

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



N O V E M B E R 1 9 5 0

Our Second Century Begins
pages 2 and 3



NOVEMBER
1950

VOL. XXXVIII
No. 8

THE MILWAUKEE ROAD MAGAZINE

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PUBLIC RELATION DEPARTMENT
UNION STATION — CHICAGO

The Milwaukee Road Magazine is published for active and retired employees of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

IN THIS ISSUE

	Page
Our Second Century Begins	
By President J. P. Kiley.....	2
Pageant in Milwaukee to Mark Centennial	3
Centennial Fanfare	4
The Cover	5
Centennial Quotes	6
How Are We Doing?	8
Woodworking as a Hobby	9
The Gay Nineties	10
L. H. Robbins Addresses Industrial Conference	11
Station Names on The Milwaukee Road	12
Steam for the Diesels	14
Retirements	18
Appointments	18
In Her Father's Footsteps	19
"Railroad Hour" Programs	19
Home Department	
Things to Make for Christmas ..	20
Christmas Presents . . . Let the Children Make Their Own ..	21
One Basic Cookie Mix	22
Avoid Home Hazards	22
About People of the Railroad ..	23
Family Night at LaCrosse, Wis..	24



Our Second Century Begins

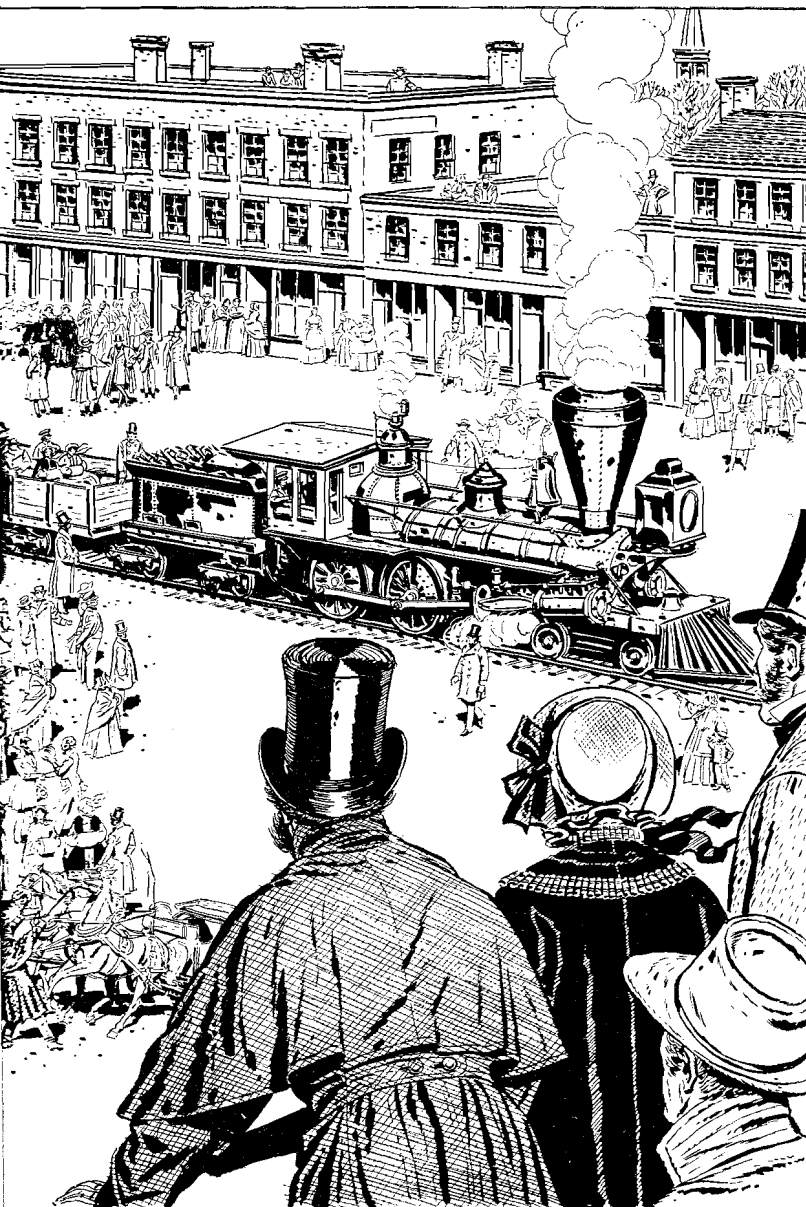
THE Centennial of The Milwaukee Road, which we have all observed with pride throughout the year, will reach its climax on Nov. 20.

On that day a pageant held in our station in Milwaukee will repeat the events of Nov. 20, 1850. Once again the prominent citizens of a pioneer city will board two cars behind a tiny steam locomotive for the memorable ride from one end of The Milwaukee Road to the other—from Milwaukee to Wauwatosa.

I am sure I speak for all of the 35,000 people in the Milwaukee Road Family when I say that there is excitement and satisfaction in being a part of this great company on the day which marks the end of one century of public service and the dawning of another.

It is also interesting for all of us to reflect that this year Thanksgiving day and our Centennial day will be observed almost simultaneously.

Looking back across the 100 years now past, and observing the strengthened position of our railroad as its second century begins, Milwaukee Road people will find reason to be thankful.



Artist's conception of the scene in Milwaukee on the day of the first run. History will repeat.

Pageant in Milwaukee To Mark Centennial

THE Milwaukee Road will celebrate its biggest birthday on Nov. 20, an occasion to be made festive with a costume re-enactment of the five-mile run which started it in business and gave Wisconsin its first railroad just 100 years ago to the day.

The little train which will play the leading role in the pageant consists of a brightly polished diamond-stack locomotive and two museum-piece coaches with letter boards reading "Milwaukee & Mississippi Rail Road," the name of the Milwaukee's first predecessor. At the appointed time it will chuff its way out of the gaily

decorated station in Milwaukee, bound for Wauwatosa, where a reception reminiscent of the first one will await the passengers.

Arriving at the station in Milwaukee in horse-drawn rigs to board the train for the memorable ride will be members of the Milwaukee Players, costumed to represent dignitaries of 100 years ago, as well as members of the Milwaukee Road Choral Club tricked out in their best gray topers, tail coats and hoop skirts.

On its return from Wauwatosa, carrying the mayor and other distinguished persons, the little train

will be met in the station by a shining new Hiawatha speedliner drawn by a giant diesel electric locomotive.

State and city officials, railroad directors, officers and many employees will view this meeting, symbolizing the Road's growth in size and importance over the span of a century. The Milwaukee Road Chorus of 50 mixed voices and the Hiawatha Service Club Band will lend a gala touch to the scene.

Then, as an early day reporter might have written, all will parade to "one of the town's leading hostleries where a sumptuous repast will be served." Board Chairman Leo T. Crowley and President John P. Kiley will be the principal speakers at the luncheon sponsored by the Milwaukee Association of Commerce.

The pageantry in Milwaukee will climax and bring to a close the railroad's observance of its Centennial.

Looked at in review, our 100th year has been a good one. It has been, as it should be, one to remember. The fulfillment of the plan to participate in 100 Centennial Day observances sponsored by civic groups in principal cities throughout the system has done much to establish a new awareness of the importance of our railroad in those communities.

Two special booklets, "Four Generations on the Line," and "100 Years of Locomotive Progress," together with advertisements in local newspapers and Centennial articles appearing monthly in this Magazine, have told at least an interesting part of the story of our railroad's first 100 years. Activities of the Service Clubs and Women's Club chapters have played on this central theme throughout the year.

As announced at the beginning of the year, the program was designed to be neither extravagant nor spectacular, but centered primarily on the strengthening of the ties which bind together the railroad and its many communities.

The Centennial medallion, employing the phrase "Opening Our Second Century," established the forward-looking theme of the year unmistakably in few words; it carried, likewise, the implied assurance that The Milwaukee Road will have still more to offer the public in the future than in the past.

The December issue of the Magazine will present a pictorial account of the pageant with which our second century begins.



Mrs. H. A. Cameron, Madison Chapter, looks on as Mrs. Oscar Rennebohm places the Milwaukee Road history in the executive library. (Photo by the Capital Times.)

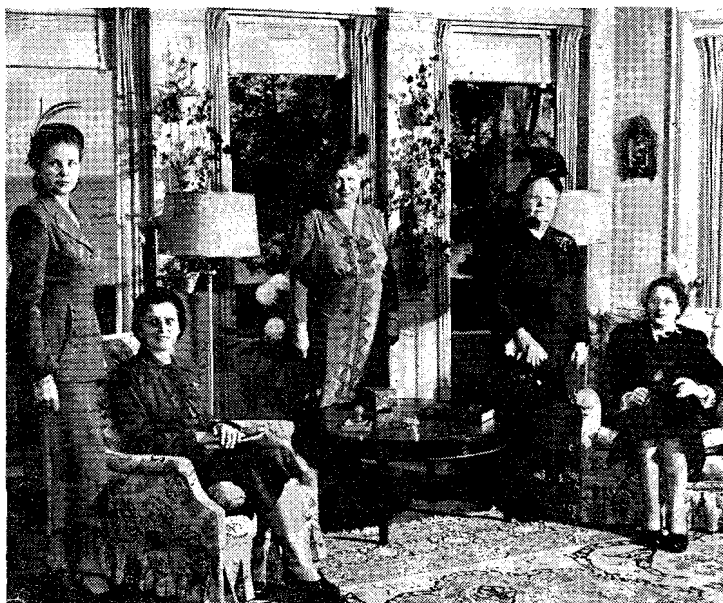
IN COMMEMORATION of the Road's Centennial, The Milwaukee Road Women's Club presented three outstanding programs in October. Sponsors in their respective communities were the chapters at Madison, Wis., Janesville and Minneapolis.

Members of Madison Chapter were guests at the state executive mansion on Oct. 5, the occasion being the second fall "at home" of Mrs. Oscar Rennebohm, wife of the governor. The Milwaukee Road women were accorded a private reception for the purpose of presenting to Mrs. Renne-

Assistant hostesses for the Madison tea photographed in the Terrace Room. From left: Mrs. L. J. Wagner, Mrs. G. E. Gray, Mrs. J. J. Lietz, Mrs. A. M. Killian and Mrs. F. R. Doud. (Photo by the Capital Times.)



Fashions of yesterday modeled at Minneapolis by (from left) Mrs. G. E. Benz, Barbara Benz, Mrs. Frank Moril, Mrs. L. Hindert, Mrs. Emil Baeyen, Mrs. W. Sukau, Mrs. W. H. O'Neil and Mrs. Pauline Tallmadge.



bohm a copy of "The Milwaukee Road, Its First 100 Years," by August Derleth. The book was a gift to the library of Wisconsin history which Mrs. Rennebohm has established as a permanent feature of the gubernatorial residence.

Minneapolis Chapter observed the Centennial on Oct. 18 with a get-together which featured a smorgasbord dinner and a style show typical of yesteryear. Approximately 170 Milwaukee Road people attended, in-



Mrs. John Brown, president of Janesville Chapter (left), and Mrs. Fred Zimmerman, charter member, examine the cake topped by a miniature Hiawatha locomotive which decorated the speaker's table.

cluding Mrs. C. C. Steed, president general, and other members of the general governing board in Chicago. Mrs. Joe Cook and Mrs. Roy Melquist were co-chairmen.

The entertainment consisted of novelty and musical acts staged by the Gould School of Music and a parade of old fashioned costumes. Mrs. Frank Rogers was awarded the first prize for the latter event, with Mrs. L. Hindert and Mrs. W. H. O'Niel in second and third place. Dancing rounded out the evening.

One hundred years of Milwaukee Road history was the theme of the dinner given by Janesville Chapter at the club house on Sunday, Oct. 22. Mrs. John Brown, president, directed the proceedings and introduced the

speakers who included Car Foreman Orville Roberts, Thomas Kennaugh, retired engineer, and Engineer J. W. Higgins. Mrs. Higgins read excerpts from the August Derleth history of The Milwaukee Road and Mrs. Roberts led a community sing, with Mrs. Higgins accompanying.

Janesville Chapter is one of the most active on the system and the party attracted a great deal of local attention. Agent J. M. Brown welcomed the guests. Mrs. William Riley and Mrs. A. M. Boucher, chairmen of the party committee, were assisted by Mmes. James Fox, George McCue, John Davey, Earl Messerschmidt, P. J. Wallace, Francis Wiskia, Roy Mettler, Walter Seitz, J. F. Stearns and William Baker.



Dinner table scene at the Janesville Centennial celebration.

The Cover

WHERE but in the Cascade Mountains of western Washington could this month's cover picture have been taken? The "exact" location is somewhere on the Milwaukee's picturesque freight line between Tacoma and Morton, where long trainloads of logs are commonplace, where the fresh smell of evergreen is always in the air, and where beautiful Mt. Rainier is the backdrop for every scene.

The picture appeared originally in full color in a Standard Oil Company of California advertisement in several national magazines. It is one of that company's "Great Trains of America" series.

"On the logging trails of Washington," the ad states, "steep grades and big timber loads make up one of the toughest runs in railroading, but this extra powerful diesel locomotive takes it in stride—has lugged up to 134 log-stacked cars at one time."

According to A. O. Thor, Coast Division superintendent, the locomotive has hauled as much as 134 loads and one empty, or a total of 7,672 tons.

"In the operation between Morton and Divide," he says, "the normal tonnage handled by a Mallet engine is 15 loads, or 950 tons. DE-80 [the locomotive pictured] has handled 55 loads, or 3,575 tons between these points." The prevailing grade between Morton and Divide is 2.3 per cent.

Railroads Have Larger Investment Per Worker

INVESTORS put their money into enterprise in the hope, at least, of getting it back with profit. While trying to make a profit for themselves, however, they immeasurably profit others.

This is true in the railway industry as in other industries. Twenty-five years ago the railway investment for each employe in service amounted to \$12,924. In 1948 the investment per employe amounted to \$21,347, or 65 per cent more than it was 25 years ago. In other words, the investment back of every railway employe was one and two-thirds times what it was in 1925.

It is largely as a result of this greater investment per employe that railway employes themselves are receiving more than double the average wage in cents per hour, the public is receiving more economic, adequate and dependable transportation, and the federal and state governments are receiving more than double the amount which they received 25 years ago.

1850 CENTENNIAL "QUOTES" 1950

A listing of civic groups which sponsored Centennial observances in honor of The Milwaukee Road in October, together with brief excerpts from the addresses delivered on those occasions by officers of the railroad.

St. Paul Transportation Club on Oct. 10. Speaker—Leo T. Crowley, chairman of the board of directors.

"We began our service 100 years ago in your neighboring state of Wisconsin. We started with five miles of railroad, an engine and two cars. That was eight years before you became a state. . . .

"From that humble beginning, we have expanded into a railroad with 11,000 miles of track with operations in 12 different states. The Company now owns, in addition to its extensive shops and other facilities, 1,100 engines—steam, electric and diesel; over 60,000 freight cars; the Hiawatha fleet and other fine passenger trains. To operate this railroad we employ more than 35,000 people, who live in and are good citizens of the various communities along our line. More than 4,000 of these people are in Minnesota; their payrolls last year amounted to more than \$15½ million; and our 1949 tax bill here was \$1,606,000. . . .

"In the century of our railroad that has just ended, we have gone a long way from the individual and corporate freedoms of business and the limitation of government in business. Today all industry, although perhaps not to the extreme degree of the railroads, is to some extent subject to governmental decrees. . . .

"It may have occurred to you that

in the case of a corporation or an institution, natural laws are seemingly reversed. Men, when they grow older, seek repose, take their ease and let younger men carry on, but the older a company or an institution is, the better and stronger it is expected to be. With age, it gains rather than loses strength. Its managers do not plan a program which tapers off as time passes but, on the contrary, they strive for a constantly expanding goal of progress and improvement. This is particularly true of companies engaged in public service, of which a railroad is a typical example."

Chamber of Commerce of Sheldon, Ia., on Oct. 11. Speaker—J. J. Landrigan, assistant general freight agent, Chicago.

"Our railroad reached Sheldon in 1878. It had been built as far as Algona by 1870, and construction of the line west of that point was not resumed until 1878 when 100 miles of track were laid from Algona through Sheldon to Hull. We reached the state line and crossed



J. J. Landrigan

the Missouri River to Canton, S. D., in the following year. . . .

"It seems significant to me that 1950, which marks our Centennial, also symbolizes the end of the greatest 100-year era in American development. It confirms the belief that construction of the country's railroads was the No. 1 factor in creating the opportunity for swift settlement and development of the entire nation. . . .

"Our 72-year partnership with the community of Sheldon is an asset which we intend to nurture to the best of our ability. For, as we enter our second century of service we want to assure all of you that it always will be the aim of The Milwaukee Road to be known as the 'Friendly Railroad of the Friendly West.'"

Freeport (Ill.) Transportation Club, on Oct. 19. Speaker—P. J. Cullen, assistant to vice president—traffic, Chicago.

"In 1855, the Racine and Mississippi Rail Road Company began the construction of a line of railroad which, by subsequent extension, ultimately became the line of the present Milwaukee Road system from Racine, Wis., to points of connection with lines that were extended to Omaha, Neb., and Kansas City, Mo. In the extension of these lines, Freeport, Ill., was reached in 1859, thus making Freeport and The Milwaukee Road partners for 91 of the railroad's 100 years. . . .

"When geographical boundaries halted the physical expansion of the railroad, our efforts were turned toward the introduction of improvements and refinements in our service. As a matter of record, The Milwaukee Road was the first in the west to provide electric lights on its passenger trains; the first to use roller-bearing cars on long distance trains; the first to operate trains over mountains with electricity; first to build all-welded lightweight steel passenger cars of the Hiawatha type; first to build all-welded, steel, plywood-lined freight cars that carry heavier pay loads with less dead weight; and the first to provide scores of other improvements which now have been adopted by the entire industry."

Traffic Club of Minneapolis on Oct. 19, and Chamber of Commerce of Spokane on Oct. 24. Speaker—J. P. Kiley, president.

At Minneapolis:

"Just 100 years ago, in the State of Wisconsin, The Milwaukee Road began the operation of a short line of railroad. We have no understandable right to boast over the number of years since the beginning of our railroad. Time alone was responsible for that, but we do have justifiable pride in the railroad's accomplishments, and are thrilled in the part it has played in the development of the West. . . .



President Kiley addresses the Spokane Chamber of Commerce. Seated at the table, from left, are: J. R. Reagan, DF&PA; Paul Wilson, western traffic manager; Larry H. Dugan, vice president; F. G. Rummel, president, Spokane International Road (behind microphone); Earl H. Braden, vice president, C. of C. (back of Mr. Kiley); Judge Frederick G. Hamley; Herb Hamblen, attorney; J. W. Severs, vice president, finance and accounting; L. K. Sorensen, general manager; and Joe G. Cain, district passenger agent.

"The Milwaukee Road inaugurated through service between Chicago and Minneapolis 78 years ago. The railroad service you folks enjoy today between here and Chicago is unquestionably the finest to be found anywhere. The Chicago Tribune recently said: '... The operation (of passenger trains) between Chicago and the Twin Cities cannot be matched for frequency and speed over any like distance in the country.' And for comfort and fine appointments too, might have been added. ..."

"The volume of freight traffic between the Twin Cities and Chicago is heavier than on any other part of our line and this business is mighty important to our railroad. ..."

"Time—and the energy of many purposeful men—have brought great changes from that remote period when Father Hennepin first looked upon St. Anthony Falls. From small river towns with muddy streets, Minneapolis and St. Paul grew up side by side to become centers of trade for the entire Northwest. ... By 1867 through service had been established between here and Milwaukee. By 1909 we had 1,245 miles of line in Minnesota and service had been extended to Puget Sound. ..."

"Here in the Twin City area, we have 2,800 employees who earn yearly wages and salaries totaling \$10½ million. Our investment in fixed property in Minnesota adds up to 67 million dollars, and in 1949 we paid taxes of over \$1,600,000 to help run your state. ... The Milwaukee Road today is a long, long step ahead of what it was 100 years ago."

At Spokane:

"No longer ago than 1873 James Glover, one of your first settlers, could look out of the window of his store and see your present business district as a 'beautiful prairie of bunch grass and sunflowers'. In 1879 there were 75 people here. Today Spokane is a splendid city of 170,000 people, and it is still growing, along with the whole Inland Empire."

"The main line of The Milwaukee Road through the Inland Empire between the Rockies and the Cascades was built in 1908. In 1912 the Road constructed a line 19.92 miles in length from Plummer, Idaho, to Manito, Wash., and from that point acquired trackage rights in 1914 into Spokane. At the same time, trackage rights were acquired by the Road between Spokane and its main line connection at Marengo."

"In the old, yellowed files of our engineering department we read reports of our locating engineers noting the fact that in some sections where



Group at the Minneapolis Traffic Club luncheon, left to right: Philip W. Pillsbury, director; M. J. Gavin, president, Great Northern Ry.; C. Allen MacNamara, president, the Soo Line; Earl Mead, sales manager, Buckingham Transportation Company, chairman of the meeting; Col. C. E. Denney, president, Northern Pacific Ry.; J. P. Kiley, president, The Milwaukee Road; and L. C. Sprague, president, Minneapolis & St. Louis Ry.

Examining a Centennial poster prior to the Freeport Transportation Club dinner are, from left: E. J. Hyett, assistant freight traffic manager; L. F. Doud, superintendent, Madison Division; M. S. Engelbrecht, manager, Freeport Chamber of Commerce; P. J. Cullen, assistant to vice president-traffic; and J. S. Lawbaugh, agent at Freeport. (Freeport Journal-Standard photo.)



Principals at the St. Paul Transportation Club luncheon. Seated, from left: Walter J. Cummings, director; L. C. Sprague, president, Minneapolis & St. Louis Ry.; Leo T. Crowley, chairman of the board; and James M. Barker, director. Standing, from left: Roy A. Burns, general agent, St. Paul; Charles A. Liggett, president, St. Paul Transportation Club; John D. Allen, director; Philip W. Pillsbury, director; John P. Kiley, president; and Paul J. Nikolai, general agent passenger department, St. Paul.



How are we doing?

	SEPTEMBER		NINE MONTHS	
	1950	1949	1950	1949
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc...	\$24,172,386	\$21,165,298	\$182,915,433	\$180,577,827
PAID OUT IN WAGES	10,249,893	9,710,873	88,759,268	92,230,406
PER DOLLAR RECEIVED (CENTS)	(42.4)	(45.9)	(48.5)	(51.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	628,702	599,897	5,409,722	5,663,376
PER DOLLAR RECEIVED (CENTS)	(2.6)	(2.8)	(3.0)	(3.1)
ALL OTHER PAYMENTS For operating expenses, taxes, rents and interest	10,727,089	9,313,441	82,029,844	80,591,761
PER DOLLAR RECEIVED (CENTS)	(44.4)	(44.0)	(44.8)	(44.6)
NET INCOME	2,566,702	1,541,087	6,716,599	2,092,284

our new line was being built there were no settlers at all.

"The track had hardly been laid and opened before settlements began to spring up. Our mail line, as well as our branches to Coeur d'Alene, Metaline Falls, Moses Lake and other points, helped tap the agricultural, mineral and timber resources of the Inland Empire and gave settlers and growing industries the needed access to markets. Yes, for nearly a half century The Milwaukee Road has worked side by side with Spokane in the development of the city and the Inland Empire. . . .

"On The Milwaukee Road we are constantly seeking to improve our service. . . . For example, five years ago only 9 per cent of our passenger service, 18 per cent of our freight service, and 35 per cent of our yard service was performed by diesel locomotives. When diesel locomotives now on order are placed in service (and delivery is expected to be completed early next year) our diesel and electric locomotives combined will handle 70 per cent of our freight traffic, 85 per cent of our passenger

traffic, and 70 per cent of our switching service."

