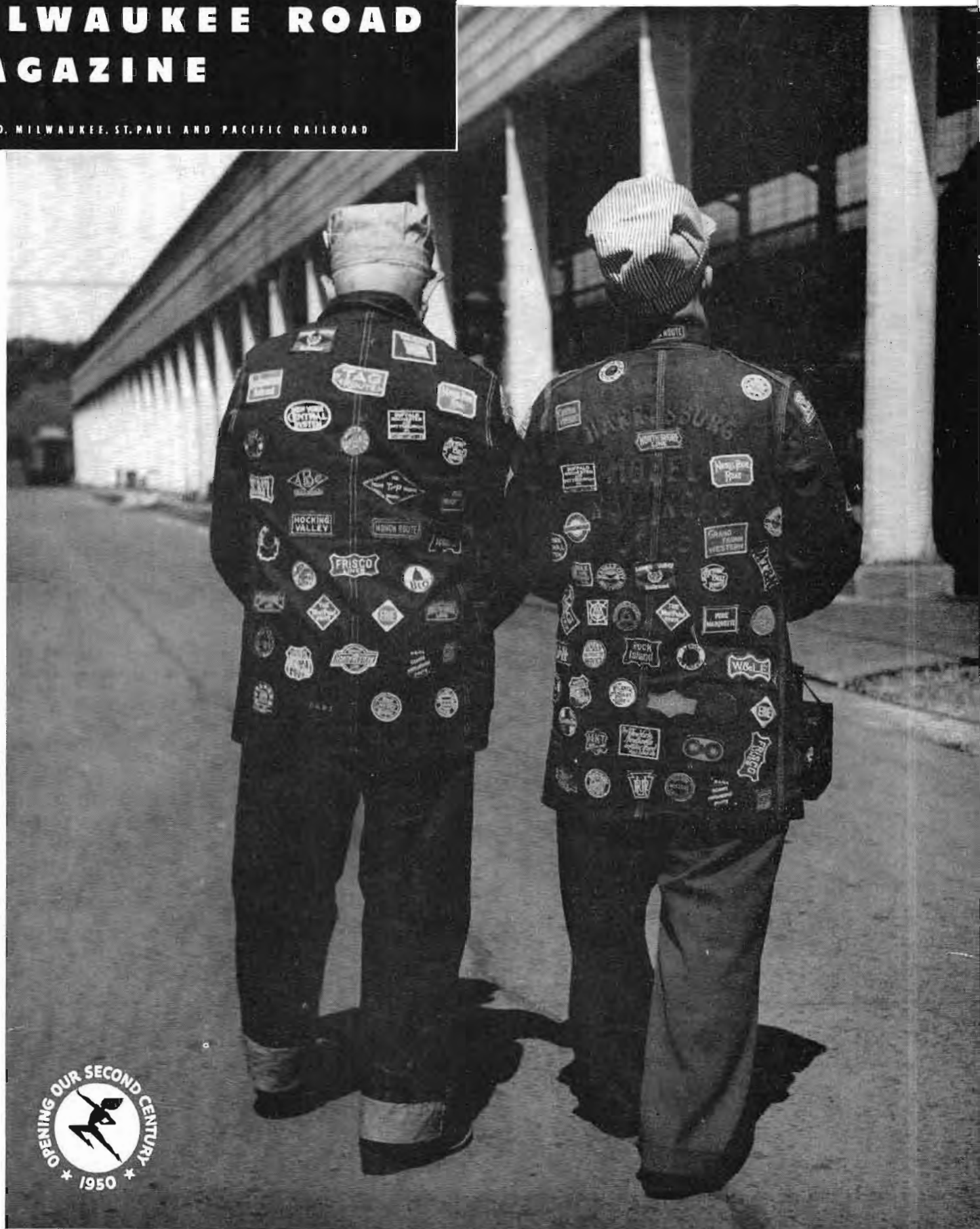


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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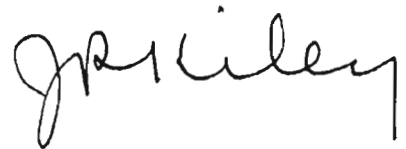
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Across the Table

THE general staff meeting held in Chicago last month impressed me again with the importance of talking with people who share your problems.

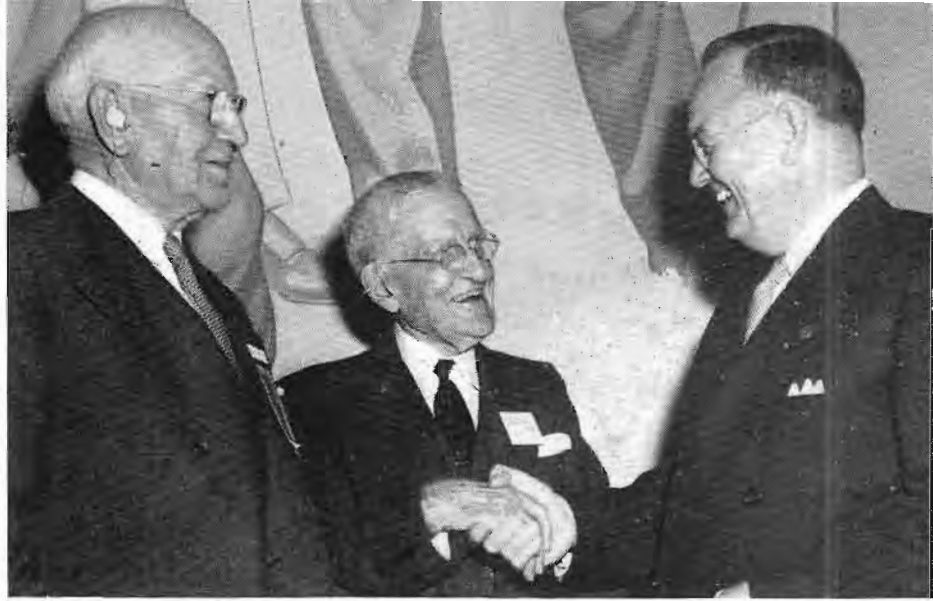
I want this to be a railroad where every employee, supervisor and officer feels free to go to his boss with problems he cannot readily solve himself. I am confident that every supervisor and officer throughout the ranks recognizes such two-way communication as a short cut to efficient operation. I also hope that all of us, once the decisions have been made, will do our best to abide by them.

We are members of one big industrial family on The Milwaukee Road, and when problems arise, let's talk them out as family members should—straight across the table.



I pass through this world but once. If, therefore, there is any good that I can do, any kindness that I can show to any human being, let me do it now; let me not defer nor neglect it, for I shall not pass this way again.

—Motto of the Veteran Employees' Association



Charles H. Crouse, retired Minneapolis freight agent who celebrated his 100th birthday on Sept. 13, was an honored guest at the banquet. J. T. Gillick (left), retired operating vice president and lifetime president of the Veterans' Association, joins President J. P. Kiley in congratulating the only veteran born the same year as the railroad.

VETERANS HOLD 19th REUNION

A LETTER signed simply "A Young Veteran," arrived in the office of The Milwaukee Road Magazine two days after the big event, telling in its first sentence the real story of the Vets' reunion:

"On Saturday, September 30th, I attended my first Vets' convention, and the impressions I got will live with me forever."

The 19th biennial reunion of the Veteran Employees' Association of The Milwaukee Road, held at the Nicollet Hotel in Minneapolis on Sept. 30, was that kind of an affair, the kind that the men and women who are a part of it aren't likely to forget.

Gathering in Minneapolis from all of the Road's 12 states and from others where many of the retired members are now living, the Vets found, as they knew they would before they packed, that the trip was worth the trouble; that 25 years or more in the service of the railroad adds up to more than a livelihood. It means, among a great many other things, the kind of friendships that are worth traveling half way across the United States to renew, as several of those present did.

The majority of the members and their wives—almost 1000 in all—reached Minneapolis by way of Chicago, and for their accommodation a second section of the Afternoon Hiawatha was operated on Sept. 29. In addition, extra sleeping cars were provided for them on the Pioneer Limited and Columbian. A second section of the Columbian was operated for the return trip to Chicago.

Although the recalling of time past was the principal occupation of the day, the program included the usual business meeting, presided over by J. T. Gillick, lifetime president of the Association, the well-patronized Switch Shanty, and a banquet with plenty of entertainment to climax a busy day. The tremendous popularity of J. T. Gillick was apparent in the reaction of the crowd as he



"It's mighty good to see you, Smoke!", said Bill Kelley (right), retired Southwest Limited conductor now living in South Bend, Ind., when greeted by retired Yardmaster R. C. Reeves. Mr. Kelley, who retired in 1938 after almost 64 years of service, will be 93 next March. Mr. Reeves, 73, retired in 1947.



arose once more to preside as toastmaster at the banquet. After introducing the men seated at the long speaker's table he addressed his audience as follows:

"Some of us are fortunate to be able to register 'present' at this meet-

ing, 37 years after the Milwaukee Veteran Employees' Association was formed.

"To reminisce a little, I recall that at the time of the first meeting in 1913, I was one of the youngest general officers. Time has taken its toll

and most of the veterans who attended that meeting, or had 25 years of service at that time, have passed away. It is, however, gratifying to know that the Association wears well. Despite its losses, it has some 5,000 more members than it had in the beginning.

"There are hundreds of 25-year veterans who for one reason or another have never joined our Association. From my long service with the railroad and its veterans I am convinced that for proper recognition of their value to the railroad and themselves there should be no 'no bills' among the veterans. While there may be no money value in it, there are many social and personal advantages that come from being a member and the total number of veterans is not easily recognized if they are not registered in the Association.

"We all like to belong to an organization that means what our motto indicates—"to be helpful to each other." And, too, everyone recognizes that 25 or more years of service qualifies veterans as experts in the handling of their jobs, as well as experts in the handling of the public we serve.

"Our railroad has a new president, who has been in the service for more than 35 years. He likes veterans and, being a member himself, may be counted upon to lend a friendly ear to our welfare."

President Kiley, who had gone directly to Minneapolis from Washington, D. C., arriving only a few minutes before the start of the ban-



R. C. Reeves, retired yardmaster at Davenport, Ia., now living in New Richmond, Wis., pauses for a word with fellow veteran John P. Kiley. At the extreme right is J. T. Gillick. In the background C. L. Culver (left), who retired as tax agent on July 31, talks with L. J. Benson, assistant to president of the railroad, and vice president of the Vets.



A part of the throng of 939 veterans and wives at the banquet which highlighted the reunion. At the speaker's table, left to right: D. T. Bagnell, general superintendent, Minneapolis; F. H. Allard, retired assistant to vice president—personnel; Harry Sengstacken, passenger traffic manager; W. J. Whalen, general manager, Lines East; A. C. Erdall, solicitor for the state of Minnesota; Tom Birch, air brake foreman; Dr. O. W. Yoerg, company surgeon, Minneapolis; E. B. Finegan, retired traffic vice president; J. W. Severs, vice president—finance and accounting; C. H. Crouse, retired freight agent, Minneapolis; L. J. Benson, vice president of the Vets; J. T. Gillick, president of the Vets; J. P. Kiley, president of The Milwaukee Road; J. A. Deppe, superintendent car department; Paul Draver, vice president—traffic; John Johnson, retired general chairman, B. of R.C.; J. E. Bjorkholm, retired superintendent motive power; E. E. Haddock, retired conductor; and W. A. Dietze, public relations officer. Also at the table, but not shown, were K. F. Nystrom, retired chief mechanical officer; H. L. McLaughlin, general northwestern freight agent; W. H. Penfield, retired chief engineer; J. J. Little, retired traveling engineer; and J. L. Brown, general superintendent of transportation.

quiet, expressed the wish that he might have been there the entire day in order to be with friends whom he doesn't see often.

Commenting on his pleasure at being referred to as the head of a family as large as the Milwaukee Road family, he lauded the older men in Milwaukee Road service for the interest he had observed them taking in the younger men in service—in their work and their attitudes toward it.

"It is only when our company does well that our employes do well," he said. "We have all gone through periods when there wasn't enough business . . . but if we all put our shoulders to the wheel, we'll get a larger share of the available business."

"When I first came to The Milwaukee Road," he recalled, "Mr. Gillick was a sort of mythical figure. I used to see him from time to time, and to me he represented a model of what a railroad man should be. I think he taught me more railroading than I'll ever realize.

"I'd feel neglectful," he said, turning to Mr. Gillick, "if I didn't tell all you veterans that I'm standing up here tonight because of the young fellow here beside me."

President Kiley climaxed his address by stating that the railroad wants to do everything it can for its veteran employes, and that as a starter it will issue unrestricted lifetime passes to all of its veterans with 50 years of service or more, and to their wives, beginning in 1951.

As is his custom, Mr. Gillick brought the meeting to a close with the reading of the Association's beautiful motto, which appears at the beginning of this article.



Representing the Milwaukee Road on the lively entertainment bill were vocal soloists Susan Aldrich (above), daughter of Hiram Aldrich, Minneapolis yard conductor; Elizabeth Hessburg (above, right), Minneapolis freight office cashier; and Melvin R. Burlingame, Minneapolis yard trainman. Also gracing the program were the versatile and ever-popular Malone Sisters (right) from Milwaukee.



Above: "Give us a picture of some veterans with model equipment," said the St. Paul Pioneer Press. Vets E. E. Haddock, retired conductor (right), and J. J. Little, retired traveling engineer, obliged while Trainman W. R. Mannion, chairman of the reunion reception committee, stood by with a full-size lantern. (Picture taken in Gager's Handicraft Shop.)



Above, right: From all over the country they came and kept things humming at the registration desk.

Below: A. C. Erdall, Minnesota state solicitor for the railroad, and one of the speakers of the evening, set a new laugh record when he read a letter which J. T. Gillick had written some time ago to the late F. W. Root, retired Minnesota state solicitor.



"Switch room, they call it!", says David S. Harrington, St. Paul lead car inspector, as he heads for the Switch "Shanty" set up for the vets in the Nicollet Hotel. At the left is F. P. Rogers, recently retired chief clerk to the general superintendent at Minneapolis, and at the extreme right is John Johnson, retired carman and general chairman of the Brotherhood of Railway Carmen.

VETERANS (continued)

The luncheon meeting of the Veterans' board is called to order. Left to right: D. T. Bagnell, Tom Birch, John J. Little, John Johnson, E. E. Haddock, L. J. Benson, J. T. Gillick, and Florence M. Walsh, secretary and treasurer of the Association.



day to remember

by John A. Macht
General Secretary-Treasurer
The Milwaukee Hiawatha Service Club



"Now, to come to the main event of the day—the food. In plain words, it was luscious. None of us got sick."

WHEN Aug. 30 dawned cold and dreary in Milwaukee, a group of children at St. Rose's Orphanage knelt and prayed for good weather, the reason being that the next day was the eagerly anticipated Milwaukee Hiawatha Service Club Day at the State Fair Amusement Park. Children from all of the city's orphanages had been invited and the outing had been the main topic of conversation for months. Such is the faith of children—the Big Day turned out to be one of the nicest days of the year.

The committee, headed by Rudolph Freuler, store department stockman at Milwaukee Shops, arranged the transportation and greeted the children at the park. The first bus arrived at 12:15 p.m., followed closely by five more filled with shiny-eyed youngsters. In all, 342 with the supervising matrons and Sisters of the various orphanages were in the party.

The youngsters lined up in twos with a younger child holding the hand of an older one. This practice was followed throughout the day, and each child received a package of Cracker Jack. A loud speaker announcement then made clear that the

rides would be open until 2:00 p.m. when lunch would be served. After an admonition to be careful, the rides began to turn.

What happened next was truly a sight. As one ride stopped there would be a rush for the next, everyone trying to get on as many as possible. One youngster was observed to be weaving slightly as he left the "whip." "I was on only eight times," he said, "but I guess I am a little dizzy." For a while the committee was hard pressed to slow the gang down. One little seven-year-old girl stood out because she seemed to be having a great deal of fun in a quiet way. The group supervisor explained that this youngster was deaf and dumb.

It seemed but a short time and it was 2:00 o'clock. All of the youngsters lined up for lunch, each receiving a bottle of milk or soda pop, a hot dog and an ice cream sandwich. This was put away in short order and it wasn't long before the children were looking around for the rides to begin again, picking out the ones they liked best for another try. And so it went, from the merry-go-round to

the ferris wheel, to the whip, the roller coaster, the bubble bounce, the fun house, the old mill, and back again.

You would have had to look for many a day to find more weary children than those who headed back to the busses in the late afternoon. And then it was, "Good-bye, Hiawatha Service Club, thank you—thank you very much for the best time of our lives." And with a lot of waving of hands the busses headed for home while the committee headed for benches and a well earned rest. The members, in addition to Mr. Freuler, were Leo Kenney and E. Schuettler, assisted by general officers Roy Dermody, John Sultz and John Macht.

It was regrettable that all Service Club members who contributed to this cause could not see the fun the children had. It was only through the generosity of Milwaukee Road employes at Milwaukee that this occasion was made possible.

A few days after the outing numerous letters were received from the youngsters, thanking the club for the outing. A representative letter included the following:

"I can't find the words to express my gratitude for the wonderful time you gave us at the Fair. We may have been there only a few hours, but we had the fun of a lifetime. I enjoyed everything very much, especially the rides and the food. After we got home we talked and talked about what we liked most and what fun we had on the rides. Even the Sisters enjoyed it; when they got home they were telling the others all about it. Just as though they were children again, going home to tell their friends all about the Fair. So you see, we all had loads of fun. May God bless you for your kindness."



"Oh, did we ever have fun on the Old Mill, even the Sisters enjoyed it. I thought I was rowing my own boat."



"We liked the merry-go-round better than the Fairest wheel. We went on it three times."

GENERAL STAFF MEETING HELD IN CHICAGO

THE improved handling of traffic and the development of additional patronage were the two big subjects discussed at a general staff meeting called by President J. P. Kiley during his first month in office. Traffic department officers from both on-line and off-line points, division superintendents, division engineers and district master mechanics gathered in Chicago on Sept. 25, 26 and 27 for the first meeting of its kind held on the railroad.

Attempting to take maximum advantage of the opportunity the meetings presented, President Kiley, Vice Presidents Donald and Draver, together with other general officers, divided the time so as to allow for both private and group meetings

along departmental lines, in addition to joint sessions.

The first day's meeting, given over exclusively to the traffic men for consideration of solicitation and related problems, was logically followed on



Officers who directed the discussion at the joint operating-traffic meeting, left to right: Harry Sengstacken, passenger traffic manager; H. S. Zane, freight traffic manager; P. H. Draver, vice president—traffic; J. W. Severs, vice president—finance and accounting; J. P. Kiley, president; L. F. Donald, vice president—operations; W. J. Whalen, general manager, Lines East; L. K. Sorensen, general manager, Lines West; and J. J. O'Toole, assistant general manager, Lines East.



Among the engineering department representatives present at the operating department meeting were, left to right: T. M. Pajari, division engineer, Tacoma; W. G. Powrie, chief engineer; H. B. Christianson, assistant chief engineer; B. J. Ornburn, assistant chief engineer—structures; and Walter Lakoski, division engineer, LaCrosse.



the second day by a joint meeting of traffic and operating officers. Here, many of the proposals and difficulties aired on the first day were discussed in the light of operating possibilities. The meeting on the third day dealt exclusively with operating matters, including engineering and mechanical phases.

