

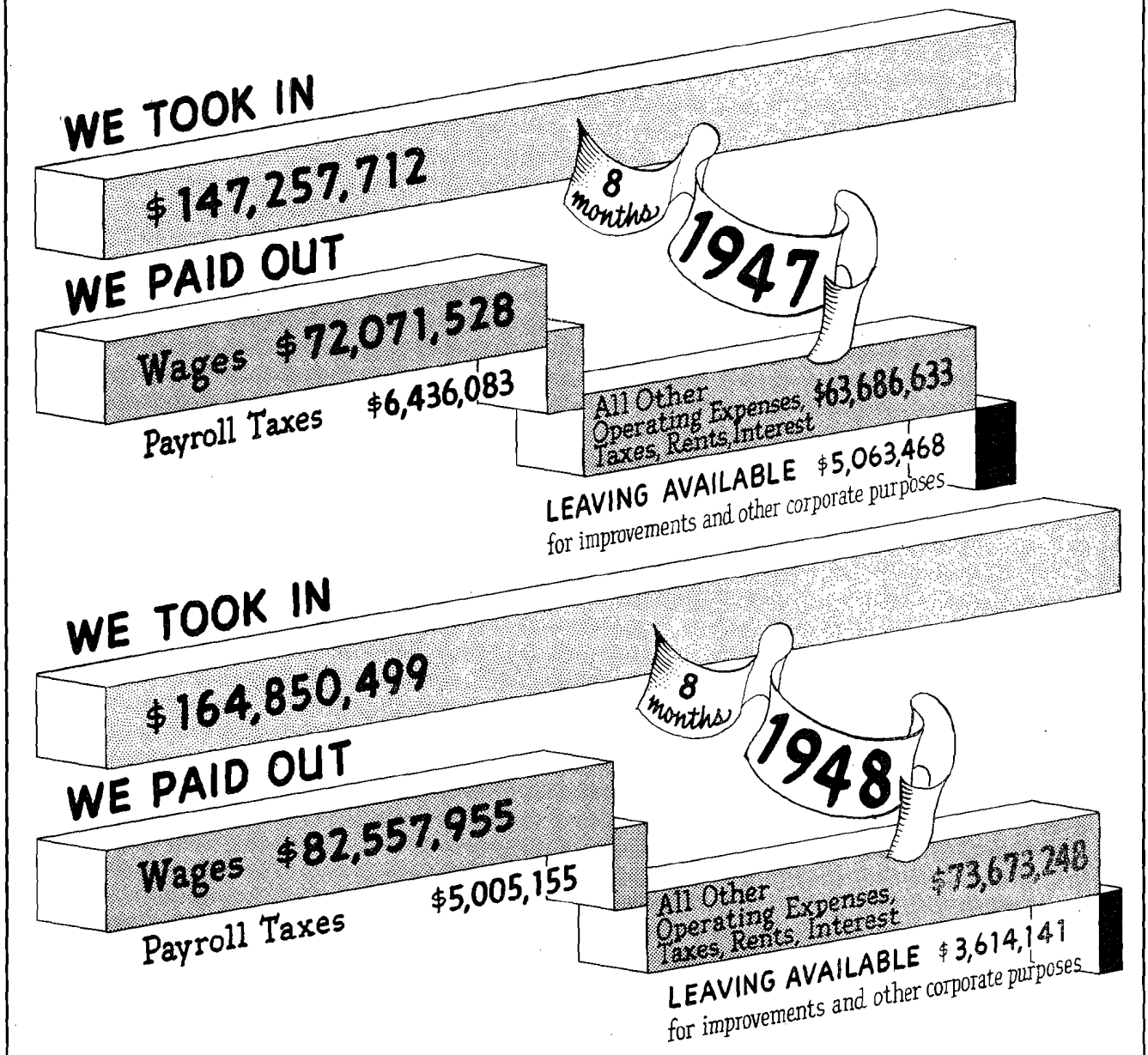
**THE
MILWAUKEE
MAGAZINE**

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

"Miss Milwaukee Road"
See Page 5

OCTOBER 1948

FINANCIAL RESULTS OF EIGHT MONTHS 1948 compared with the same part of the previous year



People live better when they work out a system where each participant gives his best because he is assured of a fair reward for his effort.

One of the big differences between our system and some others is that we have something to say about the fairness of the reward. That is inherent in our freedom to expend our effort in some new field if we are dissatisfied with the returns from our previous choice.

It is because of this freedom that some men can choose to be farmers, some factory workers, some retailers, and others railroaders. By the same token some men choose to spend all they earn while

others manage to save part of their earnings with the intention to supplement wages with income from investments. And that phase of our system of dependence on one another which requires capital in the form of investment also is subject to considerations of fairness. Men would be foolish to save if investment did not hold out an expectation of return.

Better jobs and better services come from the use of better tools to work with. And those better tools will be provided if our all around concept of fairness is extended to those who invest in the tools, such as a railroad.

ON THE AIR . . . Radio Station KSTP in St. Paul went on the air Sept. 25 with the first of the University of Minnesota football game broadcasts sponsored by the Milwaukee Road. Announcer Jack Horner, a popular radio personality in the Twin Cities area, will give a play-by-play account of all nine of the Minnesota games, both at home and away.

RAIL LAB . . . Plans for the construction of a laboratory and headquarters for certain A.A.R. research and testing staffs on the campus of the Illinois Institute of Technology in Chicago were announced jointly Sept. 30 by William T. Faricy, president of the A.A.R., and Dr. Henry T. Heald, president of Illinois Tech. The laboratory, which will be built at a cost of \$600,000, will contain offices for research staffs, laboratories for mechanical and electrical engineering, refrigerator car and packaging and container studies and a humidity room for controlling testing conditions. Alongside the building will be a 600-foot impact test track. The A.A.R. plans to continue using industrial and university laboratories wherever possible, but the new building will provide an improved central headquarters for the direction of this widespread research activity in the mechanical, engineering and container fields. President Buford was elected to the board of trustees of the Illinois Institute of Technology on Oct. 13, 1947.

CHECK IT . . . The St. Paul Union Depot, served by the Milwaukee Road and other lines, has what it believes to be the only "auto checking" system in the country, which enables the traveler to dispose of his automobile at the station, very much as he would his baggage. It works this way: The traveler drives down to the depot, parks his car in a lot in front of the depot and takes his keys to the station master's office. A Red Cap takes the car into an oval parking plot; the license number of the car, date it was parked and when the owner is expected back is written on a "call board." An hour or so before the train carrying the car owner is due back in St. Paul, the car is taken to the front of the depot. When the owner arrives, he pays his parking fee and is handed the keys to the locked car.

THAT 15 PER CENT . . . A drive to repeal the 15 per cent tax on railroad tickets and those of other modes of transportation, imposed as a war measure, will be made in the next Congress by representatives of all types of transportation. The tax, first imposed at the rate of 5 per cent by the revenue act of 1941, was raised to 10 per cent in 1942 and then to 15 per cent as of Apr. 1, 1944. It provided the government with \$244,000,000 in revenue in the calendar year 1947. It was made permanent in 1947, but its application was limited to areas within the northern part of the western hemisphere, whereas the 1941-'44 application had

been unlimited. The arguments advanced by representatives of the carriers are that the tax was a war measure designed to help dissuade civilians from burdening the already crowded public carriers. Now, they contend, the levy amounts to a "sales tax" upon an essential service and works to the disadvantage of all carriers, which face heavy operating costs in competition with the family automobile.

FINIS . . . The last of the 125 passenger train cars called for in the 1947-1948 car building program at the Milwaukee shops was completed early in October. Fifty of the cars in this program were completed by the end of 1947, and 75 have been built since. The 1946 program, which was completed in 1947, put 62 new passenger train cars into service. Including these, the Milwaukee Road now has 187 new or practically new cars available for service.

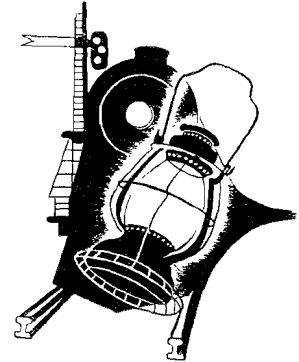
REFRIGERATORS . . . The first of 495 improved refrigerator cars which will bear the Milwaukee Road trade mark and be leased to this railroad by Union Refrigerator Transit, came off the assembly line late in September. The outstanding new feature of these cars is the fan system for circulating cold or warm air, which operates off the car axles when running and can be driven by auxiliary power units when spotted. Other features include stage icing, which enables the shipper to save ice; convertible bunkers; fluted side walls for better air circulation and less movement of parcels; snubbers on trucks to reduce vibration; improved insulation; and devices to lessen shock in switching. These cars, which will be put on display at 18 points on the railroad, will be used principally for the loading of dairy products, eggs, meat and similar perishable commodities.



One of the new refrigerator cars is inspected by C. R. Dougherty (right), assistant manager, claim prevention, refrigerator and merchandise service, and D. S. Westover, supervisor of refrigerator service, as it stands in the Chicago Union Station train shed.

"I'm Workin' On The Railroad, Too"

A few kind words for one of our most loyal hired hands who doesn't get noticed much when pay day comes around



FROM the earliest days of the idea of *rails* for *wheels* to ride on, railroading has been a career that has excited the imaginations of men. And the railroader has come down through the century as a romantic character.

He still is.

Today, the twin steel strips—trackway for our trains—gleam from ocean to ocean. No other country matches this transcontinental achievement of the rails. Vibrant, clicking, gallant rails, joyously bearing the burdens that are ever whirling forward to their destinations!

Traffic on the Milwaukee Road alone in 1947 represented a movement amounting to ONE BILLION car-miles.

Such stupendous operation required many, many men; many different *kinds* of men of specialized abilities. And these men—every man among us, without exception!—needed the help of a *fellow worker*. In fact we couldn't have done without him, this fellow worker who was always so faithfully on the job, helping us to do *our* jobs.

Yet, all the time he was giving us a hand nobody gave him much thought, attention—or

thanks. That's why I'm going to speak up now for the poor little guy who was—and still is a big pal to all of us on the Road.

This big pal I refer to—this big pal who is treated in such a small way—is the American dollar. Particularly it's the dollar invested in the Milwaukee Road.

This willing-worker dollar, doing its stuff all around the clock, enabled us to handle a BILLION CAR-MILE movement in 12 months. With all our man power, a performance of this heroic size would have been impossible without the dollar power, too.

But the Milwaukee dollar, for all its essential and wonderful help, received less than 2½ cents. Less than 2½ cents as a *year's pay* for a *year's work*! In comparison it is generally considered moderate and fair for dollars invested in other industries to earn 6 cents for their year's pay.

* * *

More and more frequently I find this 2½-cent guy sitting in my office, looking at me across the desk, and saying: "*Look, mister, I'm working on the railroad, too. And, when the pay raises are bein' passed out around here, how about ME?*"

President

Meet "Miss Milwaukee Road"

THE Chicago Railroad Fair, following the popular practice of employing feminine beauty to add a touch of glamour to public functions, set itself to the pleasant task of selecting an official Queen of the Railroad Fair on Sept. 22, during the open season on beauty contests. The contest resulted in the "Miss Milwaukee Road" spotlight being focused on Miss Joan Hooker of the Road's accounting department in Chicago.

Due to the shortness of time, only girls from the Chicago area competed in the Milwaukee Road judging, but 35 of the prettiest employees in that area took part and it is a compliment to them that the judges had a difficult time making a choice. Miss Barbara Corning, assistant director of WGN-WGNB (television studios), Miss Mary L. Patterson of Lester, Ltd., Chicago costumer, and Wendell Kling, Chicago artist and illustrator, were the three judges who selected Joan from the group of lovelies. The runners-up were from the ranks of the blondes—Miss Rita Cichon, of the car accountant's office, Fullerton Avenue building, and Miss Rita Denz, a secretary in the engineering department in the Union Station.

And so, meet "Miss Milwaukee Road"—Miss Joan Hooker, that is—one of the pleasantest sights around the Fullerton Avenue building, where she is a messenger in the office of chief disbursement accountant. Statistically speaking, Joan is 18 years old, five feet eight and a half inches tall, with brown eyes and an ivory complexion. She has dramatic aspirations, and with good reason, as



President Buford congratulates the winners of the Milwaukee Road beauty contest and wishes Joan Hooker luck in the Railroad Fair finals. Left to right: Miss Hooker (Miss Milwaukee Road), Rita Cichon and Rita Denz.

she has had nine years of dramatic training and before she came to the railroad was the star of the theatrical groups at Carl Schurz High School and Wright Junior College in Chicago. Swimming and horseback riding are her favorite sports, psychology her favorite study, and she has also done some modeling.

The judges' decision was based on poise and personality, as well as Joan's good looks. That she has what

it takes for a beauty queen can be gathered from the fact that she was also the queen of the *Sun-Times* ice carnival in February of this year, the competition for which title was open to all Chicagoland. And she didn't win on her skating ability, either, as she confesses that she felt



The queen of the Railroad Fair and her attendants. Left to right: Dolores Gunthner, "Miss C&EI" (third), the queen, Kathleen Duffy of the Chicago & North Western, and Marilyn Miller, "Miss B&O" (second).

Blondes, brunettes, redheads—the judges had a hard time making their selections from this group of girls from Milwaukee Road offices in Chicago.

Those Big "Little Things"

Can You Tell Us About Them?

"IN RAILROADING," Mr. Buford's message in the September issue of the Milwaukee Magazine said, "every little thing well done is the spirit, the substance, the honor and the glory of a rail career. Both in his heart and mind, the true railroader takes pride in knowing that every little thing done faithfully is BIG!"

It is an interesting point because it is so true of the way the world's work is done and the way people's lives are lived.

The great architectural masterpieces which men admire did not spring into being at the wave of a magic wand. They are the products of men with hammers, of stones trundled along catwalks, of lines drawn on paper, and pride in a job well done.

The magic which made those structures rise is the same as that which enables a railroad to run—the hands and minds of many men working together on many little tasks to create something big and important and satisfying to those who made it.

A railroad is so big and so full of little things that many of them run the risk of going unnoticed. We are seeking information about such "little things" and asking Milwaukee Road folks to tell us about "little things" that are contributing to the greatness of our railroad. Most "little things" are not really little so far as the effort of the individual is concerned. We should like to give examples of some of the "little things" that are going on so you'd know what we are looking for, but if we had enough examples at our fingertips, we wouldn't have to ask you for them.

In each individual's job there are "little things" that play an extremely significant part in making it effective. Some of these, involving infinite attention to detail, form the keystone arch that supports the whole structure.

Read again Mr. Buford's message on page 4 of the September issue of the Milwaukee Magazine dealing with the importance of "little things" in running a railroad. There the difference between life and death is shown to depend on a tiny lantern beam shining in the night to guide the eyes of a railroad man effecting an inspection of equipment to assure its safe condition. In that message will be found other examples of "little things" that will tend to jog your memory of many significant things that may be little but without which our work of running a railroad could not be done half so effectively.

Write to us and tell us about the big "little things" that have impressed you—about the tremendous importance of the few drops of oil that keep the signal lamps burning, and about the value of the host of "little things" in everyday railroading that are generally taken for granted.

One of the "little things" about which we already know will be your sincerity in telling us your story—and we are anxious to read it.

lucky to make it around the rink once.

Joan, the youngest of the 15 entrants in the Railroad Fair contest, wore a gown designed in the Hiawatha motif, a slim sheath of white crepe with fringe and diamante trimming, and a miniature war bonnet headdress of white quills. The costume can be seen in detail on the cover of this issue. Some of the other contestants were also costumed in a manner representative of their railroads. "Miss Burlington," for

example, was an attractive cowgirl, and "Miss C&EI" a southern belle in period flounces.

No, Joan did not win the grand prize. That honor went to Miss Kathleen Duffy, an employe of the Chicago & North Western, with "Miss B&O" and "Miss C&EI" finishing next in order, but she was a beautiful Indian princess, one of the loveliest ever seen on the shores of Lake Michigan.

— IT'S A HIAWATHA YEAR —

Appointments

Traffic Department

Effective Sept. 16, 1948:

M. H. McEwen is appointed assistant to vice president with office in Seattle, Wash.

James O. McIlyar is appointed western traffic manager with office at Seattle, Wash., succeeding M. H. McEwen, assigned to other duties.

Effective Sept. 27, 1948:

E. J. Hyett is appointed assistant freight traffic manager with office at Chicago, Ill.

R. H. Harding is appointed assistant freight traffic manager with office at Chicago, Ill., succeeding J. O. McIlyar, promoted.

M. M. Wolverton is appointed assistant general freight agent with office at Milwaukee, Wis., succeeding R. H. Harding, promoted.

J. E. Marshall is appointed general agent, Milwaukee, Wis., succeeding M. M. Wolverton, promoted.

Effective Oct. 1, 1948:

L. J. Kidd is appointed general agent, freight department, Seattle, Wash., succeeding J. E. Marshall, transferred.

The position of assistant to western traffic manager, Seattle, Wash., is abolished.

Paul Wilson is appointed general freight agent, Seattle, Wash., and the position of assistant general freight agent is abolished.

Effective Oct. 16, 1948:

J. B. Cunningham is appointed district passenger agent, Washington, D. C., succeeding M. L. Metzger, resigned to engage in other business.

A. G. Gore is appointed passenger agent, New York, N. Y., succeeding J. B. Cunningham, promoted.

Effective Sept. 30, 1948:

J. D. Schaeffer, traveling passenger agent, Cleveland, Ohio, is retiring from active duty after more than 50 years of service.

Effective Oct. 1, 1948:

G. E. Blair is appointed traveling passenger agent, Cleveland, Ohio, succeeding J. D. Schaeffer, retired.

C. J. Sorlien is appointed city passenger agent, Cleveland, Ohio, succeeding G. E. Blair, promoted.

Mechanical Department

Effective Sept. 30, 1948:

J. E. Bjorkholm, superintendent motive power, is, at his own request,

The Milwaukee Magazine

relieved of his duties after 42 years of service.

The offices of superintendent motive power, assistant superintendent motive power and assistant superintendent motive power, Diesel, are hereby abolished.

Effective Oct. 1, 1948:

F. W. Bunce is appointed mechanical superintendent steam power, and F. L. King is appointed mechanical superintendent Diesel and electric power, both with headquarters at Milwaukee shops, Wis.

F. O. Fernstrom is appointed assistant to mechanical superintendent steam power with headquarters at Milwaukee shops.

W. A. Hotzfield is appointed assistant to mechanical superintendent Diesel and electric power with headquarters at Milwaukee shops. The position of general supervisor Diesel service is abolished.

J. L. Brossard, at his own request, is appointed shop superintendent at Minneapolis shops, vice F. L. King, promoted.

C. G. Benkendorf is appointed shop superintendent at Milwaukee shops, vice F. W. Bunce, promoted.

W. W. Bates is appointed division master mechanic with headquarters at Milwaukee shops with jurisdiction over the Milwaukee, Madison and Superior Divisions, vice F. O. Fernstrom, assigned to other duties.

The title of Walter C. Marshall is changed from assistant to superintendent of motive power to assistant to mechanical superintendent Diesel and electric power.

The Milwaukee Magazine



OCTOBER
1948

VOL. XXXVI
No. 6

A. G. Dupuis
Manager

Marc Green
Editor

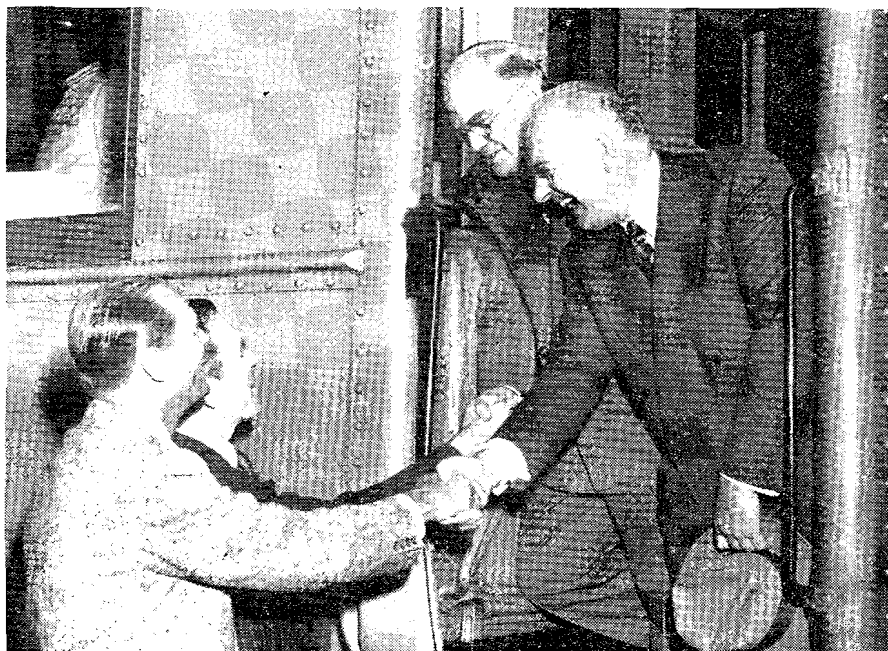
Marie Hotton
Assistant to Editor

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UNION STATION — CHICAGO

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

Faricy Rides The Pioneer to St. Paul for Railroad Day



William T. Faricy, native son, is welcomed home by St. Paul civic officials. Left to right: Milford Schick, executive vice-president of the St. Paul Association of Commerce; Mayor Edward K. Delaney; C. H. Buford, Faricy's host on the Pioneer Limited; and Faricy, president of the AAR. (Dispatch photo.)

RAILROADING, which is the biggest single industry in St. Paul, Minn., took the center of the stage in that city on Sept. 30 when the St. Paul Association of Commerce sponsored an official Railroad Day. The celebration brought to town America's chief railroad executive, William T. Faricy, the local boy who went on to become the president of the Association of American Railroads. Mr. Faricy made the trip to St. Paul on the Milwaukee Road, traveling on the Pioneer Limited with President C. H. Buford.

Thousands took part in the observance, which was designed to show what the railroads have contributed to the growth and prosperity of the city. St. Paul, one of the most important railroad centers in the country, is served by nine major railroads and is the headquarters of three of them. Since railroad service was established in 1862, the industry has been the largest factor in its economic and social life. Today the 9,600 St. Paulites employed by the railroads account for the city's largest payroll.

Steam whistles and Diesel horns heralded the opening of Railroad Day and the arrival of Mr. Faricy, who was greeted at the railroad station by a delegation of civic officials. The day's events included a number

of parades, a display of model railroads and AAR equipment (the Milwaukee Road displayed a new box car), the operation of a children's train in the courthouse square, several private receptions and a large public reception at the Hotel Lowry.

