



The Milwaukee Magazine

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

OCTOBER 1946



Sometimes you can break a good rule!

It's usually a wise rule not to plan a chicken dinner before the eggs are hatched.

But not always!

If the "chicken dinner" represents your future, and the "eggs" are financial nest eggs—go ahead and plan!

Especially if your *nest eggs* are U. S. Bonds—all the War Bonds you have bought—all the Savings Bonds you *are buying*. For your government *guarantees* that these will hatch out in just 10 years.

Millions of Americans have found them the safest,

surest way to save money . . . and they've proved that buying Bonds on the Payroll Savings Plan is the easiest way to pile up dollars that anyone ever thought of.

So keep on buying Savings Bonds. Buy them at banks, post offices, or on the Payroll Plan. You'll be building real financial security for yourself, your family, and your business.

Best of all, you *can* count your chickens before they're hatched . . . plan exactly the kind of future you want, *and get it!*

SAVE THE EASY WAY... BUY YOUR BONDS THROUGH PAYROLL SAVINGS

*Contributed by this magazine in co-operation
with the Magazine Publishers of America as a public service.*



Slogan Contest Winners Announced

After a careful study of the 1,859 entries in the Milwaukee Road slogan contest, the judging committee has arrived at its final decisions and hereby announces the following results:

The winner of first place, and recipient of \$200 in prize money, is K. L. Everett, agent at Delmont, S. D. His slogan, "The friendly railroad of the friendly West," will soon be familiar throughout the country. It is an excellent slogan, accurately setting forth in a few words the distinguishing characteristic of this railroad and the territory it serves.

Second prize of \$100 goes to Carl J. Bachmann of Franklin Park, Ill., who is employed in the engineering department in Chicago. His slogan—"Speedway of the Speedliners."

Third prize of \$50 goes to Kenneth DeWitt Alleman, claim inspector at Tacoma, for his slogan, "Travel with pleasure—Ship with confidence."

The judging committee consisted of J. V. Gilmour, vice president of Roche, Williams & Cleary, Inc., advertising agency; F. H. Johnson, public relations officer; G. A. Semmlow, advertising agent; and Marc Green, editor of the Milwaukee Magazine.

The other prize winners and their slogans follow:

\$10.00 Winners

Russell L. Sommers of Adelaide Beach, Wash., employed in the Tacoma freight office—"Your friendly host to the Pacific Coast."

Guy D. Reynolds, store department employe, Wausau, Wis.—"On the right track for traveling pleasure."

Park J. Steiner, chief clerk, Pittsburgh, Pa.—"Whistlin' its way through vacation land."

H. M. Watkins, store department employe, Mitchell, S. D.—"Transportation styled for your traveling pleasure."

Everett Duane Hemnes, son of locomotive engineer, Sioux City, Ia.—"11,000 smiles of service."

\$5.00 Winners

Edward R. Jones, police department employe, Milwaukee, Wis.—"Transportation service that makes lifetime friends."

M. F. Hubbell, traffic department employe, Des Moines, Ia.—"Travel or ship Milwaukee Road and you can sleep soundly."

M. F. Pollard, agent, Ludlow, Mo.—"11,000 miles of smiles."

S. W. Bodhaine, switchman, Puyallup, Wash.—"The front door to the Orient."

William Briggs, locomotive black-

smith shop employe, Milwaukee, Wis.—"Ready, willing and able to serve you well."

Burleigh A. Allen, agent, McFarland, Wis.—"Service - Speed - Safety, the rhythm of our rails."

Math P. Remmel, police department employe, Milwaukee, Wis.—"Almost a century of safe, satisfying service."

William E. Nordgren, operating department employe, Olivia, Minn.—"Every mile worthwhile."

H. W. Warren, division freight and



Passenger Traffic Department

Effective Oct. 1, 1946:

J. A. Guzy is appointed assistant general agent, passenger department, Minneapolis.

H. I. Lindblom is appointed traveling passenger agent, Minneapolis, succeeding J. A. Guzy, promoted.

Mail, Express, Baggage and Milk Department

Effective Oct. 1, 1946:

Leo LaFontaine is appointed assistant manager of mail, express, baggage and milk department, with headquarters at Chicago.

Purchasing Department

Effective Sept. 1, 1946:

J. V. Miller is appointed general storekeeper, Milwaukee, Wis., vice J. T. Kelly transferred.

A. M. Lemay is appointed manager of stores, Milwaukee, Wis., vice J. V. Miller promoted.

J. T. Kelly is appointed assistant manager of stores, Milwaukee, Wis., and is assigned to new car construction.

Transportation Department

Effective Sept. 16, 1946:

C. A. Nummerdor is appointed superintendent of transportation, Lines West, with headquarters at Seattle, Wash., vice N. A. Meyer, who has retired.

Law Department

Effective Sept. 1, 1946:

Lyman A. Melby is appointed assistant solicitor for North and South Dakota, succeeding T. L. Fuller, special attorney for North and South Dakota, who has retired after many years of faithful service for the Milwaukee Road. Mr. Melby will be located at Aberdeen, S. D., in the office of Dwight Campbell, solicitor.

passenger agent, Des Moines, Ia.—"Safe and sane transportation at lowest cost."

Sgt. Henry E. Nelson, former section foreman at Ruthven, Ia., now stationed at Camp Robinson, Ark.—"From Chicago to the Coast, a friendly, courteous host."

W. H. Applegate, district adjuster, Aberdeen, S. D.—"Serving the nation with the best in transportation."

George H. Schwartz, store department employe, Milwaukee, Wis.—"The road of tomorrow at your service today."

Arnold Weslow, marine department employe, Seattle, Wash.—"The royal road to carefree travel."

N. B. Andrews, agent, Astico, Wis.—"The sign of friendliness—the Milwaukee Road."

Walter Wohlfeil, labor agent, Chicago, Ill.—"Speedliners spell Speed - Safety - Satisfaction."

John S. Ritter, employe in chief disbursement accountant's office, Chicago, Ill.—"Tops in travel."

Mrs. Percy M. Minnick, wife of operator at Rosemount, Minn.—"Foremost in freight service."

Francis D. Tuffley, conductor, Harlowton, Mont.—"Symbol of courteous, efficient service."

James D. Sammarco, night roundhouse foreman, Othello, Wash.—"The northwest route to the Orient."

Don F. Klepper, dispatcher, Mobridge, S. D.—"Traditionally the route of friendly service."

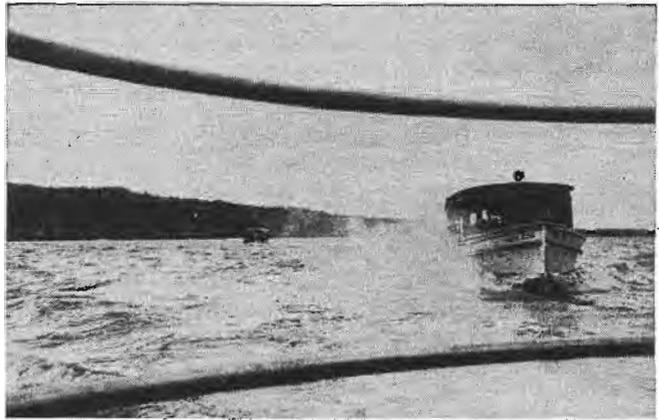
Persistence Also Pays

The judging committee felt that, in addition to the regular prizes, two others were deserved because of the diligence and persistence displayed. Consequently, \$5.00 prizes are being awarded to H. J. Mulligan of Milwaukee, Wis., conductor on the first district of the Milwaukee Division, who submitted 320 entries, and to Curtis Irvin Cowle, Jr., son of the agent at Frederick, S. D., who submitted 50 entries. Some of the individuals listed above as winners also submitted several entries.

It has often been found that the response to such a contest as this is not as satisfactory nor as representative of the employes as might be hoped. In this instance, however, the judging committee and the officers of the railroad generally feel gratified by the results. They have expressed the opinion that the slogans demonstrate an intelligent interest on the part of the men and women of the railroad in the welfare of the Milwaukee Road, and an admirable desire to turn an honest dollar by their wits. All of the entries, whether awarded prizes or not, showed originality of thought and are a credit to the employe body of this railroad.