"I thought we ought to have a meeting where everybody could get

Getting a head start on the day's business was this group, pictured just prior to the start of the joint meeting. Left to right (foreground): J. J. O'Toole, assistant general manager, Lines East; T. H. Rycroft, special representative of the president; William Wallace, assistant passenger traffic manager; L. K. Sorensen, general manager, Lines West; and Harry Sengstacken, passenger traffic manager.

rid of any gripes he might have," Mr. Kiley explained in a brief opening talk.

Getting together in this way, he said, we can talk about both our prospects and our failures and come to a better understanding of how we can work together for top performance.

"We do have to take some business that is not compensatory in order to provide a full line of service in certain territories," he pointed out, but we ought to all be thinking about what the company has left from the money we get for rendering such service . . .

"Unless we get business we will not make money, and if we don't make money we won't have jobs. We must all be income conscious."

Mr. Kiley recognized the fact that

in the past there have been misunderstandings and grievances among



Before the operating department meeting, President Kiley (left) checks a point with Vice President Donald.



Scene in the meeting room during the joint session on Sept. 26.



Among the off-line traffic representatives attending the meetings were, left to right: Seated—J. M. Cunningham, district FTM, New York; J. G. Hatcher, GA, Dallas; W. A. Stauffer, GA, Buffalo; F. W. Baker, GA, Pittsburgh; H. E. Ridenour, GA, St. Louis; and T. A. Morgan, GA, Philadelphia.

Standing, first row: R. S. Moore, Canadian F&PA, Toronto; H. W. Porter, GA, Los Angeles; R. F. Kelaher, GA, New York; W. D. Goss, GA, Boston; E. D. Schafer, GA, Detroit; C. T. Carter, GA, New Orleans; W. G. Lacey, GA, Indianapolis; E. C. Derr, GA, Atlanta; and J. H. Bradley, GA, Winnipeg.

Standing, back row: J. G. MacDonald, GA, Salt Lake City; J. O. McIllyar, southeastern traffic manager, Washington, D.C.; C. C. Burns, GAPD, New York; H. L. Holmes, GA, Denver; H. A. Washburn, commercial agent, Tulsa; R. G. Davisson, GA, Cleveland; H. E. Erickson, GA, Cincinnati; and F. C. Fairbairn, GA, San Francisco.

departments, and that such disagreements would probably never be eliminated entirely.

"However," he added, "I hope we can bring these out into the open and get them settled instead of burying them in our minds."

"You will find that all of us have common problems. We all want to do the best we can for the railroad and if we bring disagreements out into the open, so that everyone can present his side of the picture, I think we will go a long way toward eliminating all of the difficulties."

Freight House Site of First Paper Mill

AS THE result of recent research by the American Pulp and Paper Mill Superintendents Association, Inc., a bronze marker has been placed on the Road's freight house at 217 N. Plankinton Ave., Milwaukee (warehouse No. 2), identifying it as the site of the first paper mill in Wisconsin. The memorial is about 24 by 36 inches and carries an appropriate legend. Its dedication was part of the convention proceedings of the association's Northwestern Division in Milwaukee on Sept. 15-16. General Superintendent J. H. Stewart, Milwaukee, accepted the marker for the Road.

The mill, the pioneer business venture of Wisconsin's vast paper industry, was built in 1848 by the firm of Lurington & Garland. It was located on the north bank of the Menominee River behind the present freight house. The railroad acquired the property in 1884-1885; present lessee is the Soo Line.

Some 100 papermakers of Wisconsin, Minnesota and northern Michigan witnessed the unveiling of the plaque. Participants in the dedication ceremony were D. C. Everest and L. S. Sabatke, the Marathon Corp., Rothschild, Wis.; F. C. Boyce, Wauwatosa, Wis.; and Harry E. Weston, secretary-treasurer of the Association.

PITHY PARAGRAPH . . .

Karl Marx said it more than 100 years ago: "There's only one way to kill capitalism . . . by taxes, taxes and more taxes."

TAX OUTLOOK

CASE HISTORY

The Andrews Family



Operator Andrews has a caller, his brother-in-law, Arthur E. Schulz. This is Mr. Schulz's idea of a vacation from his job as the Road's agent at Zeeland, N. D.

"MR. ANDREWS, the operator? Sure, he'll be right back; just stepped out with an order. I suppose you want to see him about the girls."

Did everyone in town know about the Andrews girls? Could be, for during the 10 years Operator Neal B. Andrews has lived in Columbus, Wis., his three attractive daughters have hung up something of a family record for scholarly achievements at the local schools.

"I'll be with you in a minute; busy afternoon around here." Andrews, who had come in on cue, has a brisk step and a quick way of sizing up a situation. "Now . . .," pushing back a green eye shade and settling all six feet of himself on the corner of a desk.

"There's nothing much to tell about me, but let's see. . . . I started on the extra board at La Crosse in 1939 and worked for a year, and then was appointed operator at Astico, five miles down the line. I came to Columbus as operator this spring, but I've lived in this town since 1940, mainly because the schools are exceptionally good and our girls have many friends here.

"All of our girls graduated from the Columbus High School. Caryl—she's 27—made wonderful grades and went on to the University at Madison.

She's a student assistant instructor in history there now. Jeanne, the second girl, is 24 and was graduated from the University of Wisconsin Medical School this year. She's now serving her internship at St. Luke's Hospital in Cleveland. The youngest, Janice, who is 21, received a diploma

from Wesley Memorial Hospital School of Nursing on the Northwestern University campus in June. She'll be finishing her training this fall and will then study for her baccalaureate."

Pinned down, Andrews was led to talk a little about himself.

He started railroading at Oakes, N. D., a good railroad town, where he learned telegraphy. Given a free hand by an understanding mother, he installed a beginner's set of Sears Roebuck instruments in the kitchen and exchanged dots and dashes with the local Soo Line agent in return for helping out with the freight handling.

As his skill improved he strung lines to the homes of three teen-age confederates and to the boarding house of the local C&NW operator who, for five dollars a month, tapped out the news in the evening papers. All this paid off in a job with the Soo Line in the spring of 1916. The salary was \$45 a month. "It cost me \$46 to live," Andrews recalled with a grin. "I was always writing home for money."

In 1917 Andrews sailed for France with the Signal Corps, and after 18 months overseas, during which time he drove trucks and rode motorcycles, he returned home and found a



The long awaited graduation day for "Doctor Jeanne"—a proud occasion for Mother and Dad.

job waiting with the North Western. He was operator at Oakes until 1929.

Up to that time Andrews had planned to make railroading his life's work, but he had not figured on the depression. Leaving the C&NW in 1929, he started a business of his own, and unlike many others, made money at it. And then the "dustbowl disaster" settled on the Dakotas! Although Andrews has always had faith in the future, that was one joke which could not be laughed off. In the meantime he had married his home town sweetheart and young Caryl, Jeanne, and Janice were growing up.

The situation called for a gamble and Andrews pulled up stakes. The quest for a better living took him to California, by way of Idaho and Washington. He remembers those

educated," explained Mrs. Andrews, a still pretty woman in her early fifties.

It developed that all of the girls were of the kind voted in high school year books as "most likely to succeed." The pattern was established in their pigtail days when they invariably won most of the available awards and scholarships. Caryl, in her junior year at the Oakes high school, won the state championship in the national oratorical contest sponsored by the American Legion, and as a senior at Columbus High was made a member of the National Forensic Society. At the University of Wisconsin she became a Phi Beta Kappa and graduated with honors. She has since received her master's degree in history and is now work-

Columbus Clinic and her inclination was toward nursing as a profession. Since graduating from the Wesley Memorial Hospital School in Chicago this past summer she has been working at the hospital, but she intends to acquire still more training.

Neither luck nor the breaks had anything to do with the current ambitions of Mr. Andrews' daughters. All of them are trained stenographers, which helped considerably in financing their way through college. Caryl did secretarial work at the Columbus Foods plant for two years before enrolling at Madison, and Jeanne's medical training was financed in part by a job at the Madison General Hospital.

Nowadays the sisters are seldom home together, but when it can be arranged there are some good times. Together with Mother and Dad, they make up a family orchestra of piano, two violins, clarinet and cello. They also do a good job of trio singing, doing it *A Capella*.

It's hard to see where hobbies could be worked into their schedules, but the girls find time for diversion, too. Caryl had a taste of travel the past summer. Jeanne likes tennis and can also knit and sew. Both Jeanne and Janice studied home economics and the latter is a cook of more than average ability. In fact, when Janice spends a week end at home, Mother and Grandma Andrews don't have to lift a finger in the kitchen. Janice takes over.

The Andrews' story is one of family partnership and a long range investment in education. Any hard and worried years have long faded into the background. Andrews has the reputation of being a better-than-average telegrapher, a competent public speaker, an enthusiastic church worker, and an authority on poultry raising.

"I like Columbus," he said. "In my opinion, it's just about the best little town in Wisconsin. And this job—well, there's something about railroading. When it gets into your blood it never gets out again."

Men of good will, both in Government and business, should sit down together and think in terms of America—our way of life based on the Constitution and our Bill of Rights—and pull together as a team to preserve the future destiny of America. Good men in government need outspoken support from good men in business. How all of us, as partners, undertake this task may be the proving ground for the future! If we fail in this obligation, then history may say our way of life died at the height of its glory!

—E. F. Hutton



June 12, 1950: Janice wears the cherished mortarboard on the Northwestern University campus.



Caryl, shyly proud of her honor cord, gets a Bachelor of Arts degree from the University of Wisconsin.

years as being occasionally on the lean side, but not without their rewards. For instance, at 40, in a lull between jobs, he managed to attend Pasadena College, brushing up on English, history and public speaking.

"Well," he continued, "we had a death in the family and came back East. Operators were in demand and I signed on with the Milwaukee. Beyond that, there's little more to say. But I'll tell you what. Suppose you go up to the house and talk to Mrs. Andrews. She'll tell you about the girls."

From time to time other jobs have opened up on the division for Andrews, but he has stayed on at Columbus because of the high standards of the local schools. "It was important to us that the girls be

ing toward a degree of Doctor of Philosophy in History.

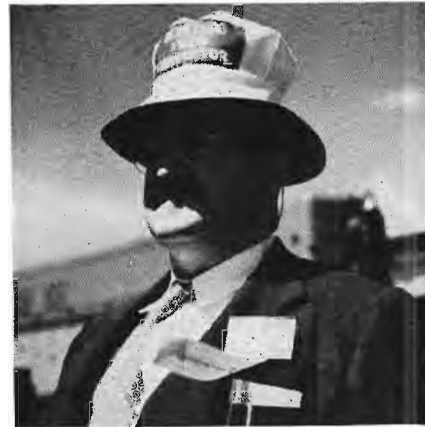
Jeanne Andrews was a junior at the University of Wisconsin when she decided that she wanted to be a doctor more than anything. It meant, she knew, a lot of back-breaking work and sacrifice, but Jeanne is a girl of spirit. Although she worked her way through medical school, she was graduated with honors in a class of 74. Moreover, she was the first woman student to receive the William J. Bleckwinn Award for Clinical Promise, conferred for "qualities of character, heart and mind that combine to make the true physician."

Like her two older sisters, Janice Andrews won a scholarship to the University of Wisconsin upon graduating from high school. However, she had been working after school at the

MODEL FOR THE MODEL RAILROADERS



Scene in front of the car department wheel shop as the model railroaders began their tour of the Milwaukee shops.



Top: Russell E. Porter, a Milwaukee business man and an "honorary conductor" on the rail fan trip, unconcernedly wore his engineer's cap, official headgear of the model railroaders, atop his hat.

Above: Attorney Ralph W. McKenney and son, Ralph, Jr., from Detroit, had difficulty keeping their safety goggles in place as they surveyed the car repair shop from the rear end of a caboose.

A GROUP of approximately 350 miniature railroad fans boarded a 10-car Milwaukee Road special train in Milwaukee on Sept. 2 for a tour of the terminal area which was one of the features of a four-day convention of the National Model Railroad Association being held in Milwaukee.

Armed with cameras, sketch pads and an assortment of railroad literature, including a mimeographed sheet describing the area to be visited, and a copy of the Milwaukee Road's fresh-from-the-press "100 Years of Locomotive Progress," the rail fans got a close-up view of what makes this railroad tick, both operations and traffic-wise.

The tour began at the downtown station and, following a "fish hook" route, took the rail fans through the Milwaukee shops, past North Milwaukee station and over the "beer line" to Chestnut Street station. The 13-mile route, which ended only six blocks from the starting point, was then retraced for the benefit of the fans, whose interest was largely in the studying of equipment details and track layouts.

The train was held at the shops for two and a half hours while the visitors, wearing safety goggles distributed by the Road's safety engineers, were taken on a conducted tour of the car department wheel shop, the new freight car shop, the

new forge shop, locomotive back shop, electrical repair shop, and new Diesel house.

Box lunches and hot coffee were provided on the train during the stop at the shops.

As the literature given the fans pointed out, the route was through one of the most heavily industrialized sections in the country, where approximately 300,000 cars are loaded and unloaded yearly.

It also explained that the car building and repair shops, one of the very few in the United States operated by a railroad in which rolling stock is built, has been visited by delegations of railroad men and mechanical engineers from virtually every country in the world, to see how such facilities can turn out 5,025 freight cars, plus 100 passenger cars in one year.

rail fans, westbound

The Cover

"WHAT, no Milwaukee Road insignia!" we objected as the model railroaders double-

headed west through the Road's car shop area in Milwaukee.

"Here, take a head-end view," said Navy Storekeeper Paul Keller of Lemoyne, Pa., doing a roundhouse turn. And there it was, big as life, on the left sleeve of his denim jacket. To make sure no one missed it, his partner, Reading Railroad Conductor John H. Keifer of Hummelstown, Pa., laid a proud finger on it.

"I guess model railroaders are screwy," Conductor Keifer went on, "but no more so than any other hobbyist, and a man without a hobby is sick. Here's what a trip like this means to me—when I see a Milwaukee Road car in my train now, I'll be reminded of your fine shops here in Milwaukee, and that car won't be just another car; it'll be something I have personal interest in, and I'll do my best to handle it right."



1850 CENTENNIAL "QUOTES" 1950

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

ROTARY CLUB of Sioux City, Ia., on Sept. 11, and the Chamber of Commerce of Rapid City, S. D., on Sept. 14. Speaker—Carson L. Taylor, general attorney and commerce counsel, Chicago.

At Sioux City:

"One hundred years ago, a few hardy pioneers were settling this community. While some of the early settlers could see that this site was strategically located for the building of a great city, few could have hoped that by 1950 this city would have become one of the largest livestock markets in the world, a great packing house center, one of the first grain markets and the home of plants and factories manufacturing products distributed worldwide. . .

"Iowa had become a state in 1846 and the early settlers of the state and of the adjoining states looked forward eagerly for the extension of railroads which would transform these vast fertile areas from a place in which to exist into a great land in which to live and prosper. . . A moment's reflection brings home to us, not only how dependent we are upon the rails but, how greatly the services the railroads perform add to the national wealth. . .

"The men who run the railroads, like the leaders in other industries and in the professions, come from all walks of life. Some from the farms and hamlets; some from the cities; more often than not from humble homes. Young men attracted to the railroads, willing to work and spurred by their ambitions, rise from water boys to general managers, from clerks to vice presidents, from rod men to presidents. It is the typical American story. The story of opportunity present nowhere else in the world."

At Rapid City:

"Rapid City is gaining universal recognition for the dynamic tempo of its progress. As one of the notable communities on our railroad, your ambitious plans are capturing wide interest.

"Our railroad was built to Rapid City in 1907, when our predecessor, the White River Valley Railway Company, completed the 220-mile line from Chamberlain, where it had bridged the Missouri River in 1905. . . The Milwaukee Road now oper-

ates 1,735 miles of railroad in South Dakota and employs more than 2,200 people in the state with a payroll of over \$8 million. Our annual property tax bill in South Dakota amounts to about \$900,000. . .

"I have heard it said by some that the railroads lack vision and have lagged behind some other industries in the adoption of new and modern methods. Those of us closest to the railroad industry, however, are very proud of its accomplishments. All of us are impressed with the new styling and the luxury of the modern streamlined Diesel-powered passenger trains. But many of the most important accomplishments are not glamorous and are little known to those having no connection with the industry. The story of what has been accomplished in fuel savings, the new methods in the maintenance of bridges and buildings, modernized shop equipment and the use of power would amaze you, and it is these facts which have made it possible for the railroads to continue to operate successfully in the face of greatly increased costs and taxes,

outmoded regulation and in the struggle with the several competitive transportation agencies. . .

"We are fortunate on the Milwaukee in having capable and enthusiastic officers, deeply conscious of their responsibilities. The officers and employees are proud of the Road and there is a friendship among us which we highly prize."

Chamber of Commerce of Renton, Wash., on Sept. 13. Speaker, C. F. Hanson, assistant general attorney, Seattle.



C. F. Hanson

"Looking at our competitive situation, we find that the railroads acquire and maintain at their own expense their right of way and all facilities used in connection with their operation. . . Certain other transportation agencies are furnished their right of way; others have many of their facilities furnished them; and still others receive subsidies in other forms. . . A study made in one state discloses that it cost from three to five times as much to construct a highway heavy enough for use by large long-distance motor carriers, than it would to construct the same highway for use by passenger cars and lighter trucks. I also saw in the Seattle paper the other day where the Seattle Port Commission announced that due to the increased air freight business it was going to be necessary to construct a building to handle this business. The additional



C. L. Taylor, general attorney and commerce counsel, principal speaker at the Sioux City and Rapid City Centennial meetings, is shown at the extreme right in this picture taken at the luncheon sponsored by the Sioux City Rotary Club. The others, left to right, are: H. C. Snow, freight agent at Sioux City; R. F. Johnston, general passenger agent, Chicago; Director W. T. Mahoney, Sioux City; S. G. Grace, freight traffic manager, Chicago; and William Grande, past president of the Sioux City Rotary Club, who served as toastmaster.



ROY O. HUGHES (center), new president of the Order of Railway Conductors, and a former Milwaukee Road conductor, was an honored guest at the Milwaukee Road Centennial dinner sponsored by the Cedar Rapids Chamber of Commerce on Sept. 28. He is shown here, assisted by P. H. Draver, vice president—traffic, ringing the locomotive bell which stood on the speaker's table. At the left is J. H. Rodgers, general secretary-treasurer of the O.R.C.

Cedar Rapids, national headquarters of the O.R.C., was the scene of a gala welcome staged for the new grand officers of the Order in August by the Cedar Rapids Business and Professional Men and participated in by The Milwaukee Road and a number of employees.

cost of these highways and the cost of constructing this building is borne by the taxpayers, but should it even be mentioned that some city should construct a line of railroad or depot for a railroad, I am sure we would all be horrified. . .

"I call your attention to the slogan which we have used at the start of our second century. We do not say 'Completing 100 Years of Service'. We say, 'Opening Our Second Century'. In other words, we are looking to the future, not the past. We are starting it with a determination to render to the public the best service we are able to provide."