Rotary Club of Bedford, Ind., on Oct. 26. Speaker—L. D. Phelan, general adjuster, Chicago.

"We have always referred to America as the Land of the Free and the Home of the Brave—a land where we were free to engage in any business or profession we saw fit to enter so long as its operation was moral—free to work where we pleased and when we pleased—free to join unions or stay out of them if we so preferred—free and unrestricted in all of our desires and inclinations just so long as the exercise of them did not interfere with the right and freedom of others.

" . . . Our railroad and this country prospered and developed under free enterprise and your cities were built and have been maintained and owe everything that is beautiful and desirable solely to the efforts and initiative of private business. . . . In the year 1850 we came into being with a toy-like little railroad only five miles



L. D. Phelan

in length, extending from Milwaukee to Wauwatosa, Wis. By the wildest stretch of imagination no one at that time could have envisioned a line of railroad 11,000 miles in length such as we have today. But like your city, we expanded—we grew. We were free to use our own judgment as to where to build and what to buy.

" . . . To create bureaus to govern every phase of our economic and private lives and invest them with the power of creating rulings of their own, the infraction of which makes a citizen subject to criminal prosecution is, in my opinion, a violation of our constitutional rights and the first and most dangerous step toward the complete loss of our freedom."

Editor's Note: T. H. Maguire, general attorney, Seattle, addressed a Centennial meeting in Roundup, Mont., on Oct. 5, sponsored jointly by the Rotary Club and Lions Club; and B. E. Lutterman, assistant general attorney, Seattle, spoke before a Centennial meeting sponsored by the Chamber of Commerce of Ellensburg, Wash., on Oct. 26. Copies of these addresses were not available.



Trabert checks the workmanship of one of his latest projects, an end table of his own design.

woodworking as a hobby

by Richard Steuer

Magazine Correspondent
Milwaukee Terminals

IF THERE is a hobbyist anywhere with more enthusiasm for his chosen craft than George F. Trabert, this writer has yet to hear about him. Trabert, a retired perishable freight inspector at Milwaukee, Wis., has made a dream come true. His hobby is woodworking and making furniture, and the shop in his home at 215 N. 71st Street is one of the best equipped in the city.

Prior to selecting woodworking as a hobby, Trabert had little, if any, training in this line. He has been retired since 1943, but as far back as 1934 he was giving serious thought to a retirement project and had begun to buy machinery, one piece at a time.

"Why did I choose woodworking? Well it offered everything I wanted—a hobby, education, and the pride that goes with turning out a well-made piece of work. It's educational because you learn something new every time you tackle a fresh job. Then, as you acquire new machines and tools your knowledge grows. After a while you become an 'old hand' at using every machine, and that's a good feeling, too."

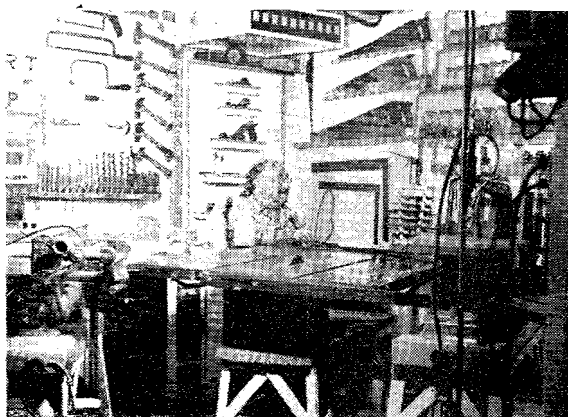
Judging by Trabert's work, one can say that he has mastered all of the problems that face the amateur maker of furniture. "You've got to know what your wood can do, what strength it has, and what to watch

for when working with the various kinds of hard and soft stock," he says. "Once you have learned how to use your tools and be patient with your project, the job is simplified."

The shop Trabert dreamed about years back is something to see. There is a drill press, jointer, bench saw, jig saw, lathe, shaper, sander, emery wheel, buffer and whetstone. The machines have separate electric motors, and for easy moving about, all are mounted on platforms with casters. The lathe alone is stationary. In addition, Trabert has a flexible shaft, a portable sander and a port-

He started in 1900 working with a section gang near Wabasha, Minn., then moved on with a bridge and building crew between North La Crosse and Minneapolis. One of his tough jobs in those years was tightening bolts on the old Short Line bridge between the Twin Cities, 160 feet above water on a swing stage. Later he put in some service at the Wabasha freight depot, but after 31 years of service in that area, transferred to Milwaukee where he was employed at the Fowler Street freight house and subsequently at the shops.

In 1933, following the repeal of



"Have a place for everything. . ." With this galley-neat arrangement, Trabert can keep tab on his equipment down to the last nail and screw driver.



A view of the workshop, showing the lathe, jointer, shaper and jig saw. Note the Hiawatha plaques in the background.

able drill (his "hole shooter"). He also owns an electric paint sprayer, but prefers a hand-finish for furniture.

Trabert is a veteran of 43 years of continuous Milwaukee Road service.

the Volstead Act, he joined the perishable freight department force, and signed out the first beer train to leave the Chestnut Street tracks. He continued on that position until his retirement in 1943.

THE GAY NINETIES

women's club edition

*a stereoptican view of
the good old days
in Tacoma*

by Harry W. Anderson
Division Editor
Tacoma, Wash.



Mrs. Chris Schmidt, a veteran do-si-do-er, gives a new twist to table hopping. Fred Holt calls the turns.

WE HAD always heard a lot of talk about "the good old days," but for most of us it took the Gay Nineties party given by Tacoma Chapter of The Milwaukee Road Women's Club to lend reality to the expression. The party, held in the club rooms on Oct. 14, was suggested by Mrs. R. C. Schwichtenberg, chapter president, and put into action by a committee consisting of Mmes. Earl Tallmadge, V. E. Straus, L. J. Taylor, J. H. Speck, H. S. Schmickrath and W. J. Fitzgerald.

All of the members pitched in to make the party a success, with the result that the decorations and costumes had the genuine "old time" look. Old silverware and china were used and atmosphere was created with plush albums, old photographs, brass cuspidors and the like—even fly paper with flies.

The evening started with a dinner of the old fashioned "stick-to-the-ribs" variety. Next on the program was a spelling bee with Mrs. A. E. Moxness and Mrs. Bob Drost as captains. Ruth Phelps and W. J. Fitzgerald were the last standing in this event.

Then came the awarding of costume prizes, and to Mr. and Mrs. Moxness went the prize for the best dressed couple. Mr. Moxness was decked out as a Beau Brummell, Mrs. Moxness in a Merry Widow sailor and a fetching turn-of-the-century dinner gown. Prize for the best dressed man went to L. J. Taylor of the car department who came as a Keystone Kop and for best dressed woman to Mrs. Chris Schmidt, wife of a retired blacksmith, dressed as "Sunbonnet Sue." "Old costume" prize was awarded to Mrs. J. H. Speck.

Besides the prize-winning costumes, there were many others that drew attention, such as Superintendent A. O. Thor as a gay old blade, Jim Beatson, retired lineman, as an old-time plutocrat, and Earl Tallmadge, traveling engineer, disguised in bristling red whiskers. The fellow least likely to be recognized, however, was Roadmaster Schwichtenberg, turned out in a false nose guaranteed to throw everyone off the beam.

The evening wound up with an old fashioned dance, leaving everyone with that glorious feeling that parties like this should happen oftener.

In line for those delicious "stick-to-the-ribs" refreshments, Mmes. G. A. Beachwood, L. J. Taylor, A. E. Moxness and A. O. Thor (left to right).





"Diamond Jim" Moxness cuts a swath with the ladies. The mustache tweakers are Mrs. H. S. Schmickrath (left) and Mrs. J. H. Speck.



E. T. Tallmadge, R. C. Schwichtenberg and Fred Best (left to right) making with the melody during the community singing.

The most important part of any Gay Nineties party, anyone can tell you, is the costume. The boiled shirts, bustles and beards helped to span the years to "the good old days."



L. H. Robbins Addresses Industrial Conference

WATER and the stabilization of production were named by L. H. Robbins, commissioner of the Milwaukee Road agricultural and mineral development department, as basic to industrial growth in an address delivered



L. H. Robbins

before the second annual Conference on Industrial Research and Development held in Rapid City, S. D., on Oct. 6. The conference was sponsored jointly by the South Dakota School of Mines and the Black Hills Research Institute.

The practical aspects of research and their impact on the nation's economy were outlined by Mr. Robbins, who cited instances in South Dakota where the man who uses his land intelligently produces 10 to 30 per cent more than his neighbor who does not.

Since industry, as well as agriculture, depends on a constant and adequate source of water, he looks to Missouri River development as a great stabilizing factor in South Dakota.

More than 63 per cent of the nation's revenue comes from the soil, Mr. Robbins pointed out, and in 1949 the products of agriculture, animals and their products, products of mines and forest, accounted for 63.8 per cent of the Road's freight revenue.

"Our future incomes," he said, "rest upon the care and management we give to our soils. We who represent business and industry cannot afford the extravagant or wasteful use of our soils. The time has come when the goal of each succeeding generation should be to turn over a legacy in soil wealth greater than the one that was willed to it. It can be done. It must be done if we want to avoid sinking to the standard of living endured by the least prosperous on earth."

The late Dr. Adolf Meyer, famed Johns Hopkins psychiatrist, was sought out by many of the world's great figures. When Queen Marie visited America she asked to meet him. One of her friends brought her to Dr. Meyer and said: "I want you to meet the Queen of Romania."

The psychiatrist's reply was professional: "How long does she think she's been a queen?"

—Leonard Lyons

STATION NAMES ON THE MILWAUKEE ROAD



Waukon, Ia.

SEVEN never-failing springs lured G. C. Shattuck, the first settler, to this site in 1849. The town was named for a Winnebago chief known to the settlers as John Waukon (in Winnebago, Waukon means "thunder"). Shattuck deeded 40 of his acres to the town with the provision that it should be made the county seat. This distinction was also coveted by the town of Lansing, but Waukon bested the claim of the rival community by building a railroad. Surveys were begun on Apr. 19, 1875, and on Oct. 27, fifty-three days after the first rail was laid, a train steamed over the Waukon & Mississippi. Thus Waukon became the county seat and a prosperous railroad town to boot.

Olivia, Minn.

Some years back the *Olivia Times* published the following "letter to the editor" concerning the source of the town's name: "The first name, in 1878, was East Fork, on account of being built on the east branch of some imaginary stream—the stream on which P. W. Heins and B. F. Byers (founders of the hardware company of that name which is still in business) made their historic all-water trip to Beaver Falls and were shipwrecked in sight of the landing by an

overhanging tree. The name was unsatisfactory and was changed to Olivia when the railroad came through later in the year."

The Olivia so honored was the daughter of Russell Sage, early financier of The Milwaukee Road. Miss Sage was subsequently married to a Mr. DePue of the railroad's engineering department whose name is commemorated by one of the city's fine residential avenues.

Marvin, S. D.

The men who followed the railroad were a waggish lot and sometimes a little tomfoolery was enough to swing the vote in a town-naming conference. Take this South Dakota town which had sprung up along the track. Leading citizens met at the depot to select a name but found that they couldn't agree. In the stalemate some life-of-the-party happened to glance at the safe and noting its trademark of Marvin made the brilliant observation that here was a good, "safe" name. The pun brought a laugh and on the spot another town was born—Marvin, S. D.

Murdo, S. D.

The pioneer owner of the Matador Land and Cattle Co., the very Scottish Mr. Murdo Mackenzie, was honored in the naming of this town. It strug-

gled along under the full name of Murdo Mackenzie until 1908 when it was incorporated as a city and called Murdo. The railroad, however, used the name of Murdo Mackenzie until 1945 when it recognized the official change.

Bucyrus, N. D.

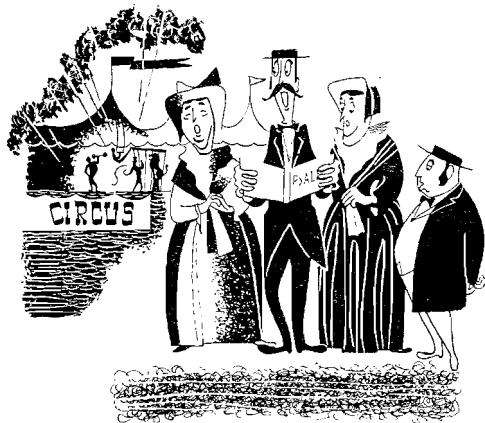
For a brief time while the railroad was being built this North Dakota settlement was called Dolan, in honor of the contractor for The Milwaukee Road. However, while the grading was going on the question of a town name was reopened and Dolan was abandoned for the more elegant "Bucyrus." It was the trade name on one of the huge steam shovels used on the grading job.

Auburn, Wash.

The name of Slaughter was well enough accepted when this town was founded in 1887 by Dr. Levi W. Ballard who named it for a hero of the Indian wars killed near the town-site. The settlement was first given over to hop culture but as this became unprofitable it converted to berry and dairy farming. However, the town's location midway between Seattle and Tacoma led to a railroad boom and with its growing importance as a rail center the city fathers decided to correct the embarrassing implication of "This way to the Slaughter House," as it was shouted by the runner for the local hotel who met the trains. The cultural right-about-face took place in 1893 when, by a special act of the legislature, the town became



Auburn. The name was selected from the opening line of Oliver Goldsmith's "The Deserted Village"; "Sweet Auburn, loveliest village of the plain."



Delavan, Wis.

The Phoenix brothers, Henry and Samuel, settled here in 1836 and named the town for E. C. Delavan, a noted temperance leader in New York. It was their intention to build a temperance colony and all property deeds issued by them carried a clause forbidding the sale of liquor. The venture, however, was ill-timed, for circuses were beginning to thrive in Wisconsin and the Mabie interests of New York happened on the same location for their show headquarters. The steam calliope soon drowned out the psalm singing and by 1850 almost the entire community was engaged in some phase of the circus business. Farmers and stock raisers furnished supplies and horses, craftsmen built the wagons, seats and tents, and other citizens were working as performers, hostlers and even animal trainers. Today Delavan's leading industry is the manufacture of Bradley bathing suits and knitted wear.

Summit, S. D.

As early as 1880 a railroad station stood at this point, but the town hit its stride when the Sisseton and Wahpeton Indian reservations were opened to homesteaders in 1892. The main line of The Milwaukee Road passes through the town which gets its name from Summit Hill, 1,998 feet above sea level. In winter the approach to the hill, with the grade going up at the rate of 100 feet per mile, is a challenge to men and locomotives. There is a story that Summit's Main Street is a ridgepole which divides the rainfall, part going east to Big Stone Lake, the remainder running west to the Sioux River.

Akron, Ia.

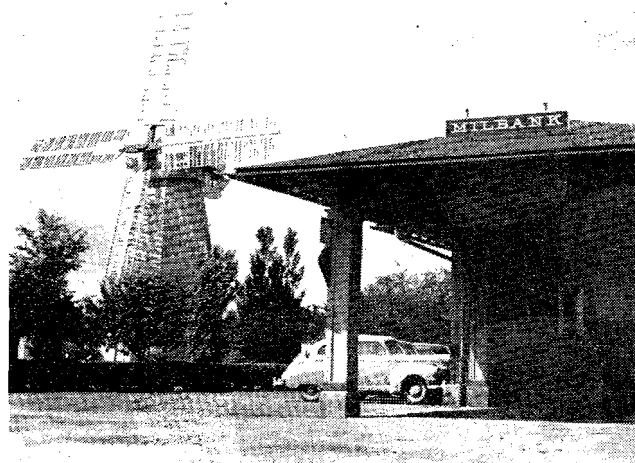
What's in a name? This town, platted in 1871 by W. Sargeant (father of the F. R. Sargeant who became a president of the C&NW), was

lumbering along under the name of Portlandville when enterprising citizens effected a switch to Akron in the belief that it was destined to rival the Ohio city. The population has since hovered around the 1,500 mark. The Big Sioux River furnishes power at this point for a flour mill which has been in operation since 1871.

Evanston, Ill.

Suburban Evanston, extending north and west of Chicago, is known as "the finest New England village in the Middle West." The diary of Pere Marquette has an account of landing here on the Lake Michigan shore in 1674, at the natural harbor now known as Grosse Point. Before the railroads assumed the burden of traffic, Grosse Point was a maritime community, home of some of the early Great Lakes captains. The first house was built in 1826, but the village was not platted until 1854. In 1855 the dignified town became the home of Northwestern University and with

The old Dutch mill, retired to the station park at Milbank after many years of utility, is near enough to the track to draw the attention of travelers on the Olympian Hiawatha and Columbian.



had arbitrarily disregarded the request, others gossiped that the penmanship on the application could have been better. Regardless, the fact remains that when the first postmaster received his commission the name of the new post office was Rio.

Milbank, S. D.

When The Milwaukee Road extended its line westward and established division headquarters here in 1880, many families of Irish and Dutch pioneers were attracted to the community by the prospect of railroad jobs. The growing town took the name of Jeremiah Milbank, a director of the railroad. Nowadays the town's most conspicuous landmark is the old Dutch mill located on the park area adjacent to the railroad station. The mill, built in 1885, stands as a monument to the settlers who made this region one of the most productive in South Dakota. It had been abandoned for several years when, in 1928, Jeremiah Milbank,

the opening of the school it was renamed Evanston in honor of John Evans, one of the university founders. The school charter prohibited the sale of liquor within four miles of the campus. Evanston has been dry ever since. An amazing traffic safety record has brought Evanston renown as America's safest city.

Rio, Wis.

In the 20 years prior to 1864 the gradual occupation of government land between Ft. Dearborn and Ft. Winnebago created the small villages of Columbus, Fall River, Otsego and Wyocena. Midway between the latter two a group of Ohioans had formed what was known as the Ohio Settlement and filed for a post office in the name of their native state. Later some said that the government

grandson of the man after whom the town was named, made a donation toward the restoration of the picturesque landmark and The Milwaukee Road furnished power to move it to the railroad park. There, surrounded by shrubbery and flowers in season, it is a statewide attraction for tourists.

Pingree Grove, Ill.

This town, one of the oldest in Illinois, was almost exclusively a venture of the clan Pingree. Francis and Straw Pingree settled in the fall of 1837 and Andrew and the Reverend Daniel arrived in the spring of 1838—the small wood nearby acquired the name of Pingree Grove at that time. A post office was established in 1848. Daniel and Hannah Pingree are on record as having charted and laid out the townsite.



STEAM for

It takes a lot of steam to keep the Hiawathas warm on cold days and cool on warm ones. Checking the steam output prior to departure are, from left: Robert Masoncup, diesel foreman, and Roy Magnuson, assistant master mechanic.

THE baseball player who is expected to get a hit every time at bat is the fellow who receives the most enthusiastic bronx cheer when the third strike leaves him standing at the plate.

As many a top-notch has discovered, it's tough to be the best. Public opinion demands top performance *all* the time or you're a bum.

The railroads came upon this sad fact a long time ago and are reminded of it daily. Being the most dependable all-weather transportation agency, more is expected of them than of any other. Endlessly and in a thousand different ways—many of them unheralded—the railroads and the railroad supply industry strive to give the traveling public the service and comfort expected of an agency with a reputation for near-perfection.

Like Joe DiMaggio with a bat, the railroads know the performance must match the expectation. But it isn't easy.

Two decades ago railroad men watched as diesel engines began proving their worth in freight service and wondered how these new locomotives could be put to work on the nation's passenger trains. The power was there, but what to do about the heating and cooling of the trains? It wasn't enough to get the passengers there and back. They had to be comfortable or they wouldn't ride.

The sleek train whose speed means bucking a 90-mile-an-hour gale one

minute, is standing still at the station a few minutes later. Soon it is streaking down the track again and heat must be poured into the cars.

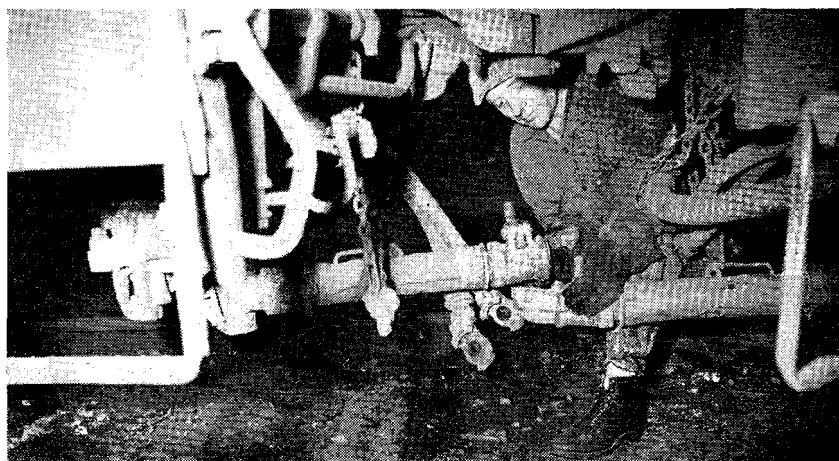
The sun is first brilliant and then clouded, the temperature rises and falls with changes in altitude, time of day, speed and the number of passengers aboard. Doors open and close, and heat is lost as the steam travels from locomotive to rear car. The outdoorsman in Roomette 4 is comfortable at a temperature that would mean pneumonia sure for the blonde in Roomette 6.

Even with steam power the job of temperature control on passenger trains was difficult enough. With a

diesel at the head end the task took on interesting complications.

But have you ridden one of the Hiawathas recently? Yes, the problem has been solved. And, with the help of such devices as the Vapor Heating Corporation equipment installed in many Milwaukee Road trains, the problem has been solved in a manner to meet the near-perfection requirements of an exacting public.

Tucked away in a corner of the diesel locomotive where even the curious would have a hard time finding it is a compact steam generator. In most cases there is one of these at work in each unit of a multi-unit diesel. Three such units, each about



Joe Pokorney, steam air brake mechanic, connects the couplings which join the steam lines beneath coaches. They must be both flexible and steam-tight.

Temperature control on passenger trains was difficult enough with steam power. The job really got interesting when we had to have...

the diesels

All Pictures Taken at Western Avenue, Chicago

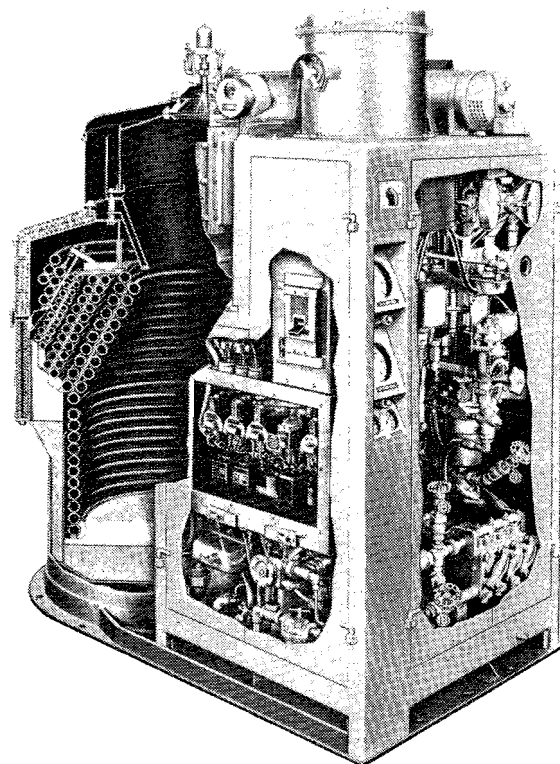
the size of the furnace in your home, are capable of producing enough steam to keep 210 five-room houses comfortably warm in zero weather. And, when the temperature demands it, the same steam generator supplies steam for the cooling system in

Once in operation, automatic controls take over and set the pace for the steam generator, demanding and getting either a little or a lot of steam as required to heat or cool the train. Since the steam is made almost instantaneously as needed, there is no reservoir of heated water under pressure at any time, and consequently no danger of the generator blowing up.

