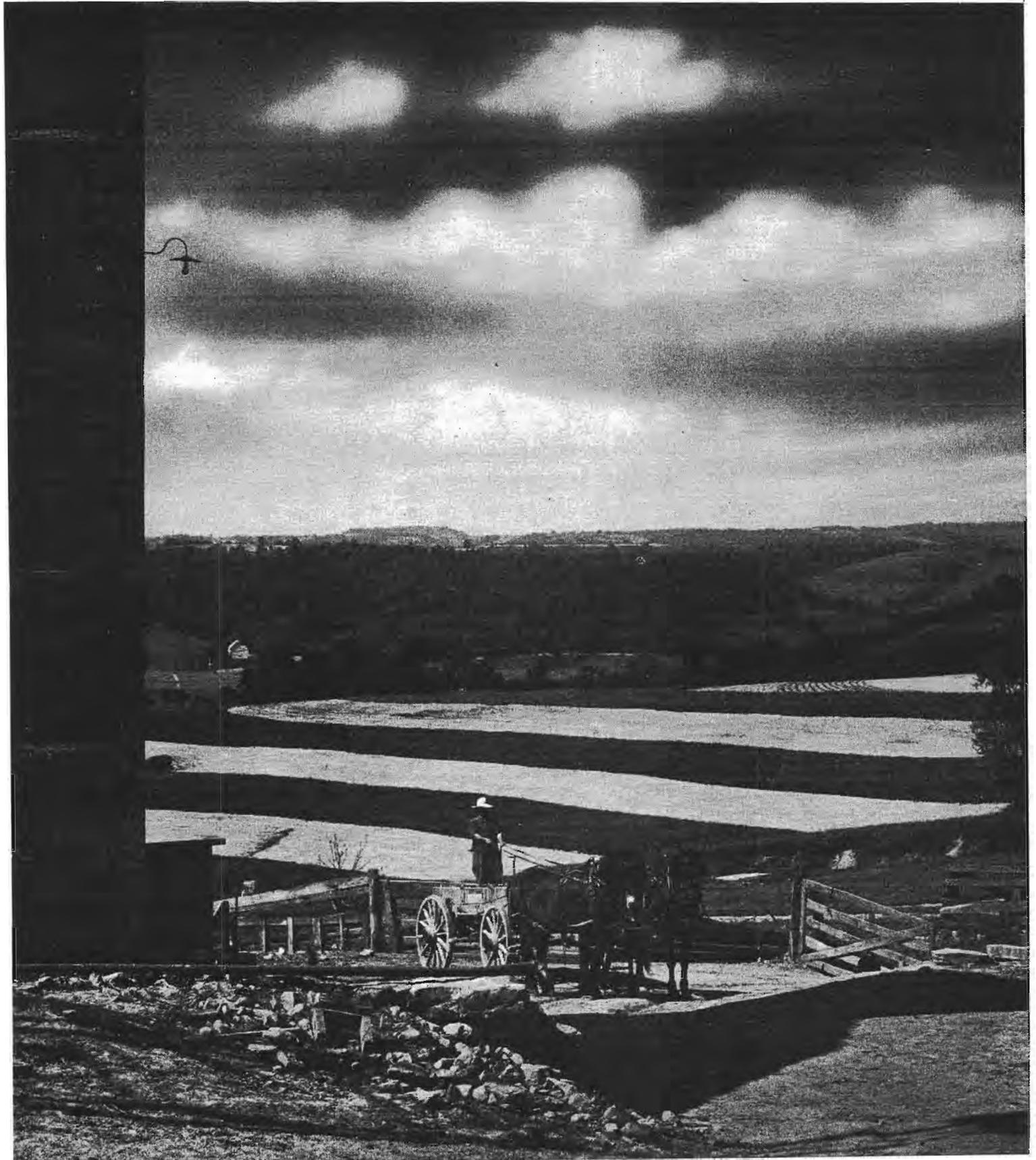


The MILWAUKEE MAGAZINE

AUGUST

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

1946





Now in the making...
**six transcontinental
 Speedliners**

THE OLYMPIAN HIAWATHAS, as these brand new Milwaukee Road trains will be called, are to be placed in transcontinental service early next year between Chicago-Milwaukee and Seattle-Tacoma.

Details of appointments and interior design have not yet been fixed. Thus The Milwaukee Road can take the fullest advantage of new materials and devices which may be made available in the coming months. Meantime, work on the advanced-type trucks and car bodies is going steadily forward at the Road's modern manufacturing plant at Milwaukee, Wisconsin, where the equipment for the famous daytime HIAWATHAS was

built. Construction of the all-room sleeping cars is under way in the Pullman shops.

In designing and building the OLYMPIAN HIAWATHAS, The Milwaukee Road has drawn upon its long experience in operating transcontinental and super-speed trains, as well as upon the suggestions offered by thousands of passengers. We are confident the new units will take a distinguished place among the fine Milwaukee Road trains which, over the years, have made so many brilliant contributions to rail progress. F. N. Hicks, Passenger Traffic Manager, Union Station, Chicago 6, Ill.

THE MILWAUKEE ROAD

Only railroad all the way between Chicago and the Pacific north coast



Water from the Sun

WATER has brought economic stability and a satisfied way of living to families on the Fairfield-Greenfield Division of the Sun River Project, located in northwest Montana, 35 miles northwest of Great Falls, on the Milwaukee Road branch line to Agawam. This project, started in 1912, consists of 100,000 acres, 70,000 of which have been completely developed and converted into farms. Water is supplied by the Sun River and its tributaries and the first irrigation water was turned on in 1919. Supervision and maintenance is handled by the United States Reclamation Service, assisted by the Montana Extension Service and the Farm Security Administration, which provide various services for the assistance of the individual farm operators. The Milwaukee Road branch line, started shortly after the beginning of construction on the project, was finished in 1917 and furnishes its principal railroad service.

The water supply of all project land is stored in three dams with the following acre feet capacity: Gibson Dam, 105,000; Pishkun Dam, 32,000; and Willow Creek, 32,000—a total of 169,000 acre feet. In addition to the usual system of main canals and laterals, the project is also equipped with drain ditches to take care of run-off water and prevent unnecessary seepage of valuable farm land. The charge for water, including construction and operation maintenance, runs about \$1.75 per acre, which entitles a farmer to two acre feet of water per acre. Average precipitation in this area for the last 36 years was 13.8 inches and the average number of frost-free days during the growing season range from 115 to 120 days.

Expansion of Enterprises

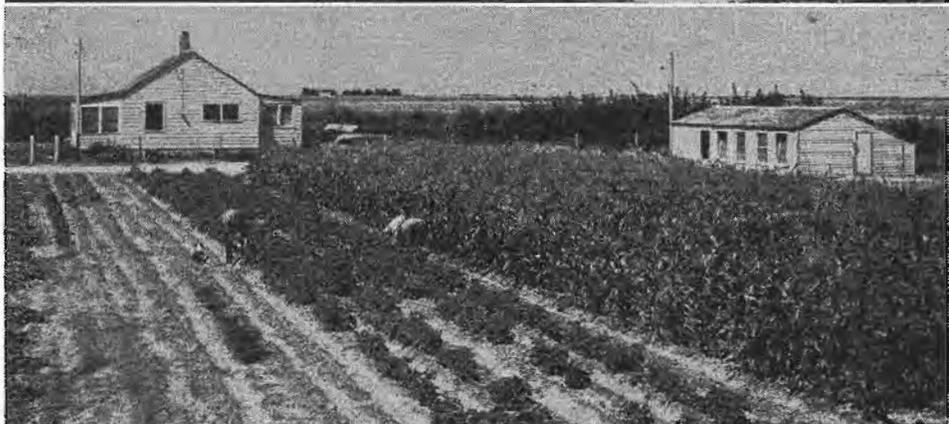
Before irrigation was introduced, this area was settled by a scattering of dry-farm homesteaders, while a part of the land was used for open range by livestock operators. Today the project supports about 550 families, operating approximately 800 farms which aver-

The pictures show, top to bottom:
Sun River diversion dam.

A model garden on the Fred Hanson farm near Fairfield, Mont. Note the irrigation trenches between rows of vegetables.

Gibson Dam, which provides the main storage on the Sun River project. The dam is 200 feet high and the reservoir has a capacity of 105,000 acre feet.

Thanks to irrigation, wheat fields such as this are common in the Sun River project area.



age 100 acres or more of productive land. The majority of them are owner-operated but during recent years many units have been rented. The Farm Security Administration has assisted World War II veterans to get established in farming and has sold nearly all government lands previously rented, to their clients. Many of the developed farms were sold in the fall of 1945 and the spring of 1946 for \$50 to \$75 and upwards, per acre.

Where dryland wheat raising was formerly the principal crop enterprise of the area, diversification now prevails. Wheat, oats, barley, peas, alfalfa, flax, sugar beets and potatoes make up the greater part of the crops now grown, while the livestock enterprises include dairying, farm-flock sheep, lamb feeding, poultry and hog production. Clover seed is also a profitable source of income. Wheat, dry peas, flax, sugar beets and potatoes are the principal cash crops with the remainder of the grain and hay crops being used in the farm livestock enterprises. Dairying, which is the largest livestock enterprise, has outlets through a local cheese factory at Fairfield and through creameries and market-milk distributors in Great Falls. Lamb feeding is the livestock enterprise showing the greatest expansion. Lambs are purchased from nearby range sheepmen and fed alfalfa, hay, homegrown grains and sugar beet crops as a fattening ration before being shipped to eastern markets. About 10,000 head of sheep and lambs were on feed in 1945.

Development of Fairfield

The most significant change brought about by creation of the project is the growth and development of the town of Fairfield. Originally it was just a post office and stage stop, located about five miles northeast of the present town-site. The building of the Milwaukee Road branch line caused it to be moved and re-established on its present location. The town has also been incorporated, having grown from 150 people in 1930



Loading sugar beets into Milwaukee Road cars at Fairfield, Mont.

The Cover

The cover of this issue shows a farm in northeastern Iowa, one of the many areas of the United States where the farmers have learned the wisdom of working with the United States Soil Conservation Service to safeguard the fertility of their land by preventing top soil erosion.

"Strip farming on the contour" is the technical term applied to the picturesque practice shown, and the purpose is not the beautification of the land, although the vari-colored stripes and patterns which result are very pleasing to the eye. Contour farming, briefly, means plowing, planting and cultivating *around* the hills and gentle rises rather than going over the tops and through the valleys in a straight line, as was once the practice. When rain falls on "contoured" land, the water stays in the circular furrows instead of washing the rich top soil down the furrows to the nearest creek for eventual delivery to the sea. The strip farming principle adds to the advantages of contour cultivation by providing alternating types of root and foliage growth as a foil for the water. The field pictured on the cover is growing wheat and alfalfa, both of which are harvested in August.

The first soil conservation district in the United States was established in the early 1930's in a stretch of Milwaukee Road territory known as Coon Valley, just southeast of LaCrosse, Wis. Today 70 per cent of the country's farm land lies within soil conservation districts and hundreds of these areas are served by our railroad.

It has been said that our very civilization depends upon the top eight inches of the earth's surface. We cannot exist without it. We live on the top eight inches; when we die we are buried in what is below. In other words, the longer we hold onto the top soil, the less concern we need have for the clay.

to more than 800 by 1945. It supports a bank, several merchandise establishments, a cheese factory, lumber company, elevators, seed and feed dealers and a pea processing plant.

In the way of public facilities, the town and project have excellent educational advantages. A modern high school and grade school are located at Fairfield and a consolidated grade school is located out in the project area. Grade and high school pupils are transported in modern buses. Further indications of stability in the community are several well-kept church buildings in Fairfield, which provide comfortable places of worship for their congregations.

Besides attending to farming activities and business enterprises, the residents enjoy wholesome outdoor recrea-

tion. Some of the best trout fishing in the world is found in the tributaries of the Sun River and nearby lakes and reservoirs. The upper Sun River area on the rugged eastern slope of the Rocky Mountains is considered without equal as a big game paradise. Here sportsmen find elk, deer and grizzly and brown bear. Furthermore, its location, just 100 miles from Glacier National Park on an oiled highway, makes this playground easily accessible to project residents for week end vacations.

Courtesy by Curtis

"My work makes it necessary to do considerable traveling. During the past three or four years, due perhaps to conditions beyond your control, the traveling public felt it was given little consideration in the matter of reservations.

"While making a reservation at Milwaukee yesterday (June 13) I was particularly impressed by one of your passenger representatives there and I wish to express my appreciation for the courteous treatment and consideration I received from your Robert W. Curtis.

"This kind of treatment makes one feel that maybe we are getting back to normal conditions."

George E. Booth,
2511 West 23rd St.,
Chicago, Ill.

Eisenhower Brothers Ride the Tomahawk on Fishing Trip

General Dwight D. Eisenhower, chief of staff of the United States Army, arrived in Minocqua, Wis., on the morning of July 15 aboard the Milwaukee Road's Tomahawk for a week of fishing and rest accompanied by his four brothers, with whom he was enjoying the first reunion in more than 20 years. The general came from Washington,

"The Milwaukee Rates the Highest"

"It is with sincere appreciation that I convey my thanks to your organization for the courtesy shown to me on my recent trip to Ipswich, S. D.

"On trips I have been required to make across the country in recent years, it has always been a pleasure to ride the Milwaukee trains. The diners are always clean and the service is excellent; the trainmen and porters the most accommodating I have ever encountered. I particularly wish to convey my thanks to Mr. Miller, the station agent at Ipswich, for his efforts to obtain space for me to return to the hospital.

"Of all the railroads on which I have ridden, the Milwaukee rates the highest and I wish you the best of luck on your new streamliner from Chicago to the Coast."

*Lt. Harrison C. Hartzell,
B-1 Greene Manor,
Philadelphia, Pa.*

A Salute to the Hiawatha

"Recently my wife, myself and a wedding party had the pleasure of riding from Chicago to Minneapolis on the Morning Hiawatha to attend my son's wedding in Minneapolis. I want to tell you how much we enjoyed ourselves on your road.

"The coach was clean, beautiful and roomy and the train ran so swiftly and smoothly that you could scarcely feel it move. Your trainmen were accommodating and courteous at all times. The food in the diner was especially delicious and the portions were larger than we were accustomed to on trains and in restaurants in the East.

"The scenery in Wisconsin and Minnesota along the Mississippi River was very beautiful and the many bright-looking and thriving cities and towns along the road gave us a real thrill."

*Thomas S. Kennedy,
Washington 16, D. C.*

D. C., on the Pennsylvania Railroad and the group met in Chicago, where President H. A. Scandrett placed his private car, the "Milwaukee", at their disposal and accompanied them on the trip to Minocqua.

The general's brothers are Edgar, a lawyer, Seattle, Wash.; Arthur, a banker, Kansas City, Mo.; Earl, an engineer, Charleroi, Pa.; and Milton, president of the Kansas State Agricultural College, Manhattan, Kan.

Owing to the fact that this was the first vacation the general had had since 1940, every effort was made to maintain privacy for the party. The entire journey from Washington, D. C., to Minocqua was completed in the nearest thing to "secrecy" that the world-renowned general could hope to enjoy, but the news did reach Minocqua residents in advance and there was a crowd of 500 or more at the depot

when the Tomahawk pulled in. As the general stepped from the train, he was greeted by cheers and shouts. Smiling broadly, he shook hands with the eager boys who pressed forward, and then extended a greeting to the men in uniform who approached him.

"You'd think I was running for office," he commented to one of his brothers.

The party was met at the station by a detachment of 12 state police and was driven to the Eakin cottage in an army staff car.

Vice President O. N. Harstad went to Minocqua and accompanied the general and his brothers Milton and Earl on the return trip, which was also made on the Tomahawk, arriving in Chicago on the morning of July 22. The other two brothers, Arthur and Edward, had returned the previous day on the Northwoods Hiawatha



First to greet General Eisenhower, his brothers and President H. A. Scandrett at Minocqua was Kathleen Schuller, 4, who gave the general a welcoming kiss. Shown, left to right, are: Arthur and Earl Eisenhower, Mr. Scandrett, General Dwight D. Eisenhower, and Edward Eisenhower. Milton Eisenhower does not show in the picture.

O. N. HARSTAD

Up From the Lunch Pail

O. N. HARSTAD, who was elected vice president-operation on May 14 to succeed J. T. Gillick, spent exactly 42 years and 4 months rising from the job of clerk in the superintendent's office in Sioux City to the head of the operating department of the Milwaukee Road, and the story of his rise is one typical of all successful railroaders—absolute devotion to duty. The same admirable and necessary traits which characterize the vice president also characterized the clerk; the difference is that experience, a great deal of it and the kind that will work to this railroad's advantage, has been added.

"To begin my story at the beginning," Mr. Harstad will tell you, "I was born on Christmas day, 1886, in Sioux City. Dad was a railroader there, a checker at the freight house, so it's easy to see how I came by my interest in railroading. Mother used to pack his lunches in a pail and I took them down to him. Everything I saw around the railroad was big and noisy and wonderful, and I wanted to be a part of it when I got big enough to have a lunch pail of my own."

Mr. Harstad had finished grade school, high school, and had worked on several jobs including that of Western Union messenger in Sioux City when he suddenly became convinced that his education lacked the necessary specialization. Having saved enough money to enroll in a business college, he became a student of stenography and other commercial subjects.

The urge to get about the business of railroading still kept prodding him, but there wasn't a railroad job to be had when he left business school, so, taking a job with the Cudahy Packing Company, he waited. It wasn't long until that job in the superintendent's office in Sioux City turned up; he applied for it and was put to work at the same salary he had received at Cudahy—\$45 a month. That was in January, 1904. Three years later he went to Aberdeen, S. D., as chief clerk to Superintendent C. F. Morrison.

Long Day, Long Week

"It was during the construction of the Puget Sound line that I went to Aberdeen," he said, and chuckled as he thought about those bustling days. "We worked from 7 a.m. to 11 p.m. and sometimes later. A good part of the time we worked right through Sundays

and holidays. Of course, there were tremendous quantities of material moving over the line for the construction work and our office had to account for a good deal of it. It wasn't easy to get approval for extra help in those days, so we just doubled up and did the work as best we could. It was interesting, though, watching the Road expand and stretch itself westward, and we didn't mind the long hours too much."

In 1910 he was made agent in Aberdeen but not long afterward moved on to Minneapolis as chief clerk to the general superintendent there. Having

learned his trade, Mr. Harstad was made trainmaster on the I&M Division in 1917, was transferred to the River Division the same year, and in 1918 returned to Aberdeen as superintendent.

From that time on advancements came rapidly. He was appointed general superintendent at Chicago in 1923, and assistant general manager in 1924. In 1925 he became general manager, Lines East. It was on Dec. 1, 1942, while still holding this position, that he was granted a leave of absence to accept service with the Office of Defense Transportation in Washington, D. C.



O. N. Harstad (left) and L. F. Donald

L. F. DONALD

He Wanted to Be a Trainmaster

UNLIKE most men, whose accomplishments fall short of the mark set by their boyhood ambitions, L. F. Donald, newly appointed general manager, Lines East, has already gone far beyond the position he aspired to when the desire to be a railroader first made itself felt.

As a boy back in Savanna, Ill., he wanted to be a trainmaster. He will tell you, as a matter of fact, that almost from the time he was born there, on Apr. 4, 1894, the son of James D. Donald, a train baggageman on the Dubuque Division, he was fascinated by the great railroads—the Milwaukee and Burlington—which dominate the life of the town. As he grew, his ambition became specialized: He wanted to be a trainmaster when he got big, because, as he says, “they traveled around most of the time, wielded a lot of authority and were respected as men who knew about all there was to know about running a railroad. They were big shots, and I wanted to be one of them.”

Lloyd Donald trained for his railroading career with the Milwaukee Road by working for the Wells Fargo Express Company and the Burlington during his summer vacations from high school. The jobs consisted chiefly of struggling with a hand truck 10 hours a day at 15 cents an hour. Finally, on June 1, 1912, he was put to work in

He returned to the Road and resumed his duties on June 20, at the same time being appointed assistant chief operating officer for the system. On Dec. 3, 1945, at the time of the Road's reorganization, he became assistant vice president, system, in addition to retaining the duties of general manager, Lines East, which position he held until appointed vice president-operation.

The Milwaukee Road, it may truthfully be said, has been Mr. Harstad's life. Apart from his golf, the railroad has little competition for his attention.

Concluding the recounting of his record of service with the company, Mr. Harstad summed it all up this way, with a careless gesture which implied that after so many years of hard work, one explanation of success is as good as another: “I have always tried to keep a step ahead of the boss,” he said. “I attempted to anticipate what he wanted and had the information available without his having to ask for it.”

Except for modesty, he might have said, “I liked railroading; I worked hard at it and did my job with intelligence.”

the Milwaukee's roundhouse office in Savanna, but left the job three weeks later in favor of a spot as payroll clerk in the superintendent's office. An older man soon displaced him as payroll clerk, so he went to Elgin, Ill., as roadmaster's clerk.

He Got Acquainted

The occupational itinerary followed by Mr. Donald for the next several years would seem to prove the truth of the remark he made to the writer—that the readers of the Milwaukee Magazine probably know him about as well as he knows himself, since he has worked on just about every division and in most of the towns and cities on the railroad. He did a long tour of six-month to one-and-a-half-year stands in clerical positions, finally arriving in Chicago as trainmaster in October, 1922.

His ambition realized, Mr. Donald soon found himself doing not only the kind of traveling which had caught his fancy as a boy, but more than his share of transferring from division to division. After leaving Chicago he went to Sioux City, St. Paul and Montevideo, and on Nov. 1, 1926, landed in Terre Haute as assistant superintendent. A little more than a year later he went to Chicago in the same capacity, and on Jan. 1, 1929, returned to Terre Haute

again with a promotion; this time he was superintendent.

After a turn as superintendent on the newly consolidated Dubuque & Illinois Division beginning in 1930, and on the LaCrosse & River Division beginning in 1935, he was promoted to general superintendent at Milwaukee effective Oct. 15, 1939. He became assistant general manager at Chicago on Dec. 1, 1940, and went to Seattle as general manager, Lines West, on May 15, 1942, returning to Chicago as general manager, Lines East, on June 1, 1946.

The transfer from Seattle to Chicago has left Lloyd Donald in the dilemma common to a large segment of the population: He is looking for a place to live. For the present he is marking time in Winnetka, a Chicago suburb, and trying to find a permanent home. With him and Mrs. Donald are their daughter, 20, and son, 24, who is just out of the Naval Air Corps after four years.

As superintendents on Lines West learned when he started telephoning all of them at 8 o'clock or earlier every morning, just to check up on how the railroad was running, Lloyd Donald has a talent for making things hum. And the thing which baffles everyone who works with him is that he does it without ever raising his voice or disturbing the placid, friendly composure which is his principal distinction.

“Some Man” Salviola Surprises the Boss Again



Dominic Salviola

“I wonder what the old gang's doing now,” is a thought which often occurs to men who shared wartime experiences. Assistant Superintendent James D. “Jim” Shea, sitting in his office at Sioux City, a short time ago, recounting some of his experiences with the 744th Railway Operating Battalion, praised the resourcefulness of railroad men and mentioned a specific instance—a young fireman from the Middle West, delegated to fill a vacancy in the ranks of the locomotive engineers.

“It was one of the smartest things I did while over there,” Shea commented. “That boy had more sheer guts than a whole train crew. If we had a trainload of ammunition to move and only a leaky engine to make the delivery, that was my signal to put Nick on the job. Sometimes my conscience disturbed me when I thought of the assignments I gave him. He

would nurse that engine with intelligence and patience and the ammunition would be delivered according to instructions. He never fell down on a job.

"Time after time he was strafed and bombed by guns and planes but somehow he always got through. I was transferred and lost track of him. I often wonder what became of that boy. His name was Dominic Salviola, but everyone called him 'Nick.' Some man!"

Fred Costello, Sioux City Magazine correspondent who happened to be present, glanced at Shea with a grin and said, "Was he a little fellow with dark, wavy hair, brown eyes and a million dollar smile?"

"That describes him exactly," said Shea.

"Well," said Fred, "Nick is working for you again; he went out on Number 62 this afternoon. He lives with his mother at Stevens, S. D., just across the Sioux River and opposite our roundhouse at North Riverside."

Yes, now and then those things do happen. Nick is working again for his wartime commander, and their reunion in the boss' office was an occasion neither of them will soon forget.

Nick served overseas for 20 months with the 744th, the Milwaukee's own, and returned last Easter Sunday. In regard to his military exploits, he is very modest and says that Shea overestimates his nerve. It wasn't the tons of ammunition that bothered him—it was those leaky engines which he expected to blow up any minute.

Appointments

Engineering Department

Effective July 1, 1946:

A. B. Chapman is appointed engineer and superintendent, bridges and buildings, with headquarters in Chicago, succeeding Gunnar Tornes, who has retired.

Operating Department

Effective Aug. 1, 1946:

G. E. Lanning is appointed assistant superintendent of the Iowa Division with headquarters at Perry, Ia., vice C. E. Crippen assigned to other duties.

W. T. Stewart is appointed trainmaster, Iowa Division, with headquarters at Marion, Ia., vice G. E. Lanning promoted.

A. C. Novak is appointed trainmaster, Kansas City Division, with headquarters at Ottumwa, Ia., vice W. T. Stewart transferred.

Winter and McPherson Promoted



J. L. Brown (left), general superintendent of transportation, talks things over with W. R. McPherson (center) and C. H. Winter in his office in Chicago.

C. H. Winter, whose diversified experience with the Milwaukee Road dates back 45 years, was promoted to the position of superintendent of transportation, Lines East, effective July 15. At the same time, W. R. McPherson, a young veteran of 29 years in the department, moved up to the position of assistant superintendent of transportation, Lines East.

Both men are well qualified for the important tasks assigned them. Winter began working for the Road as an office boy in the car accountant's office, Chicago, in 1901, but went out to Lombard, Mont., as an operator-clerk in 1908 and a few years later became chief clerk to the superintendent of trans-

portation in Seattle. He has held various positions in the department since then, and from May 1, 1934, until the time of his latest appointment, was assistant to the general superintendent of transportation.