THE VETS DO IT AGAIN

With the War Won, the Milwaukee Road Veteran Employes Association Gets Together for Another "How've You Been?"



A fleet of small excursion boats took the veteran employes for a tour of the Wisconsin River Dells on the afternoon of Aug. 29. Two of the craft can be seen here through the stern railing of a third.

IT WOULD seem that an organization consisting of people who have worked on this railroad for 25 years or more would be in favor of going a little easy at convention time, but the fact is that each get-together is bigger and better, the laughter is heartier and the fish stories are harder to believe than ever before. This year's reunion in Milwaukee, Wis., on Aug. 28 and 29 was no exception. And it was truly a reunion, being the first convention they had held since 1941.

The 2,500 veterans and 900 members of their families who were in Milwaukee on the opening day were in a gay mood, ready for some real relaxation. Many of the men had worked throughout the war and quite a few had borne the additional strain of sending sons and daughters into military service. They and their wives had earned a breather,

and in typical form the Veterans Association gave it to them.

The sign-in-and-shake-hands session began at 7 o'clock in the morning, but many were milling around the Hotel Schroeder headquarters the night before, eager to get down to the business of relaxing.

At noon of that first day the ladies' luncheon was held in the grand ballroom of the Hotel Schroeder, with 1,135 women in attendance. The annual meeting of the Veterans Association, open to members only, was held in the Municipal Auditorium that afternoon with J. T. Gillick, lifetime president of the Veterans Association, presiding.

3,400 Attend Banquet

L. J. Benson, assistant to vice president of the Road, and general chairman of the convention committees, worked

hard, as did all the people in his office, to make the 1946 convention a really happy, memorable occasion, but it was not until he looked from his place at the speakers' table in the Municipal Auditorium on the night of Aug. 28 and saw the veterans and their families filling the huge space which had been made into a banquet hall that he realized how successful his efforts and those of all the committee members had been.

With a smile of satisfaction, "Larry" Benson later remarked, "It was a real pleasure to see those hundreds of men and their wives pouring in there that night. And, you know, I don't remember having ever seen so many people eating at one time. It *was* a sight, wasn't it?"

Mr. Gillick, who served as toastmaster at the banquet, introduced the many officers seated at the speakers' table and opened the speaking program with the following remarks:

"Since our last meeting, many of our charter members have passed away. To mention a few, Mr. H. H. Field, who assisted in organizing the association and who acted as our toastmaster at every meeting except one; Isabelle Carpenter Kendall, editor of the Milwaukee Magazine, and our first secretary; Lew Boyle of Viroqua, Wis., vice president of the association.

"We have lost members of our executive committee—Dan Marlett, passenger conductor of the C&M Division, and Bob Walker, our milk traffic agent.

"For the benefit of our younger members and to remind those who are not so young, it may be proper to direct attention again to the history of the Milwaukee Road Veterans Association.

"It was organized in 1913, 33 years ago. To become a member, about all that was required was that you have 25 or more years of service with our company and, of course, dig up \$2.00 for initiation and a veteran's button.

(Continued on page 6)

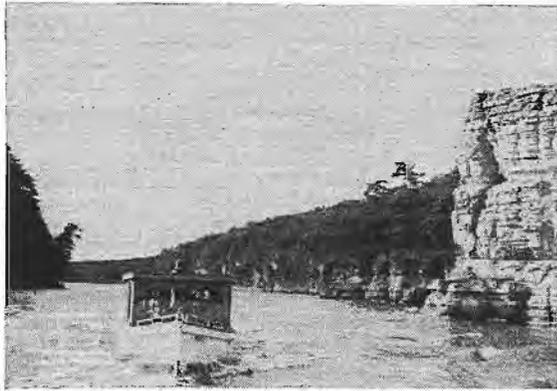
The Milwaukee Magazine



Three gallant delegates to the convention tip their hats as they are greeted by Receptionist Mrs. Frances Harper, who is employed in the office of L. J. Benson, assistant to vice president, Chicago. The delegates, left to right, are: F. E. Austerman, assistant engineer, Chicago; J. C. Weatherall, assistant car foreman, Minneapolis; and H. L. Jewell, passenger conductor, Milwaukee. (Milwaukee Sentinel photo.)



Mr. and Mrs. George Dempsey (center), riding the top deck of the one big paddle wheel boat in service on the day of the excursion, hail some friends alongside in a smaller boat. George is general inspector, division of safety, Chicago.



A boatload of vets passes a bit of typical Dells scenery. The boats, which seat about 30 people, spent a busy afternoon shuttling up and down the river on the two-hour excursions.



A group of veterans and their families return to the waiting boats following a tour through the stone formations at the upper end of the Dells.



Another group of excursionists return to their boats for the trip back down the river to the waiting trains at Wisconsin Dells, Wis.



Honeymoon memories and recollections of other trips through the Dells "years and years ago" came to the veterans and their wives as they strolled through the weird stone formations. Many remarked, however, that the scene didn't look quite like it did 30 years ago. It had changed somehow.

Top officers of the Milwaukee Road and of the Milwaukee Road Veteran Employees Association are shown together at the banquet. Left to right: Henry A. Scandrett, president of the railroad; Leo T. Crowley, chairman of the board of directors; L. J. Benson, assistant to vice president of the railroad and vice president of the association, who has 40 years of service, and J. T. Gillick, association president and vice president, consulting, of the railroad, who has been in service more than 60 years. (Milwaukee Sentinel photo.)





Mr. and Mrs. T. M. Borman of Iron Wood, Mich., were among those who took the Dells trip "once more." Ted, a retired Chicago Terminals yard conductor, had taken the trip many times before, he said, but it was Mrs. Borman's first trip in about 20 years and she enjoyed it all over again.

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"The first purpose of the association is to provide opportunity for the old-timers in the service to hold meetings such as this every year or two, affording opportunity to renew acquaintances, to share our joys and sorrows, and to continue the bond of friendship between the employes and officers that will last to the end of time.

"Mr. Charles Mitchell, an old and honored passenger conductor on the Chicago Division, was elected our first president and he continued as such until his death in 1932.

"At that time some of you old stiffs nominated me president for life and you railroaded me into the job—the opposition never had a chance. I don't recall whether I ever thanked anyone for electing me, but as the years go by, I became more appreciative of the honor you conferred upon me. I've decided to stick around for a good many more years in order to keep some younger 'squirt' out of the job.

"I am reminded again tonight that time demonstrates that the officers and employes of the Milwaukee Road are members of the one family. When this association was organized, many of the officers at this table were in the ranks of the employes.

"To name a few—General Manager Lloyd Donald had just completed his first year as a clerk in a roadmaster's office. General Manager Louis Sorensen was employed as a bridge carpenter. John Bjorkholm was a fireman on the

old Racine & Southwestern Division. Joe Deppe was a clerk in the car department. Our vice president and comptroller, Ward Severs, was a clerk in the accounting department. Larry Benson was a brakeman on the LaCrosse Division. Frank Allard was a conductor on the Dubuque Division. Bill Whalen was working on the section with his father at Lansing, Ia. And they all did a good job, too.

"A similar story, time permitting, could be told about most of our officers, which shows that on our railroad the employes of today are the officers of tomorrow.

Association Motto Repeated

"In 1934," Mr. Gillick continued, "our executive committee felt that the association should have a motto—a motto that would express the sentiment of the members toward each other. In a summer home in Wisconsin, one of us found a framed verse that seemed appropriate. Later the committee, being religiously inclined, consulted their prayer books and they found the same verse.

"That definitely convinced them that it was what they wanted, for it more clearly indicated the purpose of the Veterans Association than anything else they had considered. It was submitted to the convention for approval and was unanimously adopted. You will find it printed on the back of your menu:

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

"I hope all of our veterans, employes and officers alike, will call it to mind and carry out the sentiment that it so beautifully expresses."