The steam is carried from car to car through carefully machined, flexible metal joints and couplers which must fit tightly enough to hold 250 pounds of steam pressure, yet be easy to disconnect when cars are added.

On the under side of each car is a steam line connected to the automatic pressure regulators which reduce the pressure to 3 to 8 pounds and send it along to the valves on the radiators in the cars.

The number of thermostats required to control the temperature in the cars varies with the types of equipment. Coaches, for example, usually have six—one for radiators along the floor on each side, one in a passageway, one in each lounge and one controlling the overhead heat. Private-accommodation sleeping cars have a separate radiator and thermostat in each room, totaling as many as



A steam generator of the type used on many Milwaukee Road diesels. Converting water into steam at the rate of 10 gallons a minute, this generator can make almost 5,000 pounds of steam an hour.

20 in some instances.

These thermostats are sensitive to 3/10 of one degree of temperature change, and actually anticipate temperature requirements. When the mercury in these devices drops below the comfortable temperature setting (usually 73 or 76 degrees), an electrical contact is broken between the mercury and a hair-like piece of platinum wire, causing a steam valve on the radiator it controls to open and admit steam.

At the same time a small electrical impulse travels through a heating wire on the thermostat tube, causing the mercury to rise immediately, contact the platinum wire and shut off

Tightening up a steam regulator, which controls the amount of steam to the radiator steam valves. From left: Louis Bruska, AC mechanic, and Andy Warmus, lead man AC mechanic.

some cars. Strangely enough, however, the cooling process demands more steam than the heating.

In the largest of these generators atomized diesel oil from the fuel tanks of the locomotive throws a 2500-degree flame around 700 feet of coiled steel tubing to produce 200 pounds of steam pressure in two minutes from a cold start.

Diagram showing location of steam generators in units of a diesel locomotive; also steam lines beneath cars, and connections.

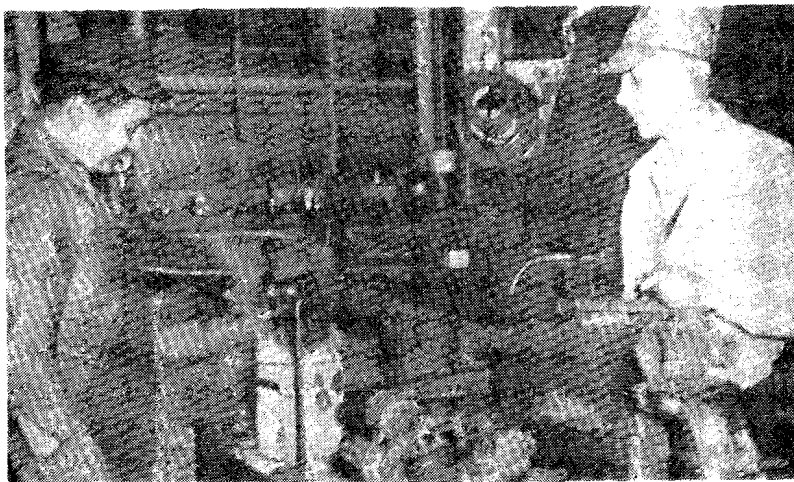




If the passengers shown in this double bedroom en suite want more or less heat than those in the adjoining room, they can have it merely by adjusting the temperature setting on the control panels. Thermostats such as the one shown on the wall at lower right admit just that much heat—no more.



In this picture and the two at right Byron Johnson, electrician, is shown checking and adjusting a thermostat. . . .



Top picture shows Joe Pokorney and Joe Dier, steam air brakemen, repairing flexible steam couplings.

Bottom picture shows Felix Gmutek, AC carman (left), testing an automatic steam regulator as Charles Manzelman, assistant electrical foreman, looks on.

Cut-away drawing of a composite car, showing parts of the automatic heating system. Note that each room has separately-controlled radiators and overhead ventilation. Inset shows a cross-section of a radiator. Steam enters through the inner pipe, heats, condenses and is released to the ground through the outer pipe.

the steam valve which had just been opened. Thus, steam is allowed into the radiators only a little at a time and the cars are kept at a comfortable temperature. Each thermostat operates on the same principle, regardless of the temperature at which it has been set.

Train cooling, although employing the same steam generator and anticipating thermostats in some Milwaukee Road equipment, involves other complex devices which are a separate story in themselves.

In a locker at the end of each car is an electrical control panel containing the many relays and switches which function to control the amount of available steam. Here the trainman usually operates certain switches to set the whole heating and cooling system in motion.

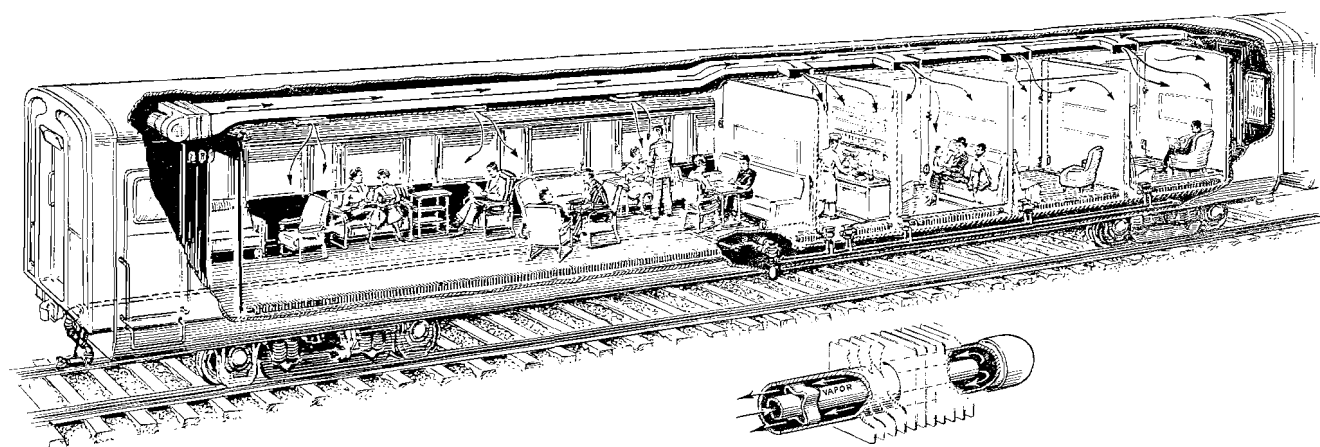
The system is so designed that when cars are parked in coach yards in cold weather, the condensed steam in the whole heating system will



... an electrical steam valve in a compartment, ...



... and the automatic panel which operates the heating and cooling devices.

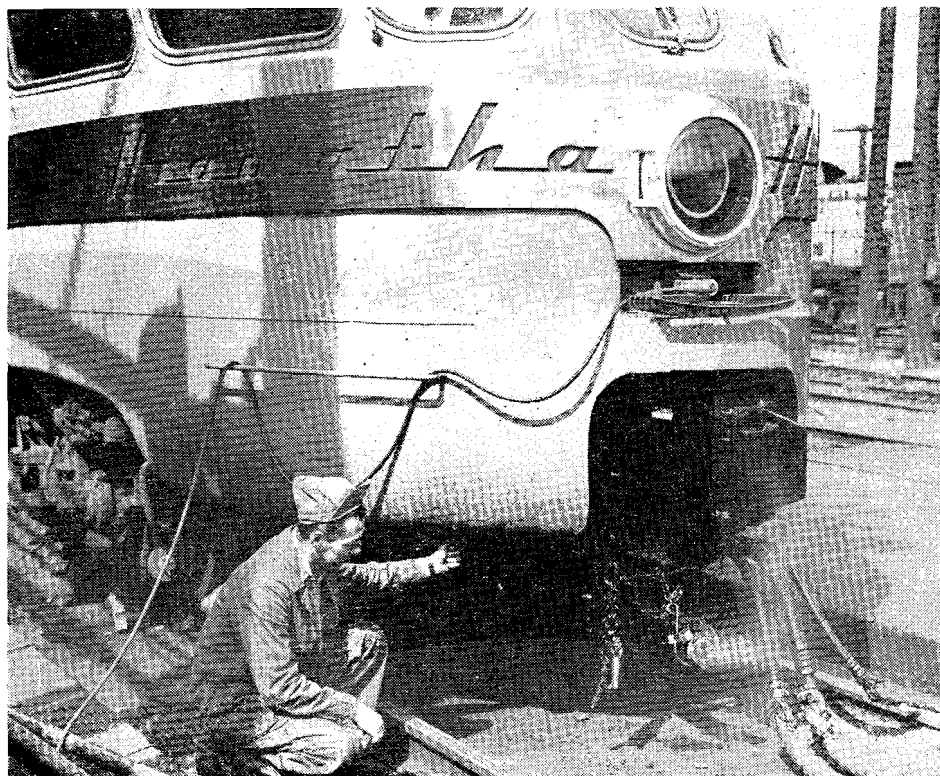


drain to the ground and not freeze in the pipes. However, steam from the coach yard line is usually directed into the cars, and stand-by thermostats keep them at about 60 degrees so that they may be heated quickly and be ready for use.

The research, the engineering skill and the diligent care of train and yard crews which underlie this achievement in temperature control have done more than open a new era of travel comfort.

They have proved that the public expects near-perfection of America's railroads because they, and they alone, have been found capable of measuring up to that high standard.

Just before the Hiawatha leaves the coach yard for the station Bill Szekely, brake tester, sets the end steam valve to allow for a slight flow of steam, which is necessary for the proper operation of the system.



RETIREMENTS

The following employees' applications for retirement were recorded during October, 1950

Chicago General Offices

CASTON, CHARLES E.
Waiter Chicago, Ill.
CROAKE, GEORGE E.
Clerk, Aud. of Expend. Chicago, Ill.
MORTENSEN, MAYNARD B.
Frt. Claim Agent Chicago, Ill.
TURNER, WILLIAM B.
Porter Chicago, Ill.

Chicago Terminals

BABORNEK, JOHN J.
Car Inspector Chicago, Ill.
CARTWRIGHT, DAVID L.
Mach. Helper Chicago, Ill.
DAMIANO, ROSARIO
Frt. Checker Chicago, Ill.
GERALTASKY, ANTON F.
Frt. Truckee Chicago, Ill.
PERLBERG, CHARLES V., SR.
Triple Valve Repairer Bensenville, Ill.
STANSBERRY, JOHN R.
Blacksmith Bensenville, Ill.
STELJAS, HERMAN H.
Frt. Truckee Chicago, Ill.
WATERMAN, ERVIN L.
Carman Bensenville, Ill.

Coast Division

BREWSTER, EDWARD T.
Clerk Tacoma, Wash.
DILGER, SEBASTIAN
Coach Cleaner Tacoma, Wash.
HARGIS, LEONARD C.
Carman Helper Tacoma, Wash.
KAMERZEL, GEORGE
Ex. Gang Laborer Everson, Wash.
ROBBINS, RALPH H.
Lineman Seattle, Wash.
SWANSON, ELAINE
Boilermaker Helper Seattle, Wash.

Dubuque & Illinois Division

FLUKE, GEORGE B.
Acetylene Cutter Dubuque, Iowa
HOGAN, THOMAS M.
Agent McGregor, Iowa
JAEGER, WALTER F.
Carman Helper Dubuque, Iowa
O'NEAL, JOHN E.
Switchman Savanna, Ill.

Hastings & Dakota Division

BLAGIK, LOUIS M.
Ex. Gang Laborer Correll, Minn.
DONAHUE, MICHAEL E.
Sec. Laborer Bristol, S. D.

Idaho Division

BARRETT, JOSEPH H.
Car Foreman Othello, Wash.
BETZEL, EDWARD R.
Tel. Operator Manito, Wash.
GIESSEMAN, HARRY E.
Ex. Gang Laborer Spokane, Wash.
SAARI, AUGUST A.
Ex. Gang Laborer Lotus, Idaho
VARNE, JOSEPH
Ex. Gang Laborer Spokane, Wash.

ZWIENER, JOSEPH F.

Carman St. Maries, Idaho

Iowa Division

COLE, MELVIN L.
Sec. Laborer Manilla, Iowa
FISHER, CHARLES W.
Ex. Gang Laborer Cedar Rapids, Iowa
KEENAN, FORREST G.
Conductor Perry, Iowa
OPPOLD, CASPER W.
Mail Handler Panama, Iowa
OSTERLE, CHARLES L.
Agent Amana, Iowa
REBASCHUS, FRED G.
Sec. Laborer Strawberry Pt., Iowa

Iowa & Dakota Division

CLASS, ALBERT G.
Conductor Sioux City, Iowa
KNUDTSON, EARL
Clerk Mason City, Iowa
LYNBERG, OVE J. A.
Loco. Engineer Sioux City, Iowa
TSOUKALAS, GEORGE S.
Sec. Laborer Sioux City, Iowa

Iowa & Southern Minnesota Division

GRIMES, GLADYS A.
Custodian Lily, S. D.
QUALEY, GERHARD P.
Conductor Austin, Minn.
STRID, CARL A.
B&B Carpenter Austin, Minn.

La Crosse & River Division

ANDERSON, ADOLPH
Machinist Helper Tomah, Wis.
CARLSON, WILLIAM A.
Switchman Red Wing, Minn.
COX, OSCAR H.
Loco. Engineer Minneapolis, Minn.
SANDERSON, CARL L.
Ex. Gang Laborer La Crosse, Wis.
WENDT, HANS H.
Ex. Gang Laborer Lake City, Minn.

Madison Division

ANDERSON, MARTIN
Sec. Laborer Stoughton, Wis.
AUDINI, DOMINIC
Mach. Helper Madison, Wis.
MIKKELSEN, MATHIAS
Sec. Laborer Davis, Ill.

Milwaukee Division

BRADLEY, THOMAS L.
Conductor Milwaukee, Wis.
DIXON, PRICE W.
Conductor Milwaukee, Wis.
GRIFFIN, ROY
Station Cleaner Fox Lake, Ill.
KENNEDY, JOHN
Ex. Gang Laborer Lake, Wis.
KING, JOHN M.
Loco. Engineer Milwaukee, Wis.
MARYNSKI, JOHN A.
Carman Channing, Mich.
MORGAN, JOHN D.
Sec. Laborer Cambria, Wis.

APPOINTMENTS

Finance and Accounting Department

Effective Nov. 1, 1950:

Verl E. McCoy, formerly with Mutual Engineering Service Company, has been appointed assistant to vice president—finance and accounting department.

Operating Department

Effective Oct. 7, 1950:

R. C. Schwichtenberg is appointed trainmaster of the Coast Division, with headquarters at Tacoma, vice R. F. Fairfield transferred.

Martin Garelick is appointed assistant to general manager, with headquarters at Chicago, with such duties as are assigned by the general manager.

UMNUS, GUST

Sec. Laborer Elkhorn, Wis.

Milwaukee Terminals

BASARA, JOE
Ex. Gang Laborer Milwaukee, Wis.
BERNHAGEN, HARRY W.
Switchman Milwaukee, Wis.
BRZECZKOWSKI, MIHAL
Chipper Milwaukee, Wis.
CHAMBERS, MABEL E.
Chief Tel. Oper. Milwaukee, Wis.
FRANK, HERMAN
Electrician Milwaukee, Wis.
GREEN, JOHN E.
Ex. Gang Laborer Milwaukee, Wis.
KESICH, PETER
Laborer Milwaukee, Wis.
KESSLER, MARTIN M.
Mach. Helper Milwaukee, Wis.
MACFARLANE, DANIEL
Machinist Milwaukee, Wis.
MANTHY, JOSEPH J.
Molder Milwaukee, Wis.
MATUSZEWSKI, JACOB
Laborer Milwaukee, Wis.
SAUER, ANTON
Cabinet Maker Milwaukee, Wis.
WESTERCAMP, FRANK J.
Machinist Milwaukee, Wis.

Rocky Mountain Division

CLEMMONS, HARVEY L.
Yard Clerk Deer Lodge, Mont.
DANIELS, ROBERT C.
Loco. Engineer Three Forks, Mont.
IWAHANA, KICHIMATSU
Ex. Gang Laborer Butte, Mont.
JENKS, VERN P.
Conductor Lewistown, Mont.
JORDON, FRED
Cook Missoula, Mont.
PIERCE, CLARENCE H.
Loco. Engineer Deer Lodge, Mont.
SIMONS, MIKE
B&B Carpenter Missoula, Mont.

Terre Haute Division

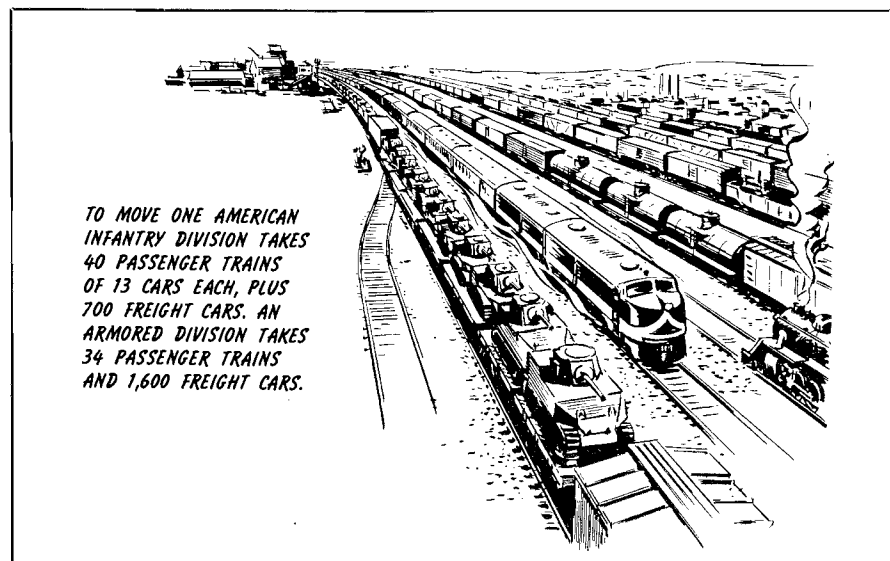
HON, JONAS M.
Switchman Faithhorn, Ill.
MUZZARELLI, NATALE
Laborer W. Clinton, Ind.
MYERS, JAMES S.
Carman W. Clinton, Ind.
SUMMERS, LLOYD E.
Conductor Terre Haute, Ind.

Trans-Missouri Division

CUNNINGHAM, THOMAS J.
Sec. Laborer Miles City, Mont.
SUMMERS, JESS P.
Pumper Lemmon, S. D.

Twin City Terminals

HAMEL, WILLIAM E.
Carman Helper Minneapolis, Minn.
OLSEN, EDWARD C.
Machinist Minneapolis, Minn.
PETERSON, GUSTAV A.
Car Cleaner Minneapolis, Minn.
SCRAMSTAD, AUGUST
Towerman Minneapolis, Minn.
SEREDA, JOSEPH J.
Carman St. Paul, Minn.
WARD, GEORGE W.
Clerk, Store Dept. Minneapolis, Minn.



TO MOVE ONE AMERICAN INFANTRY DIVISION TAKES 40 PASSENGER TRAINS OF 13 CARS EACH, PLUS 700 FREIGHT CARS. AN ARMORED DIVISION TAKES 34 PASSENGER TRAINS AND 1,600 FREIGHT CARS.

In Her Father's Footsteps

SINCE the percentage of women employed as railroad telegraphers is relatively small, a whiff of cologne around a telegraph office generally arouses some curiosity. However, Eleanor Heinrichs of Elkhart Lake, Wis., considers her job a very natural one for



Eleanor Heinrichs

the daughter of a station agent.

Eleanor, 20 and attractive, is the daughter of John M. Heinrichs, a veteran of 32 years of Milwaukee Road service and agent at Elkhart Lake since 1941. Previously he had been operator at Menominee, Mich., and also served at Chilton and Green Bay. Eleanor, following in his footsteps, has been an operator for the past two years. She works four days a week at Plymouth, Wis., and the fifth day at Random Lake, a few stations down the line.

Her varying work schedule includes

the graveyard shift, but she doesn't mind the long evenings alone, since she can pass the time by exchanging the latest happenings and chit-chat with operators at other stations. Commuting from Elkhart Lake in all kinds of weather provides interesting experiences also.

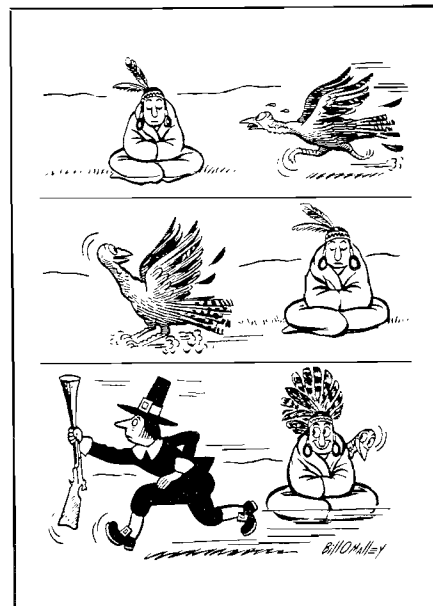
Eleanor started to learn telegraphy, with her father as tutor, following her graduation from high school. Originally she did only clerical work and sold tickets at Elkhart Lake, but now she handles a wire like a veteran. She has never been involved in a single mishap, but she credits this to her father's training and the daily help and encouragement of fellow employes. "Everything has worked out well for me," she says. "The fact that I can always count on fair treatment from everyone is one of the main reasons why I enjoy this work."

As an up and doing young person, Eleanor could have chosen a sedate nine-to-five office job, or continued to study music. Aside from her regular duties, she is a fine pianist and organist and has made concert appearances with local groups. Band music is another of her interests—she plays the clarinet—and with an eye to the future she hopes soon to work out a schedule which will permit her to attend one of the large music schools in Milwaukee or Chicago. Perhaps, in years to come, the name of Eleanor Heinrichs may shine brightly in the music field, but in the meantime she is pretty well sold on telegraphy as one of the more interesting occupations open to women.

Chicago Group Tours Shops

A GROUP of 226 members of the Chicago Transportation Club rode a special train to Milwaukee on Sept. 25, for a tour of the Road's shops.

According to the club's report, the group was interested in learning that The Milwaukee Road, since 1933, has built 27,800 freight cars and 436 passenger cars of all kinds at the shops, and that they are presently turning out seven rebuilt freight cars per day, as well as generally overhauling one passenger car per day.



Send a Wire and Charge It

THE passenger's credit is good with the Western Union—that is if he files a message while on board a Milwaukee Road train.

It is no longer necessary to hold the train at wayside stations while the agent figures the rates on telegrams passengers ask porters or other train employes to file. The customer merely shows his address and Western Union will send him a bill.

Harry Sengstacken, passenger traffic manager, says this arrangement applies only to messages—not to money orders. You still have to lay the cash on the barrel head to send it by wire.

Purchases, Stores Group Tours Milwaukee Shops

AT A joint meeting of the purchases and stores western groups of Division VI, Association of American Railroads, in Milwaukee on Oct. 4, some 50 representatives of 16 railroads were guests of The Milwaukee Road stores department. The party arrived by train early in the morning and was driven to the West Milwaukee shops where a tour had been arranged by General Storekeeper D. H. Phebus and his staff. The inspection took in the operations of the various sectional stores, shops and yards.

A lunch served at the Elks Club was followed by a business meeting.

In an open discussion, the group reported on observations made at the

shops, the facilities, methods and policies pursued, and improvements noted since the last tour. Other matters discussed were the tightening of material procurements, the possibilities of allocations and priorities due to wartime conditions, the purchasing and handling of materials on individual railroads, and the activities of the various Division VI committees.

