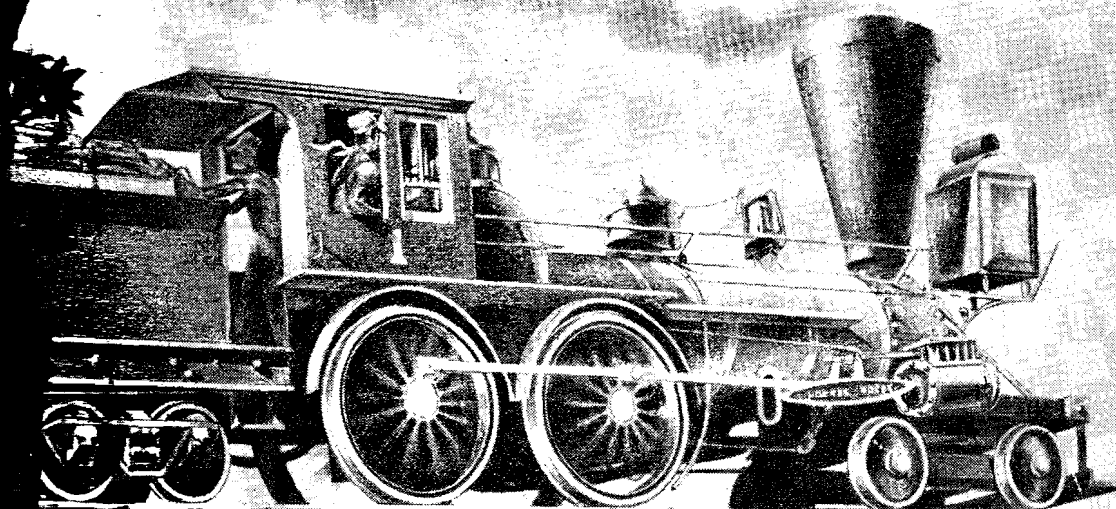


THE MILWAUKEE MAGAZINE

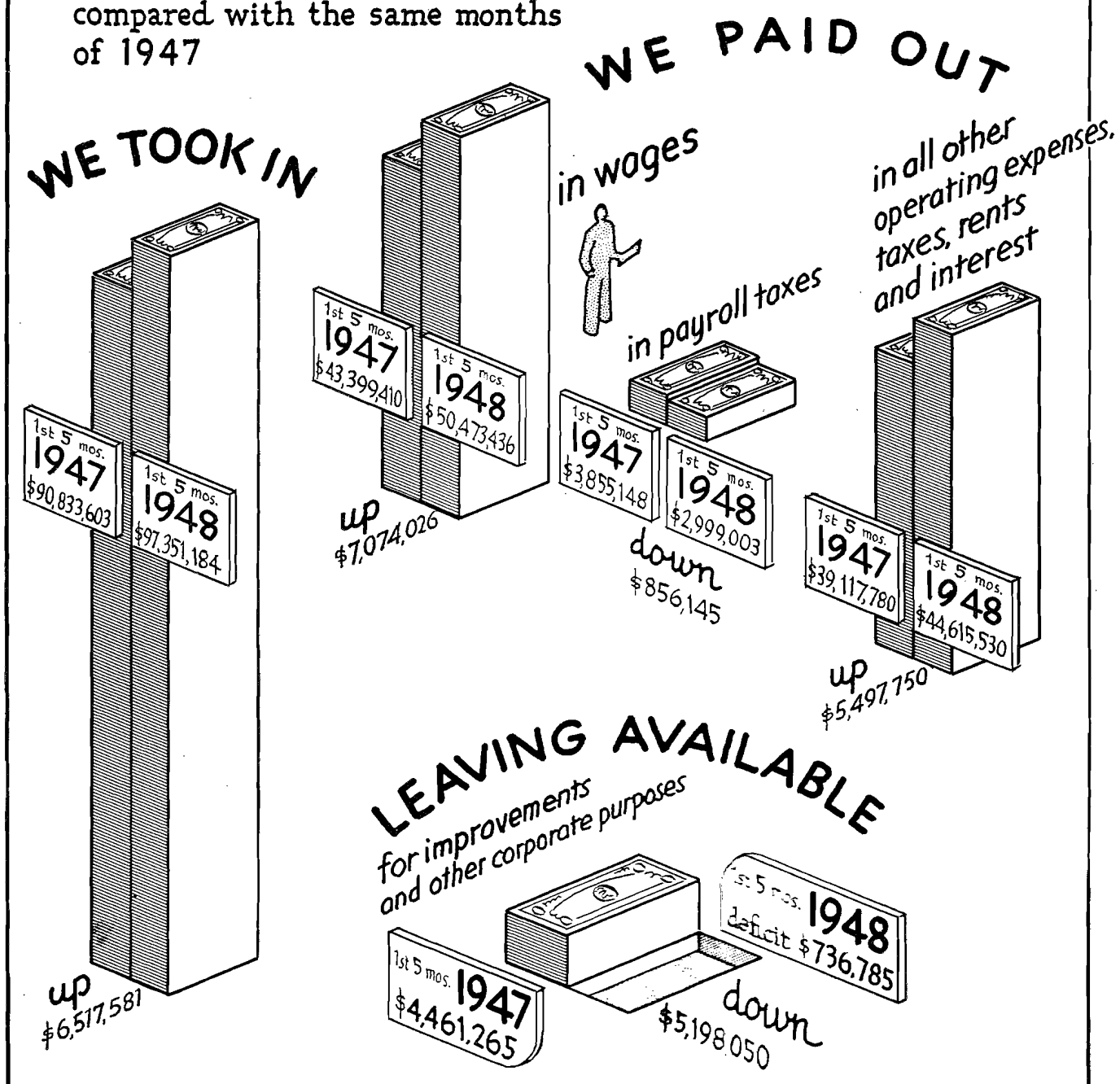
Published by The Chicago, Milwaukee, St. Paul & Pacific Railroad



JULY 1948

R. STEGER

Changes in FINANCIAL RESULTS of OPERATIONS in the first five months of 1948 compared with the same months of 1947



For each dollar taken in, a railroad has to have far more invested in its facilities for doing business, than is true of most any other line of activity.

To gain and hold the good will of shippers and passengers we treat people with courtesy and give careful handling to freight. But that is not enough. Competition requires us to use money for improvements and other corporate purposes. And that money has to come from one or more sources. Of course, we could borrow or we could invite savers to invest in our jobs. But the best source is money left over from what we take in, after paying wages and other forms of expenses.

That source was in our picture in the first five months of 1947, but it was not there in 1948 as you can see from the comparative piles of money shown in the chart. Our showing in 1948 was five million dollars less favorable than in the previous year. Those are the figures which would be looked at by lenders and investors. They should also be as carefully scrutinized by users of transportation, makers of rates, and certainly by all of us who earn our living by working with the Milwaukee Road.

Notice to Vets

THIS is to remind members of the Veteran Employees Association that the 18th reunion will be held in Milwaukee, Wis., on Wednesday and Thursday, Sept. 1 and 2. The Hotel Schroeder has been selected as the official headquarters, and the committee on arrangements, consisting of L. J. Benson as chairman, and W. J. Whalen and E. H. Bannon as vice chairmen, is presently completing arrangements for an interesting and highly entertaining program for members and their immediate families.

The registration charge will be \$2.00 for each person, which will include an excursion to the Wisconsin Dells, a banquet, and other entertainment that will go with the two-day reunion.

The business meeting of the Association will be held in Plankinton Hall in the Milwaukee Municipal Auditorium at 2 p.m., Sept. 1. The banquet will be served in the Municipal Auditorium at 6:30 that evening.

Mrs. Grant Williams, secretary of the Association, is sending a letter to all members, giving further details.

OF MEN AND MENUS . . . The Home Department which the Milwaukee Magazine launched in its June issue is back again, bidding for the interest and cooperation of all readers. This month it carries the first of what will probably be a series of articles called "Of Men and Menus." Here, to the surprise of all but their most intimate friends, will be found an array of railroader-cooks. The Magazine hastens to stand clear of all liability in connection with the recipes offered, but any employee with a drop of sporting blood will be tempted to give some of them a try. The Home Department, however, is not just for those who make a hobby of cooking and eating. The Magazine is hopeful that this department will serve a useful purpose in the lives of all of those thousands of people who make up the Milwaukee Road family, at work and at home.

"IT MAY BE YOUR OWN" . . . The division of safety reports that during the first six months of 1948 a total of 14 employees lost their lives on duty, the same number as were killed during the same period in 1947. Disabling injuries classed as reportable by the Interstate Commerce Commission totaled 350 in that period this year compared with 373 in the previous year—a reduction of 6 per cent. This very small improvement, the division of safety points out, is overshadowed by the 15 per cent increase in so-called lost time injuries, or those involving disability beyond the day or shift during which the injury occurred. Throughout the last half of 1947 six fatalities, 383 reportable injuries and 288 lost time injuries were suffered. It is to be hoped that the record will be more favorable in the last half of 1948. The current National Safety Council slogan, "Be Careful—The Life You Save May Be Your Own," is a good one to keep in mind.

CAN YOU USE \$1,000? . . . If you can, you will be interested in an announcement which will appear in the August issue of the Milwaukee Magazine, explaining just what has to be done to get it. All Milwaukee Road employees will have a chance at it, and the requirements are simple. Watch for the August issue. It may point the way to that new automobile or a college education for the youngster.

MIDWEST STEPS OUT . . . The Midwest Hiawatha, resplendent in new and improved equipment, went on exhibition in Des Moines, Sioux Falls and Sioux City, June 28, 29 and 30, respectively, and drew a good audience in each place. A total of 5,608 people, including 2,533 in Sioux Falls alone, inspected the latest edition of the train which has been a Corn Belt favorite since its inauguration in 1940. The coaches, the first parlor car (30 seats and 1 drawing room), and Tip Top Tap-diner are brand new, the latter, which is in service between Chicago and Omaha, having been designed expressly for service on the Midwest Hiawatha. The last car on the train is a late model Beaver Tail parlor car that has been completely re-conditioned. City officials and the press were guests of the railroad in the new diner when the train visited Sioux Falls, Sioux City, Des Moines and Omaha. The train began operation with the new equipment July 2.

TICKETS BY PHONE . . . The Milwaukee Road introduced still another convenience for its passengers recently when it decided to depart from the general rules governing the use of railroad travel credit cards to permit holders of these cards to order tickets by telephone. The new arrangement, which went into effect June 1, includes sleeping car and parlor car tickets, as well as rail transportation. The system formerly in use made it necessary for credit card holders to make an earlier trip to a railroad office to obtain tickets. Now, if the card holder plans to ride a Milwaukee Road train, everything is taken care of by telephone and all he has to do is pick up his tickets in the station, sign a receipt and get aboard.

Patty McLane, who will reign from July 23 to August 1 as Queen of the Lakes at the Minneapolis Aquatennial, the spectacular civic celebration which dramatizes Minnesota's land of 10,000 lakes. Among the many entries in the big parade on the 24th will be the Hiawatha Service Club Band, which last year won first place in the competition among bands of 50 or more.



WHAT DOES A RAILROAD TRAIN RUN ON?

If you asked the first thousand people you met what a railroad train runs on, it's a pretty sure bet they would all reply: "*A railroad train runs on rails, of course.*"

Millions and millions of folks travel by train, year in and year out. Yet few, if any, realize the basic truth that, while trains *ride* on rails, what they *run* on is DOLLARS.

Investors had to lay the *dollars* on the line before anyone could lay the *rails* on the line.

No dollars, no rails. No rails, no railroads. And—no railroads, no United States of America as we know it today!

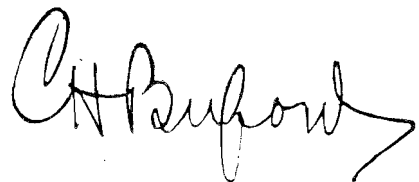
The number of dollars invested in The Milwaukee Road, when divided among 38,000 of us on the Milwaukee payroll, comes to \$18,612 for each person.

Eighteen thousand, six hundred and twelve dollars!

Many a man would consider an \$18,000 bankroll a nice piece of capital to have if, for example, he wanted to set up a business of his own. And he wouldn't be wrong.

But there are a lot of men who don't want a business of their own, yet need to get into a business where they can earn—and *keep on earning, year after year*. The \$18,000 Milwaukee man is given such an opportunity.

In no other country in the world are railroad people so richly provided for as in our U.S.A.!



Chicago Railroad Fair Opens July 20

THE Chicago Railroad Fair, the huge, colorful exposition celebrating the 100th anniversary of the operation of the first steam locomotive into and out of Chicago, will throw open its doors on July 20 to reveal a fantastic panorama of the past and present in railroad transportation.

The principal purpose of the Railroad Fair is to dramatize the hand-in-hand way in which the railroad industry pioneered and aided in the transformation of this country from backward wilderness and prairie into productive agricultural and industrial areas.

Chicago, the world's greatest rail center, has set aside a 50-acre park area along its beautiful lake front, between 20th and 30th Streets, for the big show. The mile-long grounds are a part of the former site of the 1893 and 1934 Century of Progress, which has undergone another record-breaking transformation to ready it for this summer's attraction.

Among the toughest tasks and the one which could have proved to be a bottleneck, was the laying of four miles of standard gauge railroad track, but this job was completed

early in June. Here, on a well-located stretch of exhibit track, will be found the Milwaukee Road's Hiawatha, consisting of one of each of the famous train's distinctive new cars. In addition to the Diesel-electric locomotive, there will be a combination conductor's room-baggage car, Luxurest coach, Tip Top Tap buffet lounge car, dining car, parlor car and Sky Top lounge car, all open for public inspection. Alongside it will be other famous "name" trains of other railroads.

Elsewhere on the grounds certain of the railroads have set up exhibit areas of their own, such as the I. C.'s reproduction of an old New Orleans patio, and the C. & E. I.'s little spot of transplanted Florida.

While the Hiawatha will constitute the Milwaukee Road's principal attraction, other means which will be used to call attention to the Friendly Railroad of the Friendly West include a special Milwaukee Road Day (July 27) and the offer of \$50 government bonds to individuals who visit the Milwaukee Road exhibit and succeed in matching the numbers on buttons which will be given them. The Milwaukee Road Choral Club



and the Milwaukee Hiawatha Service Club Band will be the star attractions at the fair on Milwaukee Road Day.

A special coupon ticket presented to each visitor entering the main gate on Milwaukee Road Day will call his attention to the Hiawatha exhibit, the wear-a-button-and-win-a-bond feature, and the band and choral club concerts.

The fair will be keynoted by the most spectacular outdoor stage production presented in this country since the New York World's Fair in 1939.

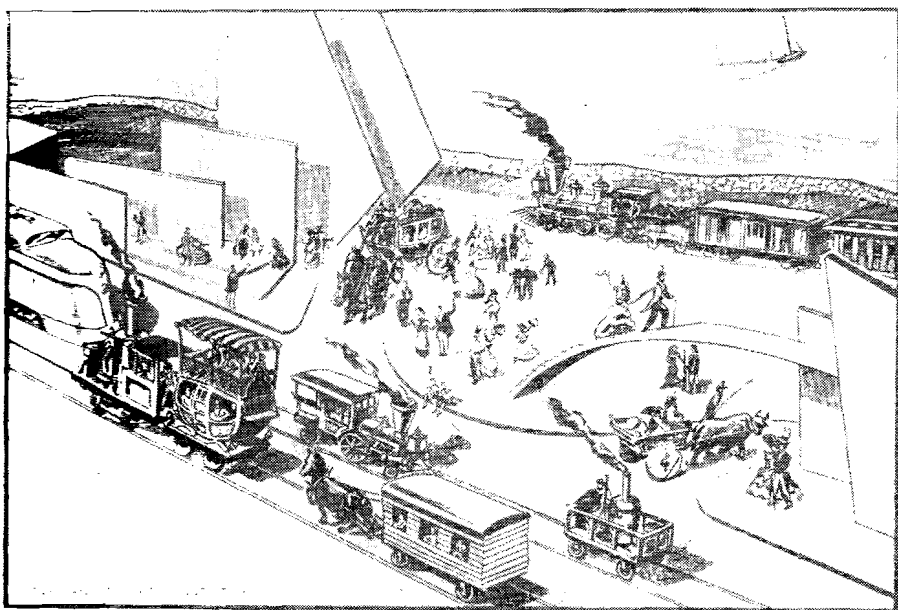
Entitled "Wheels a-Rolling," the pageant will review the entire history of railroading in this country, vividly re-enacting the great moments in the rapid development of rail transportation and its far-reaching influence on the building of the nation.

It will be staged in a special amphitheater at 25th Street and will feature a cast of 220 actors and a great array of colorful stage properties. Almost every form of transportation will be seen in action—from the Indian travois, the stage coach of Colonial days and the dinky little contraptions that marked the birth of railroading, right down to the streamlined railroad juggernauts of today.

The pageant is scheduled to last an hour and a quarter and will be presented four times daily, twice every afternoon and twice every night, on a stage 450 feet wide and 100 feet deep.

Even the "side shows" will be on a spectacular scale at the Railroad Fair, as a number of the railroad industry's supply and service firms will add their share to the color and fascination of the exposition.

In addition to the steel foundries and other industries ordinarily thought of as the principal railroad suppliers, there will be many others.



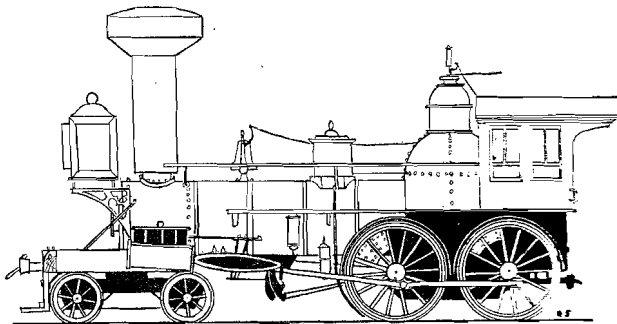
The miracle on rails that has contributed so much to our national economy will be portrayed dramatically this summer in the spectacular "Wheels a-Rolling" pageant at the Railroad Fair. Here is an artist's conception of one pageant scene illustrating how the huge lakefront spectacle will telescope the developments of close to three centuries into a one and one-quarter hour performance on a 450-foot stage.

THE COVER

Just what *did* Old No. 1 look like?

PUFFING across the cover of this issue and arriving just in time for the Chicago Railroad Fair, is Old No. 1 itself. We are glad it got here when it did, as it provides an interesting contrast to the sleek Hiawatha which will be on display at the fair. Besides, Old No. 1 is observing a centennial of its own this year, having been built by the Norris Works in Philadelphia in 1848. In 1950 it will figure prominently in the Milwaukee Road's 100th anniversary celebration.

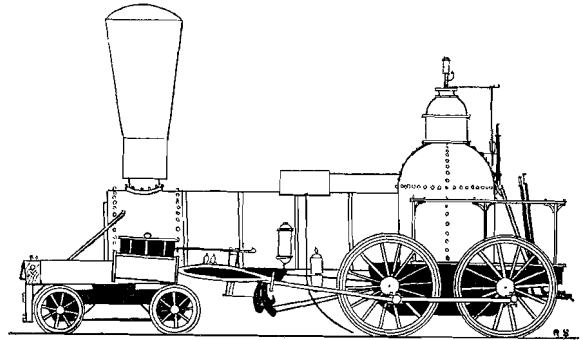
It is pictured on the cover in faithful detail . . . at least it looks like most people think it looked when new, the details being those they have always seen pictured. Before making the cover drawing, however, Artist Steger registered the complaint that he didn't think Old No. 1 looked like that when new, and therein lies a story.



Mr. Steger is an authority on steam locomotive design, a subject which he manages to stay familiar with despite the fact that his regular job is that of leverman at the Illinois Central's Randolph Street interlocking plant in Chicago, where he sees nothing but electric trains all day long.

When asked to animate Old No. 1 for the Milwaukee Magazine, he pointed out a fact which is probably known to relatively few Milwaukee

Fig. 1. Old Number 1 as it probably appeared when first purchased by the railroad.



Road people—that the picture ordinarily believed to show it as it appeared during its earliest years on the railroad is actually a highly retouched likeness of that venerable engine taken at the end of its days, when it was no longer No. 1, but No. 71 and known as the *Bob Ellis*. Unfortunately, the engine went to work before the advent of photog-

and operating as the first locomotive in the state of Wisconsin. Figure 2 shows it as it appears in its graveyard photograph, except that he has put the bell back on the brackets and has connected the drive rods.

Richard Steger, at the age of 20, is a veteran of a steel foundry which stands alongside the Milwaukee Road tracks in Minneapolis, where he used to study the Olympian as it went by. He also worked for a year in the advertising art department of the Curtis Publishing Company in Philadelphia, and for a while was with an industrial design studio in Chicago. He is also a cartoonist, two pieces of his work having appeared in the June issue of the Milwaukee Magazine.

Bringing old locomotives to life on his easel is a specialty with him, but he isn't sure which he enjoys more—putting steam back into the cylinders of the old wood burners or designing automobile bodies, particularly variations on the Cord, which he regards as the only real automobile ever built.

The cover of this issue of the Milwaukee Magazine is being reproduced in the Illinois Central Magazine for June-July, in connection with an article that publication is carrying about the I.C.'s unusual leverman.

Fig. 2. Old Number 1 as it appeared at the end of its days, just prior to being dismantled.

raphy as we know it now, and, consequently, there is no actual photograph in existence.

Although there can be little doubt that old No. 1 looked, at one time in its career, very much as it is always represented as having looked, and as it is shown on the cover of this issue, Mr. Steger was asked to make additional sketches, which he did. Figure 1, shown here, depicts the locomotive as the artist believes it to have looked when brand new

Overall manufacturers will be there, as will the producers of plumbing fixtures, furniture and encyclopaedias, to mention a few.

To demonstrate the comfort of today's luxurious seats for streamlined coaches and lounge cars, one company will install the seats on a 40-foot merry-go-round which will provide free rides.

In addition to and above all else that has been said about this extraordinary exposition is the fact that only the railroads could do it.

What other industry is old enough, sufficiently a part of the average American's life, and favored with the same touch of romance? What other industry has its roots so firmly embedded in history that it can point

to the work it did in the building of a nation, its progress and its wealth? Only the railroads are big enough, important enough and possessed of sufficient popular appeal to undertake an exposition of such magnitude as the great Railroad Fair.

Only the railroads could do it with perfect confidence of public enthusiasm and support.

Mechanical Bath

ANOTHER job done laboriously by hand for years has been mechanized by the railroads in their ceaseless effort to streamline their operations as well as their trains.

In this respect, too, the Milwaukee Road can appropriately be said to be in the swim, as the "mechanical bath" which it has been giving its trains at the Western Avenue coach yard in Chicago for the past few months is a very watery business—and efficient.

The mechanical car washer which, with special track layout and drainage facilities, cost the railroad almost \$100,000, has proved that the car which used to require three man-hours to wash by hand can now be scrubbed down in one and a half minutes and come out considerably cleaner in the bargain.