Mr. Gillick then introduced Leo T. Crowley, chairman of the Milwaukee

A Resolution

WHEREAS, due to the war, a period of six years had elapsed since the last reunion of the Milwaukee Railroad Veteran employes was held, and

WHEREAS many hundreds of Veterans were looking forward with keen interest to the holding of a reunion this year, and

WHEREAS a larger number attended the convention this year than ever before, thereby entailing greater burdens and responsibilities on the committee on arrangements, and

WHEREAS the banquet and program was a most elaborate and pleasing affair and thoroughly enjoyed by the many hundreds of veterans and their families and will be favorably remembered for years by all who had an opportunity to be present,

NOW THEREFORE it is the unanimous decision of the executive committee that a sincere note of thanks is due Vice President L. J. Benson who acted as general chairman of arrangements and also to the several committees for the very commendable manner in which the arrangements were planned and carried out to make the reunion the grand success it was, and that a copy of this resolution be forwarded to Mr. Benson and a copy be printed in the Milwaukee Magazine.

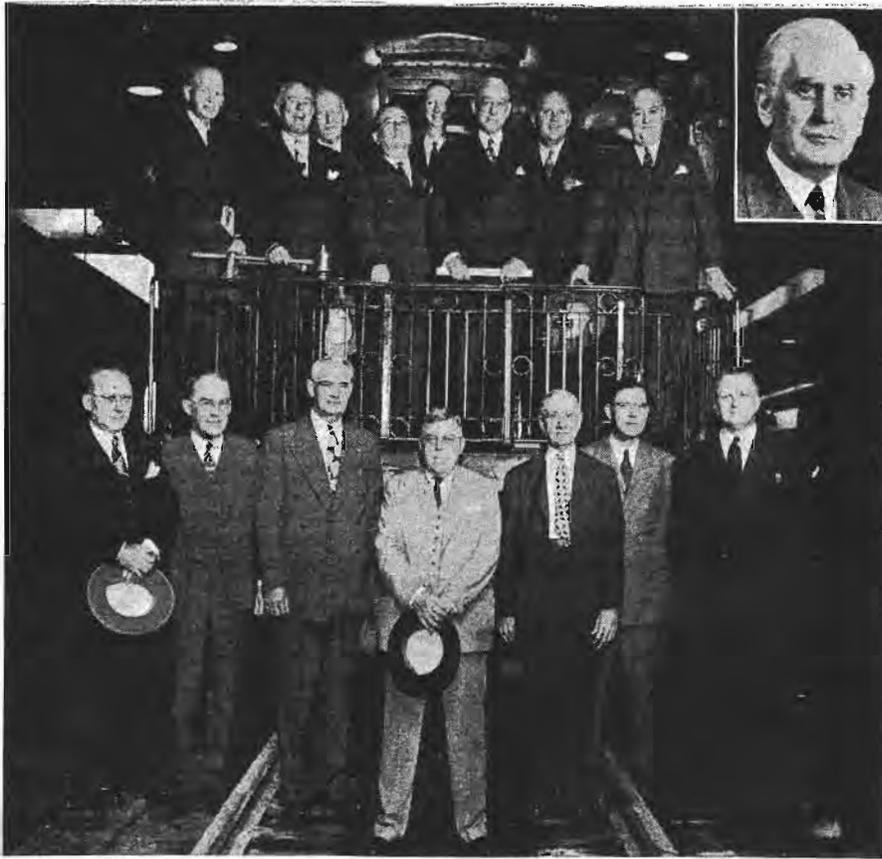
John Johnson	D. T. Bagnell
John Little	Wm. Snell
Ernie Haddock	J. T. Gillick
Executive Board Members	

Road board of directors, telling of his boyhood days in Madison, Wis., as the son of Tom Crowley, a crossing watchman, and of his spectacular rise to the position of alien property custodian for the United States government during World War II; later he was appointed foreign economic advisor and also had

(Continued on page 19)



In a queue which extended from the extreme right of the picture all the way to the Dells Boat Company dock at the extreme left, the veterans had to wait for their turn at the excursion boats, but they claimed it was worth it.



Directors and officers of the Road are shown in Chicago before departure of the special train on a tour of the railroad system. On the rear platform, left to right, are Directors James M. Barker, Elmer Rich, J. T. Gillick, John B. Gallagher, A. N. Whitlock, H. A. Scandrett, John O. Stoll and John D. Allen. Shown in the insert is Leo T. Crowley, chairman of the board, who joined the group later. Directors William J. Froelich and Joshua Green also joined the party later. The officers are, left to right: J. W. Severs, vice president and comptroller; C. H. Buford, executive vice president; T. W. Burtness, secretary of the Road; O. N. Harstad, vice president, operation; E. B. Finegan, vice president, traffic; L. F. Donald, general manager, and H. C. Munson, assistant general manager. Chief Engineer R. J. Middleton was with the party, although not present when the picture was taken.

Directors Make Inspection Tour of System

Eight members of the Milwaukee Road's 15-man board of directors left Chicago on Sept. 9 in the company of several of the principal officers of the railroad for a tour of the system. Three other directors joined the group later—William J. Froelich at Sioux City, Ia., Joshua Green at Butte, Mont., on the westbound trip, and Leo T. Crowley at Three Forks, Mont., on the trip east. The group arrived in Chicago on Sept. 20 after traveling 4,500 miles in 9 of the 12 states served by the Road.

Although all of the directors are familiar with Milwaukee Road territory, this trip afforded them their first opportunity since assuming control last December to observe the operation of the railroad and to study traffic prospects first-hand and as a group.

The party went as far as Seattle and Tacoma, starting westward out of Chicago, thence north through Sioux City, Sioux Falls and Mitchell, connecting with the main line to the coast at Aberdeen, S. D. The return trip included a brief stop at Gallatin Gateway Inn, after which the group proceeded east-

ward through the Twin Cities and Milwaukee to Chicago. Due to the great distance to be covered, and the limited time available to the directors and officers, only brief stops were possible along the route, but conversations were held with civic and business leaders at a number of points.

The superintendents and other division officers accompanied the special party over their respective divisions and afforded the directors an opportunity to confer with them regarding operations, industries, crop conditions and other matters bearing on the welfare of the railroad.

In addition to H. A. Scandrett and J. T. Gillick, the directors who were in the party for all or part of the trip were Leo T. Crowley, chairman of the Milwaukee Road board, as well as president and board chairman of the Standard Gas and Electric Company; John D. Allen, president, Brinks, Inc.; James M. Barker, chairman, All-State Insurance Company; William J. Froelich, attorney; John B. Gallagher, vice president, Central Life Insurance Com-

pany of Illinois; Elmer Rich, president of Simoniz Company; John O. Stoll, president of J. O. Stoll Company; Joshua Green, chairman of the Peoples National Bank of Seattle; and A. N. Whitlock, vice president and general counsel of the Road.

The regular September meetings of the finance committee and of the board were held on Sept. 16 while the group was in Seattle.

Chicago directors who were unable to make the trip are William J. Corbett, president of the C. W. Marks Shoe Company; Walter J. Cummings, chairman of the board of the Continental Illinois National Bank and Trust Company; A. B. Keller, senior consultant of the International Harvester Company; and William L. O'Brien, vice president of the Fred J. Ringley Company.

Among railroad officers making the inspection trip were C. H. Buford, executive vice president; O. N. Harstad, operations vice president; E. B. Finegan, traffic vice president; J. W. Severs, vice president and comptroller; R. J. Middleton, chief engineer; and T. W. Burtness, secretary of the Road. L. F. Donald, general manager, Lines East, accompanied the group westbound as far as Mobridge, S. D., and H. C. Munson, assistant general manager, was with the group between Mobridge and Chicago on the eastbound trip. John P. Kiley, assistant to the president, J. N. Davis, general attorney, and L. K. Sorensen, general manager, Lines West, all of whose headquarters are in Seattle, met the party in Mobridge and made the trip to the coast with them.