Tri-City Traffic Club at Rock Island, Ill., Sept. 21. Speaker—A. N. Whitlock, vice president and general counsel, Chicago.

"The first line of The Milwaukee Road to enter the Tri-Cities area was constructed in 1862 on the Illinois side of the Mississippi River when a predecessor of our railroad built the line from Port Byron, Ill., to East Moline, Ill., which was then known as Rock Island Jct.

"In 1901 our railroad acquired trackage rights from the Chicago, Burlington and Quincy and the Davenport, Rock Island and North West-

ern from East Moline to Rock Island, Ill., Davenport, Ia., and Clinton, Ia., which latter point had been reached by our rails in 1880, the same year our railroad bridged the Mississippi

River between Savanna, Ill., and Sabula, Ia., connecting its Iowa and Illinois lines. . .

"And so we come, at the end of a century, and greet you as a neighbor and, I might say, even as a partner, in the development and progress of the Tri-Cities and your two great states. Looking backward, we try to forget the tough spots and think of the pleasant things and catch our second wind for the next lap. . .

"Experience shows that one of the first targets in a movement toward nationalization of industry is transportation. . . It is the type of industry about which the government now has the most to say. It is not possible, in a short period, to discuss it thoroughly, but I believe that sound thinking will lead to the conclusion that government ownership and operation of the railroads would be undesirable from the standpoint of all interests concerned. From the standpoint of labor, it would place wages largely beyond their bargaining power. It would reduce efficiency in operation, would remove incentive and would deprive the state and national governments of substantial tax receipts."

Chamber of Commerce of Bellingham, Wash., on Sept. 27. Speaker, T. H. Maguire, general attorney, Seattle.



T. H. Maguire

"Because its pioneer western line was started in Bellingham in 1883 (the old Bellingham Bay & British Columbia Railroad, with its inception in trackage from the coal mines here to bunkers at



Shown (left to right) at the speakers' table at the Tri-City Traffic Club dinner honoring The Milwaukee Road: Mayor A. R. Kroppach, Davenport; P. H. Draver, vice president—traffic; Mayor M. L. McKay, Rock Island; A. N. Whitlock, vice president and general counsel; C. Don Fuelscher, president of the Tri-City Traffic Club; W. Lloyd Keepers, secretary of the Rock Island Chamber of Commerce; George F. Reeder, secretary of the Moline Association of Commerce; and Frank Hagendorn, Milwaukee Road DF&PA at Davenport.

tidewater) The Milwaukee Road feels that it has grown up with Bellingham.

That simple beginning in both the Road's and Bellingham's history has grown into a \$2 million annual freight business for Bellingham and the Milwaukee. The combined car barge and train operation here makes The Milwaukee Road the only 'sea going' railroad in the world. . .

"In looking into our second century we see the fundamental problems which we as a railroad and you as shippers must meet. Our interests are equal, because this territory out here is predominantly producing territory and obliged to market the great amount of its products at great distances. So far, the transcontinental railroads are the only agency which can handle distribution of these products at practicable prices."

Chamber of Commerce of Cedar Rapids, Ia., on Sept. 28. Speaker, P. H. Draver, vice president—traffic, Chicago.

"American railroads have been entirely self-supporting through revenues, with the exception of the 26 months during World War I when they were operated by the government. That experience—government operation—cost the taxpayers more than \$2½ million a day in operating losses. Under private management in World War II, the railroads paid our government more than \$2½ million a day in taxes. . .

"The railroads have contributed so much to the development and prosperity of the nation under private ownership that I do not believe the American people will change the system. But we should all be alert to the possibility that the question of government operation of the railroads will be presented to you, the public, in one form or another in the foreseeable future. I know that you, as citizens who have the welfare of their country at heart, will take a definite stand in favor of the system under which we have grown and prospered. . .

"We in the railroad business believe that there should be a new and integrated and coordinated national transportation policy applicable to all forms of transportation, surface and air, under which promotional and subsidy aids would not be furnished to any one form without the fullest consideration of the effect on other forms. That policy should contemplate the abandonment of all subsidies as rapidly as possible, so as to leave each form of transportation to compete with the others in a free and fair field and so as to give the public the benefit of the most efficient and economical form of transportation for each particular service."

J. B. Murray Elected Vice President; Succeeds R. J. Marony

AT A MEETING of the board of directors in Chicago on Sept. 13, Joseph B. Murray was elected vice president of the Road with headquarters in New York City, succeeding Vice President Robert J. Marony who has retired after 44 years of service.

Mr. Murray comes to the railroad



Robert J. Marony Joseph B. Murray

with a diversified background of business management. He is a native of New York state and president of the Murray Manufacturing Corporation. With a brother, Thomas E. Murray, he has been associated with various other Murray enterprises for many years. He is a graduate of Yale University and a member of the American Institute of Electrical Engi-

neers. In addition to his numerous business interests, he is affiliated with many philanthropic organizations.

Mr. Marony, retiring vice president and fiscal officer, spent his entire railroad service in the Road's New York office. He was born in Philadelphia on Feb. 9, 1881, and received his education at the College of the City of New York. His first position in the Road's eastern office, starting in December, 1906, was as a clerk in the financial department. Since then he has held various positions in the eastern financial and executive offices.

From 1912 to 1925 he was assistant secretary and assistant treasurer, in addition to acting as vice president from 1921 to 1925. He served as New York representative for the receivers of the CM&StP from 1925 to 1928, as vice president and assistant secretary of the CMStP&P from 1928 to 1935, and as New York fiscal representative for federal court trustees since 1935. He was elected vice president and fiscal officer of the reorganized company on Dec. 3, 1945. He makes his home in Norwalk, Conn., but has agreed to be available to the company as a consultant in the New York office.

J. O. McIllyar Heads List of Traffic Officers Promoted

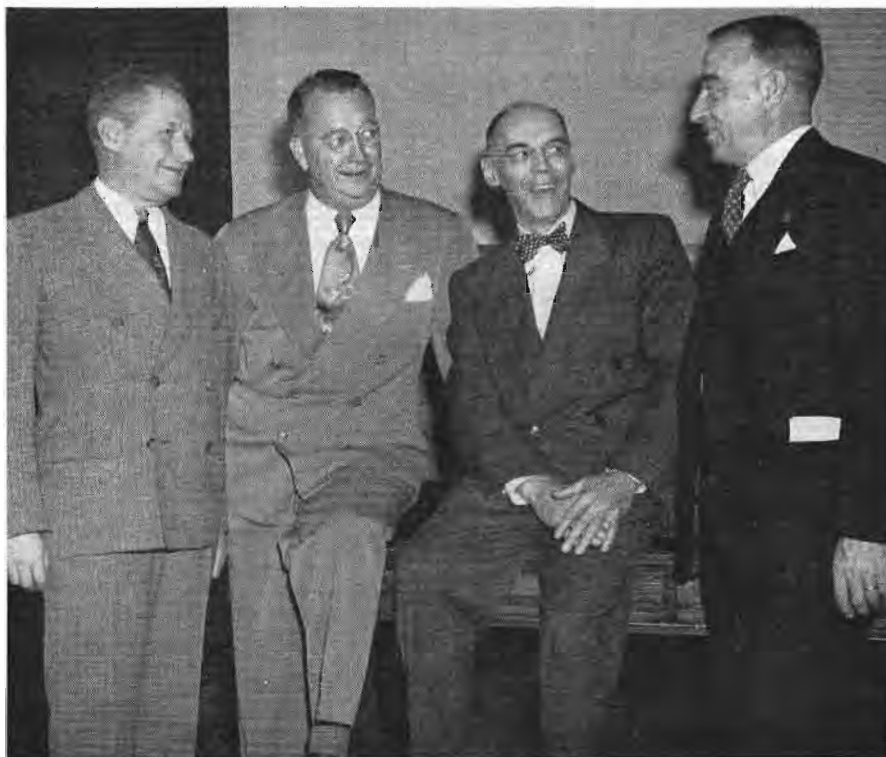
THE appointment of J. O. McIllyar to fill the newly-created position of southeastern traffic manager in Washington, D. C., effective Oct. 1, brought about a number of traffic promotions.

Mr. McIllyar, who started his railroad service in his native state of Ohio, joined the Milwaukee Road staff in 1921 in the Seattle freight traffic department and the following year was appointed traveling freight and passenger agent there. He was transferred to Spokane as commercial agent in June, 1927, appointed division freight and passenger agent at Aberdeen, Wash., in October, 1935, division freight and passenger agent at Miles City, Mont., in October, 1938, and assistant to western traffic manager, Seattle, in September, 1941. In July, 1947, he was appointed assistant to vice president, Chicago, and the following February became assistant freight traffic manager there. He had been traffic manager at Seattle since September, 1948.

Mr. McIllyar's former position has been awarded to Paul Wilson, for-

merly general freight agent, Seattle. Mr. Wilson entered Milwaukee Road service in 1911 at Tacoma, having been previously employed by other railroads. In February, 1919, following his return from military service in World War I, he was appointed assistant agent at Tacoma. In February, 1920, he became freight agent in Seattle, in January, 1926, division freight and passenger agent at Green Bay, and in June, 1929, division freight and passenger agent, Tacoma. He was advanced to assistant general freight agent, Seattle, in July, 1935, and general freight agent, Seattle, in October, 1948.

J. E. Marshall, who succeeds Mr. Wilson, transfers to his new position from that of general agent at Milwaukee. He started with the Road at Winnipeg, Manitoba, Can., in 1919, was appointed city freight and passenger agent at Winnipeg in February, 1926, and the following year, city freight agent at St. Paul. In October, 1938 he became city freight agent at Minneapolis, in October, 1939, travel-



Shown together at the general staff meeting in Chicago at the end of September are four recently-promoted traffic officers. Left to right: L. J. Kidd, general agent, Milwaukee; J. O. McIlyar, southeastern traffic manager, Washington, D.C.; Paul Wilson, western traffic manager, Seattle; and J. E. Marshall, general freight agent—sales and service, Seattle.

ing freight and passenger agent, St. Louis, and general agent at St. Louis in November, 1945. He was appointed general agent, Seattle, in May, 1948, and general agent at Milwaukee the following September.

Mr. Marshall is succeeded by L. J. Kidd, formerly general agent at Seattle. Mr. Kidd has been with the Road since 1919, starting in the local freight

office at Tacoma. Subsequently he became rate clerk, then chief clerk in the Tacoma freight traffic department. He was appointed traveling freight and passenger agent at Tacoma in July, 1928, division freight and passenger agent, Aberdeen, Wash., in October, 1938, and export and import agent, Seattle, in September, 1943. He had been general agent at Seattle since February, 1947.

W. P. Heuel and J. E. Vraney Promoted

AS REPORTED in the September issue of this Magazine, effective Sept. 15, W. P. Heuel was appointed assistant comptroller, upon the retirement of William Kruckstein, general auditor, the position of general auditor

being abolished. J. E. Vraney succeeded Mr. Heuel as auditor of station accounts and overcharge claims.

W. P. "Bill" Heuel is a veteran of the Fullerton Avenue accounting department staff. He entered Milwaukee Road service on Aug. 23, 1912, starting in the office of the freight auditor. Following a series of departmental promotions, he was appointed assistant freight auditor on May 1, 1921. He was promoted to auditor of overcharge claims on July 1, 1923, assuming the additional duties of auditor of station accounts on Oct. 15, 1944.

J. E. "Jack" Vraney started his railroad service with the Chicago Great Western in August, 1916. He joined the Milwaukee Road force in May, 1930, as a traveling auditor. He had been chief traveling auditor since August, 1941.



W. P. Heuel



J. E. Vraney

APPOINTMENTS

Traffic Department

Effective Oct. 1, 1950:

J. O. McIlyar is appointed southeastern traffic manager with office at 310 Kass Building, 711-14th Street N. W., Washington, D. C.

Paul Wilson is appointed western traffic manager with office at Seattle, succeeding J. O. McIlyar, promoted.

J. E. Marshall is appointed general freight agent—sales and service, Seattle, succeeding Paul Wilson, promoted.

L. J. Kidd is appointed general agent with office at Milwaukee, succeeding J. E. Marshall, promoted.

F. W. Watkins is appointed general agent, freight department, succeeding L. J. Kidd, promoted. The position of export and import agent is abolished and will be handled by Mr. Watkins as general agent, freight department.

H. O. Engel is appointed assistant general freight agent—rates and divisions, Seattle.

S. P. Elmslie is appointed traveling freight agent with headquarters at Minneapolis, succeeding C. P. Cassidy whose promotion to division freight and passenger agent at Terre Haute, Ind., became effective Aug. 1.

H. R. Genereau is appointed city freight agent at St. Paul.

Law Department

Effective Oct. 1, 1950:

J. H. Andrews, assistant freight claim agent, is appointed freight claim agent, succeeding M. B. Mortensen who retired on Sept. 30 after nearly 50 years of faithful service in the freight claim department of the Road.

H. W. Kirch, assistant freight claim agent, is advanced to the position vacated by Mr. Andrews.

J. J. Liewald, chief clerk in the freight claim department, is appointed assistant freight claim agent, succeeding Mr. Kirch.

Engineering Department

Effective Oct. 1, 1950:

K. L. Clark is assigned to special work in the office of assistant chief engineer.

B. J. Worley is appointed division engineer of the Chicago Terminal Division with headquarters at Western Avenue, Ill., vice K. L. Clark, promoted.

B. E. Daniels is appointed division engineer of the H&D Division with headquarters at Aberdeen, S. D.

W. C. Whitham is appointed division engineer of the Idaho Division with headquarters at Spokane, Wash.

R. J. Coffee is appointed division engineer of the Terre Haute Division with headquarters at Terre Haute, Ind.

Mechanical Department

Effective Sept. 29, 1950:

John M. Hemsey is appointed superintendent air brakes; vice R. G. Webb, deceased.

Effective Oct. 1, 1950:

Harvey W. Brandt is appointed assistant superintendent air brakes, vice John M. Hemsey, promoted.

R. G. Webb

ROBERT G. WEBB, superintendent of air brakes with headquarters in Milwaukee, died in Yakima, Wash., on Sept. 9. Funeral services were held in Tacoma; burial was at Spokane. He is survived by his widow, Lois, and son Robert.

Mr. Webb was a native of Renova, Pa. Moving west, he attended the Blair Business College in Spokane and Oregon State College where he studied economics and mechanical engineering. He entered railroad service in 1908 on the Idaho & Washington Railroad, now a part of The Milwaukee Road system, and worked as locomotive fireman, engineer and traveling fireman. After World War I service he was employed as a mechanical expert by the Westinghouse Air Brake Co. Subsequently he returned to the railroad, serving as traveling engineer, trainmaster and assistant superintendent. He had been superintendent of air brakes since 1941.

Milwaukee & Mississippi Postmark Earliest Known

A FOUR-PAGE pamphlet recently issued by the Wisconsin Postal History Society, entitled "Early Wisconsin Railroad Postmarks," reports that a cancellation of the Milwaukee & Mississippi Rail Road Company, on a 3-cent 1853 envelope, "seems to be the earliest Wisconsin railroad postmark known." The Milwaukee & Mississippi was the original predecessor company of The Milwaukee Road.

Included in the pamphlet are illustrations of three early Wisconsin railroad covers, nine early cancellations, and two detailed maps, one showing Wisconsin railroads in the 1851-1857 period and the other railroads in operation from 1858-1861. Roland L. Hustis, 724 East Wells Street, Milwaukee 2, Wis., is the editor of the pamphlet.

Milwaukee Road Tests New Passenger Ticket

IF AN experiment conducted on The Milwaukee Road proves successful, the long form interline passenger tickets now used by the nation's railroads may soon be replaced by a small compact booklet of coupons. Starting Aug. 15, a new handy size, easy-to-read booklet measuring 3¼ by 6¼ inches was placed on sale in Milwaukee, Minneapolis and St. Paul. A 60-day test will determine the practicability of the form for adoption by the entire railroad industry.

The simplified ticket was developed by a Western Lines committee headed by Harry Sengstacken, the Road's passenger traffic manager. Mr. Sengstacken delivered a report of the committee's study and an explanation of the new form at the 13th annual sales meeting at the 27th annual convention of the American Association of Railroad Ticket Agents in Milwaukee on Sept. 7.

The experimental ticket consists of a 6-coupon form with additional coupons for the passenger and auditor receipts—as explained by Mr. Sengstacken, 6 coupons are considered the largest number which can be filled at one writing and still be legible. A special new pencil safety stock with a sensitized coating gives protection against alterations. The carbon spot of the ticket, a patented process, has many advantages over

ordinary carbon in that it will not smudge or dry out and is guaranteed to retain its copying quality for many years. Best results are obtained with a hard pencil or ball point pen used against a hard surface.

Mr. Sengstacken listed the following advantages of the new wallet-size booklet:

1. Easier to handle than the long form.
2. All coupons can be stamp dated and complete information shown in one operation.
3. The passenger gets a receipt for fare paid, eliminating the necessity for issuing a separate receipt.
4. The agent's coupon, as well as all other coupons, carries the complete information of the transaction.

Another outstanding feature of the ticket is the simplicity of the contract. Space for the time limit is provided in the lower left-hand corner, while the remainder of the contract wording is briefly stated in the lower right hand corner, thus eliminating the lengthy wording and the complicated dating staff of the present interline contract.

The first coupon in the book is the agent's portion, and all of the writing is done on that form. To illus-



Harry Sengstacken, passenger traffic manager (left), explains the advantages of the new ticket booklet to officers of the American Association of Railroad Ticket Agents—C. W. Meinsen, CB&Q, Philadelphia, president; W. E. Mischnick, Dearborn Street Station, Chicago, vice president; and E. R. Hutton, N.Y.C., Chicago, secretary (left to right).

trate what a ticket of this type means to the ticket seller, Mr. Sengstacken outlined the time-consuming routine of filling out the long form in contrast to the streamlined feature of the one-writing and stamping operation.

A few days before the experiment was started, ticket salesmen at the test points on the railroad were given a full explanation of the use of the new form. In addition, train and accounting forces, together with accounting officers of other lines, were asked for suggestions. Through the medium of a brief message printed on the book cover, patrons were also invited to comment.

All information obtained will be studied by the committee with a view to developing a ticket which will be acceptable to all rail carriers. With that accomplished, consideration will be given to an interline ticket with a greater number of coupons which can be used one way as well as round trip and also transcontinentally.

In America there are two classes of travel—first class and with children.—Robert Benchley.

Crossroads Melodrama Stars Engineer and Fireman

SIX INCHES isn't much of a distance to travel, but sometimes it means the difference between life and death. Consult Engineer Elmer Lawrence or, better yet, ask Mrs. G. E. Townsend of Janesville, Wis.



Mr. Lawrence wants no part of hairbreadth escapes, so his role in the incident involving Mrs. Townsend comes from a witness, Fireman Fred Chilton, and the lady herself. It all happened on a recent Sunday as No. 118, with Lawrence at the controls, was nearing the well known "Five Points" crossing east of the Janesville passenger station. Lawrence and Chilton observed a woman approaching on the fireman's side of the Diesel, but both knew she had time to cross. Suddenly, as they watched in horror, she stumbled and in a second she was lying on the tracks.