As the pictures indicate, the washer consists of two units, each with a rack on either side of the track and each rack equipped with two long brushes and one smaller brush for the windows. Mounted on arms manipulated from the control room, these whirling brushes press firmly against the sides of the Diesel locomotives and cars as they move slowly past, but are set into the rack in such a way that they move gently back and forth as they encounter grab irons and spaces between cars.

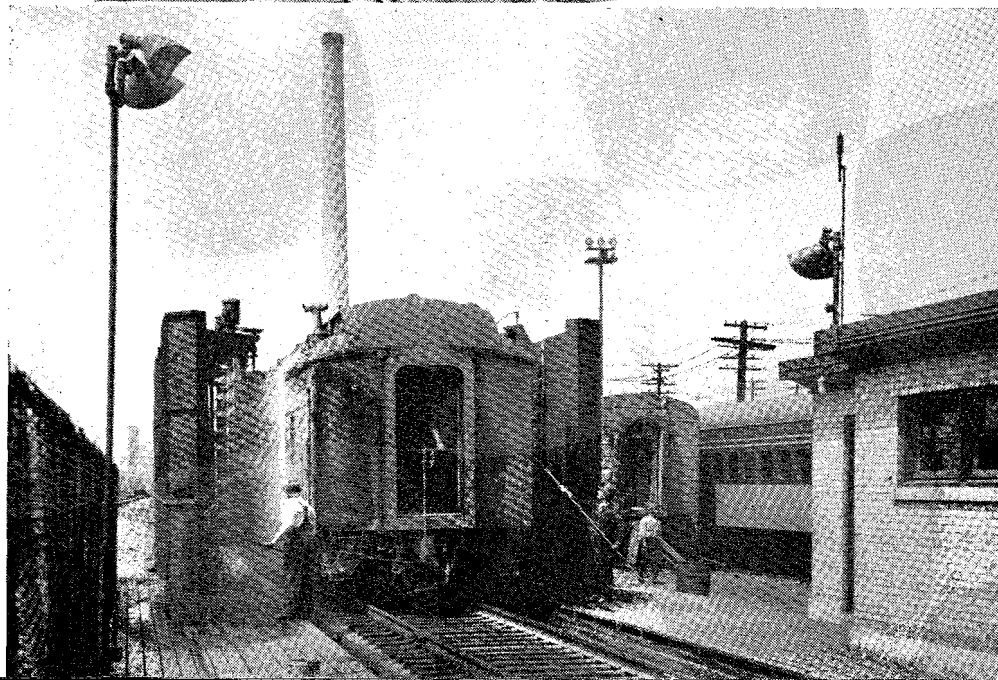
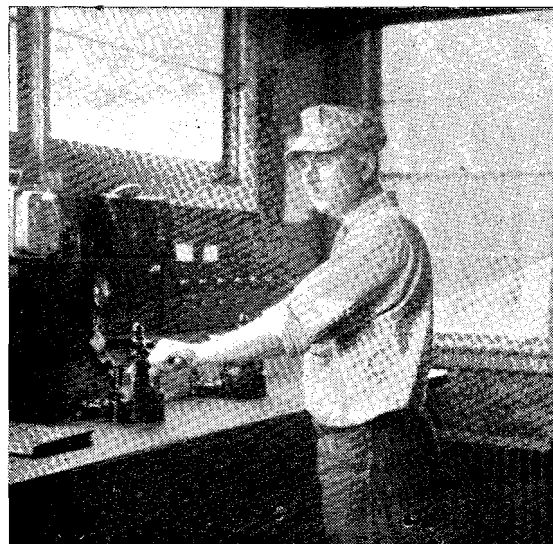
The brushes go into action as water or a cleansing mixture is sprayed onto the sides of the cars. In a fury of spray and spinning brushes, the dirt is loosened, scrubbed free and rinsed away, leaving the cars bright and shining. It is still necessary to have men on hand with long-handled brushes to put the finishing touches to car ends and other parts which the brushes sometimes fail to get completely clean.

An operator stationed in the control house midway between the two units works an electric panel which times the water and acid sprays and the brush applications. He has three coach cleaners working with him, two to do the brush work mentioned above and one who goes through the strings of cars to make certain that vestibule doors are closed and that mail catcher arms and other obstructions are out of the way. He also scrutinizes the cars to determine whether their condition calls for a plain water bath or acid. His signals to the operator enable the latter to give the cars a thorough scrubbing by remote control.

The pictures, top to bottom: Joe Aufmuth, first trick operator, manipulates the controls as a string of cars starts through the east unit of the car washer.

H. L. Hewing, district general car foreman, points to one of the side brushes in the east unit as he and E. A. Brennan, general coach yard foreman at Western Avenue, discuss the car washing operation, which is under their supervision.

The last of a string of cars gets the final water rinse as it goes through the west unit and the car cleaners put the finishing touch on the rear end. The control room can be seen at the right.



The operators work in shifts, Joe Aufmuth being on first trick, Walter Troka on second, and Joe Zygula on third. Their job is an interesting one which calls for careful attention. In addition to operating the controls, they keep a log showing the number of cars washed, the number receiving a water bath, the number requiring the acid cleansing solution, the strength of the solution used and the total amount consumed over a given period. In this way an accurate record of the car washing operation is always available and the efficiency of the new method can be readily determined.

The device is of the duplex type, and is one of the most modern in the country today. Cars can be taken through it in either direction and the sprays of the east unit can be switched from water to acid by the mere operating of a control.

In one hour of steady operation about 40 cars can be given a mechanical bath. All of the cars in main line trains are washed daily before the train is made up, and all cars in suburban trains are washed twice weekly. An average of 200 cars pass through the washer daily.

— IT'S A HIAWATHA YEAR —

Dr. A. I. Bouffleur

DR. ALBERT I. BOUFFLEUR, retired chief surgeon, Lines West, died at his home in Beverly Hills, Calif., on June 8. He had been ill since last November. Funeral services were held in Beverly Hills. His widow, Charlotte M., survives.

Doctor Bouffleur was one of the nation's leaders in industrial medicine. He was born in Springville, Wis., on Aug. 20, 1864, and graduated from Rush Medical College in Chicago in 1887. After an internship at Cook County Hospital he became an instructor at Rush College and subsequently a professor. In 1889 he joined the Milwaukee Road staff as a surgeon in Chicago, serving in that capacity until 1911 when he was transferred to Seattle as chief surgeon, Lines West. He retired on Apr. 1, 1941, and moved to California shortly afterward.

The Milwaukee Hospital Association stands as Doctor Bouffleur's monument in Milwaukee Road service. Its organization in 1908 followed his survey of health facilities for railroad employes and their families when construction started on the line west of Moberidge. As an outstanding leader in his field he had previously been one of the organizers of the Chicago Surgical Society, in 1900, and was also a

The Milwaukee Magazine



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founder member of the American College of Surgeons. He was a member of various other medical groups, including the American Medical Association, the American Surgical Association and the Seattle Surgical Society and was a past president of the International Association of Railway Surgeons.

— IT'S A HIAWATHA YEAR —

Hugh W. Siddall

HUGH W. SIDDALL, 63, nationally known railroad passenger authority and chairman of the Transcontinental and Western Passenger Association, died June 27.

His railroad career was started on the Milwaukee Road in Chicago where he was employed as a messenger in the passenger rate department in 1898. He became a rate clerk in 1918 and was advanced to chief rate clerk in 1920 after a period of time spent in Washington, D. C., with the U. S. Railway Administration.

In 1920 Mr. Siddall was appointed secretary of the Transcontinental Passenger Association, advancing to the position of chairman in 1929. In 1932 he was also appointed chairman of the Western Passenger Association. During the late war he also served as chairman of the interterritorial military committee of the Western Military Bureau.

He is survived by three sons, Hugh W. Jr., of Chicago, and William S. and James S. of Kansas City, Mo.

A. J. Anderson

ARTHUR JOB ANDERSON, division engineer of the Idaho Division, with headquarters at Spokane, died on June 9 as the result of an accident at Lost Creek, Wash. Funeral services and military rites were held at Missouri Valley, Ia., on June 15. He is survived by his widow, Rose, and four children, Thomas, Suzanne, Jack and Daniel; also, by his parents, of Oak Park, Ill.

Mr. Anderson was born in Chicago on Jan. 7, 1906, and was graduated from the University of Wisconsin in 1928 with a degree in civil engineering. He entered Milwaukee Road service the following year in Chicago as instrumentman and subsequently worked various positions on the Kansas City, the La Crosse & River and the Coast Divisions. On July 15, 1942, he took a leave of absence for military duty and served as a Naval lieutenant for five years. He returned to the railroad on July 1, 1947, and was appointed division engineer of the La Crosse & River Division, at La Crosse. He had been division engineer of the Idaho Division since Feb. 16 of this year.

Appointments

Freight Traffic Department

Effective July 1, 1948:

Raymond E. Hibbard is appointed assistant general freight agent, with office at Chicago, succeeding G. W. Myers, who, at his own request, retired from active duty after more than 43 years of faithful and efficient railroad service.

Philip J. Cullen is appointed assistant to vice president, succeeding Raymond E. Hibbard, promoted.

E. W. Chesterman is appointed assistant general freight agent, with office at Chicago, succeeding Philip J. Cullen, promoted.

Engineering Department

Effective July 1, 1948:

B. E. Daniels is appointed division engineer of the Idaho Division with headquarters at Spokane, Wash.

H. C. Minter is appointed division engineer of the Terre Haute Division with headquarters at Terre Haute, Ind.

Success Story at Sparta



Left: One that's good for a laugh goes into the scrapbooks which are sent to patients at the Veterans Hospital, Tomah, Wis. Left to right: Mrs. Leo Belke, Mrs. Alvie Day, Mrs. Leo Gruen and Mrs. Arnold Fredrick.

Below: Women of the quilting committee at work on the comforter which was made from patchwork blocks contributed by club members. Left to right: Mmes. George Shaw, Ray Gamble, Augusta Fredrick, Paul Duvea and Charles Frosch.

THERE'S a story behind what is going on these days in the Milwaukee Road depot at Sparta, Wis. For years the wives and daughters of Milwaukee Road employees there have been doing a worthwhile public service, but new developments are apparently making the townspeople sit up to take a second look.

For the record, the story started last fall when the Sparta women voted to sever a 20-year affiliation with the Milwaukee Road Women's Club at Tomah, Wis., and organize a unit locally. The move had the enthusiastic endorsement of the railroad families in the vicinity and the club started out its first year with 76 voting and contributing members. The meetings were held in the various homes, except when a large project was under way, when the larger quarters of the railroad station were utilized.

An old fashioned quilting bee held in the station waiting room recently brought one of these projects to public attention. Two quilting frames were set up and the women worked there from 10 o'clock in the morning until late afternoon, tying patchwork quilts. The patches were contributed by the members, who also brought their odds and ends of yarn, and the other materials were donated by local merchants.

The members who did not have a hand in the quilting prepared carpet rags to add to the supply which the club sends regularly to the Veterans Hospital at Tomah, Wis., or made scrapbooks for the veterans' entertainment.

A local epidemic of "flu" and measles held down the attendance to 25. "Some of our women regretted so much that they weren't able to join us," said Mrs. William Hovey, president of the chapter, "and I,



too, felt badly as they had looked forward to the day. But everyone was on the job, giving the best that was in them and I was proud of our little Sparta club."

The Sparta unit is a family affair in fact—father, mother and children all take part in the programs and activities. "It is well advertised," says Mrs. Hovey, "that we expect our men to help the work along by building up our funds. Our children's scrapbook committee had a fine chance to do its bit during the measles epidemic. A scrapbook was taken to each quarantined family and a coloring book and colored pencils were presented to each child.

It was an attention appreciated by parents who had the task of entertaining the housebound youngsters." The children also collect toys and books for the Wisconsin Child Center.

(Continued on page 23)

The beauty of the station grounds at Sparta is due in part to the industry of these gardeners. Left to right: George Shaw, crossing watchman; Mrs. William Hovey, chapter president; Mrs. Charles Shutter, designer of the flower beds; Mrs. Leo Gruen; Mrs. George Kiefer; and Ray Gamble, baggage and yard man. The women of the committee weren't prepared for actual dirt gardening when the picture was taken, but made it authentic by posing with the proper tools.





Women's Club Holds 13th General Meeting



THE "Who's Who" of the Milwaukee Road Women's Club was represented in the grand ballroom of the La Salle Hotel in Chicago as some 327 members of that organization congregated for a get-together luncheon on June 5. The occasion also served to observe the club's 24th anniversary. As the concluding event of the biennial meetings, the luncheon is always one of the club's biggest and gayest social affairs and the animated group present this year included almost everyone who has a part in establishing or carrying out club policy. Forty-nine of the 61 chapters were represented.

The bustle was almost entirely social, the more serious business of the meeting having been settled on the previous day. The 135 officers and delegates who attended the business session in the hotel's Century Room represented the following chapters: Aberdeen, Alberton, Austin, Beloit, Bensenville, Black Hills, Butte, Channing, Chicago-Fullerton Avenue, Chicago-Union Station, Council Bluffs, Davenport, Deer Lodge, Des Moines, Dubuque, Green Bay, Iron Mountain, Janesville, Kansas City, La Crosse, Madison, S. D.,

Madison, Wis., Marquette, Mason City, Merrill, Miles City, Milwaukee, Minneapolis, Montevideo, New Lisbon, Othello, Ottumwa, Perry, Portage, St. Paul, Sanborn, Savanna, Seattle, Sioux City, Sioux Falls, Sparta, Spencer, Spokane, Tacoma, Terre Haute, Tomah, Wausau, West Clinton, and Wisconsin Rapids.

Mrs. George W. Loderhose, president general, called the meeting to order at 10 a. m. The following general officers and chairmen answered the roll call: Mrs. H. A. Scandrett, honorary president general; Mrs. Roland C. Sanders, third vice president general; Mrs. W. W. K. Sparrow, treasurer general; Miss Etta N. Lindskog, secretary general; Mrs. W. Ray Dolan, recording secretary general; Mrs. C. H. Buford, Mrs. Harry C. Munson, Mrs. F. T. Buechler, Mrs. R. E. Melquist and Mrs. Carl Anderson, general directors; Mrs. O. W. Dynes, general advisory officer; Mrs. James L. Brown, general welfare chairman; Mrs. C. C. Steed, general safety chairman; and Mrs. Orrin P. Catlin, general annual luncheon chairman.

Miss Lindskog's report disclosed the interesting news that the club, which has made steady progress every year since it was founded, had, as usual, outdistanced the record of the previous year. The figures showed, in detail, \$7,413.51 expended in aid for

A group of Chicago Union Station members who were formerly members of the Seattle Chapter hold a social caucus with Washington delegates in the Grand Ballroom foyer. Seated, left to right: Mrs. Roland C. Sanders, Seattle; Mrs. William Wallace and Mrs. John P. Kiley, Chicago; and Mrs. George H. Hill, Spokane. Standing, left to right, Mrs. Charles H. Buford, Chicago, and Mrs. Roscoe W. Janes, president of the Seattle Chapter.

needy families; 14,631 welfare and good cheer calls made; and 4,851 messages of cheer sent on their way. Money making activities brought in \$11,753.53. The club membership, as of Dec. 31, 1947, totaled 7,515 voting and 11,967 contributing members, an increase over the previous year of 376 voting and 116 contributing members.

The first four months of 1948 reflected an expenditure of approximately \$2,000 for welfare and good cheer work. Mrs. Brown's report showed that the general governing board had donated \$1,150 to local chapters for welfare work since the last biennial meeting.

The delegation adjourned to the hotel's Coffee Shop where they were guests of the Fullerton Avenue and Chicago Union Station Chapters. The hour's recess was spent in visiting with old friends and making new acquaintances. After the pleasant interlude the meeting again took up the reports of chapter presidents and delegates.

← Luncheon scene in the Grand Ballroom of the La Salle Hotel, Chicago, on June 5, at the conclusion of the 13th general meeting of the Milwaukee Road Women's Club.

At the conclusion of these reports, Miss Lindskog rose and made an announcement that was important to the chapters which have been competing in the club's membership drive. Briefly, she reported that they had succeeded in their effort to top last year's record and had already enrolled 19,700 members, an increase of more than 200 over the 1947 total. Moreover, that it was the first time such an increase had been noted so early in the year.

Miss Lindskog's announcement was followed by the election of general officers and a discussion of matters affecting individual chapters, as well as the club in general. All delegates

took part in this discussion and were given an opportunity to voice their opinions. Mrs. Loderhose closed the meeting on a note of thanks for the vote of confidence in her leadership and that of the other general officers.

The luncheon scene in the grand ballroom the following noon was gay and informal. Party clothes made their appearance in a bright display of ascending millinery and descending hemlines. Mrs. Orrin P. Catlin, president of Union Station Chapter, who was in charge, supervised the seating and floral arrangements and directed the reception committee that moved among the crowd to assure everyone of a welcome.

Lunch was served to the accom-

paniment of brisk music played by the Florence Gindl Ensemble. Mrs. Loderhose then extended a general welcome and made a short address in which she gave a condensed report of the principal matters dealt with at the biennial session. At the conclusion of her talk the club gave a rising vote of appreciation to the officers of the Road for their co-operation.

The fun then began in earnest, as Mrs. Catlin introduced the Gindl Ensemble in a medley of the musical favorites of out-of-town guests. When the applause had subsided, the ensemble was replaced by a series of original character sketches which featured Lillian Brodhal Smith. The situations in the sketches were familiar ones—shopping for a hat

Mrs. Lloyd Frost, president of Ottumwa Chapter, who won the grand prize in a radio program, had to tell the story all over again for this luncheon committee group. Left to right: Miss Etta N. Lindskog, Mrs. Kenneth L. Wymore, second vice president of Ottumwa Chapter, Mrs. Frost, Miss Vila M. Graves, Mrs. Orrin P. Catlin, Mrs. C. Schwartz and Mrs. J. H. Costello.



Below: At the speakers' table, Mrs. George W. Loderhose, president general, and the general governing board. Left to right: Mrs. Roland C. Sanders, third vice president general; Mrs. W. W. K. Sparrow, treasurer general; Mrs. H. A. Scandrett, honorary president general; Mrs. C. H. Buford, honorary president general; Mrs. Loderhose; Miss Etta N. Lindskog, secretary general; Mrs. F. T. Buechler, general director; Mrs. W. R. Dolan, recording secretary general; and Mrs. J. L. Brown, general director.



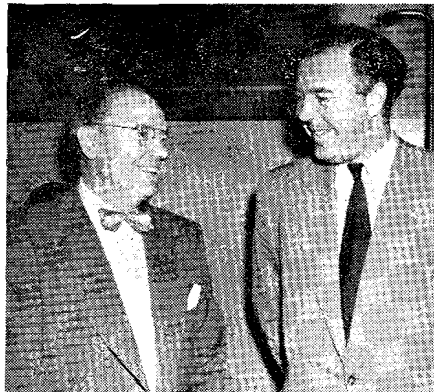
(with props), women's club chairman composing a speech ("It won't be much work, we'll all help you"), and moving up in the world, via the new home in the suburbs. Miss Smith's interpretation of the characters had the audience convulsed with laughter during most of the bill.

As the entertainment ended, Mrs. Loderhose again rapped for attention, announcing that Mrs. Lloyd Frost, president of Ottumwa Chapter, had brought the club some unexpected publicity. Mrs. Frost's feat consisted of stumping the experts in a radio quiz program, *Shopper's Special*, broadcast over local station WENR that morning. The list of her prizes, which were being forwarded to her home in Ottumwa, created a minor sensation: An electric grill, two all-wool blankets, a five-piece set of aluminum cooking utensils, a coffee maker, waffle set, tray with sugar, creamer and salt and pepper shakers, an onion chopper and a market basket of packaged groceries. Called on to rise for congratulations, Mrs. Frost laughed and said, "And don't think for a minute that I didn't put in a plug for our club and the railroad while I was about it."

The delegates parted feeling well prepared to meet any problem which may arise during the year and ready to return home and carry on with renewed enthusiasm.

Prince Bertil Rides the Hiawatha

PRINCE BERTIL of Sweden, the tall, handsome 36-year-old grandson of the Swedish king, headed the royal party which rode the Morning Hiawatha from Minneapolis to Chicago on June 28. He had been in Minneapolis in connection with the celebration of the centennial of the first immigration of his countrymen in large numbers to the United States. The centennial observance had brought him to this country a month earlier. He sailed for Sweden on July 3.



Harry Sengstacken, who accompanied the royal party from Milwaukee to Chicago, pauses outside the Sky Top Lounge parlor car for a parting word with Prince Bertil upon arrival in Chicago.



Swedish-born K. F. Nystrom, chief mechanical officer, enjoys a talk with Prince Bertil in Milwaukee before boarding the train and riding with him to Chicago. The woman at the left is Dr. Karen Kock, a member without portfolio of the Swedish cabinet.

Bertil is third in line for the Swedish throne, his father, Crown Prince Gustavus Adolphus being first; second in line is Bertil's two-year-old nephew, Prince Carl Gustaf, son of Bertil's older brother who died in a plane crash at Copenhagen, Denmark.

The prince's trip aboard the Hiawatha involved an interesting coincidence, as his father had traveled the same line, apparently aboard the Pioneer Limited, exactly 22 years ago to the day. Crown Prince Gustavus Adolphus made the following statement on that occasion: "When we awoke this morning, the landscape reminded us of our home country. This impression was enhanced by the scenery of the Mississippi Valley. It is the most beautiful landscape that we have seen in this country."

His father's remark was called to the attention of the prince as he left the Sky Top Lounge parlor car in Chicago.

"Yes, it is beautiful country," the prince replied, "and it does remind one a great deal of parts of Sweden. But, of course, it is not new to me. I was here in 1938, and I rode your train then, too."

A number of special arrangements were made to ensure a pleasant trip for the royal party. Being acquainted with the desires of such a group, A. W. Olsen, superintendent of dining cars, Seattle, made a special trip to Minneapolis in advance to supervise the preparation of those foods which he knew would please the railroad's distinguished guests. He was in full charge of arrangements and accompanied the party to Chicago to see to it that everything was done just right.