The Best Train Ride a Sailor Ever Had

"In the past five years railroad travel has taken up a considerable part of my time. Previous to my last trip I felt that uncomfortable trains were a necessary evil, to be endured while being transported from one city to another. However, it was my good fortune to make a trip from Chicago to St. Paul, Minn., recently on the Morning Hiawatha. It turned out to be the best train ride I ever had.

"The coach was excellent as to seating and air conditioning. The food was delicious, moderately priced and served efficiently. Service in the club car was of the same caliber. The train was even five minutes early arriving in St. Paul.

"Other railroads could benefit by adopting just a few of your efficient services. My appreciation is unbounded."

Lt. (j.g.) H. J. Ursettie,
U.S.S. *Philadelphia*,
U.S. Naval Base,
Philadelphia, Pa.

N. A. Meyer Retires

Norvin A. Meyer, superintendent of transportation, Lines West, who is one of the Pacific Northwest's best known railway executives, retired officially on Sept. 16 on account of poor health.

"Norm" Meyer, as he is known to most of his friends, although his first name is not Norman, began his railroad career with the Milwaukee Road early in life. As a young boy playing around the station at Germantown, Wis., where his father was station agent and day operator, he learned "the key" and showed promise of becoming an adept operator. By the time he was 12 he was so proficient that he was pressed into service as a night operator during a three-week emergency. It was a re-

sponsible position for a boy not yet in his teens, but it was an exciting experience. Alone, he worked 13 hours a night, receiving and distributing train orders, operating the station block signals and maintaining the switchlights in the Germantown yard. From that time until he was 16 he often substituted for the night operator at Germantown, permitting the regular operator to relieve at other points on the division. At 16 he went on the payroll as a relief agent. At 18 he was a train dispatcher.

This appointment, which was astonishing even in those days, was the result of a visit one night from the division superintendent, who surprised Meyer replacing the station flooring and building cabinets out of some salvaged lumber. The superintendent, impressed by such industriousness, took a liking to him and promised him a dispatcher's job before he reached the age of 21. Meyer, recalling the incident, admits that he was doing the repair work only because it was fun.

From November, 1917, to September, 1918, Meyer acted as chief dispatcher at Mason City, Ia. His next move was to the Milwaukee Terminals Division, where he was trainmaster until April, 1919, when he became assistant superintendent of transportation, Lines East. In October, 1921, he was appointed assistant superintendent of Chicago Terminals and in April, 1923, became superintendent of transportation, Lines West, with headquarters at Seattle, the position he has held ever since.

In the last few years Mr. Meyer's chief interest has been the promotion and development of the Milwaukee Road Ski Bowl at Hyak, Wash. The bowl, commonly known as "Meyer's baby," will reopen this year, equipped with many improvements inspired by him. In connection with his work on the project, he gradually assumed the role of unofficial public relations man for the company's interests.

Almost legendary is Mr. Meyer's kindness, especially to people just getting started. A typical instance involves a man and his wife whom he noticed wandering about the corridors of the office building in bewilderment. Desiring to help them on their way, he asked if he could assist them. It developed that he could, and at the end of a half hour he not only had discussed their troubles with them but had found jobs for both.

Now that Mr. Meyer is retired and able to be about again, he is spending considerable time in his excellently equipped woodworking shop. He has always been handy with tools, the home in which he now lives being an example of his craft.

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Editor

A. G. Dupuis
Manager

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C. A. Nummerdor Replaces Meyer

C. A. Nummerdor, assistant superintendent of the Rocky Mountain Division with headquarters at Lewistown, Mont., was selected to succeed Mr. Meyer on Sept. 16.

Mr. Nummerdor began railroading under Mr. Meyer's tutelage. He was born at Waupun, Wis., on Jan. 9, 1894, and after finishing high school took a job as operator under Meyer on the Milwaukee Division. He was promoted to dispatcher in November, 1915. In 1920 he left the railroad for a brief period but returned in November, 1923, as an extra dispatcher on the Coast Division.

Early in 1925 he was transferred to Moberg, S. D., as dispatcher and on Oct. 1, 1928, became chief dispatcher at Miles City. He left that position in 1933 and worked as a trainmaster's clerk at Miles City until March 1, 1936, when he again became the Trans-Missouri's chief dispatcher. On June 16, 1939, he was promoted to trainmaster and on Feb. 1, 1941, moved to the Coast Division in the same capacity. This appointment was brief, for on Dec. 15 he transferred to the position at Lewistown which he held at the time of his recent promotion.

Mr. Nummerdor is married and has a son recently discharged from military service. It is rumored that the new head of the transportation department on Lines West is an enthusiastic bowler in addition to being an A-1 railroad man.

One Way to Beat Inflation

The following is quoted from a pamphlet issued by the public relations department, Texas & Pacific Railway Company, Dallas.

The invisible hand of Ole Man Inflation is in your pocket, and he's jingling your money.

He takes a cut out of every dollar you make. In addition to that, he has his finger on your savings and your insurance.

You don't like that—no one does—but you ask, "What can I do about it?"

To answer that question, we must first try to put our finger on the things that cause inflation.

There are a number of inflation-breeding causes, but there's one in particular that you and I, as ordinary average Americans, can do something about.

It's the policy of our federal government to spend year after year more money than it takes in, and then borrow money to make up the difference.

You know what happens when you spend more money than you make. You go in debt.



N. A. Meyer

This appointment, which was astonishing even in those days, was the result of a visit one night from the division superintendent, who surprised Meyer replacing the station flooring and building cabinets out of some salvaged lumber. The superintendent, impressed by such industriousness, took a liking to him

and promised him a dispatcher's job before he reached the age of 21. Meyer, recalling the incident, admits that he was doing the repair work only because it was fun.

The Subsidy Racket

If you keep on spending more money than you make, you not only go in debt, you get in trouble.

Well, that's exactly what our federal government has been doing for nearly 15 years. That was necessary during the war, but the war is over now, and it's time to start living within our means.

The government calls this difference between income and outgo a "deficit," and refers to it as "deficit-spending."

But no matter what you call it, it's still a debt, and it doesn't take a genius or a brain-truster to tell us that *some day* we're going to have to pay the piper for this deficit-spending music.

Every dollar the government borrows must sooner or later be paid back and it will be paid back with the money that



is collected from people like you and me in the form of income taxes and other hidden taxes.

Since deficit-spending represents a mortgage on your income and mine, and adds fuel to the flame of inflation, we can do *one* thing to help stop it.

We can write our representatives in Congress and urge them to cut the cost of government, to eliminate waste and to cut out unnecessary spending until our war bills are paid.

It is said that Abraham Lincoln very seldom invented a story. Once he said: "You speak of Lincoln stories. I don't think that is a correct phrase. I don't make the stories mine by telling them. I'm only a retail dealer."

A certain bank made it a practice to pay out new bills whenever possible. One day when a woman appeared, the paying teller apologized because he was unable to give her new, clean bills and had to pay her in old dirty ones. He asked her if she was afraid of microbes on the bills.

"Microbes, no!" exclaimed the woman. "I'm a teacher and you don't think a microbe could live on my salary, do you?"

The following article, which appeared under the above title in the July, 1946, issue of the Railway Employees Journal, presents an enlightening view of the effect of subsidized competition on railroads and their employes:

Congress just has authorized expenditures of a half billion dollars for federal aid to airport construction. Taxpayers, rather than the owners of airlines, will put up this money to build elaborate terminals for the use of the airlines to aid them to attract a larger part of the country's passenger travel. Appropriation of a like amount in federal aid to highway construction, in each of the three first postwar years, had been previously authorized. An omnibus waterways bill, authorizing expenditure of corresponding sums on various projects also is well on its way to passage by Congress. The stage therefore seems to be set to spend several billion dollars, all to be raised by taxation, in the next few years, to construct additional transportation facilities competitive with the roads.

Railroads have built elaborate and expensive passenger terminals, entirely at their own cost, at most of the country's important centers. In many instances railroads have to haul passengers an average distance of from 50 to more than 100 miles to earn an amount equal to the per passenger cost of terminal service alone. There certainly is no fairness in furnishing the airlines, free of cost to them and at public expense, with airports to enable them to compete more effectively with the railroads.

