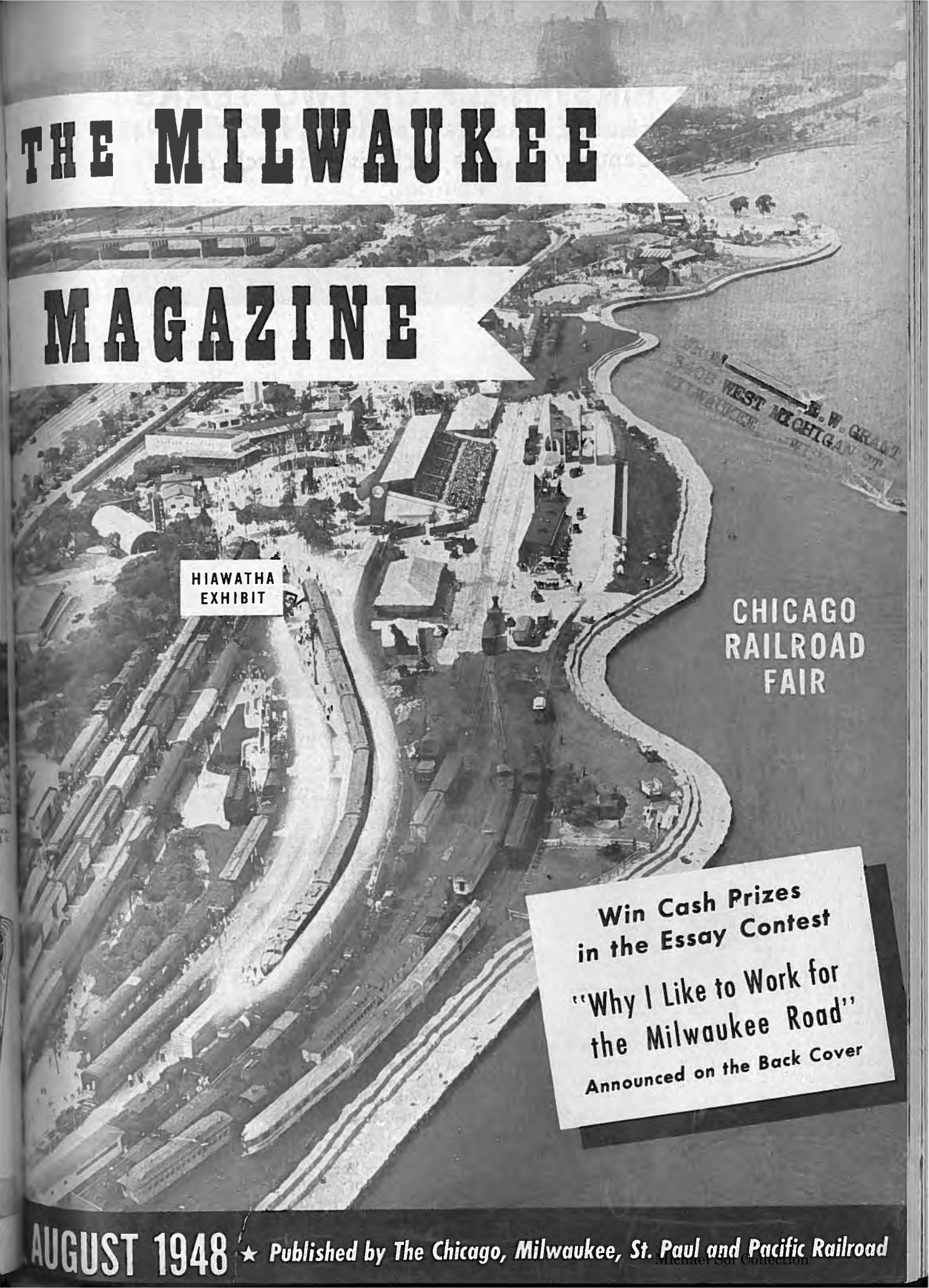


An aerial photograph of the Milwaukee Fairgrounds, showing various exhibition buildings, parking lots, and the adjacent Lake Michigan coastline. The fairgrounds are situated on a peninsula. In the background, the city of Milwaukee is visible, including the downtown skyline and the Milwaukee River. The text "THE MILWAUKEE" is printed in large, bold, black letters across the top of the image. The text "MAGAZINE" is printed in large, bold, black letters across the middle of the image. The text "HIAWATHA EXHIBIT" is printed in a small white box with a black border, pointing to a specific building. The text "CHICAGO RAILROAD FAIR" is printed in large, bold, black letters on the right side of the image. The text "Win Cash Prizes in the Essay Contest 'Why I Like to Work for the Milwaukee Road' Announced on the Back Cover" is printed in a white box with a black border, tilted at an angle. The text "AUGUST 1948" is printed in large, bold, black letters at the bottom left. The text "Published by The Chicago, Milwaukee, St. Paul and Pacific Railroad" is printed in smaller, italicized, black letters at the bottom right. The text "Michael Sot Collection" is printed in small, black letters at the bottom right.

THE MILWAUKEE

MAGAZINE

HIAWATHA
EXHIBIT

CHICAGO
RAILROAD
FAIR

Win Cash Prizes
in the Essay Contest
"Why I Like to Work for
the Milwaukee Road"
Announced on the Back Cover

AUGUST 1948

★ Published by The Chicago, Milwaukee, St. Paul and Pacific Railroad

THE FIRST HALF OF TWO YEARS

A Comparison of Financial Results in 1947 and 1948 from January to June, inclusive, of Each Year

\$ MILLIONS

0 10 20 30 40 50 60 70 80 90 100 110 120

We Took In \$108,774,322

Wages \$52,577,797

Payroll Taxes \$4,664,928

All Other
Operating Expenses, Taxes,
Rents and Interest **\$47,178,281**

1947

Leaving available for
improvements and other **\$4,353,316**

We Took In \$119,038,934

Wages \$60,845,784

Payroll Taxes \$3,625,943

All Other
Operating Expenses, Taxes,
Rents and Interest **\$53,843,917**

1948

Leaving available for
improvements and other **\$723,290**

For the purpose of extreme simplicity the black bar in each year represents what we took in as revenue from shippers and passengers, plus the net of other income. Under the black bar are four other bars which, if added together, would exactly equal the length of the black bar. The bottom, or white bar, represents what we had left over for improvements and other corporate purposes. In between are three gray bars, which represent the costs of doing business. In both years wages and payroll taxes took more than half of all we took in.

It would be to the advantage of workers, users, suppliers, and investors to have that white bar big enough to supply necessary funds for improvements. You will notice that in 1948 the white bar had shrunk to only one-sixth the size of the 1947 bar. Let us hope that for the good of all of us, the trend will soon be reversed.

The Essay Contest

ABOUT that job of yours—do you like it? When all things are taken into account and the cards are down, are you pretty well satisfied with your work?

Several months ago the American Railway Magazine Editors Association, believing that the great majority of railroad men and women could answer "yes" to those questions, decided to find out what the individual railroader would give as his reasons. To be specific, it wanted to know why you prefer to work for The Milwaukee Road instead of going into some other occupation.

More than 30 of the major railroads of the United States, Canada and Mexico accepted the invitation of the American Railway Magazine Editors Association to join it in sponsoring an essay (or letter-writing) contest among railroad people on the subject of why they like to work for their individual railroads.

The back cover of this issue sets forth the rules of the contest and invites all employees to participate. Briefly, all you have to do is write 500 words or less on the subject, "Why I Like to Work for The Milwaukee Road," and you stand a chance of winning as much as \$1,100.

The three winning essays in the Milwaukee Road contest will be published in the Milwaukee Magazine; essays which win the national awards will be reprinted in all railroad employee publications, as well as a number of independent magazines.

They say the real reason that railroaders keep on railroading is something in the blood. Let's see if we can't get it in ink.

Enter the contest!

BLISTER . . . A picture of the Hiawatha's new Sky Top lounge appeared in a recent issue of Time, bearing the brash cut-line: "The Hiawatha's Observation Blister." Pointing to the Central of Georgia's profitable operation of streamlined trains, Time said: "All over the U. S. the railroads' new dreamliners were performing the same notable trick."

AN ANSWER . . . "I am concerned," President Buford told the Mid-West Shippers Advisory Board on July 15, "about the much publicized effort of certain persons to convince the public that the railroads charged our government excessive rates for the transportation of war materials." The address was made in Milwaukee.

"This sort of irresponsible talk," he said, "tries the patience of those who know the facts and is a vicious libel upon many conscientious and patriotic men in the transportation industry who tried to do their bit during the difficult period of the war. Government traffic was transported at rates which in no instance were higher than those charged commercial shippers, and, in most instances, were substantially less."

BIRTHDAY PARTY . . . The Wisconsin Centennial Exposition, celebrating that state's 100th anniversary of statehood, is being held in the Milwaukee Road's home town of Milwaukee between Aug. 7 and 29. In addition to a variety of racing events, the visitor will find a number of interesting exhibits dramatizing the state's history and pointing to its advancement in industry, agriculture and science. The big night show in the grandstand is called "Songs of a Century." Many Wisconsin-born figures from stage, screen and radio are taking part in the celebration.

OVER AND UNDER . . . The question of who would take the high road and who would take the low, which had been the subject of a debate between the City of Minneapolis and The Milwaukee Road for almost 50 years, was settled recently. On July 16, Chief Engineer R. J. Middleton turned the first shovel of dirt, signaling the actual start of work on a grade separation project involving Milwaukee Road tracks and eight street crossings between the Road's passenger station and South Minneapolis. The agreement between the State of Minnesota, the City of Minneapolis and The Milwaukee Road calls for a partial depression of the streets and a moderate raising of the railroad tracks over the streets. Federal and state governments will share in the cost of the four crossings which carry trunk highways. A luncheon held at the Minneapolis Athletic Club in celebration of the occasion was attended by President Buford, state and city representatives and a number of officers of the railroad.



R. J. Middleton, Milwaukee Road chief engineer, turns the first shovelful of dirt as work on the long-awaited grade separation project gets under way in Minneapolis. Left to right: President C. H. Buford; Albert G. Bastis, former Minneapolis alderman; Fred T. Paul, retired Minneapolis city engineer, and Mr. Middleton.

Good Neighbor in Anybody's Neighborhood

The story of \$21,000,000 that came in—then turned around and went right out again!

NIGHT and day — day and night — folks from all over keep coming to our ticket offices to buy rides on The Milwaukee Road.

For one reason or another—yes, for hundreds of different reasons—they don't want to stay where they are, but want to go some place else. And one of the helpful things performed by The Milwaukee Road is to carry people; carry them from where they want to get away from to where they want to go.

In 1947 we received from our passengers a sum amounting to around \$21,000,000. This is, indeed, a large cluster of dollars and represents a much appreciated patronage. We are pleased that people like to ride on The Milwaukee Road to the extent of twenty-one million dollars worth in one year.

But that is not the whole story.

What did we do with the \$21,000,000?

Pass it along to the stockholders? No.

Spend it for fuel, or rails, or new locomotives? No.

Pay interest on money that had been borrowed? No.

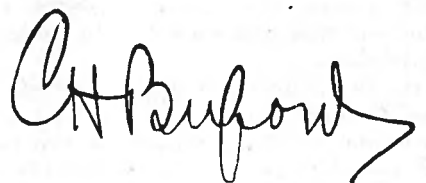
Use it for the wages of the workers who operate and maintain The Milwaukee Road? No.

Put it in the reserve — in our piggy bank—as against needed improvements? No.

This sum of \$21,000,000 really wasn't ours to keep and use for our railroad operation. It was paid out for TAXES. *Federal taxes. State taxes. Local taxes. It's the money that came in—then turned around and went right out again!*

* * *

It is neither improper nor immodest, I believe, for me to remark that The Milwaukee Road is a good and helpful citizen in whatever community of citizens it serves!



PRESIDENT

Retired Railroaders Receive Pension Increase

The following statement was issued by the U. S. Railroad Retirement Board, 844 Rush Street, Chicago 11, Ill., on June 24, 1948:

ABOUT 216,000 retired railroad employees will have their annuities or pensions increased as a result of recent legislation which amended both the Railroad Retirement and Railroad Unemployment Insurance Acts. With a few minor exceptions, the increases will be a flat 20 percent. Nearly 7 million other persons who have worked in the railroad industry will also benefit by the increase when they become eligible to retire.

Average Annuity to Be \$84

Higher payments will go to 204,500 employe annuitants and 11,500 former carrier pensioners. The average annuity will rise from \$70 to \$84 a month, and the average pension from \$59 to \$71. The maximum retirement benefit will now be \$144 a month. The retirement taxes paid by both employes and employers remain the same.

In addition to increasing virtually all retirement benefits, the new law raises by 20 percent the monthly payments which are made to about 4,800 widows of deceased annuitants who had elected to take a reduction in their own annuities in order to assure a monthly income for their widows. The survivor annuities which became payable under the 1946 amendments, however, are not changed.

Beneficiaries need not make application for the increase in their benefits, and the first checks to reflect the new amounts will be those payable on the first of August. However, some checks may be delayed a few days, therefore, those who do not receive their August payments on time are asked to wait at least 10 days before writing to the Railroad Retirement Board.

Employes Guaranteed Equivalent of Taxes

The new law also guarantees that each railroad worker, or his survivors, will receive an amount at least equal to the retirement taxes he has paid, plus a small amount for interest, and restores the right of an employe to designate a beneficiary. This change answers the objections raised by those who believed that

under the old law they, or their families, might not have received full value for the taxes paid.

The "guarantee" provision permits, under certain conditions, the payment of a lump sum equal to 4 percent of an employe's taxable railroad earnings from 1937 through 1946 and 7 percent after 1946, minus any previous benefits which may have been paid either to him or to his survivors. It will be paid, however, only when no immediate monthly benefits, or no future monthly benefits, are payable, with one exception. The exception is that a surviving widow or parent of the employe who might be entitled to monthly benefits at age 65 may elect to waive all rights to those monthly benefits and thereby make the "guarantee" lump-sum payment available immediately. Such an election, of course, would have to be made at some time before the survivor reached age 65, otherwise, the "guarantee" lump sum, if any, would not be payable until after the age-65 benefits had ceased. The "insurance" lump sum provided by the 1946

amendments and which is, in effect, a funeral benefit, remains unchanged and must be claimed within 2 years of the death of the employe.

Even though an employe is again permitted to designate a beneficiary, it will seldom be necessary for him to do so. The law provides that in the absence of a designation, the "guarantee" lump-sum benefit which may be due shall be paid to the widow (or widower), children (or persons entitled to share with children under State laws), parents, or estate, of the employe, in that order. Therefore, unless an employe wishes to name someone other than the persons already mentioned in the law, or in a different order, a designation will serve no purpose. Any designation which might have been made previously is null and void. Even though someone other than a surviving widow (or parent) is designated as the beneficiary, the "guarantee" lump sum cannot be paid unless the widow (or parent) waives all rights to monthly benefits at age 65. Should the widow (or parent)

(Continued on page 22)



CHICAGO RAILROAD FAIR

Revives the Romance of Railroading

**Milwaukee Road Plays
To Full House on
Milwaukee Road Day as
10,133 Visit Hiawatha**

"I WISH," the lady said, "that I had a 10 year-old boy to bring out here."

She was making a tour of the Chicago Railroad Fair shortly before opening day, July 20, in the company of a Chicago Tribune reporter, and the remark seemed to catch on—possibly because the same thought had occurred to many others, or because the Fair's backward glance down the years inspires in older people a nostalgic recollection of their youth.

Be that as it may, the Railroad Fair is a good show, and the thousands of people, neither young nor old, who have been pouring through its gates day after day would seem to prove that Chicago's outstanding summer attraction owes its popularity not alone to the imagination of youth and the recollection of old age. There is an appeal about the idea of railroading itself which seems to have captured popular fancy.



If it is true, as a few would have us believe, that railroading has lost some of its romance, then the Railroad Fair has revived it, dramatized it, and set it to the tune of clicking turnstiles.

At Fair headquarters they are becoming accustomed to the crowds now, but there was head scratching and amazement for a while, as attendance records were made and broken and the crowds surging through the gates surpassed even the most optimistic estimates.

South of the big grandstand, where the Milwaukee Road's Hiawatha exhibit stands, weary attendants wondered what hit them. On opening day more than 10,000 people went through the Hiawatha, and there has hardly been an opening in the line since.

By the end of July, 546,409 people had gone to the Fair, and 100,701 of



The Hiawatha Band, the Milwaukee Road Choral Club, and the Sky Top lounge of the new Hiawatha, glistening in the sun, attracted many thousands of Fair visitors to the Hiawatha exhibit on Milwaukee Road Day, July 27.

them had visited the Hiawatha exhibit during those 12 days. Percentage-wise, it looked something like 18 per cent, well above expectations.

A Day in the Sun

July 27, which had been designated "Milwaukee Road Day," found the Milwaukee clan whooping it up, as one of the Chicago newspapers put it, and enjoying a day in the sun.

It was a beautiful day, bright and sunny, and 10,133 of the 45,652 people who attended the Fair that day toured the Hiawatha to see for themselves the famous Sky Top Lounge and the other five cars and the Diesel locomotive which constitute that exhibit.

On hand to entertain the visitors were the Milwaukee Road Choral Club of 50 voices, and the 55-piece Milwaukee Road Hiawatha Service Club Band. Offering a wide variety of selections, the two musical groups performed alternately in concerts at noon and again in mid-afternoon. Another concert was given on the Lakeside Stage north of the grandstand at 8 o'clock that evening.

President Buford and Board Chairman Crowley lunched with a group of directors and officers in a Milwaukee Road dining car which had been spotted on the grounds for the occasion. Most of the employees in the Chicago area were permitted to leave work early to go to the Fair.



Miss Joan Terry, majorette of the Hiawatha Service Club Band, pauses and poses between performances at the Fair on Milwaukee Road Day.



Every visitor at the Railroad Fair is a camera fan, and this fair visitor is no exception. Like most of the picture snappers, she finds the ultra-modern Sky Top lounge of the Hiawatha a perfect background for a snapshot of a friend.



Miss Esther Wierdak, a Western Electric Company typist, follows the crowd through the Hiawatha and takes a numbered button for the "Match Me" game. Miss Viola Gutnik of the Milwaukee Road public relations department is at right.



The Milwaukee Road Choral Club takes a breather while Eugene Weber directs the Hiawatha Band in a spirited number on Milwaukee Road Day. At the microphone is W. C. Wallis, regional assistant public relations department, from Cedar Rapids, Ia.

The Cover

COVERING 50 acres and stretching along a mile of Chicago's beautiful lakefront, the Railroad Fair is shown on the cover of this issue in a *Chicago Tribune* aerial photo. The Milwaukee Road's Hiawatha exhibit is highlighted and identified.

Among other outstanding features of the Fair shown are the grandstand, the 450-foot stage on which "Wheels a-Rolling" is presented, and the unique backstage yards where ancient and modern locomotives and trains are made up.

Opening on July 20, the Railroad Fair was hailed by expert showmen as the most elaborate exhibit ever presented by a single industry at its own expense. As this was written, plans called for continuing the Fair through Sept. 6.

The "Match Me" game, which all who enter the Hiawatha exhibit are invited to play, has proved to be very popular. The button given to each visitor as he goes through the Tip Top Tap car bears a number, in addition to the Milwaukee Road insignia. Among the serially-numbered buttons is a certain number of duplicates. The idea is for everyone to pin his button on and if a person can find his duplicate, or his "match," the two of them return to the Hiawatha, where each is awarded a \$50

United States Savings Bond. Each tenth pair of winners receives \$200 bonds.

This little game accounts for the fact that at the Chicago Railroad Fair everybody stares at everybody else. The near-sighted run the risk of being thought rude, but the fever of mutual interest has thus far created more friendliness than black eyes. Everybody is having a good time playing "Match Me."

"Wheels a-Rolling"

It is a pretty safe bet that every Fair visitor who attends the transportation pageant called "Wheels a-Rolling" sees real locomotives on a stage for the first time. The great 450-foot stage is laid out before a grandstand which seats 5,000 at each of the four daily performances. The blue waters of Lake Michigan provide an unusual, but perfect backdrop.

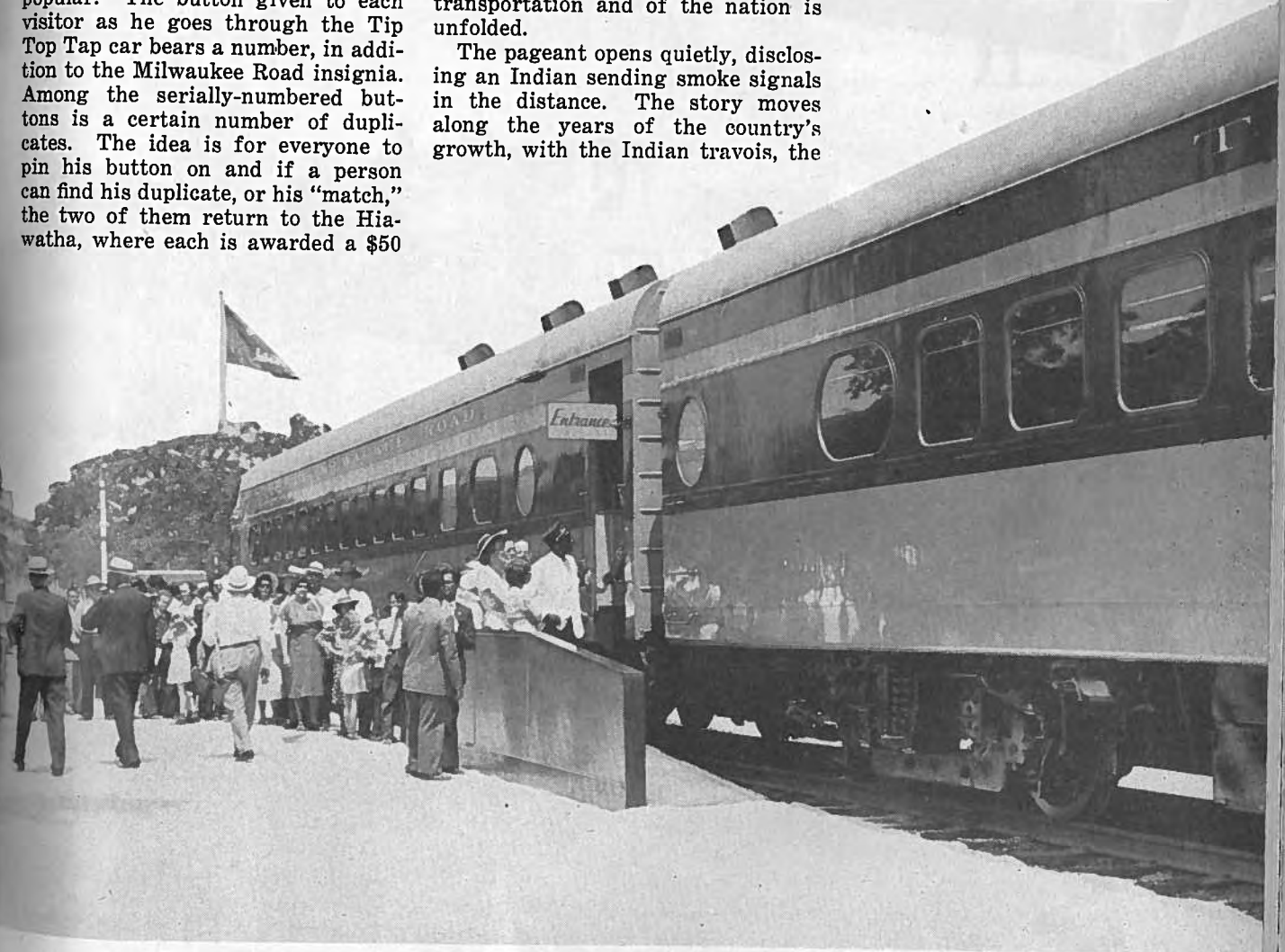
Here, in a succession of colorful scenes—some dramatic, some comic, some sentimental—the history of transportation and of the nation is unfolded.