THE general governing board of the Milwaukee Road Women's Club announces the following general officers elected and appointed for the ensuing term of office:

Honorary President General.....	Mrs. H. A. Scandrett....	Chicago
Honorary President General.....	Mrs. C. H. Buford.....	Chicago
President General	Mrs. Geo. W. Loderhose..	Chicago
First Vice President General.....	Mrs. Harry C. Munson...	Chicago
Second Vice President General.....	Mrs. E. W. Soergel.....	Chicago
Third Vice President General.....	Mrs. Roland C. Sanders..	Seattle, Wash.
Treasurer General	Mrs. W. W. K. Sparrow..	Chicago
Secretary General	Miss Etta N. Lindskog...	Chicago
Recording Secretary General.....	Mrs. W. Ray Dolan.....	Chicago
General Director—Chicago.....	Mrs. C. T. Jackson.....	Chicago
General Director—Chicago.....	Mrs. Jas. L. Brown.....	Chicago
General Director—Chicago.....	Mrs. Ralph Vannella....	Bensenville, Ill.
General Director Lines East outside of Chicago.....	Mrs. Roy E. Melquist....	Minneapolis, Minn.
General Director Lines East outside of Chicago.....	Mrs. F. T. Buechler....	Green Bay, Wis.
General Director Lines East outside of Chicago.....	Mrs. Jay W. Bailey.....	Sioux City, Ia.
General Director Lines East outside of Chicago.....	Mrs. Albert J. Lahey....	Savanna, Ill.
General Director Lines West.....	Mrs. Geo. H. Hill.....	Spokane, Wash.
General Director Lines West.....	Mrs. A. W. Wickersham...	Miles City, Mont.
General Advisory Officer	Mrs. J. T. Gillick.....	Chicago
General Advisory Officer	Mrs. O. W. Dynes.....	Chicago
General Advisory Officer	Mrs. John P. Kiley.....	Chicago
General Advisory Officer	Mrs. C. C. Steed.....	Milwaukee, Wis.
General Constitution Chairman....	Mrs. R. W. Graves.....	Beloit, Wis.
General Welfare Chairman.....	Mrs. Wm. Wallace.....	Chicago
General Safety Chairman.....	Mrs. Frank Ross.....	Milwaukee, Wis.
General Annual Luncheon Chairman	Mrs. Orrin P. Catlin....	Chicago

Fire Prevention Trophy Goes to Superior Division



Representing, as he said, the men and women of the Superior Division, Superintendent Buechler smiles as L. J. Benson gives him the trophy and the handshake that goes with it.

HAVING bested all other divisions on the railroad in the matter of preventing fires for two consecutive years, the Superior Division was not only featured in a repeat performance of the annual Fire Prevention Luncheon on Apr. 28, but that division's 800 employees were given permanent possession of the Fire Prevention Trophy.

All who have watched the progress of fire prevention work during recent years are aware of the exceptional interest which Superintendent F. T. Buechler has taken in this

highly important matter, and the enthusiasm that his crusade against fires has instilled in his men. The ceremony in Green Bay therefore came as a fitting reward for their diligence.

Like last year's luncheon, this one was held in the ballroom of the Hotel Northland in Green Bay, which was filled to overflowing with Superior Division employees who had come as guests of the railroad. The official count showed that there were 460 in attendance, which constituted the largest group ever to assemble in the hotel ballroom.

Although the Superior Division succeeded in winning the trophy, it is interesting to note that the Madi-

son Division ran such a close second in the 1947 competition that for a time it was not possible to tell which had actually come out in top position. The Fire Prevention Bureau bulletin issued on Jan. 19 cleared the matter up, however, with the announcement that the actual loss figures for each division had been ascertained and that the Superior Division was again acclaimed winner. Its loss amounted to \$7.00, while that of the Madison Division was \$9.00.

During 1947 the railroad property was subjected to 177 fires, with total losses amounting to \$88,000. This represented an increase of 32 fires, as compared with 1946, but a decrease of \$30,254 in loss. It was

It's a toss-up as to which the men enjoy more—the Fire Prevention Luncheon itself or the visit beforehand.



pointed out, and very logically, however, that since all fires originate as small ones, the number of fires which the railroad experiences can be regarded as a fairly accurate measure of its fire prevention performance.

Luck, consequently, would seem to have played an important part in the fact that the 1947 losses were below those for the previous year. With more fires started, the railroad can thank luck and the vigilance of a few employees for the prevention of great losses which might have interfered with its operation at top efficiency. Among the fires discovered and extinguished promptly was one in a \$500,000 roundhouse and another in a \$350,000 ocean dock.

The fact of the lower fire loss was, nevertheless commented upon by M. L. Bluhm, general solicitor, who served as toastmaster. Fire losses in the entire nation amounted to \$700,000,000 in 1947, he said, as compared with \$300,000,000 in 1942, but the Milwaukee Road reversed the national trend, which is the highest in five years, by improving its own record with respect to actual loss.

The change that has taken place in the attitude of employees toward the fire prevention campaign was



Above: The lobby of the Hotel Northland in Green Bay just before the luncheon meeting got under way. Employees search out their friends in the crowd.

Below: The luncheon brought together 460 officers and employees, the largest group ever served in the ballroom of the Hotel Northland. At the speakers' table, left to right: W. A. Dietze, public relations officer; G. H. Renkens, president, Green Bay Traffic Club; R. J. Middleton, chief engineer; the Hon. Dominic Olejniczak, mayor of Green Bay; J. W. Severs, vice-president; L. J. Benson, assistant to president; M. L. Bluhm, general solicitor (toastmaster); O. N. Harstad, vice-president; F. T. Buechler, superintendent, Superior Division; C. B. Hanover, purchasing agent; R. H. Drum, fire chief, city of Green Bay; T. W. Burtiness, secretary of the Milwaukee Road; C. J. Clark, fire protection engineer, Marsh & McLennan, Inc.; A. G. Hoppe, general superintendent, locomotive and car departments. Also at the table, but not shown, were H. C. Munson, assistant general manager; and Thomas E. Hawley, former chief of police of Green Bay.





The talented Malone Sisters sparked the party, as they have many other Milwaukee Road affairs. These girls, who were "discovered" by L. J. Benson, have since been featured in Hollywood productions.

pointed out by L. J. Benson, as he delivered a pat on the back to M. J. Carlson, fire inspector, division of fire prevention.

"In the old days," Benson recalled, "employees would make cat-calls when the fire inspector came around. Now, if they fail to see Carlson for a while, they inquire about him. Furthermore, they cooperate with him and the other representatives of the division of fire prevention, and they take pride in their divisions' improvement in the matter of preventing fires."

Benson also introduced Thomas E. Hawley, former chief of police of Green Bay, referring to him as one of the most outstanding men in police work anywhere in Milwaukee Road territory.

R. J. Middleton, chief engineer, spoke briefly, praising the employees for the good work they had done and citing the tragic loss of life and injury to people which, in addition to property loss, results from carelessness with respect to fire hazards. "I know you did not win this trophy by mere chance or accident," he said to the guests at the luncheon. "Fire drills and fire fighting equipment are good, but the most important thing is to do a good housekeeping job."

Others were called upon to speak, including Vice President O. N. Harstad, who said, "When you can get

Principle Property Damage By Fire — 1947

	Number	Amount of Loss
Buildings and contents.....	32	\$37,305
Passenger cars	26	31,839
Freight cars	90	12,454
Work cars	12	899
Locomotives	7	3,032
Bridges	12	6,588
Poles, etc.	19	972
Track, ties, etc.	7	329

FIRE LOSSES BY DIVISIONS—1947

(as rated under contest rules**)

Rank	Division	No. of Fires	Estimated Loss
1.	Superior	1	\$ 7*
2.	Madison	1	9*
3.	Milwaukee Terminal	5	88
4.	Dubuque & Illinois	4	331
5.	Iowa	7	439
6.	Iowa & Southern Minnesota	4	797
7.	Milwaukee	12	320
8.	Hastings & Dakota	7	895
9.	LaCrosse & River	6	1,198
10.	Terre Haute	7	1,449
11.	Twin City Terminal	4	1,918
12.	Rocky Mountain	6	2,108
13.	Idaho	9	4,180
14.	Coast	5	4,710
15.	Trans-Missouri	31	2,765
16.	Kansas City	3	6,889
17.	Iowa & Dakota	7	15,140
18.	Chicago Terminal	22	30,978
		141	\$74,221

*Actual loss.

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

the boss fire prevention or safety minded, you don't have any trouble getting the men to follow his leadership."

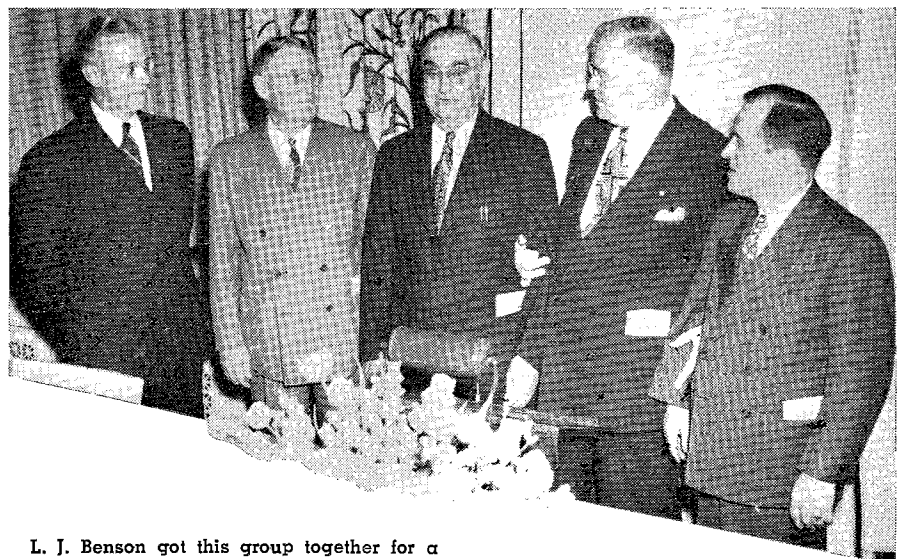
Due to the fact President Buford had to be in Washington, D. C., on the day of the luncheon, the trophy was presented on his behalf by L. J. Benson.

In accepting it, Superintendent Buechler said, in part: "This cup was won rightly by you men, and a few ladies. You had it on lend-lease last year. We accepted a responsibility and the job took a lot of effort.

...We are out after the Safety Award some day. Let us look forward to the day when we can put across a double record on safety first and fire prevention."

— IT'S A HIAWATHA YEAR —

On down grades the motors on electric locomotives such as those used by the Milwaukee Road in mountainous regions not only serve to hold back the train without using the regular brakes, but at the same time generate electricity which flows back into the power line, thus helping to provide power for ascending trains.



L. J. Benson got this group together for a "farewell picture" with his friend, C. J. Clark, fire protection engineer for Marsh & McLennan, Inc., who was to retire on June 1. Left to right: Fred C. Smith, Mr. Clark's suc-

cessor; M. J. Carlson, fire inspector for the Road; Mr. Clark; Mr. Benson; and Ralph T. Shields, general inspector—fire prevention.

E. H. Bannon Retires; Feted by Milwaukee Friends

E. H. BANNON, assistant to general superintendent at Milwaukee, was honored by some 100 friends and associates at the Medford Hotel, Milwaukee, on June 17. The party was an advance celebration of his scheduled retirement on July 1, after 50 years of railroad service.

The dinner hour was enlivened with a musical program provided by a group of Hiawatha Service Club Band members. General Superintendent W. J. Whalen, acting as toastmaster, called upon many of Mr. Bannon's close associates for remarks. The list of those who paid their tribute included A. G. Hoppe, J. E. Bjorkholm, F. T. Buechler, L. W. Palmquist, M. V. Cunningham, F. M.

in 1926 he was sent to Minneapolis, in charge of the Twin Cities terminals. Milwaukee claimed him again in 1933 as terminals superintendent and he continued in that position until June 1, 1947, the time when he became assistant to Mr. Whalen.

Ed's family ties are in Milwaukee and he will continue to make his home there. He and his wife are the proud parents of 10 children, eight of whom live in the city. The others, a daughter and a son, live in Tacoma and Sioux Falls, respectively. There is a lot of overdue fishing on Ed's retirement program and he expects to attend to it as soon as his wife has recuperated from a recent illness.



Shown with E. H. Bannon at his retirement party are Clayton A. Bush (seated) and, standing left to right: Mr. Bannon's son William, a conductor on the second district of the Milwaukee Division; W. J. Whalen, general superintendent; and Edward Bannon, Jr.

Sloane, J. H. Stewart, G. E. Passage (retired), Myrtle Pershing and Mabel Chambers, of the passenger and telephone offices, and N. P. Waldoch, general agent for the Pere Marquette. As a remembrance gift, Mr. Bannon was presented with three \$100 U. S. government bonds.

Mr. Bannon's entire railroad career has been in the service of the Milwaukee Road, starting in the baggage room of the Milwaukee depot in June, 1898. The following year he became a brakeman and in 1907 he advanced to conductor. In 1918 he was transferred to Bensenville, Ill., as trainmaster and he remained on that position until 1919, when he returned to Milwaukee as trainmaster, supervising the territory between Milwaukee and Chicago. Other promotions followed in quick order. In 1925 he was appointed superintendent at Sioux City, Ia., and

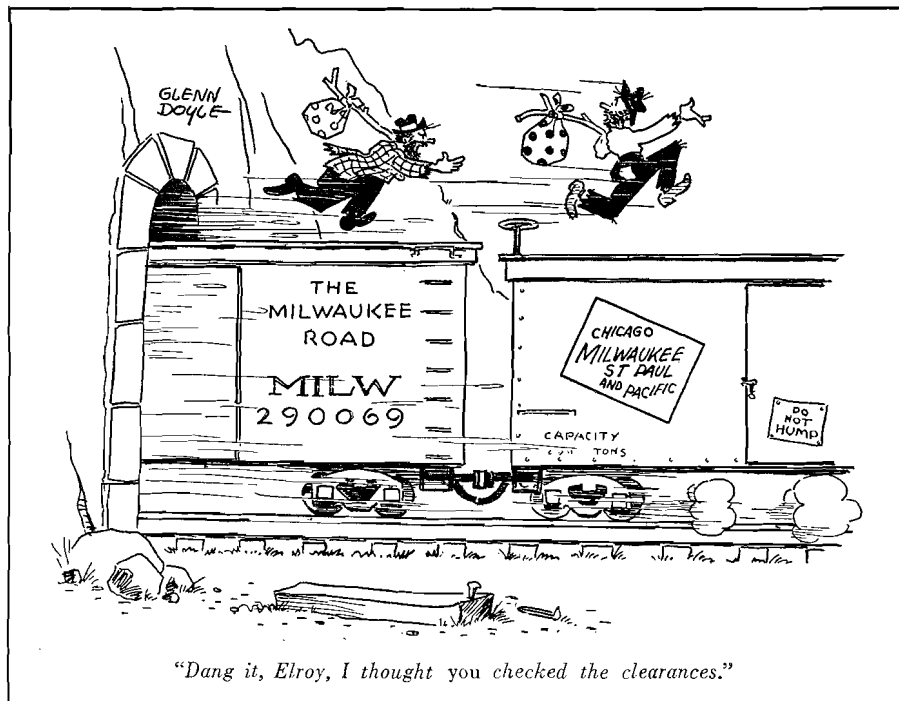
Causes of Fires in 1947

THE following list of fire causes on the Milwaukee Road during 1947 is arranged in the order of incidence and shows the number of fires attributable to each cause and the total amount of loss ascribed to that cause.

Locomotive sparks (36)	\$ 3,083
Fires originating on adjacent property and communicating to railroad property (15)	2,069
Trespassers (13)	13,867
Overheated stoves (11)	1,364
Spontaneous ignition (10)	4,215
Grass fires (10)	172
Cigarettes (9)	15,662
Locomotive coals (7)	2,383
Car heaters (7)	493
Electrical defects (6)	16,067
Hot boxes (5)	208
Lightning (4)	147
Chimney sparks (4)	6,831
Oil stove or furnace (4)	1,293
Gasoline (4)	580
Burning weeds (3)	260
Acetylene torch (3)	127
Flagging equipment (3)	12,608
Brake shoes (2)	2,350
Defective chimney (2)	1,915
Burning rubbish (2)	889
Burning ties (1)	45
Rendering grease (1)	1,149
Diesel flashover (1)	1,372
Diesel crankcase (1)	126
Incendiary (1)	687
Derailements (1)	1,900
Miscellaneous and unknown (11)	1,506

— IT'S A HIAWATHA YEAR —

What group of people, most of whom have never earned any money, now own almost 15 billions of dollars worth of life insurance? Children under fifteen, here in the United States, is the answer. Last year alone the life insurance bought for youngsters approached the 3 billion mark.





Davenport people by the thousands turned out on June 22 and formed a line along LeClaire Park to see the Freedom Train. (Davenport Times photo.)

Freedom Train Travels The Milwaukee Road

BEARING the most precious lading in the history of transportation, the Freedom Train moved over the rails of the Milwaukee Road late last month.

Its arrival in Davenport, Ia., in the early morning hours of June 22 was preceded by a series of meetings of operating department men to set the precisely-timed schedule of the train's operation and to arrange for the elaborate precautions against an accident to the train and the documents it carries.

The train was on exhibit in Davenport from 9 a.m. to 10 p.m. on June 22 and during the same hours in Rockford, Ill., on the 23rd, Madison Wis., on the 24th, and LaCrosse, Wis., on the 25th.

The year-long tour of the Freedom Train, which began in Philadelphia last Sept. 17 and which will cover the entire country on its 33,000-mile route, is the longest in American railroad history. It represents an unparalleled cooperative plan on the part of 52 railroads, which have contributed not only the various component parts of the train but also the

intricate routing that is necessary.

Operated at all times as a special, the Freedom Train carries more than 100 of the nation's most priceless historic documents, such as the Bill of Rights, the Declaration of Independence and an early draft of the United States Constitution.

Railroads Contribute Equipment

The exhibition cars for the train have been contributed by the Pennsylvania Railroad. Three "domicile" cars, especially converted to meet the needs of the train's permanent personnel, have been loaned by the Pullman Company, while the equipment car has been donated by the Santa Fe. The latter car carries a special electric power plant capable of generating both 32 and 110 volt current. Such an installation is the only way to meet the varying electric power needs of the train during the trip. A telephone communication system connects all parts of the train.

The cars are pulled by a 2,000 h.p. Diesel-electric locomotive donated for the tour by the American Loco-

motive Company and the General Electric Company.

In the readying of the cars, great attention was given to provisions for the safety of the train and its documents. For example, despite the fact that all interior furnishings are of fire resistant materials, a special fire extinguishing system was custom built and installed in the three exhibit cars.

While it was necessary to weigh the risk of damage to the Freedom Train by fire or water, by far the most attention was given to computing the chances of accidents occurring in the train's operation. Exhaustive studies covering accidents showed that while American railroads run 6,000,000 passenger trains a year covering 500,000,000 train-miles, only one accident occurred for every 345,000 passenger train-miles traveled. Freedom Train officials, faced with the fact that any accident serious enough to injure personnel might also be sufficient to damage the documents, were relieved to discover that for every 1,500,000 passenger train-miles, there is an av-

erage of only one derailment or collision causing personal injury.

Although this trip is sponsored by the United States Department of Justice, it is financed by the American Heritage Foundation, a non-profit, non-political citizens' organization representing business, labor, industry and various community, religious and educational bodies. The Freedom Train is, in essence, the spearhead of the foundation's program of rededication to democracy, and local weeks of rededication are held concurrent with the tour in hundreds of communities throughout the nation.

Green Bay Salutes the Freedom Train

One of the most interesting of the rededication programs in any of the cities in Milwaukee Road territory was that held in Green Bay, Wis., on June 27 before the train's arrival over C. & N. W. tracks on the 29th.

When it became known in that community some time ago that the Freedom Train was not scheduled to visit Green Bay, the citizens launched a campaign designed to alter the routing so that the symbol of America might visit that area which is itself so rich in history. As the governor of the state and representatives of the Wisconsin Historical Society rightly pointed out, Green Bay has considerable American heritage in its own right.

Early in April the people of Green Bay learned that the Freedom Train would be scheduled for a visit there

and then began the job of bringing in civic leaders from every part of the city's community life for the project of staging a rededication day of real magnitude and impressiveness. The result was a two-week rededication period, culminating in the program on June 27.

Harold T. I. Shannon, general chairman of the committee in charge, decided that he wanted to have the Milwaukee Hiawatha Service Club Band in Green Bay that day, as he had heard the group in Milwaukee several years before and was particularly impressed by a number the band was playing at the time. The number was "Americans We."

The principal events of the big day in Green Bay were the Freedom Pilgrimage Parade and the signing of the Freedom Scroll. To the accompaniment of rolling drums, as well as martial and religious music, 30,000 citizens of northeastern Wisconsin proudly reaffirmed their faith in their American heritage.

The huge roll of bond paper signed by the 30,000 pledgers was carried away on the Freedom Train and will later be accepted by the National Archives in Washington, D. C. Throughout the signing of the scroll a massed choir of 250 voices alternated with the Hiawatha Band in providing continuous patriotic music. The choir was accompanied by a two-manual, 350-key pipe organ manufactured exclusively for the occasion.

The colorful parade was led by the Hiawatha Band, nattily dressed in their new summer uniforms.

In this respect and in the actual handling of the Freedom Train over its rails, the Milwaukee Road was privileged to do its part in the rededication of this nation to its magnificent heritage.

In Green Bay, after signing the Freedom Pledge Scroll, thousands milled around, listening to the Hiawatha Service Club Band and the choir of 250 voices, both of which provided entertainment during the three-hour ceremony.



Above: Professor, laborer, business man, student—all were following freedom's pathway during the train's stop in Davenport.

Below: Mayor A. R. Kroppach of Davenport was the first to sign the Freedom Train scroll. At the right is W. H. S. O'Brien, civilian director of the Freedom Train.



— IT'S A HIAWATHA YEAR —

How Fast?

TO FIND out how fast a train is moving count the number of seconds it takes to travel from one mile post to the next, and divide the result into 3600. Example: If the elapsed time is 60 seconds, the speed of the train is 60 m.p.h.

— IT'S A HIAWATHA YEAR —

Not Uncle John

GEORGE ZANER, station agent at the Milwaukee Road depot in Faribault, does not wear a uniform and one day when a train came in, he stood at the platform gate to check the passengers' tickets. A pretty girl came up to him and when he held out his hand for her ticket, she seized it eagerly, gave it a tight squeeze and followed by kissing him gently on the cheek.

He was bewildered, but managed to say, "That's very nice, but all I want is your ticket."

"Oh," replied the girl, "aren't you Uncle John?"

—Faribault (Minn.) Daily News





Home Department

Of Men and Menus

LUCKY the woman whose helpmate can spell her now and then on that monotonous three-meal-a-day cooking routine. True, some are apt to complain that every man who can throw together something that is only barely edible considers himself a "natural born cook," but husbands lay this to jealousy. "Anyone can follow a recipe," they say, "but it takes a man to cook with imagination."

And to back up that argument they can produce the statement of Mrs. Dwight D. Eisenhower, wife of the former chief of staff. "Ike," she says, "would rather serve fried eggs at home than go out for a six-course dinner. He likes to stay in and stir up something good out of the icebox. How he does it, I don't know."

