyn Hammes. The regular meeting followed this program, winding up the season's business. A picnic is planned for the summer which will include the Service Club, and arrangements will be announced later.

On April 22, our Club and the Service Club held a joint party in our Clubroom, about 80 were present. Entertainment for this party was furnished by the Little Theater Group, and the music by a new phonograph owned by Ben Dey. Following the entertainment cards were played. Coffee and sandwiches were served.



Milbank Chapter

Olva Phelan, Historian

Sorry I missed the last two issues, but many things can happen in two months. Held our meetings the last Wednesday of each month with almost a perfect attendance, and always more to eat than we can hold. Wonderful cooks these Milwaukee women.

Our card parties, for all members, have drawn a larger crowd each evening and the men carry home all the prizes.

We went over the top in our membership drive thanks to Mrs. Mayer and we sent a delegation to the tea at Aberdeen. We are always happy to have a few moments with Miss Lindskog, who also attended. Our May meeting was a pot-luck dinner.



Ottumwa Chapter

K. M. Gohmann, Historian

Because of our club house still not available, our annual May breakfast was held in the Service Room of the Gas Company on May 2 at 10 o'clock. Fifty-eight were served at the three very prettily decorated tables with the miniature May poles, the May baskets containing spring flowers and the table covers in the pastel shades. Mrs. R. O. Clapp was chairman of the breakfast committee, assisted by Mesdames Fred Wilford, M. L. McNeerney, F. Chrisman, Claude Legg and P. W. Cravens. The winner of the door prize was Mrs. M. L. McNeerney. Our president, Mrs. L. Frost, attended the district meeting in Milwaukee, accompanied by

Mesdames L. Hakeman, Norbert Davis and Berle Dunham.

The club members serving on the committee soliciting memberships in the Ottumwa Civic Music Association for next season, with Mrs. F. R. Doud as chairman, have put in many hours during the month of April and in early May making contacts and endeavoring to interest music lovers in investing in a membership, as this association brings to Ottumwa some of the finest and best in musical talent.



Milwaukee Chapter

Mrs. F. Whitty, Historian

In the absence of our president, Vice President Mrs. Wm. Coleman presided. The Sunshine collection was \$4.56. Several thank you cards were read. Mrs. Le Brake was winner of the attendance prize. Up to date \$63.00 has been made on a pressure cooker. Prizes and cards were enjoyed after the meeting.



Marmarth Chapter

Mrs. E. D. Corneil, Historian

Marmarth Chapter met April 10, President Mrs. C. M. Bertz presiding. We are sorry to have our historian, Mrs. Roy Keating, resign. A new historian, Mrs. Earl D. Corneil, was selected. Good Cheer Chairman Mrs. C. B. Childers reported five get well cards and two bouquets for April. We have decided to send a bouquet to the adult members and a 50c present to the children of all employees who are in the hospital or under the doctor's care at home and in bed for a week.

The attendance drawing was made by Patty Childers. She drew Warren Childers for the contributing prize of 25c, and the voting prize of \$1.00 went to Mrs. Earl Corneil. A delicious luncheon was served by hostesses Mrs. Pat Childers and Mrs. Russell Gilmore.

Our social afternoon was held April 24. Whist was played with high score going to Mrs. C. M. Bertz, and low to Mrs. T. H. Finneman. A delicious lunch was served by the hostesses, Mrs. Leo Rushford and Mrs. Peach Stuart.



Lewistown Chapter

Mrs. Charles H. Koch, Historian

The Lewistown Club met May 1 at the club room for its annual turkey dinner, 33 members and five guests from Harlowton were present. Meeting was called to order by the president, Mrs. Ole Haanes. The secretary's and treasurer's reports were read and approved. Thank you cards were read. The afternoon was spent in playing cards. Mrs. Otto Davey scored high, Mrs. Earl Short low, Mrs. Charles H. Koch won the door prize. The club held a card party April 17, on which it cleared \$18.00.



Savanna Chapter

Mrs. Raymond Schreiner, Historian

The regular meeting of the club was held Feb. 10 with a good attendance of members, Mrs. Wm. Doherty, presiding. All the new officers took over. Mrs. Lew Schwartz was elected Second Vice President. The attendance prize was awarded to Mrs. James Mosher. After the business meeting games were played with honors going to Mrs. Emma Follett in contract bridge, Mrs. L. H. Rabun in auction bridge, Mrs. Harry Williams in "500" and to Mrs. Raymond Schreiner in "50." Delicious refreshments were served by Mrs. L. H. Rabun, Mrs. Lloyd Hinsch, Mrs. Norman Kelsey and Mrs. H. J. Thayer.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

Jim Palmer, one of our former night foremen, paid us a short visit. He is now at La Crosse.

Henry Rohr of the night shift, who was hospitalized, is home now and on the road to recovery.

John O'Neill, once an assistant foreman here and now at Harlowton, Mont., paid the boys a visit.

Murl Kuhn, night steamfitter helper, is now on the day shift. Jim Leiberger is on Murl's old job.

Walter Noctor, who is now a foreman at Perry, Ia., was down to visit. The Iowa air must agree with Walter because he put on a lot of weight.

Car Cleaner George Klickovic has been off for some time due to illness.

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

Dick Steuer, Correspondent

At the 58th annual meeting of the Association of Railway Claim Agents, held at Atlantic City, N. J., on May 7, 8, and 9, Doctor Ralph P. Sproule, Milwaukee, Wis., appeared on the program, as the Road's district oculist. His topic was "Eye Injuries." Doctor Sproule is serving as president of the Milwaukee Executives this year.

It's the talk of the town—the 1947 Hiawatha picnic. July 20 is the big day and Pleasant Valley Park the place. Local Chairman Bruno Kowalski says: "Let's get behind the committee and push the sale of

tickets. And bring the kiddies, because it's their day, too."

Up North Milwaukee way, we were tipped off that Bill Koepke and his bride honeymooned in Canada. Also, we understand that Ed (Lefty) Eckhart has acquired a streamlined figure which is the envy of all yard clerks in the district.

The RSOB party at Mequon on May 5 was a huge success. Ed Ross reported 56 candidates taken into the organization, with 120 members looking on. Among the candidates were Bruno Kowalski and Frank Lahm from the Chestnut Street district.

Mrs. Katherine Bullock is the billing clerk you've noticed lately. She will help out during the vacation periods.

Sympathy is extended to Mr. and Mrs. Frank Vail on the death of their infant son, James Michael, on May 6.

KANSAS CITY DIVISION

K. M. Gohmann, Division Editor

Mrs. Gordon E. Heather made a hurried visit to Aurora, Ill., on Apr. 16 to be with her son Doyle, who sustained back and head injuries in an automobile accident.

William Rawlings, retired locomotive engineer, and wife have moved to 515 West Magnolia Street, Compton, Calif. They celebrated their 50th wedding anniversary in February.

Mr. and Mrs. John Pierce celebrated their 50th wedding anniversary at their home in Ottumwa on Apr. 18. Mr. Pierce is a retired car department employee.

Herschel C. Loveless was appointed superintendent of streets, effective May 1. Herschel was at one time employed in the engineering department and recently was

clerk to Chief Carpenter L. M. Farley. This position has been assigned to Robert R. Hopkins, former yard clerk at west yard. Herschel served as leader of our Service Club for over a year.

A little girl, Linda Lee, arrived on May 10 in the home of Mr. and Mrs. Harold J. Gliddon, Franklin Park. At one time Harold was equipment maintainer at west yard.

Brakeman Glenn E. Ruby has a new daughter, Penny Lou, born on May 3. On the same date a son was born to Mr. and Mrs. L. M. Carnahan. Mr. Carnahan is fireman on the KC Division.

Section Foreman Frank Sens, Seymour, retired on Apr. 1. He had served as section foreman for 39 years, entering the service of the Road on Sept. 2, 1902.

Florence R. Harris, clerk to agent at Excelsior Springs, has been granted leave of absence because of ill health. She is being relieved by Bessie Lee Reyburn.

Gerald Anderson graduated from the Parnell Consolidated High School on May 16 and resumed work as agent at Hayesville.

Mr. and Mrs. Richard Hutchins are parents of a son, James, born on Apr. 8. Mr. Hutchins is section laborer at Parnell and Mrs. Hutchins is a daughter of Section Foreman Thomas Hall of Parnell.

Section Foreman Russell G. Scott left Apr. 19 for Green Bay, Wis., his headquarters until next fall while he serves as foreman of a steel gang. Mrs. Scott will stay at Marquette with her parents while Russell is away.

Mrs. Howard Coker received a posthumous Air Medal for her husband, Ensign Howard Coker, at the Ottumwa Naval Air Station on Apr. 20. Ensign Coker was declared dead in the Aleutian Islands on July 14, 1943, after being listed as missing for a year. He was a son of Lineman R. J. Coker.

Richard Luman, son of D. E. Luman of the mechanical department, was salutatorian of the graduating class of Ottumwa High School. He was also on the state championship debating team and won a four-year scholarship to the state university.

James G. Myers, retired conductor, died on Apr. 20 in Elmonte, Calif., where he and Mrs. Myers have been residing since his retirement on Oct. 1, 1941.

J. W. Marble, retired B&B carpenter, 87, died at his home in Ottumwa on Apr. 24. He retired on June 24, 1937, and had lived in Ottumwa for over 60 years. He is survived by his widow.

Dr. G. S. Dowell of Braymer, Mo., company physician, died on Apr. 2.

Dr. Virgil Vandiver was recently appointed company surgeon at Chillicothe, Mo.

Mrs. Anna Burke, wife of Thomas H. Burke, retired roadmaster, died at the family home in Chillicothe, Mo., on May 4. She was 80 years of age. The Burkes celebrated their 53rd wedding anniversary last October. Survivors are her husband, a sister, Miss Mary Wall, and a brother, James.

Hadley Hollis, son of Operator C. W. Hollis of Chillicothe, was recently discharged from the Army, having served in the Anti-Aircraft Artillery for 19 months. He was assigned as clerk to Roadmaster Schoech at Chillicothe on Apr. 21.

Arthur J. Reiss Leaves Milwaukee Service

IT IS not possible to record with a personalized notice the retirement of every veteran, but Yardmaster Arthur J. Reiss of Milwaukee is one "old rail" who won't get away without comment.

Art started railroading in 1903, when conditions and men were both tough. It was the day of the old pony engines. In 1905 he was promoted to switchman and in his years of service became progressively yard conductor and yardmaster. For a 15-month period he also did a turn as safety inspector, at various industrial locations. He received the promotion to yardmaster in 1919 at the cut-off in the Milwaukee shops district, where he has put in all of his subsequent service.

Art is quite a sportsman—a good hunter and fisherman. As the first step in his long vacation, he is going to Tacoma for a visit with his daughter, and to get in some salmon fishing. He also hopes to connect up with a bear which, he says, has been waiting for him for two years.



Arthur J. Reiss

Under the spreading chestnut tree

While the women tidy up after the picnic lunch and the children race-off to the swings, then's a time to seek the shade of a quiet tree, relax and really do justice to a fine cigar—Dutch Masters.



DUTCH MASTERS CIGARS

J. W. McReynolds, assistant division engineer at La Crosse, succeeds L. F. Pohl as division engineer on the KC Division. Mr. Pohl was transferred to Chicago.

Miss Shirley Clydeen Richmond, granddaughter of Conductor and Mrs. Clyde Richmond, Ottumwa, was married to John A. Riley of Kansas City on Apr. 14, at her mother's home in Kansas City. Conductor Richmond gave her in marriage.

Mr. and Mrs. R. H. Washburn recently announced the marriage of their daughter, Betty Jean, to Ensign Anthony Mack, Jr., son of Mr. and Mrs. Mack of Philadelphia, on Feb. 8 in St. Anthony's Catholic Church, Long Beach, Calif. The bride wore a white satin wedding gown made in South America.

John J. Chambers, 85, retired conductor, died in Sacred Heart Hospital, Spokane, Wash., on Apr. 12. The remains were brought to Ottumwa for burial. He was the father of Delmer E. Chambers, yard conductor at west yard.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Tom Taugher attended Al Loughney's party on May 1 and when he was ready to leave he could only find one hat, brown and two sizes too small. The next day Art Metzen, assistant general foreman, arrived at work with Tom's gray hat hanging down

over his ears, never knowing it was not his own. He and Tom made an exchange and tried to hush it up.

Traveling Storekeeper George Sheridan, who was on a special assignment in the South during the war, used to write to me about the delicious southern fried chicken he was enjoying and intimated that if I were there he would buy me such a dinner. Recently we had lunch together at the Eagles Club and I reminded him of the dinner he had promised. When it arrived it

WILLIAM O. SWARD, former laborer on the section at Linby, Ia., under his father, Foreman Oscar Sward, in his uniform as chief pharmacist's mate. He entered the Navy in May, 1941, and was released on last May 13. During his last two years of service he was stationed at Guam, where his wife joined him. At present he is taking a refresher course in a school at Des Moines prior to enrolling in a course in electronics.



was a fried chicken egg sandwich, and I got the bill, too. I'll never give up until I get one of those southern chicken dinners, with George paying the bill.

On May 6 Milwaukee experienced its first earth tremor that could be felt. Previous tremors were only known through instrument recordings. Everyone had different ideas on what happened, from explosions to locomotives hitting buildings, but few thought of an earth tremor, as they are unknown in this territory. Very little damage was done. The seismograph at Marquette University showed that it lasted only about a second.

Sigmund Powalisz of Section C bowled in the state tournament at Green Bay on May 11 and came through with a score of 608 and a high game of 279. He expects to collect something for his efforts.

Car Department

Marshall L. Johnson, Correspondent

The car department is back in print after an absence of three months. George L. Wood, Jr., our former correspondent, was transferred to Mitchell, S. D., as equipment maintainer, on Apr. 1.

Ray Fendrick was promoted to lead carman on Mar. 31. Ray spent almost four years in Africa and Europe with the railway battalions.