Lawrence automatically removed his foot from the "dead man" control lever and offered a silent prayer. The combination was effective, and the train slid to a stop less than a foot from the prostrate woman. The rest of the story is Mrs. Townsend's.

"It was a foolish thing for me to do," she wrote. "But I was late getting home, with a dinner to cook, and

Engineer Lawrence (right) and Fireman Chilton review the narrow escape.

		AUGUST		EIGHT MONTHS	
		1950	1949	1950	1949
RECEIVED FROM CUSTOMERS					
For hauling freight, passengers, mail, etc...		\$25,813,166	\$23,583,747	\$158,743,047	\$159,412,529
PAID OUT IN WAGES					
10,925,540		10,774,822	78,509,375	82,519,533	
PER DOLLAR RECEIVED (CENTS).....		(42.3)	(45.7)	(49.5)	(51.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance		678,184	632,179	4,781,020	5,063,479
PER DOLLAR RECEIVED (CENTS).....		(2.6)	(2.7)	(3.0)	(3.2)
ALL OTHER PAYMENTS					
For operating expenses, taxes, rents and interest		11,369,169	9,890,035	71,302,755	71,278,320
PER DOLLAR RECEIVED (CENTS).....		(44.1)	(41.9)	(44.9)	(44.7)
NET INCOME		2,840,273	2,286,711	4,149,897	551,197



I would have made the crossing all right if I hadn't caught my foot. I have crossed those tracks for 40 years and it was the first time I ever fell. From the bottom of my heart I thank the engineer and fireman for saving my life."

Engineer Lawrence has been on the Varsity run for about six years. He is a veteran of 1905, starting as a fireman and being promoted to engineer in 1912. The bulk of his service has been between Fox Lake and Chicago. He makes his home in suburban Libertyville. Chilton, a Chicagoan, has been with the Road since 1929, starting as a fireman in the Chicago terminals and yards.

Army Appoints J. D. Shea Regional Railroad Assistant



J. D. Shea

operation of the American railroads by the Army.

Lt. Col. Shea is former commanding officer of the 731st Railway Operating Battalion with headquarters in Minneapolis. In World War II, prior to going overseas, he was executive officer of the 744th Railway Operating Battalion, stationed at Ft. Snelling. In the European Theater he commanded the 724th Railway Operating Battalion and was wounded in action, receiving the Purple Heart, the Soldier's Medal with Oak Leaf Cluster and the Army's Bronze Medal. He was also decorated by the French government with the Croix de Guerre.

JAMES D. SHEA, assistant superintendent of the I&D Division with headquarters at Sioux City, Ia., has been appointed assistant director of the Northwestern Region Transportation Corps for the

Foreign Experts Look Us Over

A PART of the 85 - member "Railroad Study Delegation" from 12 European Marshall Plan countries who recently studied technical details of railroad operation in the United States were careful not to overlook the Milwaukee's Galewood Transfer operation in Chicago, and its car-building facilities in Milwaukee.



The above picture, taken at the shops on Sept. 18, shows a group of European railroad technicians discussing the construction of a Milwaukee Road car truck. Left to right, they are: Niels Sogaard, Copenhagen, Denmark; Dr. Adolph Mielich, Gottingen, Germany; Alfons Brill, Frankfurt, Germany; Helmuth Kirchstein, Gottingen, Germany; and Bo Stille, Stockholm, Sweden.

The group below was pictured following a study of merchandise loading and unloading methods at Galewood Transfer. In the front row,

left to right, are: K. R. Schwartz, superintendent Chicago Terminal Division; George Wilson, assistant terminal superintendent; B. G. Pobloski, assistant agent, Galewood station; Sidney Hill, assistant to vice president of the New York Central, and representative of the Economic Cooperation Administration; W. L. Ennis, assistant to vice president in charge of claim prevention, refrigerator and merchandise service; Charles Pethes, Galewood freighthouse foreman; and A. E. Ward, agent at Galewood.



Three turtles decided to have a cup of coffee. Just as they went into the cafe it started to rain so the biggest turtle said to the smallest turtle: "Go home and get the umbrella". So the little one said: "I will if you don't drink my coffee." "We won't", promised the

other two.

Two years later the big turtle said to the middle turtle: "Well, I guess he isn't coming back so we might as well drink his coffee." Just then a little voice called from just outside the door: "If you do I won't go."

RETIREMENTS

The following employes' applications for retirement were recorded during September, 1950

Chicago General Offices

COVNICK, FRANK W.
Trav. Auditor Chicago, Ill.
YEATON, FRED D.
Asst. Engineer Chicago, Ill.

Chicago Terminals

BONGAR, JOSEPH
Carman Chicago, Ill.
BURGHARDT, MARIAN J.
Frt. Trucker Chicago, Ill.
CAARTEN, CLARENCE B.
Boilermaker Helper Bensenville, Ill.
EVANS, FRANK
Boilermaker Bensenville, Ill.
FARRELL, WILLIAM L.
Ex. Gang Laborer Galewood, Ill.
GNUTEK, JOHN C.
Car Cleaner Chicago, Ill.
MURPHY, MARTIN J.
Crossing Watchman Chicago, Ill.
NELSON, OTTO O.
Freight Stower Chicago, Ill.
RIBBON, WILLIAM T.
Loco. Engineer Chicago, Ill.

Coast Division

ANDERSON, HENRY L.
Ex. Gang Laborer Tacoma, Wash.
BANKOFF, ANDRY T.
Section Foreman Newport, Wash.
BRAITHWAITE, JAMES H.
Carman-Welder Tacoma, Wash.
BREVIK, CARL O.
Ex. Gang Laborer Seattle, Wash.
FELKER, WALTER A.
Pipe Fitter Tacoma, Wash.
GIUS, LORENZ V.
Blacksmith Tacoma, Wash.
JOHNSON, ADOLPH B.
Blacksmith & Welder Tacoma, Wash.
LOUGHLIN, STEPHEN
Carman Tacoma, Wash.
PARRY, DAVID J.
Car Inspector Seattle, Wash.
PUTNAM, CHARLES C.
Ex. Gang Laborer Tacoma, Wash.
RICHARDSON, GEORGE H.
Ex. Gang Laborer Tacoma, Wash.
SOMMERVILLE, JOHN M.
Airman Tacoma, Wash.
THOMPSON, JAMES M.
Equipment Maintainer Chehalis, Wash.

WAKIN, SABA
Chauffeur, Store Tacoma, Wash.

Dubuque & Illinois Division

DEE, WILLIAM E.
Conductor Savanna, Ill.
HOWE, ALBERT E.
Conductor Dubuque, Iowa
JOHNSON, ERNEST H.
Asst. Divn. Engr. Savanna, Ill.
LEWIS, ROBERT E.
Conductor Ottumwa, Iowa
LOWRY, ELMER W.
Blacksmith Ottumwa, Iowa
MEARS, WILLIAM H.
Loco. Engineer Kansas City, Mo.
NEVINS, RALPH P.
Loco. Engineer Cedar Rapids, Iowa
SOWDER, JOHN W.
Chf. Clerk to Supt. Ottumwa, Iowa
WIEGAND, JOHN L.
Loco. Engineer Dubuque, Iowa

Hastings & Dakota Division

EAGLESON, FREDERICK J.
Yard Clerk Aberdeen, S. D.
FLESHER, CHARLES A.
Boilermaker Aberdeen, S. D.
LINDEMAN, PHILIP
Section Laborer Ipswich, S. D.
SKRAASTAD, PETER O.
Section Laborer Mellette, S. D.

Idaho Division

FALCO, JOE
Section Laborer St. Maries, Idaho

Iowa Division

PROUDFIT, JOHN H.
Section Laborer Olive, Iowa
STITZEL, BENTON
Loco. Engineer Perry, Iowa

Iowa & Dakota Division

LONGINAKER, CHARLES A.
Section Laborer Hawarden, Iowa
SHOVEIN, JOSEPH
Machinist Mason City, Iowa
WATIER, OVIDE A.
Loco. Engineer Sioux City, Iowa

Iowa & Southern Minnesota Division

CARROLL, GEORGE E.
Carpenter Helper Austin, Minn.
DOMBROWSKI, ANDREW
Sec. Laborer Wells, Minn.
HOUFF, JOSEPH E.
Trucker Austin, Minn.
LENZ, CHARLES C.
Sec. Laborer Kasota, Minn.
PUTNAM, NILES C.
Sta. Agent Lyle, Minn.
WELLAND, BERT P.
Sec. Laborer Albert Lea, Minn.

La Crosse & River Division

BAY, STAFFORD E.
Loco. Fireman Milwaukee, Wis.
COE, CHARLES D.
Frt. Trucker
& Baggagehandler Winona, Minn.
STRASSMAN, CHARLES G.
Section Foreman Merrill, Wis.

Madison Division

GREEN, HARRY H.
Roundhouse Foreman Madison, Wis.
LUTJENS, JOHN C.
Engine Watchman Mineral Point, Wis.
TEGEN, RUDOLPH H.
Sta. Agent-Oper. Albany, Wis.

Milwaukee Division

GALCZAK, STANLEY
Ex. Gang Laborer Kiel, Wis.
HADDOCK, ERNEST E.
Conductor Milwaukee, Wis.
HARKER, FAWN J.
Loco. Engineer Janesville, Wis.
LA BEY, CHARLES F.
Loco. Engineer Milwaukee, Wis.
LODEN, JAMES A.
Conductor Milwaukee, Wis.

Milwaukee Terminals

A'BELL, WILLIAM C.
Painter Milwaukee, Wis.
ACHTERBERG, HARRY A.
Car Carpenter Milwaukee, Wis.
FINLEY, ORIS C.
General Foreman,
Loco. Dept. Milwaukee, Wis.
HYNES, MARTIN L.
Dist. Genl. Car Foreman. Milwaukee, Wis.
McKILLIP, PORTER D.
Painter Helper Milwaukee, Wis.
MICHELS, JOHN
Stoveman Milwaukee, Wis.
SOJAK, FRANK P.
Carman Milwaukee, Wis.
STICKLEY, CHARLES W.
Switchman Milwaukee, Wis.

Rocky Mountain Division

ALGRA, JOHAN H.
Freight Stower Harlowton, Mont.
ANAGNOSTOU, GEORGE N.
Sec. Laborer Butte, Mont.
DUNCAN, LEROY H.
Freight Stower Harlowton, Mont.
YOUNG, DANIEL B.
Manager, Gallatin
Gateway Inn Gallatin, Mont.

Terre Haute Division

BEAROR, JOHN B.
Laborer, Car Dept. Terre Haute, Ind.
BENTLEY, ROBERT S.
Supvr. Tel. & Signals. Terre Haute, Ind.
FOREHAND, JOHN H.
Brakeman Terre Haute, Ind.
KELLEY, JOHN W.
Carman Helper Terre Haute, Ind.
LAREAU, EDWARD O.
Sec. Laborer Ahrens, Ill.
LUCAS, ORVILLE W.
Carman Terre Haute, Ind.
STALCUP, ONIE
Conductor Terre Haute, Ind.
STANKOFF, TOM P.
Sec. Laborer Faithorn, Ill.

Trans-Missouri Division

MARTINEZ, TONY
Section Laborer Miles City, Mont.
ROUMAINE, ADOLPH
B&B Carpenter Marmarth, N. D.

Twin City Terminals

BEDNAR, MIKE
Laborer, Roundhouse. Minneapolis, Minn.
LUCKE, ADOLPH G.
Sheetmetal Worker. Minneapolis, Minn.
MYREN, OLAF O.
Carman Minneapolis, Minn.
OLSON, ALFRED H.
Towerman Minneapolis, Minn.
REDMAN, MURRAY A.
Ex. Gang Laborer. Minneapolis, Minn.

The Milwaukee Road Magazine



"Brutus helps passengers make their trains."

yarn-type lampshades are new

TODAY'S needlework is very different from the embroidered pen-wiper and pincushion variety of yesteryear. At little cost an imaginative woman can now provide all sorts of bright touches for her home with each seasonal change. For fast results you may want to work up a new lampshade for a tired old lamp.

Wound lampshades are attractive for a modern decor—and they're easy to make! Just buy a wire frame or use an old one, and "cover" it with yarn. The yarn used here is a new

all-rayon type that's particularly nice for lampshades because of its thickness and attractive luster. It comes in a selection of 19 brilliant modern colors, vat dyed and washable, and is available at most needlework counters—this lamp required only one skein.

Instructions for this easy-to-make lampshade are available free. Please address your request for the MODERN LAMPSHADE leaflet to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



reader recipe—crisp, tangy cucumber pickles

NO DOUBT about it, there's some mighty good cooking going on in Milwaukee Road kitchens. This month we are featuring a reader recipe contributed by Mrs. Paul Fleischman, wife of a Milwaukee Road man at Mankato, Minn. Mrs. Fleischman's "never fail" specialty goes by the interesting name of—

Five-Day Sweet Chunk Cucumber Pickles

1st day: Wash about 1 peck of dill-size cucumbers and put in a jar.

Cover with boiling water.

2nd day: Pour off the water. Make a salt brine strong enough to float an egg (see that the salt is well dissolved) and pour over the cucumbers.

3rd day: Pour off salt brine. Same as before, pour boiling water over the cucumbers.

4th day: Cut cucumbers in inch-size chunks. Add a piece of alum the size of a bing cherry and cover cucumbers with boiling water.

5th day: Pour off the liquid. Wash

the chunks in clear water and pack in sterilized fruit jars (cucumbers should be well drained). Cover them with the following cooked syrup.

Syrup:

Cook together 2 cups sugar, 1 cup cider vinegar and 2 tablespoons mixed pickling spices. Bring to a good boil and cook 3 to 5 minutes. Pour hot liquid over the cucumbers and seal. This recipe makes enough liquid for 1 quart of pickles. Increase the ingredients for additional jars.

doilies to place and show

A RECENT survey of the needlework patterns featured in the Home Department during the past year showed little change—crochet designs still rank first in favor as the leisure-

time hobby of our women readers. The doily patterns offered this month are "readers' choice" items.

For something unusual—a departure from the usual white and ecru—try the Rose Circle design. Light green is used for the center of clusters and mesh. A ring of roses worked in shaded yellows and cream with green leaves encircles the center. The finished size of the doily is 15 inches, a good size for small tables.

The Trellis Doily is a pleasing change from coasters underneath a beverage set. These mats are crocheted of white cotton, but a rainbow of pastels would make a pretty set, too. Borders in cluster stitch form a trellis-like design. The size? The large mat measures 11 inches across, the small ones 5½ inches.



Direction leaflets for these patterns are available, as usual, free to our readers. Address your request to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

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



Eugene, the 11-year-old son of Carl Dammann, boilermaker helper at Wabasha, Minn., plans to help out Dad as soon as he puts on a few more years. Here he is shown getting the hang of it.

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Three veteran engineers on our division have passed away since May. Tony Luplow, 63, passed away at Oconomowoc while on the patrol run to Watertown. His wife and son survive. Burial was at Watertown.

George Bethke, 71, retired, passed away at his home in Oconomowoc on May 18; burial at Columbus, Wis.

Gustave Grothman, 61, retired, passed away June 22 at his home in Portage.

Otto Gloeckler, 81, retired roundhouse employe, passed away July 25 at Portage. Surviving are his wife, a daughter, a son, two sisters, and a brother Otto, a roundhouse employe at Portage.

On the sick list we have Mrs. W. F. Utesch, wife of pumpman on this division, who is hospitalized at Portage. Latest reports say she is convalescing nicely.

Conductor George W. Clemmons is a patient at the Wisconsin General Hospital, Madison.

Received a letter recently from Tom Bloomfield stating he was sorry to miss the shindig put on by our Chamber of Commerce for the railroad, to which the veterans were invited. Tom has been laid up as the result of falling over a rug in his home in Milwaukee. The oldest veteran at the party was Tom Clarey, retired engineer of 90, who had just settled down for a good game of cards when the party broke up at 10 o'clock.

Bill Ludwig, switchman in Portage yards, has acquired a new nickname since the

Dailey Brothers circus was in town. When the elephants detrained a baby elephant "took a shine" to Bill and walked behind him for quite a distance. He's been "elephant trainer" since then.

If you want any farm produce, just look up Ernie Smith, retired engineer, who has a farm on the Fox River not far from Portage.

Didn't hear any good fish stories this past summer. Everybody seemed to be working and the fishing fell off on account of it.

Second District

H. F. Ogden, Correspondent

Andy Hayes, crew caller at LaCrosse, is off duty on account injuries received in an auto accident.

F. M. Hickey, yard switch foreman, Eau Claire, met an untimely death when he was struck by an auto on Sept. 7.

Word has reached me that D. N. Hicks, engineer and former local chairman on L&R district 2, has passed away.

Mrs. C. Bauer, clerk in superintendent's office, and her husband spent last two weeks of September motoring to Denver.

The Milwaukee Women's Club, LaCrosse Chapter, at this writing is busy with plans for a Family Night pot-luck supper. Look for pictures and writeup in the next issue of the Magazine.

Third District

M. G. Conklin, Correspondent

Mr. and Mrs. Maurice Nelson attended the graduation exercises at Green Bay when their daughter Lois was recently graduated from the Bellin Memorial Hospital School of Nursing. Lois will remain on the staff at Bellin Hospital.

Engineer James O'Brien spent most of

his recent "vacation" assisting with the threshing on his father-in-law's farm.

Jacob P. Horn, 73, former roundhouse foreman at Wausau, died Sept. 7 after being ill four days. Funeral services were held in the Helke Funeral Home with the pastor of the First Universalist Church officiating. Masonic rites were also conducted. Interment was at Wausau. Mr. Horn worked for the Road 37 years prior to his retirement in 1941.

Mr. and Mrs. C. H. Randby, retired conductor and wife, have left for an auto trip to Butte, Mont., and other western points.

W. J. Hayes has been in Miami, Fla., attending the national convention of the Brotherhood of Railroad Trainmen.

Mr. and Mrs. S. F. Philpot have announced the engagement of their daughter Katherine Anne to John Michael Schoeneman of Wausau.

Mr. and Mrs. G. F. Loomis were in Rapid City, S. D., recently for the wedding of Mrs. Loomis' son, James Gorman Delaney, and Miss Ruth Marie Messer of Denver. The nuptials were solemnized at the Immaculate Conception Cathedral and a wedding breakfast was served at the Alex Johnson Hotel.

IOWA DIVISION

Council Bluffs Terminal

Agnes Kinder, Correspondent

The Women's Club chapter held a picnic for all Milwaukee employes at Kiwanis Point in Fairmount Park, Council Bluffs, on the afternoon of Sept. 17. Mr. and Mrs. Roy Michael of Long Beach, Calif., were special guests. Mr. Michael retired as engine foreman several years ago.

Mrs. Earl Cook, wife of retired checker,



The station at Wisconsin Dells in 1875 when the town was known as Kilbourn, an important point on the overland route and hub of Wisconsin River traffic. Note the wood burning engine. The signboard propped against the building advertises the steamer Champion, one of the first sightseeing boats at the Dells.

is again confined to a hospital, this time at St. Joseph's in Omaha.