From the evidence at hand it appears that most of the Milwaukee Road's showman chefs are apostles of the Eisenhower creed. For instance, there's Roadmaster Bill Weiland of the H&D Division, who is no slouch over a cookstove. Bill's four boys can make pie disappear like magic but they won't eat the crust. Bill gets around that by the simple expedient of eliminating it. Pie without crust! Where's the woman who would have thought of it? Here's Bill's famous recipe for the pumpkin pie with a tin crust:

- 2 cups pumpkin
- ½ cup sugar
- 4 eggs
- 2 cups milk
- ½ tsp. cinnamon
- ½ tsp. nutmeg
- ¼ tsp. ginger
- ¼ tsp. allspice

Mix pumpkin, sugar, eggs and spices together until creamy. Add milk slowly, stirring constantly. Pour in a baking dish and bake 45 minutes in a moderate oven. Serve with or without whipped cream.

There's no waste to this method. All Mrs. Weiland does is wash the tins after the kids have licked them clean.

Last winter Bill cooked for a gang out on the Fargo line. It was tough going. The men were out almost all winter, digging tracks out of the drifts. No sooner did they shovel a path, when the wind whipped the drifts back and it was all to be done over again. However, after a day of battling the sub-zero temperatures, nothing revived the gang faster than a big bowl of Bill's chile. Here's how he makes it:

- 2 lbs. onions
- 2 lbs. hamburger
- 2 cans red kidney beans
- 1 large can tomato juice

Brown the onions and the hamburger together. Heat the beans and tomato juice in another kettle; combine the two and let simmer for

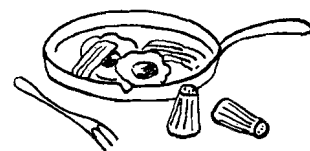


about 30 minutes. Spices and chili powder are added to taste.

Bill says that the dish is best when it is allowed to "ripen" and is reheated the next day. But it's never been proved, because the gang always cleaned it up at one sitting.

Carl Anderson, investigator in the office of overcharge claims and station accounts, Chicago, is another chef who can take over the kitchen on the night the bridge club girls

go out to dinner. But you won't find Carl wasting his talents on *Eggs a la Eisenhower*. It's beef for him, and the way he prepares it ranks as a real gourmet dish. The inspiration came to him while he was in a state of shock brought on by the butcher's bill. He calls his succulent masterpiece *Beef Braise*:



- 4½ lb. rump or top round of beef
- 1 tsp. salt
- ⅓ tsp. pepper
- 1 tsp. ground marjoram
- 3 tbsps. flour
- 2 tbsps. prepared mustard
- 1 medium onion, minced
- ½ clove garlic, minced fine
- ¾ cup brewed black coffee
- 1 cup orange or pineapple juice
- 1 cup water

Wipe meat with damp cloth, season thoroughly with salt and pepper. Dust with marjoram, then with flour; spread with prepared mustard. Place in Dutch oven, brown on all sides in melted butter or olive oil. When browned add onion, garlic, coffee, fruit juice and water. If more liquid is needed, use equal quantities of water and fruit juice. Braise until tender, about 2½ hours.

At Carl's house this is a company dish and serves 6 to 8.

Special Officer James E. Madden of the H&D is famous for a good tenor voice and his *Ginger Creams*. Here is the recipe that brings those lip-smacking compliments from his two daughters:

- 1 cup molasses
- 2 tsps. soda
- 1 cup lard
- ½ cup sugar
- 2 eggs
- ¾ cup cold water
- pinch of salt
- ½ cup raisins
- ½ tsp. ginger
- 1 tsp. cinnamon
- 3 cups flour

Bring molasses to a boil, add soda, let it foam and then cool. Cream lard and sugar. Add the cooled molasses and the remaining ingredients. Put in long cookie pans and bake at 350 degrees. Remove from oven and cut into squares. When cooled, frost with powdered sugar icing.

They say that Jim tosses these off with a flip of the hand.

And so it's history that it takes a man to introduce a new taste sensation—and get away with it. Like Alexander the Great, who liked to prepare his own coffee, brewed with champagne and flavored with mustard. Or the late George Rector, one time director of cuisine for the Milwaukee Road, who had a weakness for mint sauce on mashed potatoes. There is no record that these concoctions ever gained any followers, but the Road's dining car department has just released a cooking hint that culinary artists may like to try the next time they broil steaks or chops. It calls for "chives, finely chopped, add lemon juice and melted butter. Put the mixture in the icebox until firm. Spread over meat before broiling." Those who have tried it caution not to count on left overs.

Future issues of the Milwaukee Magazine will carry more of the favorite recipes of our well known amateur chefs. Since the majority of people between five and eighty-five will be going on picnics this summer, the Magazine is especially interested at this time in recipes for tempting outdoor dishes. What have you?

— IT'S A HIAWATHA YEAR —

New Meals with Meat

SINCE meat is the mainstay of American meals and its cost is no mean part of the food budget, it's important to know the facts about the various cuts and their preparation. How to care for and store meat, to cook and carve so it looks its best as it goes to the table, is described in detail in a new meat cook book which is available to readers of the Milwaukee Magazine. The methods are the most modern and the recipes are the latest to be devised by home economics experts — practical recipes with attractive ideas for leftovers and menu planning. The booklet is profusely illustrated with photographs, making it a valuable addition to the homemaker's permanent collection. However, the quantity is limited, so it's a case of "first come, first served". For your copy of this new meat cook book write to the Milwaukee Magazine, Room 356 Union Station, Chicago, Illinois.

Two Weeks With Play



A BIT of budget balancing often goes into planning a holiday and the proper clothes for it. That's why many clever planners make their own vacation outfits, sewing them up in short order with the help of printed patterns. Here is a good basic wardrobe for a summertime holiday—a cap sleeved daytime dress topped by the indispensable extra jacket; bra topped bathing suit; a sun dress with a bolero—a vacation essential; and a ballerina length evening dress designed to set off sun-tanned shoulders. All are Simplicity patterns, which can be found at most pattern counters.



MOLASSES PEPPERMINT FROZEN CUSTARD

- | | |
|-------------------------|--|
| 1 tablespoon cornstarch | $\frac{1}{3}$ cup Brer Rabbit Molasses |
| 2 cups milk | 1 cup heavy cream |
| 2 eggs separated | $\frac{1}{2}$ cup crushed peppermint stick candy |
| $\frac{1}{4}$ cup sugar | |

Combine cornstarch and one-half cup of milk; mix smooth. Add rest of milk and cook over boiling water, stirring constantly, until slightly thickened. Beat egg yolks, add one-half the sugar (2 tbs.) and combine with milk mixture. Cook over hot water until mixture coats spoon, stirring constantly. Add molasses and chill. Beat egg whites stiff with rest of sugar (2 tbs.) Whip cream, and fold into molasses mixture with egg white mixture. Pour into tray of automatic refrigerator with cold control set for freezing ice cream. Freeze to mush; beat smooth in chilled bowl; return to tray, and freeze firm. Makes about 1 quart.

From Other Magazines

HERE are some first rate ideas which have been borrowed from other publications for Milwaukee Magazine readers:

"Are You Freezing this Summer?", we read in *Better Homes & Gardens*, the national homemaking authority. Meaning, are you freezing fruits and vegetables and do you know how to insure the best flavors? "Here are some important tips," it says. "Be quick—summer temperatures can be almost ruinous to fruits and vegetables, especially to peas, green beans, sweet corn and asparagus. Be accurate—count blanching time to the second and chill thoroughly after blanching. Don't let fruits warm up while you are preparing them for the freezer. Be choosy—select vegetables that are slightly immature, fruits that are fully ripe; cut out bruised or imperfect portions. Be sure—follow freezing directions to the letter and don't overload the freezer. Slow freezing affects quality."

About electric fans, *Better Homes & Gardens* has this to say:

"Your fan can do much more for you than cool you off. It will quick-dry clothes you need in a hurry; sun-suits, lingerie, even newly-cleaned white shoes. While you're cooking, place the fan near the range, facing the window to draw away the heat and fumes... At sit-down jobs set the fan at the level of your work, facing away from you. When you are in motion you can stand a high-speed breeze, but when sitting still set the fan at low speed, to oscillate. Better yet, set it on the floor to take advantage of the coolest air. Set a fan in a basement window, facing out, and it will get rid of laundry day steam or rainy weather dampness. Try one in a closet doorway to air clothes. It will set up a refreshing cycle—stale air out at the bottom, fresh air in at the top. At night place a fan about three to four feet from an open bedroom window, facing out. Open other windows. You will find that the fan chases the daytime heat outdoors and pulls in a

stream of fresher night air through the other windows."

It will be easy to have quick refreshments this summer if you keep a lemonade mix in your refrigerator. Try this deluxe lemonade base suggested by *Better Homes & Gardens*:

"Combine 2 cups sugar and $2\frac{1}{2}$ cups water. Cook 5 minutes. Cool slightly. Pour over a cup of mint leaves. Add the juice of 2 oranges and 6 lemons, and the grated peel of 1 orange. Cover and let steep, like tea, for 1 hour. Strain brew into a glass container and label it *Lemonade Base*. Cover and keep in refrigerator. To serve, allow $\frac{1}{3}$ cup of base for each glass of lemonade. Fill with ice cubes and water. Put a fresh mint sprig in the center of a lemon slice as a floater for each glass."

When the days are sizzling hot and the kitchen is even hotter, cold meats make for jiffy meals. Here are some *Better Homes & Gardens* ways to serve them:

"Spread slices of French bread with braunschweiger; spread the braunschweiger with Mustard Butter ($\frac{1}{2}$ tbsp. mustard, 1 tbsp. butter) and broil... Hot bologna is easy to fix. Drop ring into boiling water; turn off heat, cover and let meat heat 5 to 10 minutes. Cut sausage into 3-inch lengths. Arrange around cool potato salad... Lay circles of summer sausage in the bottom of an oiled ring mold. Cover with well seasoned old fashioned potato salad, pack firmly and chill. Unmold salad and garnish corners of serving plate with overlapping meat slices."

For the following commentary on good citizenship we are indebted to *True*, the Man's Magazine, which dedicated its June issue to the national observance of Father's Day—the title of the reprint, "A Father's Ten Precepts for Building His Children's Future:"

- "1. He makes himself responsible for his child's behavior.
2. He shares in his child's activities.
3. He makes his child feel secure.



SHE DEALS IN MEALS. She's a college girl with a practical future — 'cause she's going to be a dietitian, and hold an important food service position in a hospital, industry, school or welfare agency. Her pay will be good — \$1,700 to \$5,000 a year, often with maintenance. If you know a lass who likes food, is a canny buyer, and would like a career helping other people to eat happily away from home, the American Dietetic Association, 620 North Michigan Avenue, Chicago, can give her all the details about education and training requirements.

Keep Rayons Bright



SHE looks lovely in her new light suit, and the knowledge that it is washable adds to her pleasure and assurance in wearing it. The fabric is one of the new gabardines of spun rayon and wool. Because rayon fabrics represent many different textures, weights and characteristics, it is important to know the approved methods for keeping them fresh and bright. On the practical side, manufacturers of rayon have issued a handy leaflet which lists 47 common stains and the easy and safe methods for removing them at home. For a free copy of "Removing Spots and Stains from Rayon Fabrics," write to the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

4. He has his child's complete confidence.
5. He is never blinded by love to his child's faults—he knows he serves his child's interest best by recognizing and correcting weakness.
6. He is always available to help solve youthful problems.
7. He doesn't demand filial devotion—he wins it.
8. He recognizes and accepts as largely his the responsibility for his child's mental and spiritual development.
9. He contributes to making the home his child's haven.
10. He tries to be the man that his child thinks he is."

It's Worth Your Time To Can

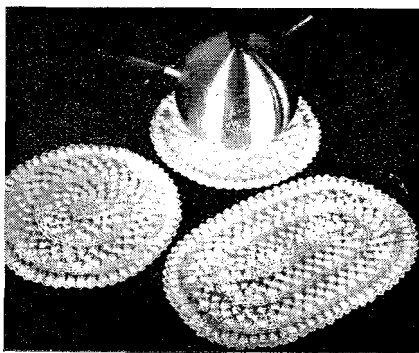
IN VIEW of the food shortage in other parts of the world, Americans have a great deal for which to be thankful. This year crops and garden produce have been plentiful, a blessing that imposes the obligation to conserve perishable foodstuffs. The plight of the nations enduring hunger and starvation is a warning against waste.

To emphasize the importance of conserving the home grown and commercially marketed fruits and vegetables that will be available in seasonal abundance, the week of July 19 to 24 has been designated as National Home Food Preservation Week. An organized program of food preservation, whether it is carried on at home or in a community canning center, offers homemakers an opportunity to provide good nutrition for their families through an assured supply of vitamin-rich fruits and vegetables. It has the added advantage of combating inflation and reducing the cost of living.

In announcing the national campaign, Secretary of Agriculture Charles F. Brannan stated: "Food is still the most important single factor in the fight for world peace. We cannot afford to let the abundance of our farms and gardens be wasted when, with a little planning and extra effort, these supplies can be used to maintain the health and vigor of our families and add to the total of the world food supply."

Table Protectors

TREAT your table to a new set of hot place mats. These sturdy pieces are crocheted of rounds of popcorn stitch worked closely for extra protection to treasured table tops. The design is as decorative as it is utilitarian—the material is pearl cotton, worked in double thread. Full directions can be had from The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Illinois.



July, 1948

Success Story at Sparta

(Continued from page 9)

The proximity of the Veterans Hospital allows for a wide range of philanthropies. Mrs. Hovey and Mrs. Leo Belke, vice president of the chapter, have organized a committee that assists the Red Cross. The women do a weekly mending stint and fill requests for tobacco, candy, greeting cards and such small luxuries. In addition to the rag rug committee, the club also sponsors a group which does weaving.

What the women have done to beautify the station grounds at Sparta is an old story now in that community, but it's worth a recount as an example of the club's general competence and its willingness to share a public responsibility.

About six years ago a group of industrious members equipped themselves with garden tools and with the assistance of some husky contributing members did a thorough job of landscaping the station grounds. Mike Weise, a contributing member of Viroqua, designed the layout and Mrs. Charles Shutter of Sparta directed the flower bed installations. The railroad cooperated

in the plan. The project extended to the surrounding railroad property. Tall grass and unsightly weeds were routed and replaced with a smooth lawn and flowering shrubs. Today, instead of unsightly billboards, travelers who visit the city are greeted by a profusion of seasonal blooms.

The flower beds are the special charge of a garden committee which gives them scrupulous care and sends bouquets to shut-ins and others who need cheering. One year during the war the club sent more than 300 bouquets to the USO. At times these donations are augmented by flowers from the members' own gardens. This year the club is supplying flowers for the Veterans Hospital.

The success story of the Women's Club's newest chapter is the result of individual effort and the choice of officers with constructive ideas. Besides Mrs. Hovey and Mrs. Belke, they include Mrs. P. N. Hengsen, second vice president; Mrs. Leo Gruen, secretary; Mrs. Robert Dunham, treasurer; and Mrs. J. H. Cross, historian.

It's an Idea!

If you want to be well shod and at the same time avoid the cost of a new pair of shoes, investigate the services that transform old and worn, or improperly fitted shoes into stylishly new and comfortable ones. A famous factory method which has been remaking shoes for more than 70 years guarantees highly satisfactory results. To avoid that repaired look, the shoes are taken apart and remade over new lasts. For the address of a company which does such work, address a postcard to the Milwaukee Magazine, Room 356 Union Station, Chicago.

— IT'S A HIAWATHA YEAR —

Rayon sharkskin, that popular fabric for summer clothes, is easy to wash and iron when you follow the directions outlined by the manufacturers. First, wash the garment in mild soap suds and warm water. You won't need to bleach or starch because sharkskin stays crisp and white. Then roll the garment in a turkish towel and allow it to stand

for one hour. It should be ironed while quite damp. Press on the wrong side with a warm—not hot—iron.

— IT'S A HIAWATHA YEAR —

Notions play an important role in helping you achieve that "band box" look. Not the notions you dream up, but the thousand and one items that are carried in the notion department of your favorite store. Arrange to drop in there during the National Notion Fair, which starts Aug. 21. At that time you will see special displays which will simplify your shopping by acquainting you with the wide variety of items that are available for your personal needs and for your home.

— IT'S A HIAWATHA YEAR —

All women who enjoy needlework have an opportunity to enter a sample of their art in the national crochet contest which is in its first year of postwar revival. In order to participate, crocheters must first enter a 1948 state, county or local fair and win a first prize in any of eight classifications. The entries must have been completed since Jan. 1, 1948. The prizes total \$1,400, which includes a special prize of \$50 for men only.

Harlowton Service Club Holds Second Annual Party

THE Harlowton Service Club, which is becoming one of the more progressive Service Clubs in the West, enjoyed its second annual appreciation party on May 22. In recognition of what the club has done in civic affairs during the past year, the windows of the Harlowton business houses were decorated with card displays about the party. Well over 300 employes and their wives attended. The group included a large delegation of Miles City Service Club members, headed by Chairman Park Burns.

The dinner was prepared by the Harlowton Women's Club and served in the dining room of the Moose Hall. Chairman John Todd presided. Merle Edson, who was master of ceremonies for the club's first annual, was called on to repeat last year's performance and Mayor Andrew Eggenberger gave the address of welcome. During the dinner Mrs. G. R. Chapin played several piano numbers.

The entertainment started with a speaking program in which John Foster gave an address for the local ranchers, expressing their appreciation for the cooperation received from the railroad employes. W. N. Smith, vice president of the Montana Flour Mills, followed with a talk in Norwegian dialect, about the early history of transportation in Mon-

tana. The railroad was represented by G. A. Dyke, agricultural agent at Butte.

After the speeches, dancing started in the hall, which was decorated in the railroad motif with lanterns, signal flags, and red, white and blue bunting. An engine bell, polished and mounted on a stand, and a locomotive whistle served the purpose of noisemakers. The atmosphere was convincingly "railroad" and Elmer Nissen, chairman of the publicity and decorating committee, was congratulated on a thorough job.

The high point of the evening was a floor show of home talent introduced during the dance intermission. Dressed in crepe paper costumes, men of the various departments gave an interpretation of "The Dance of the Leaves." Dennis and Noreen Ortwein followed with a brother and sister singing act. Wearing overalls and shop caps, 11 sons and daughters of railroad employes sang "I've Been Working on the Railroad," and another group of girls gave a demonstration of baton twirling. Tom Bundren, in Mexican garb, sang his own version of "Manana."

The show was arranged by Chairman Todd's daughter, Mrs. Sedgwick. Mrs. Lyle Colby acted as piano accompanist.

North Montana Annual Features Variety Bill

SOME 90 members of the North Montana Service Club and their wives turned out for the appreciation party held in the Norlunds Cafe, Great Falls, on May 8. Chairman Al Barth spoke after the dinner, expressing his appreciation for the cooperation he had received during the past year. In the name of the club, he also thanked Party Chairman D. V. Phare and his committee for their good work. Assistant Superintendent F. E. Devlin followed him with a short address.

The entertainment lined up by Mr. Phare started with a reading of "Casey at the Bat" by William Haney and Bill, Jr. The Four Rainbow Girls were next—Kay Millons, Merylin Pearson and Joyce Siperly, accompanied on the piano by Ellen Ellis, in song specialties. Bob Madison played accordion numbers, and Bill Donnelly, young high school student, gave a chalk talk. Bill's draw-

ings kept the audience guessing, and they were equally mystified by Bill Haney, who came on again later in the program with a series of conjuring tricks. Jane Parker, a young singer of outstanding ability, was last on the bill.

In the opinion of all who attended the party, it was about the best ever held in Great Falls.

At the North Montana Club appreciation party, the "best party ever held in Great Falls," Magician Bill Haney (left) has J. D. Pessein, TF&PA, say his prayers to get out of the knot.



Men Cook Southwestern Appreciation Dinner

THE MEN of the Southwestern Service Club, Beloit, Wis., rolled up their sleeves and turned out a delicious baked ham dinner for the club's first appreciation party. The dinner was served in the Knights of Columbus quarters on June 21, with some 75 members present.

Elmer Wellenstein was in charge, assisted by committee members Frank Love and Kenneth Roberts. Voluntary workers included Chairman J. O. Cioni, Vice Chairman J. B. Connors, Secretary R. H. LePage and Treasurer M. M. Marske. The boys did all the purchasing and serving, right down to the trimmings.

Mr. Cioni, as toastmaster, held a brief after dinner meeting, calling on Assistant Superintendent R. W. Graves and Chief Dispatcher A. C. Morrissey. Dancing started at 9 P. M. with music furnished by the Don Fiese orchestra. The circle two step and square dances were the most popular with both the youngsters and their folks.

— IT'S A HIAWATHA YEAR —

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

I & S M DIVISION

H. J. Swank, Division Editor

Our column is brief this month as I was on vacation the first two weeks of June. While the fish weren't in exactly a biting mood, the weather was ideal and the north wood is beautiful in June.

Janet Bothum, bill clerk at Austin freight office, has taken a leave of absence and will try her hand at the grocery business in Conger, Minn. We wish her success in her new venture. Vernon DeFor was the senior bidder for temporary bill clerk position.

Roadmaster Joe Larkoski has been on the sick list off and on for some time and at this writing is undergoing a checkup at the Mayo Clinic.

George F. Paulick, retired switchman at Austin and later custodian at Ramsey, died suddenly at his home in Dexter on June 15 at the age of 81. Sympathy is extended to Mrs. Paulick and daughters.

I hope that Conductor Bill Smith has better luck with his fishing trip than Yours Truly. I promised Bill a mess of crappies and couldn't produce. Maybe they will be hitting better along the Canadian border where he is going.

Word has been received that Claude H. Butler, former traveling engineer who retired about two years ago, died suddenly at Tacoma, Wash., on June 16. Our sympathy is extended to the bereaved relatives.

I attended the Albert Lea Service Club meeting on June 16 with Wally Wallis of the public relations department and can testify that the ladies really make the meetings over there interesting. The potluck supper was delicious. Movies and cards were enjoyed during the balance of the evening.

Kathleen McGovern, who is employed in the freight office at Seattle, vacationed at the McGovern home in Austin during June. "Katy" was accompanied on the trip by a Seattle girl friend.

Yellowstone Park will open on June 19 and Dan Young is working hard to have everything in apple-pie order at the Inn for that date. A few of those yellow Inn buses have been dashing around between here and Gateway the past week. When the tourists

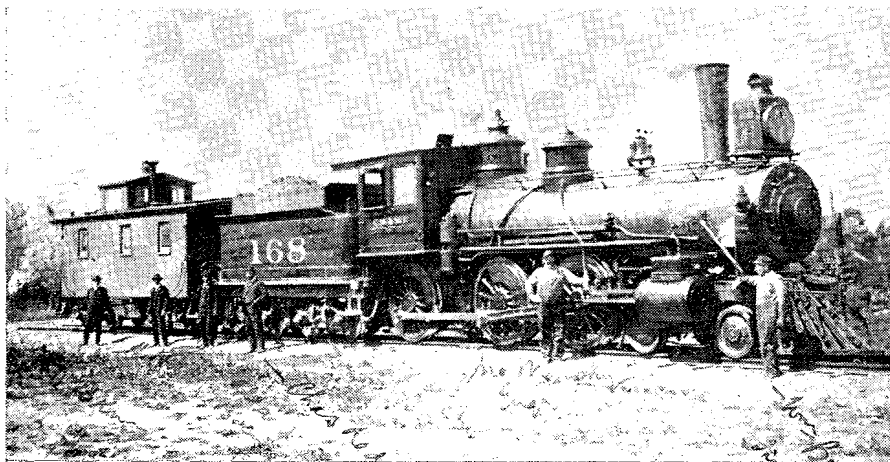
come back this year they will miss the huge arch over the highway which has been there since our park entrance was opened in 1927, because it was declared unsafe and has been taken down.