The pageant opens quietly, disclosing an Indian sending smoke signals in the distance. The story moves along the years of the country's growth, with the Indian travois, the

pioneer's oxen, the stagecoach and at last the steam locomotive, figuring prominently in the action.

Trade and transport churn into the muddy little town of Chicago. Plank turnpikes radiate from the bustling trade center like spokes of a giant wheel. The spokes lengthen, the hub grows, and a small miracle on wheels transforms the swamp city into a real metropolis. On Nov. 20, 1848, the Chicago & Galena Union's second-hand engine, the *Pioneer*, pulls a second-hand train 10 miles west and brings back a load of wheat! This historic event, occurring just two years before the first wheels turned on The Milwaukee Road, marked the birth of Chicago as the world's greatest railroad center.

Although devoid of propaganda, the Railroad Fair is a masterful piece of advertising for the railroads. It comes, furthermore, as a timely reminder of the great American heritage which is nowhere more dramatically exemplified than in the history and progress of the railroads.



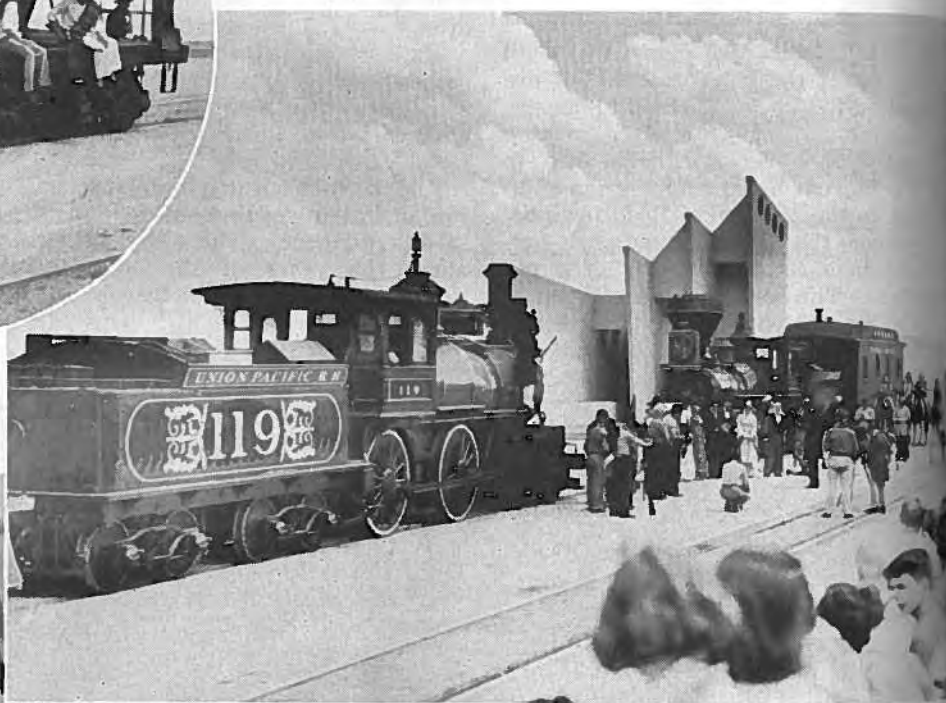
Of the 45,652 people who visited the Fair on Milwaukee Road Day, 10,133, or 22.2 per cent, went through the Hiawatha. Since the Fair opened on July 20, almost 18 per cent of all Fair visitors have inspected the Milwaukee Road exhibit.

SCENES FROM

Wheels a-Rolling

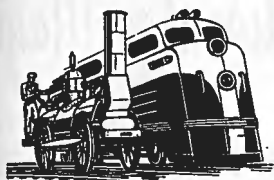
AT THE CHICAGO RAILROAD FAIR

As the railroads pushed westward, track gangs came prepared both to work and to fight the Indians.

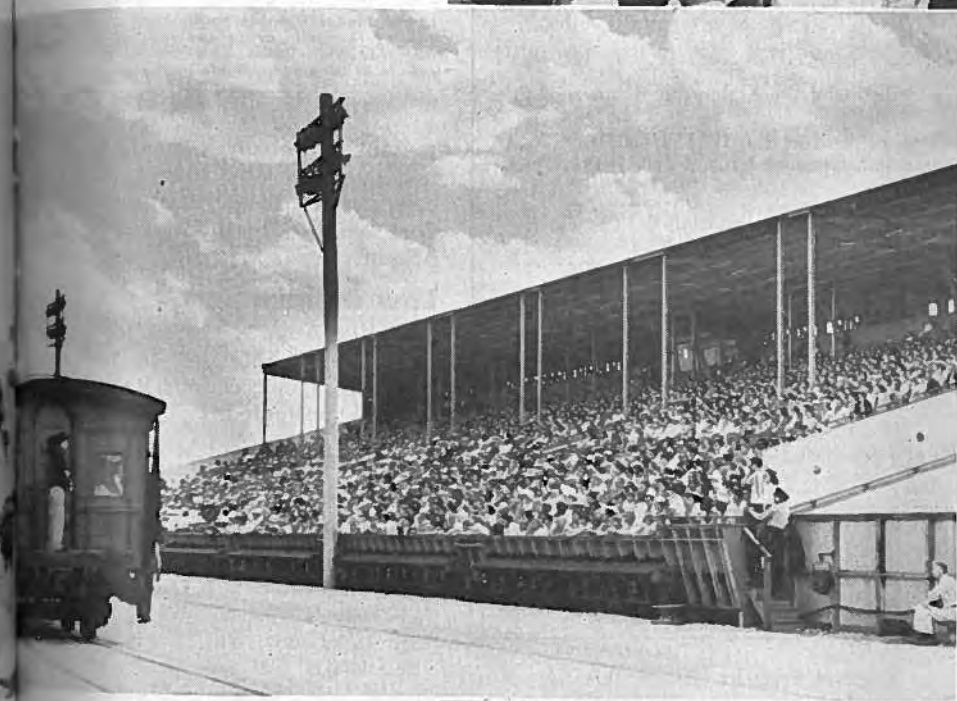
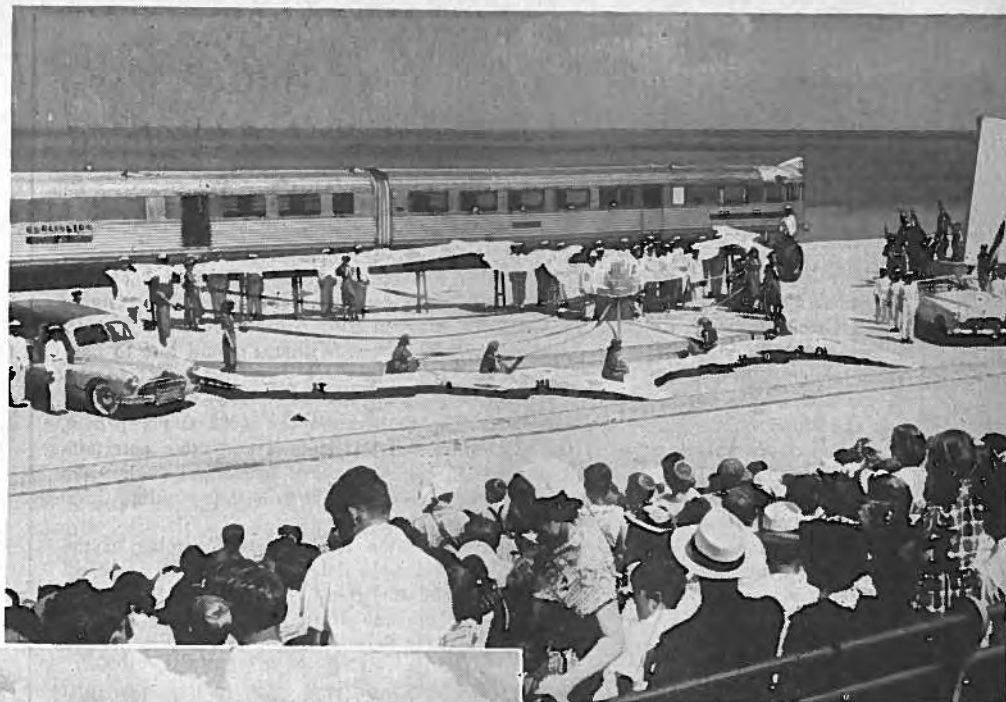


Above: The driving of the golden spike in 1869 at the junction of the Union Pacific and Central Pacific Railroads. At left and below are other scenes from the pageant of transportation.

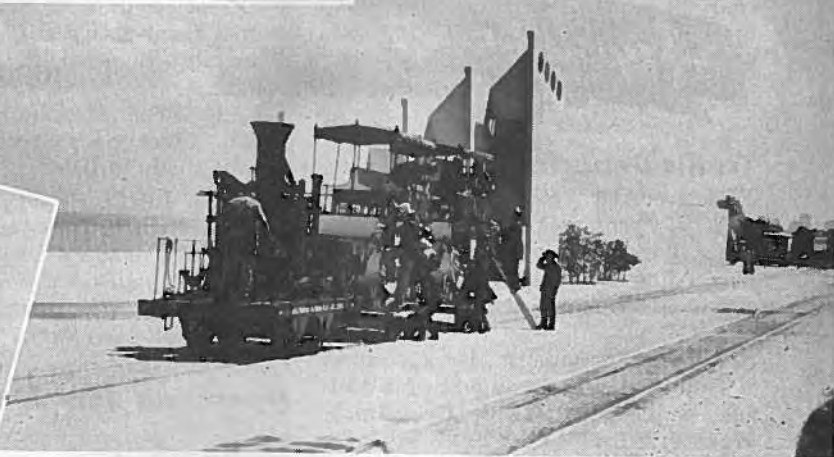




Performers carry on-stage an outline map of the United States with Chicago as the center, to form the final tableau of "Wheels a-Rolling."



The Lincoln Funeral Train passes the throng of 5,000 which filled the grandstand at the first afternoon performance on Milwaukee Road Day.



Above: With the help of a ladder, passengers clamber aboard the B&O's fancy double-decker coaches drawn by the famous Atlantic engine. Left: Lincoln pauses en route to immortality to speak his Farewell Address at Springfield.

Last Call for a chance to attend the Veteran Employes Association Reunion

THE program for the 18th reunion of the Veteran Employes Association in September is outlined fully in a notice which has been sent to all members of that organization. Any veteran who has not received a copy may obtain one by notifying Mrs. Grant Williams, secretary of the Association, at 6167 North McClellan Avenue, Chicago 30, Ill. If a death has occurred recently, Mrs. Williams would like to have that notice returned, with the date of death, if possible.

Here is a brief summary of the reunion schedule: Time and place—Sept. 1 and 2 at the Hotel Schroeder, Milwaukee, Wis. The registration fee is \$2.00 per person, which includes an excursion to the Wisconsin Dells, a banquet and other entertainment. The business meeting will be held in the Milwaukee Municipal Auditorium on Sept. 1 at 2 p.m. and the banquet will be served there at 6:30 that evening. L. J. Benson is chairman of the committee on arrangements.

An attempt has been made to send a reservation card to each member of the Association, but some of the cards may not have been delivered, due to an incorrect address. Any member who would like to attend the grand reunion but who has not received his reservation card, should fill out the one printed below, place it in an envelope and send it by *special delivery* to L. J. Benson, Room 856, Union Station, Chicago 6, Ill.

Town.....Date.....1948.

I, with my.....will attend the Eighteenth Reunion of the
(relationship)

VETERAN EMPLOYES ASSOCIATION to be held at the HOTEL SCHROEDER in Milwaukee, Wis., Wednesday and Thursday, September 1st and 2nd, 1948. Please

reserve.....rooms for myself and.....
(number) (relationship)

for
(indicate night wanted or write "no room wanted")

Also reserve.....tickets for the banquet to be held Wednesday evening.
(number)

I plan to leave.....on train.....at.....M. on
We (station) (number) (time)

.....1948, and arrive in Milwaukee on Train.....
(day) (date) (number)

at.....M.1948.
(time) (date) (please print your name)

.....
(occupation) (street address) (town)

Appointments

Traffic Department

Effective Aug. 1, 1948:

W. J. Cymanick is appointed traveling passenger agent, La Crosse, succeeding H. J. Troger, who is retiring after many years of railroad service.

R. A. Schneiberg is appointed traveling passenger agent, Milwaukee, succeeding W. J. Cymanick, transferred.

E. A. Freund is appointed city passenger agent, Milwaukee, succeeding R. A. Schneiberg, promoted. Effective Sept. 1, 1948:

J. M. Cunningham is appointed

district freight traffic manager, New York, succeeding T. P. Casey, who retires from active duty on Aug. 31 after more than 55 years of railroad service.

F. K. Beem is appointed general agent, Chicago, succeeding J. M. Cunningham, promoted.

Effective July 1, 1948:

R. A. Kolhoff is appointed traveling freight agent with headquarters at Minneapolis, succeeding L. R. Wenzel, who is retiring after many years of railroad service.

Operating Department

Effective Aug 1, 1948:

Paul Bridenstine is appointed trainmaster on the Idaho Division with headquarters at Othello, Wash. Effective July 1, 1948:

G. H. Borgman is appointed as-

The Milwaukee Magazine



AUGUST
1948

VOL. XXXVI
No. 4

A. G. Dupuis
Manager

Marc Green
Editor

Marie Hutton
Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION — CHICAGO

Any material appearing in the Milwaukee Magazine may be reprinted without permission, although the giving of credit will be appreciated. Photographs not credited to other publications will be furnished to newspaper and magazine editors upon request.

The Milwaukee Magazine, now in its 36th year of continuous monthly publication, is distributed free of charge to active and retired employees of the Milwaukee Road. The general subscription rate is \$1.00 a year. Single copies are 10c.

Assistant to general manager, with headquarters at Chicago, and will continue to handle matters heretofore handled by him as supervisor of contracts.

Law Department

Effective Aug. 2, 1948:

Claude G. Metzler is appointed chief clerk, succeeding Raymond K. Merrill, promoted.

An Almost Incredible Ride

FOR a recent trip to Portage, Wis., Mrs. C. T. McKenney of Pigsah, Ia., rode the Milwaukee, traveling on the Midwest Hiawatha and the Pioneer. The experience was so pleasant that she wrote the following letter to Agent G. V. Kohls of Mapleton, who sold her the ticket:

"This was my first ride on the Milwaukee Road and it was the most comfortable trip I ever had. I could scarcely believe there had been such a great change in travel facilities in recent years. The Milwaukee should be classed in the first ranks.

"The coach was so easy and comfortable, the air conditioning just right and the rest rooms so clean and conveniently arranged. The smoothness with which we rode over the tracks was almost incredible, the engine stopping and starting without the slightest jar or jerk.

"I want to commend you especially for prohibiting smoking in the cars. I was so very grateful for the clean, pure air. I can recommend the Milwaukee Road to anyone."

Montevideo Has a Heart

By Martha Moehring
Correspondent, Montevideo, Minn.

MONTVIDEO has a heart. John Wolf, assistant superintendent of the H&D Division at Montevideo, Minn., has proved that. Early in January, while casting about for one of his periodic projects for promoting good will, he heard of the Chippewa Rest Home in Montevideo and how the matron, Miss Russell, with her limited funds, was able to provide only the necessities for the group of 12 old folks, most of whom are bed-ridden. With his good friend, retired Engineer Percy Bradley, he called at the home to see just what the situation was. After visiting with the residents of the home, the idea of a Birthday Club was born.

John Wolf's next step was to contact a group of the business men on Montevideo's Main Street. He went a step further. He wrote an appealing article for the local newspapers, setting forth his plan. Immediately the money for the Birthday Club started coming in.

A week before a birthday is due, Mr. Wolf calls on the honored guest and interviews him for interesting data regarding his life history. He then writes a short biography and thus the public is advised that there is a birthday coming up. The result is a barrage of birthday cards and

the Birthday Club comes through royally with a lovely bouquet of flowers, a beautifully decorated cake, a gallon of ice cream and a \$5.00 personal gift.

The first birthday to be celebrated was that of Dr. Lily Dale Lighter, 90-year-old former "horse and buggy doctor" whose life history is as colorful as any pioneer doctor's could be. Since that time there has been a birthday party at the home each month, and the old folks look forward eagerly to each event.

In April the old folks were saddened to hear of the sudden death of their friend, Engineer Percy Bradley. Their sorrow was genuine, as Percy had been a very frequent visitor at the home. His friends contributed generously toward a flower fund but it was the wish of Mrs. Bradley that the money be spent for a lasting memorial to her husband. She expressed this wish to Mr. Wolf who immediately went shopping for a radio and inter-communication set. The machine was installed in the Chippewa Rest Home and now the old people are enjoying radio programs all day long, together with the added pleasure of conversing with each other from the two floors. The inter-communication set has also

been a very real help to busy Miss Russell.

And the Birthday Club will go on from year to year. John Wolf has seen to that, too. The Western Minnesota Shrine Club, of which he has served as president the past two years, has taken over the project as a permanent thing and in addition to the rest home at Montevideo it is sponsoring Birthday Clubs at other old peoples' homes in western Minnesota. And so, Montevideo has a heart but John Wolf, the busy, energetic railroad man who proved this fact to the folks at the Chippewa Rest Home, has the biggest heart of all.

— IT'S A HIAWATHA YEAR —

C. L. Kennedy

CHARLES L. KENNEDY, 82, retired general northwestern freight agent at Minneapolis, died at his home in Minneapolis on July 14. Mr. Kennedy retired in 1935 after 47 years with the Milwaukee Road. Funeral services were held in Minneapolis with burial at Lakewood cemetery. He is survived by his widow, Mary T., a daughter, Mrs. Arthur E. Blixt of Minneapolis, a son, Lawrence W., also of Minneapolis, and two grandchildren.

Mr. Kennedy entered Milwaukee Road Service in 1892 as an agent-operator on the H&D Division. He had a wide experience in general office detail work and in the solicitation of freight business. From 1903 to 1914 he was commercial agent at Duluth and he filled the same post at St. Paul before he was appointed general northwestern freight agent at Minneapolis.

— IT'S A HIAWATHA YEAR —

Courtesy by Chance

LEAVING Aberdeen (S.D.) the other night on Train 16, Conductor King had just started taking tickets when a woman passenger, highly agitated, told him she had forgotten a hat in the waiting room of the station. Just then the train stopped, because of engine trouble. King excused himself, explaining that he had business elsewhere for the moment and would talk to her later. The train was then about one mile east of Aberdeen and it had to be backed into town for help. On arriving, Conductor King first went to the dispatcher's office to report trouble and then remembered the woman's hat and found it on the bench where it had been left.

Leaving Aberdeen the second time, he presented the astonished lady with her hat. She is now thoroughly convinced that when a railroad will back up a 12-car train nearly a mile just to retrieve her last year's bird nest, it is a pretty good outfit to do business with and she expressed herself accordingly.

— Rails



Another birthday at the Chippewa Rest Home, and Assistant Superintendent Wolf is on hand with flowers and a gift. Miss Russell, matron of the home, looks on as he congratulates 90-year-old Dr. Lily Dale Lighter.

August, 1948

It Was News In *The Milwaukee Magazine*

THIRTY YEARS AGO

THE approach of a plentiful harvest enabled Food Commissioner Herbert Hoover to assure our European allies of sufficient food for the winter ahead. A year of drastic self denial on the home front had resulted in a 13 per cent decrease of food consumption and an increase of 27 per cent in production. Said the August, 1918, issue of the Milwaukee Magazine: "The sacrifices of the American people should be the knell to any hopes autocracy may still cherish; the clear-eyed, modest, hard-sinewed American soldiers are the amazement of Europe and the consternation of the Boches."

AS MANAGER of the railroad for the United States Railroad Administration, H. E. Byram announced the following official appointments for federal control: assistants to federal manager, D. L. Bush and J. W. Taylor; general managers, J. T. Gillick and H. B. Earling; traffic manager, R. M. Calkins; general solicitor, H. H. Field; chief engineer, C. F. Loweth; purchasing agent, W. A. Linn; federal auditor, G. J. Bunting; federal treasurer, A. G. Loomis.

IT WAS front page news in the *Windy City Echo*, unofficial organ of the 13th (Railway) Engineers in France, that Milwaukee Road men had adopted a war orphan. The child, Odette Tabary, 3, was a survivor of a year's confinement in a German prison camp. Also noted in the *Echo*: Company D, under Captain Sawtelle, had taken over a new line of the French railroad, christening it the "Puget Sound Extension."

HIS VOICE strained by the heavy speaking schedule of three Liberty Loan drives, Director General of Railroads William G. McAdoo addressed shop workers at Hillyard, Wash., on the subject of wages and working conditions: "I want you to know that I have conscientiously done the best I could and I want you to accept the situation like patriots. We owe that to the men who are shedding their blood to make our jobs and homes safe, and to save human liberty throughout the world."

MEMBERS of the new and successful employes' military bands were hard at work in practice sessions. The Chicago band met every Saturday night in the Railway Exchange Building for a two-hour rehearsal. Thirty amateur musicians were enrolled at Milwaukee shops and another group was well under way at Dubuque. The movement was supported by an employe "popular five-cent band fund collection."

WITH the aid of stereoptican views, some 600 employes of the railroads at Spokane, Wash., were instructed in the proper methods of loading explosives for transportation. Cpl. John Haddock, Milwaukee shops apprentice machinist who enlisted at 17, was one of the youngest non-coms in the Army . . . Vice President C. A. Goodnow passed away in Seattle after a short illness . . . A snappy salute from Lt. E. G. Kieseles of the 36th Engineers, yardmaster at Dubuque on military leave . . . The janitor at Milwaukee shops insisted on raising the main flag with the stars down and "Soda Ash" Johnny Horan had quite a time convincing him of his error.