Railroad Hour Programs

- Nov. 20—Snow White with Ilene Woods
- Nov. 27—The Connecticut Yankee with Ginny Sims
- Dec. 4—The Firefly with Dorothy Sarnoff
- Dec. 11—Pirates of Penzance with Lucille Norman
- Dec. 18—Brigadoon with Marion Bell and Clark Dennis

things to make for Christmas

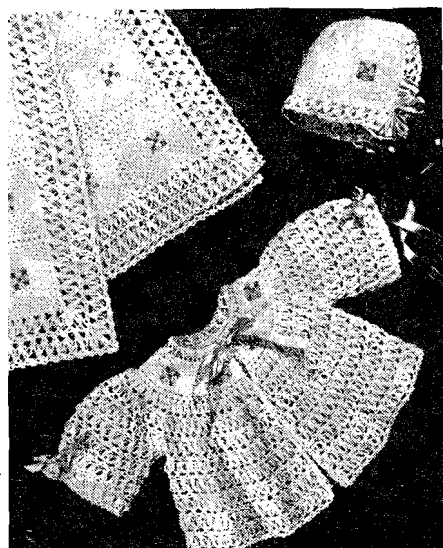


HAT AND BAG crocheted in wool with gold edging. A wide band is coiled across the front of the hat for a turban effect.

SQUARE DANCE SUE wears the sheer white blouse, ruffled skirt and low-heeled slippers of the typical barn dance costume.



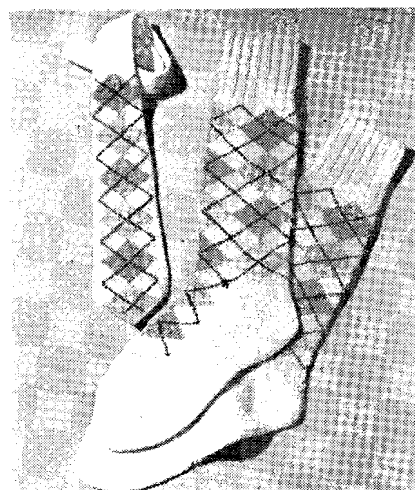
BABY SET crocheted of cotton for days too warm for wool. Pattern is a pretty knot stitch with delicate flower accents.



SPANIEL PUPPY to be crocheted in an evening or two. This one is beige, but he is equally attractive in nursery colors.



IS THERE ever a better time to demonstrate your needlework skill than at Christmas? People who can make their gifts know the pleasure of creative effort and the satisfaction of making the "perfect" present at a minimum of expense. And there are literally hundreds of gifts to make for family and friends, quickly and easily, at home. We think our readers will like the patterns shown here. They were chosen not only for service, but for beauty and pleasure. As usual, direction leaflets can be had free of charge by writing to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



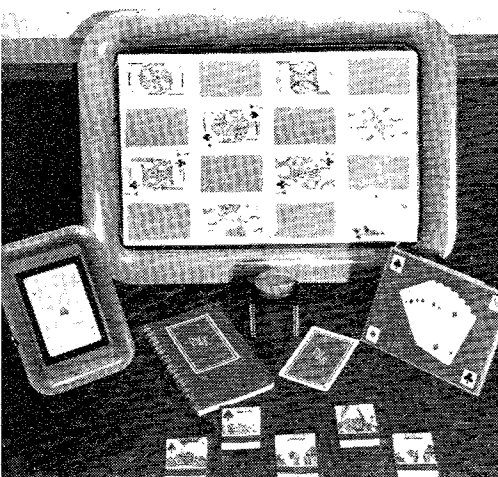
TWEED COMPANIONS, the matching argyle socks and sporty plaid tie. Knit them to a man's taste in his favorite colors.

Christmas presents

let the children make their own

CHRISTMAS is coming, time to think about presents, and of course the children want to be on the giving as well as the receiving end. This year why not let them make their own? Think of the fun they will have, and it's not a bit hard to make gifts that have a professional air.

For instance, the matchbooks shown in the picture are among the easiest to make. Buy plain matchbooks at a stationery or dime store and paste half of a face card on the front. If you cut just a bit inside the black line around a face card, then straight across the middle, the trimmed half will just fit the standard matchbook cover (inexpensive presents for fond uncles and aunts).



The always-useful notebook may be dressed up by pasting a card with a monogrammed or decorative back neatly on the cover—a welcome addition to a desk or telephone stand for quick notes and phone numbers. A blotter trimmed to the size of a playing card and pasted to the card makes a neat gadget to keep in checkbook or purse. By cutting cards to fit the sides of a square ink bottle and gluing them on all four sides, you complete a matching desk set.

The serving tray pictured was made with 16 cards. The tray is one of the

painted tin trays found in dime or variety stores. A deck with plain backs was used for this one, alternating the backs in a checkerboard pattern. The whole tray was given a final finish of two coats of shellac. Smaller trays—handy for appetizers or coasters—are even simpler to make. A set of four, with the four aces pasted in the middle and shellacked, makes an appropriate gift for someone who entertains frequently at cards.

The cigarette box was made by pasting a plain piece of colored paper on top of a flat metal box, leaving a small border around the edge. Then four "suit" marks were cut from playing cards and pasted in the corners. The "mixed Canasta" in the center was made from a deck of children's cards (another dime store item) pasted together and glued to the box. The whole top was coated with shellac for a permanent finish. This type of box also serves nicely for pins, buttons or stamps.

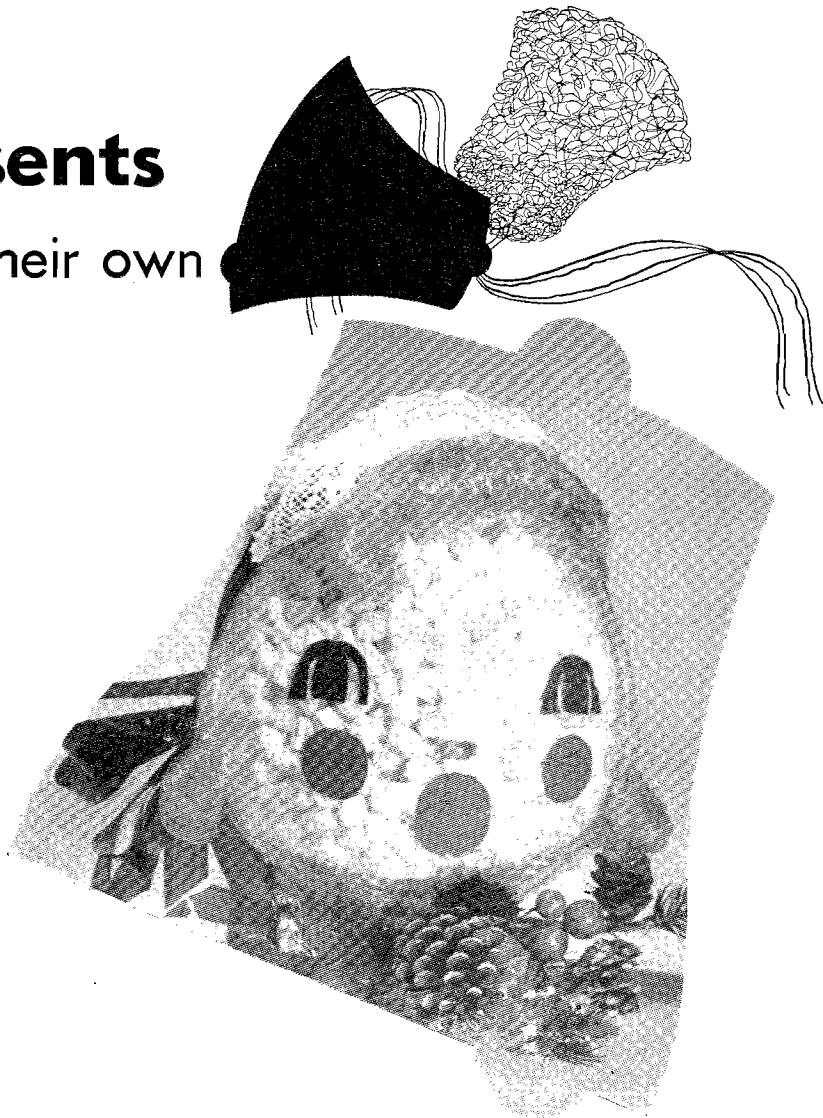
It's fun to do tricks with cellophane. The pert little miss shown in the picture was made with cellophane, a

brandy glass and a little ingenuity. Here's what you will need:

A brandy glass filled with mints, or if you wish, candies or cookies; clear and amber cellophane, red cellophane ribbon, Scotch Tape (clear, red and blue), a small paper doily and a spray of holly or pine.

For the face, cut clear cellophane as long as the circumference of the glass with an overlap, and wide enough to gather in at the stem and to fold over the top. Secure it at the stem with a tight band of red Scotch Tape. Stick cellophane down flat on top with clear Scotch Tape. Cut mouth, nose and cheeks from red Scotch Tape, the eyes from blue. Adhesive tape colored with crayons can be used, too.

For the hair, cut amber cellophane $1\frac{1}{4}$ times the circumference of the glass and twice the depth of glass and stem. Make the curl by crinkling the cellophane in a ball, then spreading out loosely. Roll one edge loosely around a long pencil, then slip pencil out. Place the hair around the glass with the curl about ear level and secure it with a long piece of Scotch



Tape just above the curl, making the curl fit close to the glass. For forehead curl, bring the other end of crinkled cellophane over candy toward the face, trim edge evenly and roll it loosely over pencil, securing in position with Scotch Tape. Make a slit in the lace doily, place ribbon through slit and tie in place around the head with a bow. For the final

festive touch, add the spray of holly or pine tied with a perky ribbon bow at the base of the glass.

The sky, plus the children's resources, is the limit, because there are literally hundreds of things they can make. But the best part, especially if you are quite young, is the thrill of being "in" on the mystery that grown-ups make out of Christmas.

one basic cookie mix—

lots of cookies



CONSIDER home made cookies as Christmas gifts—the baking had better be your responsibility, but everyone in the house can help with the packaging.

Paint oatmeal cartons an even, bright color with poster paint. The youngsters can help here, pasting on holiday cut-outs from your last year's cards. Or use small wicker baskets, done up with clusters of ornaments fastened to the handles. Clear plastic refrigerator boxes make a see-through kind of package, made festive with a red satin bow and a bunch of holly poked through the ribbon. Cookies that travel by mail survive best in firm containers. You might use empty coffee tins, painted and decorated with pasted-on stars.

Since you'll need lots of cookies, a basic mix will be a time saver. It can be combined with a variety of ingredients to make several types of cookies. The basic mix here is from the Procter & Gamble Household In-

formation Service:

Basic Mix

5 cups sifted all-purpose flour
1 lb. Crisco (2½ cups)
1 tablespoon salt

Combine flour and salt on a square of paper 20"x20". Cut Crisco into flour with a blender or two knives until pieces are the size of small peas. Store in covered container until ready to use. Refrigeration is not necessary.

Spicy Fruit Dreams

Stir together:
2 cups Crisco Mix
1 cup light brown sugar
½ teaspoon baking powder
1 teaspoon cinnamon
½ teaspoon cloves
½ teaspoon allspice

Add and stir vigorously:
2 eggs
2 tablespoons orange juice
Blend in:
1½ cups chopped nuts

1½ cups chopped dates

Drop from a teaspoon to a lightly greased cookie sheet. Bake at 375° F. for 10 to 12 minutes. Makes 4 dozen 2" cookies.

Almond Spritz

Stir together:
3 cups Crisco Mix
¾ cup sugar
½ teaspoon baking powder
Add and stir vigorously:
1 egg
1 tablespoon water
1 teaspoon grated lemon rind
1 teaspoon almond extract

Place on lightly floured board. Roll to about ¼" thickness. Cut with holiday cookie cutters. Decorate with colored sugar. Bake on ungreased cookie sheet at 425° F. for 8-10 minutes. Makes 3 to 4 dozen cookies.

avoid home hazards

Keep Christmas Merry

UNDERNEATH its gaiety, Christmas has a high rating for holiday fire accidents. By using a little care, parents can eliminate the home hazards that have been revealed as being the principal causes. Here are a few do's and don'ts that will safeguard your family during the holiday season.

DON'T buy toys for your children which use alcohol, kerosene or gasoline to make them go.

DON'T place electrical trains around the base of the tree.

DON'T leave the tree lights burning when you are away from the house.

DON'T use candles.

DO inspect your wiring before attaching lights to Christmas tree.

DO be sure that all electrical toys you buy have the Underwriters' Laboratories Inc. markers on them.

DO be sure you have plenty of ash trays around the house so stray ashes or cigarettes won't start a fire.

DO use non-inflammable decorations on your tree.

DO call the fire department immediately upon detecting fire.

DO have emergency equipment available for controlling small fires.

DO have a pail of water near your tree for immediate dousing of the tree.

DO have a fire extinguisher near the electric outlets for immediate control of electric fires.

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

I & D DIVISION

Karen B. Rugee, Division Editor

The engagement of Don Brade, relief operator at New Hampton and Charles City, to Miss Eunice Jones of Dawn, Mo., has been announced. Don and Eunice met while they were both attending business college at Chillicothe, Mo., in 1948. Eunice is private secretary to the advertising manager of Salisbury Laboratories at Charles City.

A. M. Glander, chief carpenter, has had his beautiful new Oldsmobile in the hospital for repairs. Art was a sad, sad, man when the bottom practically fell out of the car after a rainstorm. It seems that most of the rain found its way into the car and Art didn't know whether to go wading or swimming when he got in.

Cpl. Richard D. Hixson, son of Mr. and Mrs. C. D. Hixson of Mason City, was wounded in action Sept. 29 while serving with the Marines in Korea. He was in the Inchon invasion and was one of the group which raised the American flag over the U. S. consulate in Seoul.

Judy Hogan became the bride of Robert L. Salier at St. Joseph's Church, Mason City, on Oct. 7. Following the ceremony a buffet luncheon was served in the Wedgewood Room of the Hotel Hanford for about 175 guests. After a trip through the Ozarks, Judy is combining the duties of a farmer's wife with her job as clerk in the roadmaster's office at Mason City.

Roy Kellar, ticket clerk at Mason City, was mentioned in the "30 Years Ago" column of the Mason City Globe Gazette recently. It seems that he and a friend had Mason City residents goggle-eyed viewing a string of 12 wall-eyed pike and 11 small-mouth bass which they had caught in the Shell Rock River south of Nora Springs.

Mr. and Mrs. Lyell Holmes spent the past month at Miami Beach, Fla., where Lyell is attending the B. of R. T. convention.

Alfred St. John, regional educational director, railway clerks organization, held a conference in Mason City on Oct. 19 and 20.

Sanborn-Rapid City

Albert J. Gall, Correspondent

Cliff Evers, dispatcher at Mitchell, is the father of a new baby daughter.

L. L. Long, agent at Parker, and wife are spending their vacation in Texas.

L. E. Buttz, section laborer of Canton, has been called to active duty with the armed forces.

Warren V. Shoop, fireman at Rapid City, has been called to active duty in the Army, to report at Ft. Riley, Kans.

Conductors H. E. Schlimgen and W. E. Severson and Fireman C. L. Farris are on vacation at this writing.

Mr. and Mrs. P. J. Weiland were guests at a Ladies Night meeting of the Better Bridgewater Club at Bridgewater, S. D., on Oct. 24. Dinner was served to 125 guests. Mr. Weiland gave a talk about the progress

and present conditions on the railroad. Bridgewater is the former home town of both Mr. and Mrs. Weiland.

Mr. and Mrs. M. L. Marshall of Bridge-water recently returned from vacation trip to Seattle and other points of interest in the Pacific Northwest. They report a wonderful trip of sightseeing via The Milwaukee Road.

Mr. and Mrs. L. L. Long have returned from vacation trip to Texas.

Agent L. B. Long, Marion Jct., and his family were recently involved in an automobile accident when another auto ran into them head on while they were standing still. Mrs. Long was badly cut and bruised while Mr. Long and their son received only minor injuries.

Sioux Falls Line

Sioux Falls Chapter of the Women's Club opened its fall activity program with a luncheon on Oct. 11, at which members of Sioux City Chapter were entertained. Miss Etta N. Lindskog, secretary-general of the club with headquarters in Chicago, was also present. The tables were decorated tastefully in fall colors. Entertainment followed the luncheon.

Second District

Fay Ness, Correspondent

We welcome Trainmaster L. V. Anderson, former chief dispatcher at Perry, to the second district. Mr. Anderson and family are now located in Sioux City.

Mrs. S. A. Boltz, widow of SC&D Division operator, died in Sioux City on Oct. 27.

Mary Lou Bruce, 13, daughter of Conductor Roy Bruce, passed away at the family home in Sioux City in October. She had been ill since May.

Switchman Clarence L. Gray retired on Oct. 16 after more than 40 years of service as a switchman in Sioux City yard.

Paulus Noordam, 84, section laborer who retired in 1939, passed away at Sioux City on Oct. 14.

Dave Shank, roundhouse clerk at Sioux City, has been appointed chief clerk to master mechanic at Miles City, Mont. Dave and his bride have the best wishes of his friends on the second district.

Conductor Roy Reed is confined to his home by illness at this writing.

Dispatcher W. W. Faller has been appointed train dispatcher at Austin, Minn.

Railroad Four Horsemen



The Walter brothers, Berry, Ed, Lou and Harry (left to right).

WHEN the four husky Walter brothers get together, they can count among themselves a total of 173 years of railroad service. Three are engineers on the I&D Division—Ed, Lou and Harry who live at Mason City, Ia. Berry, the fourth, makes his home in Superior, Wis., and is employed by the Great Northern. Their records, respectively, are Berry, 45

years; Ed, 44 years; Lou, 46 years; and Harry 38 years.

Two members of the junior generation are also in Milwaukee Road service at Mason City. Ed's son John is a conductor with 10 years of service and Harry Jr. has been employed in the engineering department for four years.

"Family Night" at La Crosse, Wis.



Retired employees and wives, seated from left: Mmes. Anton Saley, W. E. Ramsey, Ed Maloney, Mayme Weber (widow of N. J. Weber), J. G. Larkin, D. J. Devine, F. E. Rickard, Frank Lubinsky. Standing: Anton Saley, W. E. Ramsey, Ed Maloney, J. G. Larkin, D. J. Devine, F. E. Rickard, Frank Lubinsky.

RETIRED veterans at La Crosse, Wis., and their wives were honored by the local chapter of the Woman's Club with a "family night" Oct. 4. The guests were served a potluck supper and entertained with a lively program of home talent. Mrs. C. E. Berg, president of the chapter, supervised the program with the assistance of Martin Breuer. Stars of the performance were Mary and Joe Breuer in a song and dance act—Dawn Burke at the piano, and David Ray in a "mentalism" skit. Mrs. T. L. Keegan

launched the community singing.

Among veterans singled out for attention were John G. Larkin who received an award as the oldest retired veteran, and Dominic J. Devine who held the record for length of service (65 years) and father of the largest family (12). Card games rounded out a pleasant program.

The supper committee was headed by Mrs. M. H. Breuer. Assisting were Mmes. T. Maker, L. Ellis, F. Lubinsky, J. Wittenberg, R. Wittenberg, D. K. Smith and M. E. Barton.



Officers of La Crosse Chapter, seated from left: Mrs. Robert Ritter, house-purchasing; Mrs. T. L. Keegan, membership; Mrs. C. E. Berg, president; Mrs. Paul Muetze, constitution and bylaws; Mrs. Nick McGaughey, good cheer. Standing: Mrs. Charles Hart, second vice president; Mrs. James Palmer, corresponding secretary; Mrs. Art Johnson, ways and means; Mrs. Ben Dey, welfare; Mrs. Lansing Ellis, first vice president; Mrs. Frank Lubinsky, program.

A minister received a gift package from a favorite nephew which contained a plain tie suitable for one of his calling. He wore it the first time one evening when he called upon a very upright

family. In the middle of the polite conversation the lights suddenly went out. It was pitch dark, except for the pastor's tie, on which gleamed invitingly, "Kiss Me in the Dark".

LACROSSE & RIVER DIVISION

Second District

H. F. Ogden, Correspondent

August B. Bowman, 68, retired round-house laborer, LaCrosse, died suddenly on Oct. 15. He is survived by his wife, Mary, a son David, night baggageman at LaCrosse, six daughters and eight grandchildren.

At this writing Sue Ann Betsinger, 7, daughter of Section Foreman F. Tom Betsinger, LaCrosse, is in critical condition as the result of being struck by an auto on a highway near school where she was playing.

Switchman Bob Valiquette is on the sick list.

Marita Morgan, former clerk-stenographer in the engineering department offices at LaCrosse and Savanna, will soon be listed among the Milwaukee family again. At this writing she is busy preparing for her approaching marriage to Franklin E. Daley, Milwaukee employe at Savanna, at Blessed Sacrament Catholic Church, LaCrosse, Nov. 11.

Tom Marlow, yard clerk at LaCrosse, has been on the sick list for several months.

Tomah Chapter of the Women's Club held a potluck supper and family night at the high school cafeteria on Oct. 4. Each family brought its own dinner and a contribution to the potluck spread. Miss Berta Geiger, Monroe County health nurse, gave a talk and showed two films. A short business meeting followed.

Third District

M. G. Conklin, Correspondent

Conductor Arthur F. McDonell, 57, passed away Oct. 12 after a long illness. Funeral services were held at St. James Catholic Church at Wausau with burial in St. Joseph's cemetery. Mr. McDonell was a veteran employe with 30 years of service on the Valley Division. Survivors, besides his widow, are a daughter, Mrs. Guy Lenert of Santa Monica, Calif., and a son, James, of Wausau.

Car Clerk Ed Diebel, with Mrs. Diebel, spent several days vacation in Chicago recently. Mr. and Mrs. Paul A. Jensen vacationed at Manson Lake.

Engineer R. J. Crandall has returned from his vacation, which he spent in Chicago and Milwaukee, also visiting his daughter, Sister M. Anne Therese, who is librarian of St. Mary's Hospital at Sparta.

Conductor Loper and Mrs. Loper, while visiting their daughter in Los Angeles, took a trip by automobile into Mexico and by boat to Catalina Island.

Calvin C. Chamberlain, son of Conductor R. E. Chamberlain, has completed his basic training at the Lackland air base, San Antonio, Tex., and will be assigned to specialized work in the Air Corps.

CHICAGO GENERAL OFFICES

Freight Claim Department

Palmer G. Lykken, Correspondent

Understand that Fred Brodhagen has been burning up the alleys, currently leading the Bell-Audibon Bowling League with a 629 series consisting of 3 games, 196, 201 and 232.

Robert and Elaine Hall presented little Billy with a baby sister, Linda Merle, born Oct. 13; tipping the scale at 7 pounds 6 ounces.

Joan Ann Willert and Bert A. Bloetner

The Milwaukee Road Magazine

were married Oct. 8 at St. John's Lutheran Church, Niles, Ill. Reception was held at Bunker Hill Golf Club, Niles. The couple honeymooned in Florida, arriving just in time to witness one of Florida's hurricanes.

Vernus Johnson, formerly employed in this office and now living in California, represented San Jose and Santa Clara, Calif., in the Northern California women's bowling match games held in San Francisco in November.

Charlie Piepho celebrated his 70th birthday on Oct. 5 and Andy Anderson his 75th on Oct. 9. Charlie is a veteran of 53 years and Andy of 33 years.

Eddie Jensen has returned to work after his illness.

Veteran Joe Harrington, retired since Apr. 1, 1948, passed away on Oct. 27. Among the pallbearers were former fellow employes Bill Enthof, John Schaden, Andy Anderson and Carl Larson.

Al Ducret, not being satisfied with the appointment to chief clerk, proudly advised he was grandfather of a baby girl, Michelle Georgette, born Oct. 19 at Lincoln, Neb.