Mrs. E. A. Robinson, wife of Engineer

These pictures belonging to Frank C. Zeil, retired conductor now living in Raymond, Wash., tell a brief story of his years with the Road. The picture at the right was taken in Maytown, Wash., about 1918 and shows the crew on the Willapa Harbor Express which at that time operated between Raymond and Maytown, Wash. Left to right: Mr. Zeil; John Ashford, engineer (deceased); George Hunt, brakeman (deceased); and Emery Stockdale, fireman, who is now a conductor on the Southern Pacific at Klamath Falls, Ore.



The picture below was taken in 1904 at Mendota, Ill., on the site where the depot now stands. The Rochelle Southern Line was just being completed at that time. The men in the picture are, left to right: Mr. Zeil (a brakeman at that time); H. Hill, brakeman; James Allard; Charles Rodgers; John Murphy, engineer; and William Boase. Zeil and Boase are the only ones still living. Mr. Boase now operates a plumbing business in Rockford, Ill.



ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

When things happen around this part of the country they all happen at once. So when it rained every day and the big floods started out toward the coast, not to be outdone by any other place, we started one of our own. The first week in June the three rivers here suddenly, right in the night, became one and the good old days of 1913 were repeated, boats and all. Water ran over the Milwaukee tracks in the west end of town but was discovered in time to prevent a serious washout. Highway 10 was impassable; water three feet deep over it. In the north side of town many residences were completely surrounded by water, basements all over town were flooded, and still are; main business houses, including the Three Forks Creamery, are still pumping water out of theirs. The water is down now but from past experience we know that doesn't mean much. However, we hope for the best so we can draw a long breath once more and forget about the boats as a means of transportation.

Robinson, is spending a month in Tennessee where she is the guest of relatives.

The Lyles at Eustis have a baby girl, born in Bozeman on Apr. 10.

Mrs. Stewart, wife of roundhouse foreman in Bozeman, has returned from several weeks' visit with her daughter and relatives in North Carolina and Florida.

A wedding of interest to Rocky Mountain employes was that of Miss Vivian Richardson of Butte and Fred Coombs of Three Forks in May. Vivian is the daughter of Mr. and Mrs. John Richardson of Bozeman and at the time of her marriage was manager of the book department in Burr's Department Store in Butte. Mr. Coombs is an engineer on this division and at present is on one of the Butte helpers. It is understood that the young couple expect to spend a year in Alaska soon.

Mrs. Evelyn Jennings stopped over in the city for a day in May, en route to her home in Washington after visiting her parents and celebrating a family reunion in Miles City. She was employed as operator along the Rocky Mountain Division during the war.

Mr. and Mrs. John McCollough have moved to Three Forks from Deer Lodge. Mr. McCollough is on passenger out of here.

Engineer and Mrs. Sam Haffner have gone to Chicago and will visit in Indiana with their nephew and family before returning home.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent

Engineer Charles Rood passed away suddenly at Miles City on May 29 as he was climbing the stairs to the Bargerson Clinic. He had been in the employ of the Road since 1912, when he started working as locomotive fireman. He was promoted to engineer in 1917. Our sincere sympathy to his relatives.

Albin Bloom retired at Miles City on Apr. 30, having worked in the wood mill as a wood machinist since Nov. 20, 1916. He is taking his grandson to California for a visit this summer.

W. H. Kelly, retired conductor, passed away at the local hospital in Miles City on May 31 following an illness of several years. Mr. Kelly came to Miles City with the extension of the railroad 40 years ago and continued his employment as a conductor until he retired about 12 years back. Our sincere sympathy to his relatives.

Harold Fuller and family have moved to Spokane, Wash., where Mr. Fuller has taken the position of time reviser. He was formerly employed as time reviser at Miles City and is succeeded by J. W. Brady, who has been assistant time reviser for some time.

R. P. Jorgenson and family have moved to Missoula, Mont., where Mr. Jorgenson accepted an appointment as district adjuster. Raymond C. Moore, formerly assistant district adjuster at Missoula, was appointed to succeed Mr. Jorgenson as district adjuster and has moved his family to Miles City. We wish these families much success and happiness in their new locations.

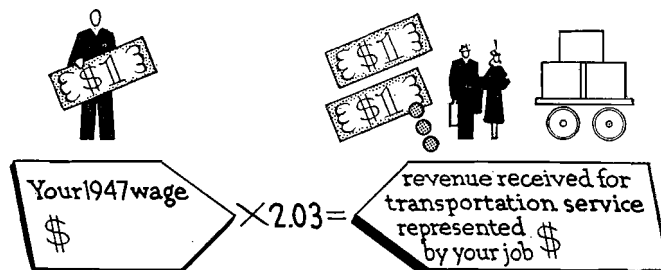
Mrs. H. E. Wood, wife of assistant foreman at Miles City, has returned from the local hospital, where she has been receiving treatment for undulant fever. We hope she will continue to improve.

Four things never come back: the sped arrow, the past life, the spoken word, and the neglected opportunity.

TEST THESE FACTS

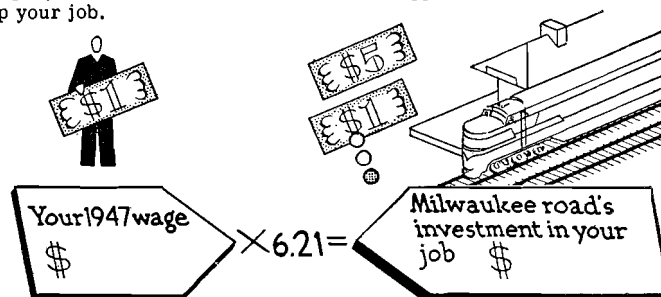
Wages can be paid to Milwaukee Road employes only from money received by the company from its customers. In 1947, it took an average of \$2.03 of revenue to cover each dollar paid out in wages.

Multiply your 1947 wages by that amount and find out how much money had to be received from which to pay your wages:



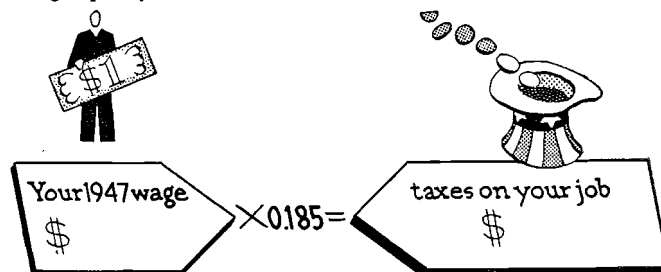
At the end of 1947, the net depreciated value of the investment of the Milwaukee Road in each of the 37,955 jobs of Milwaukee Road employes amounted to \$6.21 for each dollar paid out in wages.

Multiply your 1947 wages by that amount and find the value of the railroad company's investment in the "tools" and supplies necessary to equip your job.



The Milwaukee Road, in 1947, paid out 18-1/2¢ in taxes for each dollar of wages paid to employes.

Multiply your 1947 wages by that amount and find the amount of the taxes paid by the railroad company to cover your job in addition to each dollar of wages paid you.



MADISON DIVISION

W. W. Blethen, Correspondent

May was a month of weddings for the family of Station Baggage man William D. Meuer. On May 3 his daughter Faye Ann became the bride of S/Sgt. J. A. Rosenthal at the Chanute Air Force base, Rantoul, Ill., and on May 8 Rosemary Meuer and Gordon J. Bowar were married in St. Bernard's Church, Middleton, Wis.

Miss Katie Watson, of the superintendent's office, is vacationing in the Northwest at the present time.

The stork is on the wing again, leaving

"bundles from heaven" with the following employes: Ticket Clerk Frank Ziermann, Paul Douglas on Apr. 17; Switchman R. A. Mettler, Maureen Lynn on Apr. 19; Demurrage Clerk Philip O'Connor, Thomas George on Apr. 20; Section Foreman C. A. Carroll, Richard Floyd on Apr. 23; and Rate Clerk Frederick W. Liegois, William Allen on Apr. 28.

Sincere sympathy is extended to Roadmaster J. H. Boland on the recent death of his father.

Yard Clerk T. P. Wood and Mrs. Wood of Madison are vacationing in Wyandotte, Mich., at present.

Brakeman R. G. Spencer, Madison, and

Miss Doris Butler were united in marriage in Grace Episcopal Church on Apr. 17.

Conductor Walter Daley returned to work on May 25 after an absence of several months on account of illness.

Harry A. Lathrop, 92, retired agent, died at his home in Bridgeport on June 2 following a short illness. Mr. Lathrop started employment on Sept. 1, 1878, and retired on Jan. 11, 1946, completing nearly 78 years of service with the Road.

Switchman Peter White, 66, of Madison suffered a stroke on Apr. 12 and passed away at a Madison Hospital on May 1. Mr. White had served the Road for 44 years. Sincere sympathy is extended to his family.

Harry A. Cameron, 73, retired chief carpenter, died at a Madison hospital on Apr. 28 following a brief illness. He retired on Jan. 1 of this year, closing his railroad career with 53 years of service. Survivors include his wife, a daughter, Mrs. Joseph Secker of Chicago; three sons, John of Dubuque; Wesley M., who is chief carpenter of the Madison Division; and Frederick H., of Madison. Funeral services were held in the Frautschi Funeral Home at Madison, with interment in Linwood cemetery, Dubuque.

TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

General Agent R. A. Burns and Mrs. Burns make the news again, this time by becoming the grandparents of a young lady who was born in Falls Church, Va. The new Miss Burns is the daughter of Lt. Col. Robert A. Burns and has made her little brother Jimmy very happy 'cause now he has a playmate to share his new home.

One of our favorite people—Fred Grunewald—has joined the city ticket office crew again. Fred returns from Minneapolis to take the place of Carol Luxow, stenographer, who left to become a wedding belle. It's nice to see Fred's pleasant smile again.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

Glen Altland of the local freight office has been promoted to a position in the depot ticket office. The promotion took place just a few days prior to his marriage to Patricia Rose Hinman, June 12. After a short honeymoon trip they will be at home in Minneapolis.

Mrs. Lorine Long has left the service of the Road and is making her home in Fairmont. Vivian Bodine has been assigned to her position.

Elizabeth Hessburg, accompanied by her sister, spent her vacation traveling through the Canadian Rockies to Vancouver, B. C.

Irene Burchard has been elected president of the Railway Business Women's Association of the Twin Cities. She and Yours Truly are delegates to the national RBWA convention in Buffalo, N. Y., June 25 to 28.

Fred Lewis, assistant agent, attended the AAR claim prevention meeting in Buffalo, N. Y., May 19-22.

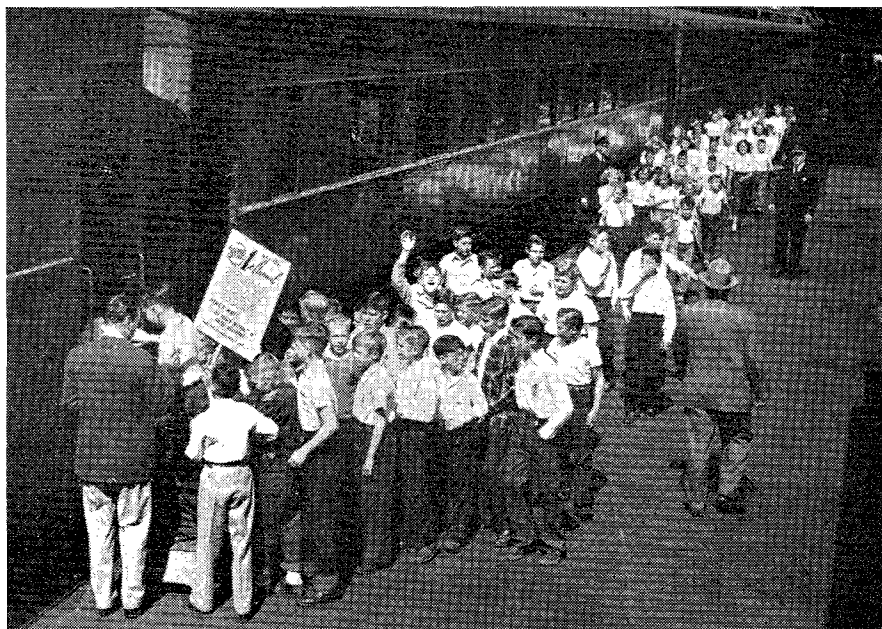
Jim Martin, who is on the retirement list, has returned home after a few months' stay in California with his son.

Elroy Thompson of the freight house is sporting a nice new Nash.

Irving Gran returned to work after a recent operation, looking swell.

Al Lakmann became the father of a boy

Every Day Is Children's Day



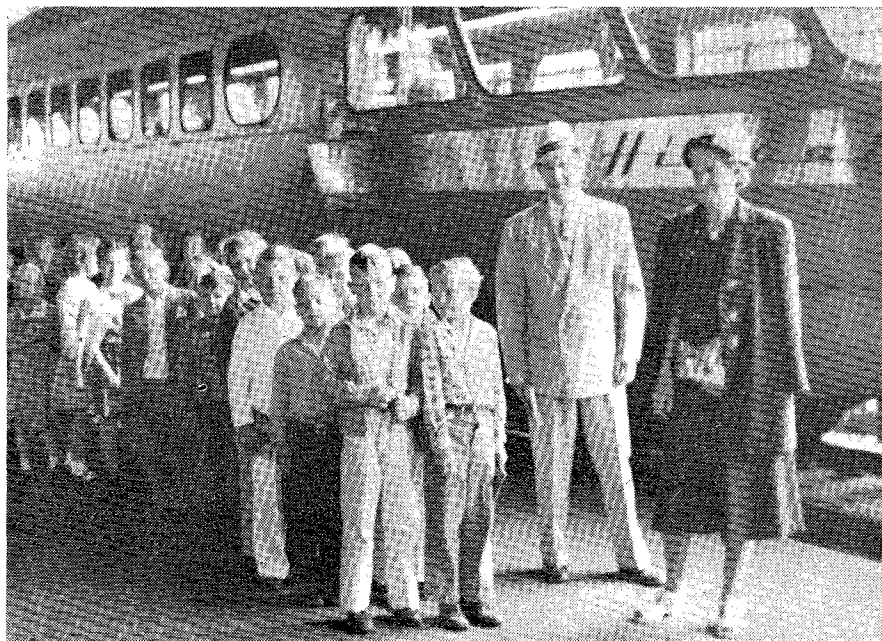
The school police board the picnic special in Minneapolis under the watchful eye of Milwaukee Road police officers. Standing close to the train is Officer John J. Callagan, and at the right is Capt. E. F. Conway. Trainmaster Emmet Snee is in charge of the load of youngsters.

AT THE Milwaukee Road's invitation the Minneapolis Board of Education Visual Education Division scheduled organized groups of school children for tours of the Milwaukee Road passenger station in Minneapolis early in the summer. On nearly every school day groups numbering from about 50 to 75 visited the station and were taken on a conducted tour of the station and the Milwaukee Road, Rock Island and Soo Line trains by Sander M. Forslun, auditor-ticket clerk, who is a lover of children and the

father of two. The tours were climaxed by a trip to St. Paul, a distance of 10 miles, aboard the Hiawatha. There the children toured the St. Paul station.

Another group of children, 4,000 strong, paraded through the streets of downtown Minneapolis on May 18 and boarded Milwaukee Road trains which took them to Minnehaha Park. The group consisted of school boy police, and the occasion was a gigantic picnic staged by the Junior Chamber of Commerce.

Sander M. Forslun, auditor-ticket clerk at the station in Minneapolis, and Miss Jessie Livings are shown with 34 second grade children from Bancroft School alongside the Hiawatha's Sky Top Lounge.



on June 12 and his daughter, Delphine, became the bride of Donald Weydt. Lauren Lewis took unto himself a bride that day and Jim Salscheider helped his brother to get married. Busy day!

Nick Kosta has acquired a good sun tan fixing up an outdoor fireplace. This and the greenhouse where he grows posies the year round sort of keep him out of mischief.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Fred Overby, assistant cashier, fished up in northern Wisconsin the first week of June.

Ed Coy, team track foreman, intended to pay his respects to the governor of California during his vacation in June.

Conductor H. J. Torrey is back from California and on his old job on the Duluth line.

Gladys Murphy goes to Colorado for her vacation in July and will take in the scenery from the summit of Pike's Peak.

A number of our expert fishermen—Switchmen Lehman, Gallow, Shanahan and Peltier—reported wonderful results at Lake Mille Lac and the St. Croix.

John Griswold, former yardmaster, is back from a trip to California.

John Black and Bert Prentiss retired from active duty recently.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

District Safety Engineer M. L. Medinger is enjoying a trip to San Francisco and Los Angeles at this time.

John Amundson, formerly employed as truckman in the locomotive department, retired on May 16 and moved to California. He sold his home in Minneapolis this spring.

Congratulations to Foreman A. J. Demers who reports the arrival of a grandson, at the home of his son Richard in Aberdeen.

Sympathy is extended to the relatives of Thomas A. Lavers who passed away on June 2 at the age of 85. Mr. Lavers was a former machine operator in the wood mill and had retired on June 1, 1931. He started to work for the Road in 1904.

Best wishes for an early recovery to Erick Peterson who has been ill; also, to Martin Eggen, who recently returned to work. He is confined again to Northwestern Hospital.

Welcome to Ole Bjornsvik on his return to work following three months' illness.

Carl Hanson, carman at the schedule shop, sailed for Gottenborg, Sweden, on May 21 to visit relatives and friends.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Several of our boys have joined branches of the service. Planning to attend the two-week encampment with the 161st Infantry of the Washington National Guard are Howard Kipp, drill sergeant, and Lawrence Johnson, supply sergeant.

Assistant Cashier R. L. Johnson spent two weeks in Seattle attending the annual training program of the Naval Air Corps. He has a rank of lieutenant (j.g.) in the Reserves.

T. B. Coplen, rate clerk, is also a Reserve in the Army Air Corps.

Since the time reviser's position was established in Spokane, A. L. Boyd has worked in that capacity, but has now gone

to Tacoma to work on a similar position. We know he will enjoy it there as he made his home in that city at one time. H. G. Fuller of Miles City is the new time reviser at Spokane.

Yard Conductor G. W. Weseman has a new Buick and is waiting for his vacation when he plans to take a trip. He also owns a new Indian motorcycle which he rides to work every day. H. R. Gibford, yard brakeman, has a new Plymouth—that is, it's new to him. He says it's a '34 but it runs like a top.

W. T. O'Reilly, retired, reports that he has most of his gardening done and is sitting back to watch things grow. With carrots at 17 cents a pound, it will be fun as well as profitable this year.

Carman Nels J. Nelson took his vacation time to put in his acreage out in the valley.

Mrs. Helen Snure, wife of Chief Clerk Snure, is recuperating at her home after spending six weeks in the hospital following an auto accident. Mr. Snure escaped injury.

The new clerk in chief dispatcher's office is W. J. "Bill" Zigman, working on the stenographer's position.

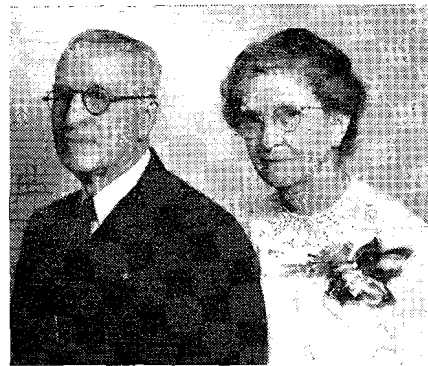
Harry Miller, retired clerk, attended a recent Service Club dinner, assisted by a cane to ease the effects of a broken ankle. Mr. and Mrs. Charles Lillwitz were in from the farm and reported that their farming operations had been halted temporarily by rain.

Kathryn Downey, 13-year-old daughter of Conductor and Mrs. J. P. Downey, was presented in a recital by her piano teacher, who believes Kathryn has a great start in music. About 200 guests attended the recital. Kathryn has graduated from grammar school and will enter Marycliff High School next fall.

Harry N. Hook, son of Conductor H. O. Hook, graduated from Washington State College recently, completing a course in pharmacy. He will continue his studies at the Washington University in St. Louis, where he will take a medical course. Young Hook served in the armed forces for two and a half years.

Congratulations to the Circle family on the birth of a son, Kenneth David, on Apr. 14. Mrs. Circle (Chris) worked in the freight office.

Earl Medley made a trip back East to visit relatives and friends recently. W. C.



Mr. and Mrs. L. E. Wood, pioneer residents of Spokane, Wash., celebrated their golden wedding anniversary on June 13. They have four sons, four daughters, twelve grandchildren and six great-grandchildren. Mr. Wood is a veteran conductor of the Idaho Division, retired since 1937.

McCaughey acted as car foreman during his absence.

Don Sharpe, bill clerk, enjoyed a week's rest, fishing and so on. He was relieved by Margaret Shaw. Muriel Schultz assisted L. H. Johnson on the OS&D desk.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Eddie Hollis of the traffic department has traded his automobile again and has another Buick. Ed enjoys a frequent change in his automobiles.

Walter W. Bates, former traveling engineer, visited the Rea Building office on May 19.

Agent E. G. Boyd spent a day or two in May going over the division.

Engineer Harry Kimmerle, who has had quite a long siege in the hospital, is up and around again. We hope for a rapid improvement.

During the week of May 20 we had a 50-car carnival train in Terre Haute and handled it successfully to Marion, Ia. Dispatcher "Doc" Heller and others attended the carnival, taking in some of its educational features.

Carl H. Averitt, representative of the claim department with office in the Rea Building, is retiring from active duty. Carl has been around the building for a good many years and we are going to miss him. He and Mrs. Averitt have our best wishes for a long and happy retired life.

Bill Johnson of the traffic department was on vacation during the latter part of May; spent most of the time looking after his farm on the northeast outskirts of Terre Haute.

Ralph K. Walker has been appointed traveling engineer for the Terre Haute Division with headquarters at West Clinton, effective June 1.