Oiler Fred A. Ferris and wife spent their recent vacation attending a church convention in New York City.

Carman Russell Bolton is at this writing spending his vacation in Kansas.

Engineer Merle Christensen and wife went to Missoula, Mont., recently, vacationing with their son and family.

Sympathy is extended to Machinist Helper Merritt Logan who received a wire Sept. 25 informing him that his son Ed, 24, was killed in action in Korea.

Hugh McLean, retired boilermaker, and wife, have returned from a vacation, touring to Kansas City, Kans., Lincoln and Scottsbluff, Neb., and the Black Hills.

The third grandchild was welcomed into the family of Lead Carman Carl E. Schonberg on Aug. 29. The parents are Mr. and Mrs. D. B. Childs of this city who chose the name of Victoria Lynn for their first daughter.

Lead Carman Carl Schonberg headed for Chicago and Milwaukee on Sept. 27 for part of his vacation.

New carmen helpers here are Elmer Thompson (son of Andrew Thompson, retired carman), Leroy Jessen, Hubert Nelson and Lynn Miller. Also new on the job is Laborer Robert Griffis.

Switchman F. J. Brugenhemke and wife were hosts to 150 guests at an open house at their home Sept. 24, celebrating their 25th wedding anniversary. With them in the receiving line were Mr. Brugenhemke's brother William and sister Edith, who were their attendants on the original date. Daughter Janet took charge of the guest book for her parents' anniversary party. A special gift for the reception was a silver money tree with 25 silver dollars tied to its branches.

Edward M. Lee has joined the Lougee Real Estate firm of this city and is now a real estate and insurance sales representative. Lee, a retired engine foreman, was assistant district census supervisor in southwest Iowa for the 1950 census. He retired from the Road in January, 1950, after 47 years of service. He has served as president of the railroad YMCA board of directors for two terms.

East End

Benjamin P. Dvorak, Correspondent

L. Turner, retired trainmaster of Waverly, Ill., spent several weeks in Marion in late summer, renewing acquaintanceships.

Dean Woodford was absent from duty for several weeks, due to being ill with pneumonia.

Chandler Boetcher has resumed his studies at Iowa University where he is a pre-medic student.

Joan Failor, daughter of Time Revisor E. Failor, has enrolled at Dubuque University, the school from which her brother Eddie was graduated in June.

S. C. Thomas has a new Ford. He and Mrs. Thomas drove to Ottumwa on Sept. 16 to meet with growers of African violets and secure some of the new varieties to add to their large collection.

Time Revisor Ernie Failor has invested in a new Pontiac.

Mr. and Mrs. H. Wuerth visited in the Marion office on Sept. 14, en route from their summer home in Sioux Narrows, Canada, to Miami, Fla., where they have purchased a winter home.

The A. E. Fairhursts have departed for Springfield, Mass., the former home of Mrs.

Railroad Woman in the Limelight

The picture which appeared in the Council Bluffs "Nonpareil" to illustrate the article on women in railroad jobs. It shows Mrs. Kinder delivering a message to Car Foreman T. P. Schmidt out in the repair yard.



A RECENT article in the Council Bluffs [Ia.] Nonpareil dealing with the prestige which women are earning in railroad jobs was a personal tribute to Mrs. Agnes Kinder, local correspondent for The Milwaukee Road Magazine.

"True," read the article, "there are only 98,000 women employed by the railroads of the U. S. and true, this is only seven per cent of the total employees. But more and more, the so-called weaker sex have been taking over . . . important jobs in keeping the nation's railroads going. Here

in Council Bluffs, a railroad town, many of the women employees are real railroadin' old timers, and a trip around our city's railroad yards proves there are quite a few women who 'keep 'em rollin'.'"

Railroading runs in the family of Mrs. Kinder who is stenographer-clerk to Car Foreman T. P. Schmidt. Her husband, Edgar L. Kinder, is a Milwaukee Road man, as was her father, the late Martinus Christiansen, a car inspector at Council Bluffs for 24 years.

Fairhurst, where they plan to locate permanently.

Superintendent and Mrs. O. A. Beerman spent a recent vacation in Sacramento, Calif., visiting with their daughter, Mrs. H. F. Fox, and her family.

Traveling Engineer Fred Howc and wife toured Colorado while on vacation in September.

R. R. Mills joined his brothers, Max and Glen of Marshalltown, Ia., on a fishing trip to Leech Lake, Minn., in September.

Section Foreman F. Sieck of Marion, while on vacation recently, was relieved by M. M. Bartlett.

C. D. Emerson has been appointed chief dispatcher at Perry and Richard Martin of Ottumwa is temporarily working the first trick in the Marion office. Richard is the son of Agent Glen Martin, North English. R. P. DeVoe, son of Agent Bruce DeVoe of Maquoketa, is working the position of extra dispatcher.

Ralph Whiteford, Jr., is now associated with the Mid-Continent Oil Company. His present headquarters are in Waterloo, Ia.

MILWAUKEE DIVISION

Second District

M. B. Herman, Correspondent

After all these years, Dispatcher Bob Tobin has taken the fatal step. He was married to Betty Wentela on Sept. 9 at Channing.

Roger Mogan, one of our very young operators, has successfully completed his examination for train dispatcher.

Tom Landry recently announced the arrival of a bouncing baby girl and Bob Lorang of a fine baby boy.

Understand that Robert Centen has taken a position in the office of E. J. Scofield in Milwaukee.

Frank Subke, passenger brakeman, has been in the hospital for an appendectomy. Understand he is doing nicely.

We are informed that Engineer Henry Derouin is seriously ill in the hospital.

W. H. Anderson, son of Agent Anderson, Hilbert, announced the arrival of twin girls on Sept. 19.

Frank King retired engineer, died Sept. 25. We extend sympathy to his family.

Francis Hoff, one of our young brakemen, was married Sept. 25.

Section Laborer L. F. Tschury, R. R. Snyder, clerk at Iron Mountain, and Brakeman Robert Muraski have been called to Army service; Bill Rogers to the Navy.

Bill Hetherington has accepted a position as dispatcher at Terre Haute and appears to like it. He reported seeing a huge shovel to take off top dirt which holds 25 tons at a time, stands about five stories from the ground, is about half a block long and has a complete machine shop in the rear end of the unit; supposed to be the largest in the U. S. (Seeing is believing, Bill.)

Mrs. Mary Piron, daughter of Engineer Elmer Hansen, has twin girls, Joan and Jean, born Aug. 17. Congratulations, grandpa.

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

Out at Waukesha, Clerk Frank Knoebel enjoyed his vacation and his new television set together; had a box seat for the World Series. His brother Louie, our timekeeper, took a vacation motor trip through Canada the two weeks previous.

Conductor J. F. Kennelly has given up the Chicago to Walworth run which he had been on for many years and has come to Milwaukee to work on the C&M trains.

Chief Train Dispatcher H. L. Martin speaks very well of the chicken dinners he enjoyed while visiting relatives in Iowa during his recent vacation. Jimmy Schwantes ran the soles off a pair of shoes serving as chief dispatcher during his absence.

Agent Wally Winzen of Truesdell went out to Seattle recently. R. W. Petrovic worked the station during his absence.

E. W. Zellmer, former telegrapher, has stepped over into the clerks' ranks and is working one of the yard positions at Rondout. J. L. Frindell handled the agency at Rondout during Agent Matt Grenning's vacation.

A new arrival has been reported at the home of Kenneth Crouch, division engineer's office. He is Michael Robert, 6 pounds, 13 ounces.

Conductor Henry O'Neill passed away Sept. 24 at the age of 71. He had been hospitalized for some time with a stomach ailment. Mr. O'Neil entered train service on Feb. 1, 1904, was promoted to freight conductor in 1906 and had been a passenger conductor since 1920. His manner of dealing with passengers was a fine demonstration of the friendly spirit on The Milwaukee Road.



Recently promoted in the office of the freight auditor, Chicago. Jacob Jacobson (left), who was appointed traveling switching and interchange inspector, and Allen McSween who succeeds Jacobson as chief clerk of the waybill filing bureau.

CHICAGO GENERAL OFFICES

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

A bridal shower was given for Lorraine Jarzonbeck who was married to Stanley Wasik on Sept. 16; also for Mary Sychowski, married Sept. 30 to Ernest Krause; and a groom shower for Louis Skibicki who was married Sept. 7.

Office visitors in September included

M. B. Mortensen, Retires; Feted by Force



Principals at the retirement dinner pictured with the floral replica of the Olympian Hiawatha. From left: J. H. Andrews, Mrs. M. B. Mortensen, Mr. Mortensen, Mrs. H. W. Kirch, Mr. Kirch, E. O. Schiewe and Mrs. Schiewe.

THE termination of almost 50 years of faithful service by Maynard B. Mortensen, freight claim agent, Chicago, was observed by his associates with a party held Sept. 28 at the Nielsen Restaurant, Elmwood Park, Ill. Attendance included members of the freight claim force with their wives and husbands, former employees, and friends in other industries.

The Milwaukee Road colors were observed in the decorations for the tables, with a floral centerpiece representing a miniature Olympian Hiawatha as the accented feature. A miniature of a 1900 locomotive, complete with crossing signal, ornamented the table of honor.

The party got off to a smooth start with Mr. and Mrs. Mortensen being ushered in to the tune of "I've Been Working on the Railroad." Assistant Freight Claim Agent J. H. Andrews, as master of ceremonies, offered a toast and called upon all interested in "having their say" to seize the chance before the guest of honor could get away. Those who responded included E. O. Schiewe, assistant general solicitor; E. H. Suhrbier, assistant freight claim agent, Seattle; and William L. McFetridge, vice president of the A.F.

of L.; besides many associates and former employees. Letters and telegrams of congratulations from friends and company officials were also read.

Mr. Mortensen's career, as reviewed by Mr. Andrews, started with his graduation from school in 1900 and a subsequent course in law. He entered the freight claim department on Nov. 1, 1901, and held various clerical positions until his appointment as chief clerk in 1920. He was made assistant freight claim agent, Chicago, in 1934 and freight claim agent Aug. 1, 1950. As an authority on freight claim affairs, he also served as chairman of many related committees. Mr. Andrews' talk ended with the presentation of a Lord Elgin watch.

After an acceptance speech by Mr. Mortensen, Pianist Mal Spurling, D.F.C.A., Minneapolis, led in community singing. The entertainment committee then took over with a comedy skit and a musical program of instrumental and vocal numbers. Dancing brought the enjoyable evening to an end.

J. H. Andrews, who has been assistant to Mr. Mortensen, succeeds him as freight claim agent in Chicago.

Helen Reed (Jensen) with daughter Linda, seven and a half months, Angeline Laubinger (Mauro) and her young son and La Verne Young (Penny) with her blue-eyed daughter.

Sympathy was extended to Mary Jane Winsauer in the loss of her mother on Sept. 19.

Mr. and Mrs. Joseph Schroeder announce the birth of a daughter on June 6. The mother was formerly Evelyn Melchow, who resigned in 1944.

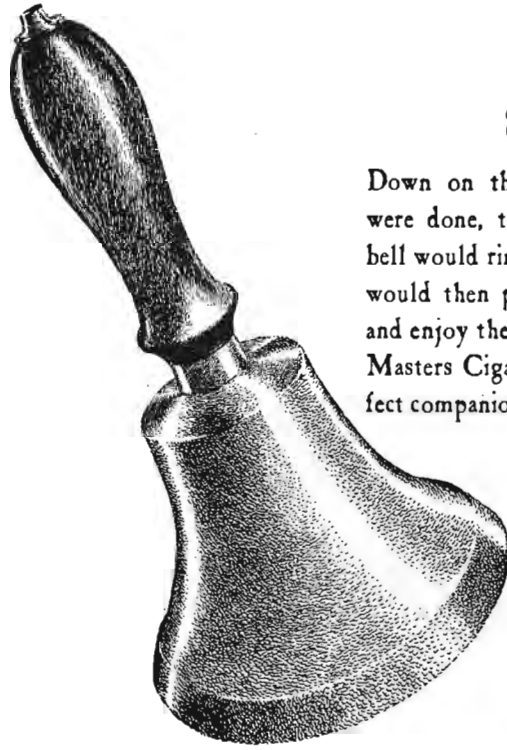
Mr. and Mrs. Major Hill (Evelyn Rosen-

kranz) are the parents of Major Timothy, born Sept. 7.

Mr. and Mrs. Chester Slowik (Fritzi) announce the arrival of a baby boy on Sept. 15.

Agnes Samp appeared at the office on Sept. 28 wearing a lovely engagement ring.

It recently came to light that Alberta Jeske is a member of a professional square dance team which won fourth place in a contest conducted at the Grant Park band shell among teams from Chicago and vicinity.



Supper Bell

Down on the farm when the daily chores were done, the welcome call of the supper bell would ring throughout the house. Father would then put aside his cares, eat heartily, and enjoy the honest pleasure of a fine Dutch Masters Cigar...fragrant and mellow, his perfect companion for the quiet after-supper hours.

Dutch Masters Cigars

2 for 25¢ and up



Freight Auditor's Office

J. A. Strohmeier, Correspondent

Robert J. Schultz, clerk in the freight auditor's office bindery, received notice to report for service in the armed forces on Sept. 12. Our good luck wishes go with him.

Ed Wayrowski, review bureau, reported having an enjoyable time at the Veterans' reunion at Minneapolis Sept. 30.

Elaine LeBeau, accounting machine bureau, reports a fine time vacationing with her husband at Miami, Fla. Hazel Hettinger of the same bureau was welcomed back after extended leave. Margaret Jones, same bureau, who has bought a new home, and her twin sister Mary, of the computing bureau, received a surprise gift from friends in their respective bureaus and from other friends who wish them well. They have been employed here for 35 years.

Our newest bride, Florence (Zydel) Carlson, who left for Buffalo, N. Y., brought her husband to the office Sept. 29 for a visit, while on their honeymoon.

Margaret (Holzman) Mercier, formerly of the accounting machine bureau, informs us that she is the mother of a baby boy, Arthur, weighing nearly 11 pounds.

LaVerne Hall is a grandpa. The first grandchild, Linda Jean Murphy, was born to his daughter Patricia. LaVerne says everything is great with the exception of Grandma leaving him to his own cooking abilities,

which he says are not much to brag about.

John Kreiter, head clerk of estimated earnings bureau, has returned from a vacation at Miami, Fla.; is boasting about the big deep sea fish he caught—tuna, bonita and swordfish.

We extend sympathy to Charles Becker, review bureau, in the death of his mother who passed away recently after a long illness.

Freight Claim Department

Palmer G. Lykken, Correspondent

Upon the retirement of M. B. Mortensen, freight claim agent, on Sept. 30, J. H. Andrews was appointed freight claim agent. H. W. Kirch and J. J. Liewald were appointed assistant freight claim agents and A. H. Ducret chief clerk. Office promotions included Margaret Ericson, LaVerne Pater, Shirley Rugen, Helen Bunton and Lydia Panek.

Jerry Mann left the Milwaukee recently to enter Bowling Green University, Bowling Green, Ohio. He plans to go into marketing.

Mr. and Mrs. Warren Goodcase are the parents of a baby boy, Allen James, born Sept. 15.

Hattie Kosen is sporting a luxurious new Dodge; Coronet, no less.

Ruth Ballin returned to work Aug. 1 after a two and a half month illness.

Vacations are still going strong in this department. Eddie and Lottie Knapp recently visited the Smoky Mountains National Park;

Len Palla, the New England states; Andy Anderson, Flint, Mich.; Al Ducret, the Canadian Rockies (and came back with many fine color photographs of that area); Howard Muse, his home state of Iowa; Dolores Stallcup, the California coast; and Betty Post, the rough and ready Ozarks.

Bud Bloethner, who believes in proving a point, turned up recently with a highly polished gold (?) golf trophy measuring 1 by 3 feet. It was awarded by the Veterans of Foreign Wars, Niles, Ill., in Post competition.

Engineering Department

Doug Rieser, Correspondent

John W. Fowler recently married Betty O'Brien of Gary, Ind., in a ceremony at Gary. The newlyweds spent their honeymoon motoring through the Smoky Mountains of North Carolina and at Mr. Fowler's home at Gaffney, S. C. The bridge designer and his bride are now living at 617 Buchanan Street, Gary.

Instrumentman E. A. Dusak, recently transferred to the division engineer's office at Western Avenue, dropped into the office recently to shake hands.

D. H. Fisher, former chief carpenter, is now assistant engineer in Mr. Ornburn's office.

J. S. (Joe) Kopec has been appointed secretary to Assistant General Manager J. J. O'Toole.

We hope to hear interesting stories from Assistant Engineer Steve Francescan who sailed with his wife on the Queen Elizabeth Sept. 21 for a vacation in England.

As of Oct. 2, Howard Marcus had his title changed from bridge designer to lieutenant in the Marine Corps.

The engineering department extends sympathy to the family of Assistant Engineer A. C. Paynter who passed away Sept. 15 at his home in La Grange after a long illness.

We are pleased to know that Chief Clerk H. E. Datisman, who has been hospitalized with pneumonia, is on the road to recovery.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Mary Lou Stefanski, of the central typing bureau, became the bride of Hilary Wisniewski, of the auditor of expenditure's office, on Sept. 2, at St. Paschal's Church. Joanne Komoll, also of the central typing bureau, was one of the attendants. Many of Mary Lou and Hilary's friends from the various offices attended the wedding and reception.

Vacation trips are still a good topic of conversation here. Roy Schiffer and family did a bit of fishing in northern Wisconsin. Em Trezek made a fast Labor Day trip to New Orleans. Barbara Rusk and Jerry Cuny "did" New York. Wanda Wlos visited relatives in Colorado. Alice Klein went sight-seeing in Detroit. Mary Jane Tempski saw Miami Beach. Frank Zapp visited his grandchildren in Tennessee and Harry Simon squired his family around New York City.

The Veterans' convention in Minneapolis royally entertained Art and Ann Dryer, Gus and Gert Rohde, Kitty McCants, Chris Steggers, Irene Barry, Jo Goetz and Luke Lindley.

Furloughs have claimed Ethel Brodbeck who underwent an operation, Pat Germain, who is ill, and Ruth Dwojakowski who is awaiting a Blessed Event.

Margaret Glowienke and Adeline Palus entered their dogs, Copper and Penny, in the Wheaton Dog Show and both won first place blue ribbons in their respective classes.

Joanne Komoll is engaged to Ralph Ansell, who formerly worked here.

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

Booster Club Links Champ



Defending champ John Hernandez, Jr., (right) accepts the winner's trophy from Tourney Chairman W. H. Houck, assistant to the general superintendent of mines.

THE annual tournament where the members of the Booster Club settle their golfing differences was held this year at the White Pines Golf Club, Bensenville, Ill., on the week ends of July 30 and Aug. 6. Forty-eight Chicago area employes and their friends teed off in the qualifying matches.

Defending his championship title, Section Foreman John Hernandez, Jr., of Elgin led the field in the first Sunday's play. His low actual score of 66 also tied the course record. In the play-off held at the Chesterfield Golf Club, Glenview, Ill., the following Sunday, Hernandez cinched his claim to the championship. His opponents in the finals were "Bud" Bloethner, freight claim department employe, and Cy Kisiel, supervisor of payroll taxes force.