The Transportation Club of St. Paul gave a luncheon for Mr. Faricy and he was also the honored guest and principal speaker at the Railroad Day dinner which followed the public reception. His subject was "Our Railroads—Today and Tomorrow."

In the address, Mr. Faricy pointed out that the railroads are working continuously to bring about more and more economies and efficiency in operations. "No other form of land or air transportation even approaches such an output of service per pound of coal or per gallon of oil," he stated. His concluding remarks concerned the rate of return on investments and the fact that expenses have mounted faster than the prices which railroads are permitted to charge for their services. "There is evidence of a growing appreciation on the part of the public that railroad operating costs and their selling prices must be kept in balance," he said. "If that is done, the railroads will continue to contribute to the future of America as they have to its past and present."

Veterans' Convention

3100 Gather in Milwaukee for Milwaukee Road Veterans' 18th Convention

THEY STARTED pouring into Milwaukee the day before, and by the morning of Sept. 1, the first day of the 18th convention of the Milwaukee Road Veteran Employees Association, the Schroeder Hotel had practically been taken over by men and women of the Milwaukee Road, all of whom had been in its service for at least 25 years.

With members of their families, they continued to arrive throughout the day. Down at the station, the reception committee was on the job and a group of musicians from the Hiawatha Service Club Band went into action with lots of brass and drum as each arriving train brought another load of veterans in for the big biennial show.

By the end of the day the count, including veterans and members of their families, was 3,100, the second largest group ever to attend a vets' convention. Every division and branch line on the railroad was represented. The attendance in 1946 was the greatest, exceeding this year's turnout by 100.

The task of planning the convention and making the plan work fell largely to the hands of L. J. Benson, assistant to the president of the Milwaukee Road and vice president of the Veteran Employees Association, who served as general chairman of the convention committees.

The main events on the program offered the veterans by Mr. Benson and the many chairmen and committee members working with him called for (1) a luncheon in the grand ballroom of the Schroeder Hotel for the ladies only on the afternoon of Sept. 1; (2) the annual meeting of the Association in the Municipal Auditorium on the afternoon of the same day; (3) the big banquet with a program of entertainment in the Milwaukee Municipal Auditorium that evening; (4) a day at Wisconsin Dells, Wis., on Sept. 2, with lunch, a visit to the Indian village, and a boat trip to the Upper Dells of the beautiful Wisconsin River.

As usual, however, most of the real fun of the convention was pro-

vided by the veterans themselves, many of whom met for the first time in years. The stories and reminiscences flew thick and fast.

The stories were tallest and standing room was hardest to find in the so-called "Switch Shanty" in the Schroeder Hotel, where refreshments were served throughout most of the first day and an aggregation of musicians dubbed "The Hungry Six" made music while those who could find maneuvering room danced.

J. T. Gillick, retired operating vice president, who says that he seems to have been elected to a life term as president of the Veterans' Association, presided at both the business meeting on the afternoon of Sept. 1 and the banquet that night.

He opened the program at the banquet with an introduction of the railroad and Association officers at

the speakers' table and then addressed the throng of 3,100 people in the easy, friendly manner which has long been familiar to most of those who were in the audience.

"I hope," he said, "you are all as proud to be veterans of the Milwaukee Road as I am. Our Association is getting to be a real going concern. We have 12,000 members. Twenty-nine hundred of them and their families are here tonight. I think we all appreciate the women turning out because the veterans always get out of line unless the women folks help to keep them straight. . . .

"Now, after 60 years of service, I, like many others, am on the retired list. However, we cannot, even if we wanted to, lose interest in the railroad that gave us and our families a livelihood, nor lose interest in the employees who were a part of our



The executive committee of the Veterans' Association at their official meeting in the Schroeder Hotel in Milwaukee on Sept. 1. Left to right, seated: J. T. Gillick, president of the Association; Miss Florence Walsh, assistant secretary-treasurer; Mrs. Grant Williams, secretary-treasurer. Standing, left to right: Tom Birch, air brake foreman, Milwaukee shops; John Little, retired traveling engineer, LaX&R Division; L. J. Benson, vice president of the Association; D. T. Bagnell, general superintendent at Minneapolis; John Johnson, retired general chairman of the Carmen; and E. E. Haddock, Milwaukee Division conductor.

lives for so many years. . . .

"I think the value of the officer-employee combination was demonstrated several years ago when a committee was appointed from both groups to suggest a motto that would express the sentiments of the Association. One was found in a prayer book that appealed to the committee. . . .

[The motto reads as follows:

"I pass through this world but once. If, therefore, there is any good that I can do, any kindness that I can show to any human being, let me do it now; let me not defer, not neglect it, for I shall not pass this way again."]

"We all must realize," Mr. Gillick continued, "that the words, 'I pass through this world but once,' are not idle words. We know, too, that since our motto was adopted hundreds who voted for it 'will not pass this way again.'

"If our members always give thought to the kindly sentiments expressed in our motto, this Association will live long after those of us here tonight. . . . Whether we get any good out of the Association, if we follow the sentiments expressed in the motto, we should be good friends. In the end, all we get out of life is the friends we make passing through. I have had a good time with you fellows and I hope others will have as good a time."

Leo T. Crowley, chairman of the Milwaukee Road board of directors, the next speaker, was introduced by Mr. Gillick as a man whom he knew had a good bringing up, as he had known his father, a Milwaukee veteran.

Opening his remarks with a reference to the years of service of many

of the men at the speaker's table, Mr. Crowley followed with this interesting observation:

"There must be something attractive, something good about a railroad system that will attract men to give to that system their very lives," he said, "and that is what these men have done. It is difficult for a person like me to come in and be associated with an organization that has given their lives to the running of this railroad. I appreciate the opportunity of working with them, and I appreciate the great loyalty that you people have shown. . . .

"I go back in my memory to the early days of my father and my associates when they were on this railroad, and the hardships that they endured for the service of this railroad. You men, many of you, have gone through many a stormy winter and hot summer in the service of the railroad and the service of your public. I have had the opportunity to ride the trains all over this country for a long time. I have seen what the train crews have had to put up with, and I have seen through the ticket offices the demands made upon you. You have been very, very loyal. No group in industry in the United States has been as loyal to the cause as you people employed in this great railroad system throughout the United States. . . ."

Mr. Gillick then introduced President C. H. Buford, stating that he is "a man who has been with us since a boy."

"I am really honored," Mr. Buford said, "because, having started work on the Milwaukee Road in 1907, I have the distinction of being a member of the Milwaukee veterans' group. I can talk to you tonight not as your president, but as a fellow



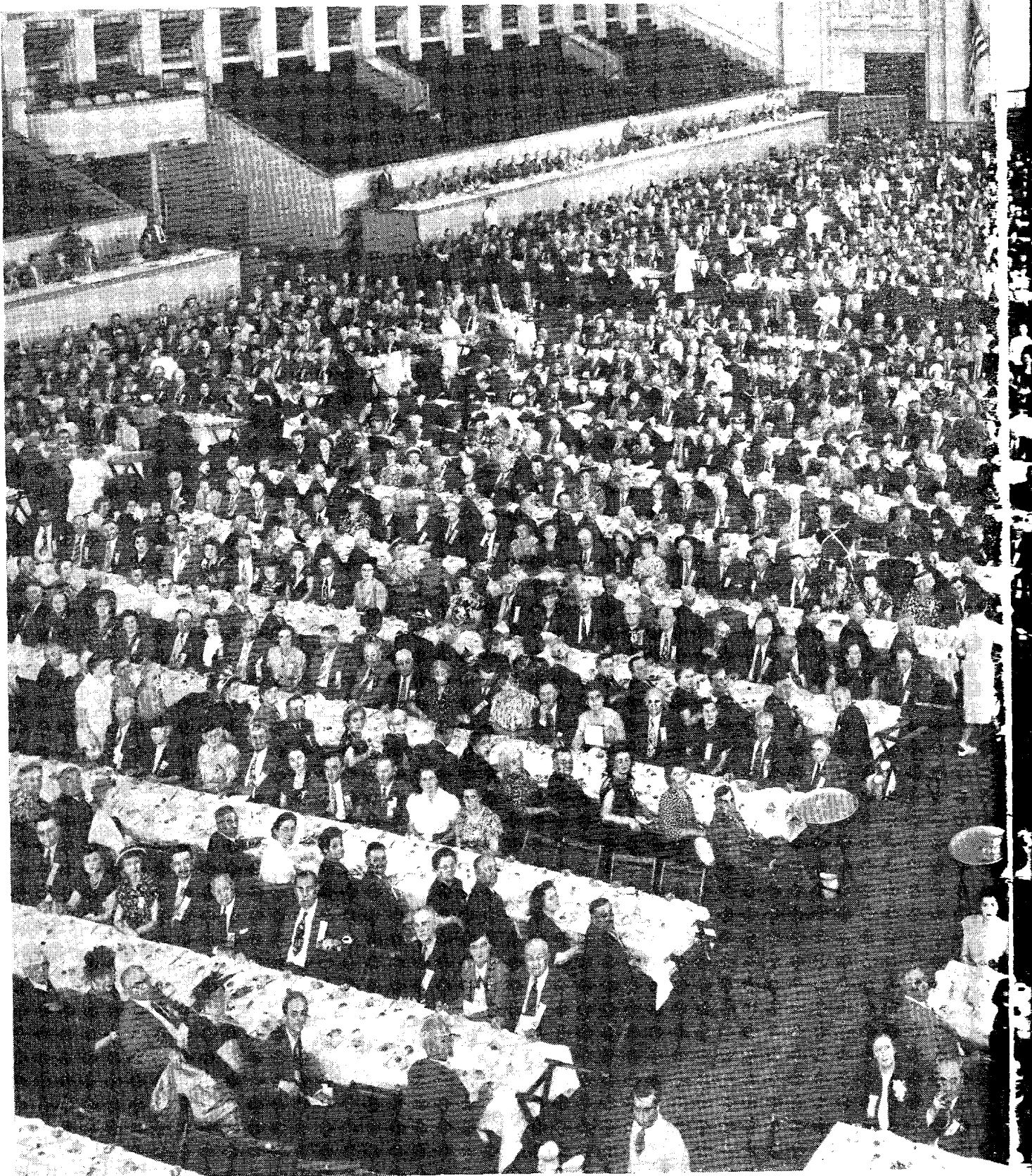
Above: Chief Yellow Thunder, from the nearby Indian village, welcomes L. J. Benson to Wisconsin Dells.

Below: The Malone Sisters (Mickey, left, and Janet) lent their vivacious charm to both the women's luncheon and the banquet.

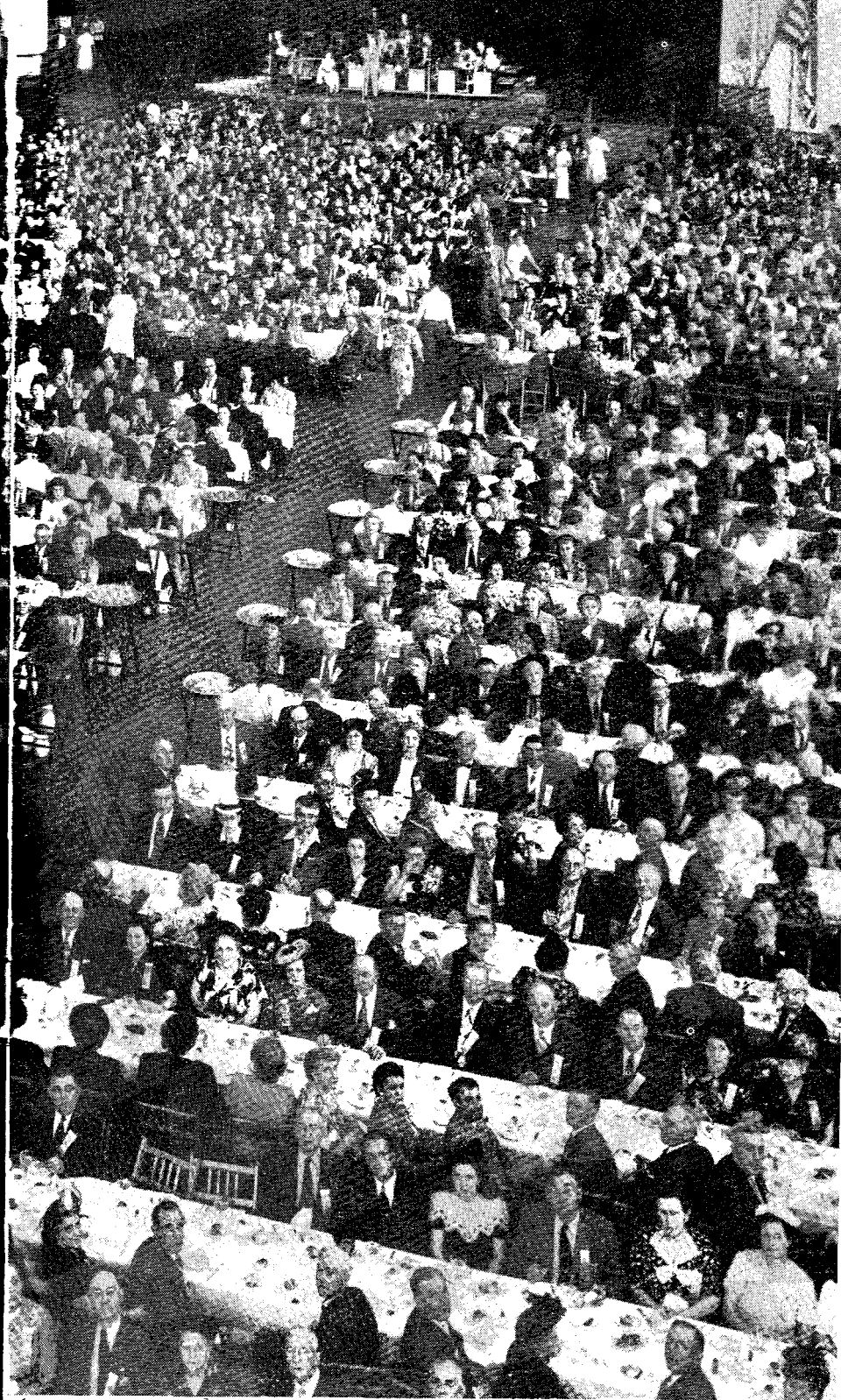


President Buford calls upon the veterans to give encouragement, guidance and inspiration to the younger employees. At his right is J. T. Gillick, president of the Association, and at his left Leo T. Crowley, chairman of the board of the Milwaukee Road. In the background are veterans and members of their families who could not be seated at the banquet tables but stayed for the speaking and entertainment programs.

View of the Milwaukee Municipal Auditorium at the start of the Veterans' Association banquet. A part of the group of more than 3,000 is not visible.



VETERAN EMPLOYEES' ASSOCIATION
OF THE MILWAUKEE ROAD
MILWAUKEE, WISCONSIN
SEPTEMBER 1st-2nd, 1948.



veteran—one of your group who, through the years, worked and worried and laughed together.

"Seeing you all here tonight and knowing that the youngest veteran has been with us for at least 25 years, my first thoughts are of the tremendous number of years of railroading with the Milwaukee that all of us represent, and of the many little things all added together through the months and years to make ours the great railroad it is today. Little things that all add up to something big. . . .

"The Milwaukee veterans' roll call is counted in the thousands and thousands. There are almost 12,000 of us. Just think of that. It means that there is an employee of 25 or more years of experience for each mile of road on this great system of ours. I wish we had an experienced man on each mile of our Road to look after the safety of our employees and of the patrons who use our service. . . .

"I have a request to make of you veterans, and I know it is something that you will be glad and proud to do. Within our Milwaukee ranks are many younger ones than ourselves, some who are just starting out in life on the Milwaukee Road. I say to you that we owe them something more than a chance to lay the foundation for a useful career, something more than the money they receive. We owe them guidance. We owe them encouragement. We owe them inspiration. These are moral needs.

"Who but this veteran group can give such moral help? And another thing, your officers and your company need the moral support of every employee and I know you veterans will teach the beginners to become loyal employees.

"The Milwaukee Veterans are living evidence that the Milwaukee Road is a good road to work for and, therefore, a good road to work with. I ask you seniors in the service to pass this simple message along to the juniors in the service. . . ."

The following day more than 1,000 of the vets and members of their families boarded two special trains for Wisconsin Dells where, in addition to the boat trip through the beautiful dells, lunch was served beneath the trees in a small park near the station. Entertainment was provided by two groups of Hiawatha Band musicians, one of which calls itself the "Hiawatha Tooters" and the other a barber shop quartet known as "The Bowery Boys." Chief

Bill Koch's German Band kept things moving at a lively pace in the "Switch Shanty."

Yellow Thunder and his trio of Indian singers also kept the veterans entertained.

A great deal of talent was discovered among the veterans themselves and members of their families when George Dempsey, general inspector, division of safety, called for volunteers to step up to the microphone and sing, recite, whistle or do whatever they cared to.

Miss Elizabeth Hesberg, cashier in the Minneapolis freight office, sang "Let Me Call You Sweetheart" to get the ball rolling, and soon the



volunteers were popping up all over the park. Among the talented impromptu entertainers were: Mrs. Walter F. Wegner, wife of veteran pump repairer at Milwaukee, who sang and gave recitations; David T. MacFarland, veteran machinist at Portage, who sang Scottish airs in the manner of Harry Lauder; John Morrissey, retired veteran switchman at the Chicago Terminals, who sang Irish songs; "Dutch" Dwyer, veteran conductor, Superior Division, claimed that the nickname "Dutch" was a mistake, and sang Irish songs to prove it; Frank W. Johnson, veteran Midwest Hiawatha conductor, amused his audience with some humorous stories and songs; Jimmy Duncan, veteran engineer, Milwaukee Terminals, sang old-time Irish songs; Mrs. Ethel Block, wife of Lucian Block, veteran Chicago Terminals switchman, also sang a number of songs.

The 1948 veterans' convention, like all the others, was an occasion to remember for many years to come.

Above: The vets have their lunch and take things easy at Wisconsin Dells. Left: Dick Gordon, tenor, sings "My Wild Irish Rose" at the banquet by special request from Mr. Gillick. Below: The "Hiawatha Tooters" entertain the crowd on one of the special trains returning to Milwaukee from the Dells.



Mrs. Grant Williams Retires From Veterans Post

THE retirement of Mrs. Grant Williams from the position of secretary-treasurer of the Veteran Employees Association of the Chicago, Milwaukee, St. Paul and Pacific Railroad will come as unwelcome news to the thousands of veterans in Milwaukee Road service who have come to regard her as a symbol of all the things that organization represents.

They will be interested in knowing, however, that the duties of the position were transferred, effective Oct. 1, to younger and equally capable hands in the appointment of Miss Florence Walsh as secretary-treasurer. Miss Walsh, who has been assisting Mrs. Williams for about two years, is regularly employed by the railroad as secretary to L. J. Benson, assistant to president, who also serves as vice president of the Veterans' Association.

Bowing out as an active participant in the affairs of the Association was not easy for Mrs. Williams, as her husband had been one of its founders and it has always been close to her heart.

Mr. Williams, who was later to become assistant general freight agent of the Milwaukee Road, was chief clerk to President A. J. Earling at the time he, Mrs. Carpenter Kendall, editor of the Milwaukee Magazine, and others became interested in the organizing of an association of veterans.

One hundred sixty officers and employees held the first meeting in the La Salle Hotel in Chicago on Feb. 5, 1916. A large picture appearing with the account of that meeting in the March, 1916, issue of the Magazine shows Mr. and Mrs. Williams among the principals. At this meeting Grant Williams was elected treasurer.

He was serving the Association as secretary-treasurer in 1925 at the time of his death, only a month before the date set for the annual convention. Since Mrs. Williams had been assisting her husband for several years in the handling of the organization's affairs, she was asked to take his place. She agreed, and in the intervening years the address of her home at 6167 McClellan Ave., Edgebrook, Ill., which also served as her office, has become familiar to men and women on the Milwaukee Road. During those same years the

membership of the Association has grown from 160 to more than 10,000.

Mr. and Mrs. Williams will both be long remembered for the work they did for the Milwaukee Road. In addition to taking an active part in the organizing of the Veterans' Association, Grant Williams was also very active in laying plans for the Milwaukee Road Pension Association. Mrs. Williams has the distinction of having been the first president of the Milwaukee Railroad Women's Club, serving in that position temporarily until Mrs. H. E.

Milwaukee Veterans' Association. I do not recall any detail of the arrangements for the first meeting of the Association that he did not personally arrange for.

"It was a small beginning of an organization that has been of great value to the employees and to the railroad. Following the good things that Grant did, you more than anyone have done the wonderful job that was necessary, especially during the years of depression, to keep the Association alive. . . . You will have a well earned vacation from the work that



Mrs. Williams is congratulated by J. T. Gillick and Miss Florence Walsh, her successor, upon retiring as secretary-treasurer of the Veterans' Association.

Byram was elected president general in 1924, at which time Mrs. Williams became first vice president general.

Mrs. Williams still lives at the familiar address in Edgebrook, Ill. One son, Russell, lives in St. Louis, and the other, Grant Erwin, in Park Ridge, Ill., only a few miles from his mother's home.

In a letter sent to Mrs. Williams at the time of her retirement, J. T. Gillick, retired vice president of the Road and still president of the Veterans' Association, wrote:

"I well remember 35 years ago when Grant Williams put in many day and night hours organizing the

Grant started and that you have carried on so many years, to the great satisfaction of the veterans."

In her letter of reply, Mrs. Williams wrote, in part, as follows:

"On the day of his [Mr. Williams'] funeral I took over, with a convention less than a month ahead, and have continued in his footsteps until I began to realize the necessity of giving it up into other and more capable hands. It has been a labor of love and while I know you will have many and better secretaries as it continues its triumphant progress, you will probably never have one more devoted to the work."

The Professors Come to HIM

Running engines, growing fruit and making friends . . . locomotive engineer is an expert at all three

THE professor and the engineer walked out across the lawn to the orchard, and there they stood now, in the shade of the old Patton Greening. They were eating apples in silence, tasting them with great care and looking thoughtfully out across the sunlit fields.

"But Oscar," the professor said at length, "the parent tree should have no effect on the characteristics of the grafted fruit."

"I know, but you will have to agree with me," Mr. Sorby insisted, "that this Spitzenberg from the graft on the Patton Greening has a sweeter flavor than the Spitzenberg from the graft on the Hibernial."

The professor took another bite from the apple in his right hand, then another from the one in his left. He shook his head slowly and laughed.