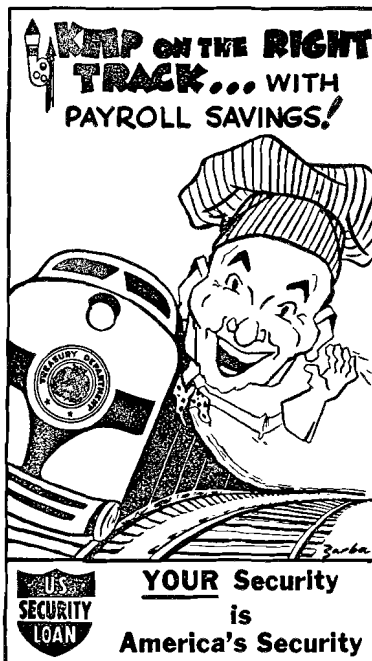
West Clinton Area

Earl H. Lehmann, Correspondent

Sympathy is extended to Charles I. Tindall, retired brakeman, on the death of his wife during May. Mr. and Mrs. Tindall lived in St. Bernice before his retirement and had many friends here.

Engineer Clyde Hiddle is unable to work at present on account of illness. We hope he will soon recover his health.

Engineer John Grimes was in the hospital





BAND NIGHT

Haunting melody, spirited march—
whether you listen in the village park
or beside your radio—the
fragrance of a fine Dutch Masters
cigar makes it that much more
enjoyable. Never was pleasure
so simply bought . . . music you
cherish . . . and the rich, mild
flavor of a Dutch Masters cigar!

DUTCH MASTERS CIGARS

during May. Illness has also confined Carman Raymond Myers to his home for some time.

Clerk Barney Troglia returned to work on May 27 after spending several days in the hospital on account of a foot infection.

A wedding of interest to the folks in this area was that of Miss Geraldine Ingram, popular daughter of Yardmaster Hubert Ingram, and Brakeman Arnold G. Jenkins, on May 21. Miss Ingram graduated from the St. Bernice High School this past spring. The couple will make their home in St. Bernice.

The conductors are to be congratulated on choosing George "Ernie" Hopewell as their chairman. "Ernie" succeeded Charley Draper who held the position for several years.

Yard Clerk B. G. Hewitt, who has been working as traveling car agent, has purchased a new Pontiac.

Congratulations to Conductor Edward Watson and wife on the birth of a son, May 10. They have named him "David Lloyd."

Hand brake inspection car x916748 was in West Clinton on May 25-26 under the supervision of Conductor Frank Johnson of the Illinois Division.

Ruford Ike, section employe on the Bradshaw section, paid us a visit while on his vacation during May.

Mrs. Elizabeth Brown, St. Bernice, is working as stenographer-clerk in the Terre Haute freight house.

Dolph Dunkley, retired carman, has been

helping some of the railroaders here this spring with their paper hanging and painting. He is an expert at that kind of work.

It is generally conceded that General Yardmaster R. T. Davis is the best gardener in St. Bernice, although Conductors H. H. Ferguson, Fred Gallatin, Walter Chambers, S. E. McReynolds and Stockman Alvin Reed are out trying to equal his record.

Operator Joe Wright enjoyed a vacation during May. He was relieved by Operator "Al" Price.

Yardmaster Cyrus Bodle spent his vacation in May painting his home.

Conductor Wallace Jordan was defeated in the primary election for delegate to the state convention; doesn't regret it, as he would have had to pay his own expenses if he had won. And Brakeman Fred Jackson was defeated for sheriff—now he says he's out of politics.

Car Department Clerk Dale Hudson is again manager of the St. Bernice softball team. Several Milwaukee boys are on the team.

Carman Clarence McPheeters injured a knee during May.

Conductor D. E. Allen has accepted the position as relief yardmaster at West Clinton.

Loren Martin, division welder, moved his equipment and cars to Meeks, Ill., on May 21. Mrs. Martin and his little daughter have been accompanying him on the road this spring and summer.

All St. Bernice was shocked on June 10 when news spread that Guy Kelly, retired general yardmaster, had suffered a heart seizure and died almost instantly. Funeral services were held on the following Monday with interment in Roselawn cemetery. Guy was one of the pioneers of the division and leaves a host of friends here. Deepest sympathy is extended to Mrs. Kelly and daughters Elizabeth and Martha.

J. H. McDonall, retired engineer, and wife and Trainmaster O. L. Clawson and wife were in St. Bernice on June 13-14 to attend the Kelly funeral rites.

From the south end of the division, Passenger Brakeman Fred Stewart and wife were in St. Bernice to call at the Kelly residence. They also visited Fred's brother, Conductor Bob Stewart, his brother-in-law, Brakeman O. A. Young, and wife and also at the home of your reporter, who is likewise a brother-in-law.

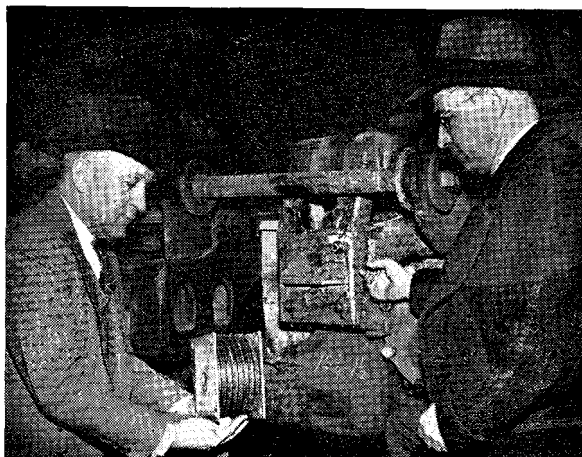
Engineer Theodore Hehman and wife were in Asheville, N. C., in June to attend the wedding of their son, Ted, Jr.

Carman Gregg Conrad and wife visited their son and daughter-in-law at Nashville, Tenn., during June.

Brakeman Edgar Eaton has been away from work recently on account of illness.

There is no sense in advertising our troubles; there is absolutely no market for them.

Ever See a Rubber Sandwich?



A. W. Beutow, truck shop foreman at the Milwaukee shops, holds the "rubber sandwich," while G. J. Bilty, general passenger shop foreman, points to the spot on the truck frame where it is to be bolted on. The unique device is one of many innovations developed at the shops in Milwaukee.

IF YOU ever watched Milwaukee Road technicians assemble the trucks for the new passenger cars, you would be convinced that research and technological improvements are being carried on constantly in the shops in Milwaukee.

No technical terms are required to identify at least one of the devices in use there, as it is called by the simple and appropriate name of *rubber sandwich*. And it is more important than the name sounds.

Bolted to the equalizer and truck frame, adjacent to the journal boxes, the rubber sandwich controls, or positions, the truck frame in relation

to the equalizers and journal box, and consequently, the wheels and truck frame. In more simple language, it is a control device which adds to the smooth riding quality of the car.

Snow and ice will not affect its operation, it will not deteriorate, and it will also eliminate journal box repairs. All passenger cars are being equipped with this innovation.

Seven steel dividers $\frac{1}{8}$ inch thick are sandwiched between unvulcanized rubber sections. The rubber is then vulcanized, forming a rubber sandwich $6\frac{3}{4}$ inches in diameter. To the non-technical eye it is just that—a rubber sandwich.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

John A. Leack, 77, father of Gilbert Leack, chief clerk to the district storekeeper, and Harold, formerly with the store department but now with the car department, passed away on May 20. He is survived by his widow, three sons and three daughters, nine grandchildren and a great-grandchild. Interment was at Mount Olivet cemetery.

Walter Stibor of the district storekeeper's office and Louise Gribble of the general storekeeper's office were married in Pilgrim Congregational Church on June 21. Louise is the daughter of Ruben Gribble, statis-

tician in the mechanical department. The couple took a wedding trip to New York.

Rudolph Freuler, general chairman of the Hiawatha Service Club, and the Hiawatha Band participated in the Wisconsin centennial celebration at Madison on May 29. The band also marched in the Memorial Day parade in Milwaukee. Commander Harold Wood of Milwaukee Road Legion Post No. 18 and Rudolph carried the post's colors in the American Legion division of the parade.

Mayor Frank Zeidler of Milwaukee attended the executive committee meeting of the Hiawatha Service Club at the North Avenue freight house hall on June 3. He told of the many problems confronting the city which affect its citizens, as they will have to pay for all changes and improvements. The talk was interesting and his attendance was appreciated.

Letter from August Kosiboski's daughter at Manistee, Mich., states that August is feeling well and is able to call on another daughter a few blocks away to supervise some remodeling work. Enjoys listening to the radio. His former co-workers are glad to hear he is enjoying his retirement.

Art Volke, clerk in department H, and Joe McLean of the scrap yard are touring the southern states in Art's new automobile. Postcards from them indicate that they have visited the Carlsbad caves, the Grand Canyon, Boulder Dam, Yosemite, Salt Lake and the Black Hills.

Your correspondent enjoyed a vacation from home chores June 4 to 25 while the wife and daughter attended the son's graduation at California Institute of Technology, Pasadena, where he received his master's degree.

Locomotive Department

Leone Schneider, Correspondent

The month of June, and weddings to report. Foundry laborer Joe Hurst and Janet Collins were married in June, with many of their friends in the foundry witnessing the event. In fact, some of them made certain that Joe and Janet would be united—Laborer John Potochich as best man and Molder Ray Majewski as an attendant. The honeymoon was spent in Chicago.

Then we have Stephen Sterling Stewart, steno-clerk, who married his best girl, Frieda Daniels of Oshkosh. They decided to venture to New York on their honeymoon. Do you suppose they wanted to be alone?

New York beckoned to another of our fellow employees—John Gawronski, steno in the SMP office. John traveled via plane over a week end.

Co-workers wish Foundry Laborer Ferd Rhode a speedy recovery. Ferd is having quite a siege of it and it is about time that Lady Luck gave him a break.

Electrician Al Anderson was welcomed back recently after a lengthy illness. It was good to see him well again.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier, Correspondent

"Dottie" Herzman, revising bureau's waybill sorter de luxe, started on a vacation June 15 as an expert equestrienne astride one of those pacing thoroughbreds. Claims they are not Shetland ponies either.

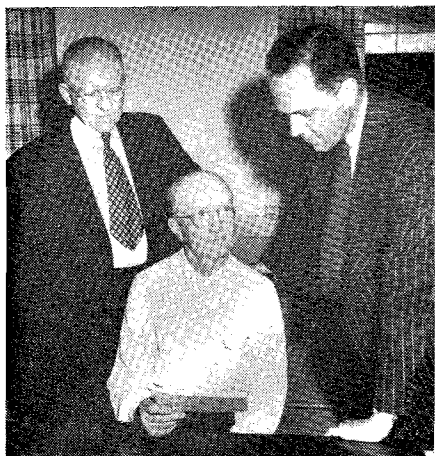
Gustaf Ewald drove a brand-new light blue Pontiac over Darnell Drive and into the auto yard on June 7. Many questions were asked about its operation. His answer: "Best there is."

Doris Sallie of the accounting machine bureau became engaged to Sebastian Mas-

WEST COAST WOOD PRESERVING CO.

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supplying treated ties and structural timbers. ¶

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Another traffic tip pays off. Edgar R. Douglas, chairman of Unit 2 of the Hiawatha Service Club, explains to Carl F. Dahnke (left), assistant general passenger agent, Milwaukee, and Tom G. Austin, general agent passenger department, how he was instrumental in securing 135 round trip fares, Chicago to Milwaukee, in connection with a recent convention.

sengill on June 11. They plan to be married the latter part of the year.

When last heard from, John Kreiter, head clerk of the estimated earnings bureau, was off on a vacation to San Francisco and points west with Mrs. Kreiter. They stopped at Salt Lake City to see the Mormon Temple and listen to that big pipe organ heard on the Sunday morning radio broadcast.

Tony Dandre, interline bureau, will be married to Frances Dantoni at Our Lady of Angels Church on Sept. 4. They will honeymoon in New York and other eastern cities.

John Griffin, interline correspondence clerk, is now at St. Elizabeth's Hospital, having undergone a serious operation. We hear he is improving and look to see him back on the job soon. Likewise, Tim Wood, review bureau, who is at Evanston Hospital due to a sudden illness on the night of June 3. Latest reports are that he is much improved and is eager to get back to his desk.

Arthur E. Breit, employed here on tracing and claims from 1916 to 1919, paid us a visit on June 8. He is now a captain in the city fire department, stationed at Lake Street and Waller Avenue. He reported that George Kaplonik, a rate clerk in the rate revising bureau in the '20s, is also a fire department captain.

A postal card bearing the picture of the capitol at Washington, D. C., was received from George Markell who, with Mrs. Markell, enjoyed a visit at the home of their son,

George, Jr., who is in government employ.

Joe Wager, review bureau, left June 12 with Mrs. Wager for a vacation and rest at Santa Monica, Cal. James Murrin, same bureau, left the same day on a hurried trip to Boulder, Colo., to attend graduation ceremonies in which his daughter participated.

Fred M. Bartels, long an employe here and head clerk of the switching bureau for several years, was appointed switching, reclaim and interchange inspector, effective June 1, succeeding G. F. De Frates, deceased.

Anna Pederson was married to Eric Gustafson at Lutheran Church of the Redeemer on June 26. Their honeymoon trip was to Florida. Anna is employed in the L&IB bureau. We wish her much happiness.

Our own Mary Gluchmann, known for her good sportsmanship and her ability in athletics, was married to Frank Ciani on June 26. The wedding took place in St. Michael's Church. Their honeymoon was spent in Denver, Colo.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Myrtle Freitag spent a week in West Salem, N. C., recently as a guest of her nephew. While there she acquired quite a sun tan as well as a Southern accent. The purpose of the trip was to be godmother to her grandniece.

Flo Hurless celebrated her birthday on June 15 and was the recipient of many beautiful gifts from friends at the office.

The Groves and the Dittmans have moved into their new homes and are getting plenty of advice from the more seasoned property owners.

Marie Kehoe became engaged to Philip Popp on her 21st birthday. The wedding has been set for Oct. 2.

Marie Laurent underwent an operation recently and is doing nicely.

Gene Tucholski won the \$350 all expense trip promoted by the Booster Club. He says he sure needed it, as his savings account takes all of his money.

"Grand Manor" is the latest eating place for the epicureans of the computing bureau. One of its attractions is the special chicken dinner—all you can eat for \$2.25.

It appears that Minnesota was the holiday attraction for J. Chambers, N. Johnson, A. Oser, B. LeMay, S. Murphy and J. Mathisen. All went back to the "ol' county" for Decoration Day.

Mary Kelly spent her recent vacation in Mexico. Florence Wiggins chose Arizona and Ardel Westerberg vacationed in California.

Dolores Check became engaged to Bill Fritz on May 23.

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Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down.

Simplified testing kits and control methods.

Practical and competent service engineers.

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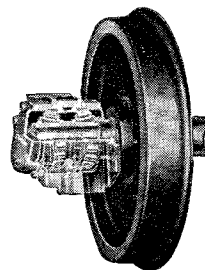
NATIONAL ALUMINATE CORP.

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All 80 On TIMKEN® BEARINGS

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Diesel-electric locomotives equipped with Timken Bearings in all journals.



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Milwaukee	Duluth	St. Paul	St. Louis	Los Angeles	Phoenix
Seattle	Portland	Vancouver	Montreal	Havana	London

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Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
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T-Z Products, as standard equipment,
are daily proving their merit.

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

Car Accountant's Office

Harry M. Trickett, Correspondent

Alice Scibar and Marie Scharba returned to the office on May 18 with many happy memories after traveling by rail to Miami Beach and then, via Pan-American Airways, to Havana, Cuba. There they visited the famous Morro Castle, a former prison with dungeons; also, reported that Havana's million population has 4,000 Chinese bachelors who despise matrimony. They found the Cubans very hospitable, and, with their beautiful sun tans they, too, looked like Cubans.

Mr. and Mrs. Andrew Gallagher enjoyed southern hospitality while in New Orleans on vacation during May.

Alice Johnson has the ring of the month, which was on exhibition May 16. She says it won't be long now.

James Ward was transferred to the telegraph office in the Union Station May 22 to take over Ray Christiansen's position. Ray has taken a position in the general superintendent of transportation office.

Dolores (Lenz) Prato announces the arrival of twins—a boy and a girl—on May 21.

Bridal showers honored the following girls who were married recently: Grace Swiontek, May 15; Rose Lima, May 23; Ruth Pockrandt, June 13, and Elaine Ciesinski, June 14. Elaine was married while on vacation.

Louise Sherdan is convalescing at home after undergoing surgery on May 8.

COAST DIVISION

Harry W. Anderson, Division Editor

Jeanette Lewis, stenographer in the B&B office, seems to be imbued with the old pioneer spirit for she plans when she is married, which we assume is not in the too distant future, to build a log cabin on a beautiful lake in the wild and woolly forest above Sumner. She already has plenty of literature on the subject and her dreams are running high.

Frances Sommers, secretary to Superintendent A. O. Thor, is on a vacation at present and with her husband and daughter Barbara is motoring to southern California to visit her folks.

Guy S. Bell, who for the past several months has been on the sick list, is improving. However, he is not returning to work and has applied for retirement. He expects

to spend most of his time at his beautiful home on Bainbridge Island.

Verne Hinrich, former roadmaster's clerk, has been appointed as secretary to Superintendent A. O. Thor.

Larry Weams, assistant division engineer, is about to blossom out in a good-as-new Chrysler Royal which his wife has purchased in the East and is driving to the coast.

Hazel Cardle, clerk in the engineering office, is on a vacation at present. Joan Piquette is relieving during her absence.

It is rumored that Engineer Herb Beers has given up cigars. That, however, is not so amazing. If we ever heard that he gave up stamp collecting, that would be front page stuff. Herb is still sticking to snuff, which is not to be sneezed at.

We have had our share of water troubles on the Coast Division recently with wash-outs on the Port Angeles and Bellingham lines and on the Hanford line which serves the Atomic Energy Commission at Richland. We had five cars of coal in the mud up to the car body and it was necessary to build a 1,600-foot shoefly to get the trains going, as we have plenty of business to handle on that line.

Lee Boyd has taken the job of time revisor made vacant by the retirement of Guy S. Bell. Lee has been located at Spokane for a number of years and we are glad to have him back.

Margaret Longpre, telegraph operator, is traveling in the South, visiting her daughter in Berkeley, Calif., and taking in Mexico.

Mrs. Clara (Carrotte) Claypool left with her husband on June 15 for an extended auto trip through Yellowstone Park, Utah, Nevada and various other states. They are not running on a schedule but intend to make it a genuine pleasure trip, just going where and when they please.

George R. Danielson, machinist at the shops since last March, was killed in an auto accident on June 13. He is survived by his widow to whom we extend our sincere sympathy.

The Everett Service Club held its organizational meeting on May 26 with Regional Assistant J. B. Dede presiding. Election of officers resulted in the selection of G. E. McManamon as chairman, E. B. Mason as vice chairman and G. K. Doty as secretary-treasurer. A chicken dinner was served by the wives of employees. About 45 attended.

Winifred Mason, interchange clerk at Everett, completed her vacation the last week of May. It was the only good weather of the spring.

Gregg Doty, cashier at Everett, took a vacation to drive to Three Hills, Alberta, where his daughter is attending school. After attending the graduation exercises the family plans to motor through Yellowstone Park.

Joe Forte, section foreman at Everett, is having beaver trouble. A family of beavers is busy maintaining a dam which raises a little lake that threatens the operation of one of the big lumber mills served by our railroad. The law says you can't kill them, just discourage them. Joe discourages effectively. By the way, Joe has just been elected president of the Everett Chapter of the Sons of Italy.

A business that makes nothing but money is a poor kind of business.
—Henry Ford.

"This play," said the agent to Mrs. Charity Flubdub, "is ideal for amateurs. It has nothing but leading parts!"

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PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

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

TRAFFIC TIPS SUBMITTED IN MAY, 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.	1		
Bloom, E. G.	Clerk, Aud. of				
	Cap. Expend.	Chicago, Ill.	2		
Brookins, E. T.	Adjuster	Chicago, Ill.	1		
Corbett, Mary					
Jane	Post. Mach. Opr.	Chicago, Ill.	1		
Culver, C. L.	Spcl. Tax Agent	Chicago, Ill.	2		
Freitag, A. H.	Misc. Clk., APA	Chicago, Ill.	1		
Larson, L. T.	Adjuster	Chicago, Ill.	2		
Macina, Guy G.	Budget Examiner	Chicago, Ill.	1		
McNicholas,					
Marilyn	Mail, Expr., Bag				
	& Milk	Chicago, Ill.	1		
Strohmeyer, J. A.	Frt. Aud. Office	Chicago, Ill.	1		
Wallander, A. J.	Asst. Aud. of				
	Cap. Expend.	Chicago, Ill.	1		
			14		0

Chicago Terminals

Abrams, N.	Route Clerk	Galewood, Ill.	1		
Boeck, H. F.	Asst. Agent	Galewood, Ill.	2		
Borman, H. A.	ate Clerk	Galewood, Ill.	1		
Brown, H. P.	ate Clerk	Galewood, Ill.	2		
Carter, Paul	Clerk	Galewood, Ill.	1		
Chalifaux, R.	Chief Clerk	Galewood, Ill.	2		
Dyba, T.	Route Clerk	Galewood, Ill.	1		



Ensor, A.	ate Clerk	Galewood, Ill.	1		
Evans, R.	Clerk	Galewood, Ill.	1		
Ewing, J. J.	Clerk	Galewood, Ill.	1		
Greenlimb, P.	Route Clerk	Galewood, Ill.	1		
Grill, William J.	Car Order Clerk	Chicago, Ill.	1		
Hance, R. W.	ate Clerk	Chicago, Ill.	1		
Kerwin, J. J.	ate Clerk	Galewood, Ill.	1		
LeMire, G. E.	ate Clerk	Galewood, Ill.	55		
Lemke, G.	Clerk	Galewood, Ill.	1		
Oettinger, J. J.	ate Clerk	Galewood, Ill.	7		
Petersen, V.	Chief Clerk	Chicago, Ill.	1		
Reimann, B.	ate Clerk	Chicago, Ill.	1		
Roberts, W. R.	Asst. Notice Clk.	Chicago, Ill.	2		
Willison, H.	Asst. Chief Clk.	Galewood, Ill.	1		
			0		86

Coast Division

Anderson,					
Millie J.	Abstract Clerk	Tacoma, Wash.	1		
Broz, August F.	Machinist	Tacoma, Wash.	1		
Brundage, W. W.	Chf. Rev. Clerk	Seattle, Wash.	3		
Cardle, Hazel	Steno.-Engr. Dept.	Tacoma, Wash.	1		
Cartwright, W. E.	Asst. Rev. Clerk	Seattle, Wash.	1		
Cobley, W. H.	Freight Agent	Lynden, Wash.	6		
DeGuire, C. E.	Clerk	Tacoma, Wash.	1		
Eshelman, W. M.	Clerk	Tacoma, Wash.	1		
Hawley, Ivan E.	Car Dept.	Seattle, Wash.	1		
Hurd, M. W.	Clerk	Seattle, Wash.	1		
Muth, Leroy D.	Steno.-Clerk	Tacoma, Wash.	1		
Nicolay, Mrs. B. F.	Wife of Yd. Condr.	Bellingham, Wash.	1		
			16		5