Hernandez's latest victory places him in line for permanent possession of the master trophy which will be awarded to the winner of three consecutive tournaments.

Telegraph and Signal Department

Mrs. Cecilia Jackson, telephone operator in the Union Station, passed away Sept. 5 as the result of an illness. Burial was at Winterset, Ia. She is survived by a son, Robert, and a daughter, Mrs. Holton Brown. Mrs. Jackson started in Milwaukee Road service at Galewood station on Sept. 5, 1936. Subsequently she became a relief operator, putting in most of her service at Western Avenue. She had been a regular operator in the Union Station for the past two years.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

R. J. "Ray" Peters, of the city ticket office, was recently inducted into the Navy. From the latest we have heard, he is in New York. Mary Mitchell, formerly of the reservation bureau, has taken over his duties in the ticket office.

Francis C. "Sully" Sullivan has taken over the job of timetable clerk which was vacated when Charles N. Rank replaced Ray Myles, retired, in the advertising department.

We have been wondering about Howard Ahrens ("Howie") who was drafted into the Army from the reservation bureau. Any of his friends knowing of his whereabouts, please advise.

John Markee, of the reservation bureau, has been called to Army service.

James A. "Jim" Crosby left the reservation bureau recently to volunteer his services to the Marine Corps.

Among the newcomers in the passenger traffic department are R. F. "Bob" Klose as stenographer, and William Roberts and Albert Ingham as messengers. A newcomer in the reservation bureau is James D. "Jim" McDermott.

Auditor of Expenditure's Office

Betty Melnikoff, Correspondent

The stork, making his rounds recently, left boys at the homes of Connie Caravelli and Julie Green; members of the fair sex at the homes of Harriet Domino, Loretta Czyewski and Harry Rau.

Hilary (Shadow) Wisniewski and his bride honeymooned in Miami, Fla. Corrine and Louis Skibicki also spent their honeymoon there.

Elaine Holian has taken a leave of absence to assume the duties of a mother.

Sorry to hear that Hank Zimpelmann is hospitalized with an infected finger. We hear that Martha Erickson expects to return in the near future, having recovered from her auto accident in Michigan.

Uncle Sam has asked for the help of more of our boys, namely Jim O'Donnell, Joe Palombizio, George Martino and Henry Zimpelmann.

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New officers of Pioneer Post No. 768, American Legion, who were installed at ceremonies held in Lakeview Hall, Chicago, on Sept. 23. Seated, from left: E. V. Jonas, junior vice commander; H. D. Smith, senior vice commander; T. E. Flynn, commander; C. J. Rucker, Jr., junior vice commander; J. W. Fraser, junior vice commander. Standing, from left: J. J. O'Connor, chaplain; T. Livas, retiring commander; D. A. Fisk, sergeant at arms; H. W. Rau, Jr., finance officer. Also elected to office were A. G. Naatz as adjutant and H. L. Stahl as historian.

Dan Carlson spent his recent vacation in New York, as did Mary Jane Schwachtje.

Just at the deadline we received word that Charlene Lynbarger, of the computing bureau, became the mother of a boy on Sept. 28—seven pounds, six and a half ounces.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Ask Car Foreman Walter Noctor of Harlowton about trouble coming in bunches. While riding her bicycle in the school yard recently, his daughter suffered an accident which sent her to the hospital with internal injuries. The next day Walter, while driving to Lewistown to see her, was in an accident which wrecked his car and broke his leg above the ankle. Father and daughter have both been released from the hospital and are now back in Harlowton.

Mrs. Cavanaugh, wife of boilermaker at Harlowton shop, and daughter Helen have returned from an extended visit to Kansas City and Chicago. Carolyn Cavanaugh, of the Harlowton car department, has returned from vacationing in Portland, Ore.

Like to Sing? Join the Choral Club

REGISTRATION of new members for The Milwaukee Road Choral Club started with the opening fall rehearsal on Sept. 11. All employees in the Chicago area who like to sing are invited to join the choral group of mixed voices. Detailed information may be obtained at the regular rehearsal every Monday at 5:45 P.M. in Room 364, Chicago Union Station.

The chorus presented its opening concert of the fall season on Sept. 26 at the Albany Park Lutheran Church in Chicago. Several concerts are scheduled for the near future, including an appearance in Milwaukee.

Joe Osterholm, second trick operator, has taken a leave of absence to continue his medical course at the University of Montana.

The new Central Montana stock sales yard at Lewistown is going full speed. On a recent sale day we had 2,600 head of cattle in the yard and shipped 68 cars over our line in one day. If the stock keeps coming in as it has, we will probably have a sale every day. We also have three to four cars of stock a day over our line from the Miller-Ayers yard located near the roundhouse. The new Central Montana sales yard is located beside the Milwaukee tracks in west Lewistown. It is the most modern yard in Montana, with each pen floor cemented throughout. We have some high class auctioneers for these sales, in fact, you can't understand a word they say. Sound like tobacco auctioneers.

I think something ought to be done about the personnel of our engine crews. One night recently one of the firemen called Yard Foreman Noel Kenneth on the phone and got him out of bed to say, "I just had a baby." Noel answered, "I don't care if you had twin goats. Go back to bed and stop getting people up in the middle of the night!" Tsk, tsk!

Conductor Vern Jenks has retired following 38 years of faithful service, having been with the Road since Jan. 15, 1912. He made his last run on the Winnet line Sept. 29. Vern has bought a three-room modern trailer house and will make his home wherever he wants to stop.

On Sept. 23 we had open season on pin-tailed grouse and Carman Gus Samuel and I decided we would go out and get our limit of birds. To make sure, I took along a small rabbit foot for luck. You know, all I saw was jack rabbits? What do you make of that?

Two buddies who had not seen each other in six years discovered that each had been married during this time.

"What kind of a wife did you get?" asked the first.

"She's an angel, a perfect angel," said his friend.

"Man alive, are you lucky. Mine's still living."

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I & D DIVISION

Karen B. Rugee, Division Editor

Mr. and Mrs. W. F. Ingraham, Mason City, are the great-grandparents of a baby girl born Sept. 12 to Mr. and Mrs. Nixon Elliott at Sausalito, Calif. Mrs. Elliott is the former Susanne Ingraham, daughter of Mr. and Mrs. W. F. Ingraham, Jr., of Omaha.

Judy Hogan was honored at a miscellaneous shower at the home of Mrs. R. C. Hickey the evening of Sept. 11. Co-hostesses were Mrs. J. J. Burnett and Mrs. Karen Rugee. Mrs. R. C. Dodds was an out-of-town guest. October 7 is the date set for Judy's marriage to Robert Salier.

Frank E. Wenig, who has been on leave of absence for several years, died Sept. 13 at Los Angeles of a cerebral hemorrhage suffered while on a golf course. Mr. Wenig, who was an engineer on the Milwaukee, had been on the west coast for about 10 years as a conciliator with the Federal Mediation and Conciliation Service. He is survived by his wife, a son Ralph, and a daughter Carolyn, all of Los Angeles.

Operator G. C. Stanz of Ossian and Agent A. M. Choate, Nora Springs, are on the sick list.

H. W. Bean, train dispatcher at Mason City, left Sept. 29 for Army service at Fort Wood, Tex. Richard N. Irons, who was employed in the superintendent's office, has also been recalled to service in Texas. Both men were in the Reserves.

Sanborn-Rapid City

Albert J. Gall, Correspondent

M. C. Winter, Jr., agent at Draper, is the proud father of a baby daughter.

R. H. Betts, agent at Murdo, is on vacation. J. E. Bjorkman is relieving.

Agent W. L. Taylor has returned from a vacation trip through the Black Hills and the state of Iowa.

E. D. Mayer, dispatcher at Mitchell, has returned from a vacation trip to northern Minnesota. Haven't heard much about the big ones that got away.

W. L. Brounko, relief agent and operator at Sheldon and Sanborn, is the father of a baby daughter, Carol Ann, born Sept. 2.



Dale Bitterman, who has been accorded a whistle salute by Milwaukee Road engineers for the past 27 years as they pass his farm near Mason City. The exchange of signals started in the spring of 1923 when the Bittermans opened their home to the shivering crews of two snowbound freights. Bitterman often wears this cap with the Milwaukee Road insignia when he is working a field close to the track. (Mason City Globe-Gazette photo.)

The Brounko's have a son, Randall Morris, 2.

From Mitchell, S. D., we hear that John T. McGuire, retired boilermaker, died Sept. 11 of a heart seizure. He was a native of Mill Creek, Pa., and was 65 years of age. Surviving are his widow, Lena; three daughters, Mrs. Margaret Bell, Chicago, Mrs. Gertrude Schwank, Harlowton, and Mrs. Helen Gurganus, Alexandria, Va.; and two grandchildren. Mr. McGuire was a veteran of 47 years of railroad service and well known on the system. He had been retired since 1947.

Second District

Fay Ness, Correspondent

Conductor C. S. Rifenbark has returned to service after spending the summer in Oregon.

Mrs. Archie W. Gamel, widow of conductor, died at Sioux City on Sept. 10.

Fireman Harry H. Holt has returned to service after an extended leave of absence.

Conductor A. G. Glass retired Aug. 7. He and Mrs. Glass have sold their home in Sioux City and plan to live in California.

We understand that Dave Schenck, roundhouse clerk at Sioux City, was married during his vacation the first part of September.

Brakeman H. H. Hammond and Mrs. Hammond are the parents of a boy born Sept. 17. He was named for his grandfather, Richard Hughes, retired engineer.

Mrs. R. O. Foster presented Brakeman Foster with twins on Sept. 28—a boy and a girl.

Brakeman C. H. Poston and wife are new parents, a son having been born to them Sept. 25.

An Ozark hermit died recently when he wandered out of the woods and saw an automobile for the first time. He didn't see it soon enough.

THE IMPROVED FAIR

CHICAGO **THE P. & M. CO.** NEW YORK

Sioux Falls Line

V. L. West, Correspondent

General Agent J. D. Wohlenberg, with the cooperation of other employees, recently conducted a tour for the Hawthorne Grade School children through the Midwest Hiawatha; also, a ride on the Sioux from the depot to the coach cleaning yards.

Coal Shed Operator A. Koenekomp is the proud father of another boy. This makes the ninth.

Al Main, retired engineer, and wife were recent visitors here from their home in San Diego, Calif.

J. Thompson is due to change from a switchmen's uniform to khaki on Oct. 20. Next on list is Switchman D. Elliott.

Trainman Bob Foster is seeing double since the birth of twins, a girl and boy.

Trainman Z. Jenkins is the proud owner of a new pet skunk named Angel Puss.

H & D DIVISION

East H & D

Martha Moehring, Correspondent

On the very day his vacation started, Engineer Carl Teigh went to bed with the "flu" and stayed there the entire two weeks, losing 10 pounds and the vacation trip to the Black Hills he and Mrs. Teigh had planned.

Chief Dispatcher Wayne Smith spent the first day of his recent vacation donating a pint of blood to the Red Cross. We don't mean that it took a whole day, but that it was part of the first day's plan. The rest of the vacation was for fishing and doing some painting around the house.

Congratulations to Section Foreman Leo Lehnertz, Sacred Heart, on the recent arrival of twins, Darold and Dianne. Our sympathy, also, on the death of daughter Janet, aged 9, just a few days later.

With the first cool breezes of autumn, W. F. Kelly has returned to St. Petersburg, Fla., for the winter.

Freight Conductor John Sedgwick is now a passenger conductor on No. 17.

Conductor Hi Johnson of Minneapolis is looking forward to a reunion with his grandson "Chappie" whom he hasn't seen for two years. The little fellow has arrived from Germany with his parents and little sister. Hi has the toy train out of the box, ready to go railroading as soon as the company arrives.

We're sorry to report that the wife of

Dave Burns, retired switchman, passed away recently. Dave plans to live with a son from now on.

Gene Albrecht has bid in the dispatcher's position at Montevideo left vacant by Bud Mayer's departure for Austin. Gene and Mrs. Albrecht will be moving to Montevideo shortly.

Conductor Dan Ryan has received a second telegram from the government, saying that the wounds son Thomas received in Korea are not serious.

A. R. Middlebrook, retired conductor, advises that he is not living at the Minnesota Masonic Home in Minneapolis.

D & I DIVISION

E. Stevens, Division Editor



C. Crisci

Charlie Crisci, Savanna water treating plant employee, left Sept. 7 for an extended visit in Italy. First he will visit relatives and friends in Naples and then go to Rome. It is his fourth trip to his homeland since entering the United States in 1903. He started working at Savanna three years

later and has been employed continuously by the railroad, first at the roundhouse and then at the coal shed, where he was foreman for a time. He has been at the water treating plant for the past 22 years. Charlie is a strong advocate of safety and expects to tell the people of his home city about accident prevention measures on the American railroads. His own safety record is an object lesson—44 years of service without an injury.

Due to the fact that your correspondent took a month's sick leave, some recent happenings have not been reported.

Trainmaster R. W. Riedl was transferred Sept. 1 to Aberdeen, S. D., as trainmaster of the H&D Division. L. H. Walleen, formerly of Horicon, Wis., has been appointed trainmaster at Davenport. J. H. Kervin, roundhouse foreman at Nahant, was transferred to Madison on July 10 and L. A. Zubaty has been transferred here from Elgin.

Mrs. William Block, wife of the sergeant of police in Davenport, gave birth to a girl on July 13. The baby has been named Kathy.

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Switchman and Relief Yardmaster William Kelsey was operated on July 5 for appendicitis.

Agnes Gillon, general clerk at the Davenport freight house, has been off work since July 21, due to illness. Engineer John McGinn is off due to illness and as this is being written, is at the Mayo Clinic in Rochester.

John J. Flanagan, who had been employed by the Road for 51 years upon his retirement in 1939, passed away July 13 at the age of 75. He began service with the Road in 1888 as a crossing watchman. He was first yard brakeman and road brakeman and in 1899 was promoted to conductor. He was made yardmaster in 1900 and trainmaster for the Tri-City area in 1924.

Sympathy is extended to Q. R. Runnels, machinist at Nahant roundhouse, in the death of his wife Sept. 8. She was buried in Muscatine, Ia.

Several of our employes had California vacations this year. Yardmaster Guy Manson, Switchman Lester Crouse, Engineer Walter Dehning and Engineer Earl Henning, with their families, all visited in the West this summer.

Switchman Howard Harrington is driving a new Dodge.

Ray Schultz, chief clerk to Agent McGee, has moved into a new home which is a beauty.

Firemen William and Walter Reis, brothers, who are members of the Naval Reserve, have been recalled to service. William left on Sept. 11 and Walter on Sept. 26.

Saturday, Sept. 9, was the 60th wedding anniversary of Mr. and Mrs. John H. Lyttle, 918 Main Street, Savanna. Mr. Lyttle is a retired signal maintainer.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Switchman L. J. "Louie" Michel is vacationing in Florida at this writing, attending a convention and looking in on Bill Rieger, retired yardmaster.

Frank A. Behrens, retired clerk, dropped in recently to tell of his grand trip to Seattle on the Milwaukee. He also had taken trips to Mt. Ranier National Park, Sacramento, San Francisco, Burbank, Hollywood and Glendale, Calif. Surely good to see Frank looking so well after his illness.

Friends of Roger Coleman, C&M conductor, are hoping to see him well enough to return to work soon.

Cliff Conley of the train desk is enjoying a western vacation at this writing, breaking in his new 1950 Mercury.

Switchman Paul Michel enjoyed a needed rest in northern Wisconsin; what the doctor ordered.

Wanted—a home for well trained and well behaved kittens. Have four to find homes for, one coal black, two grey tiger, one grey with black and white markings; 10 weeks old at this writing. Contact this correspondent: Gl 3-3128.

Galewood

Norma Gunderson, Correspondent

Marie Riley, counter clerk, reports having a new grand-daughter, Anne Therese, born Sept. 3.

Don Cameron, former clerk at Elsmere station now residing in California on disability pension, visited Healy and Galewood stations on Sept. 11. He is looking very good and sends regards to all.

The girls at Galewood recently received a nice letter from Eda Lehmann, trainmaster's steno, who is confined to Bethesda Hospital at Crookston, Minn.

Night Janitor Dan O'Herron spent some time in Hines Hospital the past month, but from all indications will be back on the job soon.

Bill Clerk Ruth Rise and husband left for Los Angeles Sept. 25, to spend a month's vacation with her mother.

Tom Lecture, clerk at Galewood, left for a vacation the latter part of August but failed to return to work due to sudden illness.

Dorothy and Irvin Parsons and family went to the Ozarks on their vacation, driving a brand new Buick.

C. W. Stockwell, clerk at Western Avenue, underwent surgery at Walther Memorial Hospital on Sept. 26 and is doing nicely.

Dave O'Connor, retired check clerk, recently visited the old gang at the Galewood freight house.

M. J. Perry returned to Galewood Sept. 21 to take over the position of report clerk.

Assistant Agent B. G. Pobloske, Foreman Charles Garry and Assistant Chief Clerk Harry Willison, with their wives, attended the Veterans' reunion at Minneapolis Sept. 30.



Bill Sammon, switchtender at Bensenville, and his bride. They were married in Presentation Church, Chicago, on Sept. 30.

TERRE HAUTE DIVISION

West Clinton Area

Earl H. Lehman, Correspondent

Brakeman John E. Kelsey, 66, died at his home in Terre Haute Aug. 5 after a brief illness. He is survived by Mrs. Kelsey.

E. A. Rollert, retired agent of Faithorn, was a recent visitor here.

That big fish Store Helper Elishia McDonald caught recently is now in his new deep freezer.

H. J. Kutch, retired conductor, returned recently from a western trip. Conductor and Mrs. M. F. Ernhart have also returned from an extensive trip.

The Milwaukee Road Magazine



Scene at a luncheon in honor of M. H. McCandless (seated third from right) who retired recently after veteran service on the Terre Haute Division. "Mac" had been agent at West Clinton, Ind., for the past 32 years. His associates here are, seated left to right: Yard Clerks R. Dorfmeier, R. Williams and W. Hewitt, Trainmaster O. L. Clawson and Superintendent A. J. Farnham. Standing, left to right: Brakeman Dagley, Car Foreman C. Reedy, Conductor H. Ferguson, Car Foreman J. C. Davis, Assistant Master Mechanic B. LeBow, Conductor C. Draper and General Yardmaster R. T. Davis (Photo by Conductor P. W. Thompson.)

Store Helper Nye Parker and wife visited in Detroit recently.

Roundhouse Foreman H. J. Richard retired July 31. George "Pete" Hall is the new foreman.

Some things we never expect to see: Storekeeper W. C. Glass not chasing a car of material; Yardmaster Don Wile in a bad humor; Brakeman Frank Hixon getting the right size safety shoes; Inspectors Hale, Mullen, Myers, Hopkins and Bain without plenty of "bad order" cards; Foreman Charles Reedy when he isn't looking at "bad orders"; Car Foreman Carl Reuter without ice cream for dessert.

As G. Heatter says, "There's good news tonight." We understand that Conductor H. C. Speer intends to return to work soon after his long illness.