This all is important to railroad workers, primarily because it points to continuing the subsidy racket, through which competitors who do not fully pay their own way were given unfair advantage over the railroads before the war. It is especially interesting at this time by reason of the report of a recent independent opinion research survey—a sort of Gallup poll—that four out of ten railroad workers 'never have heard about federal aid appropriations for highways and airways.' It also reported that more than half of the railroad workers who have heard of such aids think that they are 'a good thing.'

Most railroad workers will find it hard to believe that many of those with whom they work are so 'in the dark' as to the damage the subsidy racket does them in their jobs. There has been so much said about the subject among railroad men that there may be rather general railroad disposition to take the survey reports 'with a grain of salt.' They do show, however, that there still are a lot of people, both inside and outside railroad service, who ought to know more about the subsidy subject than some of them seem

to. The reports consequently ought to revive railroad workers' interest in spreading the facts, until we all may be sure that everybody understands the truth about the injury these subsidies do to those who work in the railroad business.

In the 20 years between the two great wars more money is estimated to have been spent on development of other means of transportation than was spent on the railroads in all the years of their history. Much of it was individual or private money, but the greater part of it came out of government treasuries and was raised by taxation. Yet when the second great war came, the country depended upon the railroads to carry upwards of 90 per cent of the transport load that was essential to victory.

Through the four war years there was traffic enough for all and the competition of carriers who do not fully pay their own way did not hurt the railroads as much as formerly. All were taxed about to capacity. It is different now. With less traffic to divide among all, special government favors to some work direct injury to those that do not enjoy such favors. The railroads are in the latter class.

Railroad traffic currently is running about one-fourth less than a year ago. It is estimated now that the railroads this year will take in something like two billion dollars less than they did last year. Serious reduction in railroad employment already has resulted. Further subsidy aid to their competitors assuredly will not add to railroad ability to offer jobs or pay wages to workers.

Under these circumstances informed railroad workers will not agree that anyone who knows the facts is warranted in believing that the subsidy racket is 'a good thing' for any of them. But as long as there are any who do not know the facts, it will be helpful to all if the uninformed are set right. Rank and file railroad workers therefore should use their influence in seeing that the subsidy racket is talked about so steadily and effectively that all those with whom they work and whom they contact on the outside will understand it as well as they do.

The railroads maintain their own tracks and roadways, at an annual cost that absorbs upwards of one-eighth of their revenues. Inland waterways, paid for with government money when built, are maintained at a public ex-

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Milwaukee Observes Its Centennial

THE MILWAUKEE ROAD'S PARENT CITY CELEBRATES
AS THE "HARDEST HUNDRED" BECOMES HISTORY

ADOPTING as its slogan, "Saluting Yesterday; Challenging Tomorrow," the city of Milwaukee, Wis., parent city of the Milwaukee Road and the one from which it derives its name, is this year observing its 100th birthday with a celebration which will continue throughout 1946. The gigantic observance was planned by a festival commission which arranged a series of events that have already entertained thousands of Milwaukeeans and visitors. The festival opened in the Milwaukee Auditorium on Jan. 27 with a centennial pageant and a week-long series of shows featuring stars of the screen and radio. These performances were broadcast over national radio networks, through which Mayor John L. Bohn delivered the city's greetings to the nation.

The midsummer portion of the program, the Centurama, was presented from July 12 through Aug. 11, on a massive outdoor stage erected in beautiful Juneau Park. The exposition consisted of historic pageants, air shows and meets, addresses by famous speakers, army and navy exhibits and performances by stars of the entertainment world. Capacity audiences attended the shows, staged against the background of Milwaukee's famous lake front.

Among the many translations of the name Milwaukee, the one most favored by residents of the Cream City is "a gathering place by the river." The

Indians who gathered on this same lake front in past centuries could have no conception of the great city which now rests on the site of their old hunting grounds. Neither did Father Jacques Marquette, the first white man known to have visited the city, who declared that the land was of little value when he landed on the shore of the lake in 1673. At that time most of it was rank swamp, with the exception of the three long morainal ridges, left by a prehistoric glacier, which still form bluffs along the lake shore.

Some five years after Marquette's visit the explorer La Salle and his party stopped there but very few white men ventured into the territory until 1816. Not much is known of the history of the locality before the invasion of the white settlers, although the region abounds in Indian legends.

The Indians hunted and fished in the territory until about 1806, when they drifted westward to better hunting grounds. This period was punctuated by many wars between the tribes. The conflict between the British and the Americans in 1776 left them unconcerned, but they were opposed by very nature, it seemed, to the rule of the white men. However, some of them were friendly, which was a fortunate circumstance for Jean Baptiste Mirandeu, the first white settler, who established his Indian wife and family there in 1795. Mirandeu was an artisan and man of culture and his blacksmith shop

manufactured articles useful to the Indians, such as axes, spear-heads, fishing tackle, and horseshoes for the fast Indian ponies which raced his sleigh over the frozen marshes. It was a gay time—no school for the children and hunting was both a sport and a necessity. Deer, bear, raccoon, wild turkey, ducks, geese and chickens roamed the surrounding swamps and prairies. Whisky was plentiful and cheap but staples and clothing were scarce, being shipped down from Green Bay and Mackinac when the water route was open.

The Great Triumvirate

Jacques Vieau, an agent for John Jacob Astor's fur company, followed Mirandeu in 1796, with his wife and children. He also fared well, but not as well as young Laurent Solomon Juneau, who came to the village in 1818 as a clerk for the fur company. Juneau, or "Solomo" as he was called by the Indians, was a man of fine physique, sterling character and business acumen. There is some evidence that he could not write his name at that time, but he found it no hindrance in the trading business or in his relations with the Indians, who regarded him as a benevolent ruler. During the next three decades Juneau became the city's dominant personality, as may be noted from his appointment as the first village postmaster, first village president, first mayor of the city and an early county recorder of deeds. He donated and built the first county courthouse and the land for a college, two churches, a lighthouse and a park. His wife, a daughter of Jacques Vieau, was held in equal reverence by the Indians, for her many charities.

Juneau led the primitive life of a frontier trader until 1831, when a treaty with the Indians cleared the way for government land sales and brought a stream of settlers into southeastern Wisconsin. Many of the Yankees were cultured men who wore fine clothes in contrast to the native buckskins, and who changed the entire mode of living in the peaceful village. Among the newcomers was "Colonel" George H. Walker, a Virginian, who proceeded to build a great mansion, patterned after those in the South. Walker was the second member of the great triumvirate—Juneau, Walker and Kilbourn—who developed



Laurent Solomon Juneau, Byron Kilbourn and Alexander Mitchell (left to right), three early Milwaukee citizens who were largely responsible for the city's spectacular growth and who were intimately connected with the founding and development of the Milwaukee Road. Juneau, the first mayor and the greatest single influence in the founding of the city, was a member of the village board which in 1837 petitioned for the chartering of a railroad. Kilbourn was a member of the same board and the enthusiastic promoter of rail transportation who became the first president of the Milwaukee and Waukesha Railroad (1847), first predecessor line of the Milwaukee Road. Mitchell, who went to Milwaukee as an immigrant boy in 1839, became a financier and statesman and in 1866 rose to the presidency of the Milwaukee and Mississippi Railroad.

the east, south and west sections which were eventually united into the city of Milwaukee. All of them became mayors. Walker was interested in transportation and became a director of the La Crosse and Milwaukee Railroad (1853), one of the predecessor companies of the Milwaukee Road; he was also one of the builders of the city's first street railway.

Government land selling at \$1.25 an acre attracted Byron Kilbourn, a young engineer from Ohio. Kilbourn was a man of education, thoroughly grounded in mathematics, engineering and law, as well as the arts, and appeared somewhat out of place in the backwoods community. Ambitious to build the greatest city in the Midwest, he developed the west side of the village, but bitter rivalry existed between his settlers and those of Juneau and Walker on the east and south sides. This discord reached its height in a melodramatic war over the bridges connecting them, which was finally settled by popular vote. Juneautown and Kilbourntown, which were incorporated separately, apparently effected a union in 1839 when they became the village of Milwaukee, but discord flared up periodically even after the incorporation of the city.