PLANNING TO GO TO THE BIG CITY TO SEEK YOUR FORTUNE? Have a look at these figures first. According to information from the Institute of Life Insurance, the largest percentage of families (not counting farm families) with an income of \$10,000 a year or more live in small towns—towns of fewer than 50,000 population. Second largest percentage of well-to-do families live in rural non-farm areas. The big cities rank third. The Institute also tells us that there are 50,000 families in the \$10,000-a-year class in which women are the family heads, and 400,000 families with incomes of more than \$5,000 a year headed by women.

Retirement Party Held For Rex H. Wilson

FRIENDS of Rex H. Wilson, tariff supervisor of the freight traffic department who retired on July 31, paid tribute to the occasion with a party which was held in the Western Trunk Line Committee rooms in the Chicago Union Station on July 14. The setting was appropriate, as Rex was with the Western Trunk Line before he came to the Road in 1916 and he has many friends in that organization and among the railroad representatives who attend its meetings.

The party started with a buffet supper which had been arranged by the girls in the freight traffic department. About 60 were served. The list included the following railroad officials and friends in commercial fields: S. G. Grace, FTM; E. J. Hyett, GFA; G. M. Ryan, AGFA; R. E. Hibbard, AGFA; P. J. Cullen, assistant to vice president; F. J. Newell, assistant public relations officer; R. O. Burnett, Seattle attorney; Roy Erickson, Chicago Board of Trade; Jim Fisher, General Mills; and Edward Keogh, Keogh Printing Company.

After the dinner Mr. Cullen served as master of ceremonies and in the name of friends and co-workers presented Rex with a radio and a side gift of pipe, tobacco and plastic playing cards. Rex made a short speech and said he would never forget the party and their generosity.

Rex Herne Wilson retired with a 40-year railroad record, 32 years with the Milwaukee Road. During his service he was chief clerk to various officials and in the general freight department. His last position—tariff supervisor—was work he particularly enjoyed. Throughout the Midwest he is regarded as an expert on grain. For the future he plans to concentrate on his hobbies—traveling, lecturing and loafing.



"That's your hobby, collecting tickets
... mine's collecting railroad buttons."

Robert Greene — Rail Fan, Artist

FOR the past 11 years Robert Madison Greene, 25-year-old employe of the sleeping and dining car department in Chicago, has followed a hobby which should qualify him as one of the leading rail fans of the country, if not its leading railroad quiz expert. Ask him a question about a train—any train—it doesn't matter which, as he knows all the answers. He knows the numbers and makes of the engines, the weight, the average number of cars they pull, with the number of seats, and the full schedules.

It isn't so amazing that Robert should know all these things about the Milwaukee Road trains, because he is a cook on the Afternoon Hiawatha, but he can do the same for practically every train in the country. Just mention, for instance, the Rockets, or the Red Arrow or the Southwind. Quick as a flash, he will take you on a round trip and have you back home, gasping. After he has reeled off the statistics, he may astound you further by producing scale drawings of the trains in question.

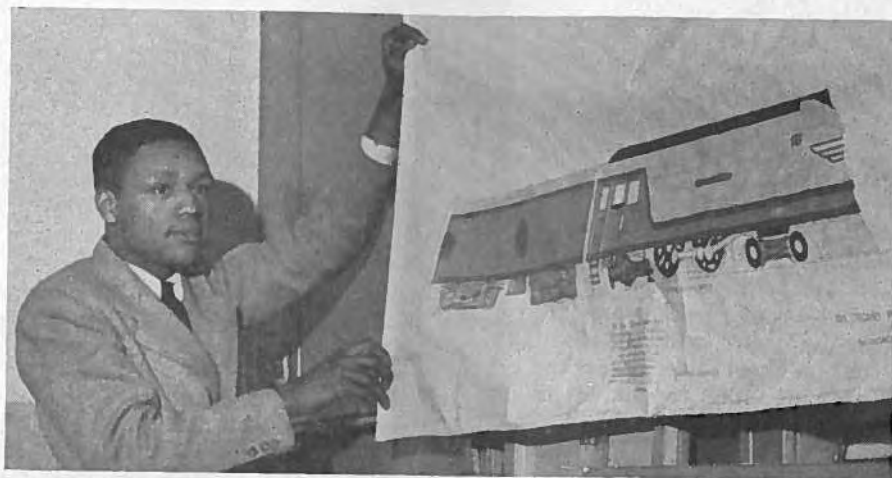
Robert started this collection of train drawings as a young boy, spending every spare moment in the Chicago railroad stations to study the locomotives

and make sketches. He now has complete drawings of 20 trains, besides hundreds of sketches of locomotives and railroad equipment. The drawings average 30 feet in length.

Robert took a job with the Santa Fe when he was 18 and has been on trains a good part of the time since. On his days off he haunts the railroad stations to

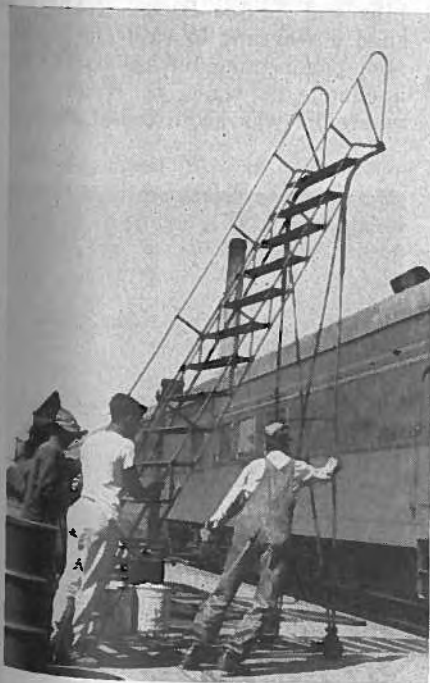
further his study of trains and to keep posted on new equipment. He also collects new timetables—he has timetables of all railroads in the country—and commits them to memory. It is a trick which overwhelms people—particularly those people who claim they can't even understand timetables.

— IT'S A HIAWATHA YEAR —



Robert M. Greene's drawings of trains average 30 feet in length. Here he displays a sketch of a Hiawatha locomotive. The drawing is foreshortened by the angle at which it is held. (Chicago Defender photo.)

Miles City Carmen Build a Better Ladder



At the left, carmen stand ready to move in as soon as the Olympian Hiawatha stops rolling. Left to right: H. French, Vic Nieffer and Jim Moyes. At right, French and Moyes mount the ladder to make a quick job of the icing.

August, 1948

AS IT halts at Miles City, Mont., the Olympian Hiawatha gets one of the fastest servicing jobs along its entire route. What the interested passengers don't know is that this smooth moving operation is due largely to a contrivance made by the Miles City car department force.

When the streamliner went into operation last year, the crews at the various stops along the line realized that the new train called for service in the safest and also the fastest manner. The Miles City force gave it serious thought, went into a huddle and came up with an idea which, besides being a time-saver, would give added protection to the men on the job.

The result of the conference is shown in the photographs. The improved ladder consists of a permanent stairway with a hand rail on each side, mounted on a platform that can be rolled up to the train or wheeled up and down the length, wherever it is needed. Its light, yet sturdy, construction meets the strictest specifications for adaptability and safety. It is a compliment to the inventiveness of the Miles City carmen.

Radio and Press Honor Pioneer Traveler

MRS. O. F. FARRER, a 90-year-old resident of Mason City, Ia., is now only an armchair traveler but she takes a keen interest in what goes on about her and never misses the Milwaukee Road radio program when it is broadcast over local station KGLO on Sunday afternoon. Due to her age, Mrs. Farrer has had to curtail some of her activities, but there was a time—one time in particular — when she was quite a traveler and after a recent broadcast she was prompted to write about it to W. F. Ingraham, special representative of the general manager at Mason City. The latter mentioned her story to his friend E. A. Norem, city editor of the *Mason City Globe Gazette*, with the result that a short time later the following item appeared in that newspaper:

"There is . . . a resident of this community who was a passenger on the excursion train celebrating the completion of the Milwaukee Road between Madison and Milwaukee, Wis. That was back in 1857—90 years ago.

"Mrs. O. F. Farrer, 104 6th S.W., the former Clara Royce, was only six weeks old at the time but she recalls that her mother told about it many times. [In a later interview Mrs. Farrer corrected this statement to say that the trip was actually made on the following day.] The baby immediately became the center of attention among the passengers, for it was the first baby to travel over the new road.

"In order to give special recognition to this event the passengers offered to take up a purse to present to the tiny girl if the mother would consent to their naming the baby.

"But the mother refused. The baby already had a name, she said. The name proposed was — 'Iowa-Wisconsin'.

"Mrs. Farrer smiles about that today. 'Wouldn't that have been something to go through life with?' she says.

"Mrs. Farrer came to Mason City to make her home in 1881. Since then she traveled many times over the Milwaukee to Whitewater, Wis., where her mother made her home for many years.

"Every Sunday afternoon she gets tremendous enjoyment from listening to the Milwaukee Road program over KGLO. 'This program', she says, 'arouses interest by calling attention to traveling over The Milwaukee Road, the comforts to be

had, principal cities to be visited, the beauties of nature along the way — from Chicago to the North Pacific.'

Milwaukee Road officials who read the article devised a unique way to honor the venerable patron. On a subsequent Sunday when, following her usual custom, she tuned in for the broadcast, the flick of the switch brought forth the following comment from the local newscaster:

"It seems that a living resident of this city—Mrs. O. F. Farrer—was a passenger on a run celebrating the completion of the Milwaukee Road between Madison and Milwaukee, Wis., in 1857! Moreover, she listens to the Milwaukee Road news program over this station each Sunday. To 90-year-old Mrs. Farrer the railroad sends its greetings. Since her first trip, it has expanded to a system with almost 11,000 miles of line. . . . Good health to Mrs. Farrer, and happy traveling to all of you via the Milwaukee Road."

Anything that's well done looks easy to do.

A dog's life in this modern civilization is much to be envied.

Mrs. O. F. Farrer

— IT'S A HIAWATHA YEAR —

As They Tell It In Indianer

WHEN he was a boy Henry Van Brunt had a talent for telling stories. Teachers wrote to his mother about it, but he kept on telling them and, as might be expected, he became a railroad man when he grew up. Now the name of Engineer Henry A. Van Brunt, Terre Haute, Ind., has turned up as the winner in a national contest for spinning humorous Hoosier yarns.

The contest was sponsored by Earl Wilson, newspaper columnist and delineator of Broadway and Hollywood personalities. Wilson's brand of humor and that of the Indiana crossroads and county seats are as far apart as the Martins and the Coys, but he recognized the touch of the master story teller. The following stories are quoted from among those which Van submitted for the contest and which were published in Wilson's syndicated column:

"Oolitic, Ind., had two courts of justice, presided over by Squire Rob-

bins and Squire Hicks. Robbins issued a warrant to raid the barber-shop poker game, but the barber took a change of venue to Hicks' court where he was acquitted. Later, sit-



Henry Van Brunt

Michael Sol Collection The Milwaukee Magazine

ting in the barber chair, Squire Robbins complained:
 'I don't think you treated me right, taking that case out of my court. You would have gotten justice in my court, too.'
 'Justice, hell!' said the barber. 'I wanted to beat the case.'

This is one of Van's favorites:
 "In the hills, where they raise two crops a year—rabbits and blackberries—a little boy sat on a rail fence, listening to the travelers as they took that rocky road in slow motion. 'My, this is an awfully poor piece of country,' said one.

'Yes', agreed his companion, 'must be a poor class of people living here.'

Stung to indignation, the youngster hopped off the fence and yelled: 'We ain't as poor as you think we are. We don't own but five acres of it.'

Van also recounted the time when he had to leave Bedford in the middle of the final and deciding game of a World Series. Arriving at Odon, he quickly asked the cronies at the depot:

"How'd the game go?"

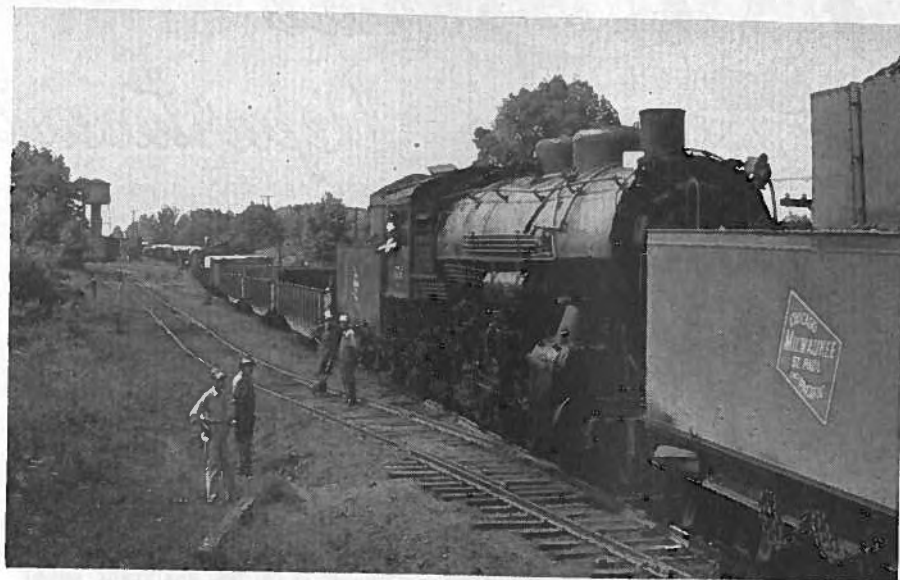
"Nine to three," came back proudly, "in favor of Odon."

Van states that he knows better stories, but evidently these were good enough to take the prize. He received a copy of Wilson's best selling "Pike's Peek or Bust" with a page of famous autographs to attach to the flyleaf. The signatures were those of Rise Stevens, Bonita Granville, Martha Raye, Toots Shor, Joel McCrea, Frank Sinatra and Earl Wilson.

Van describes himself as "just a story-telling hoghead from the cornbelt." Superintendent Hotchkiss may be interested in his reason for taking up a railroad career. "In 1909-1910" Van says, "I had a hillside farm in darkest Indiana. I came to the railroad in 1911 to earn the tax money. It has become my life work. I am located at Terre Haute, in a state abounding in corn, wine and oil; in coal, wheat and oats; corn fed meat, home grown biscuits and per-munon pudding, where the sycamores shade the Wabash to keep the catfish from getting freckles and where John L. Sullivan swore off drinking for keeps."



Stone Train Special for Canada



The 39-car train takes on its load of Bedford limestone for various Canadian points. The men are H. G. Fish, conductor; Marion Sipes, trainman; James Vandiver, trainman; A. Robbins, carman; and E. E. Moore, engineman.

TRAVELING behind a Milwaukee Road double header, 39 cars of finest Indiana limestone moved out of Bedford, Ind., on June 3. Destination of the stone train special was Canada, which is one of this country's best customers for Bedford stone. While Canada has some native limestone, it is harder than the Bedford product and the quarries are not as deep. These factors tend to increase production costs and the Canadians find it more profitable to use imported stone. During January of this year the Milwaukee Road station at Oolitic, Ind., shipped 101 cars of stone to various Canadian points.

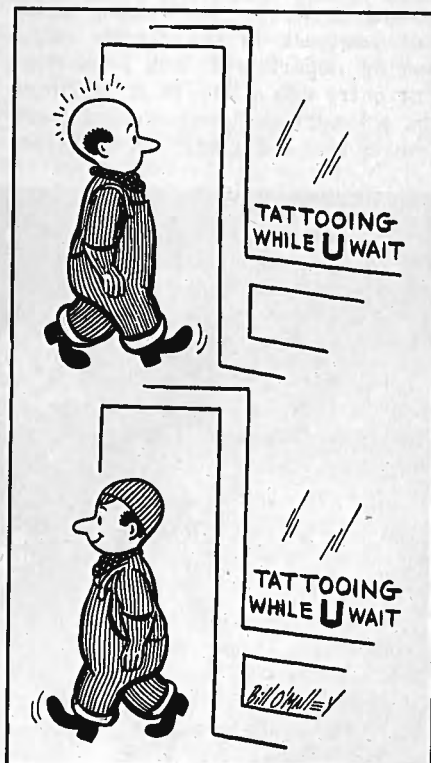
Limestone is one of the most highly prized building materials in this country. Agent H. D. King of Bedford, who knows more than a little about it, passes along the following information for Milwaukee Magazine readers:

"Limestone has been used throughout the ages and all over the world. The great Gothic cathedrals of Europe are proof of its adaptability to the tools of fine craftsmanship. Its durability is illustrated by the Great Sphinx of Egypt, the Sun Temple of Abusir and the Pyramids of Gizeh, whose ages are measured in the thousands of years. King Tutankhamen wisely chose limestone for his silent burial chamber that was to last throughout eternity.

"The United States government uses Bedford limestone almost exclusively in its public buildings. The Army's Pentagon building in Washington, D. C., a city within a city, is

built of limestone and should still be in good condition 5,000 years from now.

"Bedford limestone is unusual in that its beauty increases with age. Engineers spent thousands of additional dollars on Radio City in New York to give the stone the appearance of centuries of aging. Hundreds of visitors daily admire the RCA buildings and another famous limestone structure, the Empire State Building."





They Know Their Roses

Tips from Wesley R. Nelson and Edward P. Sima,
Stars of Seattle Rose Show

by Margaret Hickey
Correspondent, Seattle General Offices

IN SEATTLE, among the boys in the back room, it isn't baseball, bowling or bird watching. It's roses—the famous white roses which have been the city's symbol since the first seeds were brought across the plains in 1853.

"Fit emblem for a city's dream . . .

*Of loveliness that grows
From perfect bud to perfect flower,
The white Seattle Rose."*

Since rose growers are strongly competitive in the Pacific Northwest, it is a matter of considerable pride that two Milwaukee Road employees won top awards in the 35th annual Seattle Rose Society Show held at the Olympic Hotel on June 28-29. The grand sweepstakes prize—best white rose and best rose in the show—went to Wesley R. Nelson, assistant engineer in the Seattle engineering department. His prize-winning entry was a Mrs. H. R. Darlington, a luxurious flower budded from a three-year-old plant. In addition,

Mr. Nelson won seven blue, five red and four white ribbons.

Edward P. Sima, assistant superintendent of work equipment at Seattle, won five blue, two red and two white ribbons, and a special award of a silver coffee service. With his son, Ed Jr., he entered an educational exhibit on the life cycle of new varieties which showed the various stages of rose breeding from the bloom to the seed and back to the mature flower. It was the first such exhibit ever shown. Mr. Sima's roses are consistent winners. At the 14th district show held at Chehalis, Wash., the previous week he was awarded the first place trophy in the grand challenge class of 12 individual rose blooms, the best of the exhibits from Washington and Oregon.

As the symbol of grace and beauty, the rose is the most important of our cultivated flowers and where conditions are favorable it is likely that dirt gardeners grow more roses than any other plant. But producing a

prize winner calls for something more than luck. Mr. Nelson and Mr. Sima do admit that roses are easy to grow in the Pacific Northwest—that the mild winters and cool summers are just what roses like—but a few things have to be done regularly and at the proper time. From their wide experience they have compiled a few suggestions for rose growers who have a serious interest in improving their species. The following instructions apply to most sections of the country:

Selecting the site for the garden: Good drainage is necessary. Roses will do well in almost any type of soil. The addition of peat moss improves either sandy or clay soil. Roses should have sun at least half of the day; shade in the hot afternoon is beneficial. Keep roots of trees and hedges out of the rose beds.

Plants and planting: Buy plants from a reliable source. Prepare the beds a month in advance of planting, if possible. Spade the ground to a depth of 12 to 15 inches and mix up to 20 per cent of peat moss into the soil—*don't* put chemical fertilizer into the soil at planting time. Trim the roots of the plant to a 10-inch length. Make a shallow cone of soil at proper depth and spread roots out



At extreme left, Edward P. Sima, assistant superintendent of work equipment, Seattle, grooms one of his prize-winning entries for inspection by the judges. He's an expert, and cigar smoke must be good for roses.

Left, Wesley R. Nelson, assistant engineer in the Seattle engineering department, with his prize-winning Mrs. H. R. Darlington, best in the annual Seattle Rose Society show. It was budded from a three-year-old plant. (Seattle Times photo)



They grow them bigger and better in the Northwest, says Wesley R. Nelson who offers proof from his own garden.

evenly. Compact the soil over the roots, and water. The bud union should be level with the surface after planting.

Pruning: Prune when growth starts in the spring. Trim off all small branches and dead wood. Leave three or four of the strongest stalks and cut these to half their original height.

Fertilizing: After growth starts in the spring, apply a large handful of garden commercial fertilizer around each old bush; in the Northwest on Apr. 15, May 15 and June 15. Water well afterwards. New plants should have half this amount.

Spraying: Spray every week or 10 days, from spring until fall. Use a rose spray and mix according to the manufacturer's directions. Two kinds are required, one for insects and another for rose diseases; they can be mixed in the same water. Both the upper and the under sides of the leaves must be sprayed. Do not spray when the sun is shining.

Watering: Roses should have plenty of moisture. Don't sprinkle the plant. Remove the hose nozzle and soak the soil. Water in the morning; plants should be dry during the night.

General care: The leaves manufacture food for the plant, so it is important to preserve the leaves on the bush. Pick short stems and protect leaves from insects and diseases. Remove blooms when petals fall. Keep plants growing all summer and blooms will be assured for the fall.

Winter protection: Where 15 to 20 degrees above zero is the ordinary winter expectancy, practically all but the tenderest varieties survive in

Beat the Heat Desserts

WHEN the thermometer soars, there's a sensible way for homemakers to keep the house free of oven heat and still serve their families refreshing desserts. This escape from the "slaving over a hot stove" routine rests with the grocer and baker and their ready supplies of cakes, cookies, cupcakes and pies.

Just a little sleight of hand will turn a prepared pastry into a dessert triumph. There's baker's sponge cake, a company dish when it's served with sliced bananas and an ice cream topping. Delicious! Or store-bought pound cake, the perfect affinity for ripe red raspberries and generous gobs of whipped cream.

Families that have been known to turn thumbs down on any except homemade pie will settle without argument when baker's pie is served with ice cream and a topper of shredded cocoanut.

Here's another good way to beat the heat with a baker's treat—*Jelly Roll Sundae*:

- 1½ cups fresh raspberries (or sliced peaches)
- ½ cup sugar
- 1 baker's jelly roll
- 1 qt. vanilla ice cream

Crush fruit and add sugar; chill for 1 hour. Cut jelly roll into 10 slices. Place a slice of roll on each side of a serving of ice cream. Top with crushed fruit and serve immediately. Serves 5.

winter without protection. However, in districts where the water table is very close to the surface, good drainage must be assured for the plant roots. In severe climates some growers lift their plants bodily in the fall, bury them in cold cellars or in deep mounds of soil, replanting in the spring. Others hill up the plant to cover the main branches or stems with soil to a height of 8 to 10 inches and when this is frozen, bury the exposed tops in leaves, straw or evergreen boughs, secured in place by wire netting or similar means. In milder climates, hilling with earth is usually sufficient.