Our community was shocked when word was received recently that Brakeman Fred Burgess had met his death in a train accident near Meeks, Ill., 30 miles north of here. He was a son-in-law of Carman Paul Botner and brother-in-law of Brakeman Vernon Botner. We extend sympathy to Mrs. Burgess and children.

Terre Haute District

T. I. Colwell, Correspondent

Charles R. Longcor, telegraph operator on leave in Arizona, and Mrs. Longcor visited Carman Luther Nash and family in August.

J. H. McDonall and Ed Rollert, retired traveling engineer and agent, respectively, visited with the Rea Building forces in September.

A. L. Burt, retired office engineer, and Mrs. Burt visited their son in Portland, Ore., during August; also visited in Seattle and Minneapolis.

Bob Bentley, retired signal department supervisor, has purchased a new home in Florida. In returning from Florida on Sept. 15 he was in an automobile accident and sustained a fractured leg, fractured knee and several fractured ribs. He has been in Union Hospital in Terre Haute since then.

A. L. Ritter, our tie inspector at the Indiana Wood Preserving Co. in Terre Haute, was hospitalized in Terre Haute late in August.

Sympathy is extended to the family of

Conductor Neal Exo who passed away in September.

A. W. Wareham is our new supervisory agent at Crane, Ind.

Division Engineer W. C. Whitham is being transferred to Spokane, Wash., effective Oct. 1. R. J. Coffee, assistant division engineer, will replace him.

Telegraph operators recently recalled by the Navy include Jim Anderson who reported at Seattle, and C. "Duffy" Nunley and J. C. Purdunn who reported at New York. Operator Albert Dressler enlisted in the Air Force and was sent to Texas.

Operator Truman K. Sims was married to Joan Wampler, daughter of Machine Operator Dallas Wampler of Sunspot Mine, at Bicknell, Ind., Aug. 26, at the home of the bride's parents. The young couple will make their home in an apartment in Bicknell. Truman is the son of Curtis C. Sims, agent at Odon, nephew of Russo Sims, agent at Crane, and a brother of Curtis C., Jr., agent at Elnora. Truman served in the European Theater during World War II.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Betty Jensen, clerk in the auditor's office, was married to John D. Jensen, the ceremony taking place at the Hope Lutheran Church, Enumclaw, followed by a reception at Harolds. After a wedding trip through California the young couple will make their home in Enumclaw.

M. E. Randall, retired traveling freight and passenger agent, passed away Sept. 9 at Seattle after a short illness. Mr. Randall was born in Minnesota on March 23, 1879. His railroad record dates back to 1896 when he hired out on the Northern Pacific as a call boy. He started to work for the Milwaukee at Ellensburg, Wash., as cashier in September, 1910. Throughout his years with the Road he held positions of agent, cashier, traveling freight and passenger agent and division freight and passenger agent at Miles City, Great Falls, Portland and Seattle. He held his last position of traveling freight and passenger agent at Seattle from May, 1936, to his retirement in 1948. He is survived by his wife and son Tom.

Ruth Fowler, clerk in the Milwaukee

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CHICAGO, ILL.

Land Co., spent her vacation in Pittsburgh, Pa., where she picked up a new Ford. She was accompanied from Elgin, Ill., by Mrs. Lillian Moody.

J. J. Kibble, retired conductor, was slightly injured in an automobile accident Sept. 21, while returning to Seattle from Bellingham. He was confined to Providence Hospital by the injury until Sept. 30. Mr. Kibble now makes his home with his son Bruce, assistant chief clerk in general manager's office.

Hugo O. Engel, chief clerk general freight department, has been appointed assistant general freight agent, Seattle, effective Oct. 1. The following promotions were made concurrently in that department: A. R. Villata, chief clerk; Glen M. Williamson, chief clerk to general freight agent; Earl Connelly, tariff clerk; Eugene O. Hallan, rate clerk; T. B. Coplen, division clerk. Mr. Coplen was previously employed in the local freight office at Spokane.

E. P. Sima is reaping more fame with his roses. To support the honor of having been recently elected vice president of the Seattle Rose Society, he followed through by entering some of his fall blooms in the Western Washington State Fair at Puyallup, Sept. 16-24. He was awarded trophies and highest honors for the three top exhibits, namely, best rose in show, best three blooms of rose introduced since 1945, and best individual varieties in the Grand Challenge class. Wesley Nelson, of the engineering department, was awarded a trophy for receiving the most points in the show.

Norman A. Meyer, retired superintendent of transportation, has a new grandson born Sept. 17 at Boise, Idaho; Robert Alton Devenney, Jr. Mrs. Devenney is the former Janice Meyer.

Mrs. Ann Hensel of the freight claim department recently returned from a vacation trip to Milwaukee. She also visited in Butte and Anaconda, Mont.

W. F. MacDonald, recently retired from the engineering department at Milwaukee, visited in the general offices in September, en route to California. Mr. MacDonald is well known on Lines West, having served as division engineer on the Coast, Idaho and Rocky Mountain Divisions.

Dick Golze of the tax department is the father of a baby girl born July 13. The little lady was named Janet.

Ed Mason, reservation clerk has been transferred to Tacoma as ticket clerk. Gordon Woodside succeeds Ed.

Ken Nelson, assistant chief clerk to western traffic manager, received orders to report to active duty with the Navy and is now stationed in California. Ken is a lieutenant j.g. Mrs. Nelson accompanied him to California.

MILWAUKEE SHOPS

**Car Department—Office and Shop
Superintendent**

Vincent O. Freihoefer, Correspondent

John Michels, stoveman in the sheet metal shop for 15 years, retired on Sept. 1 at the age of 65. Also on the retired list, effective Sept. 1, was Carman Frank Sojak, who retired at the age of 66 after 45 years of service. August Pagel, retired trucksmith, passed away Aug. 21.



J. Michels

Eugene Kujawski, carman, was married on Sept. 30. It looks like wedding bells will be ringing soon also for Clarence Hense, Jr., carman apprentice, and Carol Anderson.

Marion Trudnowski returned to Milwaukee Shops as assistant freight shop foreman on Sept. 12.

Earl Marsh, clerk in forge shop, and Emil Zunker, crane operator, spent the latter part of September in California on vacation.

Twins, a boy weighing 6 pounds 2 ounces, and a girl, 4 pounds, 14 ounces, arrived at the home of Blacksmith Apprentice Gerald Stevens on Sept. 10. Also a proud father is Machinist Helper C. Thompson, of a girl born Sept. 4.

Ardent football fans are Joseph Kolanda, electrical foreman, and Clarence Malloy, assistant electrical foreman, who went to Madison to see the Wisconsin-Marquette football game.

Leo Kuokkanen was promoted to assistant cabinetmaker foreman on Sept. 1 and Gerald Wendt to assistant carpenter foreman on Sept. 11.

At a recent convention held in Chicago, J. A. Deppe, superintendent of car department, was elected president of the Car Department Officers Association; Edward Driscoll, painter foreman, was elected chairman of the painters' committee.

Locomotive Department

Leone Schneider, Correspondent

Sympathy is extended to the family of Walter Kobylinski, retired coremaker, who passed away recently.

Foundry employes will miss Laborer Tom Cimbolok who passed away recently following an operation.

My goodness, what is it that blinds our eyes? A ring on the proper finger of Dorothy Pettel's left hand! The young man to be congratulated is Gordon Kenngott. Dorothy is a steno in the SMP office.

Another surprise—Paul Skrbac, molder in the foundry, has become a grandfather! Grand-daughter is Pamela Weir.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Vacancies at Fowler Street have started a merry-go-round of assignments and transfers. Al Stollenwerk has been assigned the PM position to replace George Bergeler who is still on the sick list. Assisting him is Mary Ann Swieczak, formerly a yard clerk. Jack Regan has taken over as Lower

The Milwaukee Road Magazine



Kenneth Stelzel, yard clerk at Milwaukee, and Miss Carolyn Gretza, clerk at Fowler Street, who announced their engagement recently when Stelzel reported for duty with the Marine Corps Reserve. Stelzel is a veteran of five and a half years of World War II service.

Fowler District yard clerk, replacing Mary Ann. Enrico France is the new junior rate clerk and H. J. Andersen expense and tally clerk. Marie Castona is proud of her newly assigned auto messenger job and Helen Hesperich is supervising the billing department. Lucille Stowell is handling duties in the cashier department, managed up to date by Gene Swinsky. Also in this department, Margaret Hagberg now occupies the position vacated by Lucille Stowell.

Gene Swinsky reported for active duty Sept. 28. As yeoman I/C, he was a member of the Navy Reserves. He was employed in the cashier department.

Elmer Ognenoff, night expense clerk, left Sept. 12 for military service. During World War II he was active in the demolition squad of the Marines and later became a member of the Marines Inactive Reserve.

The general office has claimed two of our ambitious lads—Art Stullich of the rate department and Herbert Flint, supervisor of the billing department. Incidentally, we heard that Art did quite well in the battle for the 1950 golf championship of the Transportation Club's outing at Lake La Belle, Oconomowoc, on Aug. 5. Although he didn't win the match, an 85 helped to tie him for third place.

Andy Schwingle of House 7 met with an accident while vacationing at Antigo, Wis. As Andy relates, a truck collided with his car which was completely demolished by fire. Although Andy escaped with a few scratches, his wife was hospitalized at Wakefield as a result.

Little Norman Kettner arrived just a few hours too late to make the last issue of the Magazine, but in the interim his importance has increased all the more. He was born on Sept. 1 and is the son of Mr. and Mrs. Otto Kettner.

Barbara Allyn is the new arrival at the home of Mr. and Mrs. Billy Beard. Her mother, Wanda, was formerly a clerk at Fowler Street and Chestnut Street stations.

Ray Gatzke was off one day on the all-important occasion of moving into his new home.

New employees to be introduced: Mary Jean Briski, waybill sorter in billing department, a sister of Antonia Briski of the foreman's office; John Manske, messenger for

a short time who is now assigned to yard clerk duties; John Kobasic, a brother of Mrs. Furlick, as expense clerk with the night force; and Barbara McPhee, messenger.

Recent visitors were George Barry, new trainmaster of the Northern Division, and Mrs. Kenneth Orgish, formerly Beatrice Lang. Bea, who is visiting in the city, informs us that husband Kenneth is serving Uncle Sam in the armed service.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

The sudden death of Art "Hogan" Wusow, switch foreman at Chestnut Street, on Sept. 3 was a shock to employees on the Beer Line. A good friend and conscientious worker, Art earned his nickname by his famous St. Patrick's Day stint of appearing at work dressed like a "true Irishman." Fellow employees looked forward to the event and Art never let them down. He was a veteran of more than 30 years of service, the last 13 in the Chestnut Street district.

Car Knocker George Henning, spending the Labor Day week end at Green Lake, decided to paint his boat and as a result was involved in a near-serious accident. While using a gasoline torch to remove the old paint, George found that the torch was feeding slowly and primed it. In a flash he was enveloped in a blaze of gasoline. Stunned, George groped his way to the lake and threw himself in. Passersby dragged him out of the water and rushed him to a hospital where he was treated for severe flash burns. We are glad to say that he is back on the job again.

This misinformed correspondent would like to correct a statement made in the last issue of the Magazine. In error, we reported the clerical position bulletined at Chestnut Street as being assigned to Miss Pat Daly. Our apologies—Roger Selk was the successful applicant for the job.

North Milwaukee bulletins show that Mrs. Marie Tomasik was assigned to the messenger position at that station and Jack Hanus was top bidder on the yard clerk post.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Sidney Hagan, retired engineer, Engineer W. F. Wands and wife of Moberg, and Conductor Ed Lyman of Miles City attended the annual reunion of the 31st Railroad Engineers of the A.E.F. The men were all members of that outfit in World War I.

Engineer John Klein and Phil Merkel left recently for a fishing and hunting trip in Canada and Alaska. They expected to be away for several weeks.

We were grieved to hear of the death of Dr. J. H. Garberson, chief surgeon for the Road, at Holy Rosary Hospital, Miles City, on Aug. 9.

Mrs. George Gallagher, wife of conductor, who recently underwent surgery at the Eitel Hospital in Minneapolis is home and getting along nicely.

Conductor Walter Steinecker and wife left recently for a vacation, visiting Minneapolis, Ann Arbor, Mich., Georgia, and Miami, Fla. Mr. Steinecker was a delegate to the trainmen's convention at Miami.

Among the Moberg veterans who attended the Veterans convention at Minneapolis on Sept. 30 were Mr. and Mrs. L. W. Clark, Mr. and Mrs. L. Schiefelbein, Mr.



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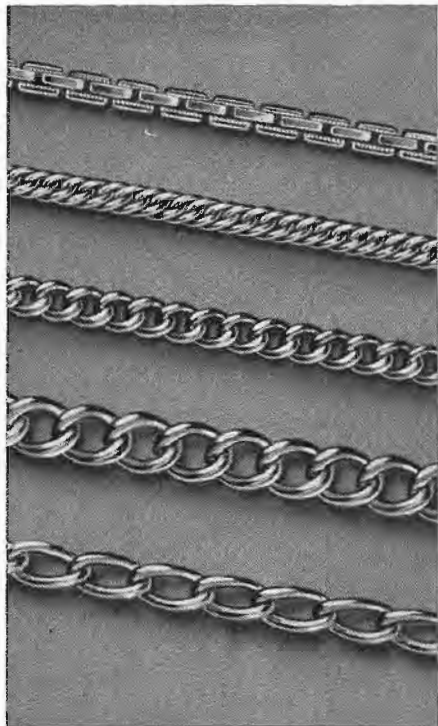


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and Mrs. Hewitt Patten, Mr. and Mrs. Ralph Fraher, and Mr. and Mrs. George Hilton and daughter Carol Ann.

Gloria Alcorn, daughter of Mrs. Ed Alcorn, was married Sept. 10 to Ervin Merkel of Glenham. They will make their home on a farm near Glenham. Miss Violet Haffeman, daughter of Engineer George Haffeman, was married Sept. 16 to John Althaus of Watertown.

Roundhouse Employee Benny Zimmerman and wife recently visited in Sacramento, Calif., and Los Angeles; also enjoyed a boat trip to Catalina.

Machinist Ted Grenz, wife and daughters Marlyn and Sharon, recently spent two weeks touring the Black Hills and points in Colorado and Montana.

Agent F. C. Williams is sporting a brand new Buick and Conductor W. B. McCoy a new Pontiac.

Wayne Todd, son of Wire Chief Todd, has enrolled at the School of Mines at Rapid City. The Misses Carol and Ruth Fischer, daughters of Engineer Vernon Fischer, are attending Augustana College at Sioux Falls. Rose Marie and Patricia Fraher have entered the University of Montana.

Mrs. E. E. Tennyhill of Othello, Wash., is visiting old friends here.

Mrs. Andy Reis, wife of switchman, with her daughter Kay and Miss Virginia Batson, spent a week in the Black Hills recently.

Conductor Robert Radtke and family recently spent two weeks at Seattle with Mrs. Radtke's parents.

Car Foreman A. W. Arvidson and wife recently attended a family reunion at their daughter's home in Rochester, Minn.

Engineer Hewitt Patten, grand senior warden of the South Dakota Commandry, was elected grand captain general at the annual meeting held at Watertown on Aug. 20-21-22.

We extend sympathy to Storekeeper John Vanderlaan in the death of his wife at the home of their daughter in Rapid City.

COAST DIVISION

Harry W. Anderson, Division Editor

One of the outstanding social events of September was the miscellaneous shower given by Esther and Bill Delaney at "Del Mac," their beautiful home on Patterson Lake. The guest of honor was Rose Hare, stenographer in car department, who be-

came Mrs. Richard Gratzner on Sept. 23. Thirty guests, mostly railroad friends, were entertained, and I do mean royally, for both Esther and Bill are first class hosts.

Paul Lathrop has been appointed to the position of secretary to Superintendent A. O. Thor.

Jerry Dixon, retired engineer and Washington state senator, has taken over the job of chief cook and bottle washer in the family home. Mrs. Dixon, who underwent a serious operation, is recovering more rapidly than expected. She claims that Jerry has run the grocery bill up 100 per cent, so she has to get back on the job.

Funeral services for Dispatcher James W. Corbett were held Sept. 13 at St. Joseph's Church, Tacoma. Burial was at New Berlin, Ill. Mr. Corbett was a member of the American Train Dispatchers Association and of American Legion Post No. 9, Spokane.

Shop and Car Department

Russell Wilson, now car foreman at Seattle, was seen recently in a barber shop, which caused some discussion.

Harold Allison, locomotive carpenter, has been confined to a local hospital on account of an eye infection.

John Schroedel, car department machine shop foreman, recently purchased a new Chevrolet. On his first trip to Seattle he was seen pushing the car on highway 99. He claimed it was engine trouble but later found that he had forgotten to put in gas—they have not perfected them, as yet, to run without gas.

Anyone desiring information about the Milwaukee Hospital Association can contact Mel Guy, upholsterer at Tacoma, who is now representative.

Roy Kidd, general foreman at the shops, is now driving a new power glide Chevrolet.

Merle Gay, electrician foreman, has become one of the outstanding fly fishermen of the Northwest. One of his favorite places is on the Tilton River above Morton, where he always gets the limit. He makes his own flies.

Cecil Snyder and wife Edna have returned from Kansas City where Cecil attended the Carmen's convention.

Gil Garrison, coach yard assistant foreman, has purchased a new boat. It sleeps four people and can make 10 knots per hour. Some class!

John Ehnat who has been confined to his

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The Goggles That Saved an Eye

OTIS D. FISK, a B&B carpenter at Tacoma, has always advocated the use of safety goggles and during 33 years in the department has never suffered an injury. It could have been otherwise. Here's his report:



The "after" picture of Fisk's goggles, displayed here by a model.

"Recently, while I was chipping a hole in a concrete pipe for a sewer connection a piece of concrete chipped out and struck my goggle. The glass was fractured, but there was no damage whatever to the eye.

"I always wear goggles when chipping, grinding or doing any other work which might endanger my sight. That time I had reason to be thankful, for without the goggles I certainly would have lost the sight of one eye. You may be sure that the goggles which replaced those which were broken will be used whenever they are needed."

home on account of an attack of the old "rheumatiz," is recovering rapidly.

J. C. MacDonald, assistant general storekeeper, now retired, has disposed of his 12-room house in Tacoma and will live in California.

On a recent vacation trip in Alaskan waters C. E. Barrett, district car department supervisor, landed his first big salmon; understand it weighed somewhere in the neighborhood of 30 pounds. Of course, we didn't see the fish.

Tacoma

R. A. Grummel, Correspondent

Returned from a vacation are C. W. Ziemer, ticket clerk at Tacoma passenger station, and wife—first to Flint, Mich., to purchase a new Buick, then on to Waltham, Minn., his old home town, Danube, Minn., Austin, Minn., Sheridan, Wyo., Harlowton, Mont., Spokane and Coulee Dam.

Yard Clerk Raymond Haskins and wife

have returned from a vacation in Boston where Mrs. Haskins has relatives.

Janitor Al Black spent his recent vacation in the hospital undergoing minor surgery. He's in the pink of condition now.