McPherson started his career with the Milwaukee as a messenger in the Union Street freight office, Chicago, on May 7, 1917. He held a number of positions before going to the transportation department in November, 1928, as passenger car distributor. He became chief passenger car distributor in 1941, and from December, 1945, until the time of the present appointment, was assistant to the general superintendent of transportation.

The Freight Rate Increase

To meet the critical situation resulting from increased wages and increased prices for materials and supplies, combined with a severe decline in traffic with freight rates still at prewar levels, the railroads petitioned the Interstate Commerce Commission in April for an increase in freight rates. You may hear comment on this action, and you should have some facts so you may discuss it with people you meet.

The railroads asked for an increase of 25 per cent, with certain exceptions where lesser increases were sought, producing about 20 per cent over-all increases. Effective July 1, the Interstate Commerce Commission authorized a 6 per cent increase in some rates, and a 3 per cent increase in others.

This will produce only a small portion of the additional revenue badly needed by the railroads.

Just before the war started, the statistical bureau of the Interstate Commerce Commission found that freight rates, covering movement of raw materials to factories and of finished products to wholesalers amounted to only 7¼ per cent of the estimated wholesale value of commodities at destination. The prices of commodities have increased about one-third since 1941 and are still rising, while railroad freight rates have remained at the old level and on this basis railroad freight rates today amount to only about 5½ per cent of the wholesale value of commodities at destination.

Applying the over-all increase of

20 per cent to the 5½ per cent results in an actual increase in the wholesale value of only 1.1 per cent or slightly more than 1 cent on the average sales dollar.

As an example of what the increases for which the railroads have petitioned would amount to, the maximum increase of 25 per cent applied to a shipment of wheat from Aberdeen, S. D., to Minneapolis, there to be milled into flour for ultimate sale in Chicago, would increase the cost of the flour less than one-tenth of a cent per pound, which clearly indicates the small effect the increase would have on the cost of commodities.

In view of the increased costs of railroad operation and with the volume of traffic and revenues declining, the railroads have passed the point where it is possible to provide efficient and adequate transportation without assistance in the way of increased freight rates. It can be readily seen from what has been stated herein that the proposed increases would have very little effect on the cost of commodities but they are of vital importance to the railroads.

Keep these facts in mind and use them in your talks with people who do not understand the situation.

Arthur G. Holt

Arthur G. Holt, who retired from the position of assistant to chief engineer in 1938, died on June 28. He was born at Chatfield, Minn., on Aug. 30, 1864, and received his education in the public schools of Minneapolis and at the University of Minnesota. In 1885 he started his engineering career, as rodman, and with the exception of a three and a half year period, his entire professional service was for the Milwaukee Road.

Mr. Holt played a prominent role in the Road's construction and development. Early in 1901 he was placed in charge of the grade revision on the River Division and worked on the location and construction of branch lines. In 1905 he was sent west, where he located the main line through Snoqualmie Pass and from the Columbia River to Plummer, and supervised locating parties on the St. Maries and Coeur d'Alene branches. He was in charge of construction until 1913 when he was promoted to assistant chief engineer. Subsequently he was appointed assistant to chief engineer and held this post until his retirement.

Mr. Holt was widely acquainted among engineers and railroad contractors, who held him and his work in high esteem. He is survived by his wife, two daughters, a son and several grandchildren.

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Marc Green
Editor

A. G. Dupuis
Manager

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Prophecy

In Essex, England, a tombstone dated A.D. 1440 has been found bearing this amazing inscription of prophecy, cut in stone half a century before Christopher Columbus discovered America:

"When pictures look alive with movement free, when ships, like fishes, swim beneath the sea, when men, outstripping birds, shall scan the sky, then half the world, deep drenched in blood, shall lie."

Service by Custer

"I would like to commend your dining car steward, Mr. Custer, with whom it was my pleasure to travel, returning from the East on train number 15, which left Chicago on June 6.

"I have made many trips to the East during the last few years and

I have never been afforded such courteous treatment and consideration as was extended by your steward on that occasion. All of this under the most trying conditions, as he had the care of two extra cars, carrying the wives and 87 children of servicemen, en route to Japan. He handled the feeding of this unusually large passenger list in the most expert manner.

"I shall be very grateful if you will forward the extra copy of this letter to Mr. Custer, that he may be informed of my appreciation of his efforts."

H. J. Durand, Secretary-Manager,
Washington Brewers Institute, Inc.,
Seattle, Wash.

Notice

To all members of the Veteran Employees Association:

Due to the fact that the Veteran Employees Association held no conventions and was generally inactive during the war years, many of the members have become delinquent in their dues.

These individuals will be reinstated upon the payment of \$2.00. It is hoped that the entire membership will be in Milwaukee for the grand reunion on Aug. 28 and 29.

Mrs. Grant Williams, Secretary,
6167 N. McClellan Ave.,
Chicago 30, Ill.

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

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

Town.....Date.....1946

I, with my.....will attend the Seventeenth Reunion of the VETERAN EMPLOYEES ASSOCIATION to be held at the HOTEL SCHROEDER in Milwaukee, Wis., Wednesday and Thursday, August 28th and 29th, 1946.

Please reserve.....rooms for myself and.....
(Number) (Relationship)

for.....
(Indicate night wanted or write "no room wanted")

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

I We plan to leave.....on train.....at.....M. on
(Station) (Number) (Time)

.....1946, and arrive in Milwaukee on Train.....
(Day) (Date) (Number)

at.....M. 1946.....
(Time) (Date) (Please print your name)

.....
(Occupation) (Street Address) (Town)

Canning—A National Obligation

Here's good news for every canner, from the half-scalded veteran of the open kettle campaign to the wide-eyed bride afraid of her new pressure cooker. You can't know too much nor too little to benefit by the suggestions, instructions and graphic illustrations in *Modern Homemaker*, a canning booklet which the *Milwaukee Magazine* will send to any of its readers who would like to have it. It not only tells you how to can fruits, vegetables, meat, fowl and fish, but includes gummed labels for the jars, and provides appetizing recipes for use when the jars are opened. Just address a card to *The Milwaukee Magazine*, Room 356, Union Station, Chicago 6, Ill.

THE preservation of perishable food has long been recognized as a necessity. Napoleon Bonaparte, as he led his foraging armies over Europe, struggled with this problem and devised methods of his own. The pioneers, chafing under the restricted diet of the long winter months, also contributed to the discoveries which have resulted in modern canning methods. Canning and preserving were considered strictly housewifely chores for many years before they became the basis of a large industry. It is amusing to recall that there was a time, not far distant, when commercially canned products were not whole-heartedly endorsed by housewives who took pride in their cooking, and the less conscientious homemakers who availed themselves of the convenience of "tinned" foods hid the evidence of their "slipshod" ways at the bottom of the trash pile—this, to avoid the censure of their hide-bound neighbors.

As the canned food industry expanded and was recognized as a boon to modern housekeeping, many women came to rely on purchasing a large quantity of their food already preserved or canned, especially in the cities, where food must be bought in the markets. Canned foods are in demand everywhere. They are the mainstay of exploring parties, and the armies engaged in the late war fought almost entirely on canned rations. Yet, while the flavor and nutrition of canned foods cannot be questioned, the highest tribute we can pay them is that "They taste almost like the home-canned variety."

World-Wide Food Shortage

During the war years, when the processing industry labored to supply the fighting forces with food, and canned goods were rationed to civilians, many housewives returned to the home preserving method. This revival of interest produced a staggering output—over 4 million quarts—much of it the overflow of victory gardens. The demands on the processing industry have since been eased but it is still faced with many difficulties and uncertainties and we, too, have a problem—the subsistence feeding of the world's famine stricken areas as well as supplying our own needs. These conditions have made it necessary to utilize every resource of the farm and home gardens and will not permit any relaxation of the home canning program.

Famine threatens the lives of hundreds of millions of people and will probably continue to do so until the harvest of 1947. Due to this unprecedented shortage we must continue to share a large part of our food for at least another year, and wheat, which is particularly adapted for shipment to the famine areas abroad, will be scarce at home for months to come. This means less bread and cereals, our "filling" foods, which must be replaced, to maintain a balanced diet, with vitamin-producing vegetables and fruits.

While the world food stocks have seldom been lower than they are right now, record crops of home grown and commercially produced vegetables and fruits are indicated. Victory gardeners have also evinced a willingness to continue the good work which last year produced over 8 million tons of food and it is expected that this year will see the greatest season of home food preservation in history. To preserve our surplus during this growing season may be regarded as a solemn obligation—not only for the purpose of preventing starvation in other countries but for guarding against the possibility of a shortage here at home.

Fool Proof Methods

Scientific research has taken the guess work out of home canning, and the results of it, which are now available to the home canner, can be obtained from many sources. The State Extension Service and state agricultural colleges are glad to cooperate, as are county agricultural agents and home demonstrators. Many communities which sup-

ported a home canning project during the war not only furnish information but equipment as well. Studying the methods recommended for different foods and securing competent advice insures the successful outcome and removes the hazard of spoiling valuable food and condiments. Sugar is not plentiful and it is recommended that housewives conserve as much as possible for canning purposes. There are other methods of preserving which require little or no sugar, such as freezing, pickling, brining, drying and storing, and which are suitable for different types of produce. The Office of Information, U. S. Department of Agriculture, Washington, D. C., distributes the following pamphlets covering these subjects.

- Home Canning of Fruits and Vegetables AWI-93
- Home Canning of Meat AWI-110
- Take Care of Pressure Canners AWI-65
- Pickle and Relish Recipes AWI-103
- Home Freezing of Fruits and Vegetables AIS-48
- Freezing Meat and Poultry Products AWI-75
- Curing Pork Country Style AWI-108
- Oven Drying AWI-59
- Home Storage of Fruits and Vegetables FB-1939



The supply of pressure canners has steadily increased and an adequate supply of glass jars, rings and closures is assured. Jar rings, which were not always satisfactory during recent years, are of better quality now that some natural rubber can be used. Even tin cans can be purchased—that is, for food which is not to be sold, and many progressive communities have invested in community-owned dehydrators and freezer lockers.

All of this means a lot of hard work for someone, generally the lady of the house, but men have been known to lend a hand with the heavier work. After all, what tastes better to a man, or can give more satisfaction, than sitting down on a cold winter day to a dinner of home-cooked, home-grown food, the product if his own labor and imbued with the flavor that is found only in food fresh from the garden. Strawberry pie in December? Asparagus in January? It's easy, and on the average budget, for the home canner who has been foresighted enough to make his garden work for him the year 'round.

Dan Bohan Takes It Easy After 72 Years on the Job

When Agent Daniel Bohan of Avoca, Wis., was born on July 27, 1857, the Milwaukee Road had advanced as far as Prairie du Chien, Wis., and a large part of the territory west of the Great Lakes and along the Mississippi River still depended on rivers and streams for transportation. These and other interesting facts were recalled recently by Dan, top man on the Road's seniority list at the time of his retirement on Jan. 21. His was the longest and one of the most unusual service records in the history of the Milwaukee Road—72 years in the employ of the company and 63 years on the same job. This is remarkable even in an industry noted for long service records,

and Dan claims that he really should be credited with 74 years on the job, for although official reports show that he was hired on Jan. 6, 1874, he contends that his railroading experience actually began in 1872 with his apprenticeship as a telegrapher under his brother's tutelage.

Dan says that he was born into the railroad business. His father worked on the first line into Stoughton (Dan's birthplace) in 1851 and later on the extensions to Wauwatosa and Waukesha, the latter heralded as "The first link of the iron chain which is to connect us with the Mississippi." Dan's older brother, James, Jr., who also adopted his father's profession, was the Milwaukee agent at Woodman, Wis., and it was his deftness with the telegrapher's key which first intrigued Dan and persuaded him to adopt railroading as a life-time job.

Dan's first regular appointment was as an operator at Lone Rock, Wis., and within a year he had worked at Muscoda, Eagle and Bridgeport. Then followed a nine-year stretch at Prairie du Chien and finally the memorable day, Mar. 1, 1883, when he accepted the post at Avoca, his first agency and last assignment.

No Time for Boredom

Performing the same routine duties for 63 years could be monotonous but Dan never had time to consider the possibility. With the agency he also inherited his predecessor's job as local

agent for the J. I. Case Company and on the side he developed a farm implement business. He represented the International Harvester Company and, in addition, operated his own lumber mill, which has furnished ties to the Milwaukee Road for about the last 50 years. As to his civic interests, he was one of the organizers of the Avoca



Dan Bohan and son, Fred, who has succeeded his father as agent at Avoca, Wis.

State Bank and its president for many years; he also served on the village and school boards.

Most of his leisure is now devoted to reading, still without glasses, and he likes to tell a good story. Reminiscing about the days of pioneer railroading, he can recall when all employees, including the agent, pitched in and helped "wood up" the wood-burning locomotives. "There were no air brakes then," he says, "and all cars were coupled with two links and a pin. Capacity of freight cars in the early days was 24,000 pounds, in contrast to the cars of 120,000-pound capacity in use today. Thirty loads in a train was considered good tonnage and crews traveled through from Prairie du Chien to Milwaukee. We worked seven days a week, 12 hours a day, for \$45 a month. That averaged about 12½ cents an hour and, believe it or not, I was able to put a little savings aside."

A recent Minneapolis newspaper article announcing the death of one of the oldest Milwaukee Road telegraphers, drew the comment from Dan that "I taught that man the Morse code and I am also proud to say that C. H. Dietrich, our former freight claim agent, was another of my pupils."

Dan, at 89, is not reluctant to step aside, as his son, Fred D. Bohan, takes over the agency and will carry on the Bohan family tradition in the industry with which it has been identified for so many years.

Rehearsal for Retirement

Rehearse your retirement? Why not? The art of living happily and effectively after 65 presents a real challenge. Today only nine million in this country are 65 and older; by 1980, if present population trends continue, the 65-and-olders will number 26 million, according to Ray Giles in an article appearing in the August *Better Homes & Gardens*.

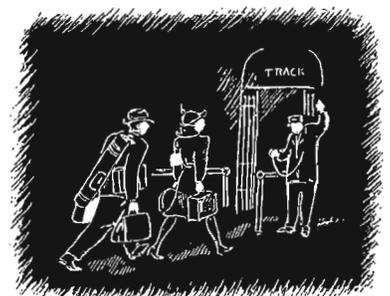
We'll never make masterpieces of our later years until we prepare for the goal as earnestly in our 30's, 40's and 50's as we prepare in our teens and early 20's for our working career and family life.

Retirement can provide just the springboard needed for a happy plunge into public service. There's Bernard Baruch, retired financier, who was called to the White House during World War I and again in World War II to give advice on economic planning. On the doors of one of New York's largest advertising agencies is the firm name, Benton and Bowles. But even before they were 40, these partners retired from business. Today William Benton is an assistant secretary of state and Chester Bowles has been director of the office of Economic Stabilization.

The wisdom and experience of retired men are of great value. Thousands of communities are better served today because their mayors, aldermen, department heads and advisors are retired business and professional men whose civic ideals go far beyond mere voting and office holding.

Retirement occupations need not be distinguished. An engineer, since retiring, has made pipes as gifts for his delighted friends and for sale. A retired clergyman raises setters. Hundreds of retired wholesalers, dentists, plumbers and others do small business in rare postage stamps, while others buy and sell antiques, coins and other items, corresponding with collectors all over the globe.

While you're a comparative youngster in your 40's, why not give some thought to the fact that vegetation and happiness can't go hand in hand? Hobbies just for fun may suffice, but the hobby with an outgoing plus is even better.



Harlowton Area Club Plans Membership Drive

On June 28 the Harlowton Area Service Club held the second business meeting since its reorganization at the Milwaukee's Women's Club room in Harlowton. Finding it impossible to cover all matters attendant to a reorganization in one meeting, this was a continuation of the previous session. Chairman Jones presided and selected the various committee chairmen, who accepted the appointments with enthusiasm. It was decided to convene again on July 15, to plan a picnic for employes and their families.

Watertown Area Club Honors Oscar P. Hansen

After 18 years as signal maintainer at Watertown, Wis., Oscar P. Hansen was promoted to the position of supervisor of telegraph and signals, with headquarters at Aberdeen, S. D. To mark the occasion, the Watertown Area Service Club turned out en masse on June 19 to say farewell and to wish good luck to a faithful employe and loyal Service Club booster. A fine dinner was served by ladies of the Service Club and Chairman Walter A. Schuenke, acting as toastmaster, presented to Mr. Hansen the club's tribute—20 half dollars tied with ribbons in the form of a bouquet.

Dr. E. A. Miller, who served in India during the war, showed some films taken in that country, which proved highly entertaining.

The Hansen's son, Walter, will go to Aberdeen with his parents but their daughter, Phyllis, will remain in Watertown.

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Service Clubs

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Inland Empire Club Dances at Malden, Wash.

The Inland Empire Service Club went visiting for its June meeting, having invited itself to meet at Malden, Wash. Arrangements were made with the president of the Malden Chapter of the Milwaukee Women's Club and the Spokane people made the trip in their own cars and in the local company bus. About 110 members were in the party.

The group enjoyed an evening of dancing, and ice cream, cake and coffee were served during the intermission. Trainman F. Stevens of Malden, who is a musician, obtained the services of the orchestra of which he is a member, to furnish the music. Old time dances were featured. The long drive back to Spokane brought the party-goers home in the early hours of the morning but all reported having a wonderful time and are looking forward to visiting other places on the Idaho Division.

The greatest undeveloped territory in the world lies under your hat.

Madison, Wis., Club Donates to Kiddie Camp

The Madison, Wis., Service Club, carrying out its objective of "developing cooperative relations with civic and commercial groups," made a substantial donation in 1940 to Kiddie Camp, a rest home for rheumatic children. This camp is located at Madison and receives its support from various civic and community clubs and is also among the philanthropic projects sponsored by the *Capital Times*.

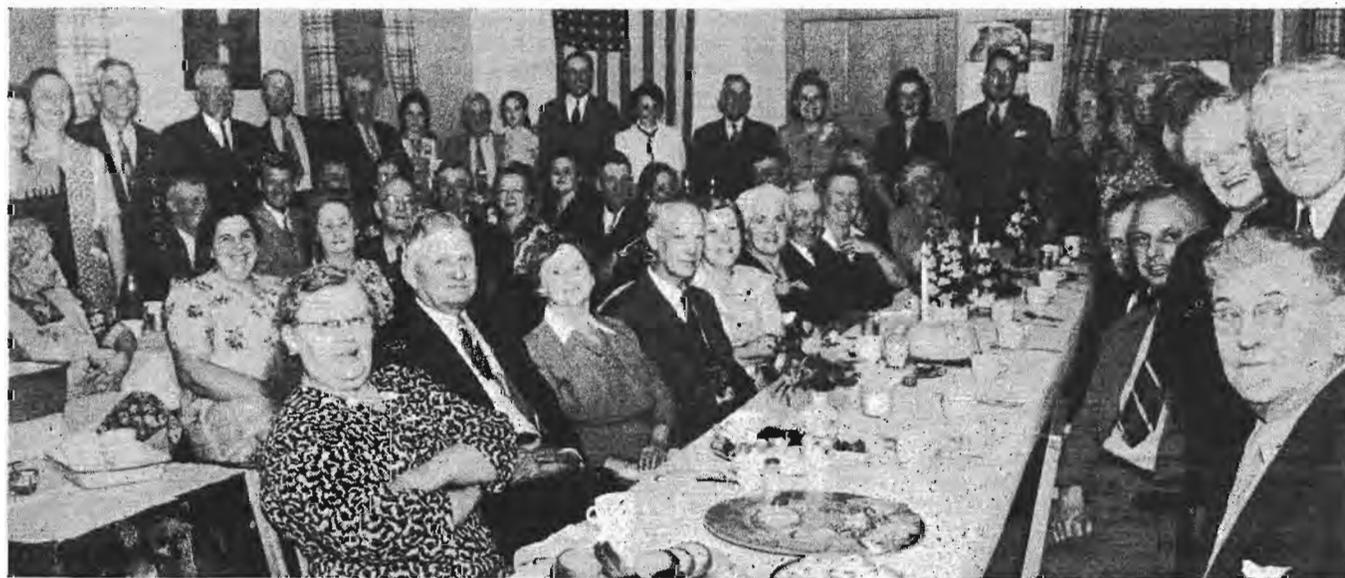
At a recent meeting the club again volunteered to work for the interests of these unfortunate children and their fight to regain health. A committee, headed by Agent J. F. Conlin, was assigned to solicit donations and the result of their intensive three-week campaign—\$303—was one of the largest contributions ever made to the Kiddie Camp fund. Chairman E. P. Kingston made the formal presentation to Editor William T. Evjue of the *Capital Times* on June 10.

Serving on the committee with Mr. Conlin were A. M. Kilian, Gay Reinhold, A. J. Peters, William Murphy, Joyce Coyle, Frank Dempsey, C. J. Higgins, John A. Vanderhie, C. B. Corcoran, Joe Tomlinson, Bob Slightham and H. R. Jones.

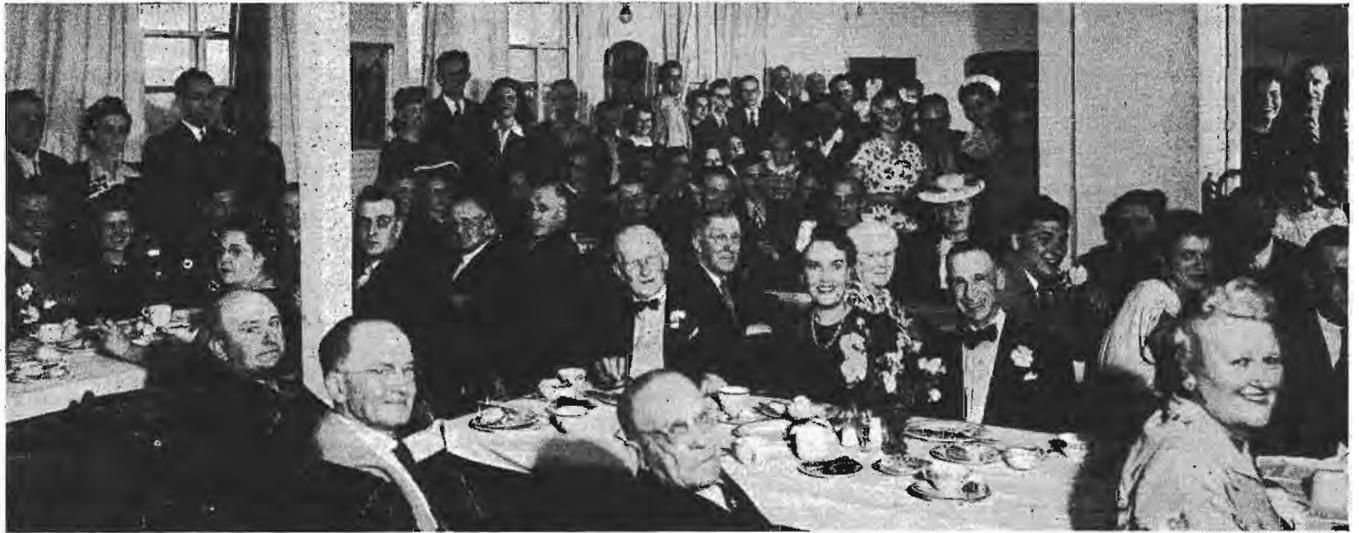
Mt. Tacoma Club Entertains Vets with Legerdemain

Twenty-five ex-servicemen of the Coast Division were honored by the Mt. Tacoma Service Club at a testimonial dinner in the Women's Club rooms at Tacoma on June 27. More than 100 members were present to extend a sincere "welcome home."

The dinner, which for such a large



Watertown Area Service Club members and friends of Mr. and Mrs. Oscar Hansen who attended the farewell dinner held in their honor. In the rear, standing in front of the American flag, are Club Chairman Walter A. Schuenke and wife; to their left are Mr. and Mrs. Hansen.



Part of the group which attended the Mt. Tacoma Club dinner in honor of returned servicemen.

crowd is a good-sized project, was prepared by Mmes. Cecil Snyder, F. Clover, F. Sowles, G. C. Modglin, J. O'Dore and W. McMillian, and consisted of ham, potato salad and peas, topped with Boston cream pie. Locomotive Fireman John Betancourt, who lost his life in the service of our country, was accorded a tribute during the course of the meal, with the observance of one minute of silence.

After dinner Superintendent Wylie spoke and in his remarks to the servicemen expressed the club's appreciation for a job well done. The balance of the program was presented by Harry Schontell and Company, magicians, who demonstrated several acts of illusions, magic and fluorescent light pictures. The performers, D. W. Kelly and Laura and Harry Beddow, have presented their act for 147 U.S.O. shows and entertained thousands of members of the armed forces; Mr. Kelly was formerly a train dispatcher on the Rocky Mountain Division but is now with the I.C.C. The performance successfully mystified the entire group and still "has 'em guessing."

Rockford Club Picnics

Although it had previously qualified for an Appreciation Party, the Rockford Area Service Club refused the honor in January, preferring to defer it until a better time. The party, a picnic at Rock Cut Forest Preserve Park, was held on Sunday, June 30. About 100 adults and children attended.

A delicious lunch with all the trimmings was served at 1 p.m., following which Chairman R. J. Kemp, acting as toastmaster, introduced the speakers—Assistant Superintendent J. H. Stewart, Chief Dispatcher A. C. Morrissey, Beloit; E. J. Hoerl of the public relations department, Milwaukee; Gen-

Below: T. J. O'Dore, son of Trainmaster O'Dore, was as mystified as the audience when Mrs. Laura Beddow, magician, removed a tie from his neck without untying it or removing the pins with which it was fastened to his coat lapels.



eral Chairman J. A. Macht of the Hiawatha Service Club, Milwaukee; Agent L. M. Truax, Rockford; and E. C. Brasure, past chairman of the Rockford Club.