"Well, it's the first time I've known it to happen," he said. "We'll have to make further tests to see what the explanation might be."

One explanation which might have been given the professor by anyone who had known the engineer-orchardist for long was that if it is possible to stump the experts, Oscar Sorby of Montevideo, Minn., is the man to do it. Things which he puts into the ground just naturally grow better for him than they would for anyone

else. Perhaps his skill is so complete that it gives off the illusion of luck, but the results he obtains have given him a seat on the board of the Minnesota Fruit Growers Association and,

in 1938 brought him an engraved invitation to attend the 12th International Horticultural Congress in Berlin—an invitation, by the way, signed by a man named Adolph Hitler.



Engineer Sorby between trips. The tree is a Virginia Crab topped with Wealthies and McIntosh. His hands are behind two of the grafts and another can be seen at the top of the picture.



A view down one of the lanes in the orchard. Ed Reed, Milwaukee Road boiler maker at Montevideo, helps Mr. Sorby keep his alfalfa and the grass in his orchard cut.



Mr. and Mrs. Sorby both take pride in the enormous dahlias they grow in their flower garden.

Mr. Sorby is also an active lifetime member of the Minnesota Horticultural Society and is frequently called in to lecture and give demonstrations before agriculture classes at the Montevideo High School, the Future Farmers Club and other groups. Perhaps the greatest distinction of all is the fact that he is one of the few non-commercial fruit growers in the state who has been selected to do experimental work for the University of Minnesota.

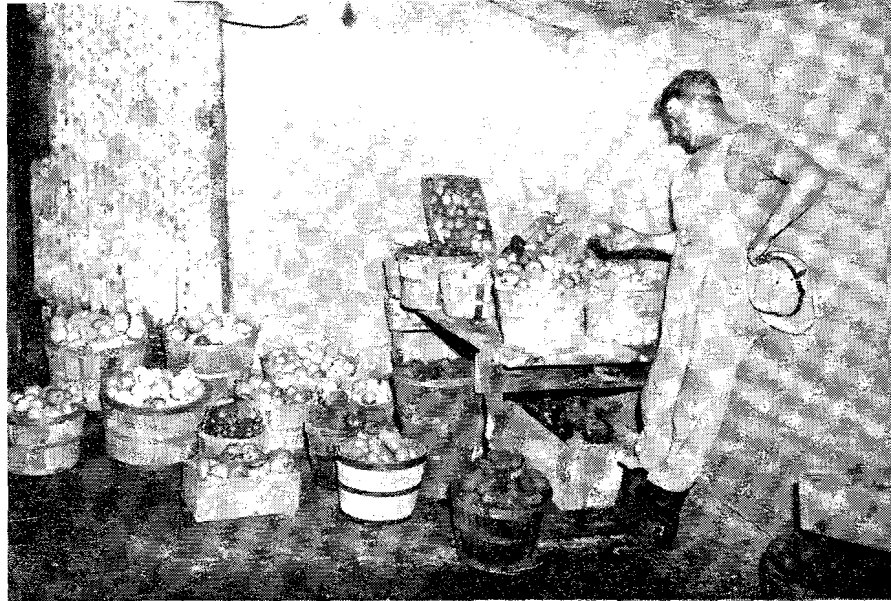
Briefly, the engineer from Montevideo who is frequently seen swinging down from the cab of his engine in Aberdeen carrying a large bouquet of flowers for the local hospital has an enviable reputation as a scientific farmer, as a friend of everyone, and as a good railroad man.

Oscar Sorby's talent for hard work, and possibly his skill, can be traced to his father, a Norwegian immigrant who moved his family to Montevideo, Minn., before Oscar was born. The elder Sorby set up a brick yard there and built a modest home in the middle of a beautiful little plum grove, where young Oscar later demonstrated a much greater interest in plums than in bricks. Mrs. Sorby likes to tease him about it today.

"You know, Oscar was born in a plum orchard," she told the writer, "and he has been plum crazy ever since."

Mr. Sorby maintains, in his usual lighthearted way, that if he is plum crazy, he is also apple, apricot, cherry, strawberry and raspberry crazy, and that a man couldn't ask for a more pleasant affliction.

Despite his natural liking for growing things and the fact that he undoubtedly could have been successful and happy as a full-time farmer,



Mr. Sorby keeps his treasure in a cool root cellar beneath the barn. Only a few of his many varieties of apples, potatoes and tomatoes are shown here. Due to weather conditions in 1947 which damaged the developing fruit buds, the crop was extremely light this year.

he had a taste for railroading and saw in the Milwaukee Road a career to his liking. So it was that he took a job firing in 1903 on a run between Montevideo and Aberdeen; he was set up as an engineer in 1908, and is still running an engine between those points. He pulls No. 5 to Aberdeen and brings back No. 18, the Columbian, later the same day, getting into Montevideo at 7:42 in the evening. Being off, then, until time to report for work the following night, he has time to devote to his fruit, flowers, vegetable garden and to other chores which have made a show place of his five and a half acre "farm" in the outskirts of town.

His is the kind of living-and-working plan which argues convincingly in favor of a career in railroading. It apparently has merit in the eyes of his son, Calvin, too, as he started

firing in 1944 shortly before going into the Navy. After 18 months of military service, he returned to the railroad and is firing again on way freights between Montevideo and Aberdeen. The Sorbys have one other child, a daughter who is married and lives in San Diego.

It was 21 years ago that Mr. Sorby bought his small acreage, part of which has since been sold. He built an attractive brick bungalow on the land, doing much of the interior finishing himself, and then set about the business of making things grow.

He likes nothing better than to experiment with fruit grafting, crossing, bridging, fertilizing and spraying, first with this chemical mixture and then with that. And always keeping a record of methods and results. It is little wonder that his work quickly attracted the attention



Mrs. Sorby is as capable in the kitchen as her husband is in the orchard and she has the preserves to prove it.

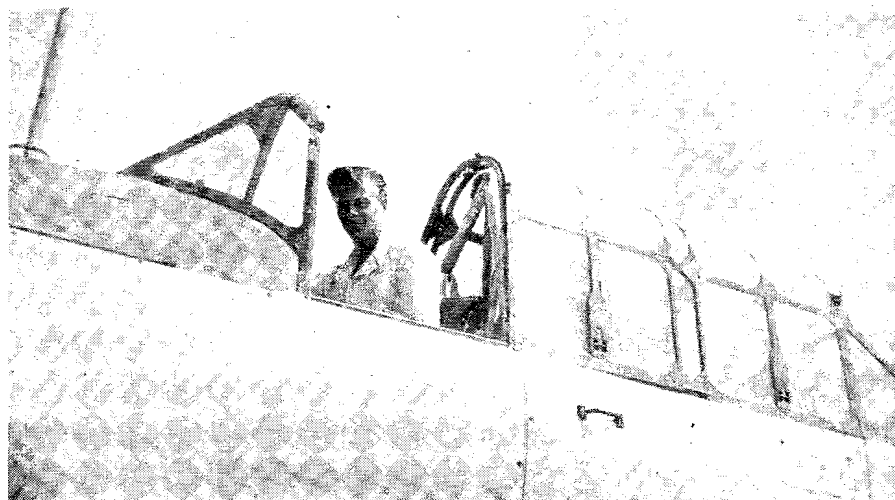


Its beautifully landscaped lawn makes the Sorby home one of the show places in the Montevideo area. Mr. Sorby has also done landscaping in the local parks and cemetery.

of the University of Minnesota, whose School of Horticulture prevailed upon him to work with them in the conduct of their experiments. Similar work is done by selected growers in designated districts throughout the state under the direction of the university's experimental station at Excelsior, Minn.

The growers visit this station periodically to observe new developments in fruit, vegetable and flower culture. Small plants developed from new fruit strains, for example, are given to the growers, each being asked to plant and care for them, keeping a record to show how the tree develops, flowers and bears; what diseases it is subject to; how it winters; and, above all, the flavor, color and keeping quality of the fruit. The university watches these experiments closely and if a majority of the growers find a new strain to be superior in some important respect to older varieties, it is named and the university makes it available commercially.

At present Mr. Sorby's plantings include 42 named varieties of apples, as well as others which the uni-



When Calvin Sorby isn't firing an engine he is usually flying the airplane which he and a friend bought soon after his discharge from the Navy. The landing field is only a short distance from the Sorby home.

versity and the growers still refer to by number; 21 named varieties of plums and several unnamed; 8 named cherries and others unnamed; 5 named apricots; 4 named pears; 3 named raspberries and 6 named strawberries. Many of the named varieties were only numbers when

planted.

To possess the skill to engage in such work is a distinction. In the case of Oscar Sorby, however, it is only part of something more important:

He knows the secret of useful living.



Oscar Sorby tells Torg Knudsen of Montevideo how to grow eight varieties of apples on a pear tree (the one they are standing under). The apples they are holding are a Wolf River, Minjon, Virginia Crab and Sorby Seedling. Other varieties on the tree are Golden Delicious, Sugar Loaf, Red Wing and Redwell. The tree no longer bears pears. Mr. Sorby says he does not recommend this kind of grafting as the most successful, but that in this case it worked very well and has been an interesting experiment.

BIG DAY FOR THE KIDS

Hiawatha Service Club Plays Dad to 300 Youngsters at the Circus

SUMMERTIME is fun time for most children, what with trips to new places, family outings, visits to the circus—all the fun of the long, lazy vacation days. In Milwaukee, Wis., the Hiawatha Service Club sees to it that even children without family ties get a share of these treats.

This year the Service Club held its annual summer outing for the children of Milwaukee orphan institutions at the Wisconsin Centennial Exposition on Aug. 12. The 300 children in the party represented the Lakeside Children's Home, St. Joseph's Orphanage, St. Rose Orphanage, the Carmelite Boys Home, the Jewish Orphans and the Milwaukee County Children's Home. Due to a polio quarantine 270 were unable to go and for these the club sponsored another outing on Aug. 24.

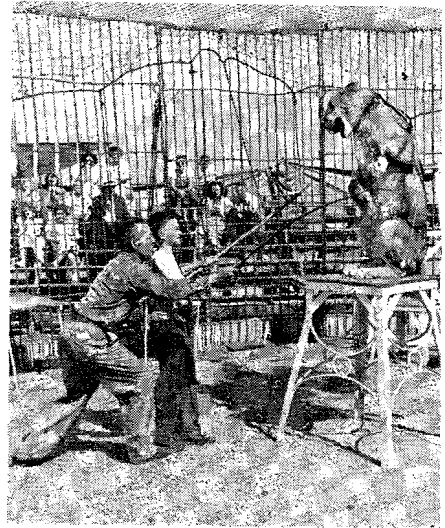
The party started shortly before noon and buses took the children and their attendants to the West Allis fair grounds. Before they entered the turnstiles every child was identified with a Hiawatha Service Club button and provided with a bag of refreshments—sandwiches, milk, Cracker Jack and other goodies.

The tour of the grounds led through the attractions which have

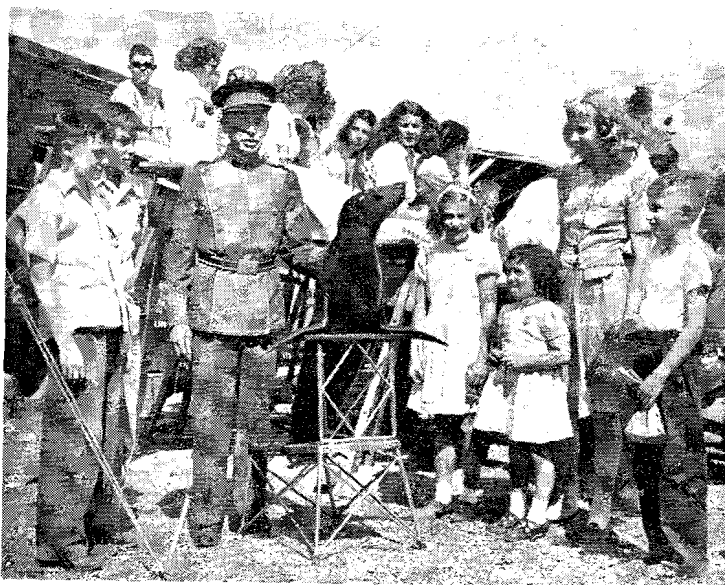
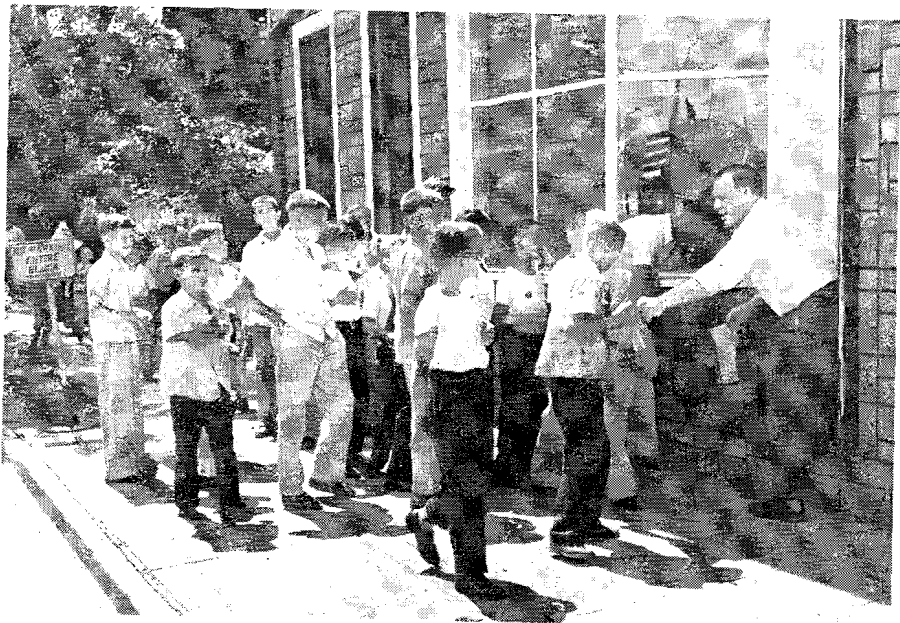
At a circus the refreshments are almost as important as the animals, so the Service Club distributed bags of "snacks" before the youngsters entered the Centennial grounds.

special interest for children and then to a performance at the wild animal circus.

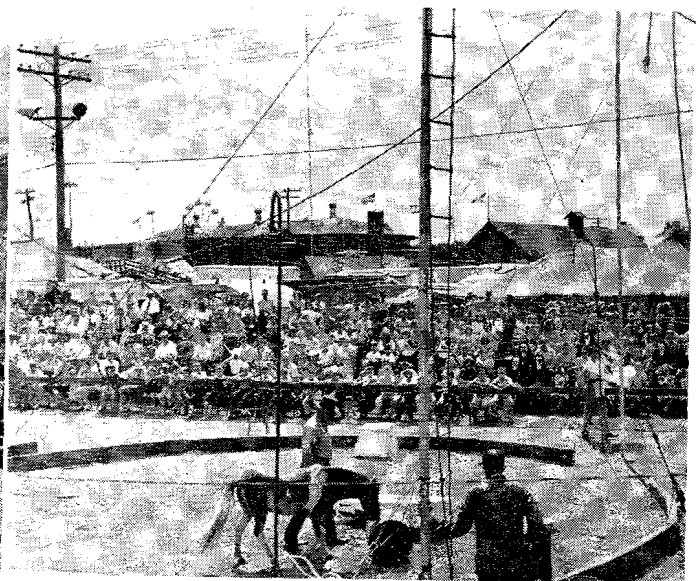
More treats were in store after the show. First, rides in the amusement area and then, by special invitation, to the Borden exhibit where a birthday party was in progress for Beauregard, the son of the famous Elsie. Beauregard's large birthday cake was cut for the occasion. At five o'clock they boarded the buses for home, a caravan of happy youngsters.



It's a real live lion, but Jimmy Trowbridge, a ward of St. Joseph's, isn't the scary kind. Under the tutelage of animal trainer Terrill Jacobs, he gets a lesson in lion taming.



Can't we be friends? Apparently not, judging by the snooty attitude of this trained seal.



Every youngster likes to watch a pony perform, and the grown-ups aren't bored either.

RAILROAD WEEK IN PERRY

by Ruby Eckman

ANOTHER Railroad Week has come and gone at Perry, Ia., and by all counts it was the biggest of the booming entertainments ever held in this community. As far as is known, Perry is the only city in the nation which honors the railroad industry with a special week. The celebration this year, the city's fifth,

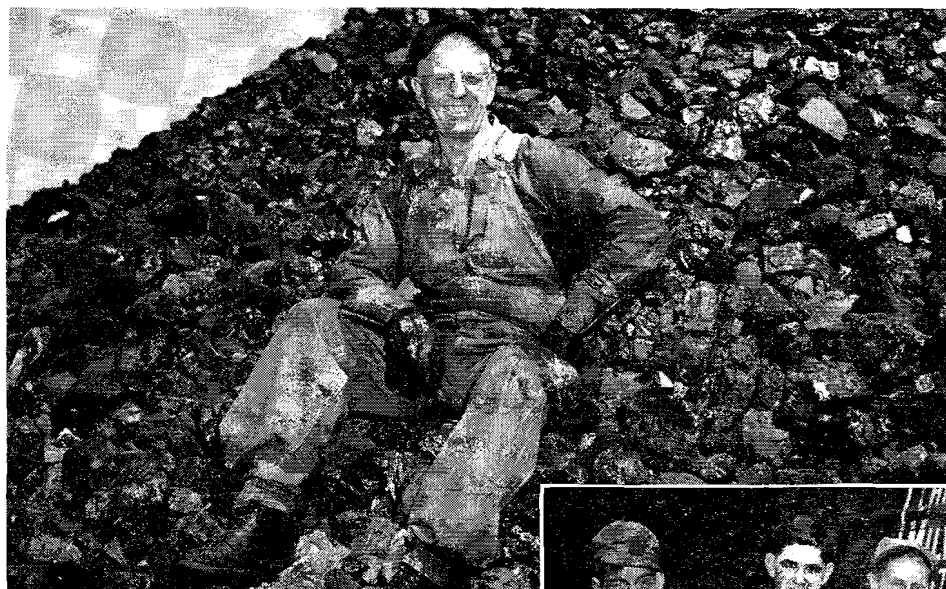
their families as making up some 2,000 of the 7,000 population.

If anyone in the vicinity of Perry didn't know what was going on as Railroad Week drew near, it meant they weren't reading the local papers. To acquaint people with forthcoming events, the *Perry Daily Chief* carried flyers and on Aug. 31 published a 28-page extra. The special edition was dedicated to the railroads of the country and featured an editorial that stressed the importance of the railroads to Perry—the

Milwaukee Road in particular. Approximately 300 railroad employees were pictured, singly and in groups, as they appeared engaging in their individual jobs. The pictures were accompanied by biographical sketches.

Among its interesting features, at least to Milwaukee Road people, were a number of pictures and articles quoted from the Milwaukee Magazine. Most of these concerned local boys who have made their mark in the railroad industry. Mentioned among them were J. T. Gillick, well-known retired Milwaukee Road vice-president, operations; G. H. Hill, at one time chief dispatcher at Perry and now superintendent of the Idaho Division; and Larry Dugan, the Perry boy who was recently elected vice president of the Road with headquarters in Seattle.

When Railroad Week opened the morning of Sept. 1, railroad employees and business people alike left their homes wearing the attire which has become identified with the celebration—caps and neckerchiefs for the women and overalls for the men. The caps all bore the Milwaukee Road trade mark. Hundreds of buttons, the same which were being distributed to visitors in the Milwaukee Road exhibit at the Chicago Railroad Fair, held the neckerchiefs in place and were worn jauntily on caps.



It takes a lot of coal to run a railroad. Malcolm Nelson, crane operator, has the say-so about this stock pile at Perry.

ran from Sept. 1 to 5 and some 20,000 people took in the show.

Railroading is big business everywhere, but in Perry it is the foremost. In fact, it can be said without contradiction that the railroads *are* Perry. It was founded by the railroads and this all-out community celebration is a tribute to the industry which constitutes its major occupation and is responsible for its economic progress.

Served by the Milwaukee Road, the M&StL and the DM&CI, Perry is one of the most important railroad terminals in the state of Iowa. It is also headquarters for most of the Road's heavy shop work in that territory. An over-all picture of what the Milwaukee Road means to Perry is reflected in the census figures which show the Road's employees and



This group of men, shown on the Perry freight station platform, were pictured in the "Perry Daily Chief." Front, left to right: William Mellette, Ray Teasdale, Paul Fisher, Y. S. Smith and L. R. Ebrecht. Standing, left to right: Claude Altig, Sr., Paul Mickelson, Earl Bills, John Harris, L. M. Peterson, Ronald Gonder and Agent J. B. McGuire.

Business houses vied in their decorations. Much of it was the work of Milwaukee Road Fireman Wayne Harvey, a talented artist whose services were much in demand by merchants. Practically every store window displayed slogans and pictures touting the celebration. One of the most spectacular was displayed in a restaurant which had also painted its sidewalk approach to simulate railroad tracks, a highway crossing sign included.

A festive air hung over the city while visitors began pouring in by the hundreds. The big outdoor entertainments started on Saturday with a carnival in Hanlon's Park. Perryites recovered sufficiently by Sunday afternoon to watch the Gowrie American Legion Drum and Bugle Corps perform on the main business street, after which they went to the park for a baseball game. The Legion drum and bugle corps was sponsored by Perry Post, whose membership lists many Milwaukee Road employees. In the evening a band concert and other entertainments were held at the park.

Monday morning, the day of the parade which is the climax of Railroad Week, the sidewalks were packed solid with spectators long before it was scheduled to start. An estimate placed the crowd as close to 20,000. The line of march was well over a mile long and it ran one full hour. There were 49 entries—beautifully decorated floats, marching groups of employees, veterans in shiny cars, agricultural and farm displays. Five bands furnished the music as it passed in review.

At the head of the parade, as he has been at every one in Perry for

the past 60 years, rode Mac Freestone who, now that he is 94, has relinquished his horse for a jeep. Behind him, in a shiny new convertible, rode the Queen of Railroad Week, pretty Verla Jean Hickey, daughter of a deceased Milwaukee Road conductor. She was accompanied by her attendants, one of whom was Miss Audry Kressen, daughter of General Roundhouse Foreman A. J. Kressen. Audry was runner-up for the title of queen.

The parade terminated at the park, where the floats were left on display for the crowd to get a closer view. The rest of the day was filled to the hilt with a stiff schedule of entertainment. Baseball fans sat in on another ball game and for the young-



Perry's fairest, Verla Jean Hickey, who reigned as queen of Railroad Week. Verla's father, the late Ray Hickey, was a well known Milwaukee Road conductor.