Make sure that the ground is thoroughly wet before covering the plants, as freezing is also a drying process and plants will dry up if the ground lacks moisture to the roots. To prevent field mice and rodents from nesting in the coverage, delay the final covering until the ground is frozen.

To protect climbing varieties, in severe climates remove the canes from their supports, bundle together and coil them on the ground or along the shelter of a wall or building. Cover with earth or waterproof paper. Make sure that the base of the bush is well hilled up with soil.

When spring arrives, the removal of the winter protection varies according to local conditions. The top coverage should be removed first, but retained nearby. After the plants are accustomed to the change, a few days later the hilled up earth should be removed gradually and the lighter material should be replaced. When the plants are growing nicely, clear the protecting material away. Because the bark normally softens during the winter, it is best to remove covering in mild, damp or foggy weather to prevent it from drying out too quickly.



Frank Phillips, of the Bensenville office force, isn't kidding when he says he knows his vegetables. These twin heads of lettuce, products of his garden in Franklin Park, Ill., measured 24 x 24 x 12 inches and weighed a little more than 4½ pounds each. Ed Meler, of the train desk at Galewood yards, offers the picture below as proof that his corn was considerably more than knee high on the Fourth of July. Ed is a six footer.





These smart vehicles represented Terre Haute Chapter of the Milwaukee Road Women's Club and the Southeastern Service Club in the eighth annual Soap Box Derby at Terre Haute on July 25. Drivers Gene Gray (left) and Tom Paton finished among the leaders. Last year Tom Paton was five feet short of first place. This year he missed by 18 inches. The race is the local play-off for the All American Soap Box classic held at Akron, Ohio, in August. Mrs. Oscar Bond, president of the Women's Club chapter, and William H. Johnson, Service Club chairman, here give the official sanction.



East End Wisconsin Valley Club Holds Annual Party

JULY 10, the day selected for the East End Wisconsin Valley Service Club appreciation party, was extremely warm and humid at Nekoosa, Wis. However, very few members were deterred by the weather and some 60 turned out for the good time.

It was evident from the start that the heat hadn't impaired any appetites, for full justice was done to the dinner prepared by the American Legion Auxiliary. Assistant Superintendent S. F. Philpot was among those present and gave a short address after the dinner.

For entertainment, the party committee engaged the music of the Tucker Family Trio. Disregarding wilted collars and perspiring brows, the dancers stepped out on the floor and swung into the spirit of the occasion. Serving on the entertainment committee were L. W. Staeger, W. A. Harrison and C. F. Flanagan. The officers of the East End club are John E. Stoker, chairman; Earl R. Hohenadel, vice chairman; Victor Knipple, secretary; and Ray J. Cleveland, treasurer.

— IT'S A HIAWATHA YEAR —

Swiss Capital Annual a Family Affair

THE appreciation party of the Swiss Capital Service Club at Monroe, Wis., on July 13 was a regular family affair. The club is a small and intimate group and 20 places were set for the

The pictures at the left and below show some of the folks who attended the J. H. Foster Service Club picnic at Colvill Park, Red Wing, Minn., on June 20. Directly to the left, Frank P. Rogers, chief clerk to General Superintendent D. T. Bagnell, is shown handing out programs for the day, with W. P. Radke, local freight agent at St. Paul, on the receiving end. Mr. Rogers is the Milwaukee Magazine's division editor at Minneapolis.



dinner which was served in the Mrs. Gerber Farm Home. The group included Trainmaster R. W. Riedel, Chief Carpenter W. M. Cameron, F. W. Liegois, chief clerk to superintendent at Madison, and A. W. Graff, chairman of the Hiawatha Service Club Band, Milwaukee. Chairman L. W. DeLorimier acted as toastmaster. After dinner the entire party attended a show at a local movie theater.

The Swiss Capital club is arranging to consolidate with the nearby Pecatonica River Valley Service Club. The merger is planned to enlarge the scope of activities and to enjoy the advantages of larger get-togethers. Officers serving with Mr. DeLorimier include Vice Chairman J. F. Dahnke and Secretary-Treasurer C. A. Baxter.



The Swiss Capital Service Club dinner at Monroe, Wis., was more like a family party. Seated, left to right: Mrs. C. Ebert, H. J. Ripp, Miss J. Zuercher, Mrs. R. C. Dunn, Mr. Dunn, E. J. Bowar, Mrs. J. F. Dahnke, Mrs. D. H. Kubly, Mr. Kubly. Standing, left to right: C. Ebert, J. Coleman, A. H. Wright, F. W. Liegois, A. W. Graff, R. M. Riedl, C. A. Baxter, L. W. DeLorimier, J. F. Dahnke, W. M. Cameron.



The East End Wisconsin Service Club couldn't complain about the service at the annual appreciation party on July 10. Seated, left to right: Earl R. Hohenadel, vice chairman; John E. Stoker, chairman; Victor Knipple, secretary, and Assistant Superintendent S. F. Philpot. The waiters are members of the committee on arrangements. Left to right, they are W. A. Harrison, C. F. Flanagan and L. W. Staeger.

Retirements

The following employees' applications for retirement were recorded during May, 1948

Chicago General Offices

BENGTSON, MABEL E.
Comptometer Operator, Aud.
Pass. Accts. Chicago, Ill.
BROOKS, CHARLES T.
Waiter Chicago, Ill.
LOMAN, John A.
Waiter Chicago, Ill.
KELLEHER, EDWARD E.
Steward Chicago, Ill.
KELLEY, PARNELL J.
Clerk, Aud. Pass. Accts. Chicago, Ill.

Chicago Terminals

DUNLAP, THEO. C.
Switchtender Chicago, Ill.
GRUNER, CLARK F.
Switchman Chicago, Ill.
JONES, ARTHUR H.
Machinist Bensenville, Ill.
MULLHOLLAND, ARTHUR W.
Lieutenant of Police Chicago, Ill.

STONE, EDWARD C.
Switchman Chicago, Ill.

Coast Division

BELL, GUY S.
Time Revisor Tacoma, Wash.
BIGELOW, WILLIAM C.
Asst. Oil Plant Engr. Seattle, Wash.
DIXON, MURRAY M.
Conductor Tacoma, Wash.
GANTY, CHARLES G.
Clerk Seattle, Wash.
KING, EARL P.
Agent-Operator Tacoma, Wash.
WALDRON, JULE F.
Section Laborer Port Angeles, Wash.

Dubuque & Illinois Division

FITZ, MARIE C.
Stenographer Savanna, Ill.
GRILL, OTTO
Asst. Janitor Savanna, Ill.

HOOK, HARRY H.
Section Laborer Dubuque, Ia.
REIBEL, BENJAMIN J.
Loco. Engineer Savanna, Ill.
SCHWARTZ, JOSEPH E.
B&B Painter Guttenberg, Ia.
WILDER, MERRILL E.
Train Baggage-man Savanna, Ill.

Hastings & Dakota Division

BROTEN, MARCUS
B&B Foreman Montevideo, Minn.

Idaho Division

BUCKLEY, DANIEL G.
Extra Gang Laborer Spokane, Wash.
LEWIS, WALTER S.
Brakeman Spokane, Wash.
SOLBERG, ANDREW N.
Brakeman Malden, Wash.

Iowa Division

BARRETT, LEWIS L.
Engine Maintainer Rockwell City, Ia.
DAVIS, LOTTA H.
Secretary, Traffic Dept. .. Des Moines, Ia.
FORTUNE, FOREST C.
Clerk Storm Lake, Ia.
KRULL, EDWARD N.
Machinist Perry, Ia.
TRINKA, CHARLIE
B&B Carpenter Oxford Jct., Ia.
WILLIAMS, WILBER
Section Foreman Rhodes, Ia.

Iowa & Dakota Division

BALES, WALTER D.
Section Laborer Linby, Ia.
BANY, HARRY J.
Crossing Flagman Sioux City, Ia.
BOHEN, FERGUS J.
Loco. Engineer Mason City, Ia.
GIBBS, MILTON B.
B&B Carpenter Sanborn, Ia.
HEDRICK, FORREST L.
Crane Operator Sioux City, Ia.
PAULLIN, ROBERT C.
Machinist Mitchell, S. D.
REYNER, EMMA
Cashier Rapid City, S. D.
SIZER, RAE E.
Asst. Supt. Mason City, Ia.

Iowa & Southern Minnesota Division

ARNOLD, MILTON S.
Section Laborer Austin, Minn.
HEIDTKE, BERNARD J.
Section Foreman Brownsdale, Minn.
HOLTER, ALFRED B.
Loco. Engineer Madison, S. D.
KIRWIN, ARTHUR H.
B&B Carpenter Austin, Minn.

Kansas City Division

HARRIS, FLORENCE D.
Clerk Excelsior Springs, Mo.

La Crosse & River Division

HANSEN, VICTOR M.
Chief Carpenter La Crosse, Wis.
HICKS, CHAUNCEY S.
Engine Watchman Winona, Minn.
JACOB, ANDREW G.
Baggage-man La Crosse, Wis.
KLENTZ, AUGUST O.
Section Laborer Reeseville, Wis.

The Milwaukee Railroad Women's Club

MEMBERSHIP HONOR ROLL - YEAR 1948

20,110 Members June 30, 1948

The General Governing Board takes pleasure in announcing that the Women's Club had as of June 30 reached the highest membership it has ever enjoyed, its increase on that date over membership December 31, 1947, being as follows:

	Voting	Contributing	Total
Membership June 30, 1948.....	7,750	12,360	20,110
Membership Dec. 31, 1947.....	7,515	11,967	19,482
Increase over Dec. 31, 1947.....	235	393	628

The chapters shown below have gone "Over the Top":

Chapter	Voting			Contributing			Total		
	June 30	Increase	Loss	June 30	Increase	Loss	June 30	Increase	Loss
Aberdeen, S. D.....	515	4	..	671	14	..	1,186	18	..
Alberton, Mont.....	57	1	..	72	8	..	129	9	..
Austin, Minn.....	103	6	..	133	12	..	236	18	..
Beloit, Wis.....	90	1	..	118	1	..	208	2	..
Bensenville, Ill.....	66	..	20	172	57	..	238	37	..
Butte, Mont.....	56	11	..	62	12	..	118	23	..
Channing, Mich.....	84	14	..	65	13	..	149	27	..
Chgo. Fullerton Ave.....	461	93	..	681	160	..	1,142	253	..
Chgo. Union Station.....	261	34	..	910	42	..	1,171	76	..
Davenport, Ia.....	71	1	..	169	1	..	240	2	..
Deer Lodge, Mont.....	81	2	..	161	45	..	242	47	..
Des Moines, Ia.....	62	..	9	84	10	..	146	1	..
Dubuque, Ia.....	94	9	..	170	32	..	264	41	..
Great Falls, Mont.....	29	6	..	60	8	..	89	14	..
Green Bay, Wis.....	165	1	..	273	1	..	438	2	..
Iron Mountain, Mich.....	59	2	..	76	4	..	135	6	..
Janesville, Wis.....	187	2	..	250	3	..	437	5	..
Lewistown, Mont.....	82	..	5	137	8	..	219	3	..
Madison, S. D.....	74	1	..	83	7	..	157	8	..
Madison, Wis.....	138	8	..	144	1	..	282	9	..
Malden, Wash.....	67	3	..	72	15	..	139	18	..
Marion, Ia.....	124	..	11	151	51	..	275	40	..
Marquette, Ia.....	153	44	..	221	57	..	374	101	..
Mason City, Ia.....	199	4	..	242	5	..	441	9	..
Merrill, Wis.....	37	1	..	31	2	..	68	3	..
Milbank, S. D.....	70	3	..	123	..	1	193	2	..
Miles City, Mont.....	222	37	..	243	11	..	465	48	..
Mitchell, S. D.....	102	7	..	134	..	1	236	6	..
Mobridge, S. D.....	215	19	..	235	77	..	450	96	..
Montevideo, Minn.....	156	4	..	265	12	..	421	16	..
New Lisbon, Wis.....	82	2	..	67	2	..	149	4	..
Othello, Wash.....	49	1	..	113	18	..	162	19	..
Perry, Ia.....	268	21	..	264	..	16	532	5	..
Portage, Wis.....	90	9	..	123	46	..	213	55	..
St. Maries, Ida.....	21	7	..	12	8	..	33	15	..
St. Paul, Minn.....	108	1	..	304	2	..	412	3	..
Sanborn, Ia.....	70	3	..	84	10	..	154	13	..
Savanna, Ill.....	195	3	..	278	4	..	473	7	..
Seattle, Wash.....	130	34	..	200	9	..	330	43	..
Sioux City, Ia.....	308	1	..	468	18	..	776	19	..
Sioux Falls, S. D.....	96	12	..	148	21	..	244	33	..
Sparta, Wis.....	38	4	..	44	2	..	82	6	..
Spencer, Ia.....	54	2	..	69	3	..	123	5	..
Spokane, Wash.....	75	11	..	88	12	..	163	23	..
Tacoma, Wash.....	133	5	..	259	6	..	392	11	..
Terre Haute, Ind.....	191	11	..	191	28	..	382	39	..
Three Forks, Mont.....	59	1	..	55	2	..	114	3	..
Tomah, Wis.....	216	11	..	238	..	..	454	11	..
Wausau, Wis.....	61	3	..	63	22	..	124	25	..
West Clinton, Ind.....	122	1	..	284	65	..	406	66	..
Wisconsin Rapids, Wis.....	25	12	..	23	9	..	48	21	..

The General Governing Board desires to take this opportunity of extending its congratulations, and to express its thanks to employees and women members of their families for their cooperation and support.

Chicago, July 1, 1948.

ETTA N. LINDSKOG, Secretary General.

WELLUMSCHIEG, HARRY A.
Loco. Engineer Minneapolis, Minn.

Madison Division

CORNELIUS, JOHN
Crossing Flagman Madison, Wis.
FERNETTE, LOUIS G.
B&B Carpenter Madison, Wis.
THOMPSON, FRANK C.
Machinist Helper Madison, Wis.

Milwaukee Division

BYERS, WILLIAM E.
Telegrapher Franksville, Wis.

Milwaukee Terminals

HEINAN, WALTER
Clerk Milwaukee, Wis.
LEWIS, FRANK C.
Machine Driller Milwaukee, Wis.

Pension Increase

(Continued from page 5)

remarry, or, for any other reason, lose rights to future benefits, the lump-sum payment may be made immediately.

Unemployment Tax Reduced

The Railroad Unemployment Insurance Act was amended to provide a sliding scale for employer contributions. Under this scale, the rate drops from 3 to 1/2 percent, where it will remain as long as the balance in the unemployment insurance account is at least \$450 million. For each \$50 million it falls below that figure, the rate will increase 1/2 percent, so that if the balance goes under \$250 million, the rate will go back to 3 percent.

A further change in the law reduced the amount available for administration expenses from 10 percent of the proceeds under the former 3 percent rate, that is, from 0.3 percent of the taxable pay roll, to 0.2 percent of the taxable pay roll, regardless of the contribution rate.

LUTZE, EDWARD
Sergeant of Police Milwaukee, Wis.
MASTERS, CLYDE C.
Car Cleaner Milwaukee, Wis.
McNURLIN, CHARLES R.
B&B Painter Milwaukee, Wis.
MUELLER, HERMAN O.
Wood Machine Hand Milwaukee, Wis.
PRISTOVNICK, VALENTINE
Laborer Milwaukee, Wis.
RUPPERT, MATT
Car Inspector Milwaukee, Wis.
SCOTT, JESSE E.
Lineman Milwaukee, Wis.
WING, HARRY S.
Section Foreman Granville, Wis.
WOLK, PETER
Oil & Water Helper Milwaukee, Wis.

Rocky Mountain Division

ECKSTROM, JOHN
Section Laborer Avery, Ida.
LUPTON, NIEL B.
Time Revisor Butte, Mont.
OTSUKI, YOSHIHEI
Section Laborer Haugan, Mont.
VANGOOR, HERMAN
Section Laborer Manhattan, Mont.

Seattle General Offices

KENNEDY, EDWARD D.
Chief Clerk, Gen. Mgr. Seattle, Wash.
PHILLIPS, JAMES S.
Tug Fireman Seattle, Wash.

Superior Division

HANSON, CHARLES F.
Section Laborer Pembine, Wis.
McGREGOR, HENRY L.
Conductor Channing, Mich.

Terre Haute Division

BAIN, JOHN C.
Brakeman & Conductor. Terre Haute, Ind.

Trans-Missouri Division

BLOOM, ALBIN
Machinist Miles City, Mont.
HARRIS, BLANCHE
Clerk & Messenger,
Tel. & Sig. Miles City, Mont.
MALDONOFF, ELI P.
Pipefitter Helper Miles City, Mont.
TOMAC, FERDINAND
Section Laborer Roundup, Mont.
WORLEY, HARLEY C.
Loco. Engineer Mobridge, S. D.
ZIZAK, JOHN
Section Laborer Eagle Butte, S. D.

Twin City Terminals

AMUNDSON, CARL J.
Boilermaker Insp. Minneapolis, Minn.
DE CARLO, JOSEPH
Section Laborer St. Paul, Minn.
JOHNSON, OSCAR F.
Loco. Carpenter Minneapolis, Minn.
OLSZEWSKI, BERNARD R.
Flagman Minneapolis, Minn.
VAN HOLLEN, FREDERICK
Machinist Helper St. Paul, Minn.

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



How many old timers recognize these cutups? The equestrian is G. J. Indra, a Milwaukee Road veteran of 1890-1917, now a retired Milwaukee businessman. And the other fellow? Look again—it's George E. Passage, retired assistant superintendent of the Milwaukee Division. The picture was taken at a picnic in 1915 when both were engineers on the R&SW Division.

MILWAUKEE SHOPS

Office of Mechanical Engineer
and Supt. of Car Dept.

Harold Montgomery, Correspondent

Bob Engelke was the man with the pencil and chart at the shot put pit in the recent A.A.U. and Olympic tryout track meet at Marquette stadium.

Rollo (Hooks) Erdmann and the Missus went East on a short vacation recently. Hooks was supposed to take in the convention at Philly, where he was to have made a short speech. Someone on the train must have read his speech, because during the night his car was switched and the next day found him in New York City. While there he changed his plans and took in the Joe Louis scrap (via O'Reilly's television). Next stop was Washington, D. C., to make a complaint about the outcome of the convention, but he figured it wouldn't do any good, so he and the Missus took in the sights and came home.

'Tis rumored about, that one of the M. E.'s remaining bachelors is ready to make a move for better or for worse. That will leave John Schnell and Butch Krueger as the only bachelors.

A big sigh of relief for the people of North 62nd Street and also for Milwaukee Road employees—H.J.M.'s 1936 Chevy has run its course. In its place is a great big brand-new (one year old, anyhow) blue Ford super de luxe sedan.

Neil Johnson, son of Edward M. Johnson, stenographer for Harry Sjorgren some 20

years ago, is with us during the summer vacation. Neil is a junior at Wauwatosa High School. Carl A. Schroeder, son of Art C. Schroeder, assistant superintendent car department, is also with us in the drafting room, gathering some experience during his vacation from Valparaiso University.

Norbert Witkowski will work as a draftsman from now on. Norb graduated from Riverside High in 1943; served with the Coast Guard until 1946. Was in the landscaping business during summer months and worked for the Road during the winter in the maintenance department.

Martin G. Drinka received a bachelor's degree in mechanical engineering from Marquette University and is now employed as a special apprentice in the car department. Marty had been employed as a special draftsman since January, 1945, while completing his schooling.

Everyone is discussing what he is going to do on that two weeks of vacation. Emil Zunker, champion bait caster of the electrical department, has a good sucker bait that really catches fish. Fred "Fritz" Becker wants his name near the top when they make out that long list of fishing experts. William Erdmann vows them when he tells how he used to catch fish by the shovelfuls. Clarence "Skinny" Schultz was seen either taking a baseball away from or giving it to a small boy at the ball park one day recently. James "Scottie" Walker was seen rolling little lop-sided balls on the green recently. William Weatherall has given up on bowling and is now trying his luck as a fisherman. Einar Nelson is interested in finding out whether you expectorate on the worm before or after it is put on the hook.

How's this for a way to spend a vacation? On June 19 Joe Valesano, an ancient craftsman of the boxing ring, was finally K.O.'d by a young and charming contender, Miss Martha Currier.

Clare Wilson is spending two weeks at Camp McCoy with the National Guard.

Martin Baumhofer, of the passenger car shop in Milwaukee, takes a practice cast with the new fishing reel presented as a retirement gift by fellow employees in the electrical department on June 5. There's everything here a fisherman could want, right down to a nice soft cushion. Martin is a Milwaukee Road veteran of 1905.



Locomotive Department

Leone Schneider, Correspondent

Superintendent of Motive Power J. E. Bjorkholm and Mrs. Bjorkholm left recently for a long planned vacation in Sweden. They intended to spend a few days visiting a son in Richmond, Va., and a few days in Washington, D. C., before sailing for their homeland. They will make the homeward trip by air.

What young lady calmly walked into the SMP office one day and said that she was leaving the next day to be married? Jessie Ewart did just that when she and J. M. Hemsey, assistant superintendent of air brakes, decided to tie the knot. Jessie is a steno in the LD general office.

We welcome steno-clerk Shirley Borchardt to the SMP office; a friendly young miss, the daughter of Pattern Recorder Harry C. Borchardt.

The stork recently deposited baby Ann Marie at the home of the Norbie Kiemans. Norbie is secretary to the ASMP.

Chief Clerk Frank Benes now holds the title of "grandpa", due to the arrival of a grandson on July 4.

Laborer Vinton Wilson passed away recently while on vacation. The foundry extends sympathy.

Fellow employees in the foundry were glad to welcome back Coremaker Walter Porsow after his recent operation.

Store Department

Earl L. Solverson, Correspondent

Joseph McLean, of the scrap yard, and Arthur Volke, of the main storeroom, lower floor, completed a 7,000-mile automobile tour, starting May 16 and returning June 14. First stop was at Roswell, N. M., where Joe had spent some time in military service; Joe is a veteran of both world wars. They then proceeded to the Carlsbad caverns, Juarez, Mexico, Albuquerque, Gallup, the Painted Desert, Death Valley, the

Grand Canyon, Hoover Dam, Baker's Field, Calif., and Zion, Bryce and Yosemite National Parks. They stopped in San Francisco and took in some of the night clubs, crossed the Golden Gate, Oakland Bay and San Mateo bridges; thence to Deadwood, S. D., through the Bad Lands, to Minneapolis, Hayward, Tomahawk and back to Milwaukee. The cost to each for gas and oil was \$65. They slept outdoors a good part of the time and enjoyed many of these sights at very little expense. Joe has a number of very attractive photographs of the trip.