Building the Milwaukee Road

In the meantime, Milwaukee had become a boom town. Lumber mills sliced logs for the construction of homes and an early settler built a brick kiln which produced the pale yellow bricks which are responsible for Milwaukee's title of "The Cream City." Jacques Vieau's son opened a hotel and Juneau deserted his cabin and built a fine house, surrounded by a picket fence. Villagers waded through mudholes to attend the new theater, which offered bills ranging from "The Merchant of Venice" to "The Drunkard's Fate." An early settler wrote: "Fortunes hung on every bush and were buried in every corner lot."

It was during those prosperous times that the subject of a charter was considered and after many hotly debated arguments, the measure was approved. Milwaukee became a city on Jan. 31, 1846, and Solomon Juneau was elected the first mayor. In his inaugural address Juneau brought up the subject of transportation, declaring that "proper measures should be taken to render easy of access our city to every part of the country around us." As early as 1836 the city founders had agitated for the construction of railroads, but financial troubles and dissension between the railroaders and the advocates of transportation by other means blocked the measure. Those who favored waterways refused to sponsor "awkward engines that could not climb hills or be



Against a railroad backdrop, the Roxyettes dance a pretty interpretation of the coming of the Iron Horse during the railroad sequence in the big show at the Centurama Theater.

The Centurama

The gigantic Centurama, held in connection with Milwaukee's centennial celebration, was staged in Juneau Park on the shore of Lake Michigan from July 12 through Aug. 11. Interest centered on the Centurama Theater where capacity audiences attended the daily shows presented on a huge outdoor stage. The elaborate spectacles, rivaling Broadway extravaganzas, featured a galaxy of stars, including Jane Froman, Larry Adler, Jessica Dragonette, Eddie Cantor, Veloz and Yolanda, Alec Templeton, Jan Peerce, and the famous precision dancers, the Roxyettes of New York City's Roxy Theater.

Here, on the night of Aug. 3, the Hiawatha Band played a two-hour concert preceding the show, which that night starred Eddie Cantor. Vying with the comedian for honors was a railroad sequence depicting the railroads' part in the growth of the city. At one end of the stage was a ticket office; at the other, a magazine stand against a backdrop portraying the streamlined Hiawatha, together with the Northwestern's "400" and an old-type locomotive. Travelers simulated the rush and hustle of a railroad station while the Roxyettes executed a rhythmic interpretation of the coming of the Iron Horse.

With a glittering midway, air shows overhead and regattas just off shore, the Centurama took on an exciting carnival air. Aileen West, a comely lass from Ft. Atkinson, Wis., reigned supreme as "Miss Centurama".

Perhaps out of deference to the railroad which was chartered the year following the city's birth, the Milwaukee Service Club's Hiawatha Band was given the honor spot in the three-and-a-half hour Centurama parade on July 14 and led the principal line of march through the streets.

Despite showers and overcast skies, 150,000 people watched from the sidelines as the parade, presenting a panorama of the city's colorful history, wound its way through the streets. A number of civic groups, the county and state, as well as industrial, veteran, fraternal and nationality organizations, were represented. The parade offered pictorial evidence of the city's progress during the last century. Frontiersmen and Indians, cowboys and cowgirls marched, while airplanes zoomed overhead. Indians leaned against miniature skyscrapers, and hoop-skirted belles demonstrated the fashions of the pioneer days in contrast to the styles modeled by modern misses. Among the comic features of the parade were a number of large and grotesque balloons. One which delighted the children was a replica of a train 450 feet long, with rubber passengers leaning from its windows.



Eddie Cantor and his "Ida" aboard the Hiawatha, which they rode from Minneapolis to Milwaukee for Eddie's appearance at the Centurama Theater on Aug. 3. (Minneapolis Star-Journal and Tribune photo.)



Milwaukee's first depot (indicated by arrow), at the foot of Second Street, which was also the first built by the Milwaukee and Waukesha Railroad. Flanking it are two luxury passenger cars of the 1850 vintage. This structure was one of the predecessors of the present commodious station on West Everett Street, between North 3rd and North 4th Streets.

prevented from running headlong down them" and cast their votes for canals. "Water," they said, "was never known to get off the track, break down or get out of repair." Kilbourn pointed out that water could offer no guarantee against freezing during the cold Wisconsin winters and lobbied for rail connections with the traffic on the Mississippi River. The state legislature finally authorized funds for the Milwaukee and Waukesha Railroad (1847), the first predecessor line of the Milwaukee Road; Kilbourn was elected president of the company.

Construction of the railroad was carried on through 1850 and the formal opening of the run to Waukesha was celebrated in style in February, 1851. About 250 rail fans rode the excursion train which pulled out of the Milwaukee's first depot at the foot of 2nd Street. A crowd of spectators, braving inclement weather, gave it a rousing send-off. An early report gives the assurance that the passenger cars were "neat and comfortable; the engines of ample power; the depot of the most substantial character and everything connected with the enterprise giving the promise for a large, increasing and prosperous business." That it did increase by leaps and bounds was due to the enterprise and foresight of Milwaukee businessmen. This enterprise extended in time to building their own locomotives. The first one, built in 1852 for the Milwaukee and Waukesha,

weighed 26 tons and was considered a great engineering feat. In the next 20 to 30 years the railroads spread rapidly over the entire state, but the Milwaukee and Mississippi, successor of the Milwaukee and Waukesha, held the distinction of being the pioneer in the field.

What Made Milwaukee Famous

This period in Milwaukee's growth also witnessed the start of the city's brewing industry. Contrary to popular opinion, brewing is not Milwaukee's major occupation; New York City surpasses it as a beer producing center. But Milwaukee was acquiring a predominantly German population, which, unaccustomed to Yankee whisky, brewed its own beer, then considered a temperance drink. Breweries sprang up all over the city. The preference of the German-born citizens was not alone responsible for the rapid growth of the industry; the passage of a state liquor law made the whisky business unprofitable and promoted the sale of the malt product. In 1856 there were at least 26 breweries in Milwaukee. Biergartens and brewery parks became the scenes of the picnics and concerts of the German saengerfests, at which beer drinking was the mark of good fellowship. One of the most popular was Schlitz Park. The Schlitz slogan, "The beer that made Milwaukee famous", may have had a share in building the city's reputation as a beer center. The fortunes of the Beer Barons

prospered and the thirst of the community grew with the business. Descendants of pioneer settlers consumed more than 10 per cent of the 7,000,000-barrel output of 1945, or about a barrel per person.

These progressive years preceding the Civil War witnessed many civic improvements. The first telephone was installed in 1848 and illuminating gas, then regarded as a marvel of science, was introduced several years later. There was a pronounced increase in shipping, due to the enormous bulk of wheat, lead and inland products brought into the city. It also witnessed the rising fortunes of a young Scotsman, Alexander Mitchell, who arrived in the United States in 1839 and in 14 years established one of the largest and soundest banking and insurance institutions in the nation. By 1866 he was president of the Milwaukee and Mississippi Railroad Co. Much of his promotional work was accomplished in the stormy years following the Civil War and it was said that "As one result of (Mitchell's) railroad policy, Milwaukee and the whole state were built up from a condition of depression and started on a career of prosperity that still continues."

The patriotism of Milwaukee citizens was apathetic during the Civil War era, which may be attributed to the fact that the majority of them were foreign-born people who had emigrated from countries which were under stern militaristic rule. It did, however, support the cause of the abolitionists and its trained volunteers answered the call to arms. Among those who distinguished themselves as leaders were General Rufus King, the "boy colonel," Arthur MacArthur, grandfather of General MacArthur of World War II fame, and Maj. Gen. Carl Schurz, distinguished German liberal and later the editor of *Harper's Weekly*.