Miss Audrey Guschl, daughter of Machine Shop Foreman "Sky" Guschl, became Mrs. John Mallon on May 24. John is a Navy



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veteran of five years' service. The couple spent their honeymoon in Rocky Mountain National Park and our "favorite brunette" is back again at her usual desk in the office.

Don't stop reading now, because those wedding bells are still ringing. Miss Katherine Meehan, Mr. Grothe's secretary, was married to Patrick McElwee on June 14. Pat is an electric welder in the freight shop.

Here are a few highlights on the roll-off of the Milwaukee Road Bowling League, at the Central Lanes on Apr. 22. The pins

The Marquettes, winners of top honors in the Milwaukee Road Bowling League in Milwaukee, Wis. Seated, left to right: Cliff Rammelt and Mike Lilach (captain). Standing, left to right: George Hegedus, Leo Kuokkanen, Arthur Lewis, John Deglman and John Stoss.



began falling at 7:30

P.M., as the Marquettes, captained by Mike Lilach, vied for top honors with George Fiebrink's Chippewas.

George and the boys got their strikes and spares consistently in the first game and went on to win by 15 pins. To the spectators it looked like a cinch for the Chippewas, but in the second game the Marquettes hit their stride and won by 16 points. The final game saw Fred Glaser and Bill and Dick Weatherall of the Chippewas go into a slump. Meanwhile George Hegedus, John Deglman and Blackie Lewis kept up a steady pace and with the help of Leo Kuokkanen and Mike, won the game by a score of 849 to 807. High single honors went to John Deglman for his 236 game. Fred Glaser was high in the three-game totals, with a 588.

We regret to report the recent deaths of the following car department employees: Frank Grabowski, Mike Kurchka, Albert Bloomquist, Francisco Colauto, Gustave Hoppe, Anton Kaszubski, Mike McVernon, William Billings, Anton Neuhauser, Thomas Burns, Martin Stelzer, Matt Schramm and William Zimmerman.

A number of our old timers recently retired to a life of leisure. We would like to mention each man's record, but space will not permit it, so we will compromise by just mentioning their names, as follows: Fred Dobretzberger, Peter Mazurkiewicz, Anton Milazzo, John Cieslak, Raymond Kau, Frank Pillat and John Nowak.

Miss Jane Elyn Waterworth is the new daughter at the Vernon Waterworth home, born on Apr. 23.



The Chippewas, runners-up for first place in the Milwaukee Road Bowling League in Milwaukee, Wis. Seated, left to right: Dick Weatherall and George Fiebrink (captain). Standing, left to right: Walter Koester, Bill Weatherall, Elroy Koester and Fred Glaser.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Congratulations to the winners of the Milwaukee Road Hiawatha Bowling Tourney just completed in Milwaukee. The team event was captured by the Milwaukee Fast Mails who shot the highest scratch score of 2,605, plus 340 handicap which gave them 2,945 total. The winners were given engraved belt buckles. Joe Borowski captained the team but did not bowl due to his recent illness. However, his mates went out and won for him a buckle and the championship. They included Eddie Watts, (the ever dangerous money bowler); Eddie Miller, our vice president and also a good boy when the chips are down; Jack Ostermick of the machine shop; Bob Noot from downtown, and Eddie Wroblewski of cabinet shop fame. These boys did well on some tough alleys and deserve a lot of credit. (Here's \$75.00). The Bursch-Hopkins team of Minneapolis finished with a 2,914 total to grab second place. Economy Briquetting Co. of St. Paul took third with 2,905; St. Francis Social Center of Milwaukee took fourth with 2,904; Krause Service Station of White Bear Lake was fifth with 2,862. Then in order came Milwaukee Pioneers—2,859; Olympian-Hiawatha of Milwaukee—2,845; Milwaukee Shops Diesel Store—

2,832; Olympians of Milwaukee — 2,825; Milwaukee Locomotive Electricians — 2,816. The Bursch-Hopkins Team hit 945 for high single game, scratch, while the St. Francis Social Centers hit 1,063 with their handicap.

The two-man event championship went to L. Baych and F. Jalinek of St. Paul, who



The Fast Mail team, of Milwaukee, winner of the recent Milwaukee Road bowling tournament. Seated, left to right, are Ed Mueller and Joe Borowski. Standing, left to right: Ed Watts, Jack Ostermick, Bob Noot and Ed Wroblewski.

hit 1,084 scratch and 156 handicap to get the winning total of 1240. However, the medals for the championship went to Elroy Koester and J. Hintz of Milwaukee, on the strength of their 1,106 scratch. With their 102 pin handicap added to this, they finished fifth in the money with 1,208. Second place went to C. Gerstein and G. Fischer of Chicago with 1,239; H. Gorman, Milwaukee, and H. Horgan of White Bear Lake hit 1,230 for third; F. Hensiak and Ed Wroblewski of Milwaukee shot the best single set of 425 scratch and also with their handicap 468, to take over the fourth spot. Then in order came H. Montgomery and Eugene Jacobs—1,203; W. Walsh and H. Larson of Minneapolis—1,200; J. Zidek and E. Martin of Chicago—1,196; and R. Stark and E. Berndt of Milwaukee—1,196; F. Kuklinski and S. Powalisz of Milwaukee—1,195.

Clarence J. Horlivy of the Milwaukee store department shot a 630 scratch plus 58 pins, 688, to win both the first place money and the championship medal. James Morrissey of Milwaukee hit 610 scratch plus 66 pins for 684 for second spot. Clarence—(Moco the Mag.) Wellnitz got 589 plus 90, or 679 for third; "Looie" Mix engineered himself into 590 plus 70 to get fourth place—660; G. Lubansky of Minneapolis shot 603 plus 56 for fifth with 659. Then in order Ed Wroblewski 602 and 56, or 658; D. Toson of Des Moines 595 plus 60, or 655; J. Ritter of Chicago 581 plus 72, or 653; Ed Miller of Milwaukee 574 plus 78, or 652; and W. Hauck of Chicago 547 plus 98, or 645. It took Moco Wellnitz' 245 to take high game of the singles affair and also plus 30 pins, his handicap total of 275 was tops.

The all-events championship medal and first place money went to C. J. Horlivy with 1,835 scratch and 174 handicap, 9 games, total of 2,009. C. Gerstein of Chicago had 1,545 plus 336 for second place 1,881; G. Lubansky of Minneapolis hit 1,705 plus 168 to get 1,873 for third. C. Wellnitz shot 1,593

plus 270 for 1,863 for fourth. Fifth place went to Ed Wroblewski with 1,687 plus 168, or 1,855; Eugene Jacobs hit 1,665 plus 160 to take last place in money with 1,845. High game of the tournament went to C. J. Horlivy with 249 scratch.

It is with regret we announce the passing of Jefferson Lentz of Terre Haute, Ind. He was the father of Leonard L. Lentz, engineer of car construction at Milwaukee Shops, and formerly general foreman at C.T.H.&S.E. shops.

Step right up folks and get your cigars. No, you don't have to do anything for them. It's already been done. Joe has become the proud father of a baby boy named Paul. Baby and mother are doing fine and now Martin is an uncle along with his other brothers. Joe who? Why, I almost forgot—Drinka, of course. Congratulations Mr. and Mrs. and the future "math wizard." Monty has signed a contract with Joe to train his son for the Golden Gloves of 1965.

The ham raffled at the Milwaukee shops

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was won by none other than "Butch" Weber, draftsman and band master. If it's a raffle, don't let Weber in on it, hereafter, as he always wins or comes close.

Hats off to H. H. Zunker, C. Schwab, Art Schultz and Ed Mueller for a grand job of running the Milwaukee Road Bowling Tourney at Milwaukee, considering the big job was undertaken on short notice. Thanks also to the many members who took over the score marking jobs and Hooks Erdmann who ruled as foul judge. Next year the tournament goes to Minneapolis and they will have a full year to prepare. Another successful tourney should be in order. Thanks to all the teams from wherever you came for helping make this tournament revival a success.

The final night sweeper was won by J. Wokszynski who hit 580 plus 108 for 688. Then in their order:

Elroy Koester	615	plus 58—673
L. Bishop	605	plus 64—669
H. Montgomery	583	plus 66—649
C. Rischman	546	plus 90—636
F. Glaser	597	plus 36—633
R. Pestalozzi	547	plus 86—633
A. Nehring	558	plus 74—632
E. Palmer	550	plus 82—632
E. Zimmerman	565	plus 66—631

C. Rischman hit 266 for high single scratch.

Clarence Schwab outlasted the better bowlers of the Milwaukee Road Bowling League to be crowned King of Pins for 1947 season. Clarence had a final average of 184.27.

Davies Yard

J. J. Steele, Correspondent

Congratulations to Robert Yanda and his new bride. They were married on May 3.

We also congratulate James Shield and our very best wishes to Myra Feustel, who will be married on June 7.

All reports indicate that Leonard Shulta, who replaced Al Reich as cook on the wrecker, is a very good cook, and all lady friends will be interested to know that he is a bachelor.

Harry Gehrke and yours truly were initiated into the R.S.O.B. at Mequon, Wis., on May 5.

We thought that the day of the photographer and his pony had passed, but John Dunar is reviving the old custom. He has just purchased a pony for this purpose and Roland Krebs is John's first "sitting" in his new endeavor.

Don Ritzke's new girl friend has just said "yes," so it won't be long now.

A newcomer to the Davies Yard is Ed Anderson, who, from all reports, is quite a golfer.

Aft Sahrada came to work the other day quite excited—his two-month-old son said "daddy."

Congratulations to Ralph LePage on his recent promotion to foreman at Wisconsin Rapids.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Engineer Roy Keating, Marmarth, N. D., died at Holy Rosary Hospital, Miles City, on Apr. 17, from the effects of "flu." He leaves a wife and three sons, Donald of Tacoma, Douglas of Seward, Alaska, and Kenneth of Marmarth. He was buried with Masonic and Christian Science services and laid to rest in Greenwood cemetery.

The community was shocked by the news of the death of Mrs. Ed Sandals, wife of

Attention—M.R.S. Veterans

MILWAUKEE Road employees who served in the 744th Railway Operating and the 757th Railway Shop Battalions are advised that the Military Railway Service Veterans Association will hold its first annual convention in Chicago on September 27. The association, which has an enrollment of 43,000 officers and men, is located at 275 East Fourth Street, St. Paul, Minn. It is hoped that a good representation will be able to attend.

Convention headquarters will be at the Palmer House and plans are under way now for a full day's entertainment. The conventioners will register in the Red Lacquer Room, beginning at 9 A. M. General Carl R. Gray, Jr., will start proceedings at 11 A. M. with a greeting to the assembly and a short business session. After lunch the group will attend the Chicago Cubs-St. Louis Cardinals baseball game at Wrigley Field. Dinner at the Palmer House will be followed by a smoker, which will give the veterans a good opportunity to become re-acquainted.

The total charge for the ball game and dinner is \$7.50, or an even \$15.00 for the men who bring their wives. Those who do not wish to attend the game can subtract \$1.80 from the single fee. As reservations for tickets will be made on Aug. 1, all checks should be on hand at that time. Wives are most welcome, but their reservations must be made in advance also. Checks or money orders should be made payable to S. R. Truesdell, treasurer, and sent to him at 400 West Madison Street, Chicago 6, Ill., Room 1421. The baseball and dinner tickets will be held at Chicago, pending the veterans' arrival.

Ed Sandals, retired conductor, on May 2, from a heart attack. She was reading when stricken. Funeral services were held at the Congregational Church and the remains were taken to Custer, S. D., for burial beside her son Ellis. She is survived by her husband and son Kirk, of Lincoln, Neb., sisters Mrs. Tom Milligan of Yuma, Ariz., and Mrs. Burl See of Peru, Ia., and a brother, Tullis Brown, of Grandview, Wash.

James B. Caldwell, retired switchman, and wife have returned from an auto trip which began last November. They toured through the South and then to California, where they spent the winter at Long Beach with their daughter Barbara, who is an air stewardess there. They came home through Washington and Oregon.

George Sheldon, retired engineer, and wife, of White Rock, S. D., recently renewed old acquaintances at Mobridge.

Roadmaster Myron Olson, wife and son, are vacationing at Bremerton, Wash., with Mrs. Olson's parents; Fred Lentz, retired conductor, and wife.

Mrs. Lon Green, wife of machinist's helper at the roundhouse, who was confined to the Mobridge hospital, is much improved and at home again. She writes the column in the Mobridge paper called "Lottie's Letter" and we miss her cheery items.

Mrs. D. E. Goodspeed, wife of Operator Goodspeed, has been a patient at the Bismarck, N. D., hospital. She is somewhat improved, at this writing.

Miss Virginia Larson, daughter of Conductor Louis Larson, won first prize for piano at the local music contest and was also first in the district music contest held here recently.

Conductor George Cobb and Mrs. Cobb of Miles City celebrated their 50th wedding anniversary in March with an open house at the Episcopal Guild Hall. The rooms were beautifully decorated and a huge wedding cake occupied the position of honor. A high tea was served. In the evening 70 friends honored them at a banquet in the Metropolitan Cafe and presented them with a gift of money to buy something for their home. George is one of the oldest conductors on the Trans-Missouri Division and has worked out of Miles City for 40 of his 55 years of service.

West End

Pearl Huff, Correspondent

Mr. and Mrs. Hugh Grainger, who left Miles City recently, are now located on a small tract of land near Billings, Mont. Mr. Grainger retired recently from service as tankman at Miles City.

Mr. and Mrs. Barry Glen left Miles City, May 14, for Tacoma, where Mr. Glen has accepted the position of assistant general foreman of Tacoma shops. Before leaving, Mr. Glen was presented with a handsome wrist watch, a "Parker 51" pen and pencil set and a leather bag, by his friends on the Trans-Missouri Division. Martin A. Walsh, who is well known here, has succeeded him as division master mechanic.

Wade J. Walters, son of the assistant roundhouse foreman at Miles City, took the apprentice examination recently, prior to entering the service as an electrician apprentice at Deer Lodge, Mont. Carl Martin, electrician helper at Miles City, has also taken the examination, prior to entering the service as an apprentice at Milwaukee shops.