For the entertainment Mr. Kemp turned proceedings over to Mrs. W. P. Hyzer, who had organized a full pro-

gram. Prizes were awarded for a number of original contests and Mrs. A. E. McCaulay won the door prize—a beautiful electric clock. The prize for the oldest married couple went to Mr. and Mrs. W. E. Somers. Their record of 37 years of marital bliss was topped by Mr. and Mrs. A. E. McCaulay but, as the rules provided for only one prize to a person and as Mrs. McCaulay was already eliminated, Mr. Somers received the tie and Mrs. Somers the cookie jar. Mr. and Mrs. E. E. Parker won the prizes awarded for the most newly married couple—a purse for the bride and shaving powder for the groom. Clara Mahoney walked off with the prize for rejecting the most proposals of marriage, little Claude Murray, the "youngest child," won a musical ball and E. C. Brasure was awarded the prize for longevity. Toy flashlights went to Billy Brady and Dickie Hoerl and Bell Mullane outdid O. E. Phelps in winding yarn around a nail and was awarded a comb. The horseshoe matches had just started when a heavy down-pour stopped proceedings and the park was soon drenched to such an extent that all games were postponed. Shelter was found in the pavilion, which provided an excellent haven for the card players, who did not regard the interruption as a hardship.

Serving on the committee with

Officers of the Mt. Tacoma Club. Left to right: George Mitchell, vice chairman; T. E. Norwood, chairman; Miss Juanita Modglin, secretary; and J. F. Bryan, treasurer.



Chairman Kemp were Mrs. Rose Condon, Miss Clara Mahoney, Miss Bess Mullane, Mrs. Lee Gray, Mrs. W. P. Hyzer, Mrs. R. J. Kemp, Miss Mary Jo Truax, Messrs. L. M. Truax, W. P. Hyzer, E. L. Hurley, Claude Murray, James Fannan, Lloyd Dawes, George Cholke, W. E. Somers and Earl Parker.

Racine Area Club Elects Officers

The Racine Area Service Club, resuming the program interrupted by the war, held a reorganization meeting at Wergeland Hall, Racine, Wis., on June 26. The spirited manner in which it was conducted indicated that the members haven't lost their enthusiasm in spite of several years of inactivity.

Preceding the business meeting, motion pictures were shown, depicting the processing of lumber and pulp, from the forest to the consumer. Projector Operator Bill Kornwolf of the sheriff's office also showed several fine movies of fishing, which gave the enthusiasts an idea of how it should be done.

The election of officers found W. F. Henrich back in the chairman's seat and M. J. McCarthy, back on the job

Mt. Baker Club Back on Schedule

The Mt. Baker Service Club, inactive during the war years, has held monthly meetings since its reorganization in May and has now regained the ground it lost when forced to postpone operations.

Officers were elected at the May meeting, with leadership in the hands of W. E. Sandstedt as chairman, R. B. Jose as vice-chairman and Ralph Hollman as secretary. Plans were made immediately to direct the club's efforts to the interests of the Orthopedic Society and the plight of crippled children. To stimulate the collection of funds, Mr. Nicolay donated a unique savings box. Chief Carpenter T. McFadden and Safety Engineer T. McMahan spoke at this meeting and Mr. McMahan also showed a motion picture entitled, "Inflation."

At the meeting in June, Albert Curtis, who has been blind for 10 years, was the guest speaker. Mr. Curtis gave an interesting talk and enacted a realistic and amusing discussion between two porters on a train. Loren Bowers, son of Conductor Herbert Bowers, who is now in the navy, enter-

any industry," Mr. Palmquist stated. "Talk up your railroad in dealing with the public. Not only are railroad employees paying to maintain facilities for other forms of transportation, but so are their families, friends and neighbors. It should be our aim to inform the people of our community about subsidies." Mr. Palmquist went on to cite an incident concerning good public relations tactics on the part of an employe in the Green Bay depot ticket office. As a result of his courtesy the Milwaukee Road was promised a large amount of freight business.

Mr. Marquardt, in his address, asked for unity of action in balancing increased expenditures with decreasing revenues. "The more business we attract, the better it is for all of us. Money in the treasury helps to maintain payrolls and gives the company the wherewithal to meet competition by improving its properties and equipment. In this competitive era it is the obligation of every railroad man to boost his road. This has an important effect on patronage and revenues. The members of the Chippewa Service Club are doing their part and should be complimented for their cooperation."

On the theory that "All business makes Jack a dull boy," the card tables were pulled out after the business meeting. These card sessions are anything but dull.



The new officers of the Racine Area Club. Left to right: Henry A. Hoeft, vice chairman; Herman O. Fiehweg, chairman of the entertainment committee; William F. Henrich, chairman; and M. J. McCarthy, secretary-treasurer.

"Best Ever" Verdict for J. H. Foster Picnic

Fair skies and cooling breezes greeted about 500 members of the J. H. Foster Service Club at Costello's Grove on Sunday afternoon, June 23, as they turned out for their seventh annual picnic. Although a season's high temperature of 94 degrees prevailed, a gentle wind off the Minnesota River made the shaded picnic grounds one of the most comfortable spots in the vicinity of the Twin Cities.

A committee, directed by Chairman A. A. Kurzejka, had arranged a full program for the day and organized games and competitions for picnickers of all ages. Highlight of the afternoon was the five-inning diamond ball game between the Milwaukee team, sponsored by the Service Club, and a team representing the B. of R. T. The Milwaukee team, as an act of courtesy, bowed to the B. of R. T. with a score of 5 to 4.

Among those who won prizes was Conrad Mintz of Milwaukee, Wis., retired boilermaker, who was visiting his son, John, at Minneapolis. Mr. Mintz, 86 years of age, spent the entire afternoon at the picnic grounds, visiting old friends and enjoying himself. Eliz-

after working several years for Uncle Sam, again handling the duties of secretary-treasurer. Henry A. Hoeft was elected vice-chairman. The meeting abounded with constructive suggestions and several were adopted. Short talks were given by the officers elect, G. D. Owen and Agent W. E. Hall. Appreciating the importance of the entertainment committee to the success of the organization, Chairman Henrich assigned Herman O. Fiehweg to this position.

If the fine lunch that was served was a criterion, the ladies who prepared it must have created serious shortages at home. Serving with Mrs. W. J. Krummel, chairman, were Mes. G. D. Owen, E. Jones, H. Fiehweg and J. Graham.

tained the group with several selections on the accordion. These meetings seem to stimulate the appetite and the club members always look forward to the lunch which follows them. So far the committees haven't failed to produce.

Chippewa Club Discusses Public Relations

Members of the Chippewa Service Club turned out in full force for the meeting at Iron Mountain, Mich., on June 20. Trainmaster L. W. Palmquist and H. W. Marquardt, TF&PA, spoke at length before the assembly on the subject of employe cooperation.

"Conversation plays a big part in building up a favorable reputation for



Scenes at the J. H. Foster Club Picnic

Above: The busiest corner of the picnic grounds, thanks to a combination of shade and refreshments.

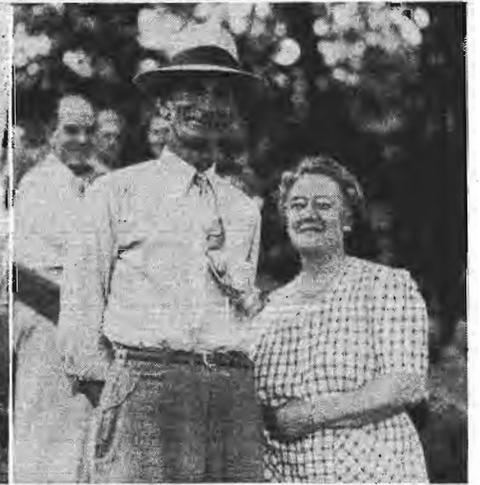
Above Right: While the small fry look on, F. P. Rogers, announcer, congratulates Conrad Mintz, 86, who was awarded the prize for the oldest employe on the grounds.

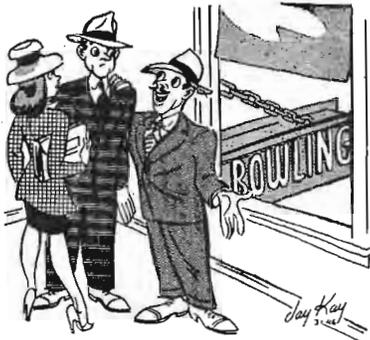
Right: Spurred on by their feminine coach, the single men won the tug o' war from the married men.

Below: These four ice cream eaters found a shady spot and "sat one out."

Below Right: Yard Conductor and Mrs. Ira Aldrich, who were awarded the prize for the couple on the grounds who had been married the longest—44 years.

Bottom: A group of the picnickers.





"QUIET? FOLKS, I CAN ASSURE YOU, IN THIS APARTMENT YOU'LL HEAR A PIN DROP."

abeth Hessburg, assistant cashier at the Minneapolis local freight station, won the prize for the longest employment record among those present, with 28 years service. Yard Conductor Ira Aldrich and Mrs. Aldrich, married 44 years, took the prize for the longest term in double harness and the smiles with which they accepted it seemed to indicate that the years have been happy ones.

An active member of the club, John W. Hafner, retired engineer, although lately on the "sick list," ventured out for the picnic with Mrs. Hafner and son, John. His friends were glad to have an opportunity to visit with him and also to find him in his old good spirits.

In the evening the dancers enjoyed themselves at the pavilion. The committee in charge of the refreshments and food reported a complete sell-out and everyone who attended voted this picnic one of the best ever sponsored by the club.

R. F. Johnston Addresses Hiawatha Service Club

At the June 21 meeting of Unit 12, the Union Depot group of the Milwaukee Hiawatha Service Club, General Passenger Agent R. F. Johnston spoke on the subject of traffic tips. The following timely remarks are from his address:

"I am sure you all remember the phrase coined during the war, 'Is this trip necessary?' The war is behind us

now and, while we are still handling some military business, we have a lot of room at present for civilian travelers. Unfortunately, our new trains will not be ready for some time but when our new equipment is delivered we will have some trains of which we can be justly proud. You will be particularly interested to know we are making a comprehensive study of our Chicago-Madison service, via both Janesville and Milwaukee, and before long will be able to provide greatly improved service.

"In 1945, with the relaxing of travel restrictions, recreational travel again came into its own. The lid is off and travel-hungry Americans will be able to visit the exciting and romantic spots they have longed to see during the war years. This is where you come in. You can help by suggesting vacation spots served by the Milwaukee Road. We have attractions second to none; Yellowstone National Park, Gallatin Gateway Inn, Montana dude ranches, Mt. Rainier National Park, the Olympic peninsula, the northwoods right here in Wisconsin and many others. The vacationist's three Rs—riding, resting and recreation—are all available at points served by the Milwaukee Road.

"Now how will they get there? Of course it's our business to see that they go by rail. The answer is in our hands and we have a big selling job to do. The passenger department is the sales department of the railroad but we can't do it alone. No one knows better than you do whether your relative, friend or neighbor is going to take a trip. We need your help and, by making use of the tip program, I am sure you can help us to secure more than our share of vacation travel.

"There is no competition in rail rates, as all railroads have the same rates to all common points. In selling a commodity other than rail service many sales are made on the basis of price. With the railroads, however, a prospective traveler may use our service in preference to that of a competitor because

the employe he deals with is able to sell him on the manner in which he takes care of his needs. People go to Dr. Smith because they like him better than Dr. Jones. Dr. Jones may be just as good a doctor but they never feel at ease with him and therefore patronize Dr. Smith. Courtesy and kindness cost nothing but both pay valuable dividends.

"We solicit organized movements and have a very good system for developing information as to when and where they are to convene. I refer to such organizations as the Elks, Rotarians, Shrine, K. of C. and so on. However, there are smaller groups that you may belong to, such as your lodge, bowling league, choir and others. It is important that you relay this information through the traffic tip program. One of our solicitors could be a big help to the committee in charge of transportation arrangements and if they were traveling to a point where we could serve them, I am sure he could induce them to use our facilities.

"Our freight shipments contribute most of the revenue that keeps the railroad on a paying basis and I hope you

will give them just as much consideration as you give to passenger tips. One thing about satisfied customers, if they have any freight to ship they usually ship it over

a railroad on which they travel, if they can do so. With good passenger service, the freight follows. It concerns all of us to recognize the fact that the feeling of the public toward our company has an important effect upon patronage and revenues. Employes have a lot at stake in the success of the companies with which they are connected and they can do their part to protect their own interests."

The talk was followed by a program of fine entertainment, consisting of dancing, lunch and refreshments. Officers of Unit 12 are Dick Abrams, chairman; Helen Dodson, secretary-treasurer; and Rudy Koch, vice-chairman.



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

WALTER BLEDSOE & COMPANY

Duckslaughter Averted

Wild mallard ducks, which delight thousands of visitors to Olson Park, the recreational grounds surrounding the Olson Rug Company plant in Chicago (serviced by the Milwaukee Road), were recently credited with stopping a Milwaukee freight train. On June 26, as a heavy freight pulled away from the Olson factory, Conductor J. G. Kolb noticed the mother duck and her little ones crossing the tracks up ahead. Frantically signalling for a stop, he succeeded in having the long train brought to a standstill, just in time to avert a severe case of duckslaughter.

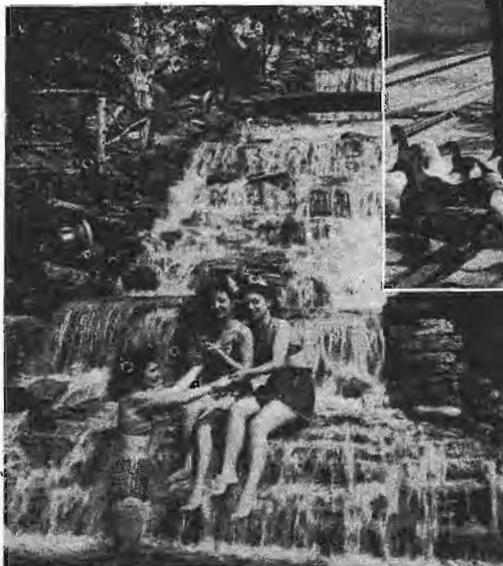
Olson Park, a replica in miniature of some of Wisconsin's scenic features, is a 14-acre playground in the heart of Chicago's northwest industrial section. Its waterfall and rock gardens provide a striking contrast to the

grime and congestion usually found in such area and attract over half a million visitors yearly. There are about 500 wild mallards in the wild bird refuge. Some of these birds stopped off on their migratory trips in the spring and fall and, finding conditions to their liking, made it their permanent home.

Many of the luxury cars on the Milwaukee trains are carpeted with de luxe Wilton floor coverings manufactured by the Olson Rug Company.



Above: "Hold everything!" says Conductor J. G. Kolb as he gives the pedestrian ducks the right of way.



Left: No, it isn't northern Wisconsin. It's just a bit of Wisconsin wonderland that has been transplanted in Chicago by the Olson Rug Co. This beauty spot has been created right in the heart of Chicago's industrial area where the public can enjoy the sight and Olson Company employes can go to escape the heat, as these three girls are doing during the noon hour.

The Case for Safety First

(This article was prepared by H. Schicker, chairman of the machinist committee, Madison, Wis.)

One of our most common faults is taking for granted things which have become part of our lives. Because most of us have developed this attitude to a certain degree it is vitally important that we occasionally give deliberate thought to the influence that attitude might have on those things we take for granted.

Are we taking Safety First too much for granted? Our shops and yards are posted with placards, constantly reminding us of specific practices applicable to safety. Safety meetings are

attended religiously but are we cataloging it in our minds as a nebulous thing—not something that must be concretely applied to our every act?

All of us are gamblers to a certain extent. A friendly card game, a small wager on a sporting event puts a little zest into living. But would any of us sit in at a game where the dealer has all the cards? No need to answer, but still all of us take chances where the odds are a thousand times greater.

Just a few turns of the emery wheel, but it takes a few seconds to protect the eyes with goggles. It isn't a high jump from the tank and it does take a few extra steps to get down through the

gangway. This cotter key is good enough just because the tool room is 10 or 15 stalls away. "Suckers" are what they call the easy marks in gambling. What "suckers" we are at times! A lost or injured eye, broken bones or serious injury, just to save a few steps or minutes! What do we do with these minutes? Are they worth the pain, the suffering, expense and worry? Do you see the silliness of it? Do you realize what "suckers" we have sometimes been? Think of Safety First from that angle. It isn't something that we take out and look at occasionally—it's something that we must practice every single minute.

The efforts expended in the practice of safety are often unnoticed. It's easy to do something that promises immediate and sensational results; it takes time and patience to do those countless small things that are so vital to the permanent success of safety education. But unless we do practice them we will always have before us some glaring examples of poor judgment.

Don't play with loaded dice—there isn't a chance to win. Don't gamble with Safety—you are the one who pays the bill.

"Did you ever save a life?" asked little Bobby.

"Oh, yes," nodded the old soldier. "Once when my grandfather's house caught on fire I dashed inside and went all through the downstairs—then upstairs in every room. Nobody home at all, so I jumped out the window, just in time."

There are those who like to think of William Allen White as the man who defended the honor of Kansas at a banquet in Missouri. In introducing Mr. White, the toastmaster, so the story goes, said that he was reminded of the little girl who was told by her parents that the family was leaving Missouri and moving to Kansas. The girl went out in the back yard and looked at the sky and said, "Goodbye, God. We're moving to Kansas."

Mr. White said the story was true, but the emphasis was wrong. What the little girl really said was, "Good! By God, we're moving to Kansas!"

Still Greater PROTECTION for CARS and LADING

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SPRINGS

to absorb vertical shocks

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CHICAGO
CANADIAN CARDWELL CO., LTD.
MONTREAL

Plate Snack in Montevideo

FEMININE millinery, a never-failing inspiration to cartoonists, and a subject of humorous comment for indulgent husbands, fathers and kid brothers, took some new and startling forms at the "Goofy Hat" contest, staged by the Montevideo, Minn., Chapter of the Milwaukee Railroad Women's Club on Sunday, May 5, in the high school auditorium. The entertainment, fashioned after the well known radio program, Tom Breneman's "Breakfast in Hollywood," was preceded by an ambitious publicity campaign and attracted over 900 people curious to see "what the women will think of next." Local merchants contributed their support, donating 60 valuable prizes, and Tom Breneman also sent a contribution—an orchid for one of the lucky women and a foot-long cigar for a door prize.

The master of ceremonies, conditioned to fantastic headgear by 45 previous contests, was Bob De Haven of station WCCO, Minneapolis. Bob referred to the local presentation as "Plate Snack in Montevideo." Entries in the contest were placed in five classifications, the "goofiest" hat, the prettiest, the biggest, oldest and the liveliest.

First prize for the prettiest hat went to a mouth-watering confection of pink net and blue ribbons. Competition among the oldest hats left little choice to the judges, as all the entries proved to be hoary with age, 60 years being about the minimum. As a result, prizes were awarded to all the contestants, a slight distinction being made in the case of a lace model, 100 years old, ornamented with new 30-year-old feathers.

The woman wearing the "biggest"

Bonnets, Both Animal and Vegetable, Produce Fun and Funds for Women's Club

hat staggered up to collect her prize under a braided Mexican sombrero measuring 42 inches in diameter but, with the entrance of the "lively" hats, the audience sat forward in their chairs, prepared to view something spectacular. They were not disappointed.

Shades of Daché

The ladies of Montevideo had inspected the possibilities of grandma's trunk, the attic, garden and, yes, even the barnyard, for days preceding the contest and the resulting creations were somewhat of a shock even to the seasoned master of ceremonies. It was the first time that Bob De Haven had ever seen angle worms squirming on a lady's hat. Pet mice and rabbits, yes. But worms, never! Fortunately, these were canned. A certain uneasiness was detected in the audience and the m. c. during this part of the program.

Family pets, caged for the evening, teetered on unfamiliar perches and chickens squawked in quivering indignation. The gay blades of the nineties who slyly poked fun at "The Bird on Nelly's Hat" might have had quite a turn if they had seen the pigeon which flapped its wings and attempted to take off with the runner-up; Nelly's, at least, was stuffed. Sharing the limelight with the pigeon was "Herman," a pet gopher, who came in for his share of applause. The feature was brought to a climax by a parade across the high school stage and the judges were hard pressed to select a winner from so many animated headdresses. The decision

finally went to a very lively kitten, frisking in a miniature woods and seemingly very much at home, who accepted the prize with a pleased bow.

It might be assumed that by this time the audience would think it had seen the ultimate in silly bonnets, but the ladies were out to demonstrate that their ingenuity was by no means exhausted. Shades of Lilly Daché! Lush stalks of fresh pink and green rhubarb rode antler-like above dashing brims. Railroad tracks and semaphores vied with stuffed pheasants and merry-go-rounds and a maypole, festive with brightly colored crepe paper, provided a sentimental contrast to a Dali-like creation of kitchen utensils. The final selections, a red, white and blue concoction representing a "Food for Europe" mercy ship, won unanimous favor and Blossom Sorby's "tink" doll, which perched astride her hat with its little clown arms filled with garden flowers, took the second prize.

Orchids to the Ladies

The remainder of the program was arranged to honor those people in the audience who could claim certain distinctions, and the prizes for the competitions included such luxury items as flowers, jewelry, nylons and butter. The two oldest women present received orchids, as did the oldest railway lady, Mrs. J. J. Brown, 77. B. W. Rush, a retired Milwaukee Road engineer with a 53-year service record, won the merchandise certificate awarded to the oldest railroad veteran, and the mother of the largest family took home a basket of groceries. The youngest grandmother and those members of the audience who were celebrating birthdays and wedding anniversaries were also remembered. Prizes were also presented to a "good neighbor" and to the person whose prize winning letter was responsible for the selection. And, oh yes, the 12-inch cigar went to lucky Mrs. Pat Doyle.

The Milwaukee Road Extra Gang, and Marlene Gilsrud and James E. Madden, vocalists, presented a musical program, assisted by the Rainbow Trio of Wegdahl. During the various intermissions Miss Gilsrud and Mr. Madden sang a number of solos and the high school saxophone quartet contributed several selections. The Rainbow Trio also gave their special rendition of "Where Did You Get That Hat" to introduce the "goofy" hat contest. Mrs. Sig Lofdahl arranged for the musical

(Continued on page 22)



Master of Ceremonies Bob DeHaven awards a manicure set to Miss Marguerite Wisner, daughter of a Milwaukee Road employe, whose bonnet was judged the prettiest on the premises. It was pink net mostly, with blue satin bows for trimming. The approving on-looker in the background is Mrs. John G. Acers, president of the Montevideo Chapter.



Above: E. W. Rush, retired engineer with 53 years of service to his credit, won a prize as the oldest retired railroad man at the Monteideo affair.



Below: Bob DeHaven awards prizes for the goofiest hats to Miss Blossom Sorby (left), wearing a "tink" doll on her chapeau, and Mrs. George May, whose headgear took the form of a ship loaded with food for Europe.



Above: "It might as well be spring," reads the caption on Mrs. Fred Kunze's picture hat, which included a kitten and won first place as the liveliest creation. That thing on the head of Mrs. A. N. Moe, runner-up, is a live pigeon nesting in a purple dust mop.

Below: When the master of ceremonies (down to his shirt sleeves by now) prepared to give an orchid and a kiss to the oldest lady present, he found twins. Mrs. Espland (left) received an orchid donated by a local florist, while her sister, Mrs. Klucas, widow of a railroad employe, was given the orchid donated by Tom Breneman of Hollywood.



Above: Mrs. D. Helgeson, mother of 13 children, is introduced as the mother of the largest family. Mrs. M. P. Gollie, a member of the Women's Club chapter, can be seen at the left wearing a hat surmounted by a black-faced doll.

Right: Mrs. J. J. Brown rises from her seat in the crowded high school auditorium to accept an orchid from Bob DeHaven. It was the prize offered by a local greenhouse for the oldest railroad lady in the "Plate Snack in Monteideo" audience. The picture shows a portion of the crowd of 900 who joined in the fun.



The Milwaukee Railroad Women's Club

★ West Clinton Chapter

Mrs. Wallace Jordan, Historian

A banquet honoring retired employes of this district was given June 13. This is the fifth year the club has entertained this group. Approximately 100 guests enjoyed it, with several guests present from Terre Haute and Clinton. A fried chicken menu was served by Mrs. Reed McGinnis, chairman, Mesdames Skelton, Gambil, Jordan, Gaither, Newton, Wright, Reed, Coleman, Martin, Ford and Bain, and Barbara and Mary Jo Jordan.

Toastmaster Reed McGinnis introduced the retired men, each of whom responded with a speech. Added to the retired list this year were Jess Davis, Edward Doyle, and J. D. Pirtle, to whom gifts were presented. Musical selections were given by Carol Seebren and Betty Skelton. The tables were decorated in pink and white with beautiful flowers.

★ Savanna Chapter

Mrs. Raymond Schreiner, Historian

Our annual May breakfast was held in the club house on May 13, with a large attendance. The tables were beautifully decorated in pink and green with cards at each member's place. A delicious meal was served by the following committees: kitchen—Mmes. Clyde Kinney, Hal Smith, James Rose, Chas. Plattenberger and Matthew Patlock; dining room—Mmes. Wm. Stevens, Arthur Cush, Geo. Schmidel, and L. Callaway. A short business meeting followed, after which members played cards and "50," with honors in contract bridge going to Mrs. Wm. Doherty and Mrs. George Humphrey, in "500" to Mrs. Merle Griswold and Mrs. Merle Ferris and in "500" to Mrs. Steve Deises and Mrs. Joseph Hodonal.

Final meeting of the season was held on June 10. It was reported that the coin

march from the May meeting netted \$2.77; also, that we have \$9 rental and \$1.25 interest on bonds and a total of \$18.25 in war savings stamps. We voted to donate \$10 to the Relief Corps for a plaque, which is to have the names of all our boys and girls who have been in the service of our country inscribed on it.