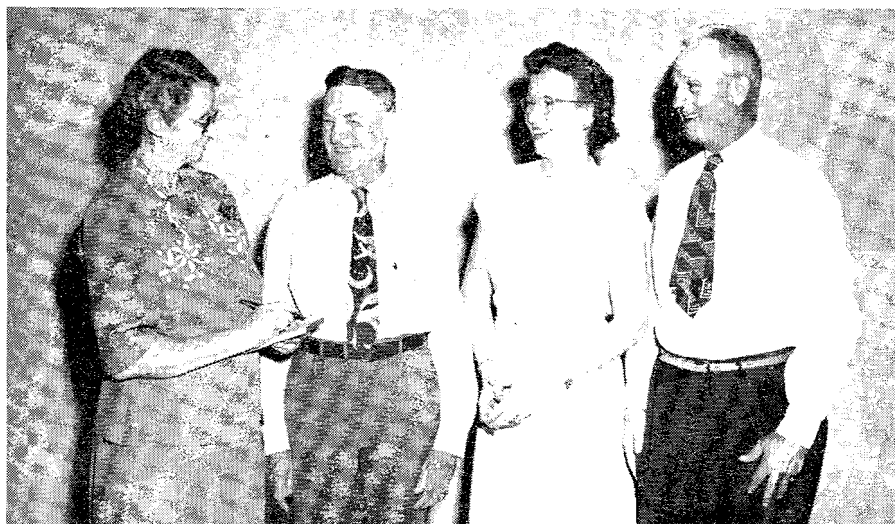
sters there was a sports program, which included races, a pie eating and a watermelon eating contest. Biggest thing on the afternoon pro-



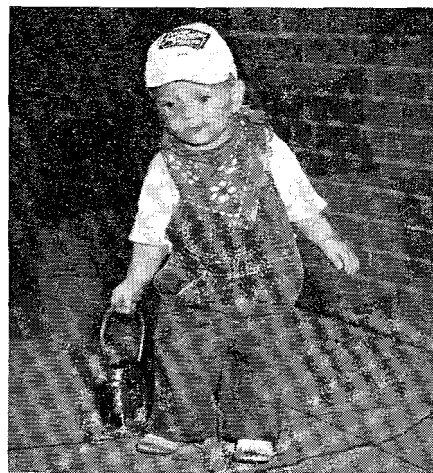
It takes longer to pour cream this way, but Perry restaurants went all out for atmosphere and coffee drinkers took it this way and liked it. George Watson of the White Spot Cafe is shown pouring for customers Pat Smith and Cherie Walkup. Ray Contri is the spectator in the corner.

gram was the drill presented by the Moose National Champion Girls Drum and Bugle Corps of Cedar Rapids, which had been a headliner in the parade. In the evening a drawing was held for the valuable merchandise prizes donated by the Milwaukee Road Service Club, with three of the prizes going to Perry residents. A dance with music furnished by the Perry Elks Lodge spelled finish to the eventful day.

The handling of a celebration of such magnitude means many hours of planning and work for the committees. The success of this affair was due to the sponsorship of the Milwaukee Road Service Club and the efforts of the employees who assisted Agent John McGuire, Roadmaster D. W. Loftus and Car Foreman Paul Salzer. A. W. Nicholson, lieutenant of police at Perry, was in charge of traffic regulation.



Ruby Eckman, of the dispatcher's office at Perry, who worked on the special railroad edition of the "Perry Daily Chief," is shown here interviewing Milwaukee Road people. Left to right: Miss Eckman; Frank Dow, conductor; Mrs. Everett Buckley, abstract clerk; and Mr. Buckley, conductor.



A little young for the costume, but on him it looks good. Warren Losey Hile, one year old, carries on the railroad tradition of his family. He is the grandson of Train Dispatcher J. M. Losey of Perry.



You, Too, Can Build a Home

by Dora H. Anderson

Correspondent, Mobridge, S. D.

ONCE it was a good five cent cigar. Now the great national necessity is a place to call home and, in the language of Mark Twain, "Everyone talks about the housing shortage but nobody does anything about it."

However, in Mobridge, S. D., three energetic Milwaukee Road employees are conducting an "Operation Building" these days that will assure them of fine new homes of their own in the near future. Dispatcher Wayne Smith, Signal Supervisor Gordon

Hill and Signal Employee Willis Anderson bought adjoining 50-foot lots in the west part of town and, confronted by a shortage of building trade labor, are doing their own construction work. Smith's house is 28 by 32 feet and calls for a combination living-dining room, two bedrooms, kitchen, bath, and a fully excavated basement. Hill's house has the same floor plan and is 24 by 32 feet. Anderson's place has a 26 by 34 excavation.



The builders pause briefly for identification. Left to right: Willis Anderson, signal maintainer; Gordon Hill, signal supervisor; and Wayne Smith, dispatcher.



How the Hill and Smith homes looked at the end of summer when most of the exterior work was finished. Talking it over in front of Hill's place, left to right: Wayne Smith, Gordon Hill, Willis Anderson and Mrs. Dora H. Anderson.

So far, the men have done all of the work themselves and made remarkably good progress. Hill and Smith will have their homes completed so they can move in this fall. Anderson, who decided to finish only his basement this year, will have it ready for living quarters.

Larry Hourigan, second trick car clerk at Mobridge, is also beating the labor shortage by erecting his own garage. The building is 22 by 24 feet and sports a weather vane in the shape of a duck, a unique piece of handwork turned out by his brother-in-law. Larry has given the project all of his spare time this year and it is almost ready for occupancy.

— IT'S A HIAWATHA YEAR —

Pie Pointers

1. To roll pastry easily, use pastry cloth and stockinette cover for the rolling pin.

2. Flour pastry cloth lightly. Rub flour into cloth with hand or rolling pin rolled over cloth several times.

3. Never grease the pie plate. Good pastry greases its own plate.

4. In fitting pastry to pie plate, press it gently with small ball of pastry so it fits snugly and no air bubbles remain.

5. Chilling pie shell $\frac{1}{2}$ hour before baking helps to keep fluted edge in place.

6. For that glazed golden crust, brush top of pie with top milk, cream, butter, or slightly beaten egg white.

7. To prevent spoilage, refrigerate all cream and whipped cream pies. Gelatin pies should be refrigerated, too, to keep them firm.

8. For delicious apple pie, roll a bit of grated cheese into crust. Or add a pinch of cinnamon, mace, or grated lemon or orange rind to crust before mixing with water.

9. Cut extra pastry into stars, hearts, etc.; bake separately and use to decorate one-crust pies. Or make into tarts, turnovers and other tidbits to serve as hors d'oeuvres.

10. Keep a package of piecrust mix handy on the pantry shelf, ready for use when you want it.

— Reprinted from GOOD HOUSEKEEPING.

Time

Take time to live, for that is what time is for; killing time is suicide.

Take time to work; it is the price of success.

Take time to play; it is the fountain of wisdom.

Take time to be friendly; it is the road to happiness.

Take time to dream; it is hitching your wagon to a star.

Take time to look around; it is too short a day to be selfish.

Take time to laugh; it is the music of the soul.

Take time to play with children; it is the joy of joys.

Take time to be courteous; it is the mark of a gentleman.

—Coronet

It's an Idea!

To clean gilt picture frames the *Better Homes & Gardens* way, moisten a pad of cheesecloth with a solution of equal parts of ammonia and denatured alcohol and pat on the frame lightly. Follow with a dry pad to take up the soil. Last, apply a little lemon-oil to protect and shine the finish.

Playing cards have come in for a restyling and can now be had in four colors. Green for clubs and orange for diamonds have been added to the traditional black spades and red hearts. As a further precaution, the new cards carry the suit symbol and value on all four corners.

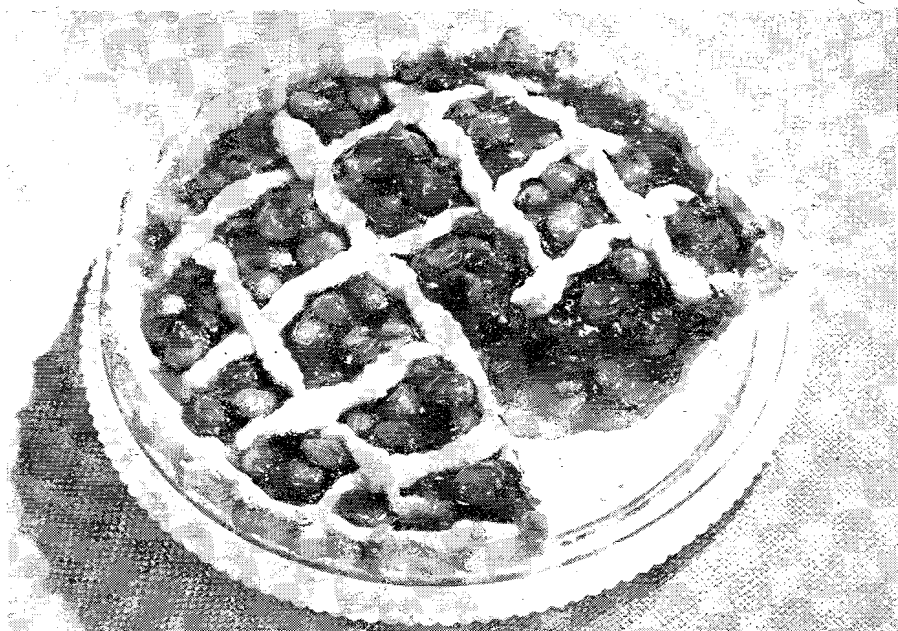
Now we can have dry-cleaned spinach! A spinach "tumbler" for cleaning has been patented by a Californian.

If you're not sleeping properly, perhaps your mattress is at fault. To measure your sleeping comfort, lay a yardstick across the mattress. If it touches the surface at all points, the mattress is still level. If, however, there are hollows below the yardstick, the time has come for a replacement.

A bright window shade may be the answer for the window that is hopelessly plain. *Better Homes & Gardens* recommends shades of a gay plaid, a flowered print, or bright peasant figures. Decorative shades look their best against simple walls and curtains, which is generally where they are needed.

October, 1948

It's Cranberry Time



FRESH cranberries are here again to take their place in the hearty fall and winter menus and from now on you'll be using a lot of this luscious, flavorful fruit. Are you interested in new ways and means, new recipes to dress up your everyday and holiday meals? Let's look in on the experts in such things to see what has been cooking these past months.

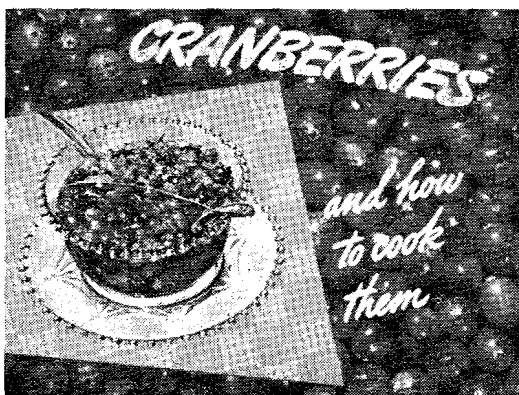
The picture above is one expert's answer to what's new in cranberry ideas this fall—cranberry-apple pie, as happy a combination of satisfying flavors as you have tasted in pie in a long time. This is an Ann Pillsbury's Eatmor Cranberry inspiration and here's the recipe to show you how easy it is to make:

- 1 box Pillsbury Pie Crust Mix
- $2\frac{1}{4}$ cups sugar
- $\frac{1}{2}$ cup water
- 2 cups thinly sliced apple
- 4 cups Eatmor cranberries

- 2 tablespoons cornstarch
- 2 tablespoons water

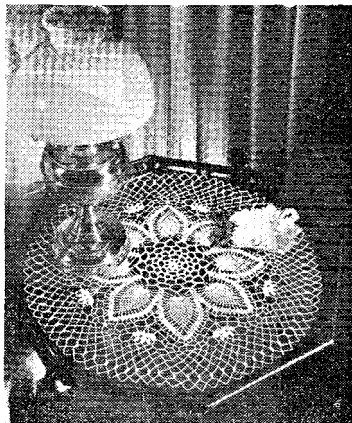
Prepare crust as directed on package, roll out half of dough and fit into 9-inch pan. Combine sugar, water, apple slices and cranberries in sauce pan, cook mixture until cranberries pop—about 10 minutes. Make a paste of cornstarch and remaining water, stir into fruit and continue cooking until mixture is thick and clear—about five minutes. Cool and pour into prepared pie shell. Roll out remaining crust and cut out holiday shapes; arrange pastry cut-outs on top of filling. Or cover filling with criss-cross pastry strips if desired. Bake in a 425-degree oven for 25 minutes.

The cranberries make the apples red, the apples make the cranberries sweet, and the result is a super special dessert.



IT'S yours for the asking, this new 40-page recipe book illustrated in full color. Every conceivable way of using cranberries is listed, with a number of recipes that are particularly good for home canning. For a free copy of "Cranberries—and how to cook them," write to The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.

Popular Pineapple Patterns



THE pineapple pattern, which appears to be the crocheters' favorite, is back again in two new designs for the home—a table doily and a handsome chair back set. There's a steady demand for designs in this lace-like pattern, which is also sturdy enough to protect the surface it covers. As it is shown here in the wide chair back set, it safeguards a large

section of the chair. A picot edge trims the scalloped sides of each piece and accentuates the pointed outside edge. The 22-inch centerpiece combines a ring of pineapples with a wide border of coarse mesh.

Free instructions for both designs may be had by sending a postcard to the Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



Retirements

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

Chicago General Offices

CHURCH, ALICE
Clerk, Office of Auditor of Expenditure
Chicago, Ill.
MOORE, NINA T.
Clerk, Office of Auditor of Expenditure
Chicago, Ill.
TRZASKA, CAROLINA M.
Janitress
Chicago, Ill.
WHEELER, ROBERT M.
Clerk, Claim Prevention, Refrigerator & Merchandise Service
Chicago, Ill.
WILSON, REX H.
Traffic Supervisor
Chicago, Ill.

Chicago Terminals

CHRISTIANSEN, WALTER G.
Trainmaster
Bensenville, Ill.
DZIADOSZ, PETER
Carman Helper
Chicago, Ill.
LENNEN, FRANK
Freight Caller
Galewood, Ill.

Coast Division

BURMAN, JOHN A.
Roundhouse Helper
Tacoma, Wash.
CHRISTIANSEN, VALDEMAR
Deck Hand
Seattle, Wash.
DECKERT, WILLIAM
B&B Carpenter
Tacoma, Wash.
GUNTHER, WILLIAM G.
Machinist
Tacoma, Wash.
KIRKHAM, FRANK
Machinist Helper
Tacoma, Wash.

SMITH, OLEY B.
Car Inspector
Seattle, Wash.
SOMMER, WILLIAM, JR.
Tinner
Tacoma, Wash.

Dubuque & Illinois Division

ROSENBERG, WILLIAM U.
Helper
Dubuque, Iowa

Hastings & Dakota Division

ALGER, ARCHIE H.
Brakeman
Montevideo, Minn.
HALLOFF, LAWRENCE E.
Loco. Engineer
Aberdeen, S. D.
KLOWESKI, JOSEPH W.
Ex. Gang Laborer
Birds Island, Minn.
SPAULDING, ROSS C.
Loco. Engineer
Minneapolis, Minn.

Idaho Division

CHRISTIE, GEORGE
Engine Watchman
Metaline Falls, Wash.
DONOVAN, JOHN E.
Loco. Engineer
Spokane, Wash.
HEALY, JOHN F.
Section Laborer
Spokane, Wash.
LEE, THOMAS
Section Laborer
Spokane, Wash.
MCCLINTOCK, SETH L.
Engine Watchman
Spirit Lake, Idaho
OLSON, OSCAR W.
Lineman
Spokane, Wash.

Iowa Division

DAVIS, HARRY T.
Conductor
Marion, Iowa
ENGELMANN, HARRY G.
Loco. Painter
Cedar Rapids, Iowa
REHR, JOHN N.
Section Foreman
Preston, Iowa
SHAW, HARRY
Agent
Arnolds Park, Iowa
TAYLOR, IVAN
Section Laborer
Lakeville, Iowa

Iowa & Dakota Division

BANKSON, JOHN R.
Yardmaster
Sioux Falls, S. D.
HELMHOLD, WILFRED A.
Brakeman
Sioux City, Iowa
KNOERNSCHILD, ARNOLD E.
Boilermaker
Sioux City, Iowa
PALMER, PAUL J.
Machinist
Sioux City, Iowa
WASHBURN, HERSCHEL J.
Conductor
Sanborn, Iowa
WOODMAN, RAYMOND A.
Machinist
Mitchell, S. D.

Iowa & Southern Minnesota Division

NASHUM, ELMER C.
Stationary Fireman
Madison, S. D.
ROSE, GUST A.
Crossing Flagman
Lake City, Minn.

Kansas City Division

FULTON, ROBERT W.
Brakeman
Ottumwa, Iowa
LEONARD, CHARLES E.
Loco. Engineer
Ottumwa, Iowa
THOMAS, EDWIN
Yard Clerk
Kansas City, Mo.

La Crosse & River Division

CHAFFEE, WILLARD S.
Section Laborer
Sparta, Wis.
KAROW, DAISY M.
Clerk-Steno.
Winona, Minn.
KUEHL, ROBERT B.
Blacksmith Welder
Tomah, Wis.
PROHL, HERMAN A.
Loco. Engineer
La Crosse, Wis.
RANDBY, CONRAD H.
Conductor
Merrill, Wis.
SCHMUTZLER, JOHN J.
Perishable Frt. Insp.
Watertown, Wis.

Madison Division

COOLEY, CHARLES R.
Section Laborer
Wauzeka, Wis.
FERRIO, CHARLES
Crossing Man
Janesville, Wis.
HOVEN, JACOB C.
B&B Carpt. Foreman
Madison, Wis.

Milwaukee Division

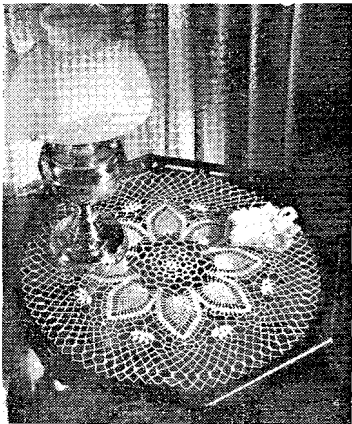
SCHELLPFEEFFER, ROBERT O.
Section Laborer
Mayville, Wis.

Milwaukee Terminals

BUTZE, PETER
Boilermaker Helper
Milwaukee, Wis.
GASZAK, VALENTINE
Blacksmith
Milwaukee, Wis.
HANSON, HENRY
Laborer, Loco. Dept.
Milwaukee, Wis.
JANSCHITZ, VALENTINE
Cabinet Maker
Milwaukee, Wis.
KOCH, MARTIN J.
Switchman-Yardmaster
Milwaukee, Wis.
KRUMNOW, ALBERT H.
Mach. Helper
Milwaukee, Wis.
MAGUIRE, ROGER I.
Loco. Engineer
Milwaukee, Wis.
MURPHY, JAMES J.
Loco. Engineer
Milwaukee, Wis.
NOONAN, THOMAS E.
Torch Cutter
Milwaukee, Wis.
PUEHRINGER, JOSEPH F.
Sheet Metal Worker
Milwaukee, Wis.
REIDY, PATRICK H.
Inspector Helper
Milwaukee, Wis.



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Traffic Supervisor Chicago, Ill.

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Deck Hand Seattle, Wash.
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Machinist Tacoma, Wash.
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Loco. Engineer Aberdeen, S. D.
KLOWESKI, JOSEPH W.
Ex. Gang Laborer Birds Island, Minn.
SPAULDING, ROSS C.
Loco. Engineer Minneapolis, Minn.

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Engine Watchman. Metaline Falls, Wash.
DONOVAN, JOHN E.
Loco. Engineer Spokane, Wash.
HEALY, JOHN F.
Section Laborer Spokane, Wash.
LEE, THOMAS
Section Laborer Spokane, Wash.
McCLINTOCK, SETH L.
Engine Watchman Spirit Lake, Idaho
OLSON, OSCAR W.
Lineman Spokane, Wash.

Iowa Division

DAVIS, HARRY T.
Conductor Marion, Iowa
ENGELMANN, HARRY G.
Loco. Painter Cedar Rapids, Iowa
REHR, JOHN N.
Section Foreman Preston, Iowa
SHAW, HARRY
Agent Arnolds Park, Iowa
TAYLOR, IVAN
Section Laborer Lakeville, Iowa

Iowa & Dakota Division

BANKSON, JOHN R.
Yardmaster Sioux Falls, S. D.
HELMHOLD, WILFRED A.
Brakeman Sioux City, Iowa
KNOERNSCHILD, ARNOLD E.
Boilermaker Sioux City, Iowa
PALMER, PAUL J.
Machinist Sioux City, Iowa
WASHBURN, HERSCHEL J.
Conductor Sanborn, Iowa
WOODMAN, RAYMOND A.
Machinist Mitchell, S. D.

Iowa & Southern Minnesota Division

NASHUM, ELMER C.
Stationary Fireman Madison, S. D.
ROSE, GUST A.
Crossing Flagman Lake City, Minn.

Kansas City Division

FULTON, ROBERT W.
Brakeman Ottumwa, Iowa
LEONARD, CHARLES E.
Loco. Engineer Ottumwa, Iowa
THOMAS, EDWIN
Yard Clerk Kansas City, Mo.

La Crosse & River Division

CHAFFEE, WILLARD S.
Section Laborer Sparta, Wis.
KAROW, DAISY M.
Clerk-Steno. Winona, Minn.
KUEHL, ROBERT B.
Blacksmith Welder Tomah, Wis.
FROHL, HERMAN A.
Loco. Engineer La Crosse, Wis.
RANDBY, CONRAD H.
Conductor Merrill, Wis.
SCHMUTZLER, JOHN J.
Perishable Frt. Insp. Watertown, Wis.

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COOLEY, CHARLES R.
Section Laborer Wauzeka, Wis.
FERRIO, CHARLES
Crossing Man Janesville, Wis.
HOVEN, JACOB C.
B&B Carpt. Foreman Madison, Wis.

Milwaukee Division

SCHELLPFEEFER, ROBERT O.
Section Laborer Mayville, Wis.