Recent promotions included J. Martin, E. Kuehn, P. Lykken, J. Dietz and H. Muse.

William Mohler, Orlando Milani and Robert Sibicki have joined the Milwaukee family.

Betty Post has taken a leave of absence. Ed Karp and George Sunagel recently joined the military service.

Noreen Callahan has returned after an extended sick leave.

Helen Braun spent several enjoyable days singing with the Milwaukee Road Choral Club in Milwaukee and other cities.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

R. M. Somers of the advertising department was recently drafted into the Army. D. L. (Don) Piette has taken his place. E. L. (Bud) Wiemann was awarded Don's position and K. G. (Ken) Neuman took over Bud's job.

R. A. Blessing, formerly of Mr. Hitzfeld's office, is now working in the treasurer's office.

A grand time was had by everyone who attended the Chicago Passenger Club dance on Oct. 25. Kay Kalish (Gypsy) of the passenger department tied for first place among the costumed guests and divided the first prize award. It was reported that R. L.



Cranberry time again at Wisconsin Rapids, heart of the Wisconsin cranberry belt, and a troop of pretty girls boarded the North Woods Hiawatha during the local festival to serve cranberry pie to the passengers and crew. Marylyn Bachile here serves a slice of "Wisconsin Rapids Special" to L. E. Wilcox of Wausau.

November, 1950



Members of the party of 150 law enforcement chiefs who left Chicago Oct. 6 on a Milwaukee Road special en route to the 57th annual convention of the International Association of Chiefs of Police at Colorado Springs. From left: T. P. Sullivan, former president of the International Association and former director of the Department of Public Safety in Illinois; L. J. Benson, assistant to president of The Milwaukee Road, division of safety, and treasurer of the International Association; R. P. Shanahan, chief of police Chicago Park District and president of the Illinois Association of Chiefs of Police; and Jacob Novak, chief of police of North Chicago and secretary-treasurer of the Illinois Association.

(Bob) Biefeldt danced every dance. Gene Henderson helped with the music making, playing a "hot" trumpet and rendering several vocal numbers. Dick Holda of the reservation bureau displayed an excellent singing voice to the accompaniment of the dance band.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

The accounting machine room's center of attraction recently was Mary Ann Kunz's engagement ring. She became engaged to Robert Swierczek on Oct. 10.

Sophie Sanetra, recently promoted to interline bureau, married Gage Walldren on Nov. 4, at Fullerton Avenue Presbyterian Church, Chicago. They honeymooned in North Carolina. The wedding gift from office friends consisted of chinaware and other items.

Al Dinoffria, rate revising bureau, broke a thumb falling down stairs recently, but is back on the job, explaining. No one believes him. It's said his wife did it because he came home late from meeting of an E.M.B.A. group of which he is president.

James Pease, rate revising bureau, and Mrs. Pease had a terrific experience with a "big wind" at Miami, Fla., on Oct. 17.

M. J. Jones, interline, who was at Alexian Brothers Hospital for a few weeks, is now at home and looking forward to getting back on the job.

From Bob Schultz at Ft. Leonard Wood, Mo., to Tim Wood of the review bureau: "I would like to thank fellow employees of the freight auditor's office for their cash donation to me on leaving for this task. I enjoyed working in the office, the fine people there, and will be looking forward to coming back again."

We extend sympathy to Stan Pufundt, review bureau, in the death of his mother on Oct. 7.

The bowlers are at it again. At this writ-

ing the men's team, the Southwest, is leading the league by one game. The Pioneers, Fast Mail and Chippewa are in close pursuit. James (Hurricane) Pease leads in the individuals with 176 average. Fast Mail have high series of 2,621 and Travelers have high game of 919. They play at Lake View Recreation, 3239 North Clark Street, on Tuesday evenings. Visitors are welcome.

Memorial services for Mrs. Ella Reinert Rostad, foreign missions worker and sister of Otto Reinert, review bureau, whose death occurred on May 1 at Shillong, India, were held Oct. 29 at the Kimball Avenue U. E. Church, Chicago. Mrs. Rostad studied for four years at Moody Bible Institute and put in six years of religious endeavors in Chicago. She was married to Reverend Rostad on furlough. During religious uprisings in India all of their buildings and personal property were destroyed. In recognition of her many years' service, the North East India General Missions have issued a pamphlet telling of her sacrifices in religious services.

Auditor of Expenditure's Office

Betty Melnikoff, Correspondent

Frank Opie celebrated his 60th birthday Oct. 11 and treated us to a beautiful cake.

Wedding bells rang out for Pauline Massicotte and Bill Helfrich at St. Sebastian's Church on Oct. 7.

We welcome back Minnie Helgerson of the audit section who was on a leave of absence for three years. Also returned from leaves of absence are Joan McCoyne and Martha Erickson.

Hank Zimpelmann is back with us after being released from the Army.

Frances Meyers has returned from her trip to Belgium.

Ruth Fetsch found romance when she and Hortense Germain went to Seattle for their vacations. She found a dozen roses waiting for her on her return to Chicago.



Vernon W. Reed, chief clerk in the office of general superintendent of transportation, Chicago, who retired Oct. 31, is shown here being congratulated by General Superintendent J. L. Brown and fellow employees. Mr. Reed's retirement concluded 48 years of service in the terminals and transportation department. He was known on the railroad as an authority on Trans-Continental freight schedules.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Our boys have again answered the call to arms. Louis Skibicki entered the service on Oct. 6, one month after his marriage, and Walter Guziec and Everett Hopke enlisted in the Air Force for four years on Oct. 11. They were presented with a cash purse on their departure. Wally and Everett are receiving their training together at San Antonio, Tex.

After an absence of many years, Eleanor (Olson) Cary was called back to work on Oct. 6. Laura (Baron) Wojciechowski returned on Oct. 17.

Friday, Oct. 13, was unlucky for Joseph P. Franz, as he injured his ankle en route to the office. By Monday an X-ray developed that some bones had been broken, resulting in his being confined at home in a plaster cast. He is showing improvement.

Engineering Department

Doug Rieser, Correspondent

John Gawronski, the new steno-clerk in the chief engineer's office, was recently transferred from the Milwaukee mechanical department to Chicago. John hopes to find an apartment soon, as commuting between Chicago and Milwaukee daily is rather

strenuous.

Grace Episcopal Church in Oak Park was the setting for the recent marriage of Instrumentman Dwight E. (Pat) Patton and Miss Barbara Ruth Claypool. A reception was held later at the Brookfield Country Club, Addison, Ill. The newlyweds spent their honeymoon motoring through northern Wisconsin and are now living at 120 Lake Street, Oak Park.

J. S. (Joe) Eastman recently dropped in at the office to pay his respects to his former co-workers. Joe is very happy in his new role of Michigan farmer. He says his five acres of land keep him occupied.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

A trip to Europe, the trip most people dream of making all of their lives, became a reality for Elmeare Martell, Stella Murphy, Mary Kelly and Viola Asa. Some parts of the tour were second visits for Elmeare. The tour visited 11 countries. Its highlights were Rome and an audience with the Pope. Lourdes, the Passion Play, Switzerland and Blarney Castle. The girls brought back lovely gifts for their friends and beautiful souvenirs for themselves.

Fae Ann Vogl and Bob Kirkwood were married Oct. 28 at St. John's Lutheran Church. They went to the Smoky Mountains

on a honeymoon.

Arona Warren has become a new member of the checker club, of which Ray Hackell is a charter member.

Norrine Quinn, Naomi Johnson and June Mathison went to the Smoky Mountains on their respective vacations. Dorothy Thomas and Mary O'Malley spent their vacations in Wisconsin and Indiana.

Hedwig Kohler has taken a furlough due to ill health.

Victoria Cwik spent her vacation on her uncle's farm in southern Indiana.

D & I DIVISION

E. Stevens, Division Editor

Rose Ramirez, senior in Savanna Township High School, was chosen queen of the high school homecoming and presided over the football festivities on Nov. 3. Rose is the daughter of Section Laborer Juan Ramirez.

Paul W. Turner, son of Conductor Paul Turner, Elgin, was married to Miss Reba Cheney in St. Mary's Catholic Church, Elgin, on Oct. 21.

William H. Stumphy, son of Engineer William Stumphy, Savanna, is serving as a member of the crew on an aircraft carrier.

Savanna is proud of its Old Mill Chapter of the S.P.E.B.S.Q.S.A. (Society for the Preservation and Encouragement of Barbershop Quartet Singing in America) and their "Harvest of Harmony" given in the high school auditorium. Among the members are two Milwaukee Road men, Dispatcher Z. G. Reiff and Relief Yardmaster I. H. (Young Hal) Smith, both in the second tenor section.

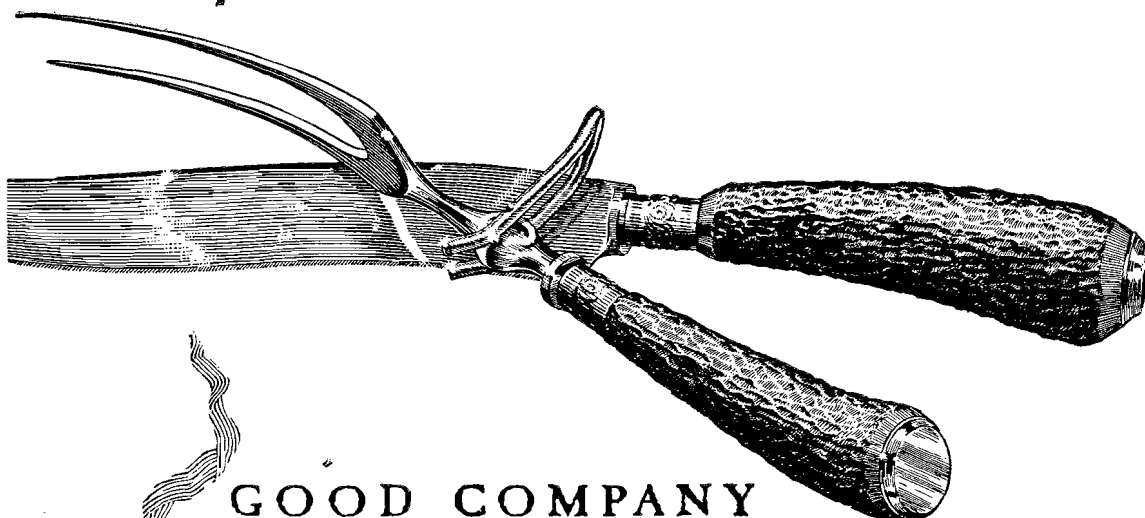
A successful safety rally was held at Savanna the night of Oct. 3 with Superintendent Kieseles presiding. L. J. Benson was the principal speaker. Following the meeting a smoker and lunch was enjoyed, the lunch being prepared and served by a crew headed by Chief Clerk Kinney and W. Sheetz, retired assistant roundhouse foreman.

C. M. Langley, assistant roundhouse foreman at Savanna who retired in April, 1949, after nearly 50 years of service, passed away in Mercy Hospital, Davenport, Ia., on Oct. 9, following a cerebral hemorrhage suffered that morning. Funeral services were held in Davenport with burial in Memorial Park in that city. Surviving are his widow, a brother and a sister of Cumberland, Md.

Philip H. Kiley, 91, retired Iowa Division engineer, passed away in the home of his daughter, Mrs. Lee A. Wilson, in Chicago on Oct. 8. Funeral services were held in St.

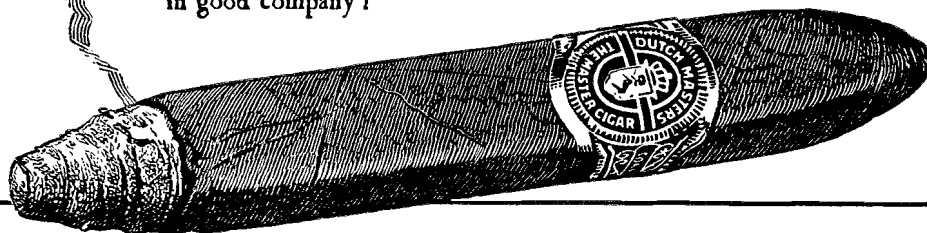


The Savanna roundhouse force, pictured here with Superintendent Kieseles, earns a commendation for an outstanding safety performance, having as of Oct. 27 completed 409 days without a reportable injury. The previous record was 3,018 days.



GOOD COMPANY

You've carved the turkey, and you've seen the hearty appetites around the table approve of it, and you've had your fill yourself. Now pass the Dutch Masters to the men folks; you're really in good company!



DUTCH MASTERS CIGARS

John's Church with burial in the Catholic cemetery at Savanna. Surviving are four daughters and a son.

John Saltow, retired employe, passed away at his home in Savanna on Oct. 2 following a long illness. Surviving are his widow, a daughter and three sons, Baggage-man Harry Saltow being one of the sons.

Christine Schwartzinger, registered nurse of Chicago and sister of Conductors George and Charles Schwartzinger, passed away in Mercy Hospital, Chicago, on Oct. 4.

L. Wienecke, retired first district engineer, passed away following a heart seizure on Sept. 26. Mr. Wienecke started his railroad service on Nov. 17, 1910, as a fireman, was promoted to engineer Oct. 30, 1920, and retired account physical disability on Nov. 7, 1946. Surviving is a brother William.

As Conductor R. J. Sullivan was pulling out of the Dubuque shops Oct. 2 on No. 163 he discovered that about 12 inches of flange was missing from one of the cars. He immediately stopped the train and had the car set out. His watchfulness earned a commendation for averting an accident.

On Oct. 2, as No. 75 was passing Fox River tower at Elgin, Roadmaster Kelsey, who was standing close by, observed a car with a hot-

box and gave the hotbox sign to Brakeman K. Hoover of Savanna yard. Hoover slowed the train down, got on the car and had it set out at Elgin. The prompt response to Kelsey's signal earned a commendation from Superintendent Kieseles.

While Fireman H. N. Atchison of Elgin was doing station work near Itasca on the morning of Oct. 5 he discovered a broken rail just west of the station. It was the work of a minute to notify the agent and to make arrangements for slow orders and repairs to the track. Atchison was commended for his resourcefulness.

Third District

Paul D. Schilling, retired boilermaker foreman at Ottumwa, passed away on Sept. 16 at his home in Moberly, Mo. Paul retired because of disability in February, 1945. He began his railroad service with the Road in 1931 and made his home in Ottumwa until his retirement.

Perhaps one reason why romance lasted longer in the old days is that the bride looked much the same after washing her face.

Quad Cities Area

Marion L. Arnold, Correspondent

From Milwaukee we hear that John H. Judge, retired D.F. & P.A., died on Sept. 16. Mr. Judge had 50 years' service on the Milwaukee, the last 14 years being spent in Davenport. He retired Jan. 1, 1948.

We hear that Roundhouse Laborers William Helton and Elmer Swedensky have been off for several months due to illness. Switchman Carroll Richardson has also been very ill.

George Volrath is working the roundhouse foreman's job while Louis Zubaty is on vacation.

Kenneth Fell, C.F. & P.A., and Yard Clerk C. L. Calhoun, Jr., have a lot in common nowadays. Both became fathers of boys on Columbus Day.

MILWAUKEE DIVISION

Second District

M. B. Herman, Correspondent

Brakeman A. A. Wilkinson has sailed from New York on the Queen Elizabeth for England, where he will visit his parents.

Sam Stanton, one of our eligible bachelors, was married in August. We understand

that Brakeman R. K. Anderson was also married recently.

Bill Teszlewicz, machinist helper at Channing, was married at Lansing, Mich., on Oct. 5.

Conductor George Carey is on the sick list, having become ill while working on the road.

Jimmy Zorn announces the arrival of another baby, a fine boy.

Fireman Jess Hammet has been playing Santa Claus to some little children around Crivitz and Amberg. He throws off boxes of candy from the engine and one little orphan boy waves his empty box later as a "thank you" to prove he got the candy. Jess says he bought seven dolls for the little girls at Amberg and will drop them off at Christmas time.

Machinist Michael Sahaida left for the Navy in October.

Ed Bader, machinist in the shops, has been confined to the hospital for an operation. Understand he is getting along nicely.

Mrs. Nels Strem, wife of retired blacksmith, passed away Oct. 30.

Conductor Clement (Dutch) Dwyer who has been hospitalized for several weeks, has returned to work. He lost some avoirdupois.

Members of Channing Chapter of the Women's Club celebrated that organization's 25th anniversary by entertaining their husbands and friends with a potluck supper on Oct. 23. Approximately 100 were present. The decorations of white and silver were accented by bouquets of fall flowers, with large birthday cakes made by Mrs. Fred Lindeman serving as table centerpieces. Seven past presidents and 13 charter members were honored guests; also, Miss Etta N. Linskog, secretary-general with headquarters in Chicago. The dinner was followed by a musical program presented by children of club members and a session of cards and Bunco.

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

We have a letter from Brakeman Ovi Olson, who has been confined for a long time at the Veterans Administration Hospital, indicating that he would be highly pleased to receive some stamps for his collection. Perhaps some of the men who worked with him may find an opportunity to gather some stamps together and pay him a visit. If you have any stamps to send, his address is Ward 9-N, Veterans Administration Hospital, Wood, Wis.

A report comes to us that Conductor Louis Jensen is confined to his home in Milwaukee.

Agent Dallas Reynolds, West Lake Forest, is out in search of the mighty geese. His last hunting expedition must have been successful because we understand that Dispatcher Hal Cone got three teal ducks for some pleasant eating.

Quite a number of folks on the division have taken vacations recently; Chief Clerk Herb Franzen of Milwaukee through northern Michigan and Wisconsin; E. W. Corbett and wife of Wadsworth in Seattle; and Dispatcher John Toumey in the East to visit his daughter. Agent J. F. Miller at Zenda also had his vacation.

William Brey, operator at Milwaukee, reports good duck hunting; got his limit the first day out.

Operator C. J. Honeman of tower A-20 who was involved in an auto accident recently is coming along OK. However, Operator Paul Hawkins of Libertyville, in another accident, suffered a broken leg and will be off for some time. George Weir, operator at Sturtevant, recently suffered a heart seizure and was confined to a hospital at Racine.

At Somers, Wis., Agent Ruthe reports a big increase in the sugar beet loading. This is a lot of sweet business for us.

Conductor J. H. Costello, who has been a regular fixture on trains 17 and 56 for years, has taken a suburban run on 136 and 139 between Chicago and Fox Lake.

Business into Rondout has become so heavy that a second switch shift has been added temporarily. Allen Shellenberger is the skipper.

Conductor Orrie Rollins, of Deerfield, has returned from his summer fishing and resumed work on the suburban runs.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

The H&D Division has produced another queen. This time she is Patty Clemens, daughter of Section Foreman George Clemens at Waubay, S. D. Pat was Homecoming Queen of the high school festivities this fall. At the Homecoming dance she was presented with a \$100 bond as a gift from the Waubay Commercial Club. Agent W. A. Witte made the presentation.



Patty Clemens

Brakeman C. L. Funk and his wife of Minneapolis recently attended a wedding out of town and during their absence thieves broke into the house and made off with the silverware, a sum of money and other valuables.

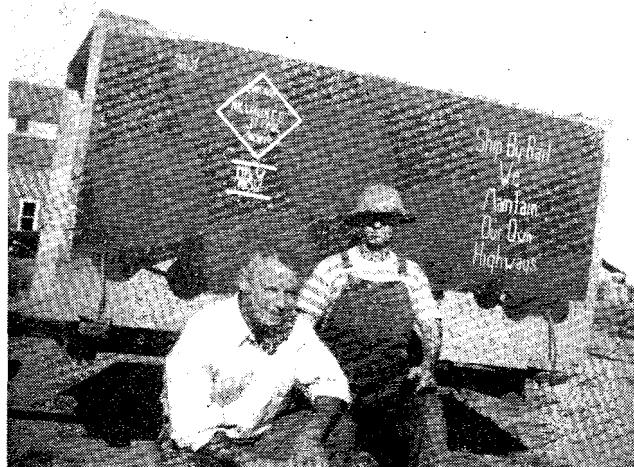
Melvin Rear, retired engineer, and his wife are visiting around in these parts. They own the Seabright Courts in Santa Cruz, Calif., which, we hear, is an awfully nice place to spend your vacation.

Engineer Steve Brophy is now president of the Milwaukee Service Club in Minneapolis.

Bart Shea, retired agent, who had been at Wedgahl since 1947, passed away recently after a long illness. Matt Johnson, formerly crossing flagman at Montevideo, also passed away recently.

Eugene Johnson, son of Roadmaster J. B. Johnson, has been commissioned as a major. Eugene is attending pre-medical school at the University of North Carolina.

Operator Herbert Masching of Bristol was married recently to his friend Lillian. It was a big affair. We hear that the cake weighed 40 pounds.



G. F. Dimick, agent at Faith, S. D., and Section Foreman Kalesh beside the replica of a freight car they designed for the annual stock show held at Faith. It was painted on plywood and mounted on a two-wheeled trailer.

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Wilfred Towner, retired conductor, passed away in Minneapolis recently.

Dave Fisher, retired depot agent at Montevideo, recently fell and broke his arm.

All the smoke around the Monte office recently came from the cigars that Gordon Ganske handed out due to the little girl who arrived in his family of four boys. Susan sort of broke up the boys' plans for a basketball team but they have decided to make the best of it.

Engineer Lischevski reports a new kind of hobo who hitched a ride on the engine recently. All the way from Hopkins to Glencoe at 2:30 A.M. a sparrow swung and balanced on the wire from the engine cab to the tank. He was a friendly little chap, too, and didn't mind in the least when Fierman Kissling got within a foot of him.

We're glad to report that Ralph Cushman of the roundhouse force is on the mend after another siege at Veterans Hospital.

Middle & West H&D

R. F. Huger, Correspondent

J. S. Nilan is filling the permanent position of ticket agent at Aberdeen, having given up the station at Olivia, Minn.

E. J. Albrecht, former ticket agent and extra dispatcher at Aberdeen, has bid in the permanent position of second trick dispatcher at Montevideo.

Fred Harvey, dispatcher at Aberdeen, is deer hunting in the Black Hills; being relieved by W. L. Mayer.

Relief Operator L. F. Mack, Jr., of Aberdeen went goose hunting recently and brought down the only goose bagged by the party. This wonder of the century was witnessed by Relief Clerk George Nicolas and Operator Ronnie Cornell.

For the first time in many years South Dakota will have a 10-day pheasant season with a daily limit of two roosters; this for the pheasant capital of the world!

Conductor Wally Reid, West H&D, and wife are the proud parents of their first child, a girl born in October.

Art Bordeaux is the new chief clerk in the DF&PA office at Aberdeen, having replaced Harry Genereau who was promoted to city freight agent in St. Paul. Art is a native of Duluth and should be all conditioned for the South Dakota winters, if that is ever possible.

Traveling Auditor Calvin, Minneapolis passed away recently after a short illness. He was well known, having had this territory for many years.

Sympathy is extended to the family of Engineer George Connors who passed away suddenly after many years of engine service on the H&D.

The difference between learning to play golf and learning to drive a car is that in golf you never hit anything.



Guests of honor at the 25th anniversary dinner of Aberdeen (S. D.) Chapter of the Women's Club on Oct. 3. From left: Mrs. O. P. Catlin, first vice president general; Mrs. C. C. Steed, president general; Mrs. J. W. Allgier, chapter president; Miss Etta N. Lindscoq, secretary general; Mrs. Ralph Vanella, treasurer general. About 100 were present. Mrs. James Hartley directed the program, which featured talented young members of the Milwaukee Road family at Aberdeen.

IOWA DIVISION

Council Bluffs Terminal

Agnes Kinder, Correspondent

The first great grand-daughter was welcomed by Hugh McLean, retired boilermaker, and wife on Sept. 10. The parents are Mr. and Mrs. Walter Ludke of Washington, D. C., who chose the name of Deborah Lynn for their daughter.