Attendance prize was awarded to Mrs. Glenn White. Following the business meeting cards were played, with honors in contract bridge going to Mrs. James Roe, in auction bridge to Mrs. Albert Lahey and in "500" to Mrs. Richard Adams. Refreshments were served by Mmes. Wm. Ellithorpe, Merle Ferris, Henry O'Donnel, and Raymond Schreiner.

★ Wausau Chapter

Mrs. G. W. Kasten, Historian

Our club met on June 11, in the form of a picnic at the club house. A variety of delicious hot dishes were served.

After lunch a short business meeting took place. Mrs. Wm. McEwen, membership chairman, reported 42 voting and 31 contributing members and Ways and Means Chairman Mrs. Carl Akey reported that \$15 was taken in for rental. Cards were enjoyed the remainder of the afternoon. Mrs. Anna Rawson won the door prize.

★ Spencer Chapter

Mrs. Leo Blanchard, Historian

Spencer Club met June 16 at the State Park north of Ruthven for the annual June picnic. The women brought well filled baskets of food and the club provided ice cream. A bushel basket of food and other useful articles was displayed. A drawing was made for the winning number.

The men did some fishing and swimming. The Spencer families enjoyed meeting the Ruthven folks and plan to repeat the pleasant time in the future.

★ Milwaukee Chapter

Mrs. John J. Morrissey, Historian

On June 17, amid spring garden flowers as table decorations a potluck supper preceded the last meeting before our summer recess. In the absence of our secretary and treasurer Miss Irma Knoll read the minutes and the treasurer's report. The Good Will committee reported the completion of eight scrap books. A donation of \$25 was received for the orphans' picnic, sponsored by the Milwaukee Hiawatha Service Clubs. Members of the Red Cross unit held their third annual dinner party in the club rooms June 4. Red Cross chairman reports that by the time all departments report on work done during the war, about 2,000 certificates will be awarded for blood donors and volunteer service; a splendid record for our unit.

Home Service collection for June was \$3.25; a letter of thanks was read from the blind veterans, for cigarettes received; 75 packages of cigarettes have been donated by club members thus far.

The annual fall card party will be held Oct. 26 at the Electric Company. All ladies are asked to give some thought to donating prizes for this event. Our safety commission delegated Mrs. Light to caution parents and guardians on child safety during summer vacation. A dessert luncheon and card party is scheduled for September. Mrs. A. Mau will welcome prizes and dessert donations for the party. A social program followed the meeting.

Report of Milwaukee Railroad Women's Club Membership as of December 31, 1945

Chapter	Voting Membership		Contributing Members		Total Membership	
	Dec. 31, 1945	Increase Over Dec. 31, 1945	Dec. 31, 1945	Increase Over Dec. 31, 1945	Dec. 31, 1945	Increase Over Dec. 31, 1945
Aberdeen	481		743	60	1,224	57
Alberton	46	16	43	13	89	29
Austin	82		91		173	
Avery	59	4	110	20	169	24
Beloit	89	1	115	1	204	2
Bensenville	86	8	290	83	376	91
Black Hills	98		132	11	230	11
Butte	48	4	64	1	112	5
Channing	67	28	45	31	112	59
Chicago Fullerton Avenue	446	41	645	4	1,091	45
Chicago Union Station	231	10	969	36	1,200	46
Council Bluffs	42	1	71	5	113	6
Davenport	61		174	17	235	1
Deer Lodge	49		40		89	
Des Moines	51		61		112	
Dubuque	72		102		174	
Great Falls	14		43		57	
Green Bay	160	1	254	3	414	4
Harlowton	107	8	80	18	187	26
Iron Mountain	51	1	63	1	114	2
Janesville	177	5	240	21	417	26
Kansas City	109	2	180		289	2
La Crosse	153	1	245	1	398	2
Lewistown	81	28	105	12	186	40
Madison, S. D.	83	8	109	12	192	20
Madison, Wis.	139	10	155	20	294	30
Malden	54	10	47	10	101	20
Marion	148	2	137	11	285	13
Marmarth	38	9	44	6	82	15
Marquette	127	16	179	26	306	42
Mason City	188	5	220	10	408	15
Merrill	37	1	31	1	68	2
Milbank	61	3	104		165	3
Miles City	137		161		298	
Milwaukee	287	15	769		1,056	
Minneapolis	125		600		725	
Mitchell	89		83		172	
Mobridge	208	34	156	29	364	63
Montevideo	121	16	232	35	353	51
New Lisbon	74	1	60		134	1
Othello	59	8	120	21	179	29
Othumwa	277	11	475	40	752	51
Perry	244	19	249		493	
Portage	100		134	17	234	7
St. Maries	27		5		32	
St. Paul	105	1	298	2	403	1
Sanborn	81	2	77	2	158	4
Savanna	182	16	343	31	525	47
Seattle	58		181	37	239	
St. Louis	251	10	400	3	651	13
St. Paul	53		123		176	17
Spencer	45	1	65		110	1
Spokane	96	1	123		219	1
Tacoma	125	27	201		326	21
Terre Haute	133		150		283	
Three Forks	54	3	49	2	103	5
Tomah	216	5	270	27	486	32
Wausau	73		87		160	
West Clinton	167	6	274	15	441	21
Wisconsin Rapids	25		36	3	61	2
Total	7,147		11,652		18,799	

Respectfully submitted,
General Governing Board.

★ *Tacoma Chapter*

Mrs. Clinton P. Miles, Historian

Our last meeting of the season was held May 27 and a large crowd enjoyed a luncheon, served by Chairmen Mrs. C. H. Teesler and Mrs. H. C. Mosher and their committee. During lunch President Mrs. F. L. Sowles introduced Mr. and Mrs. R. Gove, who entertained with piano and violin duets. After lunch Mrs. Sowles called the meeting to order. New members were introduced and welcomed. Mrs. Cook, a visitor and sister of Mrs. Mosher, was also introduced.

For the April meeting Mrs. G. C. Modglin, our wide-awake ways and means chairman, sponsored a White Elephant sale. Besides netting a nice sum it provided an entertainment of laughs.

For the June meeting Mrs. Modglin held a drawing on a beautiful chenille bed spread. The lucky winner was Carl Smelter, a bachelor. A picnic is planned for the summer and arrangement will be announced later. After the business session our program chairman, Mrs. R. Gove, organized a game in which the members participated, high honors going to Mrs. George Beachwood and Mrs. Clinton Miles and the consolation prize to Mrs. J. E. Fitzgerald.

★ *Marquette Chapter*

Mrs. Stanley Hunter, Historian

Our regular meeting was held June 12, the last meeting until fall. At the business session it was decided to have a picnic for members and their families at Pikes Peak on Aug. 14.

Bingo was played, followed by a delicious luncheon which was served by Mrs. A. Kemp, Mrs. H. Flanders and Mrs. Woods. The door prize was won by Mrs. Emma Barton.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

On May 14 regular meeting was held at the Park Hotel. Good Cheer report was \$2.20 spent, 26 personal and phone calls made, 12 cards sent and four families reached. Ways and Means net profit was \$7.32. We now have 77 voting and 62 contributing members. The following motions were carried: to donate \$10 to the Salvation Army, to remember our six railroad graduates with a gift of \$1 and to give a potted plant to our 28 railroad widows and widowers on Memorial Day.

Because of the vacancy occurring when our secretary, Mrs. F. Hunter, moved from New Lisbon, we elected Mrs. V. Artz to finish the term. Voting members having birthdays in May and June were guests of honor. Mrs. E. Karner, auctioneer at our

"white elephant" sale announced that we cleared \$8.

After adjournment luncheon was served by Mesdames O. Anderson, L. Ormson, F. Brown, M. Kraiss, Wm. Carlson, R. Alexander and J. Cade.

On June 11 meeting was called to order at the summer cottage of Mr. and Mrs. R. Oakes at Pleasant Lake, Coloma, Wis., after 19 members and eight guests had enjoyed a picnic dinner. Good Cheer report was \$15.38 spent, 21 personal and phone calls made, six cards sent, and 13 families reached. Ways and Means profit was \$14.20.

Motions were carried to send material for making rugs to Chicago, for Hines Hospital patients; to hold a rummage sale on June 22 and to recess through July and August. After adjournment bingo was played.

★ *Mitchell Chapter*

Mrs. John Entwistle, Historian

On June 16 the club sponsored a picnic for employes and their families at Hitchcock Park. Dinner was served at 5:30 p.m., with Mrs. Chas. Sloan and her committee in charge. Following it a short business meeting was held. It was a hot evening, but it did not prevent us from having a good time. The club will recess for the summer months but convene again in September with a potluck dinner and bingo party.

★ *Sioux Falls Chapter*

Mrs. Don Galland, Historian

The regular meeting was held in the D. L. Galland home with Mrs. Alvin Foster assisting; 17 members were present. The evening was spent playing cards; refreshments followed.

The annual picnic was held on June 22 at McKennan Park. The club furnished ham, chocolate milk, coffee and ice cream to about 60 members. Games were played in the afternoon.

The club rooms are nearing completion and we are looking forward to having our first fall meeting there.

★ *Davenport Chapter*

Mrs. George C. Zell, Historian

Members of Davenport Chapter gathered at the Iowa Gas and Electric Company auditorium for a baked ham dinner, to honor our returned servicemen and those who had paid the supreme sacrifice. Many happy families were reunited. J. Van Bockern gave the welcoming address. Mr. and Mrs. Wayne Bowman had a son and two sons-in-law in the European Theater, who were happily reunited. Their son, who celebrated his birthday on this occasion, was greeted with a birthday song. About 100 guests were present.

Thanks to Ottumwa Chapter

Quoted below are three expressions of appreciation for the outstanding humanitarian work done by the Ottumwa Chapter of the Women's Club:

(From Sunnyslope Wapello County Tuberculosis Sanatorium, Ottumwa, Ia.)

"We wish to thank the Milwaukee Women's Club for the splendid box of books, puzzles, etc., which you so kindly sent us this week. This is a gift which is greatly appreciated and already has been used a great deal. Our patients read a great deal and the loss of our library had deprived them of this pleasure except for current magazines as they arrive. So again we say 'many thanks'."

"Certificate of Service—World War II.

"The Salvation Army hereby recognizes the devoted war service of the Milwaukee Women's Club who served as a volunteer at the United Service Organizations Club, Ottumwa, Ia."

(From Iowa Soldiers' Home, Marshalltown, Ia.)

"We received the books that were sent to the Iowa Soldiers' Home by the Women's Club. Please thank the members for remembering us in this way. The books have been sent to the library and I am sure the members will enjoy reading them."

Miss Evelyn Connors led in group singing and also favored us with several selections, accompanied by Mrs. Ben Evans. Miss Bonnie Beadel entertained with a tap dance and Messrs. Moxley, Strauss and Haddaway sang, accompanied by Mrs. Earl Harper. Credit is due the program committee for the success of the evening. Tables were very pretty, decorated with flowers from the members' gardens. Cards were enjoyed after the program.



Group at the "welcome home" dinner and party given by the Davenport Chapter recently in honor of returned servicemen.

RETIREMENTS

The following employes' applications for retirement were recorded during June 1946

Chicago General

McCLARTY, WILLIAM
WaiterChicago, Ill.

Chicago Terminals

O'MALLEY, ANDREW
SwitchmanChicago, Ill.
PLUMB, JOHN J.
Locomotive EngineerChicago, Ill.

Coast Division

BAIN, NORMAN O.
SignalmanMaple Valley, Wash.
JOHNSON, EMIL B.
SignalmanMaple Valley, Wash.
LACKEY, FRANK C.
Boilermaker, Loco. Dept. Tacoma, Wash.
McCANN, EDGAR B.
ConductorTacoma, Wash.

Dubuque and Illinois Division

FALK, AUGUST F.
Train Baggage ManChicago, Ill.
HANSON, BYRON L.
Locomotive EngineerDavenport, Ia.
McCORMICK, WILBUR M.
Locomotive EngineerChicago, Ill.
PARKER, CLARENCE W.
Locomotive EngineerChicago, Ill.
REUTER, PETER J.
Locomotive EngineerDubuque, Ia.
SOULLI, FRANK
SwitchmanMarquette, Ia.

Hastings and Dakota Division

GRUNDY, PRESCOTT H.
BrakemanAberdeen, S. D.
HELGERSON, HENRY N.
ConductorMontevideo, Minn.

Iowa Division

BRISTOL, ORVILLE W.
Car InspectorCedar Rapids, Ia.
STRICKELL, CHARLES B.
Locomotive EngineerMarion, Ia.
WELDON, JOHN
BoilermakerCedar Rapids, Ia.

Iowa and Dakota Division

ANDERSON, HOBART A.
Section LaborerMarion Junction, S. D.
CAVANAUGH, THOMAS P.
TelegrapherSioux Falls, S. D.
THOMPSON, DAVID W.
Locomotive EngineerSioux City, Ia.

La Crosse and River Division

CLICKNER, JOHN P.
Section LaborerLyndon, Wis.
HALM, MAX T.
B&B CarpenterReads Landing, Minn.
HELMER, ELTON E.
Section LaborerHastings, Minn.

LORENZ, LOUIS I.
Section LaborerWeaver, Minn.

Madison Division

GUCCIARDO, LEONARDO
Roundhouse LaborerJanesville, Wis.

Milwaukee Terminals

BOYLE, THOMAS F.
Usher-Red CapMilwaukee, Wis.
DEUTER, EMIL L.
Painter, Car Dept.Milwaukee, Wis.
GOLETZ, MATTHEW A.
Blacksmith, Car Dept.Milwaukee, Wis.
KNOPP, THEODORE J.
Boilermaker HelperMilwaukee, Wis.
MATRICH, GEORGE E.
CarmanMilwaukee, Wis.
STECK, ERNST
Freight CheckerMilwaukee, Wis.

Rocky Mountain Division

SCHLINES, GUSTAV F.
ElectricianDeer Lodge, Mont.
TERLIZZO, THOMAS J.
Section LaborerSuperior, Mont.
ZUR MUEHLEN, CARL H.
MachinistDeer Lodge, Mont.

Superior Division

NELSON, NELSON
Roundhouse CarpenterGreen Bay, Wis.

Terre Haute Division

DAVIS, JESSE A.
Locomotive EngineerClinton, Ind.

Trans-Missouri Division

MILLIGAN, THOMAS
ConductorMoberg, S. D.
NATH, HERMAN L.
Locomotive EngineerMarmarth, N. D.
WALDMANN, FRITZ
Locomotive EngineerMiles City, Mont.

Twin City Terminals

DOUGHERTY, JAMES J., SR.
SwitchmanSt. Paul, Minn.
JOHNSON, JOHN W.
Freight HandlerMinneapolis, Minn.
MADIGAN, PATRICK J.
TrainmasterSt. Paul, Minn.
OHMAN, ERICK H.
Freight HandlerMinneapolis, Minn.
PRIBULA, JOHN
CarmanMinneapolis, Minn.
WOOTEN, SAM S.
Extra Gang LaborerMinneapolis, Minn.

A bee's stinger is only a tenth of an inch long. The other three feet is our imagination.

Plate Snack in Montevideo

(Continued from page 19)

entertainment.

The success of the party was due to the combined efforts of Mrs. John G. Acers, chapter president, and her committees. Assisting her were Mrs. Olaf Tweeter and Mrs. Dora Dugan, hall committee; Mrs. Ed Nemitz, radio; Mmes. C. N. Williams, Joe Hoen, John Wolf, Ed Nemitz and John Acers, soliciting; Mmes. A. C. Moe and M. P. Golie, tickets; and Mmes. Lyle Nemitz and Mrs. Wayne Harding, advertising. The treasury benefited to the extent of \$250. Mr. and Mrs. Harry Linder and Gil Frayseth of Willmar made a recording of the show and a 55 minute excerpt from it was rebroadcast the evening of May 8 over station KWLM.

Let's make the most of what comes, and the least of what's gone.

American Legion Honors Son of Employee

Charles Curtis Tonies, son of Curtis Tonies of the office of vice-president—operation, Chicago, was adjudged the outstanding graduate of 1946 at the Grayslake, Ill., grammar school and presented with the American Legion Award. The certificate was conferred "in recognition of the possession of those high qualities of honor, courage, scholarship, leadership, service, companionship and character." Post 659, Grayslake, made the formal presentation at the graduation exercises.



Charles Tonies



Scene at the fifth annual banquet for retired employes given by the West Clinton (Ind.) Chapter of the Women's Club on June 13. Approximately 100 guests attended.

H & D DIVISION

W. H. Applegate, Division Editor
 District Adjuster, Aberdeen, S. D.

Superintendent and Mrs. F. R. Doud recently announced the marriage of their daughter, Barbara, who became Mrs. James D. O'Connell at Milwaukee.

A postwar vacationing urge is very much in evidence now, particularly out here in the Sunshine State. Our trains and the highways are full of carefree, eager adventurers, headed west. It seems like old times now to see the Olympian passengers with cameras strapped over their shoulders when they alight for a stretch at this mid-Dakota stop, many photographing their group beside the pausing flyer which is carrying them to the wonders of the West. The Milwaukee gang on the H&D can't watch all of this without getting the urge, too, so we have a number here who have been or are taking well-earned vacations.

The latter part of June saw Ruth McCarthy of the superintendent's office, Aberdeen, vacationing in Chicago with relatives.

Johnny Faeth of the superintendent's office took a week's vacation and attended the rodeo at Belle Fourche, S. D., on July 4, toured the Black Hills and returned to Aberdeen via the Twin Cities, where he disposed of his car, temporarily, by accident.

Vacationers from the Aberdeen freight office are Max Hanson, Eunice Jennings, stenographer-clerk, headed for Portland, Ore.; and Frank Faeth and family, who are headed for Seattle and Eugene, Ore., to visit relatives.

Roadmaster's Clerk Margaret Murray, Aberdeen, checked up on state matters at the capital city, Pierre, during her vacationing sojourn there.

Helen Austin, stenographer to the division freight and passenger agent, Aberdeen, is also vacationing in the Sunshine State, at or near Aberdeen.

Roadmaster Gus Carlson, who did without a vacation for several years, finally decided to pry himself away from the right of way and take his family to Washington, D. C., to visit his daughter. Hope Gus bumps into a few senators and gives them some helpful advice.

We are sorry to learn that Chief Carpenter O. E. Blake, Aberdeen, is ill and is at present confined at St. Luke's Hospital here.

Welcomed back to activation is the Milbank Service Club, which held its first meeting in several years on July 12. Attending from Aberdeen were Superintendent Doud, Trainmaster Jakubec, Superintendent's Chief Clerk W. J. Kane, Public Relations Representative Lisle Young, Division Freight and Passenger Agent F. W. Baker and Roadmaster Gus Carlson.

James Mundy, son of Special Officer Pat Mundy, Aberdeen, took the "fatal step" on July 3, Miss Marian Trude, daughter of Mr. and Mrs. Charles Trude of Aberdeen, having said "yes."

Fireman Joseph Rosin, Jr., West H&D, has just returned from army service. Welcome home, Joe!

We have a report that Lisle Young expects to try a week's sample vacation, beginning July 20.

The young son of Pipefitter Alex A. Parsons, Aberdeen, recently wrote a limerick for a local theater contest, which was a first prize winner, netting him a pony; so if you see a pony tied up outside the

roundhouse you will know that it is borrowed transportation for Dad.

Margaret Keenan, daughter of Train Rules Examiner J. S. Keenan, is vacationing for two months with her parents in Aberdeen.

As this goes to press, a game of dubbing and turf-turning is scheduled to be executed by Bill Kane, Frank Baker, Govert Dyke and the division editor, each of whom can at least be identified as golfers in having the necessary bags and clubs. Anyway, the equipment will entitle them to walk around the course.

Middle H&D

R. F. Huger, Correspondent
 Bristol, S. D.

There are a lot of people taking vacations about this time of the year, so let's get that stuff in here so we can see where you have been. May want to go there ourself.

Conductor Tom Monroe and wife recently returned from a vacation. They went by auto from Minneapolis to the Black Hills of South Dakota and to Yellowstone National Park, saw the Rushmore memorial in the Black Hills, caught trout in Yellowstone Lake and watched Old Faithful spout off. Tom says that the biggest thrill was driving over the Big Horn Mountains.

Agent J. S. Nilan and wife of Bristol are enjoying a well-earned vacation, just relaxing and visiting friends and relatives. Agent Nilan has bid in the agency at Olivia, Minn., and is leaving Bristol after nearly six years as agent.

V. L. Parker, recently returned serviceman, has bid in the position of second trick operator at Bristol.

Operator Duane Rockwell, Webster, S. D., has deserted the list of bachelors and joined the ranks of the "chain gang." The wedding took place on June 16 at Webster. Our sincerest congratulations to Mr. and Mrs. Rockwell.

Dispatcher Jerry Nanti, Montevideo, is off on vacation, but at this writing we don't know where. More than likely, fishing.

Dispatcher Bill Edwards, Montevideo, recently returned from his vacation which took him to the following places of interest: Bristol, Chicago, Montevideo and Bristol. Upon his return he worked as relief dispatcher at Aberdeen for several weeks.

Let me have your vacation reports.

East H&D

Martha Moehring, Correspondent
 Montevideo, Minn.

Vacations have been in the headlines around the Montevideo office the past month. Paul Mather of the signal department is browsing around the West Coast. Conductor Wayne Harding took his wife and little Bruce out there, too. Engineer Bill Hasleau sent us some purty (?) cards from Canada. Then there are those who stay right in Minnesota, like Dispatcher Claude Williams. We haven't been able to get anything definite out of the rest of the fellows but they all have fish tales to tell.

Freight Inspector Donald Rue, Harlowton, spent his vacation here with his brother, Harold, PFI at Montevideo. Now Harold and the Mrs. are out at Harlowton, visiting Don.

Over at our "beanery" they've installed a silver rail so the coffee "slurpers" can rest their feet and inhale coffee in comfort and without danger of sliding off the stools. It's a welcome improvement and so are the fans.

Assistant Superintendent Wolf is inventing a cooling system for the office during his spare moments. We hope to have it in running order, come snowstorm time. If it works out the way it is supposed to, Fat Pending has had his day. The heat problem in the office took a serious turn one Sunday. Everybody knew it was a scorcher outside but in the office it was a blisterer. The dispatchers and the operator mopped their brows and panted for air and then somebody looked into the furnace and—guess what! The wind had fanned up a nice little blaze and, brother, it was really nice and warm.

To make the hot July day even hotter, Maxine Lovhaug, clerk in the office of assistant superintendent in Montevideo, Minn., got into a scuffle with Switchmen Cliff Bofferding (left) and "Mac" McReynolds to decide whether she would or would not sit on the cake of ice which she had made the mistake of wishing for out loud. She won and remained un-iced.



J. L. Caldwell Retires



James L. Caldwell, yardmaster at Mobridge, S. D., retired from active service recently, ending a railroading career of many years. Following 10 years as switchman, brakeman and conductor on the Wisconsin Central Railway, he went to Mobridge in 1910 as switchman and was promoted to yardmaster in 1915. When that position was abolished in 1932, he went back to switching, but was compelled by the state of his health to discontinue his work in 1937. Resuming in 1943, he worked intermittently until the time of his retirement. Mr. and Mrs. Caldwell have a daughter Barbara who is a registered nurse. Their only son, James, a bomber navigator during the war, was last heard of when reported missing in action on Apr. 2, 1944.

We've had plain and fancy weather around here this month for sure. Just a short time ago a destructive hail storm struck this vicinity. The rain fell in a deluge and it didn't take long before the railroad tracks completely disappeared from sight out in front of the office. Ole Blake and H. T. Porter of Aberdeen happened to be here so they helped drain off the water when the storm let up. Mr. Blake even lost his straw hat and had to chase it down the platform, where it landed in the lake. Next winter we'll tell you about our blizzards.

Jack Rhodes, our night PFI, has "married up" with the former Martha Midkiff, of Washington, D. C. This column gives with best wishes.

Pat Maloney was eating, recently (he seldom does!) and broke off a tooth. By the time he got in his day's worth of talking and eating, his tongue was practically in ribbons. The dentist saved his life.

What appears to be a tribe of Amazonians around Montevideo are really our own white boys. This month the town is putting on a Fiesta Day celebration, with notables coming from Washington, D. C., and South America's Montevideo for the occasion. The men are sprouting sideburns, whiskers, moustachios, etc. They are a swarthy lot. The girls look better,

with white blouses, colorful skirts, much jewelry, and so on. Good thing it won't last long, or there might be some serious accident around here, what with beards getting caught in train wheels, men tripping on their sideburns, and so forth. Some of the language around here isn't exactly Spanish, however. We'll maybe report the finals on the fiesta in the next issue.

ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent
Three Forks, Mont.

Never had so much rain as we have had here the past month and everything looks it. Now we are hoping for clear skies for the last of the month, as on July 27 and 28 our town will celebrate its second annual Lewis and Clark Day with a grand parade and rodeo, which event is called "The Pioneer Trails Association Lewis and Clark Celebration," and we expect in time to make this one of the big events of the state. Wait and see!

Young Lester McKinnon, who was accidentally killed at Deer Lodge last month by a gunshot wound, had sent an original poem to Ranch Romances magazine. His father has just received a check from the magazine, in payment of this verse, and it will be published in an early issue.

We regret to write of the sudden death of Matt Voss of Butte, early on the morning of July 17, at his home there. Mr. Voss was retired. He is survived by his widow and a sister, and other relatives in the Southwest. He was one of the oldest conductors on the division between Deer Lodge and Alberton, coming from that division in 1927 as boardman at this point, where he remained until his retirement about two years ago. Our sympathy is extended to this family.

Ed Shaw, retired engineer, is visiting friends in our city. He is living in California and returned to Three Forks to sell his home here.

Engineer Brasch and family have returned from a visit to relatives in Minnesota.

Mrs. Walter Smith and children have returned home after a few weeks' visit in Hollywood, Calif.

Engineer and Mrs. Torgrimson have returned from a month's visit in Minnesota.

Conductor and Mrs. Earl Wilson, after a trip to Chicago last month, have taken a few weeks off and are at Camas Hot Springs for a real vacation and rest.