Superior Division

J. B. Philips, Correspondent

Robert J. Baldrica, 49, retired general clerk on the Superior Division, died at his home in Iron Mountain, Mich., on Apr. 27, after a six-month illness. He was a life-long resident of Iron Mountain, born there on June 1, 1897. Bob started to work for the Road as a trucker at Iron Mountain on Jan. 3, 1911, and was promoted to clerk on Sept. 3, 1913. He had retired last October on account of ill health. He was active in local fraternal and musical circles and was the founder of the orchestra known as Bob's Nighthawks, which has been playing for the last 15 years. Surviving are his widow, Mary, a daughter, Mrs. Robert Petrick of Milwaukee, a son Mervin, his mother, three brothers and five sisters.

H & D DIVISION

W. H. Applegate, Division Editor

We have missed Engineer Bill Rush, who was running into Aberdeen for a long time. Understand that he is running on the east end at present.

Pullman Conductor Homeberg, running on Nos. 15 and 16 for a long time, has been ill



W. E. (Earl) Proctor, retired yard foreman of the Superior Division, never misses a chance to get that line and hook in a stream. Here he shares the spotlight with a five-pound steelhead trout which he pulled from the Moro River in New Mexico. Earl retired because of ill health and is recuperating in a sanitarium at Valmore, N. M., just two miles from wonderful fishing grounds.

in a Chicago hospital.

Conductor Billy Wills reports that Brake-man Harry Cadwell missed several trips in May due to illness.

M. J. Sonnenfeld has resumed his duties

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- ★ Guaranteed lighter

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AXLES

CRANK PINS

PISTON RODS

in the police department at Aberdeen, after two years in the Army.

Captain of Police Emmett Burke is again in the local hospital with a "strep" throat.

The police department's Martin Silvernail is out on his Richmond farm, racing with Old Man Weather to get his crops in.

Conductor R. A. Drum is still in the local hospital.

Carrie Voet, formerly a stenographer in the division engineer's office, Aberdeen, now residing at Sacramento, Calif., has a new baby daughter.

Frank DeWalt, freight house foreman, recently attended a Guy Lombardo show at Minneapolis and brought back a lot of new jokes.

Chief Dispatcher Vern Sohn and wife are on a West Coast vacation trip. We hope Vern has some luck with that new camera he acquired for the occasion.

Jerry Cully, the No. 1 man on the West H&D conductor's seniority list (July 20, 1903), recently retired. We wish him a long and happy vacation.

Also retiring from service is Agent J. C. Spriggs, Woonsocket, who has been with the Road since Oct. 23, 1907. He plans a southern trip.

George Kiesler of Hutchinson, Minn., No. 1 on the agent's seniority list with a service date of Aug. 2, 1891, retired recently. His Milwaukee friends wish him a happy vacation.

Lloyd Gilbert, instrumentman in the division engineer's office at Aberdeen, has returned to work following an appendectomy.

A daughter of Steve Menzia, coal shed foreman at Roscoe, was married recently. We do not have the complete information at this writing.

Recent retirements in the track department are George Kossakowsky, at Edgeley, N. D., and George Vollan on the Summit, S. D., section.

Operator Russell C. Smith, whose home is at Redfield, S. D., was recently discharged from military service and is planning to re-enter Milwaukee service.

Division Storekeeper W. J. Beckel is a grandpa! A daughter, Barbara Leigh, has arrived at the home of Mr. and Mrs. Kenneth Beckel.

East H & D

Martha Moehring, Correspondent

May 4 was a big day for Conductor Roy Holzer and his wife. It marked their 25th wedding anniversary and 40 people came to help them celebrate, bringing along a delicious dinner. By way of remembering the event, the guests left a lovely floor lamp and a purse of silver dollars.

Retired engineer Clarence Schmitz and his wife left Montevideo recently to make their home in San Jacinto, Calif.

We were sorry to hear of the death of Conductor Walt Lewis' brother Charles, who was well known around the southern part of the state, having for many years been steward at the state school and colony at Faribault.

Engineer Robert Newton passed away on Apr. 26, after two years' illness. We extend sympathy to his wife and son Bob.

Lineman Don Browne has taken a leave of absence and is trying his hand at chicken farming. He was replaced by Donald Herdine.

Conductor Al Johnson is pretty proud of his first grandchild. We asked him if the little boy will be another conductor but Al says that Jeffrey isn't talking.

Fireman Clyde Myers is a proud papa. It's a boy.

Section Foreman Levere Natzel is now in charge of his own track gang, working in the vicinity of Danube.



Mr. and Mrs. Rodney Peterson, who were married at Thorndyke-Hilton Chapel on the University of Chicago campus on Apr. 13. Rodney is secretary to Frank J. Newell, assistant public relations officer in Chicago.

John Rhodes, who was assistant to PFI Harold Rue for the past year, has transferred to Council Bluffs, Ia.

Engineer Spencer Baird has taken the pension. We wish for him a long and happy retirement, and good fishing.

CHICAGO GENERAL OFFICES

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Vic Quaritsch and Rosemarie Hurst were married at St. Alphonsus Church on May 3.

Dorothy Stubben and James Casey also picked May 3 for their marriage, which took place at St. Vincent's Church. Many friends from the Road attended the reception. Dorothy Fry was her maid of honor.

Lorraine Koy became Mrs. Hubert Brunner at Our Lady of Mercy Church on May 7. She resigned on May 16 to be a full time home-maker.

Jack Stowell and Betty Sackett were married, May 29, at Epworth Methodist Church. They decided on Minneapolis for the honeymoon.

Central America has its charms for Sophia Walker, who picked Guatemala as the place for her vacation. She went from New Orleans to Guatemala by plane.

Laura Quartana of the central typing bureau was transferred recently to the Union Station.

Bob and Dorothy Chessman celebrated their 41st wedding anniversary on May 13 with a party at their home in Roselle.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Dorothy Herzmann, who left the Road in October, 1946, returned to work in the waybill filing bureau on May 15.

Yvonne Potempa, accounting machine room, became engaged to Edward Bradtke of the same bureau on May 10. It's been a treat to see Yvonne's smile as she displayed the big diamond she is wearing.

Off to Oregon! Sophie Senatra (not Frank's sister) of the switching bureau, who has taken a leave of absence, left for Oregon and the Northwest on May 15, for a vacation and rest. We will miss her usual contributions to our Magazine news.

Mae Whitmann is giving out details for best kind of a vacation, i.e., doing a first-

(Continued on page 37)