Milwaukee Terminals

BUTZE, PETER
Boilermaker Helper Milwaukee, Wis.
GASZAK, VALENTINE
Blacksmith Milwaukee, Wis.
HANSON, HENRY
Laborer, Loco. Dept. Milwaukee, Wis.
JANSCHITZ, VALENTINE
Cabinet Maker Milwaukee, Wis.
KOCH, MARTIN J.
Switchman-Yardmaster. Milwaukee, Wis.
KRUMNOW, ALBERT H.
Mach. Helper Milwaukee, Wis.
MAGUIRE, ROGER I.
Loco. Engineer Milwaukee, Wis.
MURPHY, JAMES J.
Loco. Engineer Milwaukee, Wis.
NOONAN, THOMAS E.
Torch Cutter Milwaukee, Wis.
PUEHRINGER, JOSEPH F.
Sheet Metal Worker. Milwaukee, Wis.
REIDY, PATRICK H.
Inspector Helper Milwaukee, Wis.



SCHOLLMAYER, HERBERT
Crossing Man Milwaukee, Wis.
SONNENBURG, GEORGE E.
Mach. Helper Milwaukee, Wis.
WOLTER, AUGUST E.
Blacksmith Milwaukee, Wis.

Rocky Mountain Division

BRENNAN, JOHN P.
B&B Laborer Deer Lodge, Mont.
GOULD, ALVIN W.
Loco. Engineer Avery, Idaho

Superior Division

OLLILA, JOHN
Section Laborer Mass. Mich.

Terre Haute Division

BALL, JOHN W.
Conductor Terre Haute, Ind.
BASTAIN, HERMAN
Loco. Engineer Terre Haute, Ind.
MANWARING, JOE C.
Section Foreman Faithorn, Ill.
PATTON, CECIL R.
General Car Foreman Terre Haute, Ind.

Trans-Missouri Division

HUGHES, JOHN
Spl. Guard Mobridge, S. D.
MACGILLIVRAY, JOSEPH S.
Loco. Engineer Mobridge, S. D.

Twin City Terminals

HELWIG, WILLIAM R.
Civil Engineer Minneapolis, Minn.
McGUIRE, JOHN H.
Carman Helper Minneapolis, Minn.
RUCKER, WILLIAM T.
Janitor Minneapolis, Minn.

— IT'S A HIAWATHA YEAR —

Conductor McCoy to Receive British Medal

CONDUCTOR Ralph W. McCoy of Austin, Minn., was notified recently that the British Empire Medal has been conferred on him for service with the 725th Railway Operating Battalion during the late war. McCoy retired



Ralph W. McCoy

from military service with the rank of first lieutenant. The action for which he was cited occurred while he was a staff sergeant on the Bengal and Assam Railway at Lamlanirhat and Dhubri, Assam. British authorities are arranging to have the decoration presented at a future date.

The citation, which called McCoy's service "exceptionally meritorious," read as follows:

"Due to a shortage of commissioned officers and the extensive operations assigned to his unit when the United States military troops assumed operation of this section of the Bengal and Assam Railway on 1st of March, 1944, it was necessary to assign competent enlisted personnel for supervision of various important posts of duty. Sergeant McCoy supervised the operation of trains on the Dhubri branch line and marshalling yards and coordinated railway operations with that of steam-boat operations, thereby increasing the efficiency of a very important trans-shipment point. In addition, he developed certain safety features at this point which materially resulted in the efficient operations and increased capacity. His co-operative ability and resourcefulness contributed materially to the successful operation of the railway and in maintaining civil and military supplies to the Province of Assam."

Aberdeen Membership Drive Draws Press Comment

WHEN Aberdeen Chapter of the Milwaukee Road Women's Club conducted its membership drive this year, the committee in charge attacked the project with such zeal that the community couldn't help but know what was going on. Consequently, when the chapter won second place in the campaign and the general governing board award of \$120, local newspapers commented on the fact. The following notice is quoted from the *Aberdeen American-News*:

"The Aberdeen unit's drive extended from Feb. 18 through June 30 and was carried out by Mrs. Mary Karr, club president, and Mrs. A. E. Hatten, first vice president, and a committee of 23 women. Mesdames Karr and Hatten served as co-chairmen.

"This brings the unit to a total voting and contributing membership of 1,200. Of this number 525 are women who are voting members; the rest are men of the Milwaukee organization.

"Committee members assisting in the drive were Mesdames W. J. Kane, Joe Maketzky, G. A. Carlson, William Mertz, H. W. Murphy, C. R. Steinlicht, Roy H. Smith, John Matern, V. P. Sohn, Fred Schtzel, J. J. Seiler, J. B. Johnson, E. F. Boettcher, H. J. Morse, W. A. Radabaugh, A. J. Schreiber, A. C. Anderson, R. L. Marlett, Elmer Dixon, W. H. Berg, E. W. Hopp and Joe Spatafore, and Miss Dorothy Henningsen."

This is the first time the club has achieved second place among the 61 chapters, bowing only to the unit at Milwaukee, Wis. Mrs. Roy C. Johnson, who was the 1,200th member to enroll, received a surprise gift of a sugar and creamer.

The meeting quarters of Aberdeen Chapter are among the most attractive on the system. The spacious rooms can accommodate 125 people at a time and the kitchen has complete facilities to serve them. Two new 48-cup coffee urns were recently added to the kitchen equipment and

the club also invested in 25 card tables and sets of card chairs. For the fall activities which started Sept. 13 the general meeting room had a distinctly new look. This was achieved with new window drapes, which were the club's summer sew-



A surprise gift—a sugar and creamer set—for Mrs. Roy C. Johnson, the 1,200th member to enroll. Left to right: Mrs. Johnson, Mrs. William Westerfield, secretary, and Mrs. Mary Karr, president.

ing project. A full 100 yards of material went into the making.

A hostess planning a dinner party for a number of friends decided on steak smothered in mushrooms for the main course. When Nora, the maid, opened a can of mushrooms to make the sauce, there was a slight scum on top. Time was short, so the lady of the house suggested, "Give the dog a little, Nora. If he eats it, then it's probably all right." Since the dog liked it and begged for more, the dinner was prepared.

After dinner a white-faced Nora appeared with the dessert and whispered tragically to the hostess, "Ma'am, the dog's dead." There was just one thing to do, and this lady did it.

Later, when eight people were lying around in various stages of recovery and the doctor had departed with his stomach pump, the hostess thought wearily to ask, "Nora, where's the poor dog?"

"On the front steps, ma'am, where he lit after the car hit him."

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

KANSAS CITY DIVISION

Chester Miller, Division Editor

Friends of Mr. and Mrs. F. R. Doud gave a dinner party at the Colony Club, Ottumwa, on Aug. 17, as Mr. Doud was being transferred to Madison, Wis. About 70 persons were present. During the dinner Miss Laura Lee Angell played an organ medley of railroad tunes and Irish airs. Ray Dueland, serving as master of ceremonies, presented Mr. and Mrs. Doud with a sterling silver service and Mr. Doud also received a plastic egg containing golf tees and a golf ball. Mr. Doud made a short speech thanking everyone for the gift and for their cooperation during his service on the division.

Agent C. C. Carnes, Williamsburg, has received much favorable comment on his flower garden at the depot. In fact, an article about his flowers appeared on the front page of his local paper recently. As stated in the newspaper, Mr. Carnes' garden makes it more or less of a pleasure to pay freight bills at his station.

The stork recently visited Mr. and Mrs. R. F. Kerfoot and left a nine-pound boy. The baby has been named Joe.

Roy Crigler, pump repairer at Chillicothe, died on Sept. 5 after being ill for some time with a heart ailment. He had been with the Road for 28 years. His friends extend sympathy to the family.

Brakeman R. W. Fulton has applied for retirement pension on account of disability.

I received a letter from J. W. McReynolds, Bolivar, Mo. Mac was our division engineer but is now a very busy farmer.

Engineer Walter Yoder, his wife, son Gary and Mrs. Yoder's father, have returned from a vacation trip that was anything but a pleasure. On Aug. 23 all of them were injured in a collision near Rush City, Minn. Mr. Yoder suffered severe injuries and will be recuperating for some time. The Yoder car, which was only three weeks old, was a total wreck. The driver of the other car incurred a \$10 fine for driving on the wrong side of the road.

H. C. Loveless, B&B clerk, has been named chairman of the organization of women workers who will cover Ottumwa residential districts in the 1948 Community Chest campaign.

Mr. and Mrs. M. L. Fromm have returned from the veterans' convention in Milwaukee. Other Kansas City Division veterans who attended the reunion: Mr. and Mrs. William Fry, Mr. and Mrs. H. E. Cross, Mr. and Mrs. M. O. Wallen, William Kelly (a young man of 90 years), and Messrs. Van Buskirk, Schrimper and Sweeney. Mr. Sweeney, who is 91 years old, ran the first engine south of Cedar Rapids on the Milwaukee Road. He also piloted the first engine across the old Missouri River bridge at Kansas City and was invited to ride the first engine across the Truman Bridge at Kansas City. He was retired then, but came to Kansas City for the occasion and rode the engine across.

Mr. and Mrs. Cash Standart left on Sept. 26 for Texas to visit their daughter. From there they will drive to the Gulf of Mexico for a vacation.

Walt Fuhr bought a house in Ottumwa recently and will be moving into it soon with his family.

"Good Luck Before I Go"

MAC MCGUIRE formally identified on the retirement lists as "John H. McGuire," was a car oiler at the Minneapolis coach yard before calling a halt on Aug. 1. Like so many men when they reach the retirement age, Mac felt a little sentimental at leaving, so he wrote a poem and entitled it simply, "Farewell Poem." It is somewhat too long to reproduce in its entirety, but this one stanza is offered as typical of the railroad man who is leaving service and wants to say goodbye.



John H. McGuire

*My railroad life comes to an end,
 Old age has willed it so;
 But I would wish my fellow men
 Good luck before I go.*

Mr. McGuire will move to Black River Falls, Wis., where he has 160 acres of land and is building a home. His two sons, Lloyd, a machine operator in the wood mill, and Earl, a car inspector, have been with the Road in Minneapolis since 1936.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

David Burns, our veteran switchman at Montevideo, has taken his pension and even engine 490 looks lonesome.

Conductor B. C. Bishop and wife have returned from a three-week trip through the West. Three years ago, when Ben and Gussie vacationed in Tucson, Ariz., they met a friendly undertaker and his wife from Minneapolis and a retired machinist from Watertown, S. D. This year the undertaker and his wife accompanied Ben and Gussie on their trip. One of the highlights was the stop at Watertown to see the retired machinist and his wife, and thus the six had a very happy reunion.

Sorry to report that Engineer Herman Frandy has gone to Rochester for medical attention and that Conductor Stub Holzer is also under a doctor's care.

Engineer C. E. Petrick has applied for a leave of absence and is taking it easy on his farm at Tamarack, Minn.

After a lengthy layoff, Roundhouse Foreman Pete Kamla is back on the job.



Superintendent F. R. Doud of the Kansas City Division and friends at the dinner party given in his honor at Ottumwa, Ia., on Aug. 17 before he left for his new post as superintendent of the Madison Division. At the rear table, left to right: Mrs. R. C. Dueland, Mr. Dueland, Mrs. Doud, Mr. Doud and A. J. Farnham. Chet Miller, division editor of the Milwaukee Magazine at Ottumwa, gives a report of the party in the Kansas City Division news this month.

"Casey" Conright is vacationing from the duties of relief foreman and catching a well-deserved breath.

Patrick Welch, retired conductor, passed away recently at his home in La Crosse.

Baggageman Edgar Huron died at his home in Minneapolis recently, after a short illness.

Conductor Tom Kirk, who has held down the Andover line for a good many years, has decided to take his pension. We wish him a long and happy retirement.

Out in Sheridan, Wyo., when Joe Dangel decides to visit his son John (our operator at Montevideo) he just gets in his car and takes a run into Minnesota. He did just that a few weeks back and surprised John. One of the reasons for John's surprise is that Joe is a mere 78 years—but he's mighty spry!

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

News of the sudden death of Charles F. Goodman, assistant chief clerk to general manager, on Aug. 29 came as a shock to his friends and associates. He is survived by his wife Amy. Mr. Goodman was born at Sigourney, Ia., on July 17, 1884, and entered the service of the Road at Jefferson, Ia., in 1906 as roadmaster's clerk. From 1908 to 1926 he was employed on the Rocky Mountain Division at various points, including Lewistown, Missoula and Butte, and in various positions, including material clerk, chief clerk to superintendent and chief clerk to assistant general superintendent. He transferred to the Coast Division in 1926.

Joseph H. Hollenbeck, 56, telegraph operator in the Seattle relay office, died on Sept. 8 after a short illness. He had been employed on the Coast Division since August, 1943, having been previously employed by the Postal Telegraph Company at Great Falls, Mont.

Mrs. Ann MacFadyean is the new stenographer in the Milwaukee Land department, replacing Mildred Lyche.

Roberta Madigan was recently employed as stenographer in the industrial department. She replaces Betty Jane Staller.

MADISON DIVISION

W. W. Blethen, Correspondent

Superintendent R. A. Woodworth was appointed superintendent of the Joint Agency at Kansas City, Mo., and left the division on Aug. 16 to assume his new duties. F. R. Doud, of Ottumwa, Ia., who succeeds Mr. Woodworth as superintendent of the Madison Division, took over on that date.

Engineer Frank O'Neill, Madison, and Alice C. Connors, daughter of Mr. and Mrs. Frank Connors of Columbus, Wis., were married in St. Jerome's Church, Columbus, on Aug. 25. Miss Connors wore a white satin gown and a fingertip veil with a tiara of seed pearls. The newlyweds are on a trip through the western states and Mexico at present and on their return will live at 526 West Wilson Street.

Mr. and Mrs. Robert Saeman, Cross Plains, announce the arrival of a son, Robert Fredrick, on Aug. 19. Mrs. Saeman will be remembered as Ruth Anita Conlin who was employed for several years in the freight department at Madison.

St. Raphael's Cathedral, Madison, was the scene of one of the loveliest weddings of the season on Sept. 4 when Joy Nannette Scherneck became the bride of Louis F. Genter of St. Louis. The bridal gown of white satin was trimmed with Chantilly lace and the bride's veil was held in place by clusters of orange blossoms. The bride's



Above: Before boarding the Afternoon Hiawatha in Chicago for the return trip to Minneapolis and her home in the nearby town of Hopkins, Minn., on Sept. 14, Beatrice Bella Shopp, newly crowned "Miss America of 1948", shows friends and well-wishers some of the pictures taken during the contest. At her right are her mother and father, Mr. and Mrs. Edward R. Shopp.

Right: Parlor Car Conductor L. E. Moore welcomes "Miss America" aboard the Hiawatha.



mother is Rae Scherneck, clerk in the B&B department. Following a wedding trip to northern Wisconsin, the young couple will make their home in San Antonio, Tex.

Agent and Mrs. J. A. Preston, Belmont, Wis., are receiving congratulations on the arrival of a daughter on Aug. 30. The name is Christine Ruth. Mrs. Preston will be remembered as Ruth Steil, clerk at Mineral Point.

Thomas Pagel, retired agent of St. Petersburg, Fla., is back in Wisconsin for a visit.

Mrs. N. E. Sielehr, wife of Conductor Sielehr, is confined to Lakeview Sanitarium, Madison.

Mr. and Mrs. Leslie B. Seely of Los Alamos, N. M., and their two young sons are visiting Train Dispatcher and Mrs. O. S. Kline of Madison. Mrs. Seely will be remembered as Rhuby Jean Kline.

Miss Jean Ann Cushman and Paul Kessnich of Madison were married in the Blessed Sacrament Church on Aug. 21. Jean Ann wore a white satin gown with an overskirt of Chantilly lace and a Chantilly lace veil. The bride's mother is Ethel S. Cushman, clerk in the freight department at Madison. Following a wedding trip to northern Wisconsin, the young couple is at home at Mendota Beach.

Thomas B. Huggins, 80, retired agent at Belmont, passed away at his home on Aug. 25 following a long illness. Mr. Huggins retired on Sept. 30, 1937, having served the Road for 49 years. Sincere sympathy is extended to the Huggins family.

L. D. Miller, night roundhouse foreman at Madison, has been transferred to Portage as night roundhouse foreman, filling the position formerly held by C. L. Iotte, deceased.

John E. Kuehl, machinist in the Madison roundhouse, has been appointed night roundhouse foreman at Madison.

Have received news of the recent death of Mrs. Samuel D. Smith, wife of retired roundhouse foreman at Madison. Mrs. Smith lived in Madison for several years. She was active in the Milwaukee Road Women's Club and had many friends on the division. Sincere sympathy is extended to Mr. Smith and his son, Dr. John Smith of Janesville.

Frank Olinger, 62, machinist in the Madison roundhouse, suffered a stroke on Sept. 4 and died in a Madison hospital on Sept. 5. Mr. Olinger had worked for the Road for 37 years. Heartfelt sympathy is extended to Mrs. Olinger and three daughters.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

From the Moses Lake area we have news of a busy season during the potato harvest. A nine-man crew keeps things running for the Road. George LaValley relieved Agent Sever, who was ill and E. M. Hartman worked as assistant agent. Ed Swergal was the chief yard clerk and Grey Thompson served as car agent. J. R. Crider, car inspector, kept cars in condition; J. R. Mende was ice dock foreman; L. W. Dietrich, FSI, worked on the claim prevention angle; and A. T. Wokinski and his assistant, Donald Zeller, took care of perishable freight inspection. A full-time Western Union office was also maintained.

Machinist Apprentice Jack Stinebaugh and family of Othello are making their home in Tacoma where Jack will complete his apprenticeship. A farewell party was given for them by the machinists' lodge.

Pipefitter Everett Sanders, Othello, brought his wife and new baby home from the Ritzville hospital recently. Cherie Irene is the name chosen for the little member of this family.

Robert Tennyhill, son of Electrician Helper Tennyhill, left recently for Moberg, S. D., where he will attend high school.

Mrs. Clarence Godon, wife of Pipefitter Godon, has returned from an extended visit with relatives in the middle states.

Mr. and Mrs. Clarence Fulton, who were married in Othello on July 4, have moved to Harlowton, Mont. Mr. Fulton was night ice foreman at Othello and will work in the same capacity in Montana.

Mrs. Laura Berkey, roundhouse clerk at Othello, attended a railroad retirement board instruction class in Tacoma recently.

New Milwaukee employees at Othello are Boilermaker Lowell Wood, formerly of San Francisco, Boilermaker Helper Louis Wal-lach, from Oklahoma, and Clifford Sexton, who is a nephew of Roadmaster Moore.

Roadmaster Allen reports the doings along the line as follows: Foreman A. M. Osborne and gang have moved from the St. Maries branch to Mr. Allen's district, the camp being located at Lone. The gang



Miss Jeannette Pierowicz, reservation clerk in the Chicago Union Station, was a September bride. Here she and her groom, John Pronobis, face the camera with a big smile after their marriage at St. Mary of the Nativity Church.

works from Metabine Falls to Newport.

Charles Nicolls, retired brakeman, a resident of Cheney for the last six years and formerly of Malden, passed away recently in a Spokane hospital. He is survived by his widow Rose, three daughters, a son and seven grandchildren.

General Foreman Williams' gang has been moved to Marengo to do a ballast job between that point and Paxton.

A. J. Iverson's masonry crew has moved from the Rocky Mountain Division to Blueslide to make repairs to the concrete lining at the west end of Blueslide tunnel.

Bridge Foreman Wohlk and crew are around Lone, doing repair work to the Vail tunnel.

A. Parsons and crew are redecking the viaduct at Pedee. Foreman R. E. Warn's

gang is at Marengo busy with general repair work in that vicinity.

Tom Denny, L. J. Collier, John Marinoff and J. Kammerer are tunnelling through the St. Maries dike. Fred Carlson, pump repair man, is assisting with this work.

J. R. Ewing and wife made a trip back to points in the Middle West, stopping at Omaha, Minneapolis, and St. Paul and also attending the Railroad Fair in Chicago. No, Jack did not win a bond at the Fair. Jack is a clerk in Spokane freight office and a representative of the clerks' organization.

Mr. and Mrs. W. T. O'Reilly made a trip back East to the wedding of their son Ward, who has been going to school in Omaha. Their trip will take them on to the Twin Cities to visit Bill's mother and other relatives.

The Humane Society would be the logical place to bring a pet you no longer want, but it seems that the Spokane yard is fast becoming a refuge for homeless animals. Recently four kittens of questionable parentage were brought in and all found good homes with employees. A black and white cocker spaniel, who apparently had no friends, soon found one in Nick Douglas, nightwatch clerk. Nick made the dog comfortable for the night and in the morning Ben Coplen took charge. Ben says that he is a smart pooch, understands everything, and after a bath and brushing is just the prettiest dog.

CHICAGO GENERAL OFFICES

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Lloyd Hutchinson, stenographer in the passenger rate department, has gone to Denver to live. Gene Dybas has taken his position. Robert Biefeldt takes over on Gene's job.

Roy Huntsman is back on the wire desk in Mr. Keller's office. Le Roy Schilling is taking over Hintz Reupert's ticket make-up desk in the city ticket office, Hintz going to the cashier's desk with Miss Seibel.

Jeanette (Pierowicz) Pronobis was married on Sept. 5 and is back on the job after an extended honeymoon trip to California.