The death of Northern Montana Division, Engineer William Voss occurred on June 25. Mr. Voss was well known by everyone on the Rocky Mountain, having worked here years ago. He is survived by his widow, to whom we extend sympathy.

Another death which occurred in the railroad ranks is that of Conductor McElhiney of Deer Lodge, on June 25. He had worked for many years out of Deer Lodge and was well known to all Rocky Mountain employees. He is survived by his wife, his parents and a daughter, to whom our sincere sympathy is offered.

Conductor and Mrs. Howard Jeglum are the parents of a son, born on June 18 at the Townsend Hospital. Congratulations!

Miss Betty Hamilton, lovely daughter of Mr. and Mrs. Roy Bates, and William Janssen of Three Forks, were married in Bozeman on June 18. Mr. Janssen has just returned from service overseas. They will make their home here and we extend our very best wishes to this young couple.

Mrs. C. E. Wolter of Long Beach, Calif., a sister of Boardman W. H. Merrill, passed away on June 17. Mr. Merrill had just returned from a visit with her and she was much improved at the time he left for home, but died suddenly.

Engineer Brock, the Mrs. and family, are visiting Mr. Brock's father and relatives in Indiana.

Drunk in a telephone booth: "Number, hell—I want my peanuts."

MADISON DIVISION

W. W. Blethen, Correspondent
Superintendent's Office
Madison, Wis.

The marriage of Miss Frances Cavanaugh, daughter of Engineer and Mrs. Leslie Cavanaugh, and William S. Hughes, who is employed in the car department, occurred on May 18 at the First Baptist Church, Madison. Congratulations and best wishes are extended to the newlyweds.

Pump Repairer Henry Carter and Mrs. Carter of Madison vacationed in Seattle, Wash., and San Jose, Calif.

G. E. Gray has been appointed roadmaster at Madison, vice A. P. McMahon, deceased.

The stork is on the wing again, leaving a daughter with Freight Clerk and Mrs. Philip O'Connor on June 17, a son with Check Clerk and Mrs. Robert Eberhardt on June 2 and a son with Ticket Clerk and Mrs. E. J. McNulty on June 23. Congratulations to the proud parents.

Mrs. Lester Showers, wife of Engineer Showers of Madison, died at a Madison hospital on July 7, after a brief illness. Sincere sympathy is extended to Mr. Showers and daughter Margaret.

Agent and Mrs. C. E. Neumann of Middleton announce the engagement of their daughter, Berdine, to Lyle Bentley of Correctionville, Ia.

David P. Valentine, formerly employed as telegraph operator on the Madison Division, has been discharged from the navy.

Sgt. W. O. Bruns, former agent at South Wayne, is home on sick leave from Ft. Eustis, Va.

Brakeman George Morgan has returned to work on the Madison Division after being in the army for four years.

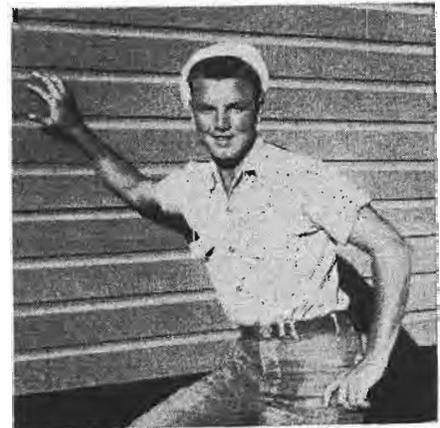
Capt. John F. Conlin has been transferred to the Wakeman General Hospital, Camp Atterbury, Ind.

Sincere sympathy is extended to Roadmaster G. E. Gray on the recent death of his mother.

Train Dispatcher and Mrs. C. A. Parkin are vacationing in the north woods. During Mr. Parkin's absence Train Dispatcher W. J. McDonnell is taking his place.

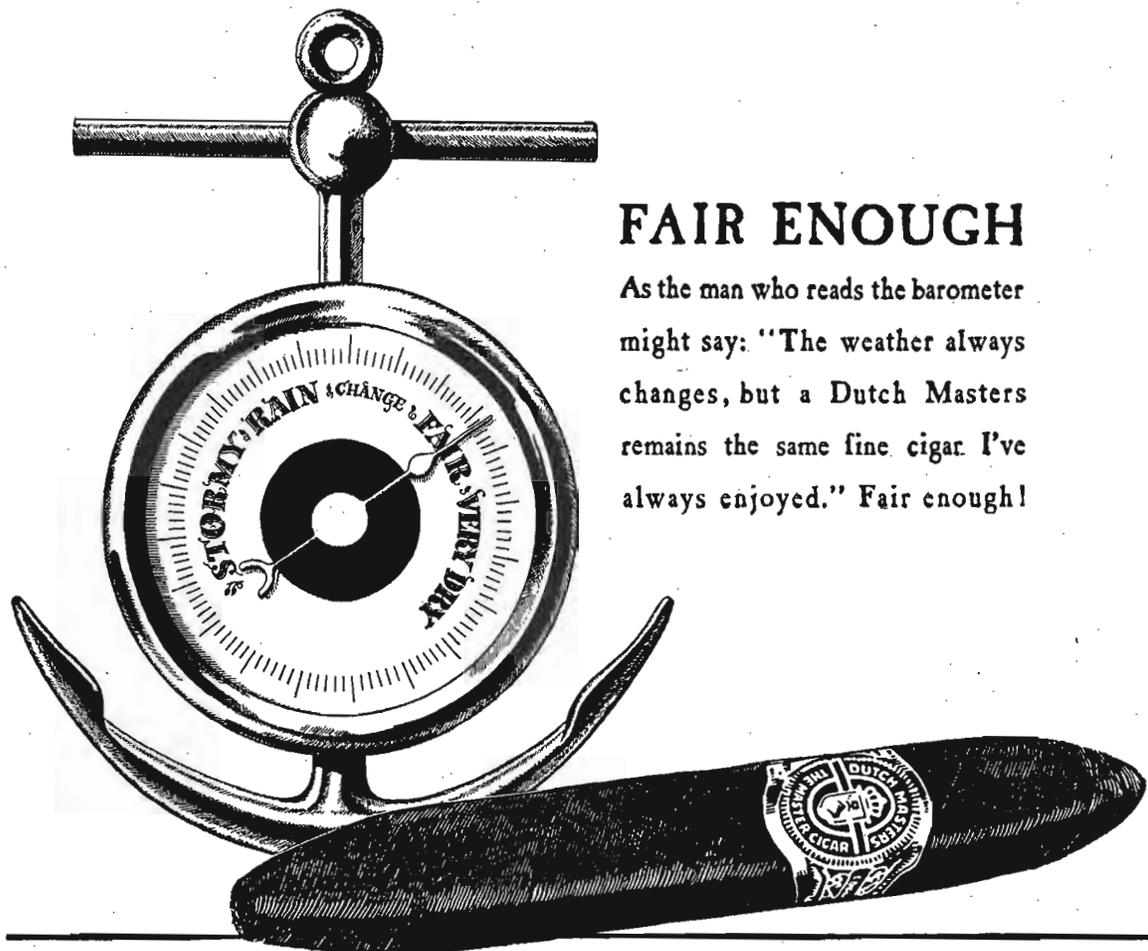
Trainmaster R. A. Middleton and family spent several days touring through Arkansas.

H. A. Cameron has returned to work in part-time capacity, as assistant chief carpenter. Welcome back, Harry.



BACK ON THE JOB. Jim Palmer, fireman on the West H&D, was welcomed back to his old job recently, after a three-year turn in the navy. During the 22 months he spent in the Pacific, Jim, then a boatswain's mate second class, kept up-to-date on the news from home with the Milwaukee Magazine. Following his separation from service at Shoemaker, Calif., on Feb. 12, he was married to Miss Ida Schoemaker of Roscoe, S. D.

The Milwaukee Magazine



FAIR ENOUGH

As the man who reads the barometer might say: "The weather always changes, but a Dutch Masters remains the same fine cigar I've always enjoyed." Fair enough!

DUTCH MASTERS CIGARS

MILWAUKEE SHOPS

Davies Yard

J. J. Steele, Correspondent

Congratulations to the Bill Mauers on the arrival of a baby boy on June 14.

We notice that Dorothy Wick is not using her car very much these days. Our guess is that hubby, Robert, has the situation well in hand.

Congratulations to August Beier on his recent promotion. Augie is now an assistant foreman at Davies yard.

The increased cost of living is not going to faze Ignatz Bushnig. Iggie, with great foresight, recently purchased two pairs of safety shoes. Joe Kies, our canary fancier, tried to convince Iggie that a canary is more essential to him than two pairs of safety shoes, but up to the present time Iggie has not fallen for the barter system.

We are happy to report that Mrs. Tom Cervero is well on the road to recovery after a major operation.

Lloyd Mulholland, after a major operation, is recovering rapidly and we all hope to see him back soon.

We have a few broken-hearted Romeos since Elaine Orlowski is wearing a diamond ring on her left hand.

"Worry Wart" McMahn is taking up golf but, like John Dunar, has never learned that six plus two equal eight and not four. Of course, a small error like that does make your score card look better. Kenny Feustal, another golf enthusiast, has a cast iron driver, believe it or not!

Store Department

John W. Ewald, Correspondent

With the shops closed down for a two-week period during the first part of July, many store department employes took their vacations at that time. Since then we have been regaled by fish stories without end. Some fellows—Kenny Kulk and a few others—were truthful about it and said flatly, "No fish." Most employes are looking forward to relaxing at nearby lakes and rivers but quite a number are contemplating longer trips since travel restrictions have been eased.

Ray Foley of the stationery department was operated on recently but is convalescing nicely and expects to be back on the job soon. In the meantime, we feel sure that visits from his friends will be appreciated.

E. Milanowski of the oil house took the big step on July 6 and he and his new bride visited the paternal homestead at Wisconsin Rapids on their honeymoon. We extend the department's heartiest congratulations.

While Herb Stark of the accounting department is not a store employe, since he works with us and has many friends hereabouts it would not be amiss to mention that he is the proud grandfather of an eight-pound son newly arrived in the family of his son, Willard.

Capt. Jerry Meyer received the bowling trophy for leading the Milwaukee Road League with the "On Wisconsin" team. It is on display in the general office.

Whenever you are in the neighborhood of Rudy Freuler's section at the nut and

bolt emporium, take a look at the art display underneath the glass on his desk. There is something there to please every taste.

We are glad to welcome Ed Gora to the general office. Ed is a student at Marquette University and is filling in temporarily for the summer months.

For the information of those who do not already know it, the Milwaukee Road will sponsor two special trains to San Francisco for the National American Legion Convention, leaving Milwaukee on Sept. 21 and returning on Oct. 9. They will take in every worthwhile place of interest en route. For further details see the passenger agents. The trains are for legionnaires, their families and friends.

Car Department

George L. Wood, Jr., Correspondent

With most of our personnel on vacation this month, we are confronted with a news shortage comparable to that of nylon.

In the "welcome department" we can record the name of one—Miss Janet Sjogren, a University of Wisconsin coed, who is our vacation time "utility gal." Drawing equal billing is Miss Audrey Guschl, new timekeeper for the freight car shop.

Assistant Foreman Vernon Waterworth breezed around the Kenosha golf course in 75 strokes, two over par, to win the annual supervisor's golf tournament. That means another cup will be added to our ever-increasing trophy collection.

We have lost Timekeeper Bob Hoffman who went to the "big leagues" this month.

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That is to say, he was transferred to the main office. We all wish you luck, Bob.

Welcome to Anthony Alberti, Marvin Stark and Wayne Marek, most recent to return from the service and back to their jobs in our department.

With 40 years' service at Milwaukee shops to his credit, Machinist Art Radway retired on July 16. We all join in wishing Art enjoyment of the rest which he has so well earned.

I & S M DIVISION

East End

H. J. Swank, Division Editor
Office of Superintendent
Austin, Minn.

The weather is hot and news is scarce so the column will be rather short this month. This is also due to the fact that I was on vacation the last two weeks of June, part of which was spent in the beautiful mountains of Pennsylvania and the balance at a convention in Milwaukee, where I saw a few familiar railroad faces at the Medford Hotel—Ray P. McGovern and George Savadis. Needless to say, a "gabfest" followed.

We welcomed back from military service Jimmy S. Conn, who displaced P. M. Minnick as third trick operator at Rosemont, after doing a hitch in the Marines. Charles Olson, who served in the navy, has also returned to work on this division, as operator.

Our sincere sympathy is extended to Dispatcher Ed H. Laugen, Austin, whose sister passed away on June 21.

We wish a speedy recovery to Frank J. Holmes, retired trainmaster, who is in the Colonial Hospital at Rochester for an operation.

Oscar Ohde of Austin roundhouse must play a lot of solitaire or believes they make nice gifts—he recently purchased his 50th deck of Milwaukee playing cards.

Ticket Agent John Schultz is off on account of doctor's orders, which will mean a little shifting in the ticket office, with Erle Jorgensen taking over one shift while Kermit Olson relieves on Earle's job.

Time Revisor Rose Krulish will vacation the last two weeks of July, part of which will be spent in the cool breezes at Duluth.

Congratulations to Fireman Al Reinartz, who led the field in the race of candidates for sheriff and will oppose the incumbent at the general election. Our condolences to the two who were eliminated in the primary election—Ira Syck and Ev Rice. Fireman D. L. "Skinny" Tallmadge will oppose the incumbent in the general election for state representative.

Chief Carpenter Clerk Ray Hoffmann is vacationing the last two weeks of July doing a bit of house improving and then for a week of fishing at one of the northern lakes. Henry Stark is relieving.

Superintendent Dodds and Chief Dispatcher Peed both vacationed in the north-land and returned with nice coats of tan but not too many fish.

Agent John Malone, Hayward, is working as second trick operator at Austin.



Lawrence "Bing" Kugles and his bride, the former Diana Fidanzie, who were married in June. Mr. Kugles is a machinist helper at the boulevard roundhouse, Western Avenue, Chicago.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Our deepest sympathy to the families of Engineers Robert Hutcherson, Harry Rogers and George Lemke, whose deaths occurred during the month.

Congratulations to H. C. Opie and bride. We all wish a speedy recovery for Harry Hutcherson, Ken Schmidt, Leo Barker and Seth Larsen.

Don't forget to attend the Pioneer Post picnic at Elm Tree Grove on Sunday, Aug. 18.

Congratulations to Mr. and Mrs. Bob Masoncup on the birth of a son.

We make a tardy report on the marriage of Dolores Stone, daughter of Fireman George Stone, to H. Harrington.

Our deepest sympathy to Ray E. Piel and family on the death of his wife.

Congratulations go to John J. Kelly and wife on the recent arrival of a new baby boy.

We regret to report the death of Hite Newlin. Our sympathy to his bereaved family.

Fireman Melvin Raymond Pahl was married on June 22 to Miss Grace Homeister of Louisville, Ky. The ceremony was performed at St. John's Lutheran Church in Chicago.

At the end of the Revolutionary War, Congress ordered the disbandment of the entire army except "25 privates to guard the stores at Ft. Pitt and 55 to guard the stores at West Point."

BACK ON THE JOB. Richard E. Smith, son of Conductor Hugh B. Smith, returned to the Kansas City Division on May 20, as brakeman. He entered the army in November, 1943, and was overseas for two years with the 744th Railway Operating Battalion, spending the last eight months in Germany, The 744th operated in France, Belgium and Holland and Richard has three battle stars to exhibit for taking part in the campaigns.



SEATTLE GENERAL OFFICES

Shelleah Williams, Correspondent

In last month's issue we told you that Roger Wilhelm was slated to be the export and import agent's new secretary. We erred. Before he ever reached the traffic department he became the general manager's secretary, replacing Keith McClain, who left for Chicago to be Mr. Buford's secretary.

The Sunday before his departure many of Keith's friends gathered at Mrs. Betty Schults' summer home at Redmond for a farewell picnic. We are told that Mrs. Lucille Eaton's little boy, Bobby, left to visit his grandmother on the same train as Keith and "looked after" Keith as far as Minneapolis.

Douglas Carmichael came up from the local freight office to take the position Wilhelm was to have filled.

On her vacation, Dolores Krinninger (traffic department) treated her mother to a week's cruise in British Columbia and Alaskan waters. They went as far as Hyder, Alas.

The M. C. Mumfords chose Florida as their vacation spot and while there visited Mr. Mumford's son, who is stationed at Miami with the Army Air Force.

Superintendent of Transportation N. A. Meyer spent his vacation rebuilding the living room of his house. While that might not sound much like a vacation to

most people, Mr. Meyer enjoys carpentering and has one of the best equipped wood working shops in the northwest.

W. C. Ennis, retired assistant to general manager, recently enjoyed a trip to MacGregor, Ia., his first since 1909, where, as we understand it, he first started working for the Milwaukee Road.

At the time this is written, Floyd Christin, secretary to general passenger agent, who has been on leave of absence since February because of a badly broken arm, expected to be back on the job soon.

We have mentioned the friendly feud between E. P. Sima and E. M. Stablein of the G. M.'s office, over their relative merits as gardeners. Recent events would indicate that perhaps Sima has a few more chalk marks on the wall than "Stab." Mr. Sima entered exhibits in the Seattle Rose Show and did extremely well for himself, winning several firsts. His special pride was a "McGredy's Yellow," which took three blue ribbons, one for best in its class, one for best in its section and one for third best rose in the entire show. Sima modestly gives most of the credit to his wife, who kept his rose garden alive for him while he served with the army overseas.

Mr. Sima isn't the only rose grower of note on the Milwaukee, for W. R. Nelson of the engineering department also entered the Rose Show this year and took several firsts. The nicest thing about all this competition is that both Nelson and Sima bring samples of their skill to the offices for everyone to enjoy.

KANSAS CITY DIVISION

*K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Iowa*

A third member has been added to the family of Brakeman Robert Fulton through the adoption of an 18-month-old son, Gene. Bob was in the army for three years, as warrant officer. He and his family are now living in an attractive little home on Wildwood Drive, acquired since his return to civilian life.

Chief Dispatcher A. G. Elder solved his housing problem by purchasing a home at 521 North Court Street. Still on the "house wanted" list are Trainmaster W. T. Stewart, Division Engineer L. F. Pohl and Tom Kemp, retired engineer. For months they have been investigating every clue and rumor of a house for sale or rent, without success.



"Better get a pair of those new B. F. Goodrich Silvertown rubber heels with the special non-slip feature!" And... extra wear where you need it means more miles per foot.

Mrs. W. J. Hotchkiss, wife of Superintendent Hotchkiss, sustained a broken ankle late in June, while walking in the vicinity of her home. She was disabled for three weeks.

Little Janet Smith, only child of Conductor Wilbur M. Smith, was a patient in the St. Joseph Hospital in Ottumwa for several weeks, later being taken to Iowa City to the Children's Hospital. She is now home and doing fine and will soon celebrate her first birthday.

The first employe at Sherman Street station to boast of a new postwar automobile is Time Revisor Charles H. Baker, who recently purchased a De Luxe Plymouth sedan.

B&E Foreman C. E. Farley is at home, east of Richland, Ia., recuperating from an operation. He was released from the Ottumwa Hospital on June 25 and expects to return to work soon.

Betty Rae Cline, a professional dancer,

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BACK ON THE JOB. Leo M. Ullrich entered the navy on June 19, 1945, and spent almost nine months overseas, most of that time on Guam. He was released with the rank of seaman first class. Leo returned to his job as fireman on the Kansas City Division on Apr. 23.



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BACK ON THE JOB. William Moore, former telegrapher at Sewal, Ia., and son of S. E. Moore, for many years agent on the Kansas City Division, was discharged from military service on Apr. 9 and is now working on the West Wye tower a Kansas City. Ex-Sergeant Moore was in the army for three years and overseas for 12 months, spending most of that time in Germany with the 5th Field Artillery Battalion.



who is the granddaughter of Locomotive Engineer H. H. McCoy of Kansas City, was married on June 20 to Herbert V. Krouskip in Covington, Ky. Her mother attended the wedding.

Several Milwaukee employes are among the originators and charter members of the West End Whisker Club, Ottumwa—Pat Johns, Harold Pepper, H. M. Van Dyke and Charles Lancey. The growing of the whiskers must continue until the middle of September, for the local celebration of Iowa's centennial. They look like characters from an old history book and some of their friends and acquaintances don't recognize them with their mustaches and goatees.

Third Trick Operator John W. Nolan has gone to Los Angeles because of the serious illness of his mother.

Operator Martha Brown, who has been off duty for months because of illness, has resumed work on the first trick at west yard.

Vic Grimsley, one of our long-time employes in the track department, is very proud of his grandson, Claude McCullough, who won first place in the model airplane flying contest, staged at Ventura Airport on June 23 under the sponsorship of the Ottumwa Rocketeer Club. The meet was a forerunner of the state-wide contest sponsored by the Lions Club, scheduled to be held in Ottumwa late in the summer.

Mrs. A. G. Elder and Mrs. E. L. McGuire attended the wedding of Barbara Doud and James David O'Connell in Milwaukee on June 22. The bride and her parents were residents of Ottumwa during the time F. R. Doud served as superintendent of the KC Division.

Mrs. Paul Caster, wife of Conductor Caster, died in the St. Joseph Hospital on June 30, following a lingering illness. She is survived by her husband and four daughters.

Mrs. Eva May Ardery died in the home of her niece, Mrs. Joseph Palmer, on June 22. She was preceded in death by her husband, Lane Ardery, in 1927.

On July 8 Mrs. J. J. Olinger, wife of Conductor Olinger, died at her home, following an illness of many months.

The retirement of Conductor C. B. McFadden, became effective on July 11 after 40 years of continuous service on the KC Division, and at the termination of his run on the Southwest Limited passenger train out of Kansas City. He entered the service as a brakeman on July 10, 1906, was promoted to conductor on July 25, 1912, and from July 1 to Sept. 1, 1945, was conductor on Marion line passenger trains 103 and 108. Since then he has been conductor on the Southwest Limited. Conductor Perry Grubbs will take over his run.

Section Laborer S. I. Houston and wife returned from a two-week vacation in the beautiful Ozark Mountains of Missouri and Arkansas. They also visited with their son, J. R. Houston, of Newton, Kan., and with a daughter, Mrs. C. E. Link of Noel, Mo.

Dr. C. S. Thomas has been appointed company doctor at Laredo, Mo.

Wilbur Mefford, S2/c, former section laborer and the son of Section Foreman W. M. Mefford of Galt, was home in June on a 30-day furlough. He had been overseas at Pearl Harbor before coming back to the States. While at his home he became ill, necessitating his removal to the hospital at the Ottumwa Naval Station.

Rate Clerk A. J. O'Malley of the Ottumwa freight house is ill and unable to be on duty. His position is being held by Walter R. Holmes, who formerly worked as rate clerk in Sioux City.

Gordon Robert Christisen was discharged from the navy on June 19 and resumed work as a fireman at Kansas City on July 4. He had been in the navy since March, 1944.

C. J. Sellesn, storekeeper at Kansas City, who has been in the army since May 12, 1943, was discharged on June 10.

Section Laborer J. A. Martzahn, Rubio, was discharged from the navy on June 16. Arthur M. Carpenter, section laborer at Culver, re-enlisted in the army on July 6. He had been in the army from June 16, 1944, until Nov. 25, 1945, having served overseas.

Berns E. Huffine, section laborer at Sewal, secured a medical discharge from the army on June 11.

Terry W. McClurg was discharged from the navy on June 16 and returned to work in the section at Rubio on June 27.

Eugene Dravenstodt, discharged from the army in June, expects to resume work as station helper at Excelsior Springs in the near future.

Alta Tullis Maguire of the store department, west yard, on her vacation in June toured the east with her husband, Lieutenant Commander Maguire, home on a 30-day leave. Commander Maguire has reported at Los Angeles for reassignment to overseas duty.

The expression "between the devil and the deep blue sea" originated in 1637 when a Scottish regiment was trapped between the ocean and Swedish artillery fire.



BACK ON THE JOB. D. H. McDaniel joined the navy in November, 1942, and went through boot training at Great Lakes Naval Training Station. He studied diesel motors at the University of Missouri and was transferred to Alameda, Calif., before shipping out to the Pacific, as a MoMM1/c. After 18 months in the Islands he spent another 18 months at the naval air station in Ottumwa, Ia. He returned to the Kansas City Division as fireman on Mar. 9. Shortly after his release from service he was married in Chicago to Miss Iona Warning of Bloomfield, Ia.



BACK ON THE JOB. Keith L. Decker, released from the army on May 5 as a technician fifth grade, was overseas for 10 months with a chemical warfare service company, on Leyte and Luzon. This picture was taken at Tacloban, Leyte, with a young native. Keith is back on the Kansas City Division as brakeman.

MILWAUKEE TERMINALS

Fowler Street Station

Mickey Doss, Correspondent

Missed last month, didn't I? But my trip to St. Louis was a fine one and besides, the army gave me back my husband.

The ex-correspondent from Chestnut Street, Wally Holtz, was in the claim department for a few days before going to car clerking here in the terminal. Wally was discharged from the navy. Willard Kinast is also back, at the timekeeper's desk. Seems a couple of months ago I reported he was out of the army and would be back to work soon. Little did I suspect he was going back to school first.

Lots of vacations. Bruno Kowalski went to Ft. Riley, Kan., to spend his with son Ray, who is stationed there. Fred Roesser wanted to do some fishing but much rain hampered that. Percy Gelsinger spent his vacation helping wife Marie convalesce from her recent operation. Lucille Brower just stayed at home and did many of the things she had on her MUST list and Joe Hoerl went to Fort Wayne, Ind., where he reports one can buy beer by the case—and Milwaukee beer at that.

That tired look on Russell Kickbush's face is due to much floor walking with tiny Katherine Phyllis, a recent addition to their home. Rus says she's a wonderful little girl except from one feeding time to another and then she wants attention.

George and Mrs. Lawrenz did some husband-and-wife bowling and did all right, too—at least they will get their entrance fee back.