A son, Harry Glen, was born to Coach Cleaner and Mrs. Charles Cook on Oct. 24.

Among those from this point attending the Veteran Employees Association meeting at the Nicollet Hotel in Minneapolis on Sept. 30 were Car Foreman and Mrs. T. P. Schmidt.

Engineer Fred Sprague retired Oct. 27 at the age of 66. He started his railroad service with the Road on Jan. 7, 1911.

Yardmaster Earl Hammum attended the American Legion convention at Los Angeles during his vacation in October. He also visited his sister and aunt.

Car Inspector Ual Birdsong, wife and sons Steven and David, are at this writing vacationing at The Dalles, Ore.

The owners of those two new Plymouths are Agent J. I. McGuire and Chief Clerk Fred Bucknam.

Yard Clerk Dean Moen, son of Car Inspector Arthur Moen, was on his way to artillery school at Ft. Knox, Ky., on Oct. 2 following his enlistment.

Dorliss Mayo's betrothal to Emmet Clayton was announced on Sept. 17. Dorliss is

the daughter of Ira, boilermaker helper.

Your correspondent has heard that Mr. and Mrs. Earl Cook are again patients at the Jennie Edmundson Hospital in Council Bluffs. Mr. Cook is a retired checker.

General Yardmaster E. E. Smith has been appointed terminal trainmaster, starting Oct. 30. Earl Hammum being the day yardmaster and Howard Loper yardmaster on second shift. Yardmaster on the third shift is Arthur Skelton; relief yardmasters, Lawrence Underwood and Roy Michael, Jr.

East End

Benjamin P. Dvorak, Correspondent

Electrician Robert Zemanek of Cedar Rapids visited at home in Dubuque prior to Oct. 26 when his son Howard left for active duty in the Navy. Howard, an electronic technician, has been a member of the Naval Reserve for two and a half years.

Willis Jordan, retired dispatcher, and wife have returned from a visit with the George E. Weis family in Muscatine.

Mr. and Mrs. Harold Mullaley of Marion celebrated their silver wedding anniversary with a dinner and open house on Oct. 22. Mr. and Mrs. Edward McGuire of Ottumwa were among the guests.

Switchman Fred Chermak left for Canada in October to hunt deer.

Mrs. G. Kammerman, mother of Section Foreman H. Kammerman, Greeley, was hospitalized at Monticello for several weeks with pneumonia. She is now convalescing at home.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

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Section Foreman G. R. Smith, Anamosa, is on a 30-day leave because of ill health. J. J. Smith is acting foreman during his absence.

Mrs. D. H. Fisher left Marion on Oct. 23 to join Mr. Fisher who recently purchased a suburban home in Elmwood Park. Their son Lyle will remain in Marion to attend high school. Daughter Jeanne will live in Cedar Rapids where she is employed in The Milwaukee Road freight house.

Mr. and Mrs. George Barnoske visited in Council Bluffs and McComb, Ill., while vacationing in October, during which time they acquired a new Buick sedan. E. Failor relieved George as chief clerk to superintendent and Virgil Dvorak worked Failor's position.

Mayme Berryhill visited in Jeannette, Pa., and Cleveland, Ohio, while on vacation in October. Her position was filled by Carmen Jones.

Clyde Williams, interchange clerk, Council Bluffs, recently made a brief visit to the Marion office where a number of his former associates are now employed.

R. E. Juhring has been appointed expense and car record clerk in the freight house at Cedar Rapids, vice M. E. Rathje who has entered private business.

R. P. Smeltzer has been assigned to the position of helper at Storm Lake, Ia.

Dispatcher Richard Martin has been joined by his wife and little daughter Charlotte Ann who had been visiting in Cleveland. During their sojourn in the East they took a trip to Niagara Falls. On Nov. 1 the Martins will occupy an apartment in Marion.

Mr. and Mrs. C. W. McBride have returned from Detroit where they visited their son-in-law and daughter, Mr. and Mrs. C. F. Dandareau. They also visited Mr. McBride's parents in Toledo.



Frank Colburn, retired switch foreman (foreground), and Charles Cornelius, retired conductor, exchange "railroad talk" at a veterans' get-together held recently at the picnic grounds of Car Foreman T. P. Schmidt in Council Bluffs, Ia. Mr. Cornelius, who had better than 60 years of service when he retired, will be 91 on his next birthday.

Middle, West and Des Moines

Viola Ranes, Correspondent

Storekeeper H. R. Johnson and family have moved into their new home. Harding has done a lot of the work himself and still has some to do on the interior, but wanted to vacate the home they were living in which he had already sold.

Trainmaster L. V. Anderson, Sioux City, formerly chief dispatcher at Perry, has stored the furniture from his home in Perry, and rented a furnished apartment in Sioux City.

Mrs. J. W. Moore, wife of roundhouse employe, has returned home from Buffalo, N. Y., where she was called by the death of her brother Thomas Hansen, a former Milwaukee Road employe.

Engineer Charles Phares of the Des Moines Division was found dead in bed on Oct. 30. He is survived by his widow and his mother. Engineer Phares had been employed by the Road since 1911, as an engineer since 1917.

Engineer E. J. Collins, Jr., has purchased the home of Engineer Clyde Ibsen. Clyde has been off duty on account of illness and has been advised to take a long rest, so he and Mrs. Ibsen will leave soon for New Mexico to spend the winter with his sister.

Engineer Albert Nicholson of the Des Moines Division has gone to Spokane for temporary work on Lines West.

Mrs. Fred Appel of Long Beach, Calif., has returned to her home after visiting in Perry, her former home. She moved to California following the death of her husband, Conductor Appel, of the Des Moines Division.

There is a new daughter in the family of Mrs. June Heard, the agent at Rembrandt. She has been named Anne Louise.

Switchman and Mrs. Earl McDowell are the parents of a daughter born in October.

Fireman R. K. Judd of the Des Moines Division was married in October to Miss Joyce Walker of Jamaica.

Engineer Virgil Olson's son Bruce was recently married to Miss Luella Godwin.

Mr. and Mrs. B. F. Stafford of Long Beach, Calif., have returned to their home following a visit in Perry,

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Marion and Savanna. Mr. Stafford is a retired Milwaukee engineer. On last June 6 the Staffords celebrated their golden wedding anniversary. Their guest book showed 125 relatives and friends called to extend congratulations. Mrs. W. H. Young, with whom they visited here in Perry, was an attendant at their wedding.

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

Melvin Marschall of Yard 2 was recently inducted into the Army.

Thomas Paris of House 2 recently became the father of a new baby.

We had a pleasant visit recently with A. J. Wick and Otto Stainer, recently retired. A. DeGarmo, retired F.S.I. from Seattle, visited with us at the same time. In the absence of Division Safety Engineer Shea vacation, Mr. Stainer was elected to give an impromptu safety talk to the boys.

and Agent R. G. Larson, who were both on Bill Zunker of the general foreman's office is on leave of absence to assist in starting our new potato house at Manheim.

Joseph Orloff of House 4 lost his father recently. "Pops" had been seriously ill for some time. Sympathy is extended to Joe and his mother.

Galewood

Norma Gunderson, Correspondent

Letter received from Don R. Cameron, retired clerk at Elsmere station, states he was called back to California sooner than he expected and hopes that next year he will have more time to visit. His new address is 5268 Rutile St., Route 1, Box 140, West Riverside, Calif.

Ethel Novak, night telephone operator, recently returned from a three-week vacation in California.

Dan O'Herron, night janitor, and John Padour, of the car record department, returned to work Oct. 2 after being on the sick list for some time.

Betty Winchell of Galewood office is on a leave due to illness.

Harry Geeve, retired chief yard clerk at Galewood, visited the office Oct. 3. His address is 1824 N. Austin Ave. and a visit or a letter from the boys will be welcome.

Marjorie and Eddie Meier announce the arrival of a son born Oct. 13.

Sorry to report the death of Dominick Boyle, Jr., son of Dominick Boyle of the cashier's office and brother of Stanley Boyle of Galewood bill desk.

Ethel Gibbs, demurrage clerk, is the owner of a new Plymouth.

Harry Brown, Galewood rate desk, spent part of his vacation hunting elk in Idaho, and in Tacoma, Wash., with his brother.

Bensenville

Dorothy Lee Camp, Correspondent

Conductor Bill Freeman is in Elmhurst Hospital at this writing.

Pete Kucharski, C&M Division brakeman, recently had a wild ride in an ambulance to Wesley Memorial Hospital where he showed his dimpled knees to the pretty nurses.

Herb Duga, chief night clerk at Bensenville, and wife Gertrude had a grand vacation recently in California, Colorado and Mexico.

W. Taff, Jr., son of D&I Division con-

ductor, and Shirley Campbell were married in Bensenville Oct. 14.

Switchman Bob Mann and wife Ann were happy over the arrival of little Nancy Ann Sept. 27. She was welcomed home by brother Richard and sister Sue.

Gregory Edward Meier arrived Oct. 13 at Elmhurst Hospital to bless the home of Marge (clerk) and Ed (train clerk) Meier. Ed and Marge are buying a new home in Elmhurst.

William F. Willmer, Chicago Terminal marker and bleeder for 13 years, retired Oct. 31 after 29 years with the Road. Bill started railroad-ing in 1900 on the IC. During his railroad service he had worked on almost all lines in the Chicago area. He dropped in Nov. 1 to say goodbye to the fellows looking so elegant that the whole office whistled. His friends presented him with a going away gift.

Before elections your correspondent and husband Joe Camp took a short trip to Independence, Mo., to visit relatives.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Betty Jackson, clerk in the freight claim office, and Jack Foerster, ticket agent in the city ticket office, were married Oct. 21 in Holy Rosary Church, West Seattle. Betty is the daughter of Roy Jackson of the general agent's office. She was honored at an office party Oct. 13, her last day at work, and was presented with an orchid corsage and a Seth Thomas clock.

One of our successful hunters this season was B. E. Lutterman, assistant general attorney, who bagged a four-point deer Oct. 22 in the vicinity of the Kosmos logging operations. Understand the deer was brought down with one shot at 100 yards. While this is not the first deer Mr. Lutterman has to his credit, it is the first in several years and proves that it wasn't a matter of lack of skill but evidently lack of deer.

Roy W. Sweet, civil engineer who retired Feb. 28, 1947, passed away at Alameda, Calif., Oct. 17. Mr. Sweet was born in Os-

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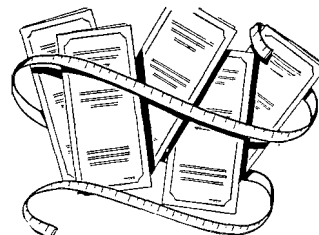
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wego, N. Y., March 13, 1873. He was located in Alaska early in the century, engaged in railroad location work for the government. He came to Seattle in 1905 at which time he was employed by the Milwaukee as assistant engineer. He moved to Alameda shortly after his retirement. He is survived by two daughters, Mrs. Myron Dowd of Alameda and Mrs. Hobart W. Hill of Seattle. Burial took place in Calvary cemetery in Seattle.

One of the outstanding social events of Seattle chapter of the Women's Club was the Officers Dinner given at the club rooms in the Union Station Oct. 26. The ladies were well prepared to take care of 150 reservations but instead guests numbering 250 arrived to partake of the repast. The guests were very cooperative and eventually all were fed. After dinner Bingo and Canasta were enjoyed. In charge of the dinner were Mesdames L. H. Dugan, Frank Watkins, Arthur Barkley, W. G. Byrne, O. R. Hawkins, assisted by young George and Larry Dugan, Kenneth, Joe and Pauline Byrne.

Luther Buxton, car attendant on private car Snoqualmie, spent two weeks' vacation down in Mississippi, visiting in and around Laurel. It was his first trip to his old home town in over 22 years.

A card from Yokohama from E. D. Kennedy, retired chief clerk to general manager, reports that he and Mrs. Kennedy arrived safely on the other side of the world and are having an exciting time.

We are happy to report that R. E. (Kit) Carson, recently retired general agent pas-

senger department, is getting along nicely, having spent some time in Providence Hospital. He is now recuperating at home.

A baby girl was born Oct. 7 to Mr. and Mrs. Lyle Van Meter. Mrs. Van Meter is the former June Reeves, employed as messenger in the Seattle relay office.

Doug Carmichael, former city freight agent, now Captain Carmichael of the Marines, is attending officers training camp at Ft. Sill, Okla. Walt Hay, 1st Sergeant, U. S. Marines, is operating the PBX at Camp Pendleton, Calif.

Lorraine Fleer is new secretary to R. C. Sanders, general freight agent. Mrs. Lois Herren has been appointed secretary to western traffic manager.

Roberta Madigan, secretary in the industrial department, has resigned, to be married in the near future.

Ralph H. Robbins, T.&T. department line-man, Lines West, better known as "Robbie," retired account physical disability Sept. 1.

I & S M DIVISION

H. J. Swank, Division Editor

Lewis O. Olson, retired agent at Northfield, Minn., died Oct. 1 at the home of his son in Cameron, Wis., at the age of 72. He had been retired since Aug. 16, 1940.

George P. Ryan, retired telegraph operator, Owatonna, died Oct. 6 at Minneapolis. George retired June 1, 1936.

Joe Fogal, former section foreman, Waldorf, Minn., died Sept. 22. Joe retired in May, 1948.

Conductor John W. Schuldt, Faribault, died Oct. 3 at the age of 70. Mr. Schuldt had been a loyal and efficient employe since Oct. 10, 1898, and in recent years had been conductor of the Faribault patrol job.

Erle Jorgenson, CD&TM clerk, Austin, who underwent an operation at St. Olaf Hospital, Austin, on Oct. 13, returned to work on Oct. 23, none the worse for wear.

The 50-man gang under Foreman Brostrom completed the Milwaukee's portion of the track connections for the joint use of our passenger station at Austin by the C.G.W. on Oct. 27.

An appointment which was overlooked in prior issue is that of R. D. Fahler, agent at Ridgeway, Iowa.

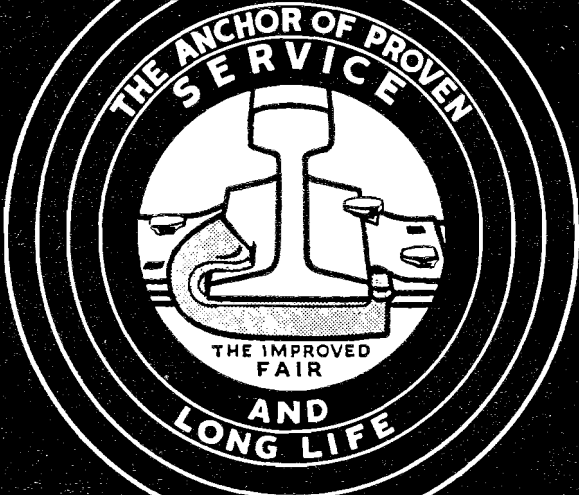
Mrs. A. J. Lane has been appointed second operator at Faribault, which leaves the agency at Dundas on bulletin at present; also, the position of third trick operator at Farmington.

Fireman Richard D. Johnson, who enlisted in the Army, is stationed at Ft. Sill, Okla.

Switchman Harold Q. Cochlin and Bernadine Klock, agent's steno at Austin, said "I do" on Oct. 14. After a short wedding trip to the Twin Cities they have set up housekeeping on South River Street.

V. L. Beatty, superintendent's steno, Austin, is getting a checkup at the Mayo Clinic

THE IMPROVED FAIR

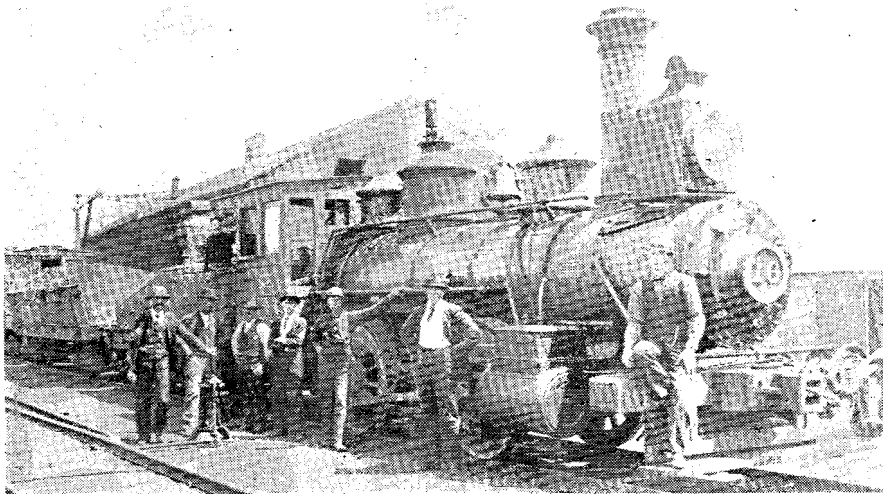


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Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle



Switch engine at Austin, Minn., the time, 1898. From left: Sam Collins, Mike Feeley, John Ober (in cab), John Meehan, Pat Burns, Chris Boone, Fred Laufile and August Bushman. Pat Burns, retired engineer of Rochester, Minn., is believed to be the only member of the crew still living. Old No. 16 was built by the Rogers Locomotive Works in 1881 and originally put in service as No. 311.

while on vacation, and also plans on brief visits in the Twin Cities and Omaha.

Leonard S. Jackson, former switchman at Austin, suffered a heart seizure while at work as janitor of the Webster School at Austin and passed away Oct. 31.

Margaret Rafferty, agent at Hayward, finished in fourth place in the ladies' bowling tournament held at Rochester during October. Congratulations, Margaret. Come over some time and give our team a few pointers.

TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

The first week end of November found our new city freight agent, Harry Genereau, busily moving his family from Aberdeen, S. D., to St. Paul. Harry was very fortunate in finding an apartment so Mrs. Genereau and their two little daughters could join him here.

The first week of November was moving time for City Freight Agent John Maher also. The Mahers have sold their home and will move into an apartment in a new building in the Highland Park district of St. Paul.

September 15 was the 35th wedding anniversary of General Agent and Mrs. R. A. Burns, and in their honor some of their friends gathered at their home. Guests were General Agent and Mrs. G. E. Benz, the Carl Matzolls and the A. S. Petersons from Minneapolis, and the R. J. Youngs, R. I.

Carlsons, F. F. Arndts, B. C. Hoens, J. L. Mahers and the G. E. Bakers.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Store Helper John Prehn of Minneapolis reports that his father, Fritz Prehn, celebrated his 100th birthday Sept. 29. Mr. Prehn lives in Plato, Minn. One hundred guests were entertained on his anniversary, some traveling from Ohio for the gathering which also marked his 65th year as a resident of Plato.

Car Checker Gary Hollingsworth vacationed in New Orleans during October. Clerk Leroy Samuelson visited St. Louis and Chicago on his recent vacation. Laborette Helen Velenchenko and husband enjoyed an auto trip to Nashville, Tenn.

Assistant Foreman E. E. Baxman was appointed coach yard foreman during M. Lagreid's leave of absence. Night Foreman L. J. Foley was advanced to assistant foreman. Equipment Maintainer Robert C. Carlson of Red Wing will assume the night foreman job. Carman J. J. Breen of Mitchell and Aberdeen was appointed equipment maintainer at Red Wing Oct. 16.

Capt. Richard Weatherall of the Army Medical Corps, formerly of Milwaukee Shops, is reported as being on duty in Korea.

Mr. and Mrs. Eugene R. Erickson report the birth of a girl on Oct. 23.

Edward C. Olson, machinist in locomotive department, retired Oct. 1 after 33 years' service at Minneapolis shops.

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St. Paul Freight House

Allen C. Rothmund, Correspondent

George Ritchey, a retired clerk of this office, passed away Oct. 15.

Audrey Benter of the car department was injured while on a vacation in her home town of Hastings, Minn., when an auto in which she was a passenger collided with a freight train.

Traveling Auditor Calvin (Cal) passed away suddenly Oct. 24. Engineer Charles Wiechert also died suddenly in October.

Another meeting was scheduled for Nov. 11 at the Dyckman Hotel in Minneapolis to honor those employees who retired since the meeting in August.

Clara McKenna is PBX operator in this office while Marion Cashill is assisting at Minneapolis.

MADISON DIVISION

W. W. Blethen, Correspondent

Eileen Bleich, employed in the division offices as stenographer and clerk, and John O. Kohls, assistant cashier of the freight department at Madison, were married in St. Raphael's Cathedral on Sept. 30. The bride was attired in white nylon velvet, worn with a veil of illusion net. Following a breakfast for 80 guests at the Elk's Club, a reception was held at the home of the bride's mother. Eileen and John took a wedding trip to northern Wisconsin and are now at home at 2501 Major Ave.

Mr. and Mrs. Alphonse Doll, Wauzeka, announce the approaching marriage of their daughter, Theresa Mary, to Joseph E. Coleman, agent at Cross Plains.

Conductor and Mrs. Donald Fiscus of Madison announce the arrival of a baby girl, Diane Lorraine, on Sept. 23.

Switchman and Mrs. Michael Feeney, Madison, announce the arrival of a son, William Patrick, on Sept. 4.

Funeral services for John W. Kelley, retired engineer, who died at a Madison hospital following a long illness, were conducted at St. Raphael's Cathedral on Sept.



Rudolph H. Tegan puts in his last day as agent at Albany, Wis., after more than 50 years of railroading. The Swiss Capital Service Club observed the occasion with a retirement party held at Monroe. Mr. Tegan plans to make his home in Fond du Lac.

29. Mr. Kelly retired in October, 1938, because of physical disability.

St. Martin's Church was the scene of the wedding of Miss Mary Endres and Donald J. Meuer, who is employed as station baggageman at Madison. Following a dinner and reception in St. Martin's parish hall, the young couple departed on a trip to Niagara Falls and New York City. They are now at home at 27 N. Butler St., Madison.

Agent and Mrs. E. E. Broderick, Sauk City, announce the marriage of their daughter, Mary Lou, to Robert E. Gregory of Middleton, on Oct. 8 in the Evangelical and Reformed Church at Sauk City.

Train Baggagehandler Harry A. Shaw retired on Oct. 7, closing a railroad service record of 43 years. He and Mrs. Shaw have taken a trip to Jacksonville, Fla.

On Oct. 1 Miss Shirley Pearson and James E. Bitney, son of Switchman Harold A. Bitney, were united in marriage in the Luther Memorial Church.

Switchman Ray W. Rinehart, Janesville, passed away suddenly at his home on Oct. 25.

Elmer Currie, retired switchman, died at a Madison hospital on Sept. 7 following a short illness.

Mrs. William Bouzek, wife of pontoon bridge engineer of Prairie du Chien, passed away suddenly on Oct. 26.

Conductor and Mrs. Joseph Blazek of Madison are rejoicing over the arrival of a grandson, Larry Allen, at the home of their son Bob on Sept. 29.

Train Dispatcher Ira Kurth, his son Stuart, and C. A. Parkin, retired train dispatcher of Mazomanie, spent a week up in northern Wisconsin hunting grouse.