After the war a steady stream of immigrants, fleeing from the political turmoil in Europe, continued to settle in the city. The Poles, Irish and Italians formed large groups but the Germans outnumbered all and by 1878 Milwaukee had the largest number of German-born citizens in the United States. With them came the old-world traditions and customs. The Turnverein, the German gymnastic club, played an important part in the city's social life and Milwaukee became the Turner center of America. Family groups gathered in the Biergartens and Weinstubes; the more pretentious ones were the headquarters for the singing societies. Every German who could not sing took lessons on an instrument and Milwaukee became famous as a music center. The

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Facts Concerning the Amended Railroad Retirement and Unemployment Insurance Acts

IMPORTANT changes in the Railroad Retirement Act and Railroad Unemployment Insurance Act have been made as a result of Congressional action.

It will be of interest to railroad employes generally to know the effect of these changes, especially as they will necessitate increasing the amount deducted from the earnings of employes. To meet the additional cost of the changes in the benefit provisions, increases in the taxes to be paid by railroad employes, as well as by the railroad companies, become effective on Jan. 1, 1947, as follows:

The employes' tax rate, which is now $3\frac{1}{2}$ per cent of taxable compensation (earnings up to \$300 per month), is increased to $5\frac{3}{4}$ per cent for the years 1947 and 1948, to 6 per cent for the years 1949, 1950, and 1951, and to $6\frac{1}{4}$ per cent for the year 1952 and thereafter. Similar increases are provided in the tax rates applicable to employers under the act.

Inasmuch as the tax rate on employers under the Railroad Retirement Act is the same as that levied on employes, the total amount to be collected by the government for support of the Railroad Retirement Act provisions will be $11\frac{1}{2}$ per cent of the taxable payroll. This will rise to a maximum of $12\frac{1}{2}$ per cent after Dec. 31, 1951, half to be paid by the employer and half by the employe. Of course, the employer will, in the meantime, continue to pay in addition the entire unemployment insurance levy of 3 per cent of taxable payroll. The total assessment will, therefore, eventually become $15\frac{1}{2}$ per cent of the taxable payroll, of which the employer will pay $9\frac{1}{4}$ per cent.

Disability Provisions Changed

The change in the disability provisions would make totally and permanently disabled persons eligible for annuities after 10 years of service, total disability being defined in effect as inability of an employe to pass a physical examination for his regular job. The Retirement Act's present benefits for permanent and total disability require that the employe involved must have completed 30 years of service, or have attained the age of 60 years; and that he must be permanently and totally disabled for any regular employment for hire.

Women May Retire at 60

Other new Retirement Act benefits include liberalized minimum-annuity provisions and reduction from 65 to 60 in the age at which women employes may retire on full pension. The changes in the Unemployment Insurance Act add sickness and maternity benefits, and increase maximum unemployment benefits from \$4 to \$5 per day, while extending the maximum duration of such benefits in any one year from 100 days to 130 days, i.e., 20 weeks to 26 weeks of five benefit days each.

Sickness Benefits

Benefits will be payable after July 1, 1947, for any disabling injury or sickness, including maternity, if the employe does not receive wage payments for the period and fulfills other essential requirements. The total amount of benefits for sickness or accident which may be paid within a benefit year, also the same as for unemployment, ranges up to \$650. This is the maximum amount for employes who received \$2,500 or more in compensation in the base year.

Payments to Survivors

The new law provides four types of monthly insurance annuities and a lump-sum death benefit to specified survivors of employes who died properly insured. The benefits are patterned after those provided by the Social Security Act, and are computed on the basis of railroad earnings combined with earnings in employment covered by the Social Security Act.

In recognition of the higher retirement taxes that railroad workers will pay, the monthly benefits provided by the Railroad Retirement Act will be about 25 per cent higher than would be paid under the Social Security Act for the same earnings, and the lump-sum death benefit will be about two-thirds higher. To safeguard the rights of individuals who fail to qualify for survivor benefits under the Railroad Retirement Act, provision has been made for railroad earnings to be creditable toward survivor benefits payable under the Social Security Act.

Survivor Benefits

The five types of survivor benefits payable on the death of an employe who died completely insured are as follows:

1. Widow's insurance annuity: A monthly annuity to the

widow when she reaches age 65 (or immediately if she is already past age 65), payable for life or until she remarries.

2. Widow's current insurance annuity: A monthly annuity to the widow under 65 if she has in her care a dependent child under age 18, payable until she dies or remarries, or her youngest child reaches age 18.

3. Child's insurance annuity: A monthly annuity to each dependent child under 18 payable as long as the child is alive, unmarried, and under 18 years of age.

4. Parent's insurance annuity: A monthly annuity to each dependent parent aged 65 or over, if the employe left no widow or dependent child under age 18, payable for life or until remarriage.

5. Lump-sum payment: A death benefit payable to widows, children, parents or payers of funeral expenses (in that order of precedence) if the employe died after 1946 leaving no survivor immediately entitled to a monthly annuity.

It is estimated that the increased costs for the added provisions of these Acts will be approximately \$2,500,000 in 1947 so far as Milwaukee Road employes are concerned and, of course, the increased cost to the railroad company will be the same, in addition to the 3 per cent of taxable earnings which will continue to be borne by the railroad company under the provisions of the Unemployment Insurance Act.

The above is a brief resumé of a few of the provisions of the amended Railroad Retirement and Unemployment Insurance Acts. The details and circumstances of their applicability are lengthy and may be obtained from the Railroad Retirement Board. However, the board recently asked the railroad company to suggest to employes that they refrain from requesting information of it until after Feb. 15, 1947. The board explained that it anticipated their claims load will be nearly doubled as a result of the amendment and that, in addition, it must re-examine in the light of the new law some 300,000 claims still on file. Of course, anyone who has never filed an application for any kind of benefits and feels that he is now eligible, should ask the board for the necessary forms immediately.

To have moved at one time all of the 5,766,000 carloads of freight, excluding coal, delivered by the railroads to seaports, chiefly for export, in the 45 months of World War II would have required a train 48,450 miles in length.



Compliments of the Hiawatha Service Club.



Even the supervisors tried the Silver Streak.



General Chairman John Macht takes a ride with the kids.

Milwaukee Service Club Spends a Day with "the Kids"

Members of the Hiawatha Service Club of Milwaukee can derive satisfaction from the knowledge that their latest philanthropic venture, the outing for the children of the Milwaukee County Children's Home, provided 250 children with a thrill-packed afternoon and the memory of one of childhood's greatest pleasures. The county home is a non-sectarian institution for unfortunate children who have not been blessed with the love and protection of parents and family life.

It is not difficult to reconstruct the scene or imagine the howls of glee aroused by the announcement from J. R. Brandsmark, superintendent of the home, that Aug. 29 was to be Hiawatha Service Club Day at State Fair Park, with the boys and girls of the home attending as the club's guests. And what a day it turned out to be! Four busloads of children made the trip to the fair grounds, each one clutching a Milwaukee Road Service Club button, which was his pass on any ride in the park—and there were 16 rides to enjoy. Aware that no children's party is a success without frequent refreshments, the club had also thoughtfully provided coupons which entitled them to free ice cream, pop, hot dogs and crackerjack—a delectable menu.

Some of the rides in the amusement park were considered too dangerous for young children, but all of the daredevils between 9 and 15 took full advantage of the opportunity of a lifetime. For two hours the park rang with the excited laughter of happy children, who ran from one ride to another, repeating their breath-taking experiences as many as seven and eight times. The Roller Coaster, bulging with laughing and squealing passengers, swayed around curves, the Silver Streak was filled to capacity with youngsters hanging on for dear life. The Bug, Whip, Merry-Go-Round, Circle Dip, Pretzel, Fun Palace, Ferris Wheel, the Old Mill, Skooter—all had to be tried again and again. And, of course, there was the lunch, as only children whose appetites have been whetted by strenuous play, know how to enjoy it.