Dubuque and Illinois Division

Davidshofer, J.	Laborer	Dubuque, Ia.	1		
Horsfall, C.	Carman	Dubuque, Ia.	1		
Kurt, Francis B.	Clerk	Waukon, Ia.	5		4
Reibel, Paul W.	Elec. Welder	Savanna, Ill.	1		
Schwartz, L. V.	Div. Storekeeper	Savanna, Ill.	1		5
Whitney, Walter	Janitor	Savanna, Ill.	1		
			8		10

Name	Department or Occupation	Location	No. of tips submitted	Pass.	Frt.
Hastings and Dakota Division					
Daugherty, H. H.	Boilermaker	Aberdeen, S. D.	1		
Moriarty, W. J.	Ret. Store Dept.				
	Employee	Aberdeen, S. D.	2		
			3		0

Idaho Division

Allen, Blance M.	Wife of Rdmstr.	Spokane, Wash.	4		
			4		0

Iowa Division

Boettcher, L. R.	Asst. Engineer	Marion, Ia.			41
Eckman, Ruby	Clerk	Perry, Ia.	1		
Gohmann, K. M.	Secretary	Marion, Ia.	1		
Miller, L. J.	Agent	Springville, Ia.	1		
Mueller, O. H.	Instrumentman	Marion, Ia.	1		
Trimble, James	Messenger	Cedar Rapids, Ia.	1		
			5		41

Iowa and Dakota Division

Blanchard, L. C.	Roadmaster	Mitchell, S. D.	1		
Boulthous, Mrs.					
Albert	Sec. Frmn's Wife	Parker, S. D.	1		
Kemp, Montie L.	Lt. of Police	Sioux City, Ia.	1		
Kurschner, A. C.	Clerk, Car Dept.	Sioux City, Ia.	1		
Moran, C. Grace	Secretary	Mason City, Ia.	1		
Murphy, E. A.	Pass. Conductor	Sioux City, Ia.	1		
			6		0

Iowa and Southern Minnesota Division

Hoffmann, Ray H.	Chief Carp. Clk.	Austin, Minn.	2		
Mathison, H. M.	Agent-Operator	Carpenter, Ia.			1
Ostgard, J.	Section Foreman	Grand Meadow, Minn.	1		
Overby, R.	B&B Foreman	Austin, Minn.	1		
			4		1

Kansas City Division

Baker, C. H.	Time Reviser	Ottumwa, Ia.	13		
Powen, Nell	Steno. Clerk	Ottumwa, Ia.	1		
Fisher, D. D.	Equip. Maint.	Ottumwa, Ia.	3		
Hill, C. A.	Car Dept.	Ottumwa, Ia.	1		
Johnson, H. G.	Engrng. Dept.	Ottumwa, Ia.	1		
Loveless, H. C.	Chief Carp. Clk.	Ottumwa, Ia.	1		
Pearson, Hilma L.	Stenographer	Ottumwa, Ia.	2		
Tuttrup, Kenneth	Car Dept.	Ottumwa, Ia.	1		
			23		0

La Crosse and River Division

Cook, H. E.	Asst. Engineer	La Crosse, Wis.	1		
Dietz, J. H.	Car Foreman	La Crosse, Wis.	1		
Ellis, L.	Loco. Dept.	La Crosse, Wis.	2		
Fick, Carl R.	Chief Clerk	Tomah, Wis.	1		
Mateska, John	Engineer	La Crosse, Wis.	1		
Stoiber, Leonard	Cabinet Maker	Tomah, Wis.	2		
			8		0

Madison Division

Killian, A. M.	Chief Carpenter	Madison, Wis.	1		
			1		0

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr't.

Milwaukee Division

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

Milwaukee Terminals

Boeshaar, J.	Steno.-Clerk	Milwaukee, Wis.	1	
Bucek, Michael A.	Roundhouse	Milwaukee, Wis.	1	
Schmitz, Roy E.	Cashier-Clerk	Milwaukee, Wis.	1	
Winkler, Edw. M.	Motor	Milwaukee, Wis.	1	
			4	0

Rocky Mountain Division

Allen, E. E.	Secretary	Butte, Mont.	3	
Lile, Jane	Wife of Substa. Opr.	Eustis, Mont.	2	
Roark, M. W.	Asst. Gen. Adj.	Missoula, Mont.	1	
			6	0



Seattle General Offices

Andrews, John H.	Chief Clerk	Seattle, Wash.	1	
Dewhirst, Ella	Steno.-Clerk	Seattle, Wash.	1	
Fritz, H. C.	Inspector	Seattle, Wash.	1	
Greengard, S.	Vice Pres. Office	Seattle, Wash.	1	
Haley, D. A.	Chief Clerk	Seattle, Wash.	1	
Horak, Agnes	Clerk	Seattle, Wash.	1	
MacClellan, F. J.	Claim Adjuster	Seattle, Wash.	1	
Mahoney, J. S., Jr.	C. F. A.	Seattle, Wash.	1	
McGalliard, S. O.	Investigator	Seattle, Wash.	18	
Neison, K. D.	Chief Clerk	Seattle, Wash.	3	
Neumen, L. E.	Dist. Adjuster	Seattle, Wash.	1	
Notske, E. J.	Asst. Tax Agent	Seattle, Wash.	1	
Reynolds, C. W.	Chief Clerk	Seattle, Wash.	1	
Reynolds, R. D.	Retired Teleg.	Seattle, Wash.	2	
Sackerson, R. G.	Gen. Mgr. Milw. Land Co.	Seattle, Wash.	1	
Strassman, J. N.	Auditor	Seattle, Wash.		7
Tusler, C. H.	Asst. Engineer	Seattle, Wash.		1
Villata, Anton R.	Clerk	Seattle, Wash.	1	
			36	8

Superior Division

Bundy, Otto	B. & B. Dept.	Green Bay, Wis.	2	
Huck, Myron	Conductor	Marquette, Wis.	1	
Jones, G. G.	Night Ydmaster	Green Bay, Wis.	1	
Kasten, H. R.	Sig. Maintainer	Iron Mountain, Mich.	1	
McGregor, Earl	MMTC Trk. Disp.	Green Bay, Wis.	1	
Miskimins, R. R.	Manager, MMTC	Green Bay, Wis.		1
Robbins, W. S.	Retired Condr.	Green Bay, Wis.	1	
			7	1

Terre Haute Division

Daniels, B. E.	Div. Engineer	Terre Haute, Ind.		11
			0	11

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr't.

Trans-Missouri Division

Althaus, C. J.	Chauffeur	Miles City, Mont.	1	
Rankey, T. M.	B&B Clerk	Miles City, Mont.	1	
Brady, James W.	Asst. Time Rev.	Miles City, Mont.	64	1
Burns, P. D.	Chief Clerk	Miles City, Mont.	1	
Cheney, R. R.	Chief Carpenter	Miles City, Mont.	2	
Cotton, V. C.	Conductor	Miles City, Mont.	3	
Geelhart, H. M.	Roadmaster	Roundup, Mont.	1	
Gilmore, M.	Sec. Stockman	Miles City, Mont.	4	
Haroldson, Thos.	Carman	Miles City, Mont.	1	
Huff, Pearl	Loco. Dept. Clk.	Miles City, Mont.	2	
Hummel, Z. O.	Section Foreman	Cadillac, S. D.	1	
Kalesh, Wm.	Section Foreman	Faith, S. D.	1	
Keeler, D. C.	Conductor	Miles City, Mont.	2	
Kern, J.	Retired Condr.	Miles City, Mont.	4	
Knesal, E. W.	Roadmaster	Miles City, Mont.	1	
Knoll, L. J.	Section Foreman	Hettinger, N. D.	1	
Kolar, Anton W.	Instrumentman	Miles City, Mont.	1	
Kuni, G. E.	Operator	Roundup, Mont.	2	
Lefford, W. R.	Retired Condr.	Miles City, Mont.	2	
Lenihan, J. F.	Janitor	Miles City, Mont.	1	
Malcom, Earl	Helper	Miles City, Mont.	1	
Meland, L. B.	Agent-Operator	La Plant, S. D.	1	
Norton, W. J.	Switchman	Miles City, Mont.	1	
Patten, H. D.	Engineer	Mobridge, S. D.	1	
Pettersen, Alice	Clerk-Typist	Miles City, Mont.	5	
Raynor, I. G.	Retired Condr.	Miles City, Mont.	1	
Reyling, Olaf O.	Conductor	Miles City, Mont.	1	
Stordahl, S.	Blacksmith	Miles City, Mont.	1	
Willoughby, R. E.	Stenographer	Miles City, Mont.	1	
			109	1

Twin City Terminals

Blake, H. C.	Asst. Engineer	Minneapolis, Minn.		2
Bornquist, Ivar	Carman	Minneapolis, Minn.	1	
Dehmer, John W.	Chief Clerk	St. Paul, Minn.	1	
Knoke, Edw. R.	Car Distributor	Minneapolis, Minn.	1	1
McCool, Alex	Disposition Clerk	St. Paul, Minn.		2
Rothmund, A. C.	Cashier	St. Paul, Minn.	2	
Witte, H. A.	Car Dept.	St. Paul, Minn.	1	
			6	6

Traffic Tips Reported by Divisions—May, 1948

Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	36	8	26.6
Trans-Missouri Div.	109	1	7.9
Iowa Division	5	41	3.4
Kansas City Div.	23	..	2.8
Chicago Terminals	..	86	2.3
Coast Division	16	5	1.4
D. & I. Division	8	10	1.1
Terre Haute Div.	..	11	0.9
Superior Division	7	1	0.9
Idaho Division	4	..	0.7
Chicago General	14	..	0.6
Iowa & So. Minnesota	4	1	0.6
Rocky Mountain Div.	6	..	0.5
Twin City Terms.	6	6	0.4
La Crosse & River	8	..	0.4
Iowa & Dakota Div.	6	..	0.4
Hastings & Dakota	3	..	0.2
Madison Division	1	..	0.1
Milwaukee Terminals	4	..	0.08
Milwaukee Division	1	..	0.08
Miscellaneous	..	..	..
TOTALS	261	170	1.3

A wiry little Irishman applied for a job loading a ship. At first they said he was too small, but he persuaded them to give him a trial.

He seemed to be doing well, and they gradually increased his load, until on the last trip he was carrying a 50 pound anvil under each arm. When he

was half-way across, the gangplank broke and the Irishman fell in the water. With a great splashing and spluttering he came to the surface. "T'row me a rope!" he shouted, and again sank. A second time he rose to the surface, spluttering and yelling.

"T'row me a rope, I say!" he shouted again. Once more he sank. A third time he rose, struggling.

"Look here," he spluttered angrily, "if one of you don't hurry up an' t'row me a rope, I'm going to drop one of these things."

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Mrs. Merritt W. Hurd, wife of yard clerk, who has been recuperating from an operation, left May 30 for Toronto, Can., for a visit with relatives and friends. Her aunt, Mrs. Emma Donahue, and a cousin, Mrs. G. W. Ramsey of Vancouver, B. C., accompanied her.

Agent J. R. Ludwick and wife were in Buffalo, N. Y., in May, where Agent Ludwick attended the annual session of the freight station section. They visited in New York and Washington on their way home.

Miss Ida Disperati, reclaim clerk, was married to Herman Zehnder of Seattle on May 29. The wedding took place in her home town of Kalama, after which they honeymooned in Chicago.

Mary Gayle arrived at the home of Mr. and Mrs. Eugene Swanson on May 20. Mother and daughter are doing well and even Eugene is coming out of it. He is an inspector for the TCFB.

Mrs. Walter Miesuk, wife of warehouse checker, and two children left on June 17 to visit friends and relatives in Chicago.

Daniel P. Cartwright of the yard has bumped in on the position of barge reclaim clerk, vice Ida Disperati, assigned to other duties.

Roy Anderson, outbound rate clerk, is confined to the Providence Hospital since a recent operation.

Merritt W. Hurd has returned from the Madigan Hospital at Fort Lewis and will remain at home for a while.

Mrs. Myrtle Geelhart, wife of the late Otto Geelhart, and her daughter, Betty, left June 12 to spend a few weeks in Ohio with daughter Nona Mae.

Your correspondent called on Roy F. Rader of Enumclaw recently and found him improving nicely after the accident in which his hip was broken. He is now able to be in a wheel chair. Mr. Rader has been ill since 1941 and will appreciate calls from his old railroad friends.

Reclaim Clerk W. H. Rode, who was confined to the hospital at Excelsior Springs, Mo., has returned to his job and is feeling much better.

Lou Wirth is filling the position of outbound rate clerk while Roy Anderson is on the sick list.

Tacoma

R. A. Grummel, Correspondent

Happy days are here again on our waterfront—the boommen's strike was settled on June 7. When the strike was called on Apr. 5 about 200 logs were on hand in the Milwaukee yard office. Some were diverted but 168 of the cars were tied up over the strike period. All have now been dumped and log flats are going out and logs coming into Tacoma in even greater numbers than before the strike.

Caterpillars have become a nuisance in the gulch next to our passenger station and are causing Porters Scott and Black a lot of trouble. They are using a hose to keep them off the platform, with good results. Redcap Al Black is working on a caterpillar tractor which he hopes to have patented soon.

Warehouse Foreman O. C. Carle and his "better half," who is employed in the engineering department, are both vacationing at present and expect to visit California.

Frank Bryan, balance sheet clerk, was given a two-week military leave to attend the summer encampment of the Washington National Guard at Fort Lewis.

July, 1948

We are pleased to renew acquaintance with George F. Hopkins, Jr., who returned to the Road after an absence of two years. He has taken the position of afternoon messenger which he held prior to 1945 when he resigned to go to California.

Mary Volk, former clerk in the freight office, who moved to California several months back, sends an announcement of the arrival of Benjamin Leroy Volk on May 26.

Bill Clerk Gene Hallan has returned after a vacation with his parents who came up from Long Beach, Calif.

Millie Anderson, abstract and payroll clerk, is taking a short vacation, most of which will be spent in Seattle with friends.

YARD OFFICE

A tribute to Chief Yard Clerk Elmer H. Guttormson who retired on June 1 after 47 years of railroad service. The yard office was crowded on June 8 when his friends gave him a retirement gift of a piece of woodworking machinery. Elmer was employed by several other railroads before entering the service of the Road in 1913. He had been chief yard clerk in Tacoma continuously since that time. His outstanding performance of 47 years of work without an accident of any nature can be pointed out as an example to follow. A good church worker, he was unlucky in that his day of rest has always been on Saturday, but what a treat he will now have on Sunday. Best of luck, Elmer, and a long and happy retirement.

Carl Tveter, an experienced railroad clerk who has worked a portion of his time as ticket and baggage clerk, was assigned by bulletin to fill Elmer's job.

Jack Beaver has taken over swing position number two.

Raymond Haskins, second shift ACYC, has returned from a vacation during which he took a trip to Rochester, Minn., where Mrs. Haskins went through the Mayo Clinic.

Seattle Yard

F. J. Kratschmer, Correspondent

Engineer Byron P. Walker made a trip to California late in April looking around for a home site. Yard Clerk Frank Shugrue also made a tour of the orange and lemon groves of California early in May.

Ivan Hawley of the car department and his wife made a lengthy trip to the East Coast in May. They stopped off at Niagara Falls and visited in New York, Washington and various other cities.

"Good morning, Judge," was the salutation which Switchman W. G. Kapral gave His Honor on May 5. Bill still insists that his car won't do 55.

Switchman M. O. Potter returned on May

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CRANK PINS

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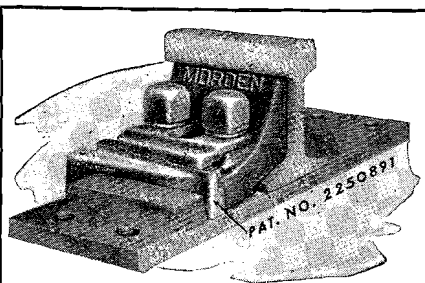
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PROMPT AND EFFICIENT SERVICE

26 from an extended trip along the East Coast during which he stopped off at most of the large cities.

Mrs. Roscoe W. Janes, wife of roundhouse foreman, left on May 31 for Chicago, where she served as Seattle delegate to the Milwaukee Road Women's Club convention held there on June 5. Mrs. Janes is president of the local Women's Club chapter and has been doing a fine job. After the convention she visited with relatives in and around Kansas City.

Ben F. Haffner, telegraph operator at various points on the east end, has taken a temporary position as relief yard clerk in Seattle. Ben came to Seattle on account of the illness of his mother who lives here. He is quite an oldtimer on the eastern end of the railroad, having put in some 25 years back there.

Car Department Electrician Nelson Westbery sneaked off on June 2 and when he returned to work it was discovered that he had taken unto himself a wife. The young lady was Miss Ruby Oium of Seattle. The wedding took place in church.

Nels Nyquist, retired coach cleaner, called on the boys on June 10 for a friendly chat about old times. He is still going strong although past the 87-year mark.

Switchman J. M. Perry, who has been off duty on doctor's orders, called at the yard for a visit in June.

Locomotive Engineer Hugh Kavanaugh took off a week in June to visit some of the neighboring trout streams.

Dave Elder, cook and chief of the local commissary camp, left with his wife for Port Angeles on June 10. It was his first time off in the past year and he intended to do a lot of visiting.

Oscar Lano, engineer on the Renton run, has been off sick for several weeks. He is being relieved by Engineer Cliff Gerow.

Locomotive Fireman W. M. Koeneman advises that his wife, who recently underwent an operation, is doing well.

We are glad to see Sam Wilson back at his old post of yard track foreman. Sam was off for several weeks on orders from his doctor and is feeling and looking much better. Army Westerfield, who relieved him, has returned to Port Angeles.

Carman George Turner has returned to work after several months off on account of illness.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

James Crowley has left us again to go back on the road as a traveling electrician. He went out west on the same job he had last year in the Rockies.

We extend sympathy to the family of Dave Zorn, who passed away recently. Dave had been in retirement for some time.

Clyde Masters, better known as "Slim," took his pension recently. He had been with the Road since October, 1915.

Leon Fredericks has left the yards but will be back in the fall.

Anton Cysz has been off for several weeks on account of illness. We wish "Tony" a speedy recovery.

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

Dick Steuer, Correspondent

Chestnut Street is undergoing a turnover these days. During the first week in May Bob Owsley left the rate desk for similar duties at North Milwaukee and Dick Steuer traded his clerical position for that of cashier at North Milwaukee. Now, we understand, Ernie Reinhardt wants to leave his demurrage position for a yard clerk post in the Gibson district. Nada M. Vieth has taken over Ernie's job, Tony Stollenwerk is filling Bob's chair at the rate desk and Larry Janus has taken over Dick's duties as aid to Cashier Max Woelfl. Harold Kelly, the bulletin tells us, is the new billing and expensing clerk at Chestnut Street. A newcomer, Alta Yerman, was the successful bidder on the clerical position at that station.

North Milwaukee had a few changes too. In addition to Bob and Dick at their new positions, Bill Stein has taken over the north end of the North Milwaukee territory and Dick Schaffer is handling the Glendale job. Dorothy Lummer displaced Mrs. Tomasik as messenger.

Here is a doubleheader change! Miss Helen Kobasic left her position at Fowler Street and reported to North Milwaukee as Mrs. Young!

Chief Clerk Elmer Keller had occasion to install a new glass on his desk recently and while deciding on what miscellaneous mementos should be placed under it came across an old saying which, we think, is as appropriate now as it was when it was written years ago: "Put serve in your service and omit the ice."

Fowler Street Station

Contributed by Pearl Freund

Henry Lederer, retired, who has been living in Alameda, Calif., passed away on June 6. Interment was at Holy Cross cemetery in this city.

Ed Bates, former supervisor of rates, has moved to Orlando, Fla., to establish a residence at 1111 E. Anderson Street. Fellow employes and friends are invited to call should they be in the vicinity.

Young Jerry Straka has again demonstrated his dramatic ability by his fine work with the Norman Players in "Arsenic and Old Lace" and "Dark Victory." He is also a member of the cast presenting Fairyland Playhouse on a Saturday morning radio broadcast.

Patricia Daly has returned to the office following the close of studies at Mercy High School. Wanda Beard and Lois Habersat

GUARDIAN



PAY CHECK

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have resumed their duties after several months' leave of absence. Also back in the swing is Bob Heinan, now chief bill clerk.

Art Stulich has deserted the rate department for the night force with hopes of spending his days pursuing that elusive birdie. Merle Shuh, our new junior rate clerk, is having his fling with the tariffs and likes it. Glen Greenwald has been appointed inspector for the Central Weighing and Inspection Bureau, replacing Harry Lindsley who passed away in April.

Lucille Brower spent two weeks with friends and relatives in Cheyenne, Wyo., while Ted Wojtasiak whisked his family northward to the farm in Antigo. Ted insists that this is the garden spot of America.

H & D DIVISION

West H & D

Lloyd C. Gilbert, Division Editor

Operator Alice McGuire, Webster, vacationed at home in Brownston during May.

May 19 was a silver wedding anniversary for the J. R. Cawthornes at Milbank. A party with wedding cake and all the trimmings celebrated the event. We suggest Jack and Olga as good contacts for newlyweds who find the seas of matrimony running high now and then.

Agent Clayton Oberle of Summit is back on the job again after a spring vacation and a lot of fishing.

Conductor A. E. Hatten and L. Montague, retired conductor, are patients at St. Luke's Hospital in Aberdeen.

"Red" Bucklin held down the station at Selby while veteran Agent Stan Wynn took a vacation. Red is now fullback size and in good shape to wrestle with wayfreight.

Roadmaster's Clerk Margaret Murray has a nice combination of diamond and platinum on the appropriate finger. The gentleman is George Crocker, engineer of KSDN in Aberdeen.

Joyce Udseth of Summit reproaches us for writing so much about people when five cocker spaniel pups deserve more than a passing note. Three of them have now been "adopted out." Fireman Ronnie Berger and Agent Oberle are the owners (or does a pup "own" the owner?).

J. W. "Bill" Lyddon, engineering department bachelor, has been transferred to La Crosse. He says the H&D was just beginning to feel like home and he hopes to be back soon.

We are glad to report Art Brewster is back on the agency at Ortonville after a lengthy illness. Virgil Parker has moved to second track at Bristol.

Ruth McCarthy of the superintendent's office spent her recent vacation visiting relatives in Cincinnati and Chicago.

We have reports on two June weddings. Operator Wilbert Gentz is marrying a Minneapolis girl. The other groom-to-be is Operator A. J. Fasching.

Emmet Burke, retired police captain, paid us a visit during May. Mrs. Burke spent two weeks visiting old friends in and around Aberdeen in early June. The Burkes are living in Arlington Heights, Ill.

Mr. and Mrs. Warren Graupman dropped in at the office recently. Before her marriage Mrs. Graupman was Rosa Fuller, an employee of the engineering department.