Vacationing at this writing are Chief Clerk Freight Office O. R. Powels and the Mrs. Cards have been received from Detroit, Chicago, New York, Maine, Montreal, and other points.

Warehouseman Arthur Gleb and mother are vacationing in Minneapolis.

Ticket Clerk Glen Russell received a card from Frank Ziel, retired conductor now living in Chehalis, who is vacationing in Minneapolis and having a grand time.

Sympathy is extended to the family of Thomas Mooney, who passed away Aug. 5. Mr. Mooney was the father of Yard Clerk Donald Mooney and one of Tacoma's most familiar figures, having operated a Pacific Avenue cigar store for many years.

Tacoma's smoke pollution director, John Rosene, is checking up on all industries, railroads, apartment houses and private homes for dust nuisances. Barry Glen, our master mechanic, has been on the job to see that the railroad companies are living up to the new code. Yours Truly was honored by being appointed one of the five members of the Smoke Pollution Field Board by the mayor.

Seattle Local Freight Office and Marine Dept.

Elizabeth Gosha, Correspondent

Here at the freight office we have been making the most of the fine fall weather. Our week ends are spent in varied activities. Some go to country homes, others are still trying to catch the big fish that eluded them all summer, while the more industrious engage in work around home and garden. Among those who took week end trips recently are Alice Gould who went to Eugene, Ore., and Ida and Herman Zehnder who visited with Ida's folks in Kalama, Wash. Gwen Carvosso has made several trips to Sumas, Wash., to see her parents. Warren Rode and wife drove to Everett, and the Jewell Campbells went to Vancouver to see the city and purchase a bit of the Campbell plaid for young Marcia.

Recent additions to the freight office family include Gertrude Creviston, a Tacoma employe who is helping out with the expensing; Emil Walteri, new clerk in Interchange; James Meredith who is handling the afternoon messenger work; and Katie Watson from Madison, Wis., who worked for the Road for four years in that city.

Charles H. McKean passed away at his home Aug. 22 as the result of a stroke. His death brought to an end an active and interesting career. As a young man in California he was a movie actor but gave that

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up to follow the sea. Later he was employed by the Oregon State Highway Department for more than 12 years. Coming to the Milwaukee in 1943, he worked a short time in the yards, then took the position of zone clerk in the freight office which he held until he became ill about a year ago. Charles was a very able writer and had planned after retiring to complete a book, upon which he was working at the time of his death. He is survived by his widow, Rose, and a daughter.

Among those on vacation in September were Vera Tuson and husband who, after visiting their daughter Jennie and family in Chelan, Wash., drove to Santa Barbara, Calif., to visit daughter Norma and family. Vera also has a brother in Santa Barbara. Stanley and Nellie Holtum took a regular "See America First" vacation this year, driving over 4,000 miles through seven states. The places of interest they saw included Zion National Park, Bryce Canyon, Sun Valley, the Black Hills and Yellowstone Park. C. F. Stetson, of the warehouse, and wife went to California and Mexico. In California they visited with Mr. Stetson's brother, Col. H. D. Stetson, U.S.A., retired, who lives at Del Monte. Team Track Clerk Frank Walker and wife flew to New York City where they visited their daughter who is a Powers model.

Gertrude Deeny has been working on the switch desk since her return from abroad. She was a member of the Seattle group that made the Holy Year pilgrimage to Rome. The party visited the shrines at Lourdes and Fatima and other places of interest in Europe.

TWIN CITY TERMINALS

South Minneapolis Car Dept.
and Coach Yard

Oriole M. Smythe, Correspondent

J. J. Drinka has been promoted to district general car foreman at Milwaukee. W. J. Weatherall, Milwaukee Shops, succeeds Mr. Drinka as general car foreman in Minneapolis. "W. J." is a son of our foreman of inspectors, J. C. Weatherall.

We hear that Lieutenant of Police George H. Beguhl was chief dish washer at the reception in his home for the marriage of his son Donald on Aug. 19.



The Merrill R. Tyners of Minneapolis who were honored on the occasion of their 40th wedding anniversary, Sept. 10, with an open house at their home, 3801 38th Avenue So. Tyner, a yard conductor, has been with the Road since January, 1913.

Lloyd S. Olson, air brake man, was married Sept. 2 at Minneapolis.

Sympathy is extended to Charles Yellick in the loss of his wife who passed away Aug. 23.

Employees recalled recently to the nation's armed services are as follows: Apprentice Edward C. Shaffer, to the Navy on Sept. 7; Apprentice Robert B. Reuper, to the Army on Sept. 27; Welder Alexander Chvestuik, to the Marine Corps on Aug. 1; Car Cleaner David H. Ayers, to the Navy on Sept. 15.

Carman Mike Rollins vacationed in New Orleans. Carman Oscar E. Nelson and wife enjoyed a Los Angeles vacation.

St. Paul Traffic Department

Brooksie Burk, Correspondent

The many changes in personnel on our railroad finally affected our office.

City Freight Agent Baker has returned to our Minneapolis office—where once upon a time he spent his time interpreting tariffs—and now is chief clerk to Mr. McLaughlin, CNFA.

The welcome mat has been dusted off for Harry Genereau, who once was a clerk in this office. Harry left us to become chief clerk to George Neu, DF&PA at Aberdeen, S. D., and now he is known as City Freight Agent Genereau. We're glad to have Harry back in St. Paul.

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Congratulations are flying around the local freight office; to Al Wareham on his appointment as supervisory agent at Crane, Ind.; to D. Sutton on his appointment as Mr. Wareham's successor; to Johnny Seland who is telling the world about his new 9 pound 5 ounce boy; and best wishes for Margie Hipke on her recent marriage to Al Fricke.

It seemed for a while that we were going to open our own hospital, so many of our number were on the sick list. Bonnie Stevens has returned from a long siege of illness. Milt Kutz has recovered from a bout with virus pneumonia, and Art Lundberg extended his vacation to add another "recovered" to the credit side of the ledger.

The people who are up and around might well produce their own travelogue. Katherine Beringer, our world traveler, has come back from her "once in a lifetime" trip to Europe; Leda Mars can tell us about the West, having spent most of her vacation in Colorado; Tom Moffat covered Canada so well that he is now an authority on all things Canadian; Art Lundberg spent his vacation in New York; Jenny Goss vacationed in and around Chicago. We had the nation pretty well covered this past summer.

From the commercial office, where Messenger Dave Egerton has been transferred, comes news that Art Peterson and Nick Kosta may not have to buy anything to eat all winter except meat, judging by the amount of vegetables and fruit from their country estates they have put down in the deep freeze.

Last summer, when the forest fires were blazing north of Brainerd, Ray Kolhoff became a volunteer firefighter. He was recently paid off by the State at the rate of 60 cents per hour. Even at that price, imagine the terrific cost of fire fighting, besides the loss of the forests themselves.

Joe Oberhauser spent part of his recent vacation on a canoe trip in northern Minnesota and had to portage supplies over part of the way, due to lack of water. The next week or so he went to Iowa on a business trip. Floods washed out the roads and Joe was stranded in a farm house, entirely surrounded by water.

Bill Wire recently went hunting for bear in northern Minnesota—but the bears saw him first.

Mrs. A. F. Lakmann is recovering after a sojourn in the hospital.

Jules Swanson, tracing clerk, has been notified that his Uncle Sam will want him very shortly.

The only event of interest in the depot ticket office is Harry Flannigan's vacation trip to Martinsville, Va.

Frank Quirk, of the superintendent's office, has figured in two events recently—his promotion to chief clerk and a brand new grandson. Mike Ahern has stepped into Frank's shoes as assistant chief clerk, Harry Hoyer has moved up to time revisor, and Rollie Thorn, former crew caller at St. Paul, has joined the force as assistant time revisor.

St. Paul Freight Station

Allen C. Rothmund, Correspondent

R. R. (Railroad) Brown, our former trainmaster, has been promoted to trainmaster of the I&SM Division, with headquarters at Austin.

Gus Unruh is now general freight house foreman at St. Paul, vice Joe Garvey, retired.

Tom Hefferman has been appointed assistant foreman.

My son Dudley was recently called to duty as a captain in the Transportation Corps.

Fifty years ago my father received a report that the entire family of his cousin lost their lives in the Galveston, Tex., flood. Last week I was happy to learn that Wayne Anderson, then five years of age, was spared and is now happily married and living in Galveston. He is connected with the Gulf, Colorado & Santa Fe Railroad.

Joe Johanson, expense clerk, truly practices "safety first." He lives in a small town where he is safe from atomic bombs, as the enemy couldn't afford to drop atomic bombs on it.

There's something about a closet that makes a skeleton terribly restless.—John Barrymore.

October, 1950

IDAHO DIVISION

Mrs. Ruth White, Correspondent

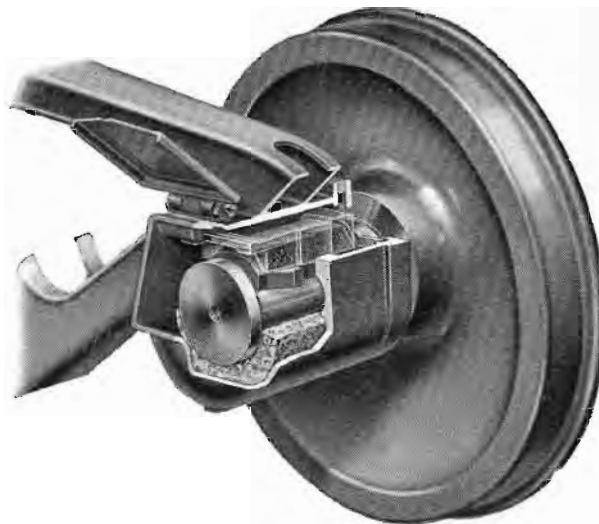
W. T. O'Reilly, retired chief clerk of division superintendent's office, is happy over the fact that his son Ward is coming back to Spokane to make his home. Ward is a graduate of Creighton University, Omaha. His wife and family, which includes little

York City, bringing back Mrs. Perrone, his daughter, son-in-law and grand-daughter. Joe had never seen his daughter, as he brought his son Vincent to America before the birth of the girl. Joe is now busy looking for a home to live in.

M. E. McConkey, Rocky Mountain passenger conductor working out of Spokane, passed away recently in Spokane.

J. A. Roller, pump repair man, is retir-

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(Advertisement)

Elizabeth Ann (nicknamed Sandy) will take up residence at West 2014 Shannon Avenue. Ward has four years' rights as fireman on this division and at present works out of Avery.

Section Foreman Joe Perrone has been looking forward to the day when his wife and daughter would join him in this country. So on Aug. 1, Joe started for New

ing as of Oct. 1.

Harold Hurst, employed in the Spokane division engineer's office, is accepting a position as office engineer at Terre Haute, Ind.

Division Engineer B. E. Daniels has been transferred to Aberdeen, S. D., in the same capacity.

Tyler B. Copen, revising clerk in Spokane freight office, has been transferred to Seattle



New Weed Sprayer

THIS ingenious weed spray outfit was built in The Milwaukee Road car shops at Council Bluffs, Ia., through the efforts of General Yard Foreman V. J. Sands and Car Foreman T. P. Schmidt. It is mounted on

a push-car and sprays a mixture of creosote and fuel oil along the right-of-way. Sectionman Charles Milner is shown here operating the spray while Sectionman Mike Vallinch mans the pusher-power car. (Council Bluffs Nonpareil photo.)

to the city traffic office. He is establishing his family in the West Seattle district.

R. L. Johnson was the successful bidder on the revising desk and Eddie Alleman has moved from the superintendent's office to be assistant cashier at the freight house.

When Nick Douglas, relief clerk, was called to active service with the Navy, Gregg Doty, formerly warehouse checker, took his job. Gregg's vacancy was filled by Ralph Capen of the warehouse forces.

Conductor M. C. Peterson's father, J. G. Peterson, passed away in Malden Sept. 4, at the age of 88. He was a retired Milwaukee employee. Besides his son, he leaves a daughter, Myrtle McChoes, and several grandchildren.

One of Spokane's most beautiful weddings took place on Sept. 2 at the First Presbyterian Church, uniting Robert E. Todd and Sue Ann Gerstenberger. Mr. Todd is the only son of Engineer and Mrs. G. H. Todd. A reception was held at Spokane Club. The couple will live in Lewiston, Idaho, where Mr. Todd is employed with the weather bureau service.

Lloyd Luce, engineer out of Cle Elum, was married Sept. 27.

Ray Stinebaugh, machinist's helper at Othello, was married recently to Nancy Tennyhill, daughter of R. E. Tennyhill, electrician's helper. The Stinebaughs will move into a new home very soon.

New parents include Fireman Owen Maxwell and wife and Fireman J. A. Jacobs and wife.

Among the railroad boys who recently answered the call to service were Jerry Albin, yard clerk at Spokane; Wade Stevenson, machinist helper at Othello, and D. E. and Jack Zeller, firemen working out of Othello.

G. E. Lent, retired employee, and wife of Othello recently went back East to Indiana and Missouri and picked up a new

Nash, returning home via the southern route through California.

Following in his father's footsteps is Norman Brown, recently employed as electrician's helper apprentice at Othello. R. O. Brown, his father, was fatally burned fighting a forest fire two years ago. At the time of his death he was an electrician for the Road.

Flash! While the L. H. Johnson family was away from home one recent Saturday afternoon, the fire department and neighbors were busy trying to save their garage which had caught fire. Some children playing with matches were blamed for the blaze. "Tiger" is minus some much needed tires, storm windows and miscellaneous articles one stores in garages. However, having just recently moved, the "clutter" wasn't as much as usual. Fortunately the articles lost were fully insured.

I & S M DIVISION

H. J. Swank, Division Editor

George Greener, D&I conductor who has been working on the Reno-Preston branch line, passed away at a LaCrosse hospital on Sept. 15, following a brief illness.

Lineman E. W. Anderson and wife, Austin, announced the arrival of little Steven Eugene on Sept. 11. This promotes H. L. Olson, agent at Brownsdale, to the rank of "grandpa."

Also announcing the arrival of a son on Sept. 25 was Jack Malek, operator at Faribault.

H. M. Peterson, roadmasters' clerk, vacationed at Sucker Bay in northern Minnesota during September, but reported that the fish were on vacation elsewhere at that time. Mrs. C. N. Brunelle relieved on Harvey's job while he was away.

Janet Bothun, former steno and bill clerk

at Austin, relieved in the Austin freight office during September while V. R. Blanchfield and wife visited son Billy in camp at Denver. Also on vacation from the Austin freight office was Cashier Guy Williams, reported to be doing a bit of grouse hunting and fishing.

Roy Dahms, recently appointed safety engineer on the I&SM, is getting acquainted with his territory.

Al Walters, in charge of a 14-man gang, is busy with the track connections for the operation of C.G.W. passenger trains over our line to our joint passenger station.

New appointments on the division are as follows: W. W. Faller, formerly of Sioux City, appointed second trick dispatcher at Austin; L. H. Okre, former bill clerk at Albert Lea, appointed clerk at Hollandale—Richard Bothun has been appointed to fill the vacancy at Albert Lea; Bernadine Klock, appointed agent's steno-clerk at Austin; Jim Hanscom, former clerk at Pipestone, appointed traveling auditor with headquarters at Minneapolis.

Passenger Conductor George Ames is off at this writing due to the illness of Mrs. Ames who is confined to St. Olaf Hospital, Austin.

Yardmaster M. D. Darr and the Mrs. are vacationing in Washington, D. C., and visiting Niagara Falls. Matt said nothing about a second honeymoon when he ordered the transportation.

Conductor William C. Pless is attending the B. of R.T. convention in Florida at present writing.

Dick Hinckley, retired switchman, visited the office in September, bringing along a beautiful coat of Arizona sunshine tan. Selby Raub, retired conductor, of Madison, S. D., who now lives in the South, also stopped in to say hello.

Word has been received of the death of Charles Brzowsky, retired brakeman, who passed away at his home in LaCrosse on Sept. 24, at the age of 89. He is survived by his son Carl, a daughter, Mrs. Lucy Brown, five grandchildren and two great-grandchildren, all of LaCrosse.

Eternal Tie

*We cannot reach the moon or stars
Or dabble in the Milky Way;*

*We cannot grasp the brilliant Mars,
Nor change a single night to day.
These things are far beyond the
groove,*

*We humans occupy, but then,
Right here on earth we can't remove
The railroad from the railroad men.*

*It's in the blood, there must it stay,
Becoming stronger hour by hour ...
The yards, the trains, the rights-of-
way,*

*The signals, wires and motive
power.*

*If Heaven has no rails or ties,
And earthly memory serves us then,
We'll be a bunch of lonely guys,
We railroad men ... we railroad
men.*

—Charles Dulin
Railroad Magazine

The art of taxation consists in so plucking the goose as to obtain the largest amount of feathers with the least amount of hissing.—
Jean Baptiste Colbert, French statesman and economist.

The Milwaukee Road Magazine



Above: Morning Hiawatha Travelers . . . Screen celebrities Rosalind Russell and her husband, Fred Brisson, leave Chicago on Sept. 21, bound for Minneapolis. Miss Russell was en route to a regional meeting of the Sister Elizabeth Kenny Foundation, of which she is a California director.



Above: School reopens at Montevideo, Minn., with Flagman Hans Oakland (left) and Charles Hadrath in new roles as members of the school kids police patrol. Oakland and Hadrath give the "stop" and "go" signals at the First Street track crossing.

Right: Industrial activity at Racine, Wis. . . Fifteen cars of J. I. Case Co. tractors move out of Racine on The Milwaukee Road Sept. 7.

Right: Janet and Myron Woods, children of Engineer Harley Woods, Perry, Ia., got a big hand for this act at the Railroad Day program presented in connection with the Diamond Jubilee festival at Perry in September. The number was billed as "Adagio." (Perry Chief photo.)



Above: Teen-age daughter of Milwaukee Road families staged this lively "Oklahoma Hoe-Down" for the Railroad Day program during the recent Diamond Jubilee at Perry, Ia. From left: Joy Critchett, Shirley Bruce, Carol Jean Hayes, Patty Ling, Carol Shaw and Elsie Christensen. (Perry Chief photo.)

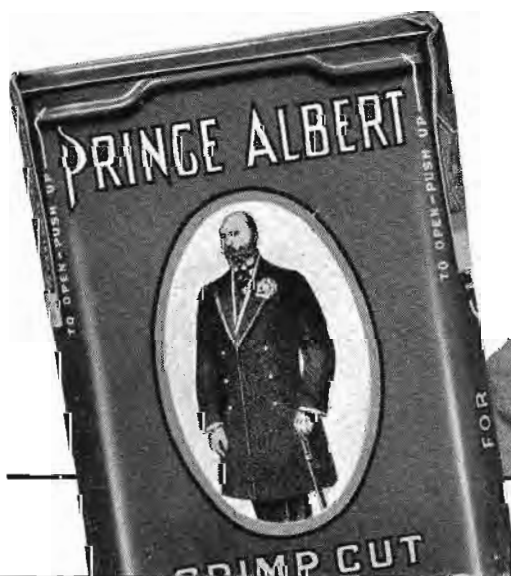


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WITH
P.A.***

P.A.*



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