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.					
Chicago General Offices					* Hastings and Dakota Division				
Belter, C.O.	Trav. Auditor	Chicago, Ill.	1		Boettcher, Richard	Son of Rdmstr.	Aberdeen, S.D.	1	
Benson, L.J.	Asst. to Vice-Pres.	Chicago, Ill.	1		Daugherty, H.A.	Boilermaker	Aberdeen, S.D.	2	
Bokelmann, O.H.	Chf. Clk. to GPA	Chicago, Ill.	1		Geiser, W.A.	Agent	Fairmount, N.D.	1	1
Brockman, A.	Supvr. Track Welding	Chicago, Ill.	1		Geiser, Mrs. W.A.	Wife of Agent	Fairmount, N.D.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	2	1	Grandpre, R.E.	Clerk, Car Dept.	Aberdeen, S.D.	2	
Cassin, J.J.	Dem. Inspector	Chicago, Ill.	1		Gillison, M.E.	Agent	Orient, S.D.	1	1
Croasdale, Milton	Dem. Clerk	Chicago, Ill.	2		Heinrich, John	Sec. Foreman	Mobridge, S.D.	1	
Dempsey, G.M.	Gen. Insp., Div. of Safety	Chicago, Ill.	1		Keller, V.B.	B. & B. Clerk	Aberdeen, S.D.	1	
Dolan, W.R.	Dist. Adjuster	Chicago, Ill.	1		Mertz, W.G.	Air Brakeman	Aberdeen, S.D.	1	
Eldridge, E.	Freight Clerk	Chicago, Ill.	1	1	Moe, Arnold	Ticket Clerk	Montevideo, Minn.	1	
Granz, W.A.	Clerk, Gen. Frts.	Chicago, Ill.	1		Moriarty, W.J.	Chf. Clk. Store	Aberdeen, S.D.	2	
Highland, A.E.	Engr. Acctnt.	Chicago, Ill.	1	1	Murphy, Wm. H.	Chf. Clk., DMM	Aberdeen, S.D.	1	
McPherson, W.R.	Asst. Supt. Transp.	Chicago, Ill.	1		Porter, Harry L.	Retired Agent	Barnard, S.D.	1	
Parrott, W.O.	Asst. Engineer	Chicago, Ill.	1		Riedl, R.W.	Instrumentman	Aberdeen, S.D.	1	1
Rees, L.B.	Asst. Buyer	Chicago, Ill.	1	1	Smith, Guy	Operator	Redfield, S.D.	1	4
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1					15	
Wicke, H.A.	Mdse. Supvr.	Chicago, Ill.	1						
Wilson, Frank J.	Chief Clerk	Chicago, Ill.	1						
Witt, T.E.	Trav. Car Acctnt.	Chicago, Ill.	1	1					
Zorn, Frank	Clerk	Chicago, Ill.	1						
			16	5					
Chicago Terminals Division					Idaho Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Allen, C.F.	Roadmaster	Spokane, Wash.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		5	Brothie, F.W.	Capt. of Police	Spokane, Wash.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		3	Hutchinson, C.J.	Conductor	Spokane, Wash.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Medley, Earl	Car Department	Spokane, Wash.	1	
Carter, P.	Clerk	Galewood, Ill.		1				5	0
Dyba, T.	Route Clerk	Galewood, Ill.		3					
Ensor, J.J.	Rate Clerk	Galewood, Ill.		1					
Ensor, A.	Rate Clerk	Galewood, Ill.		3					
Evans, R.	Clerk	Galewood, Ill.		1					
Ewing, J.J.	Clerk	Galewood, Ill.		4					
Grill, Williams J.	Car Order Clerk	Chicago, Ill.		1					
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4					
LeMire, G.E.	Rate Clerk	Galewood, Ill.	103						
Lemke, E.	Clerk	Galewood, Ill.		1					
Mickelson, M.L.	Clerk	Galewood, Ill.		1					
Oettinger, J.J.	Rate Clerk	Galewood, Ill.		9					
Reimann, B.	Rate Clerk	Galewood, Ill.		1					
Rowan, F.L.	Loco. Engineer	Galewood, Ill.		1					
Strate, T.H.	Div. Engineer	Chicago, Ill.	2						
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		3					
			2	153					
Coast Division					Iowa and Dakota Division				
Anderson, Millie	Abstract Clerk	Tacoma, Wash.	2		Anderson, E.F.	B. & B. Dept.	Mason City, Ia.	1	1
Black, A.G.	Red Cap	Tacoma, Wash.	1		Burnett, M.L.	Trnmstr's Clk.	Mason City, Ia.	1	
Bryan, James F.	Asst. Cashier	Tacoma, Wash.	1		Glander, A.M.	Chf. Carpenter	Mason City, Ia.		2
Candler, Mrs. C.A.	Wife of Store Dept. Clk.	Tacoma, Wash.	1		Gourley, Cliff	Clk., Tel. & Sig.	Mason City, Ia.	1	1
Carrotte, Clara C.	Gen. Clerks	Tacoma, Wash.	1		Haetzenbuhler, Ed	Locomotive Dept.	Mitchell, S.D.	1	
Coble, W.H.	Freight Agent	Lynden, Wash.	1		Hoellworth, Ed	Receiving Clerk	Sioux Falls, S.D.	1	1
Cook, R.A.	Engineer	Tacoma, Wash.	1		Hubbs, J.W.	Loco. Engineer	Sioux City, Ia.	1	
Cowling, P.L.	Rate Clerk	Tacoma, Wash.		1	Iliff, A.F.	Chief Clerk	Rapid City, S.D.	1	
Curtice, W.L.	Foreman	Tacoma, Wash.	1		Jaehn, Frank	Trucker	Rapid City, S.D.	1	
Davis, J.W.	Waiter	Tacoma, Wash.	1		Jenkins, Z.D.	T.B.M.	Sioux Falls, S.D.	1	
DeGuire, C.E.	Clerk	Tacoma, Wash.	1		Larson, F.G.	Brakeman	Sioux Falls, S.D.	2	
Eshelman, W.M.	Inspector	Tacoma, Wash.	1	1	Murphey, E.A.	Pass. Conductor	Sioux City, Ia.	3	
Gay, M.N.	Elec. Foreman	Tacoma, Wash.	1		O'Neill, J.P.	General Clerk	Mitchell, S.D.	1	
Gustafson, Carroll	Switchman	Bellingham, Wash.	1		Pappas, Tony	Mach. Shop	Mason City, Ia.	2	
Johnson, Wesley	Ret. Employee	Bellingham, Wash.	1		Rhodes, R.I.	B. & B. Dept.	Mason City, Ia.	1	1
Monahan, E.J.	Waterfront Chkr.	Seattle, Wash.	1		Rate Clerk	Sioux Falls, S.D.	1		1
Sandstedt, Anna	Wife of Car Foreman	Bellingham, Wash.	1		Sheldon, M.W.	Pumper	Sioux Falls, S.D.	1	
Weingarten, K.W.	Night R.H. Frmn.	Tacoma, Wash.	11		Shoemaker, J.B.	Operating	Sioux City, Ia.	1	2
			27	2	Welcher, R.	Brakeman	Sioux City, Ia.	1	10
Dubuque and Illinois Division					Iowa Division				
Datisman, H.E.	Chief Clerk	Savanna, Ill.	2		Boettcher, L.R.	Asst. Engineer	Marion, Ia.	1	
Davidshofer, J.	Laborer	Dubuque, Ia.	1		Bryant, Mrs. L.B.	Wife of Chk. Clk.	Council Bluffs, Ia.	2	
Davis, D.R.	R.H. Foreman	Savanna, Ill.	1		Curran, Francis C.	Rate Clerk	Cedar Rapids, Ia.	1	1
Dubmeyer, A.	Cutter	Dubuque, Ia.		7	Davis, E.E.	Chief Clerk	Omaha, Neb.	1	
Horsfall, C.	Carman	Dubuque, Ia.		2	Wenstrand, W.W.	Legal Dept.	Omaha, Neb.	6	1
Hoyer, J.E.	Lead Carman	Savanna, Ill.	1						
Kurt, Francis B.	Clerk	Waukon, Iowa	4	5					
McDermott, Anne	R.H. Clerk	Savanna, Ill.	2						
Millar, Lucille	Clerk	Dubuque, Ia.	1						
Olson, E.W.	Chief Disptchr.	Dubuque, Ia.	2						
Salzer, P.D.	Asst. Foreman	Savanna, Ill.	1						
Sheetz, Wm.	Asst. R.H.F.	Savanna, Ill.	1						
Smolek, J.	Car Inspector	Savanna, Ill.	2						
Urmacht, H.A.	Geh. Foreman	Dubuque, Ia.	1						
Whitham, W.C.	Asst. Div. Engr.	Savanna, Ill.	1						
Wohlers, Earl	Section Foreman	New Albin, Ia.	1						
Youngblood, L.A.	Machinist Tester	Marquette, Ia.	3						
			24	14					
Milwaukee Division					Madison Division				
Benzing, Henry	Equip. Mntr.	Horicon, Wis.	1	1	Brown, M.D.	Cashier	Janesville, Wis.	1	
Brown, C.A.	Cashier	Beaver Dam, Wis.	1		Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	1	
Brown, Harold	Clerk	Beaver Dam, Wis.	1		Pyre, Joan	Stenographer	Madison, Wis.	2	
Fiebelkorn, W.	Chief Clerk	Beaver Dam, Wis.	1					4	0
Francey, Elenore	Sec. to Supt.	Milwaukee, Wis.	1						
Franzen, H.A.	Chief Clerk	Milwaukee, Wis.	1						
Freinwald, F.	Fireman	Horicon, Wis.	7						
Johnson, W.W.	Sec. Foreman	Horicon, Wis.	3						
Kohl, W.J.	Ret. Signal Mntr.	Horicon, Wis.	1	1					
Krummel, W.J.	Car Foreman	Racine, Wis.	5						
Kuhn, H.G.	Clerk	Beaver Dam, Wis.	1						
Love, F.J.	Trn. Dispatcher	Beloit, Wis.	1						
Rich, L.M.	Conductor	Horicon, Wis.	1						
Whitty, H.E.	Maintenance Clk.	Horicon, Wis.	2						
Willers, J.	Sec. Foreman	Horicon, Wis.	1						
			27	2					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Iowa and Southern Minnesota Division					Superior Division				
Hayes, Albert	Operator	Albert Lea, Minn.	4		Brown, John L.	Chief Clerk	Plymouth, Wis.		1
Hoffmann, Ray	Chf. Carp. Clerk	Austin, Minn.	1		Buechler, F.T.	Superintendent	Green Bay, Wis.		2
Holden, H.M.	Agent-Operator	Houston, Minn.		1	Flom, C.W.	Sect. Laborer	Iron Mountain, Mich.	1	
Jones, S.O.	Agent-Operator	Bixby, Minn.		4	Hetherington, W.V. Jr.	Operator	Plymouth, Wis.	7	
Schmelzer, Henry	Section Foreman	Fountain, Minn.	1		Kasten, Harry F.	Sig. Maintainer	Iron Mountain, Mich.	1	
Vandenover, H.E.	B.M. Helper	Austin, Minn.	1		Kenney, A.V.	Agent	Plymouth, Wis.		1
			7	5	Kwashy, C.	Car Dept.	Green Bay, Wis.		1
Kansas City Division						La Veau, F.J.	Agent	Republic, Mich.	2
Atkin, F.W.	Rate Clerk	Kansas City, Mo.	1		Miskimins, R.R.	M.M.T.Co.	Green Bay, Wis.	1	1
Bowen, Nell	File Clerk	Ottumwa, Ia.	1		Moureaux, Harvey M.	Check Clerk	Green Bay, Wis.	1	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		Willman, R.E.	Agent	Amberg, Wis.	1	
Gohmann, K.M.	Steno-Clerk	Ottumwa, Iowa	1					13	6
Hensen, Harold	Stenographer	Ottumwa, Iowa	1		Terre Haute Division				
Martin, Mrs. G.A.	Wife of Tkt. Clk.	Ottumwa, Ia.	1		Daniels, B.E.	Asst. Div. Engr.	Terre Haute, Ind.	1	7
McCartney, W.J.	Brakeman	Davenport, Ia.	1		Stangle, J.J.	Triple Valve Clnr	Terre Haute, Ind.	1	7
			7	0	Trans-Missouri Division				
La Crosse and River Division					Bennett, H.P.	Clerk	Roundup, Mont.	1	
Blanchfield, E.C.	Cashier	Merrill, Wis.	3		Boggs, Russell	Counterman	Miles City, Mont.	1	
Brieske, F.G.	Janitor	La Crosse, Wis.	1		Sonnenwirth, Kenneth	Operator-Clerk	Faith, S.D.	1	
Brisson, A.R.	Trainman	La Crosse, Wis.	1		Field, R.J.	Yard Clerk	Roundup, Mont.	1	
Christie, R.W.	Conductor	La Crosse, Wis.	1		Geelhart, H.W.	Roadmaster	Roundup, Mont.	1	
Cramer, Raymond	Machinist	Tomah, Wis.	1		Kuni, G.E.	Tel. Operator	Roundup, Mont.	2	
Douglas, W.	Carman	La Crosse, Wis.	3		Langbein, G.E.	Agent	New Leipzig, N.D.		1
Flanagan, John E.	Operator	La Crosse, Wis.	1		Milne, D.J.	Sec. Foreman	Isabel, S.D.	1	
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Roe, Ruth	File Clerk	Miles City, Mont.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.		1	Schneider, J.	Sec. Foreman	Keldron, S.D.	1	
Fuchs, Robert W.	Machinist	Tomah, Wis.	1		Shine, C.A.	Ticket Clerk	Miles City, Mont.		1
Hazelwood, E.E.	Chr. Clk. to Asst. Supt.	Wausau, Wis.	1		Snavey, J.R.	Agent	Trail City, S.D.	1	
Lewandoski, Walter	Trucker	Wausau, Wis.	2		Wayner, E.H.	Police Dept.	Mobridge, S.D.	1	
Marcou, R.J.	Lead Inspector	La Crosse, Wis.	1					12	2
Ramsay, F.W.	Conductor	La Crosse, Wis.	1		Twin City Terminals Division				
Ruder, George	Whse. Foreman	Merrill, Wis.		1	Blake, H.C.	Asst. Engineer	Minneapolis, Minn.	1	
Ruder, William	Yard Clerk	Merrill, Wis.		1	Corcoran, Frank	Gen. Car Supt.	Minneapolis, Minn.		2
Schaad, Gregory	Trucker	Merrill, Wis.		1	Faldet, Emma L.	Clerk	Minneapolis, Minn.	1	
Semmelheck, N.J.	Operator	Merrill, Wis.	1		Hobbrook, C.F.	Yardmaster	Fordson, Minn.		1
Slomske, Mrs. Theo.	Wife of Engineer	Wausau, Wis.	1		O'Connell, T.F.	Clerk	Minneapolis, Minn.	1	
Stowers, Ember	R.H. Clerk	Portage, Wis.		1	Rothmund, A.C.	Cashier	St. Paul, Minn.	1	
Wolfe, Roy F.	Laborer	Tomah, Wis.	1		Van Hollin, F.	Mach. Helper	Minneapolis, Minn.	1	
Wyss, Edward J.	Trucker	Merrill, Wis.		1	Warner, Frank T.	Engineer	Minneapolis, Minn.	1	
			21	6				6	4
Milwaukee Terminals and Shops					Traffic Tips Reported During April, 1947				
Braun, Walter	Foreman	Milwaukee, Wis.	1		No. of Tips				
Jendusa, Frank	Car Inspector	Milwaukee, Wis.	1		Division	Pass. Tips	Freight Tips	Per 100 Employees	
Kabacinski, C.M.	Lead Inspector	Milwaukee, Wis.		1	Seattle General	30	6	18.7	
LaPama, Ben	Carman	Milwaukee, Wis.	1		Chicago Terminals	2	153	4.8	
Rainer, Francis	Clerk	Milwaukee, Wis.	1		Superior Division	13	6	2.4	
Richter, R.A.	Machine Shop	Milwaukee, Wis.	1		Dubuque and Illinois	24	14	2.2	
Rieboldt, F.C.	Ret. Foreman	Milwaukee, Wis.	1		Milwaukee Division	27	2	2.2	
Rome, E.	Blacksmith Appr.	Milwaukee, Wis.	1		Coast Division	27	2	1.8	
Schaffer, R.L.	A.A.R. Clerk	Milwaukee, Wis.	1		Iowa and Dakota	16	10	1.5	
Thoms, George	Air Brakeman	Milwaukee, Wis.	1		Iowa and S. Minnesota	7	5	1.3	
Waldman, John Sr.	Store Dept.	Milwaukee, Wis.	1		La Crosse and River	21	6	1.2	
			10	1	Trans-Missouri Div.	12	2	1.2	
Rocky Mountain Division					Hastings and Dakota	15	4	1.1	
Allen, Eurma	Steno-Clerk	Butte, Montana	2		Chicago General	16	5	0.9	
Barta, Mrs. James	Wife of Budge Foreman	Lewistown, Mont.	1		Idaho Division	5	...	0.8	
			3	0	Kansas City Division	7	...	0.8	
Seattle General Offices					Iowa Division	6	1	0.5	
Andrews, John	Chf. Clk., Frt. Clm.	Seattle, Wash.	1		Madison Division	4	...	0.5	
Cummings, J.R.	Asst. Tax Commnsr.	Seattle, Wash.	1		Terre Haute Division	1	7	0.5	
Dewhirst, Ella	Stenographer	Seattle, Wash.	1		Rocky Mountain Division	3	...	0.3	
Fowler, Ruth E.	Mil. Land Co.	Seattle, Wash.	2		Twin City Terminals	6	4	0.3	
Harris, H.E.	C.F.A.	Seattle, Wash.	2		Milwaukee Terminals	10	1	0.2	
McGalliard, S.O.	Inv., Frt. Clm.	Seattle, Wash.	10		Miscellaneous	...	...	...	
Moody, Lillian	Auditing Dept.	Seattle, Wash.	1		TOTALS	252	228	1.4	
Morgan, H.R.	Asst. Engr. Elec. Dep.	Seattle, Wash.	1						
Naramore, H.S.	Asst. Chf. Surgeon	Seattle, Wash.	2						
Notske, Edward J.	Asst. Tax Agent	Seattle, Wash.	1						
Sackerson, R.G.	Gen. Mgr. Mil. Land Co.	Seattle, Wash.	1						
Sanders, R.C.	G.F.A.	Seattle, Wash.	1						
Sima, E.P.	Asst. Supt. Wk. Equip.	Seattle, Wash.	1						
Smith, L.W.	Asst. Supt. Tel. & Sig.	Seattle, Wash.	1						
Spisak, John B.	Supt. Mil. Land Co.	Centralia, Wash.	1						
Stoll, E.J.	Asst. Ind. Engr.	Seattle, Wash.	2						
Strassman, J.N.	Auditor	Seattle, Wash.		6					
Williamson, Glenn	Rate Clerk	Seattle, Wash.	1						
			30	6					

class job of housecleaning and interior decorating of her home, from garret to cellar.

Grant Miller, review bureau, has been going over his old fishing tackle and is arranging for an attachment to take pictures of the big ones that get away. It's a sort of camera arrangement, and he hopes to make use of it early in July when he goes to Sturgeon Bay, Wis. He believes this new invention will save explaining why he never brings fish back.

Orchids to Catherine Rose, who found a roll of bills which had been lost in the office by a young fellow, a recently returned soldier, and turned it over to Chief Clerk A. E. Peterson. She refused to accept a reward from the owner, who was so pleased he came to this scribe to request that an appropriate "thank you" be extended to Catherine in our column.

Wilfred Hettinger, recently discharged from the Army, returned to work in the interline bureau on May 16. Says Army life was fine, but he did get lonesome for loved ones at home and friends in the office.

Bowlers: Congratulations to our new champions, Elmer Martwich, H. Tobin, E. Kusch, N. Barrington and C. Sporleder of the Tomahawks.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

A large reception committee greeted Kathryn Ann Rappe on May 9, when she joined the Harold Rappe household. The three previous arrivals were boys.

Mr. and Mrs. Otto Heimann welcomed Barbara Catherine on Apr. 23 as the first addition to their household.

The engagement of Leah Williams, formerly of the bill and voucher bureau, and James Crevie is announced, with the wedding set for July.

May 24 was the wedding day of Bill Rick, ex-AFE bureauite. Bill was lucky enough to land Phyllis Barker for his life partner.

Wallace Frankenstein, AFE bureau, has taken a leave of absence for his health.

May might bring flowers, but to Dorothy Wittman of the B&V bureau it only brought an operation for appendicitis.

Girls Bowling League—Final Standing

Teams	Won	Lost
Copper Country, Ltd.	52	44
Tomahawk	52	44
Marquette	52	44
Chippewa	51	45
Pioneer Limited	50	46
Hiawatha	50	46
Olympians	49	47
Varsity	47	49
Arrow	47	49
Sioux	44	52
Southwest Limited	43	53
Fast Mail	39	57



A group of bill and voucher bureau employees present a traveling bag to their boss, Thomas N. Walters, of the auditor of expenditures office, as he leaves on an extended furlough.

The teams that finished in a tie at the top agreed to flip a coin to decide the winner. The Arrows won high team game and the Olympians were second, while the Pioneers took high three-game series, with the Hiawathas second. Ann Kennedy had high individual game and Marion Klewer had the high individual series.