A post card from Everett Turnbull, at Eagle River, Wis., two from Rudolph Freuler at Lamson, Wis., and one from Joe Reiter at Spokane, Wash., all having a very good time.

Jerry Meyer recently enjoyed a week at Pickerel Lake, near Eagle River. Did very well by catching all the fish he cared to eat and returning with 52 for relatives and friends.

Frank S. Peck, 64, former district store-

keeper, died on July 8. He had been retired since November, 1942. Before transferring to the store department he served as stenographer in the office of the superintendent of motive power, then as chief clerk to the district master mechanic at Tacoma and Milwaukee and later as chief clerk to the assistant superintendent of motive power.

COAST DIVISION

Harry W. Anderson, Division Editor

Margaret Longpre, telegraph operator at Tacoma, has returned from her vacation which she spent traveling in the South, especially in California and Texas.

Traveling Engineer C. W. MacMillan spent his vacation in Missouri and reports going more places and seeing more sights than he ever has before.

Jack Moriarity, of the engineering office, was transferred to Mr. Crane's office in Seattle. We will miss Jack and wish him the best of luck. By the way, have you noticed

that bunch of red hay sprouting on Jack's upper lip? He says it's a mustache but, just the same, he better keep out of range of the new brush cutting gang that has just been put on this division.

Engineer Herb Davis spent his vacation at Salmon beach, fishing. As usual, the big ones got away.

John G. Purdy, Butte, Mont., has been put on as rodman. He is a University of Minnesota man.

Engineer Joe Brussard spent his vacation painting his house.

Chief Carpenter Joe Maks, starting his vacation on Aug. 2, figures on traveling to the various lakes in this vicinity. One of his main objects is to teach his daughter to swim.

A new paint crew has been organized under Foreman S. B. Ayers.

Stanley Loudon, veteran B&B carpenter, has retired and expects to spend his time in Monroe, Wash.

Nick Fabina has been assigned to the job of roadmaster's clerk at Tacoma.

Francis Kirkland has returned from his vacation, which was spent in San Francisco.

Frances Sommers has returned from a vacation in Los Angeles and has a very healthy looking tan.

Tacoma

R. A. Grummel, Correspondent

Many carmen, yard switchmen and yard clerks were sad on July 1 because Brownie, a little short-haired dog with friendly eyes and a long wagging tail, met his death by getting in the way of an auto truck. For 12 years Brownie followed the men over the tracks in the yard, many times passing under moving cars without injury. Nevertheless, he made his only mistake by not being alert when he ran in front of an auto truck as he followed Bob Shipley while he checked the dock track. Brownie made his home in the yard office and was loved and fed by everyone. We are all going to miss him.

C. M. Tveter, CYC, is back on his job in the yard after spending two weeks' vacation with relatives and friends in Sioux City, Ia., in South Dakota and other locations.

Boardman Robert Huntsman is off on his vacation and is being relieved by George Gordon, second trick boardman. George, in turn, is being relieved by Yard Clerk Jack Beavers.

H. W. Montague, GYM, has also returned from a two-week vacation, having been relieved by R. L. Robinson, YM. During his vacation Mr. Montague gave away his daughter Muriel in marriage to Bob Kreibel; both young people University of Washington graduates. At the ceremony, which took place at Christ Episcopal Church, it is reported that Monty did an excellent job in tuxedo and high hat. A reception was held at the Tacoma Lawn Tennis Club.

FREIGHT OFFICE

We are glad to announce the promotion of Pearly Laurin Cowling, one of our younger employes in the freight office billing department, to chief clerk to the division freight agent at Great Falls. Laurin started as a yard clerk; enlisted in the armed forces and saw active duty in the European Theater. Since his return he has held down the position of outbound revising clerk in the billing department; also, taking time out to secure new freight and passenger business.

George E. Schwartz, ACYC, has just returned from a course of study at Ft. Bliss, Tex. A veteran of World War II and captain of infantry, Mr. Schwartz saw much

A Newsboy Makes the Grade

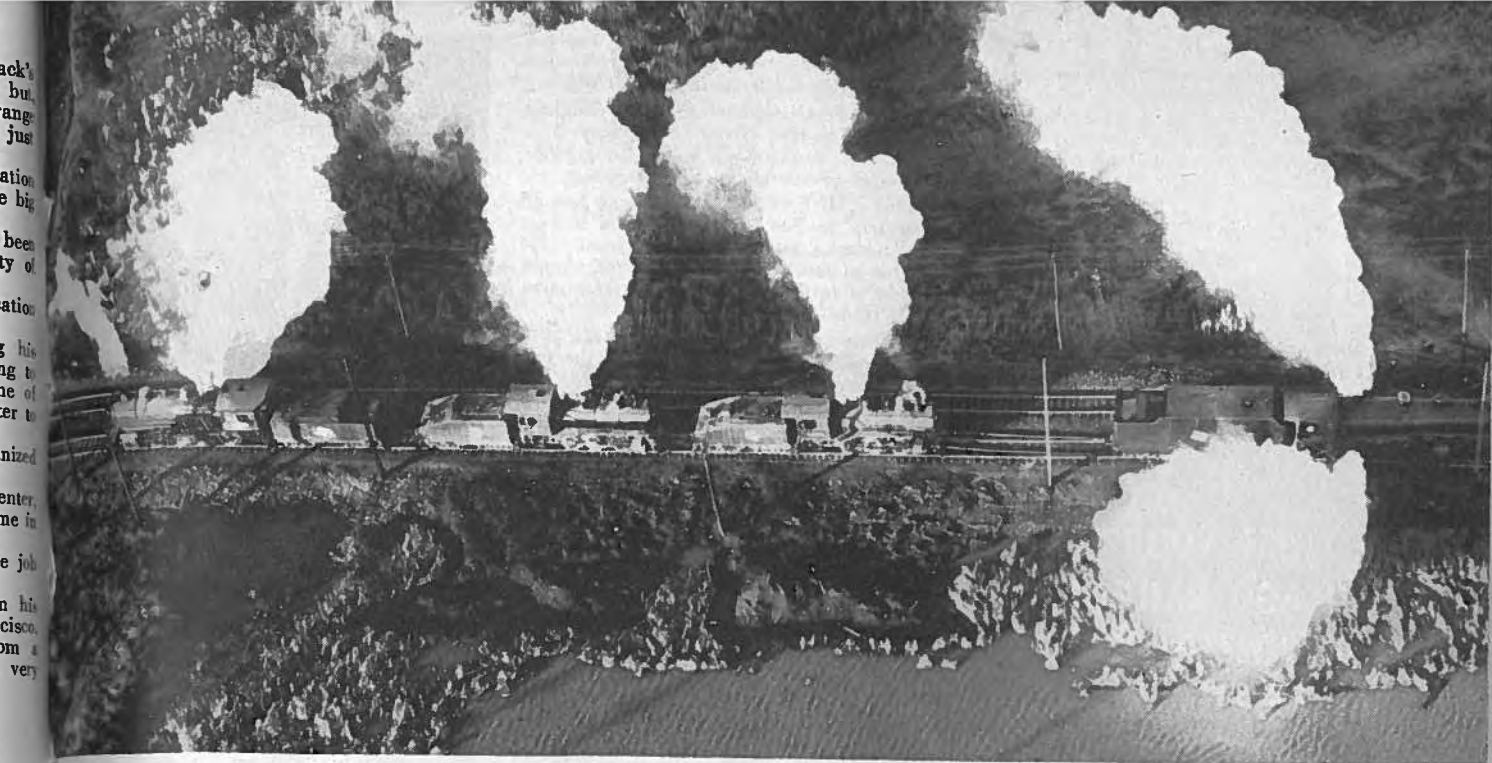


Robert K. Hurlbut

ROBERT K. "BOB" HURLBUT, the Milwaukee Road's young district passenger agent at Madison, Wis., was front-page news in the Madison *Capital Times* on July 13, as lead-off man in a series of articles about former newsboys who are now prominent in professions, trades and industries.

Bob delivered the *Capital Times* for four years while he attended school, and he still knows most of the customers on the route. "It was a good opportunity to learn the value of money," he says. "The chance to meet and deal with people and to earn your own money gives a youngster a sense of confidence. As ticket salesman I have met thousands of people. The experience gained in dealing courteously with people as a newsboy has always been an asset."

During the years Bob worked as a carrier he also put in some time with the Road at the tower on Lake Mendota. Later he learned to operate the telegraph and was stenographer to the district superintendent. He started in the ticket office in 1934, was promoted to chief clerk and cashier in 1936 and was named district passenger agent in 1947. In joining the railroad staff he followed his father, Henry J. Hurlbut of McGregor, Ia., who is the oldest Milwaukee Road passenger conductor in the west district of the Madison Division. The senior Mr. Hurlbut, who has been a conductor since 1901, is on the Madison-Marquette run.



Thar they blow! This unusual aerial shot showing four Milwaukee Road locomotives blowing steam, was taken recently near the Tacoma roundhouse on the tideflats.

Vince Nystrum, one of our officers from Chicago, spent a week in our car department recently. District General Car Foreman Barrett took him fishing while he was here but, as usual, only small biting. It is hoped that when he again makes a trip to the Sound, he will be able to get his hook into a big king salmon. One such thrill is worth the entire trip.

Chester Hamilton is now driving a new tractor which has been added to the car department.

Machine Shop Foreman John Schrodell came up with some real fish stories lately. He built a canvas boat for Junior who went fishing. The boat turned submarine and Junior swam to shore minus a valuable camera and fishing tackle. John now recommends that you buy your boat at some good boat mart.

Gil Ganison, Coach Foreman O'Neill's right hand man, recently installed a new motor in his boat and as soon as the low tides rise, will launch the "old tub" with all regular ceremony. He hopes that a number of the boys will come over to his home on Brown's Point and help him push it down the ways.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Charles Blum, winchman on barge No. 1, marine department, died on June 11. He had been in the service of the Road since April, 1919. Mr. Blum was a native of Helsinki, Finland. He came to the United States in 1902 and had been a resident of Seattle since 1908. He leaves his widow Minnie, a son William F. of Seattle, and a daughter, Mrs. W. A. Utran of Canada. His many Milwaukee Road friends extend their sympathy.

Record Clerk Frank C. Bell, otherwise known as "Gramps", entertained the office force at his home in June with moving

pictures and a fine lunch. He showed pictures he took last year in Yellowstone Park and in other places. Everyone had a good time.

Patrick Keenah, who has been on the sick list for some time, is reported as feeling much better and has returned to work as warehouse checker.

L. A. Nostron, freight service inspector of Sioux Falls, was a recent visitor in our office. He is visiting his sister, Ruth Cook, interchange clerk in the local freight office.

L. R. Bartholomew, track watchman at Easton, returned to Seattle on July 8 after a trip to Detroit to get a new Dodge auto. He returned via California.

James Donhue, watchman-janitor at the local freight, spent his vacation in San Francisco visiting old friends. He was relieved by Joe Dennihan, of the warehouse.

John Bechler, checker in the freight house, left on June 18 to visit his daughter in Cleveland.

William Edward, seven pounds twelve ounces, arrived at the home of Gerold and



The sign is only a gag, but Alex Law, Tacoma dining car department employe, and the Mrs. had just as good a time as any two honeymooners on their recent trip to Chicago. They took in the sights and Mrs. Law was a guest on the famous "Breakfast Club" radio program.

active service in the South Pacific Theater. He is also battery commander of our Washington National Guard, which keeps him plenty busy.

Kennedy Alleman has returned from his vacation in Boston and Washington, D. C., visiting relatives and friends.

Joe Johnson, chief demurrage clerk, moved recently to eastern Washington where he and the Mrs. visited with relatives and friends.

Alta Slater, formerly of the cashier's department, who has been away for the past two years, was married to Earl Anderson on June 19. The marriage took place at The Little Church on the Prairie, Lakewood Center. A reception in the church parlor followed.

The car department is right in the middle of a 300 log flat building program and, notwithstanding the lack of materials, has built an average of two cars per day since June 1. For the first time in a good many years, this department is completely building a railroad car in Tacoma with the exception of the sills, which are being fabricated and shipped out from the East. District General Car Foreman C. E. Barrett is supervising the job with the help of Car Foreman W. L. Delaney.

The Olympian Hiawatha equipment will soon be switching in and serviced on the new track being finished in the coach yard on the tide flats. The water troughs, cement work and ballasting were completed in record time, thanks to Division Engineer Tony Pajari and his staff.

Paul James, popular Sound fisherman, is back at his desk in Mr. Delaney's office after two weeks of maneuvering with the National Guard. Assistant Car Foreman Russell Wilson is also back on the job after a vacation. Ted Flemming, cabinet maker in the wood mill, returned recently from a trip to southern California, where he spent a week with his son Paul.

Bill Norton recently took over as lead man in the steel shed where the new flats start on the assembly line.

Fred Ruthford has taken over his new duties as carman representative on the hospital board. He has already served 12 years on the board and has done an excellent job.

August, 1948

Peggy Brundage on June 25. Peggy and Gerold are local freight clerks. Congratulations!

Roy Anderson, who has been confined to the Providence Hospital for about six weeks now, is still very ill. It will be some time before he is about again.

Warehouse Checker A. F. Edwards and wife were called to Miles City June 25 on account of the serious illness of their son. They will remain in Montana for several weeks.

Mrs. Emil Nielsen, wife of transit clerk, is visiting in Chicago, her old home town. Emil was formerly in the Chicago office.

Ruth Cooke, interchange clerk, and her four children spent a few weeks recently visiting in her old home in Sioux Falls.

Blanche Leech, demurrage clerk, daughter Arden and mother, spent their vacation in California. Blanche was a Seattle delegate to a lodge convention in San Francisco.

Frank C. Bell, record clerk, left on July 10 for a trip to Seward, Alaska, and a visit to all Alaska cities along the coast. He took his picture machines along and should be able to furnish some good entertainment on his return.

The first consignment of the Alaska 1948 salmon pack arrived at Pier 24 on the mo-



Check Clerk John M. Babiarz, shown here with fellow employees at the Union Street freight house, Chicago, retired on June 30 with a record of 46 years in Milwaukee Road service without a reportable injury. Left to right: Agent R. G. Larson, Tony Detuno, foreman of House 4, Mr. Babiarz, and General Foreman Bert Smith. (Picture by Roland Keefer, of claim prevention, refrigerator and merchandise service.)

torship Ring Splice on June 16. Since then canned salmon has been received almost daily from Alaska.

Mabel Goldie is spending her vacation at home in Deer Lodge and other Montana cities. Her place is being filled by Lola Thompson.

Your correspondent and wife spent a few days' vacation in July touring Vancouver Island.

Seattle Yard

F. J. Kratschmer, Correspondent

The yard employees wish to thank Mrs. H. O. Bangs, wife of our general yardmaster, for her regular and generous donations of candy and chocolate-coated peanuts. We think of you, Mrs. H. O., every time we enjoy them.

Boardman John Lee took a month off beginning June 16 and journeyed across country to Norfolk, Va., where he visited his married daughter. He also stopped for a visit with relatives in Minneapolis.

Yardmaster A. L. McDonald spent his vacation driving around to various lakes and other points of interest along the West Coast.

Switchman Ed Fraser tried to "fish out" Lake Kechelus over July 4, but did not quite succeed. He sure caught a lot of small ones, but "the big ones got away."

Alfred Millet, formerly with the U.P., has taken a position as carman on the local car repair tracks.

Car Foreman Al W. Kaeding spent the week of July 4 at his orchard on the Des Moines highway. Al has set out quite a number of fruit trees which require a lot of his attention. Assistant Foreman Ivan Hawley relieved him.

Melba Batson, clerk in the car department, and her husband were dinner guests of L. J. Benson on July 1. Mr. Batson is head of the police patrol division in Seattle and both he and Mr. Benson attended the convention of chiefs of police which was held in Vancouver, B. C., the week of June 28.

Car Inspector Lars Larson resigned on July 5 to accept a position with the Alaska Railroad in Alaska.

Carman Jim Orwell left on July 5 to visit relatives in southern California.

Yard Track Foreman S. O. Wilson has taken a leave of absence on account of his health.

GET YOUR CHICAGO RAILROAD FAIR POSTER STAMPS and ALBUM NOW!

They are on sale at the fair —order yours direct

SEND \$1 FOR ALBUM COMPLETE WITH STAMPS



Actual size of stamp 2½ by 1½.



Milwaukee Road Stamps

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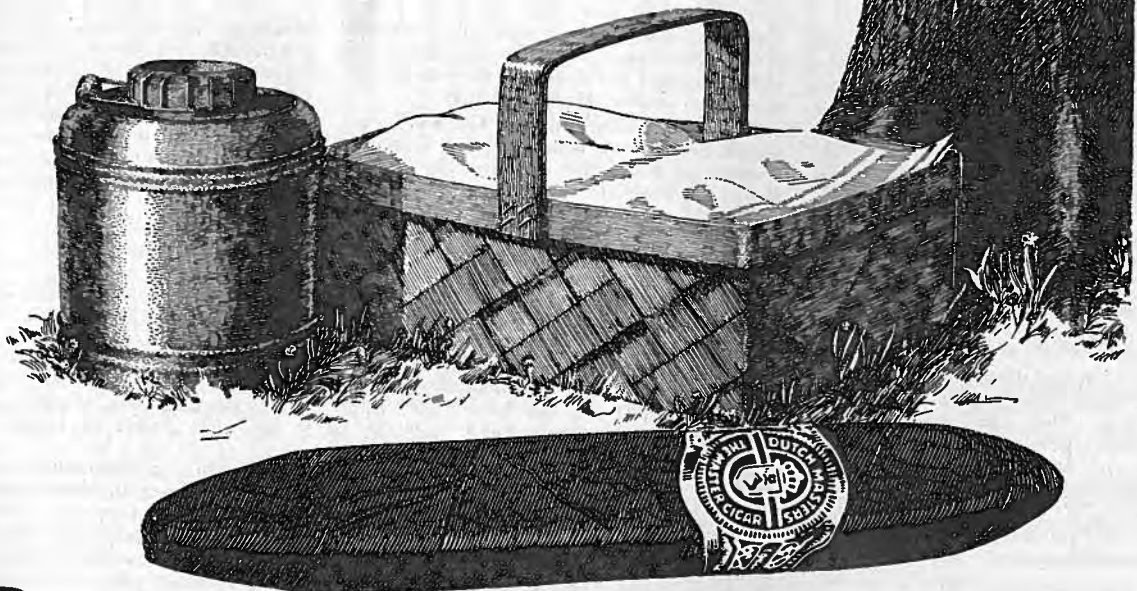
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Under the spreading chestnut tree

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

Locomotive Fireman Whitney Vergason was a bachelor for several weeks during July, his wife taking a trip back to "dear old Connecticut."

KANSAS CITY DIVISION

Chester Miller, Division Editor

Vacation time is here again and with it a lot of travel folders, road maps, Chamber of Commerce data, etc. We lost our division engineer for a couple of weeks recently, due to the lure of the fish in Minnesota. Walter came back with a tale about the biggest walleye caught in Cass Lake this season. Have seen no documentary proof, but we believe him. Walt spent just a week in the fishing business and then West Virginia called. He and his wife, two children, Miss Hilma Pearson, and mother-in-law had a very nice visit with relatives in Virginia.

S. N. Davis, engineering department, had a casualty in the family a few weeks back—his daughter Madonna (Putsy) fell and broke her collar bone. Putsy is feeling OK now and is again climbing around.

It is with deep regret that we report the death of the daughter born to Mr. and Mrs. Darrel D. Fisher. We extend our sympathy.

H. H. Vannoy is the new night baggeman at Sherman Street. We are glad to have Harold a member of the Milwaukee group here in Ottumwa.

James Epperson is a new employee in the car department.

Jim F. Lynch, engineering department, is returning to school on July 25. David A. Williams will take his place.

Trainmaster A. C. Novak is working in Kansas City at present, due to the illness of E. O. Eckert, who had pneumonia and was hospitalized for some time. He is now much improved and is at home.

Mr. and Mrs. R. H. Scully celebrated their fifth wedding anniversary on July 18. Your correspondent and his boss celebrated their eighth anniversary on July 15. I am looking forward to many more just as swell as the last eight.

From what I hear, Hank Johnson, engineering department, is taking his vacation soon and will fish in the ocean on the west coast, fish up north, and have deuce of a good time all the while. Mrs. Johnson will go with him.

Comment: I am sorry that I don't have more news about people on the division out-

side of Ottumwa. I hope the employees over the territory will send me some items of interest for the Magazine. We'd like to read about all of you and learn a little of what goes on over the rest of the division. Please, huh?

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Pablo Moreno and wife welcomed a new baby girl to their home in July. The new bundle of pink has two brothers and four sisters. Pablo still found time from his ice house work, plowing for the neighbors and cultivating his own farm, to pick out a pretty name. It's "Janie Juanita".

"Kickapoo" Sampson and family returned the first part of July from a vacation in Tomahawk, Wis. Reports were that the fishing was poor, but swimming every day made up for it. The day they returned, Lyle's son, Guy II, fell on a hedge shears and ran them into his leg. The young fellow spent several days in the St. Joseph Hospital in Elgin, but is getting along nicely now. Flash! on July 17 Lyle called to say that his daughter, Shirley May, 13, underwent an appendectomy the previous day. Seems that the family is taking turns at the hospital.

On the morning of July 7, Ervin and Phil Scorza, Ed Meir, Joe Camp and myself had



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a brisk game of golf at the Mannheim golf course. Joe and Ervin played with only their irons—since they decided that would put them in the class with the rest of us. At that, they beat us, even after I cheated on three water holes. To finish the morning, Ed's folks served a very tasty lunch, finishing with delicious homemade apple pie.

Mr. and Mrs. A. James Cox announce the marriage of their daughter, Loisjean, to Edward W. Miller on June 26. The wedding took place at the Jehovah Lutheran Church in Chicago. James is a yard clerk at Galewood.

On July 12 I saw Ben Smith and Fritz Mittelbach, C&M trainmen, in the Chicago Union Station. They asked to be remembered to their friends at the end of the line. Ben and Fritz are both braking on passenger between Milwaukee and Chicago.

Drove up to Milwaukee on July 15 and dropped in on C&M Dispatcher Harry Martin and met his family.

Took a trip to Kansas City for a few days in July to visit Mrs. Clarence E. Painter

(Aunt Maude) who is very ill. Besides taking along some Milwaukee Magazines to cheer her up, I got to see all the rest of my aunts and uncles. Had a nice trip.

Edward Mickelsen, of the Galewood car record department, took the lovely Dorothy Dickow as his bride on July 10, at the Bethel Evangelical Lutheran Church in Chicago.

Mr. and Mrs. William J. Roach (Bill is car distributor at Galewood) announce the marriage of their daughter, Evelyn Mary, to Edgar Soldan on July 15. Open house was held at the bride's home in Chicago.