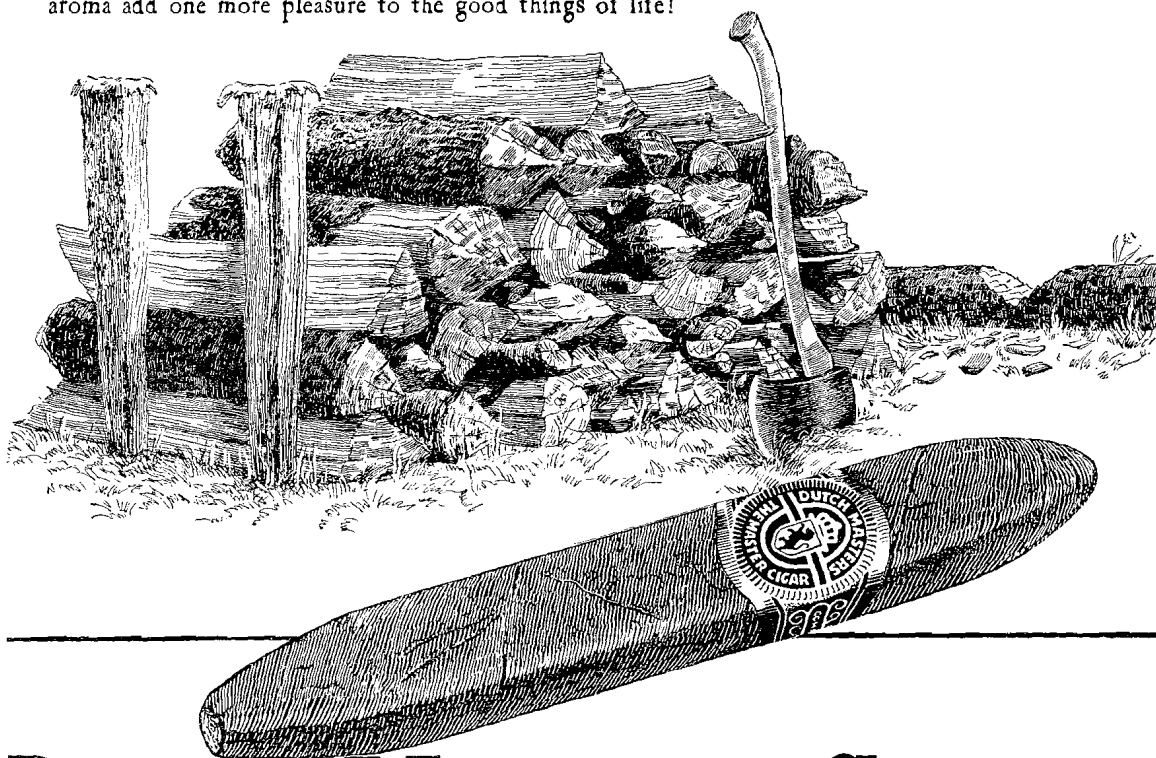


The scene at Normandy House, Chicago, on Sept. 11 when fellow employees of Miss Martha DeKeukelaere, supervisor of the central typing bureau in the Chicago Union Station, gave a luncheon to honor her 30 years of Milwaukee Road service. Seated, left to right: Marie Donnelly, Theresa Glasl, Miss De Keukelaere, Julia Sachen (mistress of ceremonies) and Elsie Hofman. Standing, left to right: Bernice Underwood, Zora MacNamara, Harriet Schuster,

Virginia Utter, Loretta Maloney, Dorothy Kohn, Vila Graves, Mabel Hanson, Catherine Freeman, Ann DelGiorno, Pauline Cornelius, Elaine Schmitt, Hilma Johnson, Patricia Haul, Vera Foley and Marie McAuliffe. Martha, as she is known to all, started with the Road in the accounting department and was appointed to her present position in 1942. As a remembrance of the occasion she was presented with a wristwatch.

Woodpile

First frost and wood-smoke, and the tang
of a freshly cut woodpile... What a time and place to
light up a fine Dutch Masters cigar and let its nut-sweet
aroma add one more pleasure to the good things of life!



DUTCH MASTERS CIGARS

She also visited with Marie Olson at the home of the latter's parents in Loyalton, Calif.

Howard Ahrens is back in the reservation bureau after working all summer in the city ticket office.

Robert Seymour has taken a position in Mr. Casey's office in the purchasing department. He was formerly in the freight department and in the city ticket office.

Nearly the entire reservation bureau force attended the Railroad Fair to hear their Viola Neuschwander sing with the Milwaukee Road chorus.

Car Accountant's Office

Harry M. Trickett, Correspondent

The name of Viola Asa was mentioned throughout the Fullerton Avenue building on the morning of Aug. 20 as the lucky winner of \$1,000 in the drawing held by the Railroad Mutual Welfare Club of Chicago. She was away on vacation at the time, but her son informed her promptly on her return. Other awards were \$100 to Marie Streiber, \$25 to Grace Rosier, and several smaller awards to others in our office.

Clara Wood, who has a hobby of collecting menus and dining at unusual places, had a reservation for dinner at the "Club Fiesta" dining car at the Railroad Fair on Aug. 24. She got her menu.

Speaking of good things to eat, we find that Ruth Bruner was awarded first and second prizes for her candy entries at the Cook County Fair held at Soldiers Field in August. She also received the Blue Ribbon award for corsages.

Representatives of our office at the Veteran Employees Association reunion in Milwaukee included Carl Denz, John Meyer, Rose Zuchola, Florence Haeger, Sophie Piefke, Ernestine Harter, Mary Oehm, Mary Shank and Irven Steger.

Marie Simpson took her three-year-old daughter on a fine trip this year, going to San Francisco and Los Angeles.

Florence Waszak returned from her vacation on Sept. 13 wearing a diamond on the third finger, left hand.

Margaret Gallagher is still on furlough, due to illness. Louise Schellenberger has been obliged to take another furlough on account of ill health.

Louise Sherden, who has been on furlough for several months, returned on Sept. 16 looking in good health.

Mr. and Mrs. George Skaja (the former Helen Seyan) announce the arrival of a baby boy on Sept. 15. They are also the parents of a two-year-old daughter.

With history piling up so fast, practically any day now is a first or second anniversary of something awful.

—Highways of Happiness

Auditor of Station Accounts and Overcharge Claims Office

Lois Johnson, Correspondent

August saw the passing of two veteran Overcharge employes—Jim Tully and Abe Weitzenfeld. Jim had been on a disability pension for the past few years. Abe underwent an operation early this year and came back to work seemingly on the road to recovery. His death came as a shock to his fellow employes.

Charley Brossman is on the mend after breaking a hip, and hopes to be back to work soon.

Now invested with the title of claim investigator are Don Ostien, Jim Lynch, Ed Hamacher and Dick Stingle. All are in the Suspense bureau.

Al Wackrow called the office recently to relieve the monotony of his enforced rest. He says he is feeling fine and wants to be remembered to his friends. He is looking forward to returning to his job soon.

Our bride-of-the-month was Margie Halchak, who became Mrs. Hillard Michalak at a ceremony in St. Michael's Church on Sept. 4. Many of her co-workers attended the ceremony and reception.

Your correspondent wishes to say a word of thanks to her friends for the lovely gifts she received on the occasion of her recent marriage. She is now Mrs. Paul Johnson—and liking it.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Ed Kusch and his chorus have moved up to the fourth floor, and it sure has had an effect on our bachelors.

Encouraged by his friends, Orrin Putnam has started to make custom built railroad models to scale, in all the popular gauges. Those who are interested can contact him in Room 41, Fullerton avenue.

Catherine Gillespie of the computing bureau informs us that she now has a grand-daughter.

Ray Wagons is about the proudest guy in the office since he became the owner of a jeep.

Terry Schmidke of the computing bureau was one of the entrants in the Railroad Fair beauty contest.

Dorothy May of the typing bureau recently underwent a serious operation.

A magazine writer says: "Our grandfathers never thought anything of walking 18 or 20 miles in an afternoon." So what? We never thought of it either.

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J. A. Strohmeier Receives Turner Award

AT THE national convention of the American Turners held in Lawrence, Mass., Sept. 2-5, J. A. Strohmeier, clerk in the freight auditor's office, Chicago, was presented with the organization's Honor Award. He was singled out for recognition from the total membership of some 25,000. The award, which is conferred "for distinguished service," consisted of a gold necktie clasp with a chain pendant bearing the Turner insignia, the Discobolus (discus thrower).

Mr. Strohmeier has been an officer of the local chapter, the Lincoln Turners, for many years and is a correspondent for the organization's publication, "Turner Topics." Milwaukee Magazine readers know him as the correspondent for the freight auditor's office news. He also contributes to national railroad magazines.



J. A. Strohmeier

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

Among those reported on vacations are Ruth Brauneis and husband, who recently celebrated their 25th wedding anniversary. They visited Yellowstone Park and Devil's Lake at Baraboo, Wis. Adeline Connick spent a week north in Glidden's wilderness, and Bill Wilson, Vicki Mackreth and Norb Izdepski spent theirs in California.

Vacation romances still bloom, as was evidenced by Harriet Berg's surprise engagement and marriage to Sam Domino, brother of Rose Nagel of shop timekeeping. Also taken out of circulation recently were Eileen Taylor of the material bureau, whose engagement to Maxie Gawenda was made known on Sept. 13, and Eileen Gray of the timekeeping bureau, who became engaged to Reg Hutchinson on Aug. 21.

Alice Erickson and Lucille Liebrock, of the typing bureau, and Laura Varallo, of the audit section, have traded their office routines for housekeeping. Gladys Bonetti, who did likewise about a year ago, has presented her husband with a baby boy.

The office was saddened by reports of the deaths of Ray Ayling, of the statistical bureau, who passed away at Billings Memorial Hospital recently, and Frank Budzien, father of Rose and Urban. Mr. Budzien was a retired chief timekeeper of Milwaukee shops.

Pat, daughter of Sol Farley, former chief traveling timekeeper, who worked in the bill and voucher bureau this summer has returned to school.

On the sick list at present are Butch Forester, of the builders; Viola Zechlin, bookkeeping bureau; and Ella Corliss and Frances Meyer of the bill and voucher bureau.

A scientist claims that metals have many of the characteristics of a human being. Whoever heard of a slot machine having a heart?

Notes from the Choral Club

by Violet McDonald

THE MILWAUKEE Road Choral Club is in full swing again and looking forward to a busy year. The first meeting of the season was held on Sept. 13 when the following officers were elected: George Dempsey, president; Martha DeKeukelaere, secretary; Grace Doyle, treasurer, and Robert Weber, librarian. Those elected to the executive committee were Mary J. Maney, Rosebud Wennerberg, Naomi Johnson and Phil McDonald.

It was good to see Gussie Weinrich and Theresa Glasl again, after their long recuperation from illness. Members still on the sick list at present are Grace Grall and Viola Zechlin.

New members who enrolled recently are Catherine Wirtitsch, Clara Welling, Margaret Aschburn, Martha Freese, Jeanne Whelton and Fred Johnson. The Choral Club is open to all employees in the Chicago area and to their dependents over 16 years of age. Those interested can get full particulars in Room 364 Union Station any Monday at 5:45 P.M. Join in the singing and have a good time.

The club was treated to a surprise recently when President Dempsey and his wife brought their movie projector with them and showed three films. The treat included ice cream and cookies.

The first program of the season was given at the convention of the Industrial Packaging Engineers' Association in the Hotel Sherman on Oct. 7.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Vacation events: Stan Tesmer, rate revising bureau, went to Alabama and points east to investigate alligator farms. James Banta, same bureau, smashed up his car while driving through Colorado and suffered severe injuries; no details at this writing.

Shirley Rheinberger, of the accounting machine bureau, was married to Fredrick Hahn on Sept. 28 at the Lutheran Hour Church. Her friends at the office gave her a beautiful chenille spread and pillow case set.

Ed Wayrowski, a 30-year veteran since Aug. 19, and his wife had a good time at the switch shanty at the veterans' reunion.

Helene Linden, daughter of Elmer Linden, assistant auditor of station accounts, left the accounting machine bureau on Aug. 28.

Rose Virgo, accounting machine bureau, was married, Sept. 26, to Joseph Bonfiglio at St. Peter Canisius Church. A reception at National Hall followed. They took a honeymoon trip.

Stella Huhro, waybill filing bureau, was married, Sept. 11, to Chester Czarnik at St. Hedwig's Church. Adele Hirsch of our office was one of the bridesmaids. The couple honeymooned at the Wisconsin Dells and Wisconsin lakes.

Earl Alden, of the L&B bureau, became a father on Aug. 20; Petite Cheryl born



It's the groom who gets the attention here—Dominic P. Odierno, clerk in the Chicago Union Station reservation bureau, who was married to Miss Ida Gennaro at Our Lady of Pompeii Church on July 31.

at Oak Park hospital to Earl's wife Gloria. The baby was welcomed by Grandma and Grandpa Gleich.

The bowling season opened briskly on Sept. 14, the men at Lake View Bowl with 18 teams. Hero of the first night was Ralph Osmundson who scored 567. The women's league has 22 teams with a total of 88 bowlers. They play at the Uptown Bowl.

Tim Wood, review bureau, who lives in Winnetka, is still ill and sends his greetings to the "old gang" with thanks for the attention received.

Will Steckman, at Alexian Brothers Hospital due to a broken leg and other injuries, sends thanks for the Milwaukee Magazines received.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Switch Foreman Earl Short was recently hospitalized on account of a heart ailment. His fellow employees send their best wishes for a speedy recovery.

We are happy to announce that Bill Baumgartner, our second trick operator, was married on Sept. 20 to Virge Mae Senst, daughter of Mr. and Mrs. O. H. Senst of Winnett. Bill is the son of Conductor George Baumgartner.

With reference to my last news items on Assistant Superintendent F. E. Devlin's homely-faced bulldog Morty, hats off to him, fellas, as he is now Canadian champion.

A. D. Bruno of Spokane is relieving A. M. Peterson, acting chief dispatcher, in place of Mike Welch who retired on July 1.

We are happy to see Switchman Leonard O'Dell back on the job after spending a few days in the hospital with "flu."

Carman Gust Samuel is laid up at home with pneumonia. We wish for a speedy recovery.

Engineer Lester Gibs, former resident of Lewistown, is back running an engine out of here.

MILWAUKEE SHOPS

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Mr. and Mrs. Jackson Mulhollon announce the birth of a son, born at Milwaukee Hospital on Sept. 11. The new arrival makes the Mulhollon family a foursome—mom, pop, a girl and a boy.

Mr. and Mrs. H. J. Montgomery thank the friends who took part in a surprise celebration on their 20th wedding anniversary.

Regret to report the death of Kenneth Armstrong, a former employe in Mr. Nystrom's office. Kenneth died of injuries received in an accident that occurred while he was vacationing. We offer our sincere condolences to his bereaved family.

The H. W. Klatte family recently held re-burial rites for their son Robert who was killed on foreign soil during action in the late war. Sincere condolences are extended to the family.

Miss Irene Shinnick has returned from a leave of absence. Glad to have you back again, Irene.

Miss Rosemary Wood and Miss Shirley Folz stopped in to see their friends before going back to school. Shirley goes back to her junior year at the University of Wisconsin and Rosemary to her "soph" year at the University of Colorado.

Frank L. Budzien, retired chief timekeeper of Milwaukee shops, died at Wauke, Wis., on Aug. 25. Mr. Budzien was born in Hartford, Wis., on Nov. 15, 1873. He started working for the Road in 1892 as timekeeper in the shops. He was promoted to chief timekeeper in 1905 and held that position up to the time of his retirement in May, 1939. He is survived by his wife, four sons and two daughters and eight grandchildren. Three sons, Magnus, Urban and Frank, Jr., work for the Road.

Locomotive Department

Leone Schneider, Correspondent

We welcome back Joseph Bartlein, foreman in the foundry, who has been on our sick list for some time.

A speedy recovery is our wish for Foundry Craneman Paul Dahms, who is recuperating from an operation.

Joseph Hurst, a newlywed, was rushed to St. Luke's Hospital recently to part with his appendix.

Congratulations are in order for Ramona Kopitsch, clerk in the SMP office, who completed 25 years of service on Sept. 6.

Craneman Herman Otto is on our sick list. His foundry workers hope he will be back very soon.

O. C. Finley, general foreman of the foundries, and Mrs. Finley have returned from a wonderful vacation in South Dakota. They drove through the Black Hills and many other spots of interest.

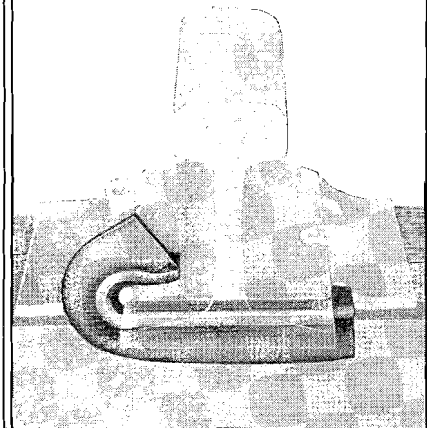
Store Department

Earl L. Solverson, Correspondent

Werner C. Lummer, former assistant district storekeeper, was appointed superintendent of shop transportation, effective Aug. 15.

Anges Osterkorn, stenographer for the AFE bureau headed by Al Koester, was married to William Hawley at Holy Cross Church on Aug. 14. They spent a three-week honeymoon at Cranberry, Wis. Co-workers extended their best wishes.

Phantom View of the IMPROVED FAIR ANCHOR



Note

- Secure grip on rail.
- Lock at opposite end.
- Contact under rail base.
- Bearing against tie and tie plate.

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CHICAGO

NEW YORK

Al Zirkel, of the GSK office, is manager of the Sal's Girls baseball team. Elaine Knapp, of the DSK office, is captain and catcher for this team which won the city and state championships and is to compete for the national championship at Phoenix, Arizona.

Gilbert Leack, chief clerk to the DSK, his wife and sons Paul, Lawrence and Robert, intended to spend their vacation driving to the Black Hills and Yellowstone Park but had a mishap at Lanesboro, Minn., on Aug. 8. Mrs. Leack received a broken arm and Gilbert a strained back and bruises. The boys were unhurt; consider themselves fortunate that it was not worse.

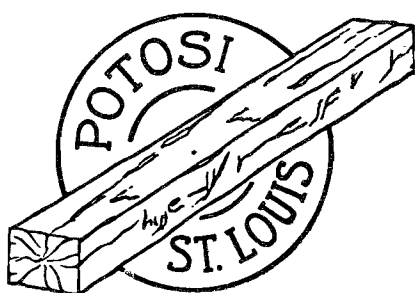
Your correspondent has been a patient at the Veterans' Hospital at Wood, Wis., since Aug. 22. Hospital conditions are very good, food is fine and ample, the only criticism is that it is taking too long to determine the source of trouble.

Frank Brewa, commander of Milwaukee Road American Legion Post, Mrs. Brewa,

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NATIONAL ALUMINATE CORP.
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and John Foren, first vice commander, participated in the past commanders 11th annual tour of the Stateville, Ill., penitentiary on Aug. 24. The tour included a visit to one of the round type cell buildings, the workshops, the gardens and the kitchens, and a fine dinner in the huge dining hall with a show put on by prison talent.

Coach Yard

Richard Flechsig, Jr., Correspondent

The bowling season is under way with a good team representing the coach yard. Ed Berndt is captain again. Other members of the team are George Schneider, George Laetsch, Ray Stark, Dick Seiden and Rich Flechsig, Jr.

Phil Stetzinbach informs us that his son John will be married soon. John worked here as a car cleaner some time ago.

Nina Ver Bruggen, car cleaner, is on the way to recovery after an operation. Car Cleaner Dmitar Rakas is at home on the sick list. The gang wishes both of them a speedy recovery.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Bridge Foreman R. R. Horning is on leave of absence, visiting his son in Texas and vacationing on the west coast.

It is nice to have Sam Whitaker, retired employe, back in the local freight office relieving on the various jobs while the men are taking their vacations.

The Southeastern Hiawatha golf team sponsored by the Southeastern Service Club had a most successful season in the YMCA league. The team members, Pat Bailey, Dick Franzwa, Dick Meeks and Bob Dean, came through with flying colors. At a banquet, Messrs. Franzwa and Dean came away with a prize of three golf balls each.

Mr. and Mrs. T. I. Colwell attended the veterans' convention in Milwaukee, Sept. 1 and 2, and also attended the Railroad Fair in Chicago.

Frank McMasters is back at Humrick second trick, relieving Willard Raney who is on the sick list.

Walter Chapman was the successful bidder on the third trick at Walz and Russ

Baker was the successful bidder for first trick at Dewey.

Duffy Nunley bid in the third trick at Dewey vacated by Jim Anderson, who was the successful bidder on the third trick dispatcher's job at Terre Haute.

Robert Ellis, chief clerk in the engineering department, Mrs. Ellis and two daughters attended the Milwaukee Centennial and the Railroad Fair in Chicago during August.

West Clinton Area

Earl H. Lehmann, Correspondent

Over 100 people from St. Bernice and West Clinton rode the picnic train to Odon on Aug. 8. The enginemen were Engineer D. Armstrong and Fireman W. S. McKinney, and Conductor Ernest Hopewell was assisted by George Elder, Wallace Jordan, Leo Maloney and Shelby Smith. Nearly 700 attended the picnic. It was a great day for the children.

Engineer Rendle Endicott, his wife and little son Tommy spent several days in Wisconsin Dells during August. They stopped in Chicago for the Railroad Fair.

Stockman Alvin Reed, wife and little son Michael visited their cousins, Dorothy and Fred Osso, in Providence, R. I., in August. Dorothy is a daughter of Brakeman O. A. Young.

Machinist Alva Hutson was in the hospital in Paris, Ill., during the early part of September. We hope to see him soon at the roundhouse.

Conductor John Ball retired during August. John did his last railroading out of Hulman Street but he had worked at Latta and out of West Clinton for a long time. We wish him many happy years of leisure.

Inspector Elza Hale and wife were in Chicago for the Railroad Fair in August.

Mrs. Edith Reed, wife of Engineer Ora Reed, returned home on Aug. 22 after spending several days in the Carle Memorial Hospital at Urbana, Ill.

During August, 10 car helpers were promoted to carmen and 10 new laborers were hired in the car department. It is believed that Car Foremen Charles Reedy, Carl Rueter and Thomas Corts will remember August, 1948, always.

We were sorry to hear of the illness of Passenger Brakeman Fred Stewart in August. Hope he will soon be back on the polished cars.



The Southeastern Hiawathas, representing the Southeastern Service Club, made a good showing in the golf league sponsored by the YMCA at Terre Haute, Ind., this summer. Left to right: Dick Franzwa, Dick Meek, Bill Johnson and Bob Dean. Franzwa and Dean took prizes at the end of the season.

Hoosier Entertainer, Western Style



Joe, in full cowboy regalia, gives a sidewalk demonstration of fancy rope twirling.

Legionnaires and the members of the 35th Division held jointly at Omaha on June 5, 6 and 7. For one of his rope tricks, Joe put the finger on President Truman, the 35th Division's distinguished veteran of World War I, who was present as the principal speaker. During the President's speech Joe sneaked up and caught his gesticulating arm in a neat lasso.

Joe's adroitness with a rope was acquired during his boyhood at Lander, Wyo., where youngsters are raised in the saddle. He is a Hoosier by adoption and started railroading on the old Southeastern when he was 20. This fall he is scheduled to entertain the Legionnaires at Miami, Fla., with his specialty act.

GIVE him a horse and a 50-foot lasso, and Engineer Joe D. Whisman of the Terre Haute Division can hold his own with any of the Western boys. Joe is an experienced entertainer and a familiar figure at American Legion conventions. This year he was one of the star performers at the meeting which Omaha

Operator Joe Wright is grandpa for the second time, a baby daughter being born to his son Robert and wife at Crete. Bob is a telegrapher at Delmar.

Robert Fingers, car department employee and star pitcher on the Blanford baseball team, and Miss Joan Myers, daughter of Fireman Emil Chaney and wife, were married in August.

Clyde Blake, retired conductor, and wife are visiting their son Max and family in California at present.