Henry Strukel, assistant foreman at house 7, is taking a vacation and leave of absence for his health at Limestone, Mich., and from the pictures dad Tony has, it is an ideal place to recover.

While on the subject of the warehouse, Leroy Schweister, B. Schimke and Anthony Hiller are back from service and from the fruit house comes

word that Don Stadler is back on the job, having been discharged from the Marines.

In our "over 25 club" we introduce Ed Hardina, who in 1907 started railroading as a telephone boy at Reed Street—starting salary, \$45 per month. From telephone boy he became northwestern interchange clerk and yard clerk in the Fowler district. Then came World War I and Ed was off with the 3rd Division. After the guns were quiet, back he came as foreman at Reed Street, and he's been around that district ever since. Ed is married and has a son, formerly yard clerk at North Avenue and at present with the army at Ft. Sheridan, and a daughter, still in school. He enjoys all forms of sports and participates in many, even to washing the walls for wife Florence.

Coach Yard

Richard Flechsig, Jr., Correspondent

Congratulations to Mr. and Mrs. Howard Koeser on the birth of their second baby girl.

Steve Prodanovic is back on the job after a long illness. Steve was on the sick list since February.

Christina Milanovich and Frank Salma were married in June. The coach yard employes extend their best wishes to the happy couple.

Max Winkman, who is now on pension and living at Wisconsin Dells, paid us a short visit.

Phil Stetzinbach is expecting his son, John, home in the near future. John is in the navy and is expecting his discharge.

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

Dick Steuer, Correspondent

If the old saying, "No news is good news," holds true, everything must be running smoothly around North Milwaukee and North Avenue. The same almost holds true for Chestnut Street.

Main topic of discussion seems to revolve around vacations. Who, how, when and where are given a thorough going-over. To keep the record straight, we'll summarize. Bob Owsley and his family spent their vacation "farming" near Lady-smith, Wis. His back wasn't broken, although he said it felt like it. The Jim Madushaws vacationed at Lake Beulah, where the luck of fishing for the big ones and landing them was not evident. A daily swim more than made up for the disappointment of the un-nibbled hook. The Frank Vails plan to stay close to home, and Max Woelfl fished at Silver Lake, where there are no fish—he says.

Mary Ann Sullivan, our new bill clerk, likes baseball. She handles that second base territory like a big leaguer for the Majdecik Foods in the West Allis softball league.

BACK ON THE JOB. Gilbert E. Harding, who returned to the Kansas City Division on June 18, as fireman, entered the army in July, 1944. In December he went overseas to join the 96th Infantry

at Leyte and fought with them in the battle of Okinawa. From there he was sent to Mindora, was later transferred to Manila and was at Luzon with the 86th Infantry. He returned to the States as a technical sergeant and was discharged on Apr. 18.



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TWIN CITY TERMINALS

F. P. Rogers, Division Editor
Superintendent's Office
Minneapolis, Minn.

SOUTH MINNEAPOLIS LOCOMOTIVE SHOPS

June 30 saw the last of work for two veteran Milwaukee employes, Shop Superintendent Godfrey (Gus) Blyberg and Assistant Master Mechanic Ellis Schmitz, both of Minneapolis, who retired after many years of faithful and efficient service. Mr. Blyberg learned the machinist trade in his father's machine shop in Sweden, after which he did some traveling and worked as a machinist in Australia, New Zealand and other places. He finally landed at the Milwaukee shops in Minneapolis in 1905 and worked his way up from machinist to shop superintendent. Ellis Schmitz, a Spanish American War veteran, started to work for the Milwaukee as a fireman on the H&D in 1907. He was promoted to engineer in 1912 and subsequently was made traveling engineer. He came to the Twin City terminal in 1940, where he served as traveling engineer and assistant master mechanic. Both of these men have a host of friends on the Milwaukee Road.

St. Paul Traffic Department

Brooksie Luth, Correspondent

We hear tell that there's gonna be a merger between our city ticket office and the Rock Island's ticket office, just a block down the street. It seems that there is another ring besides that of the telephone which has traveled between the two offices. Yup, our one and only eligible man, Ray Gilbertson, ticket clerk, has gotten himself engaged to the gal at the Rock Island office. Ray isn't divulging the date of the wedding. Well, whenever it is—or was—Ray is to be congratulated. My spies tell me that the young lady is one of the prettier St. Paul beauties.

John Carney, formerly employed as stenographer, cashier and ticket seller in the Minneapolis and St. Paul ticket offices, returns to the St. Paul office on Aug. 1, as cashier. Mr. Carney spent 33 long but interesting months in the navy, some in the transportation office at Farragut, Idaho, and the balance in Washington, D. C., where he spent much of his time as a court reporter. My reporter, Ollie Anderson, general agent of the passenger department, tells me that Mr. Carney is a stenotypist and very good at it, too. Hmm—guess I'll give up my title as the only stenotypist in the St. Paul offices. 'Course, he won't use his machine in his cashiering work, so I guess it's all right. "Welcome back to our little group" and "Farewell" to George Werdick, who will return to the Minneapolis ticket office.

Minneapolis Local Freight and Traffic Dept.

(Contributed by Gladys Johnson)

Vacation time is here again. Tommy Moffat spent his in Wisconsin and came back with a nice sunburn, which he got pitching hay. Jenny Goss spent a few days around Boston, the occasion being her brother's wedding. Although a good time was had by all, Jenny says the trip was unsuccessful as she still hasn't found her man. Otto Pontzar also chose the east coast as his vacation ground, spending most of his time around New York.

Bonnie Stevens chose to spend the 4th of July weekend fishing at Bar Harbor. Vivian Bodine took a trip to her home town, Tower, Minn.

Flash! And I do mean flash. It just caught my eye—the flash of Gloria Rossi's new diamond ring.

Best wishes for a speedy recovery to Syl Smith, who has just had an operation.

Minneapolis General Office

Kitty Carl, Correspondent

Clarence Prescott of the engineering department had his son, Warren, his daughter-in-law and two and a half-year-old granddaughter of Miami, Fla., as house guests during the month of July. The Prescott family had just completed an auto trip of 1300 miles through the northern part of Minnesota to Port Arthur, Can., and returned to Minneapolis on July 13. They reported the weather as ideal and the fishing good. During the fore part of July they also entertained Mrs. Warren Prescott's parents, Mr. and Mrs. J. B. Jones of Brownsville, Tex.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Yard Clerk O. N. Jahr passed away suddenly on July 3, while on his vacation.

The highest point reached by a railroad in the United States is the summit of Pike's Peak in Colorado, 14,109 feet above sea level. I was up there some time ago. The top is leveled off and I found a coffee shop doing a thriving business. There is ample room for parking. Weather was cool and the air thin.

The average number of cross ties for a mile of railway track is 3005. That means a space of 21.1 inches between each tie.

The average serviceman made about five railway trips in the line of duty before going overseas.

May we add to these statistics that there is no train that can top our own Hiawatha?

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

All employes of the schedule car shop are enjoying a two-week vacation from July 1 to 15, fishing, on auto trips and relaxing at home.

A speedy recovery is wished for Alice M. Flinsen, now confined to Swedish Hospital. We miss our stenographer.

Births: A baby boy on July 3, to Mr. and Mrs. James E. Androff. All are doing fine.

Retirements: Carman Helper John W. Rouse, schedule car shop, on June 1. Mr. and Mrs. Rouse will take a trip to Daytona Beach, Fla., and visit relatives.

Deaths: Mrs. Arthur Evans, wife of Wheel Shop Machinist Arthur E. Evans, on June 21, following a short illness. Our sympathy is extended to her family.

It was in the year 1611 that King James I of England struck a juicy roast of beef with the flat of his sword and dubbed it "Sir Loin."

The Milwaukee Magazine

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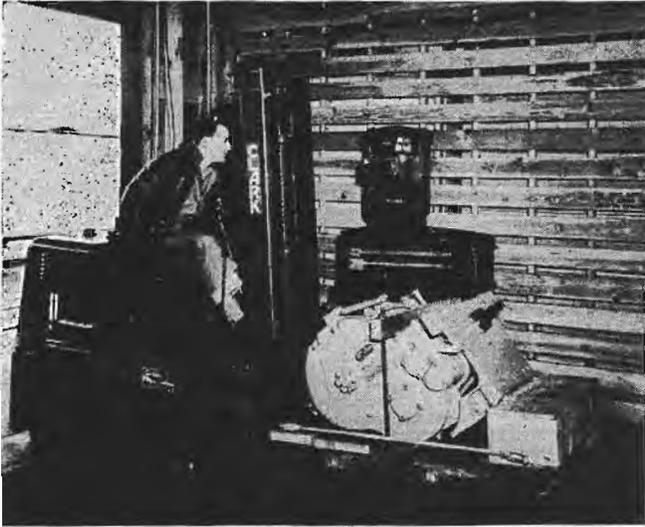
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COAST DIVISION

Harry W. Anderson, Division Editor
Superintendent's Office
Tacoma, Wash.

Juanita Modglin, glamorous steno to assistant superintendent and trainmasters, has attended so many weddings this season that she could well qualify as a professional bridesmaid and also know what to do when she puts on a show of her own.

May Brown, chief dispatcher's steno, did a little vacationing and Kathleen Bathfney acted as relief. Kathleen also doubled for Lyle Van Winkle, chief carpenter's steno, who journeyed to Vancouver and Victoria, B. C., showing the sights to an eastern girl friend.

Mr. and Mrs. Rudolph Tollefson proudly announced the arrival of a baby boy on June 22. Congratulations! the candy was good. Mrs. Tollefson was formerly roadmaster's clerk at Tacoma.

Word was received recently of the death of J. E. Fitzgerald, retired engineer, at his home in Cedar Falls on June 20. Mr. Fitzgerald was 72 years old and had retired in December, 1945. He leaves his widow and two sons, to whom we offer our condolence.

Passenger Conductor Jess Humphrey and Mrs. Humphrey drove to California the early part of June on a vacation trip and reported a wonderful time, seeing the sights, attending broadcasts, etc. While there they met a number of retired railroaders, among them Frank C. Dow, former superintendent, at Altadena, with whom they had a very enjoyable visit.

Our softball team is going to town in grand style—they top the league.

Word was received from Mrs. Esther Delaney, clerk in the superintendent's office, that her mother passed away in Dubuque, Ia. Esther previously received a wire stating that her mother was failing, which enabled her to be there when the end came. We extend our heartfelt sympathy.

Agent J. G. Davidson, Elbe, had a visitor on the morning of June 25, in the form of a hungry and exhausted pigeon, belonging to the Tacoma Pigeon Racing Association. It had become separated from a flock released from Lind, Wash., the night before. He fed the bird and released it or, we should say, tried to, but the bird just circled around and came back, so the Davidsons adopted it.

Clerk Tommy Norwood, superintendent's office, chairman of the Service Club, is on his vacation. Don't know just where he went, but he took his fishing equipment with him, so it is a safe bet that most of his time will be spent in piscatorial pursuits.

Blessed events: Yard office reports the arrival of daughters at the homes of Brake-

men G. W. Waters and M. M. Madlung. Congratulations!

BELLINGHAM

Operator Margaret Germain, Bellingham, lets us in on the following news in that territory:

Agent R. B. Jose is spending his vacation in Kansas City and, judging by the cards received, is having a wonderful time. Cashier Clark Robinson is relieving him while Robert Boyce, recently discharged from military service, is helping out on the clerical work.

The Mt. Baker Service Club had a very pleasant meeting, at which District Safety Engineer Harry M. McMahon was the principal speaker. Doughnuts and coffee were served. Mrs. Burk Nicolay and Mrs. Fred Kemp demonstrated the proper method of "dunking" while Mrs. Pete Useldinger proved a very apt pupil.

The weed scalding has been pretty busy on this line. The weather has been so cold that this steam bath is probably just what is needed to give the weeds a new lease on life. For bigger and better weeds, call on us.

Brakeman Don Guthrie was called for jury duty but was released on account of being badly needed on the scalding crew.

We were pleasantly surprised the other day when Harry Brown paid us a visit. Missoula Division folks will no doubt recall him—he used to be brakeman out of Alberton but is now with the Sherman Clay Company of Seattle.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Word has been received from Mr. and Mrs. E. C. Trautman of Los Angeles, formerly of Seattle, announcing the engagement of their daughter, Marian Jean, to James Richard Hart of Three Hills, Alberta, Can. The wedding is planned for July in Los Angeles. Jean was our out-bound chief bill clerk for some time and recently resigned to be with her parents in Los Angeles.

Freight Service Inspector Art De Garmo and Mrs. De Garmo returned to Seattle on July 12 after a month's business trip in the East, during which they visited their wheat farm in Oklahoma. Mr. De Garmo reports splendid crops. While he was away his duties as freight service inspector were handled by Stanley Yates.

Lee Gahegan, Y 2/c, and former yard clerk at Seattle, was separated from service on Apr. 29, after serving three years in the Commando Service Force. He is now attending the University of Washington.

Roger Wilhelm, former transit rate clerk, was appointed secretary to L. K. Soren-

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son, general manager Lines West, on June 16. His position as transit clerk has been taken over by K. B. Kristjansen. Both boys are ex-service men.

A seven-pound daughter was born to Mrs. Bob Parsons, wife of Warehouse Clerk Bob Parsons, on June 18. Baby and mother are doing well and Bob is coming down to earth again.

Interchange Clerk Douglas S. Carmichael has been appointed chief clerk to Import and Export Agent L. J. Kidd. Mr. Carmichael has a record of four years in the Marine Corps and four years at the University of Washington.

Did you ever hear of Jack Webb being laid up on account of sickness? But this time he dropped a pan of scalding water on his foot and has been confined to his home. His position as assistant chief clerk has been handled by Charles Ingalls and Mr. Ingalls' position on the car desk by Eivin Christjansen.

Seattle local freight was recently favored by a visit from Capt. E. H. McAvoy, chief of the commercial traffic branch of the Seattle Port of Embarkation and formerly of our Seattle rate department. Mr. McAvoy expects to be shipped to the Orient in the near future. His wife will follow later.

Tacoma

R. A. Grummel, Correspondent
Agent, Tacoma, Wash.

FREIGHT OFFICE

O. R. Powels rested from his duties as chief clerk by taking two weeks of comfort and ease somewhere. We'll find out more upon his return.

Claim Clerk Tom Dolle is also enjoying a vacation, and has driven to sunny California with his wife and family. Tom promised to bring back a bottle of that sunshine in exchange for a bottle of rain—fair enuf!

Manda Shrock (assistant demurrage) spent most of her two-week vacation at her suburban home, due to the profuse rain showers, but finally managed to spend a day in Seattle.

Mrs. Velma Wheeler, assistant cashier, is taking a 90-day leave of absence on account of ill health, being relieved by Mrs. Dorothy Clover, who was formerly assistant car distributor.

PASSENGER STATION

We are sorry to report the passing of William S. Burroughs, who served for many years as head ticket clerk at the passenger station. He will be missed by many. Mr. Burroughs could have retired and en-

joyed his ease but wanted to "do his bit" during the late trying conditions and remained at his post.

Ticket Clerk Carl Tveter is spending his vacation enjoying the grandeur and beauty of Yellowstone National Park with wife and family, via the Milwaukee Road.

Glen Russell, genial ticket clerk at the passenger station, gathered up his old cigar stubs and with his Mrs. drove to the "land of sunshine," wherever that is, for a two-week vacation. Glen's quite a magician—could probably turn off the rain whenever he chose to.

Bill Clerk Amanda Stewart resigned on July 18 to devote her time to her home duties.

YARD OFFICE

Chief Yard Clerk O. H. Guttormson spent his vacation relaxing in the state of Oregon. What have they in Oregon that we haven't got?

C. P. Jones is also taking a two-week holiday from yard checking, being relieved by George E. Schwartz, formerly a captain in the army.

Robert Paul Huntsman, recently discharged from military service, has returned to his position of boardman at Tacoma yard, bumping Mrs. Helen Allemen. Helen is enjoying a few weeks of rest and recreation.

Willard C. Miller, who returned from military service, has taken over Anne Beaumont's position, A.C.V.C., during her absence.

King Clover, son of Car Distributor Fay Clover, who was in railway service overseas, has been discharged from military service and is working on the Morton logger. He and his wife are making their home in Sumner.

CAR DEPARTMENT

Carman Olaf Holt and wife are visiting relatives in Minnesota.

Robert Sampson, retired toolman, was called to Omaha on account of the death of his mother.

Blacksmith John Gallwas and family are vacationing in northern Washington.

Car Inspector Harvey Quinn and family are visiting relatives in Cleveland, O.

Pipefitter W. D. Jay, coach yard, and his wife are visiting friends in Pueblo, Colo., and Los Angeles.

Carman Helper Stanley Walker, coach yard, and family are vacationing in Chicago.

Machinist M. J. Morrison and wife are vacationing in Vancouver, B. C.

Carman Henry Anderson and wife are visiting relatives in Calgary, Alta.

Bernice Rippl, steno to district general

car foreman, reports having a wonderful time while visiting in Vancouver, B. C., recently.

Mrs. Blanche Williams and daughter, Helen, are visiting at the home of Chief Clerk L. O. Sargent in Sound View. Mrs. Williams, formerly steno to district general car foreman, now resides in Oakland, Calif.

Robert Ramsay, former steno-clerk to district general car foreman, who entered the U. S. diplomatic service a short time ago, is now stationed in Nicaragua, C. A.

LOCOMOTIVE SHOPS

Cecil DeGuire, clerk to General Foreman Al Pentecost, who gives us the "Goep" for Tacoma shops, advises that since the shops are on vacation from July 1 to 15 there is not much to report and besides, as he is doubling for Charley Sandberg, who is on vacation, he is pretty busy.

Mrs. Ray Gove, wife of Machinist Helper Gove, passed away recently.

Chief Boiler Inspector A. W. Novak gave the shops the once-over on June 9 and 10.

Harry Lane, retired machinist helper, passed away on June 10.

Assistant Roundhouse Foreman Robert J. Schwanke and Traveling Engineer Earl Talmadge left for Erie, Pa., where they will attend a diesel school.

There is a relieved expression on the faces of J. C. MacDonald and John Hart, now that the turmoil of inventory is over.

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

George M. Kraft, airman on the car repair tracks, took two weeks off in June and he and his wife journeyed back to their old home in Aberdeen, S. D., where they visited their son and daughter. George formerly worked in the shops in Aberdeen so spent some time reminiscing with his old-time buddies.

Car Inspector Ted Beaumont announced the marriage of his youngest son, Robert, to Miss Patricia King of Seattle on July 6. Robert is a navy pilot, now stationed at Sand Point Naval Air Station, Seattle. The happy couple will make their home in Seattle.

Yard Track Foreman Sam O. Wilson started on a vacation July 8. He thought he might do a little driving and tour around in Oregon and California.

Harry W. Fordyce has temporarily taken charge of a B&B crew on the Port Angeles line. Harry went up there on May 16 and expects to be back in Seattle soon. He called on us a short time ago and reported everything going along nicely. Sam Parks is relieving on his job.

Car Inspector Steve Cage enjoyed a visit from his stepson, Clyde B. Reed, the early part of July. Clyde is with the Hoover Vacuum Cleaner Company in Los Angeles and spent his two weeks' vacation up here.

Roxie E. Odegard, janitress around the yard and water front offices, was called East on July 9 on account of the serious illness of her father. Roxie boarded the 11:15 a. m. plane for Des Moines, Ia.

Assistant Foreman Fred Badham, Seattle track forces, took charge of the yard during the vacation of S. O. Wilson.



"I WONDER WHEN HE'LL LEARN TO STOP ASKIN' VETERANS, WHAT THEY LEARNED IN TH' SERVICE?"

**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING JUNE, 1946
AS REPORTED BY DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices									
Abrams, R.E.	D.F.C.A.	Milwaukee, Wis.	2		Lennon, M.C.	Tel. & Sig. Sta. Helper	Savanna, Ill.	1	
Andrews, J.A.	Waiter	Chicago, Ill.	1		Ormer, Frank	Chf. Dispatcher	Dubuque, Ia.	2	1
Belter, Charles G.	Trav. Aud. Clerk	Chicago, Ill.	1		Olson, E.W.	Elec. Welder	Savanna, Ill.	2	
Bialas, Joseph	Clerk	Chicago, Ill.	1		Reibel, Paul	Laborer	Dubuque, Ia.	2	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		1	Riechman, William	Asst. Foreman	Savanna, Ill.	3	
Chisesi, J.A.	Rate Clerk	Chicago, Ill.	1		Salzer, P.D.	Chief Clerk	Savanna, Ill.	1	
Culver, C.L.	Special Tax Agt.	Chicago, Ill.	3		Schmidel, George	Supervisor	Savanna, Ill.	1	
Eldridge, E.	Freight Clerk	Chicago, Ill.	1		Stevens, W.H.	Sec. Foreman	Dubuque, Ia.	1	
Frandsen, A.J.	Head Clerk	Chicago, Ill.	1		Tews, Carl	Gen. Foreman	Dubuque, Ia.	1	
Franz, Walter	Clk., Aud. Expend.	Chicago, Ill.	1		Unmacht, H.A.	Cutter	Dubuque, Ia.	2	
Graves, Vila M.	Asst. Secy.	Chicago, Ill.		6	Wilson, H.	Check Clerk	Savanna, Ill.	20	
Hanson, Anthony	Cook, S. & D.C.	Chicago, Ill.	1					69	36
Harner, E.F.	AFE Analysis Clk	Chicago, Ill.	1		Hastings and Dakota Division				
Haut, Helen	Stenographer	Chicago, Ill.	1		Bothun, Mrs. Iver	Wife of B&B Carp.	Aberdeen, S.D.	1	
Hettinger, W.F.	Car Acctnt. Off.	Chicago, Ill.	1		Campbell, Dwight	Solicitor	Aberdeen, S.D.	1	
Jess, H.D.	Clk., Aud. Expend.	Chicago, Ill.	2		Coleman, R.J.	Agent	Letcher, S.D.	1	
Karsten, Kathryn	Purchasing	Chicago, Ill.	2		Drum, R.A.	Conductor	Aberdeen, S.D.	3	
Kolstedt, Mildred	Aud. Capt. Expend. Off.	Chicago, Ill.	1		Gange, James	Laborer	Aberdeen, S.D.	2	
Kraebber, Henry	Claim Inves.	Chicago, Ill.	1		Gisi, James A.	Carman	Aberdeen, S.D.	1	
Lindahl, R.E.	Aud. Expend. Off.	Chicago, Ill.	1		Grandpre, R.E.	Clerk	Aberdeen, S.D.	4	
Linder, E.J.	Asst. Aud. O/C				Henrikson, O.W.	Asst. Car Foreman	Aberdeen, S.D.	1	
	Clms. & Stn. Accts.	Chicago, Ill.	1		Jerde, A.E.	Train Dsptrchr.	Aberdeen, S.D.	2	
Lowry, F.C.	File Clk., Pres. Off.	Chicago, Ill.	1		Karr, L.J.	Sec. Stockman	Aberdeen, S.D.	1	
Miller, Mrs. F.A.	Steno. Adv. Dept.	Chicago, Ill.	1		Lilly, Elaine C.	Rndnse. Clerk	Aberdeen, S.D.	1	
Mussweiler, H.J.	Chf. Clk., Tax Dept.	Chicago, Ill.	2		Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	2	
Nehr, W.W.	Clerk, Traffic	Chicago, Ill.	1		Menzia, Anton	Storehelper	Aberdeen, S.D.	2	
Nelson, Mildred	Steno., Transp. Dept.	Chicago, Ill.	2		Mertz, Wm. G.	Air Brakeman	Aberdeen, S.D.	1	
Sexton, Bertha	Clk., Purchasing	Chicago, Ill.	1		Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1	
Soske, Wm. J.	Aud. Expend. Off.	Chicago, Ill.	1		Murray, Margaret	Rdmstr's Clerk	Aberdeen, S.D.	2	
Taylor, O.H.	Aud. of Capt. Expend. Off.	Chicago, Ill.	1		Patterson, Patricia	Clk.-Steno., Store	Aberdeen, S.D.	1	
Touhey, A.	Paymaster's Off.	Chicago, Ill.	1		Riedl, Robert W.	Instrumentman	Aberdeen, S.D.	1	
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1	1	Ryan, Winifred A.	Clerk, Store	Aberdeen, S.D.	1	
Wilson, Bertha	Clerk	Chicago, Ill.	1		Valle, Wanda	Clerk-Steno	Aberdeen, S.D.	3	
Winter, C.H.	Supt. Transp., LE	Chicago, Ill.	1		Walth, H.J.	Agent	Warner, S.D.	1	
			35	8	Williams, E.G.	Carman Helper	Aberdeen, S.D.	2	1
								34	1
Chicago Terminals Division					Idaho Division				
Abrams, N.	Rate Clerk	Galewood, Ill.		3	Aleson, C.L.	Police Dept.	Spokane, Wash.	5	
Alfano, Louis	Yard Clerk	Chicago, Ill.		5	Brothie, F.W.	Capt. of Police	Spokane, Wash.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		5	Hill, Mrs. G.H.	Wife of Supt.	Spokane, Wash.	2	
Bitz, H.F.	Agent	Evanston, Ill.	1					8	0
Boeck, H.F.	Chief Clerk	Galewood, Ill.		9	Iowa Division				
Borman, H.A.	Route Clerk	Galewood, Ill.		2	Bruce, F.O.	Rate Clerk & Opr.	Council Bluffs, Ia.	2	
Brown, H.	Rate Clerk	Galewood, Ill.		3	Bucknam, F.J.	Chf. Clk. to Agt.	Council Bluffs, Ia.	1	
Caruso, S.M.	Clerk	Galewood, Ill.		1	Chadima, Wm.	Asst. Rate Clk.	Cedar Rapids, Ia.	1	
Denney, F.	Chf. Yd. Clerk	Mannheim, Ill.	1		Hennessey, G.F.	Night Foreman	Cedar Rapids, Ia.	1	
Dyba, T.	Galewood, Ill.			3	Lee, Edward	Yard Conductor	Council Bluffs, Ia.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		2	McGee, M.W.	Cashier-Clerk	Council Bluffs, Ia.	2	
Evans, R.	Clerk	Galewood, Ill.		2	Miller, L.J.	Agent	Springville, Ia.	1	
Ewing, J.J.	Clerk	Galewood, Ill.		3	Nelson, M.H.	Mech. Dept.	Perry, Ia.	1	
Gripke, Wm.	Yard Clerk	Chicago, Ill.		14	Shaw, R.D.	Loco. Dept.	Perry, Ia.	1	
Hall, H.G.	Ret. Switchman	Chicago, Ill.	1		Snipe, J.	Loco. Dept.	Perry, Ia.	1	
Hanson, H.	Clerk	Galewood, Ill.		3	Waln, R.A.	Signal Maintainer	Paralta, Ia.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4				13	0
LeMire, G.E.	Rate Clerk	Galewood, Ill.	131		Iowa and Dakota Division				
Lemke, C.	Clerk	Galewood, Ill.		2	Bailey, J.W.	Time Reviser	Sioux City, Ia.	1	
McQuinn, D.	Clerk	Galewood, Ill.		1	Broom, A.G.	Dem. Clerk	Sioux City, Ia.	2	1
Miller, E.A.	Chf. W.B. Clerk	Chicago, Ill.		4	Habenicht, G.T.	B. & B. Carp.	Mason City, Ia.	2	
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		1	Hansen, Wm.	Mach. Helper	Mason City, Ia.	2	
Morgan, F.	Clerk	Galewood, Ill.		3	LaBrune, L.P.	Student Teleg.	Mason City, Ia.	1	
Norton, J.L.	Yard Clerk	Chicago, Ill.		1	Lindahl, H.C.	Sweeper	Lake Andes, S.D.	2	
Oefftering, J.J.	Rate Clerk	Galewood, Ill.		12	Lowrie, A.R.	Ret. Conductor	Mitchell, S.D.	1	
Reiman, B.	Rate Clerk	Galewood, Ill.		2	Osthoff, A.H.	Chief Clerk	Sioux City, Ia.	1	
Scharenberg, A.H.	Freight Agent	Chicago, Ill.		1	Pappas, Nick	Mach. Helper	Sioux City, Ia.	2	
Siwek, G.V.	Clerk	Galewood, Ill.		3	Pappas, Tony	Mach. Helper	Mason City, Ia.	3	
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.	3	222	Parker, A.W.	Rndnse. Foreman	Mason City, Ia.	1	
					Paullin, F.E.	Clerk	Mitchell, S.D.	1	
					Stedronsky, Ray	Student Teleg.	Lake Andes, S.D.	1	
					Tomic, R.J.	Sec. Foreman	Lake Andes, S.D.	1	1
					Woodhouse, W.H.	Baggage man	Mason City, Ia.	2	
								19	2
Coast Division					Iowa and Southern Minnesota Division				
Anderson, Millie	Clerk	Tacoma, Wash.	2		Alme, A.	Sec. Laborer	Madison, S.D.	1	
Carrotte, Clara C.	General Clerk	Tacoma, Wash.	1		Bast, B.W.	W/H Foreman	Madison, S.D.	1	
Coble, W.H.	Freight Agt.	Lynden, Wash.	1		Christensen, E.			2	
Geelhart, C.W.	Asst. Rdmstr.	Cedar Falls, Wash.	2		Leonard	Sec. Foreman	Vienna, S.D.	1	
Goldsbrough, A.	Station	Tacoma, Wash.		1	Coonradt, G.M.	Sec. Laborer	Madison, S.D.	1	5
Gordon, Joe	Retired Clerk	Tacoma, Wash.	1		Crabbs, F.	Ticket Clerk	Madison, S.D.	1	
Could, Alice I.	Stenographer	Tacoma, Wash.	1		Elgebraten, V.A.			1	
McHugh, Lavina	Clerk	Seattle, Wash.	1		Gregerson, J.R.	Clerk	Madison, S.D.	1	
Tuson, Virginia	Clerk	Seattle, Wash.	1		Hanson, J.C.	Operator	Fairmont, Minn.	2	1
			10	1	Hayes, Albert	Operator	Albert Lea, Minn.	2	
					Heyer, G.	Sec. Laborer	Madison, S.D.	1	
					Hoffman, Ray H.	Chf. Carp. Clk.	Austin, Minn.	1	
					Jastram, H.F.	Relief Sec.		1	
						Foreman	Madison, S.D.	1	
					Klopf, L.H.	Sec. Laborer	Madison, S.D.	1	