Archie Jennings and wife, Irene, had a lovely baby daughter in July. Archie was one of our yardmasters at Bensenville until he gave up the job to stay home nights with his wife and little Karen Sue.

Bill Sammons, of the cross-overs at Mannheim, is sporting a '42 Plymouth sedan.

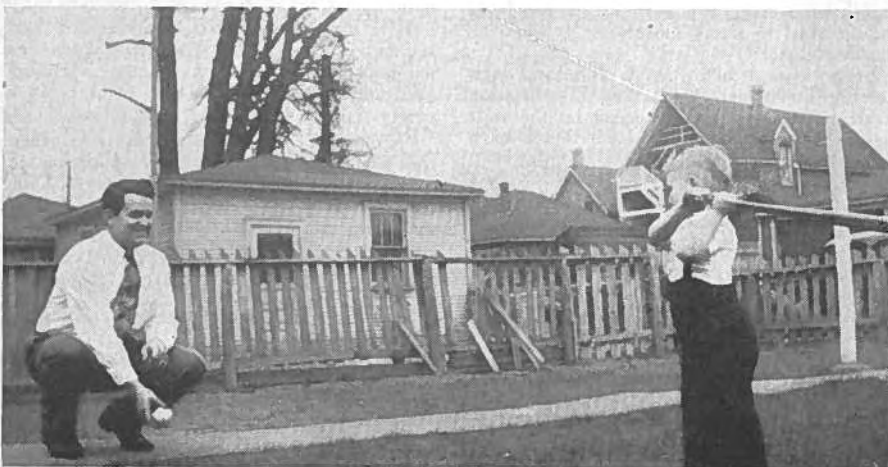
Ethel Novak, telephone operator at Galewood, returned from a vacation spent in California and says that she didn't miss a thing. Took in all the radio programs, shows and sights to be seen. "I had a wonderful time," she says.

"Alabam" Stone, Chicago terminal fireman, and his wife Edna, who is a relief telephone operator at Galewood, attended the funeral of "Alabam's" mother who passed away on June 3 in New Orleans.

Bonnie Grace Scorza weighed in at seven pounds, eight ounces, on July 14. Her daddy, Ervin, is night crew director at Galewood.

Roland Chalifoux, chief clerk at Galewood, has been laid up as the result of an

Even little brother Russell appreciates the joke as Stephen Dierking tries on dad's baseball cap for size. Below, Glanz Dierking, bill clerk at Galewood yards, coaches Stevie against the day when he'll be clouting them over the fence.



emergency appendectomy, but is getting along nicely. Herman Boeck, assistant agent at Galewood, has been taking his place.

Frank Mueller, switchtender and relief phone director at Galewood, is driving a new Kaiser car. Boy, does he keep it shiny!

Bud Hillebrand, of Cragin tower, is showing off his new "49" Ford sedan. Bud keeps this new light grey beauty looking like a mirror—he's an advocate of "Fab" for washing and "Simoniz" to keep it beautiful.

Larry Connery, chief yard clerk at Galewood, and Fred Wiggerman, of the train desk at Galewood, both enjoyed vacations in July. Talk about sun tan, those boys really soaked up a good color. Walter Kolasinski, also of the train desk, vacationed in Wolsey, S. D., with friends he hadn't seen in 30 years.

Nate Abrams, route clerk at Galewood, and family, went to Mexico City for their vacation. While they were there they took in one of those exciting bull fights.

Yardmaster Roy Love, Bensenville, and family traveled over 6,000 miles on their vacation, first to Tucson, Ariz., to visit friends and then going on to take in the beautiful scenery of the West. Roy and Bernice say it was one of the best vacations they ever had. Bernice's parents took the trip with them.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Mrs. Helen Hilton, trainmaster's clerk, is taking a three-month leave of absence. Her position is being filled by Nancy Gay Clark.

Mrs. Gertrude Lenz, Conde, S. D., mother-in-law of Dispatcher Tom King, had the honor of being chosen the State Mother of South Dakota, to compete with 37 other state mothers for the title of "American Mother of the Year." The Golden Rule Foundation has fostered the program annually since 1935.

Brakeman Henry W. Neidringhaus had the misfortune to injure a hand in a recent wreck on the South line. Conductor Ross Grange also met with hard luck, at Eagle Butte.

We are glad to know that Brakeman Ed Oberlander has recovered from his operation and is resuming his duties.

Beth Byington, youngest daughter of Engineer Walter Byington, had the honor of being valedictorian of the 1948 graduating class of Mobridge High School. She plans to continue her studies at Yankton College in the fall.

Miss Jeanne Jay of Los Angeles spent her vacation here recently, visiting her brothers William and Donald. William is our round-house clerk and Donald is electrician helper. Brakeman J. C. Voorhees passed away on



Bonny Joy Reidel, the infant daughter of Yardmaster Harvey Reidel of Galewood, steals the scene from her godparents, Dorothy Lee and "Uncle Joe" Camp, in this picture taken in the garden of her parents' home in Westwood. Dorothy is the Milwaukee Magazine correspondent at Bensenville.

June 7, following a heart seizure. He is survived by his widow, a son Robert, and three daughters, Mrs. William Pilgrim, Mrs. Zelda Manharth, and Mrs. George Smith of Selfridge, N. D.

Roundhouse Employee John H. Feichtner passed away on June 6 after a month's illness. He leaves his widow, a son and two daughters.

Congratulations to Dispatcher Kenneth Klovstad on his marriage to Miss Lorraine Bodin, on June 22. They spent their honeymoon in northern Minnesota and on their return will make their home in an apartment at the Brown Palace Hotel.

Mr. and Mrs. Wallace Patten and son Jimmie spent a week here recently with Wallace's parents, Engineer and Mrs. Hewitt Patten.

Cashier E. C. Carlson and children, Jean Ann and Charles of Miles City, spent a week here recently with relatives and friends.

Congratulations to Section Foreman Dwight Owens and wife on the arrival of a daughter, born on May 29.

Mr. and Mrs. Robert Bednar, Chamberlain, S. D., spent the July 4 holiday here at the home of Mrs. Bednar's parents, Engineer and Mrs. Claude Preston. The youngest daughter, Luanne Preston, who attends McMurray's School for Girls at Jacksonville,

Ill., is also spending her vacation at home. Engineer E. H. Sparks, who was injured some time ago by a fall from a tractor, has been taken to the Veterans Hospital at Fort Snelling.

Mrs. Adolph Rognelson, Brooklyn, N. Y., widow of our former car foreman, has taken an apartment at the Brown Palace Hotel for the summer.

Rose Fraher, daughter of Conductor and Mrs. Ralph Fraher, who graduated from South Dakota University at Vermillion, left recently for Boulder, Colo., where she will attend summer school, majoring in psychology.

Mrs. A. G. Atha, president of our Women's Club chapter, attended the general meeting in Chicago in June. She was joined there by her husband, Chief Dispatcher Bud Atha and son Allen. They went from Chicago to Menominee, Mich., for a visit with Mr. and Mrs. Frank Schneider and enjoyed an auto trip into Canada and with friends at Detroit, Mich.

Miss Lorraine Sparks, daughter of Engineer and Mrs. E. H. Sparks, was chosen by the Civic Association as queen of the rodeo at Mobridge on July 3-4-5. Miss Joan Tisdall, also a railroad girl, was one of her attendants.

Baggageman Tom Miller and wife spent their vacation at Portland, Ore., taking in the Rose Carnival; also visited at Seattle, Everett, and other places on the west coast.

Conductor William Lowdermilk, wife and grandson Billie, spent their vacation visiting their sons Wilbur and Herschel at Great Falls, and with relatives at Miles City and Bismarck.

Engineer Warren Roberts and wife recently enjoyed a visit from their son, Warren, Jr., his wife and daughter of Snohomish, Wash.

I & S M DIVISION

H. J. Swank, Division Editor

Here's proof of the saying, "It's a small world." Janitor Chris Hagelund and wife are visiting in Norway this summer. Their daughter Peggy flew over in June for a short visit. The latter part of May August Damm, retired engineer, also flew to Norway for a month's visit, and when he was at the airport outside of Oslo waiting for a plane for the return trip, who should walk up but Chris, who was putting his daughter on the same plane. After visiting with Chris, August and Peggy boarded the plane and had adjoining seats from Oslo to New York.

Norvin Martinson, section foreman at Madison, S. D., is now acting roadmaster on Joe Larkoski's territory while Joe is confined to his home on account of illness.

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Understand that Switchman Ed Tuckek has a new title, "manager of the Swamp Rats baseball team," and is looking for some competition.

After finishing a hitch of about six years in the Army, Ralph McCoy exchanged the title of "lieutenant" for "conductor" and returned to railroad service on June 25. Ralph visited 21 countries while he was on Uncle Sam's payroll, but the SM Division still looks good.

Our sympathy is extended to C. C. Chapman, whose wife passed away on July 5. Mr. Chapman is third operator at Mendota.

A postal card from Car Agent Dick Hogan advises that it was hot down in Missouri where he vacationed during July. Don't know how the weather was at Rushford, but must have been even too hot to drop us a card, as we haven't heard from Operator Pete Berg at this writing and he started his vacation on July 2.

R. C. Dodds, former superintendent, visited the office on July 2, en route home to Mason City after a fishing trip to northern Minnesota. He reported plenty of rain and few fish.

Ernest L. Anderson, train baggageman, died at St. Olaf Hospital, Austin, on June 8, following an illness of about five months. Burial was at Minneapolis.

Frank H. Doering, retired conductor, died suddenly on June 25. Frank retired on Apr. 17, 1941. Apparently he was in good health, having attended the Service Club meeting on June 21.

Edward Dovenberg, retired engineer, died suddenly on June 20. Ed had been retired since Sept. 1, 1944. He was a frequent attendant at the Service Club meetings.

We were shocked to learn of the sudden death of Conductor Walter G. Coppin, Madison, S. D., on July 10. Masonic services were held at Madison on July 14. Walt was well known in railroad circles throughout the Middle West, having served as chairman and national secretary of the B of RT for 14 years. He resigned that position about a year ago due to ill health, but maintained an active interest in the union and the welfare of its members, and continued to act as local grievance committee chairman. He had been an employe of the Road for 44 years, 39 of which were spent in Madison. Our sympathy is extended to the members of his family.

Sympathy is also extended to the relatives of Mrs. Nick Klaser, widow of former conductor, who died on July 9. Burial was at Madison.

He: "My wife used to play the piano a lot, but since the children came she doesn't have time."

Friend: "Children are a comfort, aren't they?"

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

Mrs. C. E. Curtwright, wife of Cedar Rapids freight house employe, is the instructor of the V.F.W. Post 788 auxiliary drill team, and Mrs. B. P. Dvorak, wife of passenger and ticket agent, is the manager; took first place in competition at the state convention of the V.F.W. held in Des Moines recently.

Virgil Dvorak, clerk in roadmaster's office at Marion, a bugler in the V.F.W. Post 788 drum and bugle corps, and Yours Truly, who is chairman of the corps and transportation chairman of the post, accompanied the corps to Des Moines recently where it took first place in the senior drum and bugle corps division.

Brakeman Vernon W. Baker, Springville, and Miss Barbara Remington, daughter of Mr. and Mrs. Elton Remington, were married on June 8 in the home of the bride's parents in Marion. Mrs. Baker graduated from the Marion High School last June.

Miss Catherine E. Peckosh, daughter of Conductor and Mrs. L. E. Peckosh, and Cornelius C. Spain, son of Mr. and Mrs. Walter Spain of Preston, were married in St. Joseph's Church on June 25. The bride is a nurse in Mercy Hospital, Cedar Rapids, and served in World War II.

Robert L. Wainwright, student at Iowa State College, Ames, is working the vacation period as a rodman in the Marion engineering department. He worked as tapper in the summer of 1943, but his college training was interrupted by service in the Navy.

Chandler Boettcher, son of Assistant Engineer L. R. Boettcher, is spending his



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The party in the middle is Harvey G. Hall, who was a yard pilot in Chicago Terminals passenger service before he retired several years back and moved to California. "Old Sat", as he was known then, offers the picture as proof of what he has had to endure in retirement. Those who want to commiserate with him should write to 418½ South Alvarado, Los Angeles, Calif.

second consecutive summer vacation as an employee of the Gallatin Gateway Inn.

The Cedar Rapids Amusement Guide, which is distributed in Cedar Rapids' and Iowa City's leading hotels and restaurants, published the picture of Mrs. Robert J. Postel as the "beauty of the week" for July 8. Mrs. Postel is the former Joyce Bintz, daughter of Mr. and Mrs. Hugh Jones of Marion.

Superintendent O. A. Beerman and wife spent the last half of June at Spider Lake, Woodruff, Wis. En route home, they stopped at Milwaukee to visit with Trainmaster and Mrs. W. T. Stewart.

Walter Hollenbeck, passenger engineer on the Calmar line, and wife spent the week of June 18 fishing in Wisconsin.

Mayme Berryhill, of the mechanical department, recently accompanied friends to Bass Wood Lake in the wilds of Minnesota where there are no modern conveniences, to "rough it" for two weeks. Fishing was their chief pastime.

Dorothy Slater, secretary to Superintendent Beerman, spent her recent vacation visiting in her home town of Perry and with friends in Des Moines.

Third Trick Dispatcher Daryl Emerson and family visited recently with relatives in Seattle and at other points on the northwest coast.

Dispatcher N. J. Gorman, his wife, daughter Carol and son James went to Detroit, Mich., and to Parkston, S. D., for their recent vacation. Mr. Gorman's father has been in ill health at his home in Parkston.

Chief Dispatcher L. S. Dove and wife left early in July for points in Wisconsin. During their absence Dispatcher Gorman worked as chief and Relief Dispatcher D. W. Peterson worked the swing job.

Capt. John G. Hunter, youngest son of Frank Hunter of Marion, retired conductor, returned to the United States early in July, after serving abroad with the Army for two years. During his foreign service he was stationed in Greece, France, Germany, Italy and England.

While spending a three weeks' vacation with relatives in Sioux City recently, Joy Strong, his wife, son Roger and daughter Carol of Ft. Collins, Colo., made a brief visit to Marion. Joy had put in almost 12 years of service in the engineering department at the time he resigned as chief clerk to division engineer in July, 1947.

Cashier Wayne McPeak, Maquoketa, has

been granted a leave of absence because of ill health. His position is being filled temporarily by Claude Evans, day ticket clerk at Marion, whose home is in Maquoketa. Night Ticket Clerk Dean Woodford succeeds Mr. Evans and Dick Springer, switching clerk at Cedar Rapids, has been assigned temporarily to the night ticket clerk's job.

Mr. and Mrs. W. K. Lothian, Chicago, were guests in the F. M. Blakeslee home early in July. Mr. Lothian had 27 years' service on the Iowa Division when he retired in 1945, at which time he held a position in the office of superintendent at Marion.

Mrs. Fred E. Winston is at home recovering from an operation undergone at St. Luke's Hospital, Cedar Rapids, on June 11. Her son, Dr. K. E. Winston, Chicago dentist, and daughter, Mrs. C. C. Strauch, Bettendorf, called home because of their mother's condition, have returned to their respective homes.

Cashier Harry Snell of the Marion ticket office, who was confined to St. Luke's Hospital because of an infection which developed from a scratch on the shin, has returned to his home, fully recuperated; also, Section Foreman F. Sieck, a victim of a foot infection.

M/Sgt. John Shipman, his wife, son, and three daughters, returning from a vacation at New Orbin, Wis., to their home in Des Moines, stopped off for a few days in

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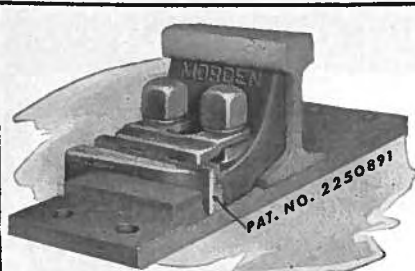
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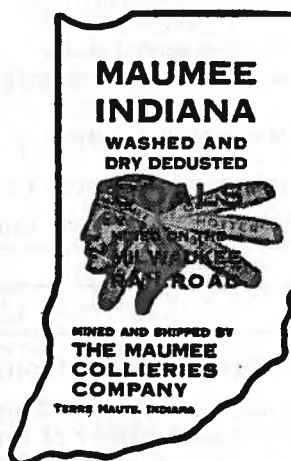
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Marion. John was a member of the Marion engineering department back in 1940; also, worked in that department in Aberdeen and Milwaukee. He is now with the recruiting service of the U. S. Air Force in Des Moines.

J. L. Coffey, retired general agent, died at his home in Sycamore, Ill., on June 24 after a lingering illness. He retired on June 1, 1938, having served as general agent in Cedar Rapids for 25 years. Burial was at Cedar Rapids. Besides his widow, he is survived by a son, two sisters, a brother and a grandson.

Charles E. Harrand died on his farm, about three miles south of Rhodes, on June 5. He was an employee of the Road, in the maintenance of way department, for 26 years. He is survived by his widow, a son, 13, and a brother, Section Foreman John Harrand of Melbourne.

Garry W. McElwain, retired locomotive engineer, died on June 15. His remains were taken to Mendota, Ill., for burial. He entered the service of the Road in September, 1892, and retired on June 7, 1938. Because of ill health, his last date of service was August 27, 1935.

Ralph R. Mills has been in the service of the railroad as instrumentman in the engineering department at Marion since December, 1945, but due to the housing shortage his wife and daughter had to remain in Adel. Ralph finally succeeded in finding an apartment in Marion and on July 1 established residence at 969 Sixth Avenue.

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Lead Carman and Mrs. Carl Schonberg held open house on June 20 to celebrate their silver wedding anniversary. Their home was decorated with beautiful flowers sent to them by relatives and friends and they also received many beautiful gifts. More than 200 friends called at their home to extend congratulations.

An eight-pound girl was born to Mr. and Mrs. Leslie Grote on June 19. Leslie is a chauffeur at this point.

A six pound-nine ounce boy was born to Coach Cleaner and Mrs. Antonio Renteria on June 21.

Paul Stevens, Jr., began work as a yard clerk on July 2.

Cashier Marion McGee and Mary Pauline Young walked down the aisle together



"I'll pay for the call, Operator, but
reverse the tax."

—Courtesy Tax Outlook

on June 19. The wedding and reception were held at Julian, Neb., after which they honeymooned at Trout Lake, Mich. We extend our best wishes to the cashier and the "school marm."

In a candle light service at the Manning Zion Lutheran Church on July 11, Miss Rozora Jane Kuhn became the bride of LaVerne W. Schroeder. A reception followed for 100 relatives and friends in the church parlors. La Verne is a veteran of four years' Navy service and is employed as an operator and rate clerk at this point. Mrs. Schroeder is a graduate of Iowa State Teachers College and has been a primary teacher for four years. Following a wedding trip, they will make their home in the Bluffs.

Yard Clerk Howard Rooney and his wife celebrated their 29th wedding anniversary on June 17.

E. L. Cook, recently hospitalized, is now back at work, replacing Frank Brenneman who is in the hospital, due to an operation. Both are employees at the freight house.

Storekeeper Soddie Blake and wife enjoyed their recent vacation at Klamath Falls, Ore., where they visited their daughter and son-in-law.

Roundhouse Foreman Merritt Ford and wife enjoyed a vacation in Portland, Ore., visiting relatives. Night Roundhouse Foreman Jack Allavie was acting foreman in Mr. Ford's place.

Car Inspector George Wehrhahn and wife spent their vacation at a Minnesota lake where, I understand, they found very good fishing.

Mr. and Mrs. Max Eckert (Max is employed in the store department) and Engineer and Mrs. Harry Flack vacationed recently at a resort in Minnesota. On their way home they were all guests of Machinist Dwight Bundy and family who were spending a vacation at Lake Okoboji. After they returned, Mr. and Mrs. Eckert spent the rest of their vacation touring Estes Park, Colo.