Section Employee Nelson Lowry and wife are the parents of a son, Michael, born Aug. 1.

Edward Acton, retired engineer, and wife spent the greater part of August visiting in California.

Brakeman Loren Dagley and wife have purchased the Gambill Restaurant here at West Clinton from John Gambill, his sister Mrs. Naomi Hughes, and daughter.

Yardmaster Hubert Ingram and wife spent several days in August visiting relatives in Pembine, Wis. They were accompanied by their son-in-law and daughter, Arnold Jenkins and wife. Mrs. Ingram and daughter are remaining in Wisconsin for the present, as Mrs. Ingram is ill.

Mrs. Virginia Parker, wife of Store-helper Nye Parker, was in the Union Hospital at Terre Haute the latter part of August. Virginia is one of the St. Bernice telephone operators. Her friends hope she will soon be OK.

Our heart beat a little faster and there was a lump in our throat as we saw our six-year-old grandson Michael leave for his first day of school. With him was six-year-old Johnny Maloney, son of Conductor Les Maloney. It was with a feeling

of pride that we watched them walk down the road and turn the corner at the end of the street to the brick school house across the way. Our little boys are growing up.

Charles Weyrauch, retired boilermaker, passed away at his home in St. Bernice on Aug. 29, after an extended illness. Burial was at Sioux City, Ia. Our sincere sympathy to Mrs. Weyrauch and relatives.

D & I DIVISION

First District

E. Stevens, Division Editor

Marilyn Radke, daughter of Switchman and Mrs. Harry Radke, Savanna, was awarded a bachelor of arts degree in English literature at the University of Colorado, Aug. 28.

Iowa Division Engineer John Riddle and Mrs. Riddle celebrated their 38th wedding anniversary on Sept. 4.

L. E. O'Donnell, retired conductor, writes from Hiland, Wyo., that while life on "the range" is vastly different from railroading they are very content with everything except the speed with which the days pass. He says that although he has some arthritis he can handle a rifle and when the antelope season opened the early part of September he stopped one weighing about 160 pounds at a distance of about a quarter mile. They have been canning meat ever since.

Engineer and Mrs. Lloyd Kuntzelman of Savanna attended the wedding of their son, Robert L., and Miss Sonia H. Boughton in Ida Grove, Ia., on Sept. 5.

Fireman Lyle V. Jones of Savanna was married to Miss Geraldine Wolf of Lanark

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in the Little Brown Church, Nashua, Ia., on Aug. 26. After a wedding trip to points in Colorado and California the couple will live in Savanna.

Miss Patricia Georges, daughter of Mr. and Mrs. Herman Georges (engineering department), Savanna, became the bride of Irvin K. Hartman of Mt. Carroll at the Methodist Church in Savanna on Aug. 29. The young people plan to continue their education at the University of Illinois.

Miss Jean F. Mulder, daughter of Mr. and Mrs. J. H. Mulder (chief clerk to DMM) of Savanna, became the bride of Glen Doty, also of Savanna, in the Lutheran Church on Aug. 15. Her sister, Mrs. Omar Jensen of Grand Forks, N. D., was matron of honor.

Frank Grand, D & I brakeman, passed away on Aug. 30 following an injury received at Spaulding. Mr. Brand started railroading on Aug. 5, 1920. Surviving is his son Scott of Elgin.

Elmer L. Ervin, store department employe at Savanna for many years, passed away in the city hospital on Sept. 11. Sympathy is extended to his widow, his sister and six brothers.

Give some people an inch and they want to be a ruler.

Quad Cities Area

Marion L. Arnold, Correspondent

The bowling team sponsored by the Service Club got off to a good start on its first match in September, playing three games and winning all three. The team is captained by Fritz Pasvogal of the car department. Other members are Switchman H. A. Merrill and L. R. Crouse, Yardmaster A. I. Kelsey, Fireman Walter Reis, and Lyle Norton of the car department.

The following employes have reported enthusiastically on the Railroad Fair: Switchman H. L. Harrington and wife; Yardmaster A. I. Kelsey and wife; Perishable Freight Inspector R. A. Tubbs and wife; Don Paulsen, of the PFI department; Yard Checker Charles Hart and wife; Agent G. Geyer of East Moline; Fern Dillig, secretary to F. Hagendorn, DF&PA; and Roger Kiesow, also of the DF&PA office, and his wife Marian, who is employed in our East Moline station.

Jeanne and Marge Gillon, daughters of Mrs. Agnes Gillon who is general clerk in the Davenport freight house, had a wonderful trip to Houston and Fort Worth, Tex., recently, with their aunt and uncle. The girls are nieces of Switchmen Thomas and John Gillon.



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Stationmaster Crowley and Super Service

A SERVICE that Stationmaster John J. Crowley of Milwaukee, Wis., considered only part of his everyday routine nevertheless brought a letter of acclaim from Lawrence Paquin, Michigamme, Mich. The incident called to attention occurred



John J. Crowley

one night in June when Mr. Paquin and his mother, both hospital patients at the time, left Milwaukee on the Copper Country Limited, bound for their home. Because of the invalids' condition it was necessary for them to travel in the baggage car, and who was on hand to see that they were made comfortable? Mr. Crowley, of course, who had gone back to the station to get them started on their way.

"It is difficult," Mr. Paquin wrote, "to express our appreciation for all that you did to make my mother comfortable and my task easier. Your own kindness in being present to direct matters deserves our special thanks.

"Every one of the men on the train did his best to make things pleasant. Mr. Simon [trainmaster, Superior Division] rode most of the way to Green Bay with us and helped to keep up my mother's spirits. The baggageman on duty came in whenever his work permitted and did so many favors that it is impossible to recount them, and the conductor went out of his way to inquire about our comfort.

"If at any time we can do anything for you, I'd like to repay a little of our debt in kind. We can never fully discharge it."

MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

Engineer Gus Funke retired on Sept. 15 with 45 years of service. Prior to his long record with the Road Gus also has credit for three years with the North Western. His plans call for taking life easy at his home near Tomahawk, Wis.

George Niskern, engineer on the North Milwaukee terminal engine, was the victim of a train collision on Aug. 24. He had 49 years of service with the Road. Sympathy is extended to his wife and son.

In the absence of Betty Olsen and Helen Young, who have been granted leaves of absence, Dorothy Lummer and Elmer Ogne-noff are filling the positions of billing and expensing clerks at Chestnut Street and North Milwaukee, respectively.

Yard Clerk Don Mohr suffered a shoulder injury in a "mild" game of football and will be wearing a cast from shoulders to hips for several weeks.

Before the polio ban, the Bob Owsleys, Dick Steuers and Bill Koepkes held an after-work picnic in Kleisch Park. Warehouseman Ben Simon furnished the firewood that served as fuel for the hamburger supper and a "warmer-upper" for the crowd.

Vacationers included among others Stan Martin and wife who visited Florida and Cuba and Bruno Kowalski who covered the Southland, stopping in New Orleans, Georgia and Florida.

Fowler Street Station

Pearl Freund, Correspondent

The latest news of Cleo (Ninneman) Wifler is about a baby daughter named Kay Ann born in August and reportedly having big brown eyes, although this last is contrary to most medical reports.

We welcome back George Steuer who has been in Los Angeles for the past year and a half studying commercial photography at the Art Center school there. He hopes to enroll at the Layton Art School in this city to complete his training.

Introducing Catherine O'Neil, a newcomer who was recently employed as a car messenger. Catherine came to us from four years of foreign service in the WAC, principally at Heidelberg and Munich. Joyce Schroeder is new also, in the billing department.

Burt Van Engel, one of our former employees, is now stationed at Camp Beauregard, having enlisted for three years. His duties are to interview incoming men and classify them.

Those of you who have missed Mildred Larson will be interested to learn of her



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marriage, Aug. 28, to Harry M. Janka at Oconto Falls, Wis. The ceremony was performed by the Reverend Larson, her brother.

Shirley Lindstrom left us recently to live in Beloit where Mr. Lindstrom will attend Beloit College.

Eddie Sullivan and Viola Gidol are still on the sick list but we hope by the time this is printed that they will be back at their desks.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Engineer Fred Oeschl and wife recently spent 10 days at Seattle where he attended a special session of the grievance committee of the B of LF&E.

Switchman Bob Wolfgram, who suffered a leg injury recently is still on crutches.

Mary Ann Caldwell, daughter of Engineer Caldwell, left recently for Aberdeen, S. D., where she will continue her studies at the Northern Normal.

Mrs. G. B. Gallagher, wife of Conductor Gallagher, has been appointed a state officer of the South Dakota Rebekah Assembly for the coming year.

Brakeman Bennie Bender, who is a well known rodeo clown and bull fighter, had the misfortune to break several bones when he was thrown by a Brahma bull in a rodeo at Lusk, Wyo. He spent a week in the hospital at Douglas, Wyo., and is now recuperating at his home here.

Engineer Hewitt Patten, local chairman of the B of LE, and his wife spent several days at Seattle where he attended a meeting of the brotherhood.

Engineer Dale Walrath, formerly of Mobridge and now working for the Southern Pacific at El Paso, Tex., is spending some time here visiting old friends.

Engineer Red Wands and wife attended the reunion of the 31st Railway Engineers of the A.E.F. which was held recently in Salt Lake City.

Engineer Gust Deutscher and wife and Conductor Verne Cotton and wife of Miles City recently took a motor trip through Glacier National Park, Banff and Lake Louise, with a stop at Flathead Lake in northern Montana.

Dr. and Mrs. J. F. Browne, Jr. (son of Car Inspector Browne), who spent a big part of the summer here, recently left for Texas where Doctor Browne will practice medicine.

Mr. and Mrs. Donald Arvidson of Philadelphia spent their vacation here with Don's parents, Mr. and Mrs. A. W. Arvidson.



See—no hands! Richard Dean Woodford, the young son of Ticket Clerk Dean Woodford of Marion, Ia., looks rather chesty as he takes his first steps, and then again it might be just that Milwaukee Road emblem on his overalls. Grandpa is also a Milwaukee Road man—Engineer W. A. Callahan, of Perry, Ia.

Their daughter, Mrs. T. R. Moore of Rochester, Minn., also visited here and the group toured the Black Hills together.

Engineer Edgar Miller and wife toured Minnesota and Wisconsin on their recent vacation. In Wisconsin they visited with former Mobridge friends, James Marshall, retired engineer, and wife of Tomahawk.

Engineer Paul E. Byington and family, who have lived at Mobridge for 21 years, have sold their home and moved to Marquette, N. D., where his run on Nos. 5 and 6 enables him to spend Sunday at home.

Assistant Trainmaster Leonard Clark, wife and daughter Nancy Gay, Engineer Hewitt Patten and wife and Mrs. G. H. Twining attend the 65th annual convocation of the Grand Commandery Knights Templar of South Dakota held at Rapid City recently. The convention opened with a memorial service at Mount Rushmore where Miss Nancy Gay sang a solo and she sang again at a banquet in the Alex Johnson Hotel. Hewitt Patten was elected junior warden of the Grand Commandery of South Dakota for the coming year.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

We were greatly shocked by the death of E. W. (Bud) Ferguson, city freight agent at Omaha, who passed away suddenly at his home on Aug. 16, from a heart seizure. Mr. Ferguson joined the Milwaukee family in 1916, working as messenger during school vacation. After completing his schooling he filled clerical positions in the Sioux City freight house, stock yards and roundhouse, and from 1922 to 1924 he served as assistant freight house foreman at Yankton. In 1925 he was promoted to general clerk at Yankton, holding that position until 1932 when because of reduction of force, he became helper at Parkston. He served there until 1935 with the exception of a short leave of absence. Mr.



One of the two roadside signs recently erected near Hettinger, N. D., by the civic groups of that town. Similar signs will be erected at Mott and New England, N. D. The attractively colored signs have reflector-surfaced lettering which makes them stand out vividly at night.

Ferguson joined the traffic department in December, 1935, as chief clerk to the DF&PA at Sioux City which position he held until his promotion to city freight agent in 1945. He commanded the highest regard of his host of friends and his loss is felt deeply.

Leslie Kay is the name which Yark Clerk Leslie Bird and wife gave their new daughter born on Friday, the 13th of August.

Fireman Dale Miller and Margaret Ann Plummer walked down the aisle together on Aug. 5. The wedding took place at the First Baptist Church here in the Bluffs and a reception in the church parlors followed, after which they honeymooned at Lake Okoboji. They are making their home in Council Bluffs.

Several Milwaukee families have spent their vacations at Butternut Point, located at Big Whitefish Lake, Pequot Lakes, Minn. Wayne Anderson, former lieutenant of police at this station, is the proprietor of this lovely resort. During July Warehouse Foreman Lowell Bryant, wife and son Richard spent their vacation there. On their return, Chief Clerk Fred Bucknam, wife and daughter Barbara headed for a vacation at the same resort.

Eugene Boatright resigned as trucker recently to re-enlist in the Army for European duty.

Bill Tilton and Mike Umbel are the two new truckers at the freight house. We extend a hearty welcome.

Carman Helper LeRoy Birdsong and his buddy David Carter of the locomotive department had a wonderful vacation in August touring by auto, their destination being Oakland, Calif. Following that advice to, "Go west, young man, go west", they stopped over at every place they found interesting, including the Will Rogers Memorial, Bad Lands of South Dakota, the Black Hills, Pike's Peak, Yellowstone Park, the Mormon Temple, cities of Reno and Las Vegas, and the Big Basin and the Devil's Tower in Wyoming. On the homeward route they visited Boulder Dam, the

Grand Canyon, Painted Desert and the Petrified Forest. They then headed for New Mexico to see the Carlsbad Caverns, which they thought the most interesting of all. They say it was a trip they will never forget.

East End

Benjamin P. Dvorak, Correspondent

While Mrs. R. A. Naylor, wife of the agent at Scotch Grove, Ia., was visiting in California in August she attended a broadcast at the NBC studio in Los Angeles and won the maximum "Double or Nothing" prize of \$40. Later that day her son-in-law and daughter, Mr. and Mrs. Ward Riley of Bellflower, appeared on the CBS program "Meet the Mrs." and won the jackpot prize, an \$80 dinette set. Mrs. Naylor made the California trip to visit her three daughters and their families and especially to make the acquaintance of her youngest grandchild, Barba Jo Butters, age six months, of Sunset Beach.

Congratulations to Mr. and Mrs. Warren Reed on the arrival of a son on Aug. 30. Mr. Reed is employed in the Cedar Rapids car department. Congratulations, also, to Conductor and Mrs. Walter Maher of Marion who have a new son, Timothy Peter, born on Aug. 20.

Virgil Dvorak, roadmaster's clerk at Marion and a bugler in the senior VFM drum and bugle corps, and Yours Truly, chairman and color guard of the corps, accompanied the unit to St. Louis for the national competition. The corps placed first. Mrs. Virgil and Mrs. Ben went along to keep their husbands in line.

Rosamond Mills, daughter of Instrumentman R. R. Mills of Marion, has entered the State Teachers College at Cedar Falls to take a course in kindergarten teaching.

Since he returned from his vacation in August, Don Hempy of the Cedar Rapids car department has been confined to his home with rheumatism. He and his wife and son were on a fishing trip in northern

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1948

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Young Man With a Thumb



With his father as an audience, Jack Hosking gives a demonstration of the technique that won the marble championship of South Dakota.

JACK HOSKING, 12-year-old son of L. R. Hosking, second ticket clerk at Mitchell, S. D., broke into the sports news this summer when his educated thumb won the marble championship of South Dakota. The title and the trophy that goes with it were awarded to him for beating all competition in the state finals at Sioux Falls.

Jack has been playing marbles for about as long as he can remember and he seems to have equal skill with any taw that is at hand. He is the acknowledged king of the ring at Notre Dame grammar school, where he carries a sixth-grade report card, and he also holds the city title and the VFW departmental award.

As state champion, he received a paid expense trip, for himself and his mother, to the national tournament at Salt Lake City. Thirty-eight states were represented. Jack won his first match, defeating the Illinois contender, but lost in the second round to the champion of Delaware. However, he intends to try again and his school mates and friends are already backing him for national champion in 1949.

Minnesota; evidently strained his muscles pulling out the big ones.

Assistant Engineer O. W. Lundquist's son Bill was one of the Marion public school representatives in the "Quiz Kid Derby" held at the state fair in Des Moines in September. They finished in ninth place in the semi finals, but young Bill was high man on his team.

Chief Clerk Miller and wife, Assistant Engineer Boettcher and Pump Repairman Joe Shedeck and wife attended the veterans' convention in Milwaukee.

Instrumentman O. H. Mueller was in Cleveland, Ohio, on Labor Day to visit with Jim Wetzel, mechanical engineer with

the NYC. While he was there he went through the NYC's mechanical shops.

Rodman Bob Wainwright was in Cherokee Sept. 4 to serve as usher at the marriage of a former University of Iowa roommate.

C. J. Shaffer, section foreman at Rockwell City, was granted a leave on Aug. 11 and was taken to Rochester, Minn., for medical attention. I. W. Borchering bid in the position of foreman at Rockwell City temporarily.

F. A. Dixon has been appointed section foreman at Preston; A. P. Peterson to the same position at Lost Nation and C. H. Skow appointed foreman at Miles.

Section Foreman Joe Vavra, Ferguson, retired on Sept. 1 after 36 years of service. He started as a laborer on May 15, 1912, and was promoted to foreman on Aug. 1, 1918.

Lester Cleveland, of the accounting department in Chicago, has been confined to St. Luke's Hospital in Cedar Rapids. He became ill while visiting his mother, Mrs. Frank J. Cleveland, in Marion during vacation. Lester started railroad service in the office of superintendent in Marion.

Miss Fonda Snyder, daughter of Agent

HAP HAZARD



and Mrs. Floyd M. Snyder of Strawberry Point, recently became the bride of Lloyd Schuchmann.

Hugh E. Carter, the Road's agent at Olin, Ia., for 43 years, passed away on Sept. 12. His death was a great loss to the railroad and to his community. Mr. Carter enjoyed the highest regard of his townspeople, serving as mayor of Olin for six consecutive terms and on the county board of supervisors. His death saddened the entire community. Mr. Carter started railroading with the Rock Island in 1895 and came to the Milwaukee in 1897 as an operator. He served as agent at Atkins, Templeton and Waucoma and also as an operator at the Marion yard and in the dispatcher's office before he took over the Olin agency.

I & D DIVISION

Karen B. Rugee, Division Editor

Mr. and Mrs. Oscar Larson have returned from a vacation trip to Buffalo, N. Y., and Columbus, Ga. At Buffalo they visited Mrs. D. E. Hibbard, nee Margaret Larson, and at Columbus they visited Maj. L. Conway of Fort Benning.

Engineer Louis I. Walter has won a blue ribbon for a crocheted bed spread he entered in the North Iowa Fair. Crocheting has been a hobby with Mr. Walter for many years. He learned it from his mother when he was a youngster in Woodstock, Minn. The bedspread that won the blue ribbon was three years in the making and much of the work was done during his layover at Sioux Falls. He has another major hobby—woodworking—and in 1940 he won blue ribbons at the North Iowa Fair and at Sioux Falls with a spinning wheel. In addition to his hobbies and working regularly for the Road for 45 years, Mr. Walter and his wife find time to maintain a large garden.

Superintendent R. C. Dodds made a brief visit to Aberdeen, S. D., recently to see his new grand-daughter. Mrs. Dodds spent several days becoming better acquainted with the young lady. The baby is the daughter of Mr. and Mrs. Robert Dodds. Robert is a yard clerk at Aberdeen.

Walter G. Eau Claire, carman at Mason City, came very close to winning the Mason City Legion golf tournament. He was defeated in the finals, 3 to 2. With the com-

petition he had, Walt did a fine job when he came out second best.

Judy Hogan, file clerk in the superintendent's office, is back on the job after three weeks on the sick list.

Superintendent Dodds received a letter recently from W. C. Wagman of the Rapid City *Daily Journal* which commended Conductor J. Robert Quass for courtesies shown on a trip to Akron, Ohio. Mr. Wagman made the trip with Donn D. Lobdell, Soap Box Derby champion of South Dakota, who was to compete in the national race at Akron. Both were passengers on our train 22. Conductor Quass arranged to stop at Caputa so Donn's friends could present him with a gift. Mr. Wagman was very appreciative of the courtesy. Many of these acts of courtesy go unheralded, so it is always a pleasure to receive such letters.

Sioux City and Western Branch Lines

Fred Costello, Correspondent

Born, Aug. 25, to Conductor and Mrs. Roy Welcher, a daughter. This just evens the score for Roy—four boys and four girls.

Engineer John W. Berkemeier has been on the sick list for some time and was recently confined in St. Vincent's Hospital, Sioux City.

Yard Foreman George Popper of the Sioux City terminal spent his vacation in September visiting relatives in Tama and Iowa City, Ia. George says a vacation consists of 2 weeks which are 2 short, after which you're 2 tired 2 return 2 work and 2 broke not 2.

Luther S. "Spray" Malone, veteran section foreman of Ute, Ia., retired from service recently and celebrated by getting married and taking a long wedding trip through the East.

Harry L. Hoskin, former chief dispatcher at Sioux City and now a resident of Long Beach, Calif., visited in Sioux City during September. Mrs. Hoskin, who suffered a severe illness some months ago, was sufficiently improved to make the trip with him.

Guy Raff, veteran Sioux City switchman who has been in poor health for some time, retired on Sept. 4.

Warren E. Beck, supervisor of personal records and formerly agent at Geddes, S. D.,



New WATER TEST MANUAL

Manual of water testing procedures, description of equipment, and its use. Send for free copy.



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OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

was a recent visitor at Sioux City and on the Platte line.

Marie Kvidahl, the Betty Grable of the Sioux City roundhouse office, spent her recent vacation in New York City. Just before she left on the Hiawatha she was interviewed and photographed by a representative of the local press; also, presented with a bouquet by her admirers at the roundhouse.

Engineer John Seekatz, who has been under the doctor's care for several months, retired from service on Sept. 1.

Walter H. Houser, retired engineer, the former Texas "Billy Goat King," attended the veterans reunion in Milwaukee in September and then took off for California where he will make his future home; residence—445 Daisy Avenue, Long Beach.

Sioux Falls Line

F. B. Griller, Correspondent

Thomas Cavanaugh, 64, retired operator, Sioux Falls, died on Aug. 30 after a lengthy illness. Tom started with the Road in 1902 in the vicinity of Ossian, Ia.

Car Inspector Robert D. Bird of Sioux Falls and Delores Dirkson of Worthing were married on Aug. 28.