Congratulations to Roberta Shepherd, who has been appointed secretary to Mr. Kruckstein, and it's "so long" to Vera Moffet, who resigned to take over household duties.

"Doc" Wires, the squire of Bartlett, is on a leave of absence on account of illness.

Pioneer Post's bowling season ended successfully in May, with "Skip" Sabacinski's outfit taking the title.

Final Standing

Teams	Won	Lost
Membership	59	46
Memorial	57	48
Service	55	50
Americanism	53	52
Welfare	49	56
Ritual	42	63

The big three in individual averages were Sabacinski, George Wiegand and Fritz Miller. The Membership squad was predominantly bill and voucher bureau in personnel, Ray Litka, Norb Izdepski, Capt. "Skip" Sabacinski, Bob Wall and Ray Wons being from that bureau. The boys have now organized a summer league and are battling it out.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Tony Nowakowski, former messenger in the CAPD office, is now a "PFC" in the Marines. His address is M.B.N.A.S. Navy 116, United States Marine Corps, San Juan, Puerto Rico, % F.P.O., New York, N. Y., and he will be glad to hear from his friends on the Milwaukee Road.

Jerry Wehmeyer, messenger in the CAPD office, is deserting that office for the messenger's post in the general office.

Alice Dunn (née Nolan) left the general passenger department on May 15 to join her husband in Japan. She was presented with a nice farewell gift.

The reservation bureau was very happy to welcome back Jeanette Pierowicz, who has been ill at home since January.

H. J. (Howy) Ahrens has returned to the city ticket office as messenger.

Car Accountant's Office

Harry M. Trickett, Correspondent

Wedding bells rang for Eleanor Keen and Dorothy DeWald on Apr. 19. Eleanor was honored with a bridal shower on Apr. 17 and was married to Edward Dzik. Dorothy

left on Apr. 15. She was presented with a gift by her co-workers and changed her name to Mrs. Stanley Kuczek. Emilie Dovich was one of her attendants.

Janet Tabor received a fine bridal shower in the office on May 8 and was married to Chester Szyjewski at a church wedding on May 11.

Mrs. Laura Whitson was an office visitor on Apr. 23; has been enjoying her pension for the past year.

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Seattle	Portland	Vancouver	Montreal	Havana	London

Mr. and Mrs. Raymond Donohue are the proud parents of a third daughter, born on Apr. 22.

Marian Scharlow, formerly of our office, was a visitor on May 1 and proudly displayed her six-month-old baby boy.

Due to her mother's illness, Helen Gluchman was granted a month's furlough on May 12.

Mary Casey and Irene Marshall resigned on May 15, after almost three years' service. Ahnn Czachor also left us, on May 10.

Freight Traffic Department

(Contributed by Gen Guenther)

That ever-popular bird, the stork, has been very busy in these parts. The Frank Troms welcomed Dennis Robert on Mar. 29 (his mother will be remembered as Meredith Hoffstetter of E. W. Soergel's office) and on the following day the Johnny Niedzleks were presented with a bouncing baby girl; name, Marianne. On Apr. 29 the Walter Klosowskis became the proud parents of Katharine, who was welcomed by the youngest of the Klosowski gang with, "But I didn't want a girl brother!"

Doris Ciraulo was presented with a beautiful diamond ring on her birthday. The lucky fellow is from her home town, Elgin.

The "Mighty Mau" has fallen! Russ has gifted his "sweet young thing" with a diamond ring.

Ches Person left the service of the Road recently. His position in E. W. Soergel's office is now held by Ralph Knoll.

Congratulation to Tom Wallner on his new position as city freight agent.

Rose Ackerman is visiting her father in Meza, Ariz. She expects to return in August.

Manley Sampson is back on the job after a fortunate recovery from a serious ear infection.

The latest addition to the office force is Gerry Kobus, who has already been promoted from the rate desk to stenographer in the tariff department.

Ever Been To The Smokies?

Harold Beckler, rhymster of the super-intendent of transportation office, Chicago, dedicated the following poem to his co-worker, Loraine Koehler, and to Viola Gutnik, clerk in the public relations department, at the time the two girls were planning their recent vacation in the Great Smoky Mountains.

In the Great Smoky Mountains of old Tennessee

We're going vacationing, Viola and me.
Down where the women cook corn pone and chittlin's

And the men make a helluva chore of their whittlin's.

We're leaving from here with a wide open mind,

So who knows what intrigues we're liable to find.

Not that we're seeking adventures and men,
Or men and adventures—I'll say it again.

But if we meet up with two nice Tennesseans

Who show that they go for the make-up of we'uns,

And if they don't chew on an old Race Hoss plug,

Nor swallow white mule from a porcelain jug,

We'll hire them both just to show us the ropes

And spark us around on the green mountain slopes.

We'll teach them how we dance the Bensenville Jog

And they can spell us on the Tennessee Clog.

The country is famous for fast-riding horses.
The hotels dish meals up in eight or nine courses.

The bedrooms have beds and the bathrooms have showers,

And outside it's lousy with green grass and flowers.

Oh, six-hundred twelve miles just southeast of Chi,

Who knows what might happen to Loraine and Vi.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Herman Cruse, clerk in the traffic department at Terre Haute, left the service in May to work for the Commercial Solvents Corporation at Terre Haute. We were sorry to see Herman leave but wish him success on his new job.

Al Loughney, Air Brake Custodian, Retires

ALFRED Anthony (just call him Al) Loughney of the store department at Milwaukee shops retired on Apr. 17, after 26 years of service with the Road. Al has reached the prime age of 70, but he still retains the remarkable memory which made him such a valued employee. There are many longer records in the store department, but Al's was distinctive in that he spent 23 years in section H of the main storeroom, handling class 22, the air brake equipment. He was so familiar with the stock that he had every item mentally catalogued and could identify and locate them without their serial numbers. On account of his familiarity with all major changes in this line he was considered an authority and consulted frequently for advice.

Al's co-workers celebrated his retirement officially on May 1, with a party at the North Avenue freight house. The large crowd which attended—almost 200—presented him with a testimonial and a comfortable platform rocker. The rocker was his own choice, chosen with Mrs. Loughney's help. Franklin R. Koch arranged the affair and the Hiawatha Tooters furnished the music. With the thoroughness that characterizes everything Al does, he intends to work on becoming a gentleman of leisure and enjoying the good things of life.



Alfred A. Loughney (wearing the carnation) of the store department, Milwaukee Shops, is congratulated on his retirement by Paul A. Schmidt, sectional stockman.

**You don't need Safety Clothing
For Playing Bridge**



**You do need Safety Clothing
On Hazardous Jobs**

Tom Walters, bureau head of the bill and voucher department in Chicago, who formerly worked in Terre Haute, stopped in to see us on Apr. 26 on his way to Palm Springs, Calif. He has taken a leave of absence and will spend a few months there to see if the climate will benefit his wife's health.

Operator Petrie relieved at Heltonville while Agent Ammerman took his vacation. On May 14 he went to Freetown to relieve C. E. Elmore for his vacation.

Curtis Sims, Jr., is relieving his father, the agent at Elnora, who is ill.

Chief Dispatcher Ed Bevington, who has been seriously ill for some time, has improved and expects to return to work soon.

A new operator, Earl Warren, is working third trick at North Harvey. Earl is a brother of Bill Warren, regular third trick operator at Faithorn.

Operator Mel Tyler has resigned.

Operator Richard Chapman, who recently returned from the Army and worked here for a few months, resigned on account of his wife's health. He is now working in New Orleans.

A farewell party was held for C. L. Waterbury, former division engineer, on Apr. 26 at the Golden Pheasant restaurant in Terre Haute. About 20 employees attended. A delicious dinner was served and Toastmaster Bruce Daniels called on several of those present for short talks. Mr. Waterbury was presented with some luggage as a gift from his friends.

West Clinton Area

Earl H. Lehmann, Correspondent

J. D. McFadden, retired conductor, and E. A. Rollert, retired agent, of Faithorn, were recent West Clinton visitors.

Relief Clerk Richard Dorfmeier was married in April. The bride is a daughter of Engineer B. W. Wilson.

"Donald Preston" is the name of the baby boy born to Car Inspector Donald Bain and Mrs. Bain in April.

We are glad to report that Operator Joe Wright's little grandson, Patrick Joseph, is improving from his recent illness.

Conductor Charlie Draper returned to work during April, after several weeks' illness.

Brakeman "Jug" Harris chose a week in April for his vacation. Bet he doesn't pick "house cleaning time" next year.

We regret to report the death of Brakeman Guy Milligan in April. Sympathy is extended to his widow and daughters.

Assistant General Manager Munson and party, with Superintendent Hotchkiss, made a business trip over the division on Apr. 23. General Manager Donald and his party passed through West Clinton on Apr. 29. They also attended the claim prevention meeting conducted by W. L. Ennis at Terre Haute on Apr. 30.

We regret to report the death of Davis Wellman, retired conductor, who succumbed to a heart attack on Apr. 30.

Brakeman Marvin Brown was seriously injured in an accident while off duty during the early part of May. It was necessary to amputate his right arm. We know he will appreciate hearing from his friends. His address is St. Bernice, Ind.

We are sorry to report that Car Inspector Rex Myers is in the hospital for an operation. His friends hope for a speedy recovery.

Mrs. Guy Kelly, wife of our retired general yardmaster, sustained a fractured leg and other injuries from a fall in her home at St. Bernice in April.

Conductors Bert Bush and Pete Blake, veteran mushroom hunters, gave up entirely when they found that Brakeman Joe Soltis was picking lots of them by lantern light.

Faithorn District

Berniece Sparks, Correspondent

Agent J. T. Gerkey of Chicago Heights was transferred to Mason City, Ia., on May 1. He was replaced by Agent J. S. Lawbaugh of Hampshire, Ill.

It looks as though spring fever has most of us in its clutches. The bug has apparently bitten Second Trick Operator "Duffy" Nunley, as I hear that bright and early one morning he was seen trudging down the road, carrying a fishing pole. I haven't heard whether he caught anything but before long I suppose he will be telling fantastic stories like some of the other fishermen around here. I wonder if Ed Merritt will read this.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Lee R. R. Storm, Jr., instrumentman in Chicago Terminal division engineer's office, participated in the Illinois State Volley Ball Meet, the finals of which were held at the Oak Park Y.M.C.A. on May 3. "Stormy" and his partner, Ralph Pearsons, won the state championship in the doubles.

Heinie Lang, retired yard clerk, was a visitor recently. Heinie came down from Herbster, Wis., for the races.

Jack Sherry, chief clerk at Western Ave-



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nue, passed away late in April after an illness of several months. We extend sympathy to Mrs. Sherry.

Congratulations to Switchman Robert Pierce on the birth of a baby boy.

Congratulations to Machinist Helper Francis Kugles and Electrician Ralph Hoefe on additions to their families.

Traveling Engineer Lester Otto has accepted a position with the government. Our best wishes to him and to his successor, Thomas Kubal, formerly of the Illinois Division.

Jack Norton is the new chief clerk at Western Avenue.

Galewood

Howard Lawrence, Correspondent

Jim Burke, retired train director, was in the office recently, looking fit as a fiddle.

Earl White dropped into the office recently. He was formerly chief clerk to General Agent Cunningham in Chicago and is now district freight agent at Cleveland, Ohio.

Myra Michaelsen, comptometer operator at Galewood, was married on May 3. Tommy Dominick is back on the comptometer in her place.

Glanz Dierking is a proud father again; his second boy born on Apr. 24. If Glanz keeps up the good work he may be the Bing Crosby of Galewood.

Gene Siewek and Ray Kropp were married on May 10. Gene left the office to become a housewife.

Brother Boyle Stanley is now trustee of River Grove.

Sympathy is extended to Mike and Andy Ciezadlo, brothers of Joseph, former checker at Galewood, who passed away on Apr. 19.

Mike Ciezadlo's son said his first Mass on

Sunday, May 4. Several of Mike's co-workers attended and also went to the dinner in honor of the occasion.

We have a new WWIB man, Harold Lang, on the Galewood platform, in place of Al Zickus.

Bensenville

Dorothy Lee Camp, Correspondent

Howard Lawrence, our former correspondent, is now crew director at Galewood.

Floyd Sowers (Illinois Division) took his pension the first part of May. He surely will be missed by his friends in the Bensenville office.

"Wally" Grosnick and family had a wonderful vacation, driving over 1,800 miles. While in Canada they stopped to see the "quints" but only saw two of the famous little girls.

Ben Miller, now on pension, suffered a stroke some time ago, but friends will be pleased to hear that he is up and around again.

Besides working for the railroad, George Cornille is a very hard-working farmer; truck gardening and flowers. He raises the most beautiful Maple Leaf and Swiss Giant pansies that anyone around here has ever seen. I have a pansy garden myself, all from the Cornille farm.

Carl "Whitie" Sorenson passed away on Apr. 16 and was buried at Mount Emblem cemetery. We extend sympathy to Mrs. Sorenson.

Help! Help! Glenn and Evie Phillips are desperately in need of an apartment or home to rent. If some kind person hears of anything they can rent, they should please get in touch with Glenn and he'll burn the roads up getting to the place.

Pablo Moreno's brother and family of five children arrived from Texas in May, along with another family with four children. This makes one for Mr. Ripley—these two families, along with Pablo, his wife and six children, making 21 people living in one small home. But good-natured Pablo and his wife can take it. They are all getting along fine.

Our good friend Jim Murphy of the C&M Division is so happy he is glowing like an engine headlight. His son Henry is home from military service.

Sorry to hear that Lewis Bishop has been ill recently. He is still suffering from the effects of his many months in a Japanese prison camp.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

The son and daughter of two Milwaukee families were married on Apr. 12 at St. Aloysius Church, Spokane; the bride, Geraldine O'Reilly, the groom, Joseph Dede, Jr. Geraldine is the daughter of Chief Clerk W. T. O'Reilly and Joe is the son of J. B. Dede, who is public relations man out this way. The young couple will live in Spokane while Mr. Dede attends Gonzaga University.