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TRAFFIC TIPS SUBMITTED IN JUNE, 1948, AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted	Pass.	Frt.
Chicago General Offices					
Benson, L. J.	Asst. to Pres.	Chicago, Ill.	2		
Braunels, Ruth	Steno-Typist	Chicago, Ill.	1		
Callahan, Sara	Compt. Operator	Chicago, Ill.	1		
Dreutz, A. W.	Asst. to GPA	Chicago, Ill.	1		
Fortier, H. L.	Industrial Dept.	Chicago, Ill.	1		
Gloekner, Helen	Clk. Aud. Exp.	Chicago, Ill.	1		
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	1		
Hammer, E. E.	Chief Clerk	Chicago, Ill.	4		
	to GAPD	Chicago, Ill.			
Helti, George	Secy. to Adv. Agt.	Chicago, Ill.	1		
Jennings, Jack	Clerk. Aud. O/C	Chicago, Ill.	1		
	Cims.	Chicago, Ill.	1		
Kirch, H. W.	Trav. Adjuster	Chicago, Ill.	1		
Klauber, Grace	Steno-Clerk	Chicago, Ill.	1		
Larson, C. H.	Adj. Frt. Cln	Chicago, Ill.	1		
Meyer, Mrs. C.	Clerk	Chicago, Ill.	3		
Mortensen, M. B.	A. F. C. A.	Chicago, Ill.	1		
	Secy. to Gen.	Chicago, Ill.			
	Supt. Transp.	Chicago, Ill.	1		
Stevens R. L.	Designing Detailer	Chicago, Ill.	1		
Touhey, A.	Secy. to Paymstr.	Chicago, Ill.	2		
Vraney, J. E.	Chf. Trav. Aud.	Chicago, Ill.	1		
			19		7



Chicago Terminals

Abrams, N.	Route Clerk	Galewood, Ill.	1		
Boeck, H. F.	Asst. Agent	Galewood, Ill.	2		
Borman, H. A.	Route Clerk	Galewood, Ill.	2		
Brown, H. P.	Rate Clerk	Galewood, Ill.	2		
Carter, P.	Clerk	Galewood, Ill.	1		
Chalfaux, R. C.	Chief Clerk	Galewood, Ill.	2		
Dyba, T.	Route Clerk	Galewood, Ill.	1		
Ensor, A.	Rate Clerk	Galewood, Ill.	1		
Evans, R.	Clerk	Galewood, Ill.	1		
Ewing, J. J.	Clerk	Galewood, Ill.	2		
Greenlimb, P.	Clerk	Galewood, Ill.	1		
Horn, John	R/C Clerk	Chicago, Ill.	1		
Kerwin, J. J.	Rate Clerk	Galewood, Ill.	2		
LeMire, G. E.	Rate Clerk	Galewood, Ill.	64		
Lemke, E.	Clerk	Galewood, Ill.	1		
Nauheimer, M.	Car. Notice Clk.	Chicago, Ill.	1		
Oettinger, J. J.	Rate Clerk	Galewood, Ill.	7		
Petersen, V.	Chief Clerk	Chicago, Ill.	1		
Reimann, B.	Rate Clerk	Galewood, Ill.	1		
Roberts, W. R.	Asst. Notice Clk.	Chicago, Ill.	1		
Willson, H.	Asst. Chf. Clk.	Galewood, Ill.	2		
			2		95

Coast Division

Anderson, Millie	Abstract Clerk	Tacoma, Wash.	1		
Cable, W. H.	Freight Agent	Lynden, Wash.	3		
Cowling, P. L.	Rate Clerk	Tacoma, Wash.	1		
DeGure, C. E.	Clerk	Tacoma, Wash.	2		
Fre, Tony	Loco. Dept.	Everett, Wash.	1		
Shelman, W. M.	Clerk	Tacoma, Wash.	1		
Tabina, N. S.	Stenographer	Tacoma, Wash.	1		
Finley, D.	Tel. Operator	Everett, Wash.	2		
Forre, Joe	Sec. Foreman	Everett, Wash.	1		
Geelhart, C. W.	Asst. Roadmstr.	Cedar Falls, Wash.	1		
Hart, Mrs. W. T.	Widow of Agent	Everett, Wash.	2		
Keeney, Norman	Dock Man, Barge	Seattle, Wash.	1		
	No. 1	Seattle, Wash.	2		
Lackey, A. L.	Ret. Blr. Frmn.	Bellingham, Wash. 9.	1		
McGlin, Juanita	Stenographer	Tacoma, Wash.	1		
Thompson, G. J.	Conductor	Bellingham, Wash.	1		
Wyatt, Sam	Rdhse. Foreman	Everett, Wash.	1		
			21		2

Name	Department or Occupation	Location	No. of tips submitted	Pass.	Frt.
Dubuque and Illinois Division					
Brennan, D.	Sect. Laborer	Waukon, Ia.	2		
Brennan, Mrs. G.	Wife of Sec. Frmn.	Waukon, Ia.	1		
Christ, George	Laborer	Dubuque, Ia.			1
Fisher, J. H.	Car Foreman	Savanna, Ill.	2		
Horsfall, C.	Carman	Dubuque, Ia.			1
Kurt, Francis	Clerk	Waukon, Ia.	5		7
Youngblood, L. A.	Mach. Tester	Marquette, Ia.	1		
			11		9

Hastings and Dakota Division

Davies, A. Lloyd	Instrumentman	Aberdeen, S. D.	1		
Hudson, H. A.	Fireman	Minneapolis, Minn.			1
Moriarty, W. J.	Retired Store				
	Dept. Employee	Aberdeen, S. D.	1		
Seller, J. J.	Chief Clerk	Aberdeen, S. D.	1		
			3		1

Idaho Division

Aleson, C. L.	Police Dept.	Spokane, Wash.	1		
Breitengross, R. F.	Agent	Lind, Wash.	1		
Brotchie, F. W.	Captain of Police	Spokane, Wash.	1		
			3		0

Iowa Division

Boettcher, L. R.	Asst. Engineer	Marion, Ia.			28
Dearborn, H. F.	Ret. Custodian	Stone City, Ia.	1		
Emerick, O. G.	Sr. Engineer	Ferry, Ia.	1		
Gohmann, K. M.	Secy.-Clerk	Marion, Ia.	1		
Miller, L. J.	Agent	Springville, Ia.	1		
Schonberg, Carl	Lead Carman	Council Bluffs, Ia.	3		
			7		28

Iowa and Dakota Division

Blskynis, George	Crane Operator	Sioux City, Ia.	1		
Costello, F. L.	Clerk	Sioux City, Ia.	1		
Geelhart, P. H.	Asst. Div. Engr.	Mason City, Ia.	1		
Pappas, Tony	Mach. Helper	Mason City, Ia.	3		
Parker, A.	R. H. F.	Mitchell, S. D.	1		
Replogle, Ralph	Trav. Engineer	Mason City, Ia.	2		
Stone, J. J.	Pipe Fitter	Sioux City, Ia.	1		
			10		0

Iowa and Southern Minnesota Division

Bork, A. H.	Section Laborer	Plymouth, Ia.	1		
Campbell, F. L.	Engineer	Madison, S. D.	3		
Flynn, L. J.	Conductor	Madison, S. D.	1		
Gimpel, Mrs. M.	Wife of Condr.	Madison, S. D.	1		
Hegdahl, Paul	Blrmkr. Hlpr.	Madison, S. D.	1		
Kalsersatt, J. T.	Loco. Engr.	Madison, S. D.	4		
Krullish, Rose	Time Reviser	Austin, Minn.	2		
Long, Ben. O.	Engineer	Madison, S. D.	1		
Lucas, George	Section Foreman	Madison, S. D.	1		
Torgimson, E. A.	Section Foreman	Brownsdale, Minn.	1		
			16		0

Kansas City Division

Cain, Kathleen	Steno-Clerk	Kansas City, Mo.	1		
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		
Henson, H. L.	Steno-Clerk	Ottumwa, Ia.	1		
Marg, A. O.	Roadmaster	Ottumwa, Ia.	1		
			4		

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.
La Crosse and River Division				
Bauman, Rein-				
hardt	Blksmith. Welder	Tomah, Wis.	1	
Hagman, U. R.	Retired Agent	Watertown, Wis.	1	
Stien, John M.	Ret. Conductor	Watertown, Wis.	1	
			3	0

Madison Division				
Brown, L. E.	Chief Clerk	Janesville, Wis.	1	
Killian, A. M.	Chief Dispatcher	Madison, Wis.	1	
Sloan, E. V.	Telegrapher	Waukesha, Wis.	1	
			3	0

Milwaukee Division				
Francey, Elenore	Supt.'s Office	Milwaukee, Wis.	1	
			1	0

Milwaukee Terminals				
Flebrink, Geo. E.	Clerk	Milwaukee, Wis.	1	
Frelhoefer, V. O.	Clerk	Milwaukee, Wis.	1	
Keller, E. A.	Chief Clerk	Milwaukee, Wis.		1
Schmits, Roy E.	Cashier-Clerk	Milwaukee, Wis.	1	
Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	2	
			5	1

Rocky Mountain Division				
Jerabek, Charles	Carman	Deer Lodge, Mont.	1	
Zahradka, Mrs. W. J.	Wife of Chf. Clk.	Butte, Mont.	1	
			2	0

Seattle General Offices				
Andrews, John H.	Chief Clerk			
	Frnt. Clm.	Seattle, Wash.	2	
Boydston, M. L.	Tax Agent	Seattle, Wash.	1	
Cumming, J. R.	Asst. Tax Comm.	Seattle, Wash.	2	
Gale, Elsie M.	Clk. Purchasing	Seattle, Wash.	1	
Greengard, S.	V. P. Office	Seattle, Wash.	1	
Herren, Elois I.	Secy., G. F. A.	Seattle, Wash.	1	
Hickey, Margaret	Stenographer	Seattle, Wash.	2	
Horak, Agnes	Clerk	Seattle, Wash.	1	
Jones, R. H.	Asst. Engineer	Seattle, Wash.	1	
Mankey, D. T.	Asst. Treasurer	Seattle, Wash.	2	
McGallard, S. O.	Freight Clam	Seattle, Wash.	9	
Morgan, H. R.	Asst. Engineer	Seattle, Wash.		1
Murphy, Monica	Steno., Milw. Land Co.	Seattle, Wash.	1	
Neumen, L. E.	Dist. Adjuster	Seattle, Wash.	1	
Notske, E. J.	Asst. Tax Agent	Seattle, Wash.	1	
Reynolds, F. D.	Ret. Telegrapher	Seattle, Wash.	1	
Richardson, P. B.	Clk. Frt. Clam.	Seattle, Wash.	1	
Sedgwick, A. L.	Asst. Ind. Comm.	Seattle, Wash.	2	
Smith, L. W.	Ret. Asst. Supt., Tel. & Sig.	Seattle, Wash.	1	
Stephens, Mary	Secy., Frnt. Clm.	Seattle, Wash.	1	
Strassman, J. N.	Auditor	Seattle, Wash.	1	6
			33	7

Superior Division				
Bundy, Otto	Carpenter	Marquette, Wis.	2	
Goodell, A. R.	Agent	Lena, Wis.	1	
Huntley, C. R.	Chf. Clerk	Green Bay, Wis.		1
McGregor, Earl	MMTC Trk. Disp.	Green Bay, Wis.		1
McLean, W. H.	Whse. Foreman	Green Bay, Wis.		6
			3	8

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.
Terre Haute Division				
Boyll, E. W.	Air Brake Rep.	Terre Haute, Ind. ...	1	
Colwell, T. I.	Clk., Supt.'s Off....	Terre Haute, Ind. ...	1	
Crow, Henry	Station Force	Crane, Ind.		1
Daniels, B. E.	Div. Engr.	Terre Haute, Ind. ...		8
			2	9

Trans-Missouri Division				
Althaus, C. J.	Chauffeur	Miles City, Mont.	5	
Anderson, Ann	Trnmstr.'s Clerk	Miles City, Mont.	1	
Brady, J. W.	Time Reviser	Miles City, Mont.	26	1
Burns, Parke D.	Chief Clerk	Miles City, Mont.	14	
Field, R. J.	Yard Clerk	Roundup, Mont.	1	
Geelhart, H. M.	Track Dept.	Roundup, Mont.	1	
Gibb, W. C.	Storehelper	Miles City, Mont.	1	
Handley, Chester	Leadman	Miles City, Mont.	1	
Hartwick, Tolley	Storehelper	Miles City, Mont.	1	
Huff, Pearl	Loco. Clerk	Miles City, Mont.	9	
Keeler, D. C.	Conductor	Miles City, Mont.	6	
Kern, J. C.	Ret. Conductor	Miles City, Mont.	1	
Kirchoff, L. R.	Supt.'s Secretary	Miles City, Mont.	5	
Leffard, W. R.	Ret. Conductor	Miles City, Mont.	1	
McHarry, R. F.	Laborer	Miles City, Mont.	3	
Norton, W. J.	Switchman	Miles City, Mont.	1	
Pettersen, Alice	Clerk-Typist	Miles City, Mont.	3	
Reich, Albert	Storehelper	Miles City, Mont.	2	
Revling, Olaf	Conductor	Miles City, Mont.	2	
Running, Arnold	Chf. Clk. to DMM	Miles City, Mont.	1	
Wagner, J. D.	Chief Clerk	Miles City, Mont.	1	
Walters, Jack	Rdhse. Foreman	Miles City, Mont.		1
Weiss, Joseph L.	Clerk	Miles City, Mont.	1	
			87	2

Twin City Terminals				
Blake, H. C.	Asst. Engineer	Minneapolis, Minn.		2
Bucklin, L. B.	Chief Engineer	Minneapolis, Minn.	1	
Campbell, H. R.	Car Dept.	St. Paul, Minn.	1	
Dehmer, John	Chief Clerk	St. Paul, Minn.	1	
Franson, Alex	Car Dept.	St. Paul, Minn.	1	
Heffernan, T.	Check Clerk	St. Paul, Minn.		2
Miller, Ray	Fireman	Minneapolis, Minn.	1	
Moberg, Walter	Engineer	Minneapolis, Minn.	1	
Murphy, G.	Stenographer	St. Paul, Minn.	1	
Neese, A. G.	R. H. F.	Minneapolis, Minn.	1	
Olson, Earl	Pipefitter	Minneapolis, Minn.	1	
Rothmund, A. C.	Cashier	St. Paul, Minn.	3	1
Zinnel, M.	Machinist	Minneapolis, Minn.	1	
			13	5

Traffic Tips Reported by Divisions—June, 1948			
Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	33	7	23.7
Trans-Missouri Division	87	2	6.2
Chicago Terminals	2	95	2.8
Iowa Division	7	28	2.4
Iowa & S. Minnesota	16	—	1.8
Coast Division	21	2	1.5
Superior Division	3	8	1.3
Chicago General	19	7	1.1
Dubuque & Illinois	11	9	1.1
Terre Haute Division	2	9	0.9
Iowa & Dakota Div.	10	—	0.6
Twin City Terminals	13	5	0.6
Idaho Division	3	—	0.5
Kansas City Division	4	—	0.5
Madison Division	3	—	0.4
Hastings & Dakota	3	1	0.3
Rocky Mountain Div.	2	—	0.2
La Crosse & River	3	—	0.1
Milwaukee Terminals	5	1	0.1
Milwaukee Division	1	—	0.07
Miscellaneous	—	—	—
TOTALS	248	174	1.2

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YOU CAN'T BEAT
PAYROLL SAVINGS!**



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YOUR Security is America's Security

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Miss June Reeves, formerly messenger in the telegraph office, was married on July 1 and is now Mrs. Lyle Van Meter.

From the descriptive notes, cards and letters received by her friends, Gladys Kelly of the engineering department seems to be enjoying her European trip even more than she anticipated. When last heard from, Gladys was in Brussels, having visited Ireland, France, Denmark, Belgium, Sweden and Italy. She still has to visit Switzerland and London, England.

Margie Kahn, formerly secretary to western traffic manager, has resigned and is succeeded by Robert Sterns of Everett, Wash.

Betty Jackson of the freight claim department is spending her vacation at the Grand Canyon in Colorado.

John Moriarty, formerly of the division engineers' office at Tacoma, has succeeded Ed Stoll as structural draftsman in the assistant chief engineer's office. Mr. Stoll has been transferred to the Chicago engineering department.

The last Service Club luncheon for the season was held on June 16. At this meeting, President C. H. Buford introduced the members to Larry H. Dugan, the new vice president. Also present was Joshua Green, a director of the Road. A very interesting talk was given by R. Bronson Curley Harris, secretary of the alumni

of the University of Washington. The club will resume the monthly luncheon meetings the latter part of September.

Delores Krininger, tariff clerk in the general freight agent's office, was elected as delegate to the Y.L.I. conference being held in Stockton, Calif., and will spend the remainder of her vacation taking in the California sights.

William G. (Gil) Byrne of our Seattle engineering department, who was a lieutenant colonel in the Navy during the late war, was awarded the Legion of Merit in a ceremony at the Naval and Marine Corps Reserve Training Center in July. Mr. Byrne was cited for exceptionally meritorious conduct in establishing the beach head at Saipan. He directed unloading of equipment and supplies, establishment of dumps and receiving of enemy prisoners from June 15 to July 24, 1944.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

A death that shocked the entire Rocky Mountain Division was that of Jack R. Hamilton, Jr., son of the late J. R. Hamilton and Mrs. Hamilton of Three Forks, in Deer Lodge on June 15. He was taken ill suddenly and died before help could be obtained. Young Jack had been a train service employe for the past 10 years; was working as baggageman on 15 and 16 for the past year. He is survived by his wife Donna, his son, his mother and two brothers.

Another death was that of A. J. Greer, former Rocky Mountain conductor, now retired, who died in Seattle on July 2. Mr. Greer and his wife lived at Bothel on a small farm, where they moved after his retirement. He was 74 years of age. His wife and two daughters survive him. Mr. Greer was well known here, as he was a Rocky Mountain employe for many years.

Mr. and Mrs. Sam Lane of Deer Lodge have just returned from a trip to Milwaukee where they attended the wedding of their son Alfred to Miss Ruth Kwiatkowski of that city.

Miss Alice Guiot, only daughter of Engineer and Mrs. Charles Guiot, was married to Edwin Tofslie of Conrad in a beautiful church ceremony at Three Forks on June 18. Mrs. Tofslie was raised in Three Forks, a lovely and popular girl; a graduate of the Three Forks High School, class of 1948, and worthy advisor of Rainbow for Girls here. Mr. Tofslie was in the Air Corps for several years; is now ranching near Conrad.

What seems to be bad luck isn't always. It may be a healthful disturbance in the routine, leading to new ideas and better methods.

—Through the Meshes.

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... for dogs. Kills fleas and lice quick. Keeps fleas off 5-7 days. Many home uses.

OR WITH ROTENONE

... for cats, dogs. Quickly kills fleas, lice. Kills fleas when put on a single spot. Pre-war formula.

EITHER KIND: 25c & 50c



Northern Montana

Pat Yates, Correspondent

Our North Montana people got quite a surprise when No. 117 came rolling in with a new Diesel engine. It was the first one up this way, so it was quite an attraction.

We were sorry to hear of the automobile accident that Chief Dispatcher and Mrs. Welch had while on their vacation in the East. We wish them a speedy recovery from their injuries.

We were pleasantly surprised by a visit from William Thomson, dispatcher here for many years and now retired.

Assistant Superintendent F. E. Devlin took Morty, his homely-faced bulldog, to the Great Falls dog show and picked up a few more points on him. One more point and Morty will be a champion. He is really a beautiful dog.

Mrs. C. A. Nummerdor of Seattle is here at present visiting her son and family and greeting old friends.

Yard Section Foreman Sam Metoff has returned from his vacation in California. While there he visited John Petro, who was yard section foreman in Lewistown for many years and is now retired.

Carman K. A. Yates of Miles City stopped in Lewistown for a visit with the kid brother, Yours Truly.

I & D DIVISION

Karen B. Rugee, Division Editor

Willard K. Peterson, agent at Sanborn, returned to work on June 21 after being on duty with the Army for 90 days. Prior to his return he attended a reserve officers' association convention in Denver, as an Iowa delegate. The association is a national organization which supports a military policy to provide national security. The convention was addressed by such personages as General Omar Bradley, Admiral Denfeld, General Vandenberg, and Major General Lucas.

Mason Cityans are trekking to northern Minnesota for the fishing. Among those who have returned are Superintendent R. C. Dodds, Electrician Al Zack, Margaret L. Burnett, trainmaster's clerk, and Special Representative W. F. Ingraham. C. E. Mutschler, chief clerk in the superintendent's office, is now trying his luck.

Matt Kelroy, 85, passed away at his home in Mason City on July 6. He was a re-



"But think of it, Dad . . . an engineer doing his own switching!"

tired Milwaukee Road employe and the father of Enginemen Elias Kelroy and Michael E. Kelroy.

J. L. Burns, operator in the Mason City dispatcher's office, and Mrs. Burns have returned from a trip to Oregon where they visited their two sons and their families.

Assistant Division Engineer Percy H. Geelhart has moved his family to Mason City from Milwaukee. He finally succeeded in finding a home by making a temporary exchange with Train Rules Examiner C. S. Pack, whose headquarters are now in Milwaukee.

Fred H. Robbe, 89, passed away at Mason City on July 8 following an illness of about a week. Mr. Robbe was employed at the Mason City freight house for a number of years and retired in 1937.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Engineers Walter Shugart and Albert Watier and their families took off for the Minnesota lakes in July.

Walter B. Anderson, retired conductor who now lives in Beverly Hills, Calif., was a recent visitor in Sioux City. Walt is really living the life of Riley, with golf all day and dancing all night. It must be grand to retire and go to heaven like that.

Mike Noonan, retired switchman, formerly of Sioux City and now a resident of Pasadena, Calif., visited his son Martin, of the police department, during June.

Ambrose Moroney, veteran passenger conductor who has been off duty for several months with a foot infection, returned to service the latter part of July.

Brakeman C. H. Poston and wife are the proud parents of a new baby girl, born at Sioux City on July 13.

Machinist Joe Palmer, Sioux City roundhouse, retired on Aug. 1. Mr. Palmer has achieved considerable local fame as an artist in oils and many of his paintings have been exhibited locally.

Telegrapher Glenn W. Maysonholder, who has been working the second trick at west yard, Sioux City, has bid in the job agent at Baltic.

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PASSENGER, FREIGHT
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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U. S. A.



Conductor Charles Conway, a veteran of 42 years of Milwaukee Road service, mostly out of Ladd and Beloit, retired on June 29. He is shown here with the crew of the Ladd patrol run, on his last trip. Left to right: Conductor Conway, Brakemen Harry Vollant and E. P. Smith, Fireman Ziel and Engineer Ray Johnson.



V. R. LaBrune, new relief agent-telegrapher, is a brother of Lawrence P. LaBrune, now agent at Avon, S. D.

Brakeman Louis P. Rettig and Shirley Waldon, former relief agent-telegrapher, were married at Dakota City, Neb., on June 21.

Assistant Superintendent J. D. Shea received a very nice letter from a woman passenger who commended the trainmen of the Milwaukee Road, and Brakeman E. J. Wingett particularly, for their courtesy and helpfulness to her when traveling over our line. It is nice to know that we are doing a good job and it is particularly heartening to know that the traveling public appreciates it.

David J. Murphy, senior passenger conductor on the second district, retired on July 10. Mr. Murphy entered the service of the Road on May 12, 1896, as brakeman and was promoted to conductor on Oct. 16, 1899. Dave and his wife plan to make their home in California where they have a son and other relatives.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Here is a little news item concerning Henry Brever, now 72, a yard clerk at the M dock. Thirty-two of those years were spent on the railroad. Henry, together with his two brothers, Theodore, 70, and Peter, 68, have been members of the Catholic Order of Foresters, Trinity Court No. 83, for 50 years.

The sudden dash of Chief Bill Clerk Bob Heinan to St. Mary's Hospital on the evening of July 7 was to be present for the arrival of son Patrick Joseph.

Harold and Delores Schmidt have become the foster parents of a five-month-old baby. They have named him Dennis Wayne. A new arrival has also been reported at the home of Yard Clerk Al Kasulke. It's a girl.

We are certainly being reminded that the weather is here to stay since Viola Wolf's hair has taken on an upswEEP.

In view of the fact that Minnie Walters and golf are synonymous, I'd like to post an ad reading, "Wanted, a golf partner". Minnie informs me that her regular pals are on the sick list.

Nancy Ketchpan and Helen Roegge have joined our force and Fred Barton is playing return engagement; all three in the billiard department.

A wise man isn't as certain of anything as a fool is of everything.

August, 1948

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Mr. and Mrs. L. E. Woods of Spokane celebrated their golden wedding anniversary on June 13. Mr. Woods is a retired conductor. They were married in North Platte, Neb., and moved to Spokane in 1901, having lived in their present home for 41 years. Open house was held with 125 guests attending, and a family dinner followed in the evening. They have four sons and four daughters. Jack Woods is a conductor for the Road and one of his sisters is Mrs. C. J. Shook, wife of a traveling engineer on the Idaho Division.

Mr. and Mrs. Nels J. Nelson celebrated their 20th anniversary on June 12. As part of their celebration they attended the Appreciation Dinner at the Desert Hotel. Mr. Nelson is a car inspector and vice chairman of the Service Club.

Burt Lenz, a former engineer for the Road—I am told he ran the first switch engine in Spokane yard—visited with former co-workers while in Spokane recently. He is now living on a Wisconsin farm but is still interested in what happens on the Milwaukee.

It is nice to see Conductor Harry Hook's



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and Not Need it, than to Need it and Not Have it

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ACCIDENT AND HEALTH PROTECTION.

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Address..... Occupation.....