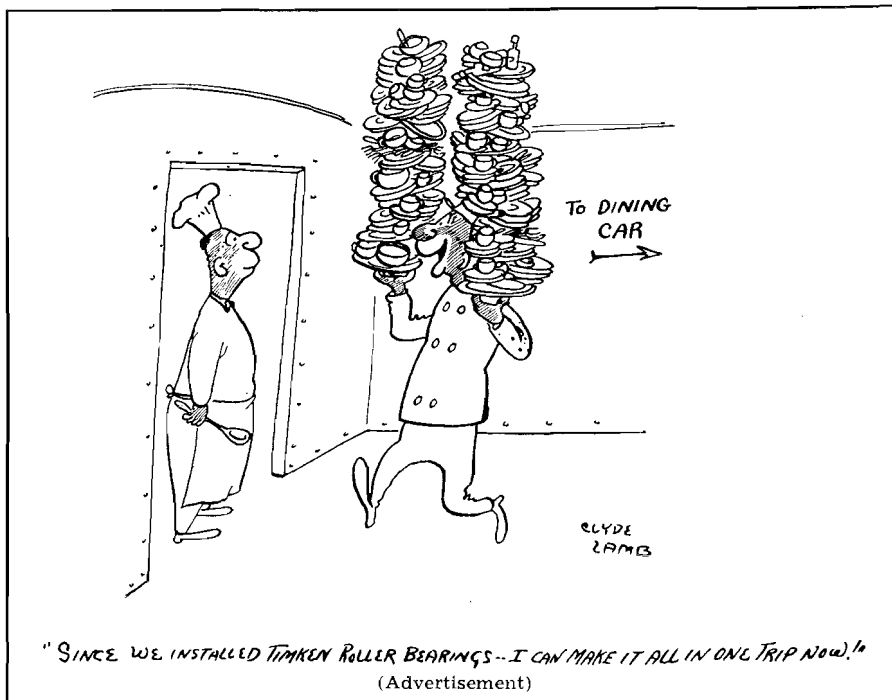
Superintendent and Mrs. F. R. Doud spent their vacation by taking an automobile trip through northern Wisconsin and points in Canada.

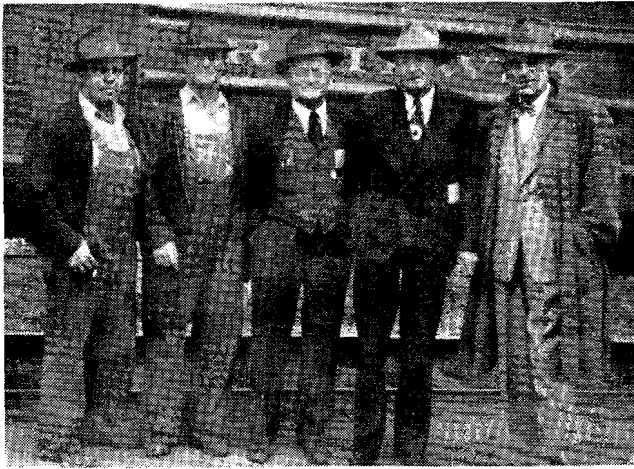
Mrs. Charles Taylor passed away recently at her home in Mazomanie. She was the mother of Conductor Henry Taylor and widow of Conductor Charles Taylor.

Engineers James Slightam and Ted Bonham of Madison both underwent surgery recently. Agent A. H. Wright of Monticello is in Madison General Hospital.

Wifey: Do you realize you're reading the paper upside down?

Hubby: Realize It? Of course I do; do you think it's easy?





Friends rally round as Vern Jenks, veteran Rocky Mountain conductor, makes his last run on the Winnett Line Sept. 29. Left to right: Brakeman Murphy, Ed Dunn, Conductor Jenks, Roadmaster Ole Haanes and Assistant Superintendent Frank Devlin.

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Sympathy is extended to the family of Orville Shontz, retired brakeman, who passed away Oct. 3; also, to the family of Thomas B. Seay, retired conductor, whose death occurred Oct. 12.

We received word of the death of Leo P. Cross on Oct. 11 at Perry, Ia. Leo was a former roadmaster on the Terre Haute Division.

John Pearce, son of Chief Clerk Fred G. Pearce, has been called to the armed service and is now at Camp Atterbury, Ind.

Richard Pettus, son of Clerk Francis Pettus, has enlisted in the Navy and is now at Great Lakes, Ill.

Rex Chambers, son of Conductor Walter Chambers, has been called to an embarkation camp on the Coast.

Dispatcher and Mrs. Donald Hehman are the parents of a girl born Sept. 30.

Clerk Frances Pettus became a grandmother on Oct. 3 when a boy arrived at the home of Mr. and Mrs. Edward Pettus of Terre Haute.

Conductor and Mrs. Fred Gallatin are grandparents, a son having been born to David and Betty Trogus, Columbus, Ohio, on Oct. 1.

Carman and Mrs. John Arthur Graam were in Indianapolis Oct. 6, attending the wedding of their son William.

On Oct. 10 Conductor M. F. Ernhart, on extra 310 south, found a broken rail between Starr and Knowles. He set the air on his train and notified the proper persons of the situation. On Oct. 17 Sidney Shaw, agent at Humrick, found an iron band protruding from a car in train No. 71. He quickly notified the con-

ductor and the band was removed. The alertness of Conductor Ernhart and Agent Shaw is very much appreciated, as it is possible that in each case an accident was avoided. The name of our new assistant division engineer is Hurst and he came here from Spokane, Wash.

Delmar Weisz and Roland Remford are new telegraph operators on the division, having been employed on Oct. 2.

Operator M. G. Sellers became our agent at Lewis on Oct. 16, replacing Virgil Russell who bid in the second trick at Dewey.

Conductor Vaughn Allen reports a pleasant vacation in Florida and Louisiana during October.

Carl H. Averitt, retired representative of the claim department, and Mrs. Averitt, along with his brother John and wife of Chicago, motored through the Smoky Mountains and the southeastern part of the United States during October.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

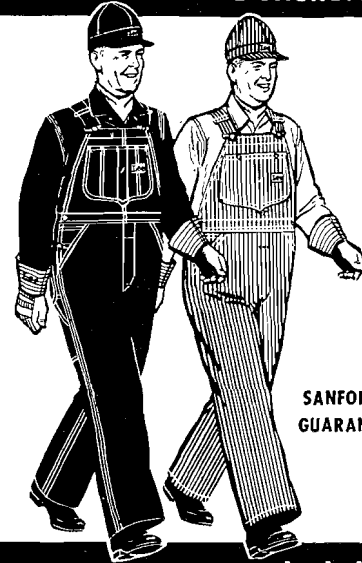
J. P. Smeltzer, retired conductor, and Mrs. Smeltzer of Santa Cruz, Calif., were here recently to visit friends. They arrived in time to enjoy a card party at The Milwaukee Road Women's Club.

B&B Carpenter C. L. Preston recently spent two weeks in the hospital with pneumonia. We are happy to report he is well again and back on the job.

Carman Helper William Freyberg was transferred to Tacoma Shops on Oct. 1 as carman apprentice.

Deer season opened here on Oct. 15. Among railroad men who have bagged their big buck are Bill Tuss, Bill Landru, Noel

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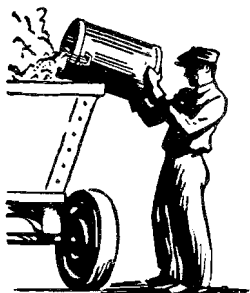
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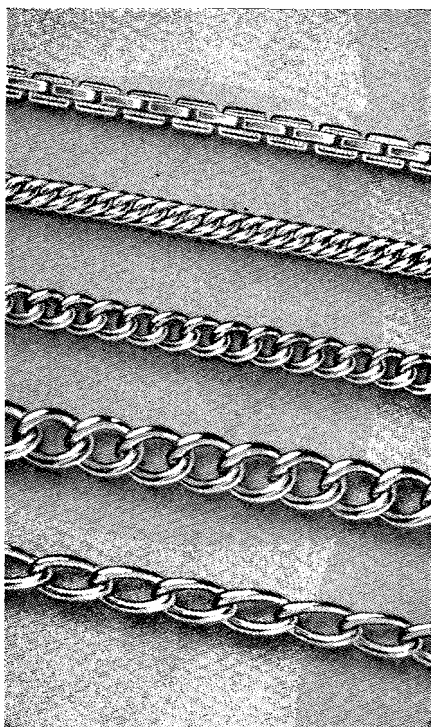
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Kenneth, Art Keeler, Jr., Woody Wilson, Joe Parac, Harold Haanes, Oscar Larsen and Art Hruska.

Mrs. T. W. Humphrey, 80, of Lewistown passed away Oct. 13 after a short illness. She was the widow of Agent T. W. Humphrey who opened the Hilger station on the Roy Line in 1911. Survivors are a daughter, Mrs. Esther Menzner of Chicago, and James M. of Wisconsin, who was at one time water service man for the road.

Tommy Devlin, son of Assistant Superintendent F. E. Devlin, is in the Great Falls hospital being treated for rheumatic fever.

Conductor George Baumgartner is holding the Winnett run formerly held by Conductor Jenks, retired.

Brakeman Pete Zwolle was recently called to serve in the Navy.

COAST DIVISION

Harry W. Anderson, Division Editor

Charles Musson, retired division engineer, paid us a visit recently. Charlie still holds to his practice of doing everything systematically, for he still programmes his work, worksheet and everything, covering the various jobs he does around the house.

Mary Lynch is the new gal in the superintendent's office. She holds the position of secretary to Superintendent A. O. Thor.

Esther Delaney, trainmaster's stenographer, wound up her vacation by flying back from San Diego to Tacoma.

Ruby Baker, stenographer in the B&B department, is taking delivery on a new Buick convertible. Pretty nifty, eh?

Telephone men have changed the phone lines between Tacoma and Seattle so now you can dial the Seattle phone numbers directly instead of through the switchboard, that is, if you don't get that clickety click signal. All they need now to save banging down receivers is to have a record play in a sweet tone of voice. "Sorry, the line is busy; try again."

The new Narrows bridge at Tacoma which replaced "Galloping Gertie" was opened on Oct. 14 with a big celebration. It has been named "Sturdy Gertie" and I believe that it is, as it has already withstood winds up to 50 miles per hour velocity.

Superintendent A. O. Thor was one of the first hunters to come in with the limit of China pheasants on Oct. 1.

R. H. Jensen Promoted



R. H. Jensen

RICHARD H. JENSEN, chief clerk to Division Superintendent J. T. Hansen at Miles City, Mont., and a former Magazine correspondent, has been appointed special assistant to W. J. Whalen, general manager, Lines East.

Dick Jensen started with the Road at Miles City in 1935 and worked at various clerical jobs until 1941 when he went to Seattle to work in the office of the general manager. He returned to Miles City in November, 1942, as chief clerk to superintendent.

He has been very active in civic affairs at Miles City and at the time of his transfer east was vice president of the Chamber of Commerce, a member of the Toastmasters Club and of the Custer County High School board. Mrs. Jensen and the children, Janet, 5, and Gary, 9, will remain in Miles City until living quarters are available in Chicago.

Arnold B. Running, chief clerk in the master mechanic's office at Miles City since 1926, will succeed Dick.

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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
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Miles City Chapter of the Women's Club opens the fall activity program with an Over the Top membership dinner. The attendance of some 180 included several members of the general governing board. Mrs. R. H. Jensen is president of this chapter, the largest on Lines West and eighth largest on the system.

Shops, Car and Store Departments

Ed Brewster, price clerk in the store department, retired on Oct. 20 after 42 years of continuous service with the Road. All store employees gathered in the office of J. V. Anderson, who acted as toastmaster, for a farewell party. As the day was also Ed's birthday, there was also a birthday cake. Mrs. Brewster was present.

Harold Allison, locomotive carpenter, who has been ill, has improved and is expected to return to work shortly.

Just in case you did not know it, Master Mechanic Barry Glen is a darn good cartoonist.

Carman Perry Dougherty has ventured into the fruit and produce business out on the river road. Calls his new company "Can-able."

Steamfitter Hugh Montgomery has a new 19-inch television set and now he has a problem on his hands—to find seating room for his neighbors and friends during football games.

Jack Liggett, sheet metal man, with Mrs. Liggett spent a vacation in California visiting Jack Liggett, Jr., and family.

General Foreman Roy Kidd, who has worked at almost every shop on the Milwaukee, spent his vacation visiting at those various points.

Al Hoffman, machinist apprentice, is back at his lathe, having been released from the Army after several months' service.

Machinist Bill Mitchell has moved to Port Angeles, where he has taken over the duties of roundhouse foreman.

Carman Ollie Storevik brought in the first deer of the season from a hunting trip on the Columbia River.

John Crawford, son of Water Service Foreman J. P. Crawford, who worked as helper during the summer, has returned to Washington State College where he is majoring in chemical engineering.

Warren Gumm, special officer on the tide flats, underwent an operation recently. He is reported as doing very well.

Alcatraz: The pen with the lifetime guarantee.

Tacoma

R. A. Grummel, Correspondent

We recently had the pleasure of a visit from two former employees, namely Ann Johnson and Blanche Williams, now living in Berkeley, Calif.

A bundle from heaven arrived for Mr. and Mrs. Russell Pierce (depot and yard clerk) on Sept. 25. Patricia Elvina was born at St. Joseph's Hospital. Also, for Mrs. Helen Straub, yard clerk—a baby girl born Oct. 22.

Messenger William J. Meade is again the proud grandfather, a new grandson having been born Oct. 29.

David, son of Chief Clerk O. R. Powels, with his wife and son is visiting with parents in Tacoma.

Seattle Local Freight Office and Marine Dept.

Elizabeth Gosha, Correspondent

Sympathy is extended to Car Clerk Mary Webb whose sister, Mrs. Ruth A. Vincent, died Oct. 2 in Fairbanks, Alaska. Mrs. Vincent had been a school teacher since 1928, most of her teaching career being spent among Eskimo children at Point Barrow, Anchorage, Kotzebue and Fairbanks.

Martha Dougal, a veteran employee of the local freight office, is back on her job as checker in the bill room after being on sick leave for some time.

Mr. and Mrs. Robert J. Parsons are the parents of a son, Thomas Arnold, who arrived Oct. 6. Papa is chief interchange clerk in the local freight.

Lavina McHugh of the billing section has returned from a vacation spent in Salt Lake City, Las Vegas and California cities.

The following item regarding Fred Rasmussen, our former chief clerk, appeared recently in the Wrangell, Alaska, paper: "F. W. Rasmussen, brother of Mrs. Ole Gundersen, and his wife will leave Oct. 25 on the Princess boat for their home in Seattle. The Rasmussens have been spending the past two months visiting with the Gundersens here in Wrangell, one month of which was spent at the summer home in Johnson's Cove."

John Bechler of the warehouse force had



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THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

a very enjoyable vacation visiting in Cleveland, Ohio.

Your correspondent's son-in-law, Lt. Alfred E. Melton, with the Army in Korea, writes the following regarding the railroads of that country: "The funniest things I have seen here are the small railroad engines and cars. . . . Though they look like toy trains they certainly make a lot of noise because the engineers are forever tooting the whistles—instead of using a flag signal they give a toot. Those whistles nearly drive me crazy. Their box cars do not hold much more than a G.I. truck and we can load a train of 50 cars in a few hours. . . . One day, after waiting hours for a switch engine to put in an appearance to set some cars down on the spur track, I grabbed a jeep, straddled the tracks, threw the switch to the spur and pushed the cars about a quarter of a mile; felt like Casey Jones at the throttle of a jeep! The trouble was, I hadn't figured on how I was going to stop them once they started rolling and if the boys had not thrown a lot of dunnage on the track I think the whole string would have gone right on into the bay."

Seattle Yard

F. J. Kratschmer, Correspondent

Carman Jack Beaulieu and wife were presented with their first born, a bouncing 8-pound 4-ounce girl, on Sept. 29.

Switchman John Isbell and wife welcomed a 6-pound 14-ounce boy on Oct. 23. This is their second child.

Dorothy Kellar, daughter of Car Leadman Ivan Hawley, has taken the position of clerk in the car department, replacing Melba Batson who is on leave of absence.

Car Inspector Ernest Scheibel returned to work in September after a month's layoff during which he visited in Washington, D. C., and New York City. Ernest picked up a brand new Pontiac 8 in which he made the trip.

Yard Section Foreman George C. Meyer took off the first two weeks in October and visited in Portland and Vancouver, B. C. Fred Batham was acting foreman during his absence.

Car Inspector Ted Beaumont made a trip to San Francisco in September. He also journeyed over to Medford, Ore., where he visited with his son. About the first of November he contemplated making a trip to his farm near Deer Lodge, Mont.

In the United States there is one car for every four persons. In socialist England there is one car for every 22 persons. In communist Russia there is one car for every 252 persons.



By way of backing up those fish stories he has been telling his friends on the Iowa Division, G. H. Halsey, traveling auditor with headquarters in Seattle, offers this picture of a 16-pound silver salmon taken from the Pacific, 15 miles out from Lapush, Wash. R. A. Naylor, agent at Scotch Grove, Ia., was the cameraman.

MILWAUKEE SHOPS

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

A daughter was born to the J. C. Wilsons on Aug. 27. The youngster, whose name is Joy Ann, tipped the beam at 8 pounds 2 ounces. She will take her place in the Wilson household as a little sister to brother Billy. Incidentally, J. C. (Clare) Wilson leaves the Road on Nov. 3, having taken employment elsewhere.

Norbert Witkowski is also leaving us for another position elsewhere. He winds up his duties on Nov. 3.

L. L. Lentz has returned to work after his long stay on the sidelines.

J. A. Schnell has nice fishing equipment, a nice boat, etc.—everything to make fishing enjoyable—but there just isn't any sense to throwing 18 fish into a burlap bag and then finding that the bag had a hole in the bottom.

Red Gleixner is back in the upholstery shop. Just couldn't resist those five-handed sheephead games during noon hours.

In case anyone is interested, Jack Armstrong shot a 627 recently, his first of the season.



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Davies Yard

J. J. Steele, Correspondent

Congratulations to Mr. and Mrs. Alvin Russert on the birth of a baby boy born Oct. 15; also, to Mr. and Mrs. Paul Cook who welcomed a baby boy on Oct. 11. Alvin and Paul have been recalled to the armed forces. Best wishes to both of these boys.

Charlie Pikalik's son Charles is attending St. Anthony's Apostolic Seminary at San Antonio, Tex.

W. J. Weatherall has been promoted to general car foreman at Minneapolis. C. A. Hense has replaced Bill at Davies yard. Alois Waldera has been promoted to assistant foreman, replacing Mr. Hense.

Ralph LePage has been promoted to assistant foreman in the train yards and Clyde McCredie has replaced Joseph Starosta at Davies yard.

Martin Klewein recently purchased a home and plans on inviting all of his co-workers to a house warming party.

Hunters, beware! George Allie has purchased a shotgun and plans on becoming a hunter.

Don Ritzke has left the Road and is now working for the Union Pacific.

We are happy to see George Eder and Joe Kulopar back on the job, both having recuperated from operations.

We extend hearty wishes for enjoyment of his lesiure to Joseph Starosta who has retired.

Store Department

Earl L. Solverson, Correspondent

Stockman Rudolph M. Freuler attended the Wisconsin State Skat League tournament at the Eagles Club on Oct. 29. He tried a club tourne against eight and lost with 59 points; has several good alibis how he should have made it if he had laid away differently. However, he had 723 good points, which should net him several times his entry fee. Chauffeur Herman Yanke also played and had 23 good games.

Val Ryback, retired chauffeur, and wife recently celebrated their golden wedding anniversary. They have three children and nine grandchildren. Both look very fine. Val enjoys fishing when the weather permits.

A recent letter from Mrs. George Carr stated that George, our former district storekeeper, is coming along good. He attended the Vets convention in Minneapolis. George appreciates hearing the news and for the information of those who want to write him his address is 2452 13th Avenue, South, Minneapolis 4, Minn.

Antonio Cefalu, former store department employe later employed in the new Diesel shop, was recalled to military service Sept. 21. Received a letter from him saying that the food at camp is very good, with chicken on Saturday and Sunday. Says hello to his former co-workers.



"BEST DRESSED" . . . Pat Daly and Joe Furlick, costume prize winners at the party given by the Hiawatha Service Club, Unit No. 13, at Milwaukee on Oct. 28.

Lawrence Rogutich, son of Chauffeur John Rogutich, was married Oct. 28 to Miss Mildred E. Markotic in St. Augustine's Church. The reception held in the church hall was attended by 800 or more. Several of John's co-workers were among the guests.

Leon Esser, local buyer in the GSK office, has been on the sick list.

Car Department—Office and Shop Superintendent

Vincent O. Freihofer, Correspondent

Martin Baumhover, retired electrician, visited the shops recently and said his secret of staying young was his pastime of fishing along the Mississippi River in Dubuque where he makes his home.

Speaking of fishing, the fellows in the shop built up an appetite for fish recently, but were disappointed when Foreman Ralph Midgley returned from his fishing expedition to Crivitz, Wis., with nothing except a little experience.

Electrician Andy Becker recently underwent an operation for cataracts and is now home recuperating.

Congratulations to Cabinetmaker Warren Collier who was married to Katherine Cockrell on Oct. 14 and to Fred Gershweiler, carman, who was married on Oct. 28.

Sympathy is extended to the families of Andrew Pipp, retired carman, who passed away on Oct. 2; Martin Zilavy, retired carman, who passed away on Oct. 18; and Edward Bellendorf, retired painter, who passed away on Oct. 11.

George Schram, foreman in freight shop, returned recently from a hunting trip on

which he claims he brought back the limit of "coots" plus several other ducks.

Wonder why Alice Nelson, clerk in the office of shop superintendent, is wearing such a big smile these days? Alice is the owner of a new home which she moved into just recently.

Louis Klein, cabinetmaker, spends his Saturday nights dancing at the Antlers ballroom. We understand he is quite the dancer.

For the program marking the opening of the Road's second century on Nov. 20, a replica of "Old No. 1," the first locomotive to be used by the Milwaukee & Mississippi Railroad Co. 100 years ago, will puff its way from Milwaukee to Wauwatosa, originally the terminal of the line, and then return. This replica train was painted in The Milwaukee Road colors here at the shops.

The men in the machine shop were the champion "givers" among the car shops departments for the Community Chest drive. All other departments made excellent showings, exceeding last year's contributions by large percentages.

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Big Ox or
Brass Pounder
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their favorite is

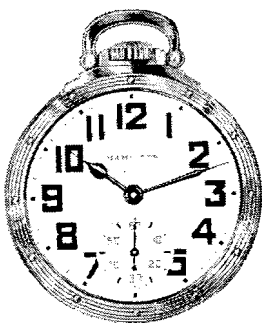
HAMILTON

WE'RE proud of the fact that more men working on railroads carry Hamilton watches than any other make.

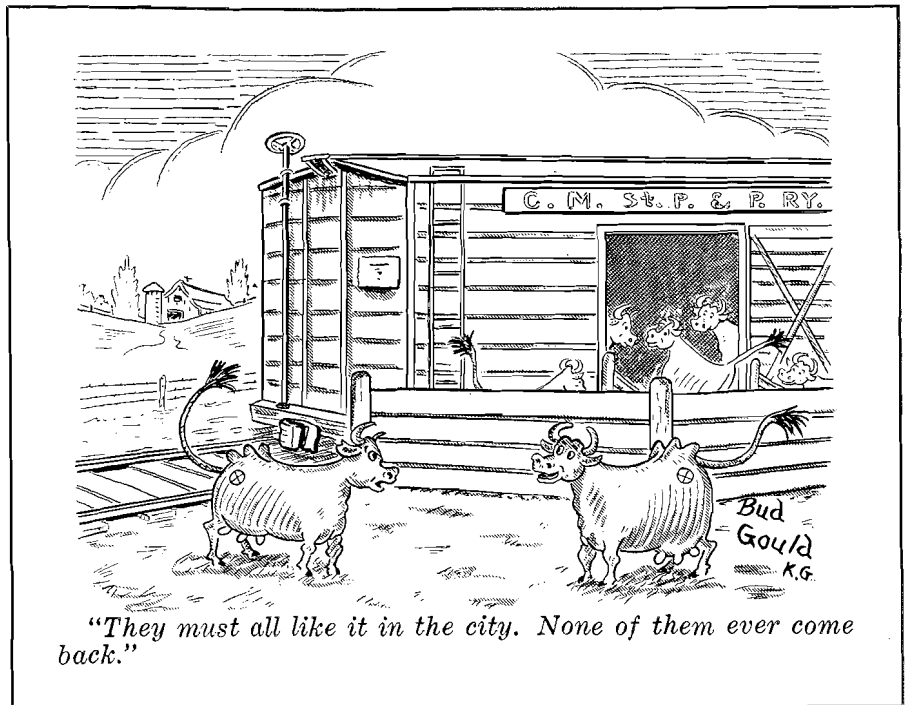
The sales-leading Hamilton 992B has everything a fine watch can have including many *exclusive features* like the one-piece Aurium balance wheel, the Eliuvar Extra hairspring and the Dynavar mainspring. This extremely accurate Hamilton is fully adjusted, anti-magnetic, rust-resisting—true in all temperatures.