May 3 was the wedding day of Elizabeth Jane Meeks, daughter of Conductor A. L. Meeks, to Francis Corkery of Spokane.

Margaret McGee, daughter of George W. McGee, retired conductor, Spokane, and Lt. John Witkowski, Jersey City, N. J., were married in April in the First Presbyterian Church, Spokane. The bride served 40 months with the Army Nurse Corps.

Section Foreman O. P. Tuttle retired on Apr. 30 after 34 years of service. His first railroad work was with the Union Pacific, in 1907, where he worked until 1912, when he entered Milwaukee service as section foreman. He plans to do some traveling down California way and will make his home with his daughter, near Coeur d'Alene. His home was broken up on the death of his wife, Apr. 11.

Jack Fuller, formerly of Elbe, Wash., has taken over the duties of section foreman at Gibbs, Idaho, since Mr. Tuttle's retirement.

These are fishing days and the boys are all talking fishing. Phil Kothoff, retired engineer, brought in a mess for Time Reviser A. L. Boyd. Since retiring, Mr. Kothoff is making his home at Twin Lakes, Wash., north of Colville. Brakeman E. H. Odion also brought in some of his "catch." Wonder what Fisherman Hugo Spetz did with all the kamloops he caught.

Wally Prosser is back in Spokane yard as brakeman after spending several weeks with the Bremerton bluejackets.

Car Department

Carl G. Pfaff, Correspondent

Car Foreman J. H. Barrett, Othello, Lead Car Inspector Donley and Car Inspector McCourtie spent Apr. 29 at Spokane getting instruction on the air brakes on the new cars. Car Foreman Earl Medley, Spokane; Car Foreman J. H. Barrett, Othello, and Car Foreman F. V. Kennedy, St. Maries, attended the class held at Tacoma on May 1.

Carman W. C. Whitehead, St. Maries, is confined to the Veterans Hospital at Portland, Ore.

Marvin R. "Shorty" Miller, was discharged from the Army on Apr. 30. He did not lose any time getting back to his job, returning on May 1.

Lead Car Inspector Chris Finsand, Spokane, has returned to work after an absence of several months, due to illness. Leonard Lore, who was pinch-hitting for Mr. Finsand, has returned to his former position as carman on Spokane rip track.

Walter Babinski is the new carman at St. Maries rip track and wrecker.

Carman Elbert C. Krume, Jr., St. Maries, is building a new home.

Car Foreman Earl Medley, Spokane, who has been taking considerable pains with the lawn and flowers surrounding his office, has been well repaid. The lawn is one of the greenest in the city.

Remember, when you point your finger accusingly at someone else, you've got three fingers pointing at yourself.

The Milwaukee Magazine



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LA GRANGE, ILLINOIS, U. S. A.

W. E. Ramsay Turns to His Flowers



Bill Ramsay, 75-year-old freight handler, hauls the last truck load before retiring from his job at the La Crosse, Wis., warehouse (La Crosse Tribune photo).

SATURDAY, April 19, was the last day on the job for William E. Ramsay, 75-year-old freight handler in the Milwaukee Road warehouse at La Crosse, Wis. Mr. Ramsay can still handle his full

share of freight, and with a skill acquired through years of practice, but he resigned in order to devote more time to his hobby of raising flowers. The retirement became effective on May 3.

"Bill," as he was called at the freight office, was born in Wisconsin Dells, known at that time as Kilbourn City, on Jan. 16, 1872, and started his first job with the Road in 1900, as a section helper. A short time later he took over the mail, baggage and freight at Sparta and remained on that job until about 14 years ago, when he was assigned to the La Crosse warehouse.

During his 47 years of service Bill was never involved in an accident. Once he had a close call when the supporting planks on an 800-pound block of granite broke while he was unloading it. Down he went with the truck and the granite, but all he had to show for the experience was a sore shin. At the freight office he was valued as a hard and conscientious worker.

Mr. Ramsay and his wife live at Sparta, where they have a half acre of land, which he intends to cultivate. He will take a short vacation before starting his gardening program.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Pearl G. Nee, Correspondent

C. E. Shaft, Train Dispatcher from the C & M Division, has been permanently assigned to third trick dispatcher.

The Fisherman will again operate on the Valley, first train leaving Chicago on Friday evening, June 13.

First District

K. D. Smith, Correspondent

We seem to have only two seasons—summer and winter. Spring is here, if you can believe the feathered songsters that proclaim the break of day, but it's too cold to do much outside yet. However, our road is doing plenty in the traffic line and tourist business should be good too, if the weather warms up. Speaking for myself and a lot of other fishermen, it can't warm up too soon.

Train Dispatcher Fred Kruger took time off for an operation at St. Francis Hospital, La Crosse. Report is that he is doing fine, with the exception of a bad case of neuritis.

Time Reviser C. F. Miller has been confined to his home by illness.

Assistant Division Engineer J. W. McReynolds, formerly of La Crosse, has accepted a position as division engineer on the Kansas City Division. "Mac" received his discharge from the armed forces as captain with the Milwaukee's own 744th corps of engineers in April, after four years' service.

Ralph Woodman, retired engineer, is back

North again, after wintering at Punto Gordo, Fla.

Attention, softball teams! All Milwaukee Road softball teams interested in playing off tournaments, please contact Walter H. Miller, 1621 Charles Street, La Crosse, Wis., manager of the La Crosse ball team. These games would be 12-inch fast pitch, under national softball rules, played on week ends. An entry fee will be charged to cover trophy and park expenses. Suggestions from other teams will be appreciated.

TWIN CITY TERMINALS

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

New arrivals were recorded for families of Milwaukee Road employees. A baby boy, Gerald Arthur, to Mr. and Mrs. Orville T. Granaas on Apr. 23. A baby boy to Mr. and Mrs. Leonard Shuk on May 3.

Retirements: Thomas J. Sheehan, on Apr. 21; carman at Minneapolis shops for 28 years. Iver K. Peterson, carman at Minneapolis coach yard for 35 years, retired on Apr. 23. John G. Benson, carman at Minneapolis coach yard for 30 years, retired on Apr. 25 and sailed from New York on May 9 on the steamship "Gripsholm" for Gottenburg, Sweden. This is his first trip to visit his homeland.

Deaths: William J. Creighton, 68, at Minneapolis on Apr. 20, following three months' illness. Mr. Creighton was born in Ireland and emigrated to this country in 1907. He started to work for the Milwaukee Road in 1909 at Aberdeen, S. D., later transferring to Mason City, Ia., and then to Minneapolis

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as a store department employee. Surviving are his widow, and brothers and sisters in Ireland. Bill's cheerful smile, pleasant disposition and ready wit will be missed by all.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Denny Harrington and Ben Barry, both on pension, visited the freight house recently.

Gladys Murphy, stenographer, and Rate Clerk Otto Bork are back to work after their long spell of illness.

The Rev. E. Hansen of Moorhead, Minn., son of Ed Hansen of the cashier's office, was a recent visitor.

Joseph Collins reported he is again a grandpa—for the fifth time.

Asked if he intended to spend his vacation at Mendota, Minn., Frank Hennessy answered: "When I do it will be a long and restful vacation. I have a cemetery lot there."

Must bring this to a close as it is almost time for the Pioneer Limited to leave and I am on my way to the East, to visit my son at Fort Wayne.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Local freight welcomes Fred Lewis, who was recently transferred from Mason City as assistant agent.

Pete Peterson and wife have solved the housing problem by purchasing a completely equipped house trailer.

Gladys Mirocha Johnson visited the office recently and brought along her new little daughter, Kathleen.

We were all glad to see Florence Halvorson after a year's absence. She was home on a vacation from Seattle, Wash., where she now makes her home. She is now an air line hostess.

Nick Costa is the proud father of a new baby boy, born May 9, weighing nine pounds.

Mrs. Anna Orr of the telephone office fell some time ago, fracturing a bone in her foot and spraining an ankle. She is still at home convalescing.

Mrs. Alice Lynch is the proud grandmother of a baby girl, born May 9 to her daughter Louise.

I & S M DIVISION

West End

E. L. Wopat, Correspondent

Traveling Inspector O. E. Bradford is confined to bed at his home in Austin, Minn. L. A. Mostrom of Sioux Falls is looking after his duties.

Miss Bess Campbell, agent at Butler, S. D., is a patient at the Webster hospital. She would appreciate hearing from some of her Milwaukee friends.

The division extends sympathy to Mrs. H. C. Laugen, Mankato, Minn., in the loss of her husband, Rollo Laugen, who was agent at Mankato for several years.

A. F. Malek has received the agency at Mankato, on bulletin.

Agent V. A. Peterson, Garden City, S. D., reports making out over 400 waybills on one car of seed potatoes, billed as LCL.

Joe Rooney, conductor on 222-203, made such a large haul while fishing at Lake Herman recently that he sprained his back while carrying the fish to his car and had to miss a run or two. Joe is giving lessons in catching the big ones, at two dollars per lesson. Those interested should contact him at Madison, S. D.



Seaman Donald F. Bequhl, former laborer and helper in the car department at Minneapolis and son of Police Lieutenant George F. Bequhl of Minneapolis shops, is a veteran of one of the Navy's most adventurous assignments. With the crew of the USS Mt. Olympus which was assigned to Rear Admiral Richard E. Byrd's "Operation High Jump" last winter, Don accompanied his expedition to the Antarctic and spent several months at Little America. "The South Pole is only a lot of snow to me now," said Don, interviewed at home while visiting his parents in May.

Guy Winesburg is back on the run as conductor on 94-95, after spending the winter on the beaches in Florida. He says he really enjoyed the sun baths and once in a while got under a sun umbrella with a movie actor.

Mr. Rath, brakeman out of Madison, S. D., passed out box after box of cigars, on the occasion of taking a bride. He says he sure would have married sooner, had he known it was so great to be a married man.

Agent Elmer Kooiman, Vienna, S. D., and Mrs. Kooiman are the proud parents of a baby girl, born the latter part of April.

Our sympathy to Mrs. C. L. Olson of Oldham, S. D., in the loss of her husband, who passed away suddenly. Lud had been agent at Oldham for the past 28 years.

E. F. Carey of Kinbrae was senior bidder on the Colman, S. D., agency. Agent Floyd Barr took his retirement and is planning to do some visiting before settling down, probably at Sioux City, Ia.

Mr. Belling, coaler pumper at Chandler, Minn., suffered an injury recently. Mike Raatz has been working the pumper, pending relief on the job.

East End

H. J. Swank, Division Editor

Edward Dovenberg, retired engineer, who was confined to a sanitarium for about a year, is back at his home in Austin and would appreciate a visit from friends.

August Damm, retired engineer, Austin, whose friends bade him "bon voyage" as he was all set to leave for New York on May 10 to board a plane for Oslo, Norway, for an extended visit, had the misfortune to be taken ill on May 9. At this writing he is confined to St. Olaf Hospital.

Motor Car Inspector Howard Donald became ill shortly after his arrival in Austin on Apr. 23 and is convalescing at St. Olaf's Hospital.

Oden P. Jones, station helper at Wessington Springs, has been appointed clerk at

Spring Valley. Ralph H. Gass will succeed him at Wessington Springs.

A. F. Malek, Rushford, was the senior bidder for the agency at Mankato.

Freight Service Inspector O. E. Bradford, who underwent an operation at the Mayo Clinic on May 9, is getting along as well as can be expected. His address is Kahler Hospital, Rochester.

Sympathy is extended to the relatives of M. D. "Doc" Hoff, former chief clerk, Austin freight office, who passed away in Minneapolis on May 7. "Doc" had been on pension since Dec. 31, 1938.

Matt Schumacher, store helper at Austin, is reported in serious condition in a Rochester hospital at this writing.

D. Kneeskern, local chairman of the clerk's organization, attended a convention in Cincinnati. Kemma Johnson helped out in the Austin freight office during his absence.

Congratulations to Mr. and Mrs. Clarence Mlenar (check clerk, Austin), on the arrival of a baby boy on May 7.

Chief Dispatcher O. C. Peed received the "hot sands" treatment on May 6, when he was initiated into the Shrine at St. Paul.

A tip for gardeners. It is rumored that Lineman Andy Nelson has some dandy crop insurance for sale. Orders may be left with his assistant salesman, Pete Berg, AX office, Austin.

Mrs. Oscar Oscarson, widow of former B&B carpenter, Austin, plans on flying to Sweden for a visit with relatives, leaving New York around June 11. Her son Harold, also a former B&B carpenter on the I&SM, who is serving with the Army of Occupation in Germany, will meet her in Sweden.

I & D DIVISION

Sioux Falls Line

F. B. Griller, Correspondent

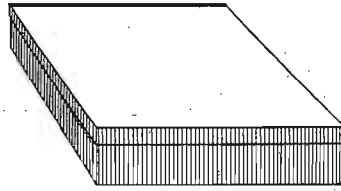
John W. Tillman, 73, retired switchman of Sioux Falls, died on Apr. 26 after several years' illness.

Operator and Mrs. George Raines went to Chicago on May 12 for a vacation and visit with their son.

A baggage-dormitory car for the new Olympian Hiawatha was on display at Sioux Falls on May 9. In charge were Assistant Superintendent of Air Brakes J. M. Hemsey and Traveling Electrician M. Dummlee, who instructed employees on the operation of new brakes and AC system with which the car is equipped.

Mrs. L. L. Galland headed a delegation from Sioux Falls to the district meeting of the Milwaukee Womens Club at Sioux City on May 17.

How Wide Is This Box?



Can you place a dime on top this box without touching an edge? Try it.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

We extend sympathy to Night Roundhouse Foreman LeRoy Rogers, whose wife passed away, May 10, at Mitchell.

A new addition to the force at Mitchell is Car Foreman George L. Wood, transferred, with Mrs. Wood, from Milwaukee. George is a former correspondent for the Magazine and we are looking forward to him for some help in that line out here.

Traveling Passenger and Freight Agent H. K. Williams and wife also moved to Mitchell, in May, to make their home.

Conductors C. E. Dunn and Charles Clark are now recuperating in the hospital following their recent illnesses.