Traffic Tips Reported During June, 1946

Division	Pass. Tips	Frt. Tips	No. of Tips per 100 Employees
Seattle General	29	14	22.5
Superior	16	50	10.9
Chicago Terminals	3	222	7.0
Dubuque and Illinois	69	36	6.2
Iowa & S. Minnesota	30	15	5.0
Madison	24	1	3.8
Milwaukee	26	3	2.2
Hastings and Dakota	34	1	1.9
Chicago General	35	8	1.7
La Crosse and River	34	5	1.7
Iowa and Dakota	19	2	1.2
Idaho	8	—	1.0
Iowa	13	—	0.9
Rocky Mountain	9	—	0.8
Kansas City	4	2	0.7
Coast	10	1	0.6
Terre Haute	1	5	0.4
Trans-Missouri	6	—	0.4
Milwaukee Terminals	16	1	0.3
Twin City Terminals	4	—	0.1
Miscellaneous	—	—	—
TOTALS	380	366	2.2

TERRE HAUTE DIVISION

Faithorn District

*Berniece Sparks, Correspondent
Faithorn, Ill.*

They say June is the month when wedding bells ring the loudest and our district was no exception. Trainmaster R. L. Hicks and Miss Catherine Martin were married on June 10. Mrs. Hicks is very well known around Union Station, having worked in the office of the superintendent of terminals.

Beatrice Mae West, daughter of Agent A. L. West of Manhattan, and Charles F. Hollenberg were married on June 30. Mr. Hollenberg is a commercial artist and is attending the Art Institute in Chicago.

Switchman J. D. McFadden took the pension this past month. "Mac" was our oldest employe here at Faithorn, having started to railroad way back in 1913. We're going to miss "Mac" and wish him all the luck in the world.

We welcome our new equipment maintainer, J. F. Wilbur, who comes to us from Terre Haute. He certainly must carry a good luck charm of some sort, as he was here only a short time when he located a house. And that's luck in this day and age.

We are very glad to see Fireman Kenneth L. Weeks back on the job after a three-year absence.

Chief Clerk B. A. McCanna of Chicago Heights tells us his son, B. J. McCanna, was discharged from the service on May 30. He had been in the army 26 months, spending a great deal of that time overseas.

West Clinton Area

Earl H. Lehmann, Correspondent

Although Charles M. Fox, former section foreman, was promoted in May to roadmaster on the north end of the Terre Haute Division, through oversight no mention was made of it in the columns of the Magazine. We, here at West Clinton, claim Charles as one of our own boys and are taking this belated opportunity to congratulate him on his promotion. Mr. Fox "grew up" on the Terre Haute Division, starting to work at an early age on the

south end (known then as the Southeastern), then coming to West Clinton as section foreman of the big yard here and later being transferred to Terre Haute. Again we say, "Congratulations, Charley."

We wish to announce the June wedding of Miss Peggy Ditto, daughter of Conductor and Mrs. Carl Ditto, to Joseph W. Burton. We extend congratulations to the young couple.

We are sorry to report the extended and serious illness of the small son of Engineer and Mrs. Charles Brown. Another operation in an Indianapolis hospital has been necessary. We hope for an early improvement in his condition.

C. H. Doane is resigning his position as yardmaster and is going back to work as a conductor. We feel that his services as yardmaster will be missed.

Fred B. "Squirrel" Stewart has again come up from the south end to take the lead job with Conductor "Cigaro" McBride.

John Magers is the new yard clerk here. No. Conductor Blake, he is not from Goose Creek, but from Hillsdale.

We enjoyed a recent visit from Cash Campbell, retired carman, Dana, in June.

Mrs. G. L. Ferguson, wife of our popular lead conductor, is ill in the hospital at Clinton as these items are sent in. An early improvement is hoped for.

Engineer and Mrs. William Scott and Car Inspector Elza Hale and family are enjoying visits from their niece and her two children, of Los Angeles—Gladys McReynolds, daughter Linda and son Albert.

Mrs. Homer T. McGown, wife of our chief clerk, underwent a serious operation in a Terre Haute hospital. Her many friends hope for an early recovery.

Machinist Elmer King has returned home, after spending several weeks in an Indianapolis hospital. We hope to see him back in the roundhouse soon.

Terre Haute District

*T. I. Colwell, Correspondent
Superintendent's Office
Terre Haute, Ind.*

We regret we failed to mention in the Magazine that Carl H. Averitt has returned to work for the Milwaukee, after being away for several years. Carl has a lot of friends on this division and they will be glad to know that he is working as freight service inspector for the claim department. During the years he was away he was employed by the Maumee Collieries Company of Terre Haute and by the Central Weighing and Inspection Bureau in Indianapolis.

Robert Harding, son of our division freight and passenger agent, who has been in Japan with a hospital ship, is expected to dock soon in Norfolk.

We hear that Conductor Edmund P. Kyle is thinking of severing active connections with the Milwaukee, although he has not yet reached the customary retirement age, and concentrating on his farm, located about nine miles southeast of Terre Haute. We wish him a long and happy retirement.

Field Engineer A. L. Burt and Mrs. Burt received word that they have become grandpa and grandma, respectively. Their

son, Gordon, who lives in California, informed them recently that they now have a nine-pound grandson. This is quite an important event for Al, as it is his first grandchild.

We are sorry to report the death of George Huffman, retired locomotive engineer, which occurred on July 12. We extend our deepest sympathy to Mrs. Huffman and the children.

TRANS-MISSOURI DIVISION

East End

*Dora H. Anderson, Correspondent
Care of Agent
Moberg, S. D.*

Mrs. W. E. McFarland, wife of Conductor W. E. McFarland, passed away on June 26 following an operation. She had been in poor health for some time. She leaves to mourn her loss, her husband, five daughters and two brothers, Engineer Hewitt D. Patton of Moberg and L. D. Patton of St. Louis Park, Minn. She was a member of the ladies' auxiliary of the Brotherhood of Trainmen and a faithful worker in the Milwaukee Women's Club.

Mrs. M. A. Tripp, wife of Agent Tripp of Marmarth, passed away on June 9 at a Mandan, N. D., hospital, after an illness. Mrs. Tripp is survived by her husband, a daughter and two sons.

Agent F. C. Williams and wife are enjoying a visit from their daughter and son-in-law, Mr. and Mrs. James R. Anderson of New York City. Mrs. Anderson (Frances Williams to us) now sings in opera in New York and we congratulate her on her success in the musical world. We look forward to her visit each year, as she graciously shares her talent with us and we consider it a privilege to enjoy her beautiful singing.

Conductor Leonard Clark, his wife and daughter, Nancy Gay, and Mr. and Mrs. Howard Ellison are on auto trip through the West. They will visit their son, Laddie, and family at Los Angeles, and friends. Nancy Gay is studying voice at Dakota Wesleyan U.

Dora H. Anderson, cashier at the Moberg freight office, spent her vacation in California and Washington. While at Los Angeles she visited the Bert Douds. Conductor Bert Doud, who retired on account of illness, is a patient at the Veterans Hospital at Sawtelle. The Douds send greetings to all their friends in Moberg and on the Trans-Missouri Division.

I told you last month that wedding bells would ring soon. Well, here is the big news: Our popular ticket clerk, Theodore S. Johnson, and Mrs. Katherine Carlisle were married on July 2 at Pierre, S. D., in the Episcopal Church, with a reception following at the St. Charles Hotel. The happy couple are spending their honeymoon at the Minnesota lakes near Alexandria. We extend hearty congratulations.

Lineman Ivan Kern and wife have returned from a month's vacation spent on the west coast with their daughter and son-in-law, Mr. and Mrs. Edwin Erickson of Seattle. They made the trip by car and came home via Yellowstone Park and the Black Hills.

Wallace Arvidson, son of Car Foreman A. W. Arvidson, has been discharged from his naval training in engineering at Northwestern University, Evanston, Ill., and is spending his vacation with his parents. He plans to return to school this fall.

Two of our dispatchers, L. H. Bailly and W. A. Smith, are scoutmasters and took 26 boys to Big Stone Lake for an outing.

Sgt. William Jay, who was recently discharged from service, has resumed his old position as clerk at the Moberg roundhouse, replacing Miss Ida Anderson, who has served as clerk for several years. Billie says Moberg looks good to him and he wants to carry on the Jay name in this community where it has been so well known for the past 50 years. Good for you, Billie. His brother, Donald, who

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is now in the navy, is spending his vacation here.

Wire Chief C. K. Todd and wife are enjoying a visit from their daughters, Mrs. L. E. De Boer and her husband of Seattle and Miss Carol Todd of Albuquerque, N. M. On their return trip they will tour the Black Hills, Miss Carol then going by plane to Albuquerque.

Jack Hagan, RM3/c, son of Engineer and Mrs. Sidney Hagan, has been discharged from the service and is spending his vacation with his parents here. He served 16 months in Hawaii.

Richard Baun, QM3/c, son of Carman and Mrs. G. Baun, was discharged on June 20. He was aboard ship during his entire two years in service.

Clerk Roy Owens is sure the handy man around here, substituting on the different positions during vacation time. He relieved the three car clerks, the cashier, and is now acting ticket agent during Ted Johnson's vacation.

Ralph T. Heywood, retired agent-operator of Freeport, Ill., accompanied by his sister-in-law, took an extended auto trip to his familiar stamping grounds in the Dakotas, visiting old friends all along the Trans-Missouri Division. They were all happy to see him again.

Brakeman Phil Neumiller was accidentally killed on May 15 when he fell from the engine on a work train on the New England line, two miles east of Leith, N. D. His neck was broken and he died instantly. He leaves a wife, a daughter and a stepson.

Milt Riffe, retired engineer, formerly of Moberly, passed away on June 6 at Los Angeles, Calif., following a lingering illness. He is survived by his wife and a daughter.

Herbert E. Goodness, retired engineer, 58, passed away suddenly on May 30 from a heart attack. He is survived by his wife and two sons, Harold and Frank, of San Antonio, Tex.

Engineer W. G. Hardcastle and wife of Savanna, Ill., spent a week here with the Hardcastle family. While here Mr. Hardcastle caught some fine big bass at Mollstad Lake.

Car Inspector Joe Doncheff spent three weeks at Excelsior Springs, Mo., taking the baths and came back feeling much better.

Roadmaster A. F. Manley and wife enjoyed a visit from their daughters, Mrs. Oliver Messenger and daughter Julie of Shelby, Mont., and Mrs. D. D. Kenley, daughter Karen and son Dale of Sturgis, S. D.

Trainmaster Jim Willard and family have gone to Missouri for a month's vacation.

D & I DIVISION

First District

*E. Stevens, Correspondent
Office of Superintendent
Savanna, Ill.*

Carl Engaldo, employed in the car department at Savanna, was united in marriage to Miss Cheryl J. Schroeder at a pretty ceremony in the rectory of St. John's at Savanna on July 6.

Benjamin Mills, also of the car department, Savanna, was married to Miss Jane Johnston of Douglas, Neb., on June 22.

Dorothy Louise Smith, daughter of General Chairman and Mrs. William E. Smith of Chicago, formerly of Savanna, became the bride of Glenn J. Groezinger of Savanna in the Grace Lutheran Church in Chicago on June 22. They will live in Savanna where the groom is employed in Savanna yard.

Mrs. Mildred Swanson and Thomas Morgan (roundhouse employe) of Savanna were united in marriage on July 1 in Charleston, S. C.

Sympathy is extended to Switchman and Mrs. S. B. Call in the loss of their young son, Robert, 12, who was killed instantly by lightning on June 29.

We are happy to report that Assistant Roundhouse Foreman Bill Sheetz, Savanna, has returned to work; also, that Dispatcher H. P. Buswell, who suffered a heart attack in June, is improving at his home in Savanna and that Ann McDermott, clerk in the roundhouse office, who was taken ill a month or so ago, is improving steadily. We hope to have her back at work in the near future.

Second District

Charles W. Danglemeyer, 80, retired tool and machine shop foreman of Dubuque shops, died on May 27 after a short illness. Mr. Danglemeyer was in the employ of the Milwaukee Road for 45 years, during which he invented many labor saving tools and machines, such as the Iowa lightning flue cutter for cutting flues out of locomotive boilers, frame jaw milling machines and grinders, to speed up work on locomotive frames; portable hack saw machines and many other devices now in use in Milwaukee shops, as well as other railroad shops throughout the country. Mr. Danglemeyer resided in Dubuque for 58 years. He is survived by his wife, two sons, three daughters and several grandchildren.

IOWA DIVISION

Iowa Division—Middle, West and Des Moines

*Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.*

There were several weddings of interest among the employes of the Iowa Division during the last month. Betta Small, daughter of P. H. Small of the roundhouse force, was carried to Corp. E. Brooks of Tipton, Calif. The groom is in the Marines. W. H. Robinson, Jr., second operator at Collins; Brakeman Staley of the Des Moines Division, Operator Maurice Stigler of Slater and Engineer Dale Taylor of Perry deserted the ranks of the bachelors during the month. Edward McCurdy, son of Conductor John McCurdy, also took unto himself a wife. A son of Agent F. D. Mongold of Clive was married and a daughter of Engineer Howard Finley traded her job in a store for one at home.

A son was born on June 26 to Yard Clerk Don Dollarhide and wife. A few days after Mrs. Dollarhide and the baby returned from the hospital, Don had to go there for treatment for a severe eye infection. Roundhouse Clerk Herbert Langdon was also off duty during July for treatment for an eye infection.

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

"Skip" Sawtelle Retires



The freight office force at Elgin, Ill., presents a radio to P. S. Sawtelle, retiring agent. Standing, left to right, are: LeRoy Hummell, Harry Treman, Joe Berna, Sam Campe, Frank Brennan and Robert Tuite. Mr. Sawtelle is succeeded by William G. Westphal.

After 65 years as a railroader, the last 36 of which have been spent as agent at Elgin, Ill., P. S. "Skip" Sawtelle picked up the old "Lincoln" pin which has been serving as a door stop for many years, and called it a day. His retirement became effective July 1.

Mr. Sawtelle's railroading days began back in 1881 when, at the age of 14, he became night operator for the Illinois Central in Dubuque. Not only was that before anyone other than Mr. Bell had

a telephone, but locomotives were still getting along without air brakes; it was while working in Dubuque that he first saw an engine so equipped.

Mr. Sawtelle was with the Burlington from 1886 until June 1, 1889, when he started working for the Milwaukee Road at Forreston, Ill. Three years later he was transferred to Spaulding, near Elgin, as agent, and in 1910 was placed in charge of the Elgin office. He will continue to live in Elgin.

Several boys in the Milwaukee family received their honorable discharges during the last few weeks. W. H. Robinson, Jr., was released from the navy. He is the son of the agent at Collins and works the second trick operator's job there.

1st Lt. William Lones, son of Conductor Lee Lones, was released from the Air Corps. Samson Legvold, S1/c, who was in the B&B department before going into the navy, has received his honorable discharge. Richard Woods will resume his studies, after a hitch in the navy which ended in June. Gene Peterson, son of the ticket clerk at Cedar Rapids and brother of the cashier at Perry, joined the Marines in June.

Ned Willis, son of the company attorney at Perry, passed the Iowa state bar examination in June. Ned's schooling was interrupted while he took care of a little business for Uncle Sam, as a captain in the Air Corps.

Engineer Joseph Calhoun joined the ranks of the retired veterans in June. When Joe retired the local paper carried a news story about it, mentioning that he came from County Tyrone in Ireland. As a result, several folks in the community who had come from the same county contacted him and they have had some good visits, talking over events of years ago in "gear old Ireland."

Conductor M. F. Burnham, who retired

several years ago, passed away suddenly in his home in Des Moines during June. Mr. Burnham was in passenger service for many years before his retirement. He had enjoyed good health and had taken a position in a small manufacturing plant in Des Moines, to help out during the war.

Death took another Milwaukee employe during July. Charles Conaway, who fired on the way freight run between Perry and Spirit Lake, went to Des Moines with his engineer, W. D. Chase. He left Engineer Chase's car to take a street car to his home and while boarding the car, was run down by a young auto driver and instantly killed.

Mrs. C. E. Robbins, wife of a switchman in Perry yard, was killed at Indianapolis.

Betty Briggie, daughter of Conductor Fred Briggie and a granddaughter of John Briggie, retired conductor of Council Bluffs, was chosen queen of Dallas County and presided during the centennial celebration in Perry on July 4.

Engineer and Mrs. Earl Holdridge have a granddaughter now. A baby, who was named Kathy Sue, was born to their son, Francis, and his wife, in June.

Franklin Hunter, son of Well Driller A. E. Hunter, left New York on July 26 for Paris, France, to make his home. Franklin is associated with the Worthington Pump Manufacturing Company and will be an estimate engineer in charge of a

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new branch being opened in Paris.

Four ladies of the Milwaukee family at Perry took part in the 28th International Women's Bowling Tournament, held in Kansas City in May and were advised that they placed among the prize winners. The ladies who participated were Mrs. Edward Fitzgerald, Mrs. Ivan Wightman, Mrs. Viola Ranes and Mrs. Everett Buckley, the latter two being clerks at Perry. As a team, they were in 349th place among 1,543 entries; Mrs. Ranes and Mrs. Wightman were in 298th place among 1,461 entries in the doubles. The ladies are members of the Alma and Chase Bar-B-Q team in the Perry league.

Charles Stoner, chairman of the Iowa state legislative board of the B. of L. E., attended a joint meeting of the state chairmen and the Southeastern Union of the B. of L. E. at Richmond, Va., in June. He met many old time friends at the gathering.

A pleasant reunion was held at the Thomas Birmingham home in June when Mr. and Mrs. Conrad Schneider came from Canada for a visit. Mrs. Schneider and Mrs. Birmingham are sisters and had not seen each other for 24 years.

Council Bluffs Terminal

Agnes Christiansen, Correspondent
Car Foreman's Office

Yard Clerk Howard Rooney and Mrs. Rooney celebrated their 26th wedding anniversary on June 17.

Frank Adrian replaced Carl Buskness as yard clerk when Carl decided to continue his army career. Until recently Frank was stationed at Cedar Rapids, Ia. Another yard clerk recently hired is Billy Budatz. Glad to have both of them with us.

We are all envious of Machinist John Chapman during these hot summer months, as he and his family are enjoying their Lake Manawa cabin.

I do not have much in the line of news for this issue as I enjoyed a wonderful vacation in Los Angeles and Hollywood.

If you should go to Hollywood for your vacation, by all means see "Ken Murray's Blackouts"; but be sure to reserve your tickets in advance. It's a scream! I also had the pleasure of dining at the original Brown Derby and at the table next to Actress Esther Williams. I want to add that she is as beautiful off the screen as she is on.

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Top visitor of the month was Maj. Avery Shepherd, back home after his long military service. "Shep" certainly looked swell and in the pink of condition. His only plans for a while are a good vacation in the West. Welcome home, "Shep."

Another visitor and our second celebrity was John P. Walker, late of the extra gang timekeeping crew and now a promising law crammer at Notre Dame. Johnny couldn't resist a visit to Fullerton Avenue on his summer vacation. He also stated that he was going to work for Fred Mallas at Mannheim during the rest of the vacation.

Leaving the gang on July 10 was Helen Beattie, head typist. Mrs. Beattie de-



Thomas D. (left) and Glen J. Bryson

BACK ON THE JOB. Thomas D. and Glen J. Bryson, sons of Section Foreman A. T. Bryson of Amana, Ia., have been released from military service and Thomas resumed his job as section laborer at Amana on Apr. 3. Tom was in service for 38 months—13 months in Italy as a tank commander and also working in communications. He was released with the rank of sergeant. In the fall he expects to continue his education, having acquired credits for a year of college work through the army specialized training program. Glen was in service for 30 months, spending 22 months overseas as a medical supply man, and earned four bronze battle stars for action in Normandy, France, Central Europe and the Rhineland. He was separated from service in January and is now attending St. Ambrose College, Davenport, Ia.

decided to join her husband in Denver, where Nory is working for the government. Somehow he located a home for them, which shows that he must be a model husband. I dunno if it's a model home or not. We'll surely miss Helen and we wish her the best of luck.

Taking a leave of absence is Martha Erickson of the payroll bureau, on account of ill health. We hope a good rest will be just what the doctor ordered and are looking forward to her return.

Ed Ellerton of the fuel bureau is also taking a leave of absence on doctor's orders. He'll be back, he says, as good as new before we know it.

Supervisor of payroll taxes office news includes two weddings. Agnes Robinson, keypunch section, became the bride of William "Bill" Binder on June 22 at St. Nicolai Evangelical Lutheran Church. Included in the bridal party were Kenneth French, 6th floor, and Connie Specht of SPT. The newlyweds honeymooned at Eagle River, Wis.

Rose Krumpack, also a keypuncher, became Mrs. Harry Bell on June 29 at nearby St. Vincent's Church. The happy couple is residing in Springfield, Mo. This is Harry's opportunity to show Rose the "show me" state. Best wishes, Rose, and congratulations, Harry.

The life of a pedestrian is a tough one. This is proved every day and Ed Lathy, watchdog of the record room, found it out from actual experience on July 13, when one of Chicago's motorists finally caught up with him. The hospital couldn't hold him, however, and after a little fixing up he went home to recuperate.

Arrived, on July 14 and weighing in at eight pounds, one ounce, Robert Michael Wilson, son of Bob and Mrs. Wilson. There have been no reports as yet that the husky arrival is a future golf star, but you can bet that ex-navy man, Bob Wilson, will



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have Bob, Jr., on the links as soon as possible. Congratulations!

They're still doin' it. Pearl Scherer of the bill and voucher bureau announced her engagement to Al Nerroth recently. Theresa Lopreste, shop timekeeping bureau, did the same, planning on becoming Mrs. Robert Schroeder. Congratulations and the best of luck!