Your inspector has the favorite of all railroadmen—the Hamilton 992B.

HAMILTON WATCH COMPANY
LANCASTER • PENNSYLVANIA



The Watch of Railroad Accuracy



"They must all like it in the city. None of them ever come back."

IDAHO DIVISION

Mrs. Ruth White, Correspondent

When B. E. Daniels was transferred to Aberdeen, S. D., from Spokane, the employees of the engineering department presented him with a set of three woods. With the snows already under way, he will have to do his golf practicing in the parlor until spring.

W. C. Whitham, the new division engineer, did not have too much trouble finding an apartment, but life is rather complicated without the furniture, dishes, etc., that go to make up a home. He hopes to receive his home furnishings soon, though.

Baggage man H. R. Spetz spent the shortest two-week vacation of his life, he claims, when he toured the Oregon coast doing some fishing and also "spotting" some good goose hunting country. He has a spot all marked out and hopes to return for that Thanksgiving goose.

Miss Jean Sprinkel, daughter of Mrs. Ethel Sprinkel who is the widow of Operator Sprinkel, has always wanted to be a nurse. When she graduated from high school last June she chose a hospital in Milwaukee for her training. According

to her mother, she finds the new surroundings very enjoyable. Jean has joined the hospital chorus. She also plays the violin.

Nels Nelson, car inspector at Spokane, reports that his son, Nels, has joined the Navy and is stationed in California for his boot training.

Jerry Albin, now at Fort Ord, Calif., thinks by Christmastime the Army will have made a fairly good soldier out of him and he hopes to come home, if he is lucky.

Mel Thoreson, who has worked as weighmaster from four to midnight for the past seven years, moved over to Jerry's job as day yard clerk. Mel recently appeared with the Shriners in the pageantry which opened the football game for the benefit of the Shriners' Crippled Children's Hospital, Spokane. About 20,000 fans came out that Saturday afternoon. Spokane is proud of its new stadium.

Agent E. M. Hartman of Warden, with Mrs. Hartman and her sister, made an extensive trip via The Milwaukee Road and the B&O, during September. The trip was an experience which Mr. Hartman says he will remember for a long time. They took in as many of the historic buildings and monuments as their schedule

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CHICAGO, ILLINOIS

permitted, including the home of George Washington at Mt. Vernon, Va. New York City was also a place of interest for them, with its skyscrapers and crowded streets. At Milwaukee, Wis., friends and former fellow employees were called on. Mr. Hartman worked there before coming to the Idaho Division. The fine service of the two railroads—the Milwaukee and the B&O—did much to make their trip a success.

Wayne Hemphill is the new yard clerk in the freight office. Gregg Doty will go to his new position as file clerk in the superintendent's office very soon.

Saw A. T. Titus, retired conductor, recently. He had just returned from a trip back East. He and Mrs. Titus visited friends and relatives and returned with a new Dodge.

The bill clerk's position in the Spokane freight office has been re-established with Kathryn Saunders working it pending bulletin.

Alice Hearle is the new girl in the master mechanic's office. She has been with the Road for the past three years in the agricultural department under Ewan Hall.

Agent J. Z. Ramsey underwent an operation recently and has been convalescing at home.

Chosen as major for the Red Feather Drive of the United Federation Fund, Mr. Ramsey was happy to report that the employees of the Road at Spokane met the quota set for the railroad.

From Malden, Mrs. O. A. Burns reports:

Mr. and Mrs. J. H. Mitchell visited recently with their son Pat and wife at Tacoma.

Engineer and Mrs. Jack Scanlon, Sr., have returned from Florida where they visited their daughter June and her husband.

Bill Kothoff, retired engineer, and Engineer Tracy Boyle visited around Malden, getting in some bird hunting.

Mrs. Catherine Krause, mother of Engineer William Krause, passed away in a Spokane hospital recently.

The death of R. C. Peterson, retired dispatcher, occurred the last week of October. He was well known on the Idaho Division. His last railroad service was in the Spokane office in February, 1945. He is survived by his widow.

MILWAUKEE TERMINALS

Telegraph and Signal Department

Mabel E. Chambers, chief telephone operator at the Milwaukee depot, passed away on Oct. 27 after a long illness. Miss Chambers had been an operator at Milwaukee since 1922, the past seven years as chief operator. She is survived by her mother; two brothers, John Chambers, yardmaster at Muskego yards, and Maj. George Chambers of the Army; and two sisters, one in Milwaukee and one in New Jersey. Special services were conducted at the funeral home by the women of the B.R.T. Funeral services were held at St. Agnes Church.

In 1890, when only a few machines were at work in our country, 18 million persons were gainfully employed—29 per cent of the total population.

Today more than 40 per cent of our much larger population have better jobs, with higher real wages and shorter hours.

Machines have created jobs, as well as wealth and leisure, for the employees in the nation that has used them most extensively.

Fowler Street Station

Pearl Freund, Correspondent

The masquerade party given by Hiawatha Unit No. 13 at North Avenue station on Saturday, Oct. 28, was a great success. Prizes were awarded to the best dressed man, Joe Furlick, who wore a Hawaiian hula costume, and to Pat Daly in gypsy costume as

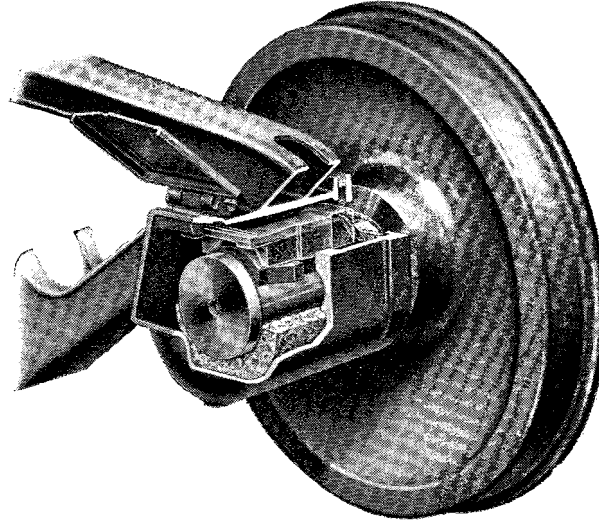
Henry Miotke is back with us after a long siege of illness, and looking mighty fine

We are looking forward to seeing George Bergeler around again. We understand he is putting up a good fight against his recent illness.

Henderson Craft, check clerk at House 7, is ill at Milwaukee Hospital, as is Joe Jarmuz, checker at Stowell station.

Friends of Mr. and Mrs. Ed Bates will

STANDARD for Rolling Stock—



This AAR Solid Bearing Assembly!

Wherever AAR solid journal bearings are used (on about 2 million U. S. freight cars) lading gets the fastest, smoothest ride available today. That's because this simple assembly for rolling stock is unrestricted as to speed and load and inherently provides flexible control of lateral shocks. Moreover, it provides a remarkably high degree of efficiency at lowest possible cost.

In operation the solid bearing glides on a single film of oil, like a skater on ice. The only "bearing friction" is within this film, between the almost infinitesimal molecules of oil. In fact, over a whole run the resistance of solid bearings is equal to or less than

that for so-called "anti-friction" bearings in railroad service.

Facts Now Published

Free copies of a new, 20-page illustrated booklet—"The Facts About AAR Solid Journal Bearings"—will be sent to any railroad employees or officials who write, postcard or letter, to the Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; or 80 E. Jackson Boulevard, Chicago 4, Ill. This booklet will clarify for you many misconceptions that have been created in recent years. There's technical data to be sure—but simplified and related to many other aspects of train operation. Send for your copy today.

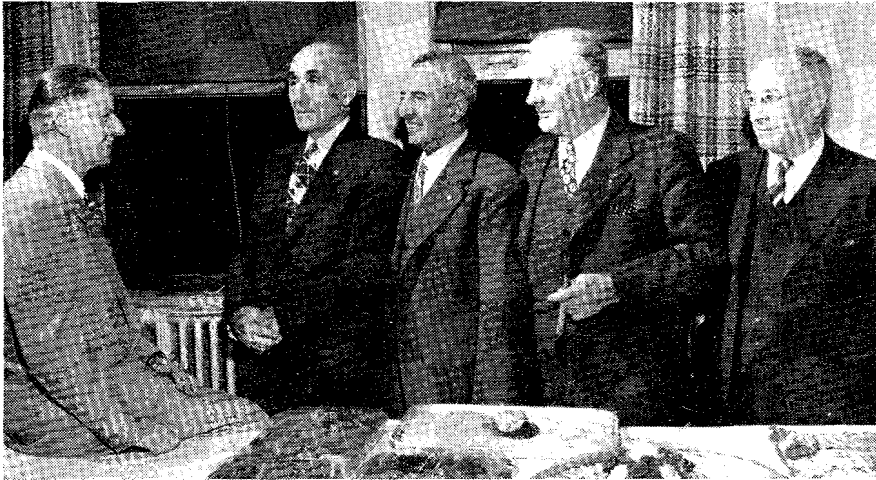
(Advertisement)

the best dressed woman. A piano and two accordions comprised the orchestra, which included two members of the Cary family. During the evening the crowd gathered around the piano and gave out some lusty harmony. On the subtle side, Pat Daly gave a rendition of "Bewitched, Bothered and Bewildered." Refreshments climaxed a wonderful evening.

be pleased to learn how much they enjoy their Florida location since Ed retired from the rate department at Fowler street. Ed is busy and ambitious, having built a very attractive home, most of it himself. Alice Sobczak and myself spent a vacation in Florida and called on the Bates' at Orlando.

The pretty blonde in the billing department is the daughter of Walter Geisinger,

Hiawatha Service Club Fetes Vets



Principals at the retirement party. From left: Superintendent J. J. Dombrowski, Milwaukee Terminals, who was speaker of the evening; A. J. Hammerer, J. J. Schuh, Frank Buckner and Frank Beatty.

UNIT #14 of the Milwaukee Hiawatha Service Club (Muskego yard unit) held the third of a series of retirement parties in the Service Club hall on Oct. 21. The honored guests were veterans who had retired within the past year or who were scheduled to do so before December. Saluted on this occasion were Switchman A. J. Hammerer, a veteran of 47 years of service; General Yardmaster J. J. Schuh, 46 years of service

—37 years as general yardmaster; Switchman Frank Buckner, 32 years' service; and Switchman Frank Beatty, 44 years.

Approximately 175 Milwaukee Road people turned out for the tribute to their fellow employees. A bountiful lunch was served and dancing was provided for entertainment. Officers of Unit #14 are John J. Sultz, Ray Cary and Ed Schuettler.

switching desk. She is a former Washington High School student.

Our new chief bill clerk is Don Hornberger, a former student of journalism at the University Extension Division. Don's hobby is writing short stories.

Robert Van Engle, yard clerk in the Muskego yard district, reported for duty in the Marines Nov. 3.

F. R. Lewis, assistant freight agent, reports the recent births in the Lewis clan. First of all, there is a grand-daughter born Aug. 23, the first girl in the family in five generations. She is the daughter of the youngest son, Dan Lewis, at LaSalle, Ill. The most recent arrival is a grandson born Oct. 7 at Crestview, Fla., the son of Capt. William Lewis who is assistant communications officer for the Air Force.

Ray Gatzke is back on the job after spending a vacation with his folks in Watertown, Wis.

Harold Hege and his wife traveled far and wide for a vacation, visiting in Portland, Ore., and then motoring down to California.

Clem Vail, as usual, utilized his vacation to head for the outdoors in search of partridge, ducks and anything else in season. Surprisingly enough, he got what he went after.

Bill: "Joe got ptomaine poisoning eating leftover turkey."

Ed: "Croquette?"

Bill: "Not yet, but he's sure sick."

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

An injury has sidelined young Jerry Stollenwerk, son of Rate Clerk Tony Stollenwerk, and a first string guard for the St. John's Cathedral High School team. His left ankle was fractured in the opening game of conference play with St. Catherine's of Racine. He will be out of the line-up for the remainder of the season.

Jimmy (Rocky) Madushaw was assigned to the time revisor position in the superintendent's office, Union Depot. Jimmy has worked almost all of the yard clerk posts along the Beer Line and is a handy man to have around.

The bulletin board has been posted with the following assignments: R. F. Winter, demurrage clerk at A. O. Smith; M. G. Meyer, yard and demurrage clerk at North Milwaukee; O. G. McKagan, train clerk at Glendale yard; and R. D. Ross, demurrage clerk at A. O. Smith.

Don Frank, clerk at Chestnut Street, received notice to report for service in the armed forces on Sept. 29. Don was a master sergeant, Headquarters, in the last war.

Just a word about a few late vacations. General Clerk Mary Ann Starcevic spent a week with the folks back home in Duluth. Mother's cooking was well worth the trip, says Mary. Your correspondent and family motored to Edina, Mo. The 1937 Chevy performed flawlessly, much to the surprise of the office skeptics.

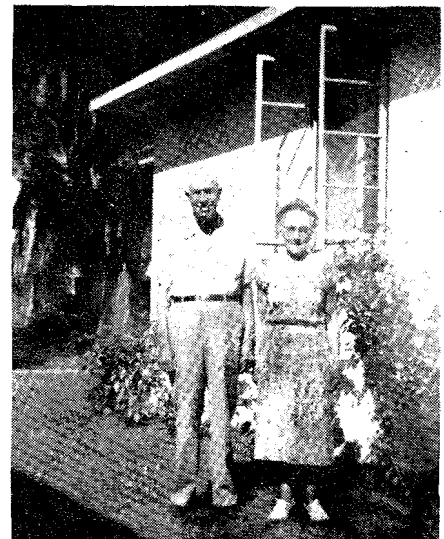
Conductor Eberling Makes Own "War Souvenir"

A. F. EBERLING of Elgin Ill., a conductor in suburban service, is the creator of an unusual memento of the last war which the Fifth Army has been using in recruiting stations in its eight-state area during the past 18 months. It is a banner measuring approximately 3 x 12 feet, on which he has carefully mounted some 400 shoulder patches, campaign ribbons, lapel buttons, medals and other insignia of Army and Marine Corps units.

The collection, representing gifts from servicemen who rode troop trains on which he worked during the war, is considered to be the most complete display of its kind and has been valued at \$1,500 by the Army. He made the banner for the Santa Monica Bay (Calif.) Chapter of the Disabled American Veterans, and will present it to that organization as soon as it has been returned by the Fifth Army. This is the second banner of its kind he has made. The first was smaller.

Most of the items were given to him on hospital trains, where men from many units and divisions would be found together. In many instances, Conductor Eberling said, the men had extra shoulder patches and other insignia, but would sometimes offer him certain medals and other items of great distinction which he knew, having been in the first World War himself, the men would later regret having parted with. These he refused to accept.

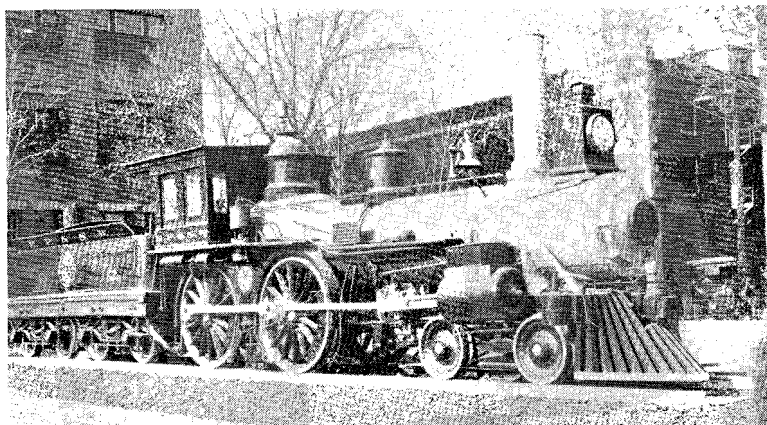
A picture of Conductor Eberling and the banner appears on the facing page.



Ed Bates, who was supervisor of the outbound rate department in Milwaukee at the time of his retirement in 1944, pictured with Mrs. Bates in the garden of their home at 521 Summerland St., Orlando, Fla. The house, consisting of four large rooms and attached garage, was a retirement project and was built by Mr. Bates with the help of one carpenter.

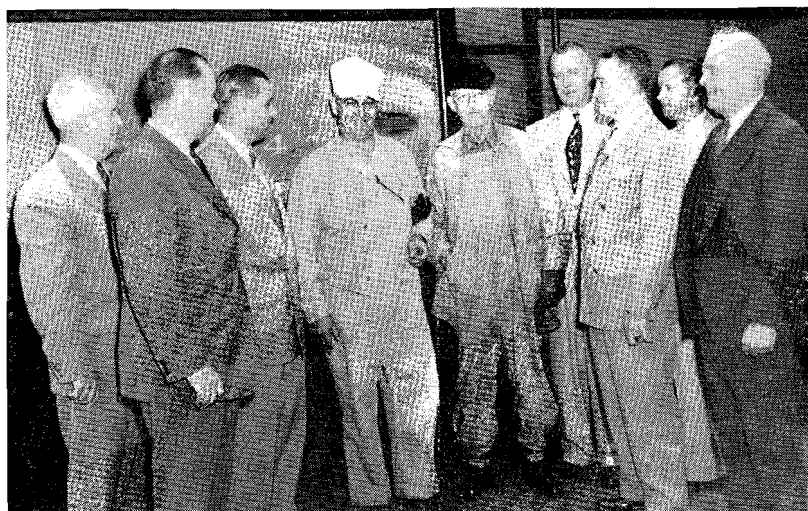


The Milwaukee Road Cabooses, the Road's first women's bowling team in Milwaukee. From left: Monica Bielmeier, Marion Beth, Florence Ullrich, Jayne Malchow (captain) and Colleen Colgan. Monica is employed in the shops, the other girls in the depot. The team bowls in the Antlers Hotel Women's League.

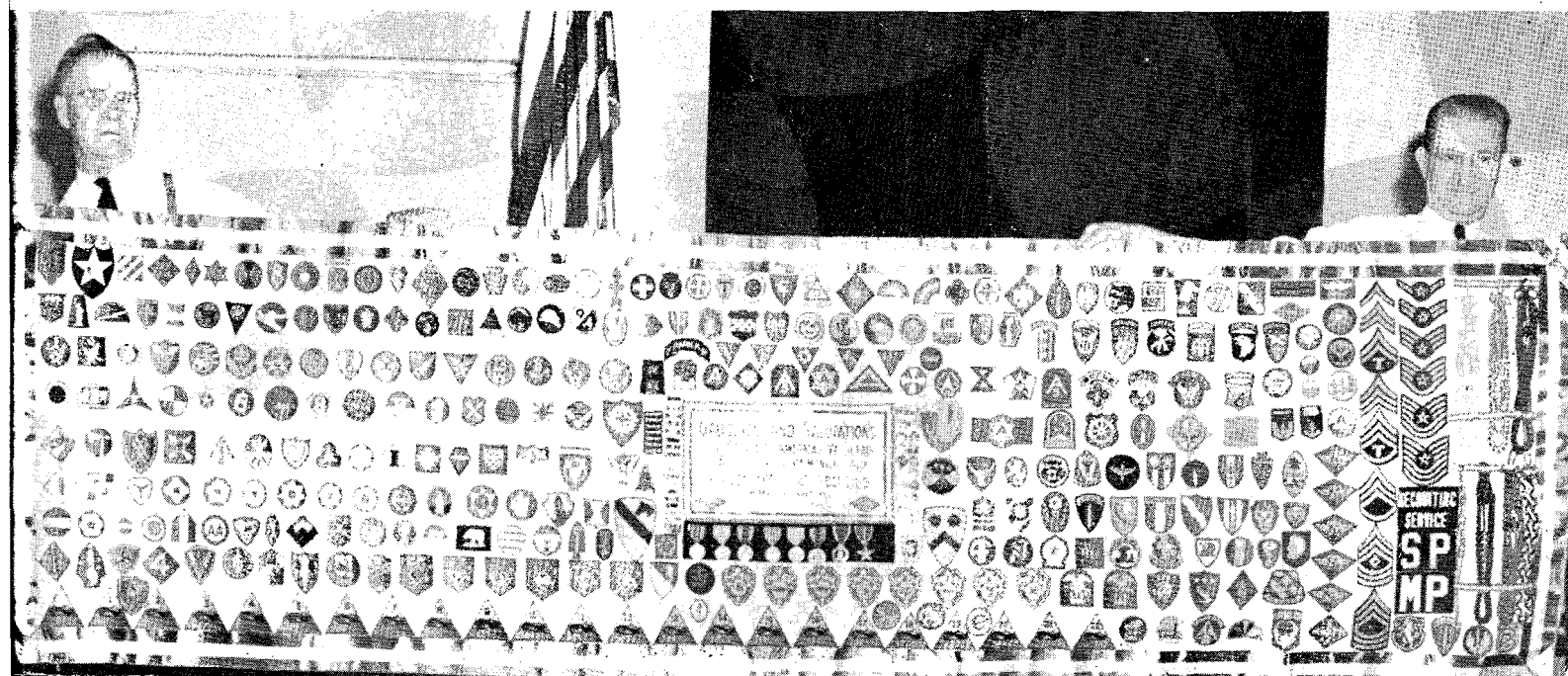


This old timer, resting in the park adjoining the Southern Pacific office in El Paso, Tex., is probably the earliest Milwaukee Road locomotive still in existence. It was built in 1857 for the Milwaukee & Prairie du Chien Railroad. Acquired by the EP&SW in 1889, it was in continuous service on that road until 1903.

The soliciting force of the Railway and Ticket Division of the Travelers Insurance Co. pictured with a Hiawatha crew during the recent AAR ticket agents convention in Milwaukee. From left: E. W. Barr, W. H. Doctor, L. L. Anderson, Fireman Henry Wylan, Engineer Harry Johnson, H. W. Brown, Jr., W. F. Stockdale (manager), M. J. Payne, Q. A. Ottinger.



W. R. Johnson (left) of Marion, Ia., flagman on the Midwest Hiawatha and a veteran of the first World War, helps Conductor A. F. Eberling display his banner. (Story on facing page.)



"This is the first time I ever liked listening to Crosby!"

says HOPE

HOPE:

For years, I've always stuck cotton in my ears whenever the Old Groaner opened his mouth. But now he's got something that sounds good. Really good. Let's hear it, kid.

CROSBY:

Thank you Mr. Hope. You are kind, very kind. Ladies and gentlemen, this isn't a song. It's just a suggestion. This year, let's *all* give U. S. Savings Bonds for Christmas presents. Tell 'em about those bonds, Chisel Nose.

HOPE:

Gladly. It's all very simple—even Crosby understands how they work. In just ten years, they pay \$4 for every \$3 they cost. And they're appropriate for *everybody* on your Christmas list—young people, middle-aged people, and people as old as Crosby. Am I right, Bing?

CROSBY:

For once in his life the old Scene-Stealer is right. But seriously, folks, nothing makes a more welcome, more sensible present than U. S. Savings Bonds. And you can buy 'em in any bank or post office. So—

HOPE:

So why not give the very finest gift in America—U. S. Savings Bonds!



Give the finest gift of all... U.S. Savings Bonds



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