Also hospitalized are Machinists Ted Reise and Louis Knudson, and John Bohan, of the Mitchell roundhouse.

Among employees in this area who attended the bowling tourney at Milwaukee recently were Ticket Clerk Clarence Wagness, Engineer Clarence Wallis, Checker Shorty Cunningham, Operator Bing Torpin, and Sectionmen Morris and Joe Ide.

Congratulations to Joe Steinkoenig and wife upon the birth of a son recently.

Brakeman C. J. Weiland has been released from the hospital after an operation undergone the latter part of April.

Brakeman Walter Koch and wife have moved to Mitchell to make their home (provided they find living quarters).

Fireman D. E. Miller is now traveling fireman, stationed at present on the I&D Division.

Thomas Hickson, former roundhouse foreman at Rapid City now living in Chicago, lost his wife on May 2. Burial was at Rapid City.

Fred Wittkop, retired roundhouse janitor of Mitchell, died in May. Fred retired in 1938 after 39 years of service with the Road. Sympathy is extended to his family.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

We are sorry to report the death of Martin P. Schmidt, who died at his home, Apr. 10, at the age of 89. We extend our heartfelt sympathy to his son, T. P. Schmidt, car foreman at this point, and family. Mr. Schmidt came to the United States in 1882 and worked for a brief period for the B.C.R.&N. at Cedar Rapids, as blacksmith helper. He started with the Milwaukee Road in 1883, as car repairer at Cedar Rapids. In 1887 he was transferred to Van Horne, Ia., as car foreman, working there until 1888. He was then transferred to car foreman at Council Bluffs, where he worked until his retirement in 1937. Mr. Schmidt was the founder of the Car Foreman's Association of Council Bluffs and Omaha Terminal and was very active in the affairs of the organization. In 54 years of continuous service with the Road he earned the reputation of a faithful and dependable employee.

We regret to report the recent death of Mrs. George Dicks, wife of retired carman.

To Harvey Sheiry, machinist, we extend our sincere sympathy on the recent death of his wife.

Conductor A. J. Dollison recently attended the funeral of his brother in Cambridge, Ohio.

Steward Jimmy Hickman returned to work on May 1 after four months of illness.

Electrician W. Scott, who has had more than his share of trouble with asthma, was recently hospitalized. We all miss "Scotty" and hope he will soon be better.

A group of Milwaukee employees and general officers recently surprised Mr. and Mrs. Julius Hansen at the home of their daughter, to honor their 54th wedding anniversary and Mr. Hansen's 74th birthday. Mr. Hansen, who is roundhouse custodian here, started to work for the company in 1923. Officials of every department in which he has been employed were present. Among the gifts presented to the couple were a birthday cake and a corsage. Refreshments were served by Mrs. M. A. Ford, wife of the roundhouse foreman.

This department bids a hearty welcome to the new coach cleaner, Fred Woods.

Mr. and Mrs. N. P. Van Maren are the grandparents of Stephen James, new son of Mr. and Mrs. N. P. Van Maren, Jr., born on Feb. 11 at Casper, Wyo. Mr. Van Maren, Sr., who is general agent at Omaha, passed out cigars on that date with a proud smile, but the really broad smile came after granddad's visit to Casper in April.

Florence Thompson, secretary at Omaha, was married to Walter Vachal on May 3 at the Grace Presbyterian Church in Council



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Bluffs, of which she is a resident. The newlyweds slipped out of town for a few days, presumably to Kansas City.

Many thanks to E. E. Davis, chief clerk at the Omaha office, for helping out with the Omaha news.

A potluck supper was held on Apr. 24 at the Danish Hall here in the Bluffs. Through the efforts of the Service Club and the Womens Club the party was a big success, having an attendance of 60. The Omaha delegation included General Agent N. P. Van Maren and Mrs. Van Maren, Mr. and Mrs. Elmer Johnson of the passenger department and Telegrapher Bill Currier and Mrs. Currier. Howard Rooney, Service Club president, was master of ceremonies and introduced as newcomers Section Foreman and Mrs. V. J. Sands of Council Bluffs.

D & I DIVISION

First District

E. Stevens, Correspondent

Conductor Frank Corey and Mrs. Corey of Savanna observed their 40th wedding anniversary on May 6.

Geraldine Dickman, daughter of Roundhouse Employee Otto Dickman, Savanna, became the bride of L. M. Nowak in the rectory of St. John's Catholic Church at Savanna on May 10.

John C. Clifford, 91, father of Miss Marie Clifford of the superintendent's office, Savanna, passed away in his home at Savanna on Apr. 24, following a long illness.

Mrs. James Marken, wife of Engineer James Marken, Savanna, died at the family home on Apr. 29, following a lingering illness. Surviving are her husband, daughter Mildred and four sons.

Mrs. L. J. Rogers, wife of Night Roundhouse Foreman Leroy Rogers, Mitchell, S. D., passed away in St. Joseph's Hospital at Mitchell on May 10. Funeral services and burial were held in the cemetery at Savanna. Surviving are her husband and daughter Mary.

Traveling Engineer T. J. Kubal, who was appointed traveling engineer of the Chicago terminal district, with headquarters in Chicago, effective May 1, was guest of honor at a dinner party in the American Legion Home at Savanna on May 2. He was presented with a gift. Mr. Kubal will be succeeded by R. A. Pike, who has been traveling fireman on the D&I for several years. Mr. Pike will be located in Elgin. E. L. Hubbs replaces Mr. Pike.

H. C. Minter, assistant engineer in the division engineer's office at Savanna, was awarded a Bronze Star Medal at a meeting of Carroll Chapter, Reserve Officers Association, on May 12. Mr. Minter, who was a major in World War II, received the award for meritorious service with the 9th Army Field Artillery in the European Theater.

L. E. O'Donnell, Bensenville, retired on May 6, after 38 years in train service on

the D&I first district. Mr. O'Donnell started work as a brakeman on May 21, 1909; promoted to conductor in December, 1912. He has been local chairman of the ORT on the first district for the past few years. He will spend most of his time from now on at his ranch at Hiland, Wyo.

J. S. Lawbaugh, who has been agent at Hampshire since February, 1941, was appointed agent at Chicago Heights, effective May 1.

MADISON DIVISION

W. W. Blethen, Correspondent

Harry Lathrop, retired agent, returned on Apr. 21 from wintering in Florida.

Car Inspector Howard Haffery, Janesville, suffered a serious injury when struck by an automobile while on his way home from the Service Club meeting on Apr. 8.

Conductor C. I. Peck, 53, was fatally injured in an accident on Apr. 19 and died at a Stoughton hospital on Apr. 21. Sincere sympathy is extended to Mrs. Peck.

M. P. O'Loughlen, former train dispatcher at Madison and now at Mason City, finally located a house there and moved his family on Apr. 20.

Conductor Walter Daley is confined to Lake View Sanitarium at Madison. A card or letter from his friends would make his stay there more pleasant.

Gordon J. Bitney, 12, passed away after a short illness. Sympathy is extended to Switchman Harold Bitney and Mrs. Bitney.

Check Clerk Daniel DiLoretto of the Madison freight station was severely injured in an automobile accident on Apr. 20 and is confined to the Madison General Hospital.

Orville and August Butt, warehouse employees at Janesville, spent their vacations in Nebraska.

Conductor "Shadow" Wyman and Mrs. Wyman have returned from Tucson, Ariz.

Night Yardmaster John J. Jordan and Mrs. Jordan are receiving congratulations on the arrival of a son, John James, Jr., born Apr. 6.

Switchman Robert Brantmeyer and Mrs. Brantmeyer of Madison announce the arrival of a son on Apr. 24. They have named him "Rickey" Robert.

Engineer Paul O. Siebert of Janesville retired on Jan. 1, with 36 years of service.

Engineers Thomas Kennaugh of Janesville retired on May 1, with 44 years of service.

George M. Dunn, former passenger conductor, was recently elected vice president and secretary of the executive committee, district No. 1, of the Brotherhood of Railway Conductors.

Brakeman Arnold Nelson and Ticket Clerk Walter Haddon, Madison, and Car Repairers Pearl Preston and Otto Marsh of Janesville are recuperating after recent operations.

Freight Clerk Larry Goth passed out cigars and candy on the arrival of a baby girl on May 8. Patricia Lynn is the name.

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

Three Forks and Montana are again in big black print, because in the May issue of *Good Housekeeping* magazine, a story, "The Bright Promise," by Richard Sherman, begins. This young man has written several books and plenty of short stories, so his name is no doubt familiar to all and sundry. But perhaps this is not so well known. His early life was spent in Montana, where he lived at Three Forks during his grade school days. His father was cashier in one of our local banks. Richard graduated from Fergus County High School in Lewistown, where the family moved later. Might add also, that *Good Housekeeping* paid him \$50,000 for the story and that 20th Century-Fox paid him \$245,000 (those figures are correct) for the picture rights. The book will be published by Little Brown and Company and The Book Club Literary Guild, of which I am a member, is giving it as their August book.

When I was over in the Bridger Canyon greenhouses a short time ago, I picked up a couple of good looking potted geraniums and said to the lady in charge, "I will take these." Said she, "Oh no you won't, those are for Dan Young at the Gallatin Gateway Inn." Foiled again! That man is everywhere. The geraniums will be admired later on in the summer in those lovely hanging baskets at the Inn. We understand they are getting ready for a banner year and expect to make last season look like a county fair, as far as tourists are concerned. All the dude ranches are getting out everything they can find to please the dudes; plenty of new cabins and more horses to the string. So, here they come. Get back from the corral fence. Let 'em buck. Boy, is that the life and do they love it. Well, so do all the rest of us, too.

Dispatcher A. W. Wickersham and Mrs. Wickersham of the Clark Hotel in Butte are the parents of a son, born Apr. 23.

Mr. and Mrs. Sherman Lee also have a son, born in Bozeman on Apr. 21. Mr. Lee is second trick operator at Three Forks.

Engineer and Mrs. H. T. O'Donnell are again grandparents; a son, born Apr. 15, to their daughter, Mrs. W. Ringheim of St. Paul.

Clarence Remer has returned to his home here again, after another few weeks' stay in the hospital at Townsend. This is the second time he has had to enter the hospital, after breaking a hip many months ago.

A recent wedding of interest to this division was that of Thomas J. Young and Mrs. Veda Selway of this city. Mr. Young has lived here most of his life and is a well known and popular conductor on the Rocky Mountain Division.

Miss Lucille Fitzwilliams and James Louis Searle were also married, about the middle of May in Butte. Jimmy, who is the son of the late Louis Searle, old time operator and train dispatcher on this and the Northern Montana Division, is telegraph operator at Butte yard. He recently returned from several years in Uncle Sam's service.

Two deaths in early May will bring much regret to this division; that of Theodore Asher in California, where he had lived since he retired several years ago. He was one of the original Jaw Bone engineers and well known on the railroad. He is survived by his wife and daughter.

Also, William Coffin, passenger conductor on this division, died in Rochester, Minn., after an operation. He was one of the early conductors. He is survived by his widow, to whom sympathy is extended.

Wayne Arthur Daniels died in Deer Lodge, Apr. 23, after a long illness. This young boy

was only 13 years of age and the only son of Engineer and Mrs. R. C. Daniels.

Used to be that anything from getting a telephone pole out of the river to locating last year's Christmas tree decorations would call for "Get Jim to do it." But what do you think? Jim has retired—now what are we going to do! A swell party, in honor of James Beatson and the Mrs. was given at Othello, Wash., on May 14. Jim was presented with a signet ring from the employees of that division, after which all the eats anyone could think of appeared, and that is where Jim shines. Jim started in the telegraph line crew at Three Forks in May, 1909, later taking over a lineman's job. He then went to Roundup, then to Harlowton, and back to the Three Forks, where he made his home. In 1929 he took the telegraph and telephone crew, staying with it for 16 years; then going to Othello as division lineman, where he retired on May 15. The Beatsons expect to live in Tacoma.

COAST DIVISION

Harry W. Anderson, Division Editor

April 29 marked the end of 47 years of railroading for Frank E. McConnell, who retired to take a well earned pension. Frank started on the Northern Pacific as fireman on Feb. 9, 1900, working between Tacoma and Portland and Ellensburg; later on the Great Northern, and also worked for the government, when the jetty was built at Westport. He came to the Milwaukee in 1903, when the Tacoma and Eastern branch was being built. In 1909 he started on the tide flats at Tacoma, his first job being fire warden and power house fireman. In 1910 he started as outside hostler, handling engines between the roundhouse and Tacoma



Frank E. McConnell

depot, which he held for 22 years, when the job was taken off. He then went on as inside hostler, which he held until his retirement. Frank's friendly smile and good-natured Irish wit will be missed by his railroad friends.

The Milwaukee bowling league at Tacoma ended its season on April 11, with the women's team, the Hiawathas, winning the second half. In the play-off on Apr. 24

with General Offices, the first half winners, the General Office team won by a narrow margin, thus making them the champions.

Ruth Phelps, time draft expert in the superintendent's office, made a week end trip to Portland, to attend the annual meeting of the Pi-Omicron society, of which she is treasurer.

Samuel C. Calkins, retired yard conductor, passed away on Apr. 26 at Tacoma.

On Apr. 30 Yard Clerk Thomas O'Dore became the proud papa of an eight-pound boy. Bet his grandpa Jim, assistant superintendent at Lewistown, Mont., also feels very proud.

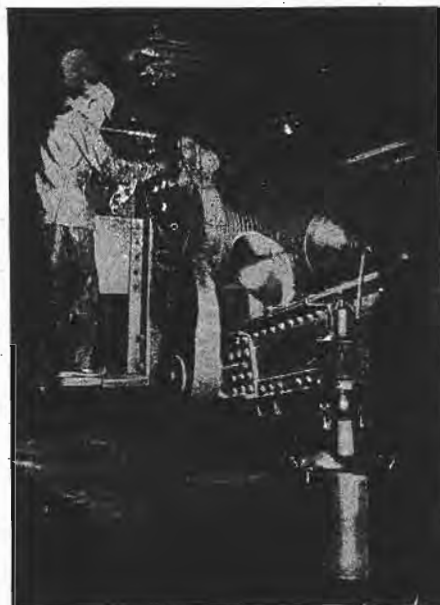
Agent Sam Whitmore, Raymond, became suddenly ill and is in the hospital. He has had several blood transfusions. In fact, one day No. 864 was held while Brakeman J. A. Kramer donated blood. Late reports are that Sam is improving.