The recent coronation of the new queen of the Netherlands brings out the fact that Perishable Freight Handler Dirk Leih, Sioux Falls, remembers the coronation of Wilhelmina as he was there 50 years ago when he was six years old. He came to the United States in 1914.

Word has been received that Glen H. Payne, engineer in the Sioux Falls yards about 25 years ago, died in Long Beach, Calif., on Aug. 28.

Switchman E. H. Miller and family spent two weeks recently visiting daughter at Portland, Ore.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Ed Hatzembuhler has been appointed night roundhouse foreman at Mitchell.

Machinist Perry Paullin, Mitchell, and his wife spent a few days vacationing in Chicago recently, taking in the Railroad Fair.

Wilfred Pothin of Beloit, Wis., and Warren Morris of Vermillion, S. D., are new machinists at Mitchell. Incidentally, they are both looking for a place to live. Any leads will be appreciated.

C. Wangsness, ticket clerk at Mitchell, is building up quite a reputation as a baseball umpire; some say the best in the state. Glen Wallis, clerk in the freight house at Mitchell, is also quite a baseball man, selling and taking tickets at the local games.

Bob Paullin and Roy Woodman, machinists at Mitchell, have both taken their pensions.

B. J. Maguire (Diesel trouble shooter), Mitchell, makes his home at Alexandria and commutes. He started with a jeep, then a Buick, but still seems to have a lot of trouble getting back and forth. We wonder if it wouldn't be a good idea to put a Diesel in a Cadillac chassis.

M. Grasser, carman at Mitchell, relieved Car Foreman Dillabaugh of Rapid City for the latter's vacation.

Otto Secory, cashier at Mitchell, and his wife spent their vacation traveling through the Black Hills with their "new look" Ford.

Lieutenant of Police B. A. Carrick of Mitchell and wife spent some time vacationing in Chicago, taking in the Railroad Fair.

It takes hard work to make easy living.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Herb Duga, night chief clerk at Bensenville, and wife started a vacation trip on Sept. 1. They intended to visit in Denver, Salt Lake City, Los Angeles and Santa Monica.

Mr. and Mrs. George "Smokey" Merriam of St. Petersburg, Fla., were here for the wedding of their grand-daughter June, who is the daughter of "Alabam" Stone, fireman in the Chicago Terminals, and Edna Stone, relief telephone operator at Galewood. The groom was Herbert Schupp of Northbrook. The Galewood Congregational Church was the scene of this lovely wedding.

Night Trainmaster George Rauchenecker, his wife and son Edwin spent three weeks in Rochester, Minn., recently during vacation time. Mrs. Rauchenecker didn't have much fun as she underwent an operation. But she is feeling fine now and the whole family is thrilled over the wonderful results of the trip.

Sympathy to the family of Illinois Division Brakeman G. F. Brand who was laid to rest in Bluff City cemetery, Elgin, Ill., on Sept. 2. Brand was an old time railroader and will be missed by many friends.

Archie Jennings, former night yardmaster at the east end of the north yards at Bensenville, is now acting day trainmaster at Bensenville. Johnny Melvin is now regular day trainmaster at Bensenville.

Walter Christensen, regular day trainmaster, retired on Sept. 1 after many years of faithful service. It is not general knowledge that Walter served Uncle Sam in a very important position during the

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NEW YORK

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CHICAGO

war. He can leave knowing that he will be missed by all who knew him.

Tony Martinek took over the duties of night chief clerk at Bensenville while Mr. Duga was on vacation. About time for one of those good old outdoor hamburger frys that Tony and Mary and the rest of us enjoy so much. With autumn at hand, can't you just smell that wood fire and the hamburger and onions cooking?

John Tarpinian, miscellaneous clerk at Galewood for the past six months, took Betty Jo McBride of Chicago as his blushing bride on Sept. 11. The wedding was at the Austin Methodist Church and a reception was held at the Klaas Restaurant. The young couple have purchased a new home in Round Lake.

Gordon Russel Carter, son of Paul Carter, bill clerk at Galewood, was married to Marie Donahue at St. Philomena's Church, Chicago, on Sept. 11. Gordon was employed here at Galewood as night messenger before Uncle Sam claimed him for World War II.

Ellen Woods has returned to Galewood after a sick leave of about 18 months. "Pa" Elmer Woods is still bringing home the bacon with their prosperous Woods Trailer Park at Tucson, Ariz.

Now you can call Yardmaster Bill Ponders, Galewood, "grandpa" and get a big grin in return. Little Karla Kay came to bless the home of his daughter Patricia and her husband Earl Gustie on Aug. 19.

Mr. and Mrs. Ed J. Meier, Jr., both of the Galewood office, honeymooned in Denver, Colo. The young couple was married at City Hall in Chicago on Oct. 2. Ed is a yard clerk at Galewood afternoons and Marjorie, his wife, is night bill clerk. This was a very happy office romance.

Help! Help! Joe Mendo, our new day janitor, is asking for a little help that will put no one to any great trouble. The cashier's office is the pay office for the platform workers who work by the day. It seems that the workers smoke in the front corridor and dump chalk all over the floor. Joe doesn't kick about the extra mopping this causes him but he doesn't want to see

These 41 (count 'em) fish were just one day's catch for Bob Helton, his wife Nellie and sister-in-law during their vacation at Eagle River, Wis. Bob, who is operator at Sturtevant, Wis., is shown here with the new outboard motor which he put to good use. He is a plug and fly angler and ties all of his own flies and poppers.

anyone get hurt by falling. I'm sure no one would throw chalk or cigarette butts on the floor if he thought anyone would get hurt because of it. So, fellows, when you come to the upper office to collect your pay, please help Joe to save a fellow-employee from getting hurt.

What is happening on that last trick at Bensenville??? One time when you call someone says, "This am the bear cage—growl it out quick". Another time you hear, "This is the lion cage—roar away", or some such nonsense. For the rest of our family, the bear cage is the corner where Night Train Clerk Eddie Erickson sits and the lion cage is where Mike Reagan toils away. A little fun mixed in with the work can make it much lighter and the time so much shorter.

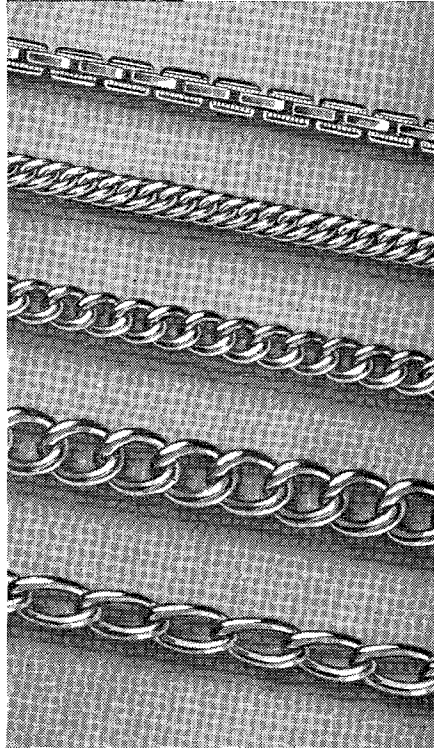
Art "Patty" Karr of the Galewood train desk retired on Sept. 30 after 31 years with our Milwaukee family. Art is well liked by everyone and plans are already in progress for many of the office force to visit him and his wife in their new home in Denver. He was presented with a cash gift to purchase something for his new home, as a keepsake of the feeling of good fellowship he left behind him.

The best way to forget all your other troubles is to wear a pair of tight shoes.

—Highways of Happiness



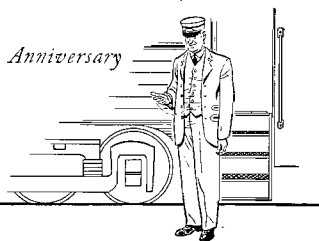
The Right Chain for the Right Time



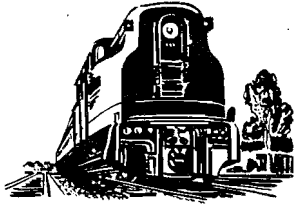
A railroad man must have "the right time." And with his reliable time-piece he must have the right chain . . . a watch chain that looks the part and wears the part . . . a smart-looking chain that wears through heavy daily use for years and years. That is why a vast majority of railroad men insist on a Simmons Quality Gold-Filled Chain for their watches. With them it's the right chain for their right time.

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TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

Proud parents? We have 'em—the Robert Youngs. Papa, who is clerk in this office, and Mama decided the little girl's name would be Janet Ann and that she would be nicknamed Jay—which is a clever use of her initials, we think. August 28 is the date of her birthday.

September visitors to the Northland were Lt. Col. Robert A. Burns, Mrs. Burns and their two children, who returned the visit paid them in Washington last spring by General Agent and Mrs. R. A. Burns.

There was quite an article in the St. Paul *Pioneer Press* recently, commending Superintendent L. W. Palmquist of La Crosse for his cooperation in securing the Milwaukee Road's iron lung for a La Crosse youngster who was stricken with polio. We understand that the child is well on the way to recovery now, and much of the credit is being given to Superintendent Palmquist's quick action.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

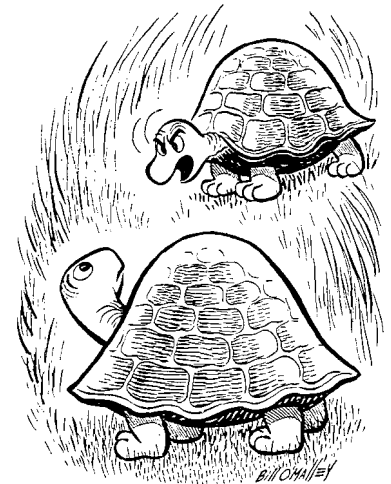
Congratulations to our boss, E. Buchholtz, DGCF, who is a grandpa again with the arrival of a baby boy at the home of his son Merle on Aug. 12. Merle is employed at Galewood yard in Chicago.

Congratulations, also, to Mr. and Mrs. James Mueller of the store department who report the arrival of a baby girl on Aug. 24, answering to the name of Vicki Lynn. Mrs. Mueller was Lorraine Kline, personal stenographer in the store department office.

Foreman of Inspectors J. C. Weatherell and wife enjoyed a week's vacation in Milwaukee and attended the veterans' convention.

Carman John Lovberg has returned from a three-month trip to Sweden and reported a fine time, but was very glad to return to the U.S.A. Carman Carl Hansen also enjoyed a three-month visit in Sweden but was happy to return.

Store Department Clerk Neva Ross spent a vacation in San Diego, Los Angeles and Walla Walla, Wash.



"Oh Yeah? Well, you're not exactly the Hiawatha yourself!"

Sympathy is extended to the family of Carl B. Johanson who passed away on Aug. 28. Mr. Johanson retired on Nov. 1, 1945, after 25 years of service in the car department as carman.

Trainmaster Emmet P. Snee has left the old home town on account of being transferred to the H&D Division with headquarters at Aberdeen, S. D. His "gang" at South Town presented him with some handsome luggage at an informal get-together in the yard office on Sept. 14. That evening the supervisors of the various departments dined with Emmet and his wife at Freddie's Cafe at which time he was presented with a beautiful wrist watch. D. T. Bagnell was the master of ceremonies. The highlight of the evening came when the car department presented him with a pistol and cowboy handkerchief, completing his outfit to "ride the range".

Clerk LeRoy Samuelson is sporting a ritzy maroon Chevrolet sedan.

Minneapolis Local Freight and Traffic Dept.

Leda M. Mars, Correspondent

We do not know whether to be happy or sad about Bob Keenan's new job in the general manager's office. We will miss him here, but we hope that this will be a chance for one of our local boys to make good.

Larry Johnson and Gladys Morocha Johnson have a brand new son, born on Sept. 10.

Ann O'Toole and Helen Reed, who have been working on the local freight this summer, have resumed their studies at the University of Minnesota.

We got a wonderful report of the veterans reunion from Elizabeth Hessburg and Katherine Carll.

Photography seems to be the hobby of John Seland and Otto Ponzer. John's small daughter is his model, and Otto took many pictures on his vacation in New York.

Joe C. Thorne, Jr., has left the city ticket office to take a position as office manager with the Automotive Parts and Machine Shops Service of Santa Ana (Calif.).

Vic Marquist is coming over from St. Paul to fill the position vacated by Mr. Thorne.

Bill Golden, of the depot ticket, is taking a 30-day leave of absence.

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ELECTRO-MOTIVE DIVISION

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W. R. Manion (extreme right), L&R Division trainman and retiring commander of Jim Gillick Post 476 of the American Legion at Minneapolis, installs new officers of the post. Left to right: Al Wareham, commander; Frank Hardy, first vice commander; E. E. Keenan, second vice commander; Frank Thorl, chaplain; Robert Keenan, adjutant; Doug Sutton, finance officer; Milton Kutz, sergeant-at-arms; and Mr. Manion. With the exception of Mr. Hardy, who is employed in the roundhouse, and Mr. Manion, all of the men are from the local freight office.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Greetings from the Rio Grande and thereabouts; also, points west and south. I am on vacation.

It is sunnynite down South, and how true. I saw the thermometer rise to 115 degrees at Phoenix, Ariz., and an oasis on the desert. All homes and business places are air conditioned. Phoenix is a clean and beautiful city—the winter playground for many prominent folks.

Another fine city, a port of entry, is El Paso, Tex. Not so hot here. Directly across the Rio Grande is Juarez, Old Mexico, a city enjoying a heavy tourist trade. Two hundred and twenty five miles south is Chihuahua, an historical and beautiful city.

No office or freight house news for this issue of the Magazine.

COAST DIVISION

Harry W. Anderson, Division Editor

That handsome guy in the southwest corner of the superintendent's office is Alvin Nance, Superintendent A. O. Thor's new secretary.

Jeanette Lewis has given up the job of stenographer to Chief Carpenter Joe Maks to attend Pacific Lutheran College; understand that she is taking up home economics. Incidentally, her future husband also attends the college. Rudy Baker replaces Jeanette in the chief carpenter's office.

The Milwaukee bowling season opened at Tacoma on Sept. 10 with Walter Jennings as president, Louie Seaman as vice president, Roy Tidd as secretary and Helen Alleman as treasurer. The team captain line-up is as follows: Store Department, Walter Jennings; Roundhouse, Gene Duchaney; Supervisors, Al Pentecost; Hiawathas, Ethel Jennings; Yard Office, Nick Fittante; General Office, Herb Davis; Machine Shop, Curly Clifford; Boilermakers,

C. C. Collins; Electricians, Bob Vatersneck; Olympians, Helen Alleman. The feature of the first night games was the outstanding bowling of Herb Davis who rolled 615.

Bud Gallagher, who has been working during the summer as tapeman, has returned to the University of Illinois. Rodman Len Downing has returned to the University of Washington.

The Tacoma newspapers recently carried a picture of Virginia Malloy, city attorney of Shelton, Wash. Virginia was formerly a stenographer in the office of superintendent at Tacoma and also in the claim department at Seattle. She is now running for the legislature on the Republican ticket.

Mrs. W. C. Raver of Denver, oldest daughter of Machinist Helper Otto Beall, and her family visited recently at the Beall home in Tacoma.

EVERETT

Chief Clerk G. E. McManamon and family spent the week preceding Labor Day and the holiday in camp on Camano Island.

Rate Clerk Bob Ashton vacationed in the Twin Cities and also took in the Railroad Fair in Chicago.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

W. W. Brundage, outbound revising clerk, returned to work recently after undergoing an operation. He is feeling fine again.

We are happy to announce the arrival of a baby boy at the home of Dr. and Mrs. James F. De Pree on Aug. 28. This is number four. Doctor De Pree is chief surgeon of the Milwaukee Hospital Association.

Gerold Brundage has bid in the position of outbound revising bill clerk in the freight house, succeeding Roy Anderson who has been on sick leave.

Myrtle Kruse is the new counter clerk, her position as demurrage clerk having

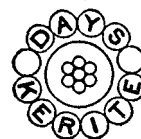
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"The real difference between men is energy. A strong will, a settled purpose, an invincible determination, can accomplish almost anything; and in this lies the distinction between great men and little men."

—Abraham Fuller, English scholar

Coast Division Men Train with Army Reserves



The Milwaukee Road men receive pointers on navigation during the training cruise on Puget Sound. Left to right: Lt. Col. Alfred L. Sedgewick, Maj. Edward P. Sima, Col. Harold D. Collingwood and Capt. L. M. Oxx, commander of the Army Transportation Corps FS-210.

AS RESERVE officers in the 371st Major Overseas Port, three Coast Division employees were back in Army uniform from July 26 to Aug. 9 for their first annual tour of active duty. They were Lt. Col. Alfred L. Sedgewick, the Road's assistant industrial commissioner at Seattle; Maj. Edward P. Sima, assistant superintendent of work equipment at Seattle, and Col. Harold D. Collingwood, division freight and passenger agent at Aberdeen, Wash.

The 371st Major Overseas Port was activated in February, 1947, under Col. Warren D. Lamport, general manager of the Port of Seattle, and is composed primarily of Seattle men. It is one of four such reserve units in the United States, the others being at New York, New Orleans and

San Francisco. At the present time the unit consists of 144 officers and enlisted men. When fully organized and trained, it will be qualified to set up and operate a major overseas port on short notice. Many of the staff officers are prominent in civilian transportation circles.

The unit meets once a month at Fort Lawton, Wash., for an instruction period under the supervision of an officer of the Sixth Army. Included in the active training program this summer were a cruise on Puget Sound, an inspection of the port installations, lectures on navigation and on cargo and personnel handling. Most of the men took the tour of duty during vacations from their civilian jobs.

been taken over by Blanche Leech. Albert Gartrell has taken Blanche's former position.

James Barnes, retired warehouseman, was a recent visitor at the local freight. He and Mrs. Barnes made a trip to British Columbia during September.

K. B. Kristjansen of the car desk was called to Hensel, N. D., on a business deal on Sept. 2. He will be gone for two or three months. His place is being filled by Jackie Werner.

Sam O. Wilson, retired yard track foreman, and Mrs. Wilson are spending a few months traveling in the south central states. They expect to wind up in Las Vegas, Nev., to stay for a while. Sam is feeling in much better health since his retirement.

Rate Clerk Roy Anderson died, Sept. 4,

in the Providence Hospital where he has been since his return from California. Brother Harry took him to Texas and California seeking aid for his illness, but without success. Roy was a faithful employee of the Road for the past 30 years and will be missed by his large number of friends.

W. E. Cartwright, of the car desk, and wife took a short vacation trip to Malden to visit his mother and bring her home with them. At Conlee Dam the hydramatic system of his car went out of order and as he had to be in Seattle the following day to register for the draft, he had to return by train. He went back later with a truck to get the car.

Section Hand Clarence E. Taylor, 38, was found dead near the Cedar River watershed on Sept. 1. His body was dis-

covered a short distance from the track. Death resulted from natural causes.

Mrs. Charles G. Ganty, wife of retired switch clerk, is a Seattle visitor. While north she will visit in Minneapolis and Canada before returning to their new home in San Bernardino, Calif. She left Charlie at home working on the new house.

Willard L. Durdeen, assistant engineer at the oil plant, was called to Bellingham recently on account of sudden illness in his family.

J. T. Nordquist is the new warehouse foreman and George Bahl has been acting warehouse foreman. Jack Wehb has gone to the yard as chief clerk.

Ruth Cooke has bid in on the position of reclaim clerk in place of Dan Cartwright who has taken the switching job. Bob Parsons takes the supervisor's job. Ida Disperati is the interchange clerk and Nellie Holtum has been helping out temporarily on reclaim.

W. H. Rode, who has been off on sick leave, underwent an eye operation recently. He is reported to be getting along nicely.

Vera Tuson of the bill room is off on account of illness but is reported at present as being much improved.

Your correspondent has heard that Mrs. J. T. Nordquist, wife of our new warehouse foreman, is very ill. We hope to have a better report soon.

The local freight feels the loss of our good friend, Charles Goodman of the general manager's office. He had 40 years of service with the Road when he passed away.

Notice to all Milwaukee employees: Please do not overlook the free X-ray chest tests which started in King County on Sept. 1. It is the intention to have every person in King County over the age of 15 X-rayed by the end of this year. Your correspondent is on the committee and solicits your co-operation in bringing this about. Seventeen units will be operating in the county. Watch your local papers for locations.

Seattle Yard

F. J. Kratschmer, Correspondent

We regret to report the death of Frank Shugrue, yard clerk, who was found dead in his room at the Vendome Hotel on the night of Aug. 25. Death was due to a heart seizure. Frank was known to his friends as "Slug" and had worked around the yards for many years. Burial was at Butte, Mont.

George Meyers, former yard track foreman in Tacoma yard, took over similar duties in Seattle yard on Aug. 1, relieving Sam Wilson who has retired.

Carman Helper Homer I. Moore and wife took in the rodeo at Ellensburg, Wash., on Sept. 5-6. Homer, an old time cow hand, did not ride any of the mounts but he said he sure did go through the motions when the broncos reared up.

At last we have the proof of the pudding. Switchman W. G. Kapral, who lays claim to the title of No. 1 fisherman around Seattle yard, brought down a beautiful mess of rainbow trout recently and showed them to the boys. He made the catch in Lake . . . , well, maybe he wants to keep it a secret.

John R. Webb, former freight house foreman, was assigned to the position of chief yard clerk in Seattle on Sept. 1.

Switchman R. M. Wanamaker passed around the cigars on the occasion of his marriage, Sept. 8.

Earl Friend, assistant car distributor at Bensenville, took a temporary position as yard clerk during August, relieving Faye Fox who was off on account of illness.

Money is unimportant here!!



Land of Cockayne (COCKAYNE). This is a modern artist's idea of that delightful paradise which was part of the folklore of Europeans many, many centuries ago.

This is the Land of Cockaigne.

It's a wonderful place where the houses are built of cake, and the shops are eager to give you their merchandise for free.

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Wonderful place Cockaigne . . . this Land that's always free from want . . . where business cycles are unknown . . . where money is *unnecessary*.

Only trouble is you won't find this mythical place on any up-to-date map of the world.

We live in a land blessed with plenty—true enough. But the rub is that we will always need hard cash to buy the things we want.

You will need money to make a good down payment on a new home . . . to send the children to college when the time comes . . . or to keep well-supplied with fine food and little luxuries when it comes time to retire.

One of the best ways you can assure yourself that you *will* have the money you need for the things you want later in life is to *salt away some of the money you now earn in U. S. Savings Bonds*.

These Bonds are the safest in the world. And they make money for you. Each \$75 you save today will grow to \$100 in just 10 years.

So start saving now . . . the automatic way, on the Payroll Savings Plan where you work, or buy them regularly through your bank or post office.

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