City..... State..... Railroad.....

smiling face around the office once more. He was laid up recently due to his encounter with caboose 0809 and high water at Lost Creek, Idaho. Brakeman Leo Prohl, who was also injured on that trip is also back working his regular job. Harry is replenishing his supplies for the caboose.

A Spokane miss of 17 owes her life to the efforts of Delores Kavanaugh, 17-year-old daughter of R. E. Kavanaugh of the city office. It happened out along the Spokane River bank, when Delores and her companion decided to go swimming. The swift current of the stream, then at flood stage, swept them downstream. Delores managed to get ashore and ran for help, stopping a passing motorist who rescued the other girl.

Conductor and Mrs. A. L. Titus enjoyed their recent trip back to Michigan, where they visited relatives and old friends. The return trip was made by auto, but it was not the brand new car Mr. Titus had planned to bring home.

CREOSOTED MATERIALS

and

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Republic Creosoting Co.
Minneapolis

Mrs. D. W. Amick and son, family of Trainmaster Amick, made a trip to the Middle West recently to visit relatives. Mr. Amick joined them later.

Chief Dispatcher F. B. Beal flew to Tacoma on June 10 to spend Father's Day with his daughter and her family.

Paul Bridenstine is the relief train dispatcher at Spokane during vacations. Chris Olson is back after some time off. Mr. Bridenstine came here from Lines East and more recently from Tacoma.

E. M. Hartman is taking over temporarily while Frank Sever, agent at Moses Lake is on sick leave.

Don Sharpe, bill clerk at Spokane, has just purchased a home with some acreage outside the city limits where he expects to raise a few chickens and rabbits, and keep a goat.

Tyler Coplen, revising clerk, is settled in a new home out in the Millwood district. His oldest son, Ty, 5, had the misfortune to be knocked down by a delivery truck recently. The youngster spent a few days in the hospital but seems none the worse for his experience.

In addition to his two weeks in camp, Yard Clerk Howard Kipp took his vacation recently. Besides being with the National Guard, he is cub master for a group of Scouts. Pack 18, of which he has charge, recently won second place in an all-city competition with a presentation of an Arabian Nights scene.

Jerry Albin, yard clerk at Spokane, goes fishing almost every week and under the guidance of Switch Tender Ted Novotny has learned how to lure the fish into the boat. However, he hasn't yet mastered the art of keeping them there—the big ones always jump back. I have been promised fish by several expert fishermen but to date

have not received a single one. High water has made the fishermen's lot a most unfortunate one this year.

Miss Laurel Norris, WSC student, is back at the freight office during vacations. This is her third summer as a railroader. She is majoring in journalism and hopes to become a newspaper woman.

David Langdon, also a WSC student, has spent the past summers as extra clerk in the freight office. He intends to be a doctor.

Electrician Helper R. E. Tennyhill and family are spending some time in Mobridge, S. D.

A. B. Chester and E. J. Dulik have been assigned as hostlers at Othello roundhouse for the next six months.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Harry Carr has a lot of faith in his automobile. He drove it all the way to Duluth and back over the July 4 holiday.

Dot Sweet enjoyed her vacation recently at her home town of Hudson, Wis. She took part in the 4th of July parade as Miss Hudson.

I don't believe there are any fish left in the Cannon River as Otto Bork was thereabouts for his vacation a week prior to July 4.

Marion Cashill vacationed the week of July 5. Ray Sheehan and Gladys Murphy were also on vacations that week. Leo Stoeffel and party have returned from a week's visit in Denver. Albert C. Bauerfield also visited Denver.

The Magazine for June listed three em-

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

NEW YORK



CHICAGO



It's all in the day's work to Neal Johnson, of the Minneapolis station platform force, who was detailed to escort this disdainful dromedary when the Milwaukee (Wis.) Shrine Patrol visited Minneapolis recently.

employees of the St. Paul car department—Inspectors Anton Gunter and Anton Hendrickson, and Car Repairer Fred Slida—as having passed away during April. The item should have read that the wives of these men had passed away. We offer our sincere apologies.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Vacations are in swing, with shop forces at rest over Independence Day and returning to work on July 19. District General Car Foreman E. Buchholtz and family visited in Chicago and Davenport. Foreman Hollingsworth and family had an air conditioned Hudson car ride to Beloit and Janesville. Foreman Demmers and family visited in Aberdeen and Brainerd. Car Inspector Aimer Peterson and wife visited Boston, New York and Washington, D. C. Car Inspector L. Berg and wife motored to Ironwood, Mich. Clerk E. Hauger and family chose a boat trip to Muskegon, Mich., and Chicago. Lieutenant of Police George Beguhl went fishing.

Congratulations to newlyweds: to Richard M. Prunty, helper in the car shop, and to Welder Octave B. Zachman, both married in June.

A baby boy, Thomas Lawrence, was born to Mr. and Mrs. Ernest L. Benson on June 16, and a baby boy to Mr. and Mrs. John C. Bacha on June 25.

Car Inspector Victor Olson and wife sailed for Gottenborg, Sweden, on July 21 for a three-month trip.

Best wishes to Carman Fred Kugler who retired on June 25 after 30 years of service at Minneapolis coach yard.

St. Paul Traffic Department

Brooksie Burk, Correspondent

General Agent Roy Burns has been at St. Joseph's Hospital since the doctor decided that he needed a vacation of complete rest and quiet for at least three weeks. Of course, there is one good thing about it—he didn't have to move around much in the hot weather. By the time this issue of the Magazine is distributed he should be up and around again.

One of the good items we have to report is a small bundle of seven pounds and one whole ounce, Darlene Kay Genereau, who arrived on July 11. Her proud daddy is Harry Genereau, our rate clerk. This makes Harry's harem a nice threesome—mama, little Judy and the new Darlene. She is a little problem child though—two weeks late

in arriving and then she tried to get to the hospital before her mother did.

Besides having a new member in the family, Harry has a new position. He has been appointed chief clerk at Aberdeen, S. D. Of course, we're glad he was promoted, but we certainly dislike losing him. Harry is one of those rare creatures who is always cheerful, no matter what happens. It really has been a pleasure to work with him.

Harry's successor is Bob Young, formerly of our Minneapolis office. Welcome to our newcomer.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehmann, Correspondent

John Church, retired carman, died at his home in Terre Haute on July 2. He had worked at West Clinton for many years and his friends here join us in extending sympathy to his family.

Sympathy is extended to Car Inspector Karl Lentz on the death of his wife, July 5. Mrs. Lentz had been ill for several months. Burial was in Roselawn cemetery, near Terre Haute.

Brakeman Edgar Eaton is seriously ill at this writing and is in the Carle Memorial Hospital, Urbana, Ill.

Frank Milligan, retired store department employe and former locomotive engineer, died in July. He had been ill for several months. He was the father-in-law of Engineer Carl VanMeter. Our sympathy is extended to the relatives.

Conductor "Mack" Chambers has been ill since the latter part of June. We hope for his early recovery.

Carman Raymond Myers and Carman Helper Fred Myers (not related) have been ill for the past few months. We hope to see them back on the job soon.

We were sorry to hear of the death of C. H. Butler, retired traveling engineer, in June. Funeral services were held in Dubuque. The father of Assistant Car Foreman Carl Reuter was a pallbearer.

Roundhouse Foreman Harry Richard and wife spent two weeks in June visiting with their daughter and her family in Kansas City.

Conductor George Elder and wife are the proud parents of James George, born on June 9. Congratulations!

We are informed that Conductor Grover Pate is a grandpa, a son being born to his daughter, Joyce Ann, in Hammond. The baby has been named William Gregory after guess who? Grover and Mrs. Pate spent their vacation in Hammond.

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It's not listed on any timetable, but the insignia is genuine. Chairman William Johnson, Kenneth Campbell and Edgar French of the Southeastern Service Club are responsible for the Milwaukee Road emblems on this miniature train in Deming Park, Terre Haute, Ind.

Conductor Clyde N. Blake retired on June 26 after many years on this division. "Pete" and Mrs. Blake will continue to live in Clinton.

Conductor Herman Kutch and wife spent about three weeks recently motoring through western states, stopping at Denver for an extended visit.

Roundhouse Employee Gilbert Goosey and wife visited in Winchester, Ky., during July.

Brakeman Emil Guggelegetti was married in June. We did not learn the young lady's name, but they will live in Blanford. Congratulations!

General Car Foreman J. C. Davis and wife enjoyed a visit in July from their daughter, Nellie Pearl Williams, and little daughters Jamie Kay and Virginia Ann, of Kansas City. While here they also visited with her brother, Carman Warren A. Davis, and wife Betty.

Caller Ray Williams and wife motored to Denver during July.

Car Oiler Frank Hunnicutt and wife spent two weeks in July visiting friends and relatives in Johnson City, Tenn.

Malcolm Francis, carman at West Clinton, was married to Margaret Vickers, a popular and pretty West Terre Haute girl, on July 10.

Homer McCowan is going back to his old job again—chief clerk to the agent at West Clinton. Homer has been working on other jobs for the past few months.

Win an argument and you lose a friend.

When it's the other fellow's ambition, we call it greed. When it's ours, we call it progress, or getting ahead, or seeking our rights.

—Through the Meshes.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Division Engineer Bruce E. Daniels was transferred to Spokane, Wash., on June 20. Bruce was very well liked on this division and we are certainly sorry to lose him, but we wish him success in his new venture. The transfer came unexpectedly and we did not have time to arrange the usual dinner, but we did present him with some traveling equipment along with our best wishes for his success.

Harry Minteer, who came to this division recently, was promoted to division engineer. Congratulations, Harry, and our best wishes for your success.

Carl H. Averitt, representative of the claim department who has been around this division for a good many years, retired in June. A farewell party was held on June 25 and he was presented with a traveling bag. We extend our best wishes for a long and happy retired life.

We are sorry to report the death, July 13, of Mrs. Myrtle Wilson, widow of Charles A. Wilson, former passenger conductor.

Clyde C. King, retired agent, who now lives in Palm Beach, Fla., is planning his annual visit to Terre Haute in August.

Bruce Blaker, of the freight house, and wife are spending their vacation in Lake City. John Mahalek, also of the freight house, canceled his vacation trip to Maine on account of illness.

Dispatcher Harry "Mack" Edwards spent his vacation in his home town of Seymour, Ind., making repairs to some property down there.

Agent Harry Green, Latta, returned during July from a vacation in New York.

Car Accountant's Office

Harry M. Trickett, Correspondent

We mourn the loss of Joseph E. Crowley who passed away suddenly on June 22 at his home in Elmwood Park. He was laid to rest in St. Joseph's cemetery, River Grove, Ill. He is survived by his widow, Ellen, and eight children to whom he was most devoted. Our sympathy is extended to his family.



The newly married Mr. and Mrs. Frank Dorgan, popular employees in the Chicago Union Station, all set to dodge the rice and shoes after their church wedding on June 15. Mrs. Dorgan is the former Mary Earley, stenographer in the engineering department, and Frank is on the force of W. L. Ennis, assistant to vice president.

Helen (Pearson) Schultz was honored on June 20 and presented with an official document containing the signatures of her co-workers in commemoration of 30 years of service. She also received flowers and gifts. Dora (Mengarelli) Bradtke was honored with a baby shower on June 30 when she retired to await the blessed event.

Recent visitors in the office included Florence Hehr and her seven-month-old baby boy, and Betty Wise with her nine-month baby girl. Lorraine (Pinky) Ollerman also visited on June 20 with her eight-week-old baby boy.

Mr. and Mrs. George Miklautsch are the proud parents of a baby boy born on June 27. Ralph Upham, who has been on furlough for two months because of severe illness, returned to work on June 28. During his recovery he enjoyed a restful trip to the west coast, Mt. Rainier and Lake Louise.

In the Booster Club drawing on June 20 Elsie Graening and Lillian Urso were the lucky winners of cash awards.

Mr. and Mrs. Carl Denz observed their 10th wedding anniversary on July 10 and received flowers from Carl's many office friends.

Carl Denz has been promoted to bureau head, the vacancy created by the death of Joseph Crowley. He has the congratulations and best wishes of his many friends throughout the building.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Harold Williamson has been promoted to night manager of the reservation bureau.

Agnes Alhrens is still on the sick list and Robert Bielfeldt has taken over her work.

Bernice Murphy has taken a leave of absence on account of illness.

Bernice Monahan, of the reservation bureau, has resigned.

LeRoy Shilling and Howard Ahrens are now in the city ticket office with R. (Ruddy) Gertz.

John and Alice Dunne have a fine baby boy.

August, 1948

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Fae Ann Vogl is back to work after her semi-annual trip to Butternut, Wis. Suzanne Manasian went to Hot Springs, Ark. Claire Kennedy crossed us up this year; went to Yellowstone instead of Mexico. Sophia Walker toured the state of Connecticut.

The home owners guild still holds its daily meetings and discusses its problems. Rod Grove was marooned in Wheaton because of rain and was unable to get to work for two days.

Gunnar Drangsholt was unable to spend his entire summer vacation with us this year because of an accident, but we were glad to see him for the little time worked before returning to school.

Dorothy Stark and John Mashko were married July 2. Dorothy received gifts and our best wishes for a happy married life.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Vacation post cards received from many points: from Mr. and Mrs. John Kreiter, estimated earnings bureau, about the fiesta at Lynwood, Calif.; from Ed Wayrowski, review bureau, and family, enjoying a vacation at Onset, Mass.; Sherman Arp, off to the wilds of western Canada, still after a picture of the big bear.

We're glad to report that John Griffin, who recently underwent an operation, is now home and we're looking for him to return to work soon. Tim Wood is reported as leaving the Evanston Hospital on July 17 and after a few weeks at home expects to be back with us.

William Rosenka is the new head clerk of the switching bureau. Henry (Hank) Rothman, tariff file clerk, will succeed him as assistant head clerk of that bureau. John Kreise is now putting away the tariffs and division sheets formerly taken care of by Hank.

William Steckman, interline, struck by a hit and run driver on July 14, suffered a broken leg. He was picked up by passengers in another auto and taken to Alexian Brothers Hospital. It is expected he will be there for a few months.

John Mischke and family have returned

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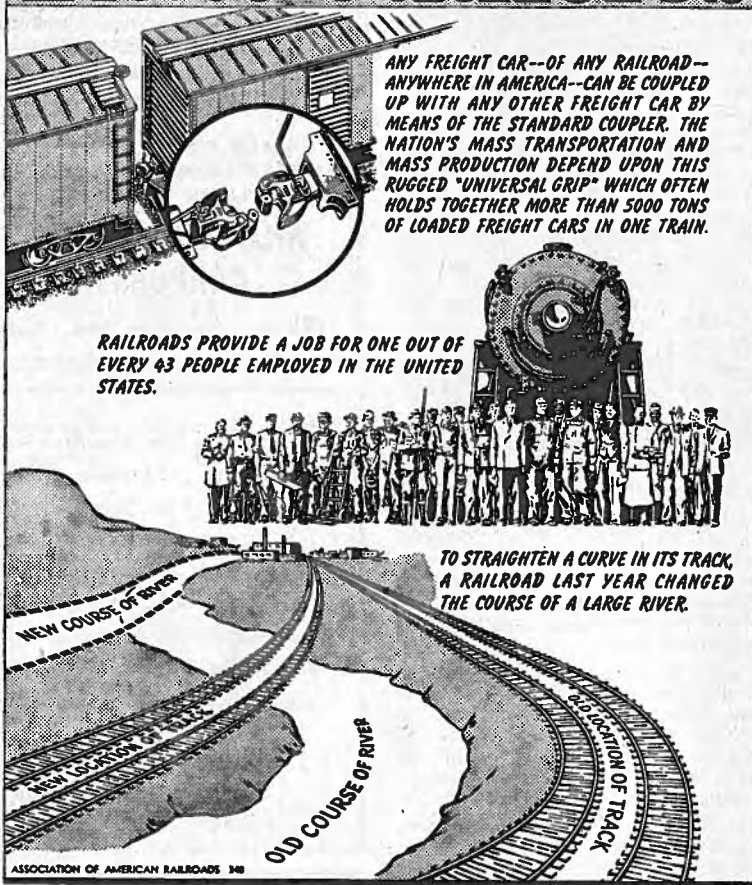
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Rail oddities



from a vacation in California and Mexico. Clem Carroll and Jack Narva, interline, and their families are also back from vacation trips.

Jane Walker, statistical bureau, on leave for some months due to an operation, paid us a visit on July 14. She expects to return to work in a few months.

Clare Linke, estimated earnings bureau, became a 25-year vet on June 29.

Robert Leshar, accounting machine room, left us on June 29 to further his musical studies and to enter the musical profession.

William Nash, rate revising bureau, on leave due to illness, visited us July 16. He will be staying in Arizona until after next winter. He now lives at 2808 East Grant Road, Tucson, Ariz., and would like to hear from "the old gang." Says the Arizona climate is wonderful, scenery beautiful, especially in February when the desert is in full bloom. Old San Xavier Mission, built in 1793, is nearby.

Grant Miller, review bureau, and Al Gerke, interline bureau, left early on the morning of July 18 for Sturgeon Bay, Wis., on what is supposed to be their annual fishing trip.

Walt Hammel, review bureau, became a grandpa for the first time on July 3. Walter Hammel III is the name.

Helen Kaeseberg, of the accounting machine room bureau, reports having a fine vacation with her husband in the Smoky Mountains.

Shirley Buerger, accounting machine room, left for an extended furlough on July 17.

H & D DIVISION

West H & D

Lloyd C. Gilbert, Division Editor

At Hague, N. D., Section Foreman Gus Giedt was a July 4 accident victim, though not through any fault of his own. Seems that Gus was getting a youngster away from a "dud" firecracker and injured his ankle while doing some fast moving.

Mrs. Geneva (Blondie) Hogue has left us and is now at Vermillion where ex-Marine husband Jerome is studying law. Blondie worked in the division offices at Aberdeen for some time and the place doesn't seem the same without her.

Agent Jim Hagen, Wolsey, is being kept extra busy by the arrival of materials for seven and a half miles of concrete highway being built nearby.

Police Captain A. W. Hass was called to Chicago June 28 on account of the sudden death of his father, retired detective of the city police force.

While on a west coast vacation, John Faeth attended a Service Club luncheon at Seattle and also met President Buford.

Section Foreman John Heinrich of Glenham has been on the sick list lately.

Freight Agent A. C. Anderson and family visited Vancouver, B. C., Puget Sound, and other points west and north recently. They also stopped over at Gallatin Gateway Inn where son Bryce is working. A. C. is now an enthusiastic booster of our Yellowstone facilities.

Division Storekeeper W. J. Beckel who

was at Excelsior Springs, Mo., for a check up, is back in the saddle again.

Night Yardmaster John L. Fahy died at St. Luke's Hospital, Aberdeen, recently after a long illness. Our sympathy is extended to his family. John had been at Aberdeen for more years than many of us can remember and will be greatly missed by his many friends here.

Agent W. H. Swan of Roscoe returned recently from a vacation visit with his son and daughter.

Middle H & D

R. F. Huger, Correspondent

Two Milwaukee "mechanics" came out to the Aberdeen "RN" office several months ago to repair the teletype machines. Many thanks to Johnnie Albertson and Don Hendine for their work. A lot of enjoyment was had watching them accomplish their mission, with little interruption of service.

Gordon Beck has set up shop at Tulare, with M. R. Fetzer and family getting established at Bristol; both on agencies.

Agent Fosness, Alpena, returned recently from his vacation. Leo "Jakie" DeWalt, ticket clerk at Aberdeen, and family have also returned from a recent vacation. They visited in Portland, bringing back to us some highlights of the flood situation.

Dispatcher Louis Larson returned recently from his vacation; relieved by Keith Nystrom.

Superintendent A. T. Berg and family recently took a vacation, their course of travel including the Black Hills of South Dakota and points in the East.

On the Fargo line, Frank (Jim) Reeves has the Milbank layover and C. B. (Sugar) Lewis has the Fargo layover.

T. K. Williams, agent at Wahpeton for 25 years, has left the Red River Valley to bid in the agency at Mellette, S. D.

Art Brewers, agent on the Fargo who has been ill for some time, returned recently to his duties as agent at Graceville. Glad to see him back.

East H & D

Martha Moehring, Correspondent

Congratulations to Firemen Kenneth Jorgenson and Jack Spangenberg who were both married recently.

Conductor Frank Wilcox received a cablegram the past month from his son who is a missionary in India. It told of the death of Frank's little seven-month-old grandson whom Frank, incidentally, had never seen.

The Montevideo Fiesta Days are again history. This is the three-day celebration which is held annually to salute our sister city, Montevideo, Uruguay. This year the visitors included the usual South American members of the legation in Washington, D. C., as well as other Uruguayans, the governor of Minnesota, and other well known people. The Milwaukee Road was represented by Superintendent D. T. Bagnell, Minneapolis. Assistant Superintendent J. W. Wolf fixed up his car for the parade and represented the Shrine Birthday Club, for which he has become famous. The slogan on the side of his car bore the announcement, "We Make the Old Folks Happy".

Cpl. Art Lund, who is still nursing wounds from an encounter with Japanese mortar fire, spent a day with us recently on furlough from his present base, Ft. Lewis Military Hospital, in Washington. Art looks fine and expects to be back among us before long.

Car Checker Cliff Bofferding and family are enjoying a trip to Seattle.

The Milwaukee Magazine
Michael Sol Collection



Mama Hanson is the central character of a book, a play, and a recent movie starring Irene Dunne.

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"Why I Like to Work for The Milwaukee Road"

The Milwaukee Road joins The American Railway Magazine Editors Association in offering a total of \$1,550 in prizes, to be awarded as follows:

For the three best essays written by Milwaukee Road employees the Magazine will award:

First Prize . . .	\$100
Second Prize . .	75
Third Prize . . .	25

These three winners, together with those from other railroads, will be entered in the contest conducted nationally by the American Railway Magazine Editors Association, the winners of which will receive:

First Prize . .	\$1,000
Second Prize .	250
Third Prize . .	100

Rules

1. The contest is open to every Milwaukee Road employee who has been in regular service for at least six months prior to submission of his entry, with the exception of the Milwaukee Magazine staff and officers and employees of the public relations and advertising departments. This does **not** exclude Magazine division editors and correspondents.
2. Entries must be no more than 500 words in length, and must be on the subject, "Why I Like to Work for The Milwaukee Road." Each essay must be original with the author and bear the name, occupation and address of the employee who wrote it. The writer's name will not be made known to the judges. If your essay is typewritten, double-spaced, it will be more readable, although essays written in longhand will be given equal attention.
3. Entries must reach the Editor, Milwaukee Magazine, Room 356 Union Station, Chicago, Ill., on or before Oct. 15, 1948 to be eligible.
4. The three Milwaukee Road winners will be selected by a board of impartial judges. You do not have to be an accomplished writer to win, as the essays will be judged on the basis of sincerity of thought. If you like your job, just put on paper the reasons why. It is as simple as that!
5. All essays become the property of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and the decision of the judges shall be final.

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Michael Sol Collection