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Champion skiers, snow queens, and civic sponsors of the sport were guests of the Milwaukee Road recently at a party on board the Olympian. In the center are General Passenger Agent William Wallace of Seattle, party host, and Queen Joyce Bannister to Wallace's left. In the right foreground, left to right: Western Traffic Manager Malcolm H. McEwen, Seattle; Samuel E. Fleming, superintendent of the Seattle public schools; and Mrs. A. M. Walrath, retiring president of the Seattle Parent-Teachers Association.

Jim Eccles, former chief clerk to superintendent, now retired, has returned from several months' visit in Glendale, Calif. Jim likes it so well down there that he is contemplating disposal of his property in Seattle and moving to the sunny South.

Irene Fern, daughter of Hazel Cardle of the engineering office, will graduate from The College of Puget Sound in June.

Charles Sandberg, clerk in the general foreman's office at the shops, is ill at home.

Machinist F. M. Cline was taken to the hospital recently.

Pipefitter J. Plonski recently retired. However, he found that there was some mix-up in his age records and that he was not as old as he thought he was, so he has returned to work.

Electrician F. Bucholz went to Green Bay recently to take a job. However, he found the housing conditions bad—that is, there were none—so he returned to Tacoma.

Seattle Yard

F. J. Kratschmer, Correspondent

With deep regret we announce the death of Mrs. Liddane, mother of brakeman Steve Liddane of the Renton turn, on Apr. 19, at Port Angeles, Wash. Steve's dad, who has been dead for several years, was an old time conductor on the Port Angeles Western.

Locomotive Fireman H. E. Simpson was confined for several weeks to a local hospital, where he underwent an operation.

John Lee, day boardman, took his annual trip to the Midwest on May 1. He made the return trip from Minneapolis to Seattle in the company of his wife, who had been visiting their married daughter in Norfolk, Va.

The news has just leaked out that Brakeman Fred Diehm has been a grand-daddy for the past 10 months.

Our sympathy is extended to the wife and relatives of R. A. Parrett, who died on Apr. 14. Mr. and Mrs. Parrett celebrated their golden wedding anniversary on last Oct. 29. Dick was an old time engineer and hostler on the Milwaukee Road. During construction he was locomotive engineer on the Willapa Harbor line and later hosted passenger trains in Seattle, between the Union Station and the yard. He retired in 1942 and lived in Seattle.

Albert L. Anderson, yard cleaner at Seattle, passed away on May 2. Albert had been employed in the track department of the

Coast and Idaho Divisions for the past 16 years.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Richard A. Parrett, veteran engineer, died at his Seattle home early in April; burial in South Whitley, Ind. Mr. Parrett had been with the Road since 1913 and was a member of the Locomotive Firemen and Engineers for 40 years. He was a locomotive engineer until the advent of the electric trains, when he became a hostler in Seattle Terminals, later continuing as roundhouse employee. He retired two years ago.

Gerald Brundage is the new outbound LCL bill clerk in the local freight office, having moved in from Auburn, where he was chief clerk for the past year. His Auburn position was taken over by K. B. Kristjansen of the Seattle local office.

Dorothy Combs, former bill clerk, local freight office, was married on Mar. 27 to John W. Lohuis of Seattle.

W. F. Foglestedt of the cashier's office sold his home in the city recently and bought some acreage just north of the city, near Edmonds. He plans to build soon.

Joe Kelly of the local freight has taken a position as inspector for the Transcontinental Freight Bureau.

Myra Rupp, stenographer in the cashier's office, local freight, was married on May 3 to Charles L. Barnett of Yakima, more recently of Seattle. They spent their honeymoon touring Utah, California and Mexico.

Betty Mahoney returned recently from a vacation trip to Southern California and Mexico. She improved her knowledge of Spanish a great deal and now speaks Irish with a Spanish accent.

We welcome George H. Halsey, new traveling auditor. He hails from Cedar Rapids.

Walter Zahren is the new counter clerk. His place in the OS&D department was taken over by Dorothy Lohuis. Catherine Fowler is the new transit clerk and Bob McGuire is outbound bill clerk.

Frank Berg, retired waterfront checker, and Mrs. Berg returned recently from Klamath Falls, Ore., where they had been visiting their daughter.

Paul Arthur Westerberg, B&B foreman, 67, died in Everett recently. He had han-

dled some big construction jobs during his 35 years with the Road. The company lost one of its best foremen.

Virginia Mae Tuson, counter clerk in the cashier's office, local freight, was married on May 16 to Richard L. James, Jr., of Everett. They will make their home in Everett, where Mr. James is a certified public accountant.

Lorenzo G. Fox, retired warehouse foreman, and Mrs. Fox left on Apr. 23 for the Southeast. They will spend most of their vacation in Miami, Fla., and expect to be gone several months.

John E. Hart, former outbound revising clerk and now traveling freight and passenger agent for the Green Bay and Western, was married on May 17 to Mable M. Padgett of Seattle. Mr. Hart has been appointed general agent for his company at Cleveland.

Albert S. Howes, supervisor of the Milwaukee oil tank farm, reports a new addition to his force in Lloyd Durden.

New warehouse checkers are Philip B. Richardson, Luverne R. Kline and Henry H. Walruff.

Tacoma

R. A. Grummel, Correspondent

We extend sympathy to Mrs. Hazel Gottlieb, comptometer operator at the freight house, on the sudden death of her mother, Apr. 30. Mrs. Gottlieb accompanied the remains to Battle Creek, Mich., for burial. Mrs. Dorothy Clover relieved on her position.

Mary Pedersen, abstract clerk, is flashing a new sparkler these days.

Violet Tollefson, formerly stenographer in the roadmaster's office, called at the office recently with her handsome son, 10 months old.

YARD OFFICE

Helen Alleman, boardman, flew to Spokane on Mother's Day to visit her son.

Checker Gordon Cates is quite often "up in the air." One of his friends owns a plane and Gordon accompanies him on week end flights around Puget Sound.

Checker Jack Beavers has returned from a vacation trip to Boston and New England, and New York and his first sight of the "Great White Way."

One noon recently Chief Yard Clerk Gutormson walked into an office and saw a spotless white luncheon cloth spread on a desk, and on it cake, ice cream, coffee and flowers. And when everyone there started to sing "happy birthday," was John surprised! He didn't think anyone knew it was his 64th anniversary.

CAR DEPARTMENT

Nils Larson, carman at the shops for over 30 years and now retired, was a recent visitor at the shops.

Joe Spencer, retired car inspector, and Mrs. Spencer are visiting relatives in Denver, Colo.

A surprise to the department was the recent marriage of Margie Johnson, stenographer, to John Luchesi, clerk in the yard office at Tacoma.

Ann McConnell is the new clerk to Car Foreman Delaney at the shops, taking the place of Minnie Jurich, who returned to the position of file clerk in the office of the district general car foreman.

Men do not stumble over mountains—but over molehills.

Americans are so accustomed to the idea of progress that it is a shock to learn that children are not always superior to their parents.



On our 60th Anniversary, it is our pleasant privilege to express gratitude for the generous co-operation extended to us by railroad men.

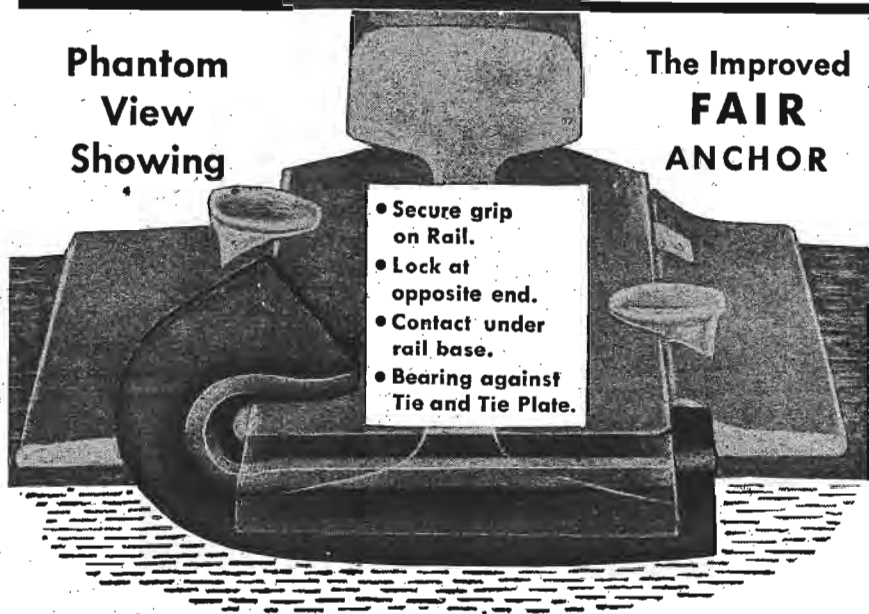
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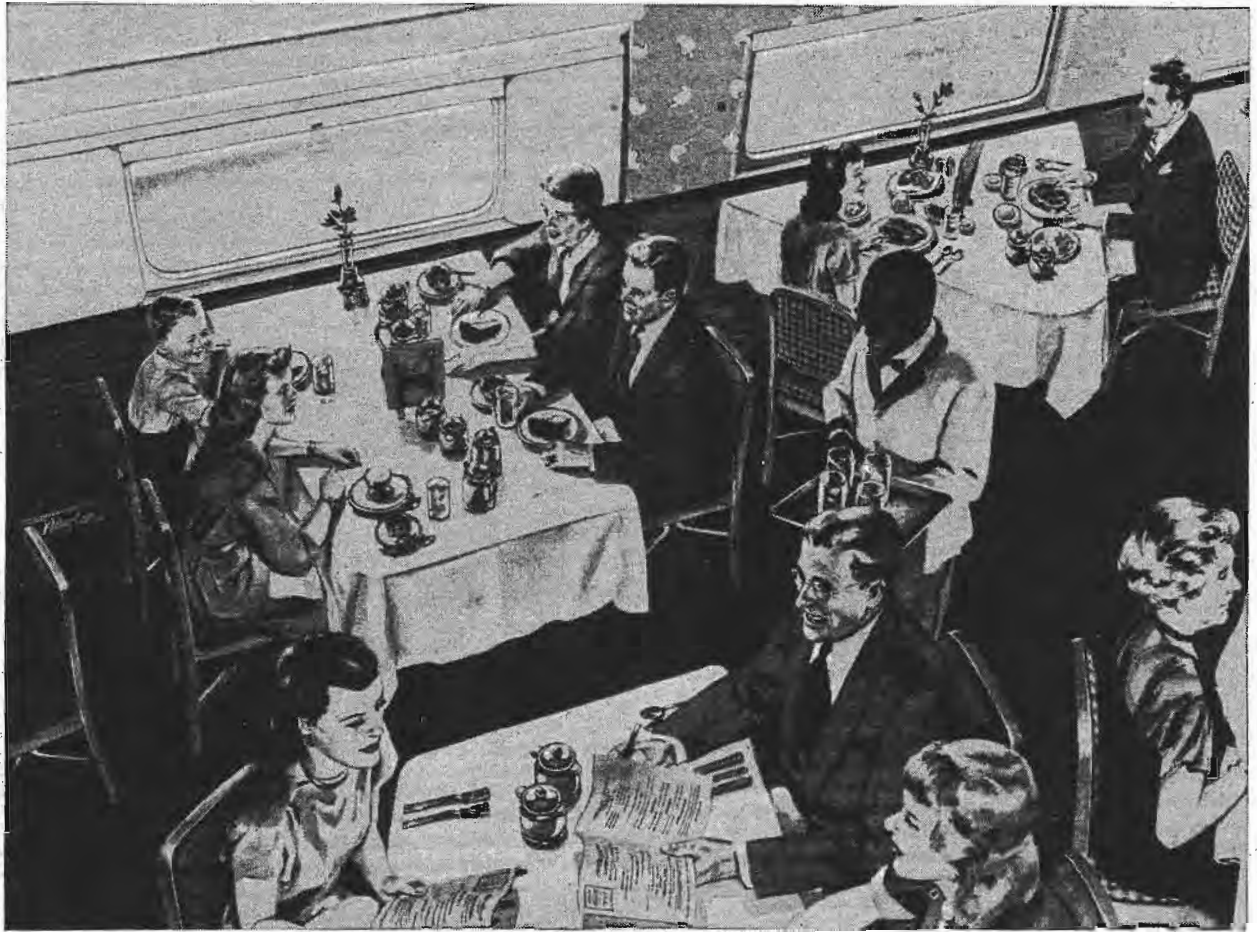
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CHICAGO

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The new dining car has angle seating for extra room.

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Read Down Daily	Read Up Daily
1:30 pm Lv. Chicago . . .	Ar. 1:45 pm
2:45 pm Lv. Milwaukee .	Ar. 12:25 pm
7:45 pm Lv. St. Paul . . .	Ar. 7:25 am
8:30 pm Lv. Minneapolis Ar.	6:45 am
1:00 am Ar. Aberdeen . .	Lv. 1:50 am
1:57 pm Ar. Three Forks Lv.	10:28 am
(Yellowstone)	
3:48 pm Ar. Butte	Lv. 8:38 am
11:50 pm Ar. Spokane . .	Lv. 10:15 pm
8:30 am Ar. Seattle . . .	Lv. 2:45 pm
9:45 am Ar. Tacoma . . .	Lv. 1:30 pm



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Vacationing or on business, travelers will enjoy the restful silence and riding ease of the OLYMPIAN HIAWATHAS. With their complete range of accommodations and a host of new ideas in decorations and facilities, these Milwaukee Road Speedliners will fulfill the popular ideal of postwar rail travel.

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