East H & D

Martha Moehring, Correspondent

Conductor A. S. Osgood is proud of his daughter, Beverly, who was the salutatorian of her high school graduation class at Montevideo High School recently. Beverly rated second highest in a class of 97.

After a long service record as watch inspector, J. Clinton Anderson sold his shop and is going to retire from active business. The "rails" will miss dropping in at Clinton's shop and visiting with him. However, E. B. Sorenson, the new owner, will continue as watch inspector.

Conductor Frank Burns, who retired recently, came out from Minneapolis to visit with the boys one day recently. He spent the afternoon shaking hands with the gang and listening to them tell him how good he looks, etc.

Fireman Art Raffelson has been laid up for some time due to being involved in an auto accident. The gang hopes he'll soon be back to work.

L. A. Dunlap has bid in the position as agent at Lakeville, succeeding John Matzoll who resigned.

Pat Maloney packed up his wife and little daughter Margaret recently and set out for Seattle on a two-week vacation. Sonny Homcum kept the boys straight around the yard office at Montevideo during his absence.

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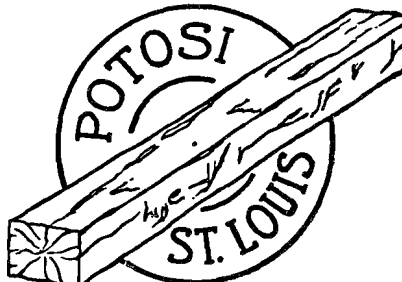
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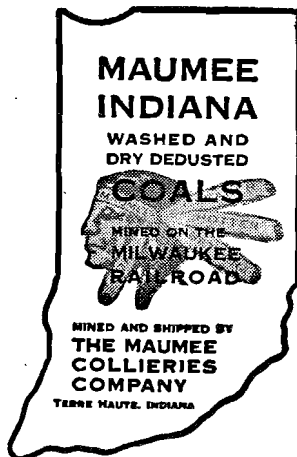
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CHICAGO TERMINALS

Galewood

Howard Lawrence, Correspondent

This correspondent, after an absence from duty of four and a half months (my wife leads in operations, 2 to 1), is back on the job; never knew that he had so many friends on the railroad. Thanks to you all for your good wishes.

Joey Spirodek, yardman at Galewood, has taken unto himself a wife and at this writing is enjoying a vacation with her in the East.

Barney Diny, former night caller, is confined to Memorial Hospital at present. All of us wish him a speedy recovery. On his return he will be timekeeper for the roadmaster at Western Avenue.

Switchtender Walter Peterson, who has been filling in on the night crew caller's position, is a grandfather in duplicate this time. Twin boys were born to his daughter on June 2, the mother being Mrs. Louisa Gaskill. Old stuff, eh, Pete?

Yardman Thomas McGlooin and his wife welcomed an additional deduction for Form W4 on May 26, young Thomas Francis.

Yardmaster and Mrs. Harvey Reidel celebrated their 13th wedding anniversary on June 8. At last reports the party was still going strong.

Ervy "Erv" Scorza took over the duties of night crew caller at Galewood effective June 9. Welcome to our quarters.

Yardman and Mrs. William Haynes welcomed William M., Jr., on June 9. At last report all three were doing fine, although there was still a note of excitement in Bill's voice as late as June 14.

The Milwaukee Road softball team, a member of the Riis Park League and well up among the leaders, crossed bats with a team composed of members of the operating department of the railroad at Central and Grand Avenues on June 9. The score in regulation seven innings was 26 to 8 in favor of the railroad team. Kropp was easily the hitting star with a triple, three two-baggers and a single, while Graham hit for the circuit twice; in fact, everybody on the winning team clouted the old apple in fine style.

Attention has been directed to the fact that in the ninth inning (we never did find out why they were not satisfied at the end



Dressed in full tribal regalia, which he later wore as an alternate delegate to the Republican National Convention in Philadelphia, Sioux Chief William Spotted Crow displays his official peace pipe to Conductor J. A. Reagan of The Sioux, at Sioux Falls, S. D. (Photo by Herbert Qualset, Daily Argus Leader.)

of seven) Night Phone Director Joe Camp was pressed into service as a pinch hitter, but reluctantly. Joe looked over a couple of pitches and then put his 200-plus pounds into the next pitch. The ball sailed over No. 1 main in fine style and Joe took off for first base, saying to himself, "Brother, what a clout! Good for many extra bases." However, he ran into an open switch between home and first and at last report had not reached the last-mentioned station. However, Joe has remarked that when they play again he will start from first base at least.

If any baseball players would like to join a team to see if they can make it interesting for these boys they should contact the trainmaster or crew director at Galewood.

Pitcher Ed Sofka was in fine form in limiting the opponents to eight runs, which, we understand, were not all the results of clean hits. Ed is accused of throwing a round piece of coal at times to confuse the batters. He is the coal clerk at Galewood and always has a few samples in his pocket.

Bensenville

Dorothy Lee Camp, Correspondent

Well, that month of June was right up to par. On June 5 John Eckert of the Bensenville office was found altar bound. Don Wallace of Mr. Bishop's office will be doing the same on July 17.

A hearty welcome to our old friend, Bruce Bishop, who has been attending Notre Dame U. He is now back as relief clerk in Mr. Deviney's office.

The golfing season finds old buddies Roy Love, Archie Jennings, Don Wallace and Vincent Schraub out on the course. Of course, Archie came out the winner. That boy just seems to walk away with all the games he plays. Archie is night yardmaster at the east end of the north yards. Roy and Vincent live in hopes of giving him a real trimming some day soon.

The funniest sight seen around here in a long time was the baseball game between the Galewood regulars and the hastily conscripted team from Bensenville yards. Red Guthrie was outstanding with his second

base playing for Bensenville, as well as with his slide into home. Vincent Schraub did a bang-up job on first base, Wally Hamann looked like a fast track man out in center field and Ray Quillinan did a dandy job as pitcher. In fact, all of the fellows were good, considering it was the first time they had played ball together. And what did Galewood do? Young Frank Morgan, Jr., made a home run that was a honey, at least the one that we all remember, since he practically walked around the bases. Galewood won, but there will be other games.

Our beloved Edith Keeley, middle trick telephone operator at Galewood for years, passed away on June 1. Twilight services were held at the Beaumont Funeral Home and interment was at Marshall, Mich. Edith was very ill for a long time, but no one ever heard her complain. Her brother, Jesse Earl of Chicago, wants to thank all of her friends for the lovely flowers and the messages of sympathy.

Edmund McLean of the Soo Line tower was our hero of the depot robbery in the April-May issue of the Magazine, but somehow there was a mixup and his name was shown as Edmund Nelson. Very sorry, Mac.

William Bishop is now our new assistant agent at Bensenville and in charge of the consolidated yard office, which until now has been known as Fred Deviney's and William Bishop's office.

Ed Meyers of Galewood spent a pleasant Sunday at Mooseheart on June 13 when he joined the Loyal Order of Moose. Ed is in charge of the train desk at Galewood nights.

To date we have all three of the Scorza boys working for the Road. Phillip is a train clerk days at Galewood, Bob is working for the PFI at the ice house in Bensenville and Ervin is now night crew director at Galewood.

Frank Phillips of the Bensenville yards is very proud of his beautiful irises and peonies this year, and with reason. Some of the irises look like huge orchids and are really something special. His brother, John, is also a gardener and is sharing his snapdragon plants with Frank.

Ethel Novak, our regular night telephone operator at Galewood, finally got started on the way to California and a vacation and rest. We will be looking forward to an account of that nice long trip.

I & D DIVISION

Karen B. Rugee, Division Editor

M. T. Sevedge has arrived in Mason City and taken over his duties as trainmaster. After a hectic search he succeeded in finding living quarters and his wife and son have joined him.

Our congratulations to C. H. Thoma, yardmaster at Mason City, who recently said "I do."

H. L. Kinney, chief clerk in the Mason

City freight office, and Mrs. Kinney spent a few days in Joplin, Mo., over the Memorial holiday, visiting Mr. Kinney's mother who is seriously ill.

Our sympathy to George Woodward, conductor at Spencer, whose wife passed away recently.

Jay Bailey, time revisor at Sioux City, visited the superintendent's office on June 8 to renew old acquaintances.

We wonder if we could schedule a race between Carl Dunavan, chief yard clerk, and Marlowe Evans, ticket clerk, in their new (at least to them) automobiles. Just give them a clear track and then stand by to pick up the pieces! Your correspondent hopes they don't ask her to join the race because her old Ford would probably be the first to fall apart.

Engineer Erwin J. Patton retired on Apr. 15. Mr. Patton started to work for the Road in 1906 and was promoted to engineer in 1910. In 1923 he was elected commissioner of public safety, serving two terms in that capacity, and served as chief of police of Mason City in 1933, 1934 and 1935. During his term as commissioner he also filled the office of mayor of Mason City due to the death of Mayor J. H. McGee. Mr. Patton is planning to devote considerable time to his hobbies—woodwork and fishing.



Fergus J. Bohen



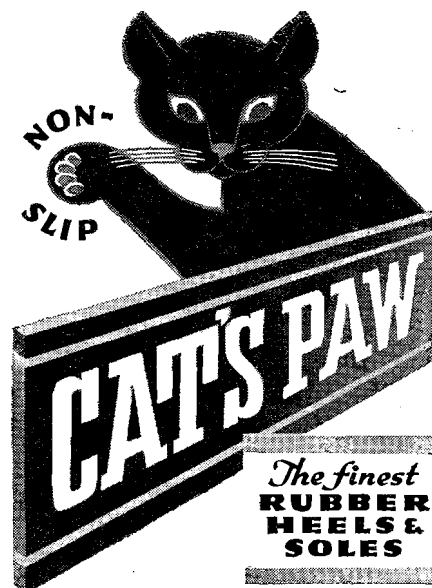
Irwin J. Patton

Engineer Fergus J. Bohen retired on May 1. Mr. Bohen entered service at North McGregor in 1889. From 1891 to 1892 he worked as a trackman on the Dubuque Division; promoted to roundhouse foreman in 1898 and promoted to engineer in 1902. He has been in passenger service for the past 20 years between Mason City and Marquette.

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Fred Costello, Correspondent

Edward C. Mattison, retired engineer, underwent surgery at the Mayo Clinic, Rochester, Minn., during May for the relief of a painful nerve condition that affected his face. The operation was a success and Ed is feeling like himself again.

Homer C. Snow, freight agent at Sioux City, and Freight Service Inspector Leonard C. Mostrom attended the meeting of the freight station section of the A.A.R. at Buffalo, N. Y., on May 19, 20 and 21.

George E. Ferguson, agent at Yankton for many years, retired on June 1. "Ferg" entered the service of the Road on Oct. 31, 1918, after a number of years in the service of other railroads. It is understood that he and Mrs. Ferguson plan to make their home in California. Mr. Ferguson's breezy personality will be missed around the Yankton depot. He is succeeded by Theodore M. Paulson, formerly agent at Vermillion.

Wilfred A. Helmhold, passenger trainman of Sioux City, retired on July 1. Mr. Helmhold entered the service of the Road in December, 1917. He and Mrs. Helmhold plan to live in California when they have closed up their business affairs in Sioux City.

Michael M. "Mike" Noonan of Altadena, Calif., recently visited his son Martin of the Sioux City police department. Mike retired some years ago after many years' service at Sioux City as a switchman. Judging from his looks, the California climate agrees with him.

Brakeman Lawrence P. Raub, son of Agent Richard H. Raub, Westfield, recently enlisted in the Navy.

Emil Popper, baggage agent at Sioux City passenger station, returned recently to his job after several months on the sick list.

Glen D. Houser, general chairman of the Brotherhood of Railway Trainmen of Chicago and formerly a conductor on this district, was a recent visitor in Sioux City.

Walter W. House, retired engineer, the Texas billygoat king, and wife returned recently from a trip through Massachusetts,

Maine and Vermont. Mr. Houser is now a resident of Dallas, Tex.

Emery Arthur Stewart, retired conductor, died in a sanitarium in Sioux City on June 1. Mr. Stewart was born on Oct. 23, 1883, and entered the service of the Road on May 4, 1904, as a passenger brakeman. He contracted tuberculosis around 1931 and had performed little service since that time. Burial was in the family plot in Sioux City.

Three passengers recently boarded the Hiawatha at Canton. The first was a young man in long trousers who gave the conductor a full-fare ticket. The second was a little boy in short pants who gave the conductor a half-fare ticket. The third was a young lady who didn't have to surrender a ticket. No, no, you're wrong—she was traveling on a pass!

Sanborn-Rapid City

Albert J. Gall, Correspondent

Miss Emma Reyner of Rapid City baked the cake for her own farewell party. This odd twist of affairs came about when she baked a cake for what was ostensibly Jack O'Neil's birthday. But the tables were turned—the party was really a celebration for Miss Reyner upon her retirement from the service of the railroad. Miss Reyner started with the Road at Mason City in 1918. She also worked at Mitchell for a number of years as clerk and cashier, going from there to Rapid City where she has been cashier for the past 14 years. Good luck and best wishes, Miss Reyner.

Sophie McKillip, assistant trainmaster's clerk at Mitchell, spent a week end in Rapid City recently at the state convention of Beta Sigma Phi sorority, in her capacity of vice-president of the local chapter.

We understand that Clifford Evers, operator at Murdo, passed out cigars recently. Yes, it's a boy. The first, too.

Mitchell lost a mighty good rate clerk in the freight house and the Service Club lost its live wire secretary-treasurer when Jack O'Neil became the new cashier of Rapid City recently. Good luck, Jack; we know you'll make good.

Eugene Mayer, side table operator at Mitchell, is now a full-fledged dispatcher.

The Milwaukee Road bowling team at Mitchell, sponsored by the Corn Palace Service Club, certainly did itself proud in the city tournament recently. It tied for second place and had high single game for the series; also, the high score for the three-game series. The members are George Wood, H. H. Kruse, William Cunningham, Joe Ide and Glen Wallis. The latter had the high individual score for the three-game total.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Car Inspector Nels Jensen placed an order for an automobile more than two years ago. The order came through recently and he is now the owner of a new Dodge.

The new laborers in our midst are Max Leroy Lake and Richard Krueger. Dean Moen is also a new employe in the locomotive department.

Edward Grund, oiler, was married to Miss Irene Clark at St. Francis Church on June 1. A reception was held at the Grund home where 30 guests were present for the wedding dinner. The Grunds are making their home in an apartment here in the Bluffs.

Engineer Merle Christensen and Nadine O'Neill were married May 29 in Omaha and

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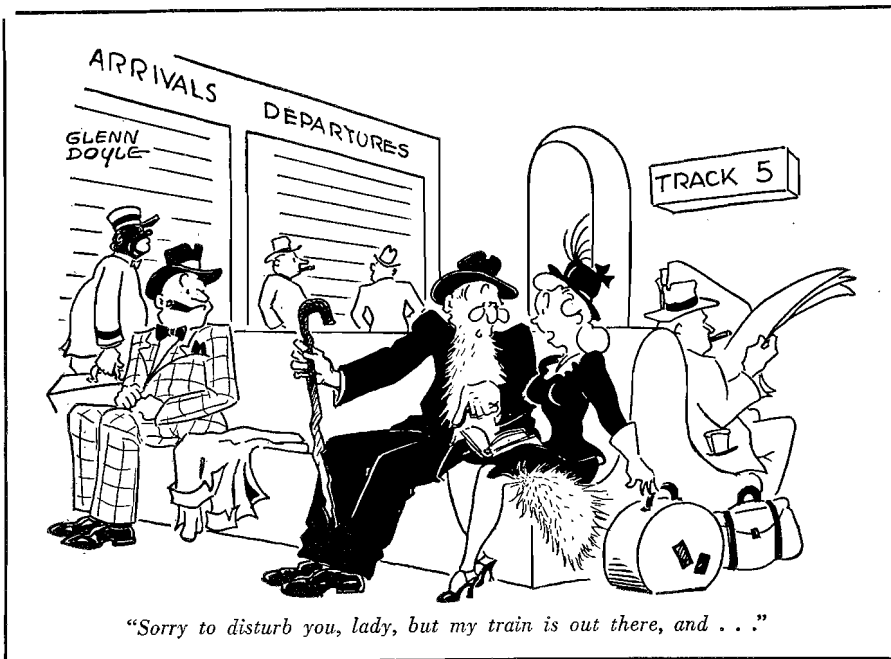
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are living at the Logan Apartments in that city. They were entertained at a wedding dinner at the home of Max Eckert, store department employee at this point. A number of Milwaukee families were present.

From Iowa City come details of the marriage of Miss Lorna Goodpaster of Rock Island, Ill., and Lloyd E. Olson, son of Carman and Mrs. Fred Olson of Council Bluffs, at St. Thomas More Chapel on June 4. The bride's and the groom's parents were present for the ceremony. A reception was held in Hotel Jefferson. The young couple finished their classes at the University of Iowa and took a wedding trip to Lake Okoboji, returning in time for Mr. Olson to enter the summer session. They will live in Iowa City, where they expect to receive degrees from the university next June.

Boilermaker Hugh McLean's wife recently underwent an operation and is now well on the road to recovery.

Switchman Val Hilburn has been absent from work for some time due to illness. We all wish him a speedy recovery.

Warehouse Foreman E. L. Cook is in the hospital again, having undergone another operation. All of us wish Mr. and Mrs. Cook better health, as they have certainly had more than their share of illness.

Car Inspector and Mrs. Nels Jacobsen returned recently from Boston, Mass., where they visited their daughter and son-in-law,

Capt. and Mrs. Harold Grossman. They were accompanied by their daughter, Carol.

Andrew P. Thompson, retired carman, and his wife are at this writing visiting their daughter and her family in Los Angeles. This trip is of special importance as they are making the acquaintance of a new grandson.

Edwin A. Fleak, retired car inspector, and Mrs. Fleak are making a trip to Spokane, Wash., to visit relatives.

To all Omaha employees: I don't want to slight anyone, as this news strip is for all employees, to be enjoyed by everyone. Any news items you send me will be greatly appreciated. Won't you please help to make our column interesting?

East End

Benjamin P. Dvorak, Correspondent

J. R. Allen, agent at Edgewood, stopped to pay us a visit at the Cedar Rapids ticket office recently, while on his vacation.

Walter Smith, Cedar Rapids switchman, and wife are spending their vacation in Colorado.

Fred Chermak, switchman at Cedar Rapids, and wife are vacationing in Colorado and plan to go to the north woods for some fishing. Get prepared for some good fish stories.

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CHICAGO, ILL.

Guests in the home of George L. Erwin, Marion, over a recent week end were Mrs. Erwin's brother and sister-in-law, Mr. and Mrs. Jay L. Franz of Chicago. Mr. Franz is chief clerk to General Manager L. F. Donald.

Alan Fisher and wife, of Storm Lake, visited his parents, Chief Carpenter and Mrs. D. H. Fisher, in Marion before Alan left for Priest River, Idaho, to enter the summer camp affiliated with Buena Vista College, where he will take an eight-week course in forestry. His wife will spend the summer with her parents in Clearfield, Ia.

William C. "Bill" Givens, formerly with our real estate department, is now in charge of the branch office of the Deckert Corporation, engineers-contractors in the Kahl Building, Detroit. We wish him success in his new enterprise.

Gerald Gordon, Marion, had a visit from his son Lawrence and wife, of Crystal Lake, Ill., during May. Larry, as he is known to his friends, was affiliated with radio station WLS in Chicago for years and is now operating a studio of his own in Crystal Lake. He is a composer of music and an arranger for some of the "big time" orchestras; also, directs recording of music by popular orchestras.

Instrumentman O. H. Mueller spent the Decoration Day holidays in Denver, Colo., with Clifford L. Taylor, former secretary to Division Engineer R. A. Whitford. Cliff now operates a Karmel Korn shop in Denver and a shop in Estes Park during the tourist season. He and Otto drove to Ft. Collins to see Joy Strong, for many years chief clerk to division engineer in Marion, who operates a Karmel Korn shop there.

Visitors for a month in the home of Superintendent O. A. Beerman were his daughter, Mrs. H. L. Foxx, and two children of Los Angeles.

Severe injuries to wrists and hands were

suffered by Mrs. Harry J. Murphy of Marion on May 17 when she rescued her Persian cat from an attack by a neighborhood cat which plunged through the screened porch of their home.

William Hummel, brakeman on the Hiawatha between Marion and Chicago, returned from Los Angeles on May 30. He made the trip to be with his sister who underwent a serious operation, and he returned after her recovery.

Patricia Whiteford, reservationist for the United Air Lines in Chicago, made a flying trip to Cedar Rapids on May 22 to spend the week end with her parents, Division Engineer E. A. Whiteford and Mrs. Whiteford.

Benjamin J. Reibel, engineer in freight service on the east end, whose residence is in Savanna, retired on Apr. 25, with a service record of over 42 years. He started as a fireman on Jan. 11, 1906, and was promoted to engineer on Feb. 4, 1912.

John A. Beeson, Jr., son of Conductor Jack Beeson, was married to Miss Jeanne Ives of Marion in the Methodist Church at Marion on June 1. A reception was held in the church parlors after the ceremony and the young couple left on a wedding trip. On their return they will live in Marion.

Bill Lundquist, son of Assistant Engineer O. W. Lundquist, is one of the three students chosen to represent Marion schools in the Iowa State Fair quiz kid derby, Aug. 23 - Sept. 3. He has completed grammar school and will enter high school next fall. Jean Marchant, niece of Operator Mark Marchant, is one of the three alternates. Her father was employed in the engineering department at Marion at one time.

The Tama High School, which has a director from a large school rate solos and small instrumental groups among the students every year, gave Betty Vavra, freshman, a first division rating as a bassoon player. Betty is the daughter of Roadmaster J. L. Vavra. At the state contest held in Vinton she was awarded a second division rating. She plays in the high school band.

Section Laborer Donald H. Schroeder of Aspinwall has been granted a six-month leave of absence because of an operation on his hand.

Section Foreman Roy L. White and wife of Wyoming spent a vacation in Los Angeles during May.

Section Foreman M. P. Sands and wife of Hawkeye went to Gray's Lake, Minn., during June to do some fishing.

Mrs. Verto M. Reichert left, June 8, for California to spend some time with her brother and sister.

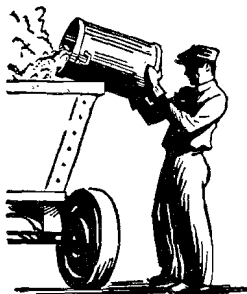
It's "hats off" to Assistant Engineer L. R. Boetcher of the engineering department for his work in making contacts and securing traffic tips. In April he secured 32 and in May he had a total of 41.

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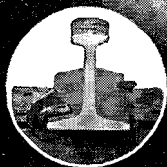
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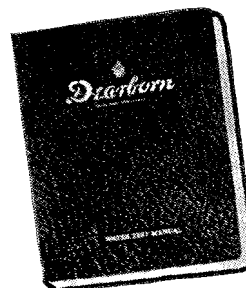
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