Our recently organized golf league is off—plenty off—but progressing towards a grand slam late in August. Once a week the weed killers get out on the greensward of Bartlett Hills Golf Club (there's so many shots taken out thar, they ought to call it a gun club); once a week, too, the groundkeepers rebuild the fairways and greens. First returns give us three leaders, Harry Johnson, Johnny "Grumpy" Gross and Bob Wilson, who is the mathematician and figures the handicaps. Most successful golfer, so far, is our friend, "Grumpy," who recently spent so much time in the bean patch on hole 6 that Mrs. Gross won't run out of beans for weeks to come.

Standing—July 17

	Won	Lost	Tied
Harry Johnson	3	1	..
Bob Wilson	3	1	..
John Gross	3	1	..
Quentin Robinson	2	1	..
Emil Rachner	2	1	1
Bill Wilson	2	1	1
Bill "Doc" Wires	2	1	..
Rudy Thoren	1	2	..

Also getting exercise are "Cholly" Gerstein, who replaced Bob Warger; John Mooney, Billy Grear and your correspondent, who is not only following in the wake of the news but also in the wake of the league.

BACK ON THE JOB. Ralph M. Paris, who recently returned to his position as porter in the sleeping and dining car department, Chicago, was inducted into the army in June, 1943, and released in October, 1945, as a technical sergeant. Ralph was platoon and maintenance supply sergeant for an ordnance laundry mobile unit and saw foreign service in Africa, Sicily, Italy, France, Germany and England. Among his service awards are six bronze battle stars, the Good Conduct Medal, the American Theater Ribbon, Victory Medal and the Asiatic and Pacific Purple Heart.



August, 1946

Purchasing Department

Josephine O'Hara, Correspondent

The wonders of Iowa will never cease to impress Charlie Jensen, who has returned from his annual visit to his native state. This visit sends Charlie back to his chosen Chicagoland with the enthusiasm needed to keep our railroad the best in the west.

A farewell dinner was given in Fred Harvey's dining room on July 15 for Evelyn Lundin and Genevieve Matusek. The affair was a nice one and, although their absence will be felt, we are hoping that it will not too long before we will be able to get together again.

Ben Perlick, like the rest of us, is having a rather unpleasant time of it living through the warmer days of the season, but he does anticipate being one of us again in the autumn. We are happy to hear such a good report of Ben's progress. They tell us that Bob Nordin is doing a fine job of keeping his work in the best of form.

Lurena Whidden Polk surprised us one fine Monday morning by dropping in to say hello, and she also fulfilled one of her promises by bringing her daughter, Lisa, along. Little Miss Polk is everything we expected to see.

Joe Pace has finally undertaken the big adventure of moving his family to a home on the property which he has named "Pace's Park." We are all anxious to see a park with Joe's name and a housewarming is already under discussion.

Virginia Hyde is spending her vacation deep in the heart of Texas with her husband, Lt. John Hyde, who is stationed with the Army Medical Corps at Ft. Sam Houston, San Antonio.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

A. M. Dryer, auditor of passenger accounts, celebrated his 35th year with the company and in honor of the occasion was presented with a beautiful bouquet of 35 roses.

The girls in the typing bureau surprised Ardell Westerberg on her 30th anniversary with many beautiful gifts.

Among the vacationers is the Len Meyer family, who took in Seattle and Portland; the Gavin family picked Denver and Laura Quartana took her first long journey—destination, Philadelphia.

Kitty McCants went out California way and Morris Weinstein gave his family a vacation by going out West alone.

Tony Kurr and John L. Hansen are our most recent returnees.

Flo Hurless has been acting right proud and with good reason. Now the Hurless name will be carried on. She has announced the birth of her first grandson, Michael Leonard.

Schemer Jensen has been crying because he didn't think of the ad trick the ex-GI



Julia Korbellas (left) and Frances Ehlen of the freight claim department, Chicago, vacationed at Mt. Rainier this summer and are shown part way up the side of the mountain, with the peak in the background.

in California used to build his home. We think Jens is getting old.

Howard Smith is congratulated on his election to the office of commander of the Pioneer Post of the American Legion.

Virginia Peterson resigned to become Mrs. Fred Dossing. She received a beautiful bedspread and best wishes from her friends in the computing bureau.

Grace Pfanz and Josephine Goelz gave a bridal shower for Violet Meinke, attended by her many friends throughout the building.

Freight Claim Department

Ray Allen, Correspondent

It seems as though the news is running in "batches." In June the column was filled with sentimental "stuff" like engagements, marriages, etc., July and August will carry vacation highlights and September will ring in the beginning of school. Then come October and Hallowe'en, November and Thanksgiving. December and January bring the Christmas and New Year holidays, followed closely by Valentine's Day. Then comes spring again. Just one vicious circle.

In the revising bureau, El Keuhn, Frank Kass and John Hamm have completed their vacations. El and the family went fishing in northern Wisconsin and John took in a couple of ball games and spent

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a few evenings at the "club." As for Frank, I hear he also visited northern Wisconsin—but he wasn't fishing.

Junior Adjuster Bob Kapfhammer took the little woman way down south to Louisiana to visit her parents. Bob says it is really hot in that territory.

June Hussman, a former clerk in the OS&D bureau, who quit to attend Purdue University, is back at work during her summer vacation. June is very fond of Purdue, especially the moonlight canoe rides along the Wabash River.

Several members of the office's younger set recently had a beach party and from all reports the evening was a huge success. Those participating were Shirley Pabst, Chuck Davis, Jane Baur, Wayne Helwig, La Verne and Johnny Harris, Rosemary and Roger Mills, Anita Stade and Johnny Jarocki.

Frances Ehlen and Julia Korbellas of the typing bureau recently returned from a marvelous vacation trip. They took the Olympian from Chicago to Seattle. After sight-seeing for a few days in Seattle they "scooted" up to Victoria and Vancouver, via Canadian Pacific S. S.; more sight-seeing in British Columbia and then back to Seattle and Mt. Rainier, Gallatin Gateway Inn and Yellowstone National Park. While in Yellowstone they took a two and a half-day escorted tour. The girls really had a swell time.

Elfrieda Brauns had a happy holiday with her family in Ann Arbor, Mich.

Corp. Gene Podroza, another of our veterans, has returned to work in the OS&D bureau. Gene was with the Marines, serving in Hawaii.

Traveling Freight Claim Agent "Mac" McCintoch and Junior Adjuster Allen Rank both had the misfortune to be operated on last month. However, both boys made a fast recovery and are now back in the "groove."

Passenger Traffic Department

Doris Jones, Correspondent

Vacations really make the news this month and employes of the passenger department seem to be making the most of those "fastest two weeks in the year." Chicagoland has its loyal supporters in Mary Bilgart, Larry O'Sullivan, Mary Mitchell and Eleanor Bloomfield and also in Mary Gunderson, who is on a leave of absence. Walter Keller said he would sleep the full two weeks. Walter McGarvey was going to stay in Chicago, too, and enjoy the beaches and places of interest here, but we understand Mrs. M. was set on going east. Hmm!

Bob Johnston, after stopping off at Yellowstone National Park, went on to Seattle to get away from business cares. Gil Henkens also headed west, but his destination was California and an introduction to his little grandson.

It was Denver and the Colorado scenery that drew Ann Weber westward.

Of course there are those who think Wisconsin has it all over the other states for fishing, resting and all-round pleasure, with Art Dreutz going to the Eagle River country, Ed Lange to Minocqua and Virginia Gort to the Wisconsin Dells.

Alice Nolan had a better reason for

going to New York than just an interest in seeing it for the first time. It was a chance to visit her fiancé, whom she hadn't seen since his release from the navy, and meet her future in-laws.

When Marie Olson went to Seattle she took Barbara Lutz with her as a graduation gift. Barbara is the daughter of Reservation Clerk Adele Lutz and was recently graduated from the eighth grade.

Jeannette Pierwitz spent her vacation in New York, on the invitation of a friend there. She visited the botanical gardens, had dinner at the Stork Club, luncheon at the Waldorf and really had a wonderful time seeing the town.

Most people return from their vacations with a deep tan but Gene Henderson came back to work with just a faint dark line on his upper lip. With care it might develop into a mustache.

I don't know anything about fishing, but to me it seems foolish to throw the whole rod in after the fish. Of course Harry Stastny might have thought he had the fish better trained than they actually were or maybe he wanted to give them an even chance.

Young Art Dreutz is wearing a happy expression these days since he became a reservation clerk.

A little late to report, but Bill Stiyrer is the office boy recently recruited in the rate department.

Johnny Feddersen is the new office boy in the G.A.P.D.'s office, replacing Tony, who is now Pvt. Anthony E. Nowakowski of the U. S. Marine Corps. He writes from Parris Island, S. C., that everything is O.K. and he's working hard.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Back on the job in the WB filing bureau is Marine Shirley Rosulek, after a year and a half in service. Says it's nice to be home again; also says "thank you" for the Milwaukee Magazine received regularly and enjoyed much.

Dolores Arcabascio of the accounting machine room left the service on June 22. Her many friends presented her with a gift, along with their best wishes.

Margaret Neu of the same bureau was surprised at a farewell dinner, given for her on June 24 at the "Ivanhoe," by 30 of her friends. They presented her with a corsage and a handbag. Her reason for leaving the service was to make "housewifing" a full-time job.

Grant Miller, review, and A. Gehrke, interline, are on their annual "supposed-to-be-fishing" trip at Sturgeon Bay, Wis. There is much speculation as to whether they will get near the lake and just what they mean by "fishing."

Terry Mucia, accounting machine room, now has a nickname—"Smokey"—since she vacationed at Ludington, Mich. Came back looking like one belonging to another race.

Sayde Domek vacationed at Turkey Run, Ind., with Emilia Boerer and her sister, and Mary Gironne. They did a lot of hiking. Honeymooning at the same place were the blind couple, itemed recently in Chicago newspapers, who were married

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Outstanding Athlete



Jim Millard, son of Conductor Edward J. Millard of Green Bay, Wis. (for many years at Channing, Mich.), was honored recently as the outstanding athlete of Central Catholic High School in Green Bay. During his four years at the school Jim won nine letters in three sports—four in boxing, three in football and two in basketball. He excelled in boxing and, as a member of the ring squad, piled up 14 victories, two defeats and four ties. In football he played halfback and quarterback, scoring 31 points, and as a guard in basketball was third high scorer, with 70 points. Jim climaxed his athletic career by winning the Marvin J. Miller trophy, awarded to the most valuable boxer on the school squad; last year he won a golden glove in the St. Norbert College boxing tournament. Other up-and-coming athletes of Central High will have a chance at the athletic honors next season, as Jim received his diploma in June with Central Catholic High's fifth graduating class.

at St. Andrew's Church, led by their Seeing Eye dog.

Art "Moose" Lindmark, interline, is back from a vacation in Montana. He's telling more than the usual tall stories. Among others, this time the "Moose" tried to take a snapshot of an elk. The elk had other ideas. "Moose" came in a ditch, spat-tered with mud.

Head Clerk John Kreiter, estimated earnings bureau, underwent an operation on June 16 at Martha Washington Hospital.

Doris Sollie, rate revising bureau, is back on the job after an operation. She sends a "thank you" for flowers and other kind remembrances from friends.

Sherman Arp is all set for a vacation trip to Canada and Alaska. Says the high cost is no worry for a thin man. Also, much easier for a lightweight to climb trees for vantage points to take pictures of unusual scenery. We're waiting for his return to see what he gets.

Everything is sparkling for Monica Guina, interline, since she received a beautiful diamond engagement ring from Casey Simmons, at 8:03 p.m. on May 20—her 19th birthday. Now we're anxious to find out when the other ring will be placed beside the sparkler.

August, 1946

Wedding bells rang at St. Bonaventure's Church on June 1 for Lillian Graves of the interline bureau and Lawrence Stefani, recently of the army. She was the recipient of a beautiful set of stemware from office friends.

Little Kathe Hilb, WB filing bureau, is to be married on Sept. 14 to ex-Marine Francis Van Sant, a Milwaukee Road employe at Bensenville.

Ruth "Pinkey" Norman, interline bureau, was married on July 14 to Harold Stackley. Presents from fellow employes covered her desk.

Irene Morando, accounting machine room, was married on June 29 at St. Sylvester's Church to William Keane. Her presents from fellow employes were a corsage and a set of dinnerware. One of her attendances was Lorraine Kwiaowski of the same bureau.

Keep fit—bowl with the Milwaukee Girls' League! Bowling season starts at 6:30 p.m. on Sept. 14 at Lincoln Lanes, just opposite the Old Mill. Girls wishing to join the league may do so at the organization meeting to be held in August. Watch bulletin board for date of the meeting.

Car Accountant's Office

Harry M. Trickett, Correspondent

Mrs. Laura Whitson retired on June 30 after 30 years of railroad service, most of which was spent in our office. She was presented with a cash purse and the best wishes of her co-workers and also with many personal gifts. She expects to visit in the East after her retirement.

Eileen (Collins) Hegg and Mary Jane Weinsauer returned to work after being on furlough for two months.

Julia Feindt, who has been on furlough since Dec. 1, is expected to return soon. Natalie Bong has been on furlough since May 1 and Dolores Lenz was obliged to take a furlough on June 3, on account of illness.

Pearl (De La Barre) Sacks of Seattle, Wash., and Hattie McMurray of Los Angeles, both formerly employed in our office, are in Chicago and their former co-workers have planned a dinner party for them. Many former employes of the "B" bureau will attend.

Sympathy was extended to Sophie Duckers on the passing of her father on July 15.

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

Sympathy is extended to Mrs. O. J. Henderson on the recent death of her mother, Mrs. Pia Grocco of Lead, S. D.

A baby daughter was born to Mr. and Mrs. Gus Pelihos on July 7 at Mason City.

Mike Burns, retired agent at Sanborn, was a recent visitor in the office. Mr. Burns attended the Iowa centennial celebration held recently in Mason City.

According to word recently received by his wife, Frank F. Fiala has been promoted to captain. Frank is with the American military government in Germany. Before entering the armed forces he worked as machinist in the Mason City roundhouse.

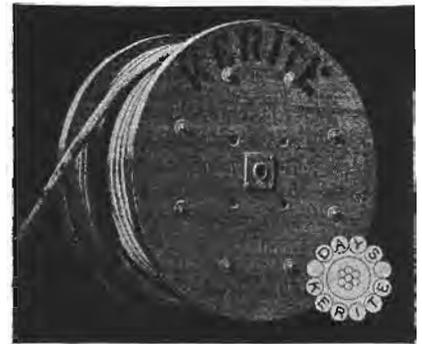
J. D. Schutta, Postville, recently discharged from the army, is doing relief work on the east end. John was a staff sergeant in the Medical Corps.

Your correspondent has seen everything that is to be seen around a railroad, the latest being our yardmaster checking the yards through binoculars.

Eugene D. Mayer, Spencer, is relieving the operators in the Mason City dispatcher's office while they are on vacation.

Superintendent and Mrs. W. F. Ingraham are enjoying a visit with their son, William, his wife and two children, of Buffalo, N. Y. William is manager of the Fairmont Creamery Company at Buffalo.

Sympathy is extended to the family of



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Queen for a Day

The experience of being a queen for a day and having her fondest dream fulfilled was recently the happy lot of Mrs. Cathie Pike, young bride of Dale Pike, Milwaukee Road telegrapher at Elk Point, S. D. It all came about on June 11 when Cathie and her husband—just a few days out of the navy—attended the Mutual Broadcasting program, "Queen for a Day", at Hollywood, Calif. Young Mrs. Pike was chosen for the queenly honors when she declared that her dearest wish was to have a honeymoon, as she and her husband were denied one when he was shipped out four days after their marriage on Jan. 4 at Las Vegas, Nev.

No sooner had she expressed her desire than "Queen Cathie" and her husband were whisked off in a limousine to the airport, where they boarded a Western Continental amphibious plane for Boulder Dam. There they were greeted by the chief ranger and officials, who took them on an inspection tour of the structure. Then back to their magic carpet and on to the famous Last Frontier Hotel at Las Vegas, where that night Mrs. Pike reigned as queen of the hotel's Ramona Room. The following day they participated in the winter sports at beautiful Mount Charleston Lodge in the mountains above Las Vegas and later visited the city hall, where they were welcomed by the mayor and taken on a tour of the city's pleasure resorts. At the conclusion of the "dream honeymoon" the royal couple were flown back to Hollywood.

In addition to her honeymoon, "Queen Cathie" received many gifts, including a gas range, a radio-phonograph, a complete wardrobe, movie camera, jewelry, flowers, cosmetics, perfume and other items.



"Queen Cathie" Pike gets a happy embrace from her husband, Dale, as Master of Ceremonies Jack Bailey looks on.

Wilson J. Mariner on his recent death, after an illness of three months. Mr. Mariner was employed as chef on the supply train.

The marriage of Miss Bernetta Durr of McGregor to Larry McGuire, son of Conductor and Mrs. Pete McGuire of McGregor, took place the early part of July. The newlyweds are making their home in McGregor where Larry is in the furniture business.

Mr. and Mrs. Amos Moore have returned to their home in Mason City after a six-week trip to the west coast. Mr. Moore is a retired engineer with 50 years' service.

Congratulations to O. H. Spencer on his recent marriage to Miss Olson of Mason City. Spencer is employed as general clerk in the freight office.

Sioux City and Western Branch Lines

Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.

We hear that Roadmaster Murphy of Sioux Falls recently suffered a severe case of pink eye. Our sympathy goes out to him, although it is some malady for a big husky like Jerry to get.

Born, a daughter, to Mr. and Mrs. Francis Madsen on July 1, and a son to Mr. and Mrs. Rudolph M. Geesaman on June 30. Both of the fathers are Sioux City

firemen. Many happy returns of the days, boys!

Machinist Alfred G. Buelow of Sioux City shops died at Sioux City on June 28 after a long illness. Mr. Buelow was 49 years of age and had been in the service of this company more than 26 years. Burial was at Dubuque, Ia., and the funeral services were attended by Machinists Amos Freeman, Archie Wilson, George Smith, Irving Hasler, Dan McBride and Roundhouse Foreman F. D. Morgan.

Your correspondent recently received a letter from Glenn Houser, formerly local chairman of the O.R.T. at Sioux City and now deputy president of the O.R.T., Edmonton, Alberta, Can. He mentioned seeing daylight at 3:30 a.m. and that the sun still shines at 9:30 p.m.

Walter Platt, custodian of the Sioux City depot, and his wife recently made a trip to the university hospital at Iowa City.

Locomotive Crane Operator G. Biskynis was recently called home to Bellevue, S. D., by the death of his mother.

Locomotive Crane Operator Forrest D. "Buck" Hedrick is off duty on account of sickness.

Engineer Luther Hollifield is in Chicago at the Wesley Memorial Hospital, where he underwent an operation.

Engineers Al Watter and Walter Shuart were at the Minnesota lakes during July for their annual fishing trip.

Pump Repairer John Trang and his wife recently returned from a month's motor trip to the west coast. While en route

they visited their daughter in Los Angeles, then went north and returned by way of Seattle and the Pacific northwest.

Sioux Falls Line

F. B. Griller, Correspondent
Sioux Falls, S. D.

Just in time to make this month's news is the arrival of a seven and a half-pound boy. The proud parents are Switchman and Mrs. Joe Calligan. This is the first grandchild in their families. Congratulations!

Roundhouse Employee John B. Nelson and wife spent their vacation in the San Francisco area, visiting relatives and sightseeing.

Train Baggage Man Verne Quine, whose regular run is on the Arrow, visited his father at Renton, Wash., the foreport of June, and returned with some good pictures from out Portland way.

Elton Claussen, Sioux Falls baggage agent, left for the north woods and a two-week vacation on July 14. We are all to have a fish dinner on his return—or are we?

Samborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Mitchell yard lost two of its young section laborers during the past month, when Hank Larson and DeWayne Weiland joined the army. Both boys worked in the yard for the past two years, proving to be valuable men and they are already missed. To both of them we wish the best of luck in their job for Uncle Sam. Hank is the son of Roadmaster H. C. Larson and DeWayne is the son of Section Foreman A. B. (Tony) Weiland, Mitchell.

Congratulations to Emil Yirka and D. A. Kemerling, Jr., who were this month promoted to engineers.

Friends of Engineer Lon Thompson, Sioux City, were sorry to learn he is "tied up" with a fractured leg.

We now learn that Roundhouse Clerk Florence Paullin placed "in the money" in the doubles event of the National Bowling Tournament at Kansas City. The Davis Beauty Shop team of Mitchell, of which Florence is a member, also placed "in the money" in the team event. We think this is nothing short of remarkable, considering the large number of teams and individuals that were entered. Congratulations, Florence!

Nels Johnson, former foreman at Marion Junction, has taken over the East Mitchell section and Charles Wantoch is now foreman at Alexandria, S. D.

Van House, retired engineer, Aberdeen, was a recent visitor. Van is enjoying his days of leisure fishing and traveling.

LaCROSSE & RIVER DIVISION

First District

Funeral services were held at Frazee, Minn., on June 10 for William H. Gremmert, retired section boss, who died suddenly of a heart attack. Mr. Gremmert was born in 1866 at Hanover, Germany, and came to the United States when he was 14 years old. His family settled on a farm at Ottertail, Minn. In 1894 he married Claudine Wick and they became the parents of nine children. They farmed in Silver Leaf township and at Fergus Falls, Minn., and then moved back to Ottertail, where Mr. Gremmert worked at the depot. In 1909 he moved his family to Delmont, S. D., where he completed 30 years of service as section boss, retiring at the age of 70. After his retirement they established their home in Frazee, to enjoy the outdoor life and to indulge Mr. Gremmert's fondness for fishing and his study of wild flowers and plants. They celebrated their golden wedding anniversary there on Nov. 28, 1944. Mr. Gremmert is survived by his wife, seven children and 25 grandchildren.



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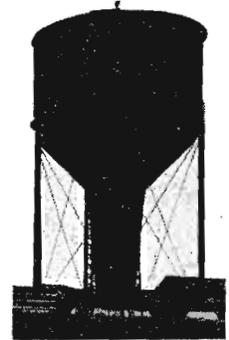
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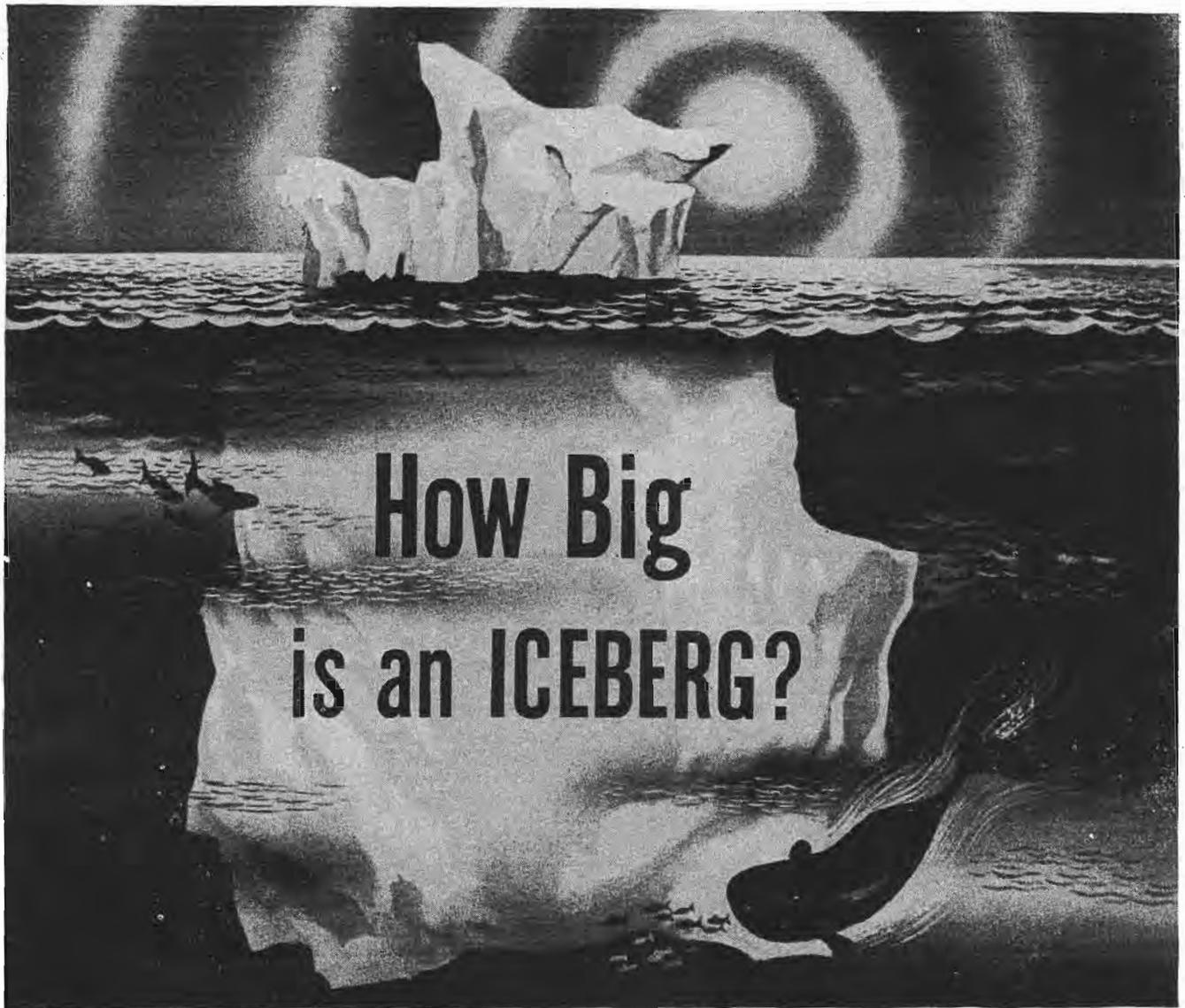
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