Supervisors Accompany Children

A group of supervisors from the County Home accompanied the children to protect them from the possible consequences of too much strenuous fun. Many extended their supervision to taking the rides, and they screamed as loudly as anybody. It was a care-

free day for everyone, including General Service Club Chairman J. A. Macht and Committee Chairman S. J. Tabaka, who spent the afternoon with the group, directing the activities.

As the weary but happy crowd boarded the buses for home, 250 voices sang in unison, "For They Are Jolly Good Fellows." And that, in general, was the thought expressed by the superintendent of the Home, who wrote General Chairman Macht that the outing had been the outstanding event of the year for the children. "I know of no other treat that thrilled our youngsters more," he wrote, "than to ride and ride and ride to their hearts' content on the amusement rides. The youngsters will talk about this event for a long, long time."

That they probably will is apparent from the letters which were received from the children themselves. The following characteristic passages tell the story:

"Thank you for the swell time you gave us at State Fair Park. Some of us got sick from the Silver Streak, but we still thought it was great fun. I went on the Roller Coaster nine times. The first couple of times I was scared but I finally got used to it. . . . I want to thank you also for the lunch; it was pretty good. . . . My favorite ride was the Roller Coaster and I went on it 12 times. . . . I was so glad to go. I hope I will be invited again. . . . I liked the

Roller Coaster; I went on it 11 times. I went on the Old Mill four times and on the Silver Streak seven times. I got sick on that one, but I got used to it. . . . The lunch was very good, especially the ice cream. I liked the food the best."

One little fellow summed it up with, "I really think you gave me and a lot of other children the most wonderful time of our stay here." Said a little girl, "I can't tell you how much fun I had. The Roller Coaster was the best; then the Silver Streak. But I can't forget the lunch. I ate so much that I nearly burst." One added a touch of humor with, "Did you ever hear of the little boy who put his father in the ice box because he wanted cold pop? I think that the pop you gave us was much better." And in a childish scrawl, one happy little girl sent her thanks for the "fun of my life," with the explanation that "I have had good times before, but not such a good time as I had that day. I am still talking about it and will always think of the Milwaukee Road and of you men."

Miles City Club Picnics at Pumping Plant

Members of the Miles City Service Club, Miles City, Mont., were hosts on Saturday evening, Aug. 17, at a picnic lunch, served at the city pumping plant. A considerable number of



"The coupons are good for ice cream, pop, hot dogs and cracker jacks," explains John Macht, general chairman of the Hiawatha Service Club, before the children from the Milwaukee County Children's Home arrive at State Fair Park for an exciting afternoon. Left to right are: J. R. Brandsmark, superintendent of the Home; Joe Murawsky, Milwaukee Road engineer, alias "the Hiawatha Clown"; John Macht, and Stanley J. Tabaka, chairman of Unit 4 of the Hiawatha Club and committee chairman for the outing.



business and professional men of the community were also present, accepting the club's invitation as extended by Chairman Martin Walsh and Secretary P. D. Burns.

Some 80 dozen buns and about 300 pounds of beef were consumed by the members and their guests. Dispensing "beef on bun" were Ray Dorland, Virgil Rask, Lewis Rask, Ted King and Sam Leo, who turned out to be exceptional chefs. Al Bohmer, Nick Gaglia, C. M. Voorhies and John Eide presided at the "chaser" counter and, with a corps of willing assistants, rustled coffee, coca cola and other beverages. There were a large number of calls for other beverages.

Community singing was directed by Dinty Moore (sometimes known as D. C. O'Brien) and was accompanied by Jim Brady at the piano, Tex Dwyer on the banjo and Mike Himmelspach's accordion. A number of barbershop quartettes also produced what was regarded as close harmony. Claude Lockner, who recently returned from service in the Pacific, presented a pantomime, highly applauded by the audience. The several hundred picnickers declared that the party was a complete success.

Hiawatha Band Plays on Tour in Iowa

The Milwaukee Hiawatha Service Club Band, well known musical organization sponsored by the Hiawatha Service Club of Milwaukee, Wis., put in a busy Labor Day weekend, assisting at civic functions in the state of Iowa.

The 55 band members, led by Director Eugene W. Weber, arrived in Mason City early on Sunday morning, Sept. 1, to play at the North Iowa Fair and at 10:15 a.m. were already hard at work, broadcasting a half-hour concert over Radio Station KGLO. After inter-

The pictures, top to bottom:

Shown in Mason City, alongside The Marquette's diesel engine during the Hiawatha Band's performance on the station platform, are, left to right: Superintendent W. F. Ingraham; Lois Kleist, band majorette; L. P. Loomis, publisher of the Mason City Globe Gazette, and Lester Milligan, secretary of the Mason City Chamber of Commerce.

The concert played by the Hiawatha Band on the station platform prior to the departure of The Marquette for Chicago attracted an appreciative audience.

One of the tables at the breakfast which the Mason City Chapter of the Women's Club prepared and served for members of the Hiawatha Band. Shown clockwise around the table, beginning at the left, are Mrs. Carl Anderson, president of the Mason City Chapter; John Macht, general chairman of the Hiawatha Service Club of Milwaukee; Archie Graf, chairman of the Band Unit of the Hiawatha Club; Eugene W. Weber, director of the band; Lois Kleist, band majorette; W. F. Ingraham, superintendent of the I&D Division; James A. Woonas, chairman of the Mason City Area Service Club; R. E. Sizer, trainmaster; Fred R. Lewis (face obscured), general agent at Mason City and chairman of the civic and public affairs committee of the club; Henry Hook, who represented the city of Mason City during the band's appearance and served as master of ceremonies for its appearance at the North Iowa Fair.

mission, they played a concert at the Milwaukee Road station and then transferred to the fair grounds, where they played before an overflow crowd estimated at 8,000 people assembled in the grandstand and bleachers. Following the concert, they enjoyed a 3 o'clock dinner at the Hotel Hanford, after which they were whisked away for a sightseeing tour of Mason City and Clear Lake, in automobiles provided by Mason City employees. Refreshed by boat rides on the lake, they returned to the fair grounds and rounded out the day's program with an evening concert. A record 12,601 persons went through the gates to the fair grounds during the afternoon and evening, most of whom were in the audience which attended the band's performances.

Early on Monday morning the band entrained in two special cars for an engagement in Sioux City, stopping en route to play at Spencer and Sheldon. At Sioux City the group led the second division of the Labor Day parade and during the afternoon presented a concert at Riverside Park. This engagement completed one of the most strenuous itineraries the band has ever undertaken.

Milwaukee Centennial

(Continued from page 12)

American premier of Strauss' "Fledermaus" was held there. Concerts were staged in the outdoor pavilions and it supported the only German opera company in the United States. Rivaling the German people's inherent love of music was their appreciation of good food and Milwaukee restaurants are still famous for kartoffel-pfannkuchen, hasenpfeffer and konigsberger klopse.

During World War I, a time of internal conflict in the city, the fine German cookery was disguised under Anglicized names, as the result of an indiscriminate campaign against everything of German origin. While many citizens held divided sympathies, they supported the war effort financially. It was a hard time for loyal Milwaukeeans. *The Milwaukee Journal* was awarded the 1919 Pulitzer prize for a "strong and courageous campaign for Americanism in a constituency whose foreign element made such a policy hazardous from a business point of view." Alexander Mitchell's grandson, Brig. Gen. William (Fighting Billy) Mitchell, commanded the allied air forces and was the city's outstanding war hero.

The Volstead Act, passed shortly after the end of the war, was a severe blow to the brewing industry and despite Mayor Daniel Webster Hoan's declaration that "The whole United States army couldn't dry up Milwaukee", it reluctantly turned to the manu-

facture of near beer. But business had boomed during the war years and the city embarked on an ambitious beautification project. Many of its finest public buildings were erected during the depression period; scenic Capitol Drive was among the projects completed. The repeal of prohibition in 1933 was the subject of particular rejoicing in Milwaukee and started an upward trend to normalcy. Fifteen million bottles of beer were ready at the zero hour on Apr. 6 to quench a thirsty nation, with the first case going to President Franklin D. Roosevelt.

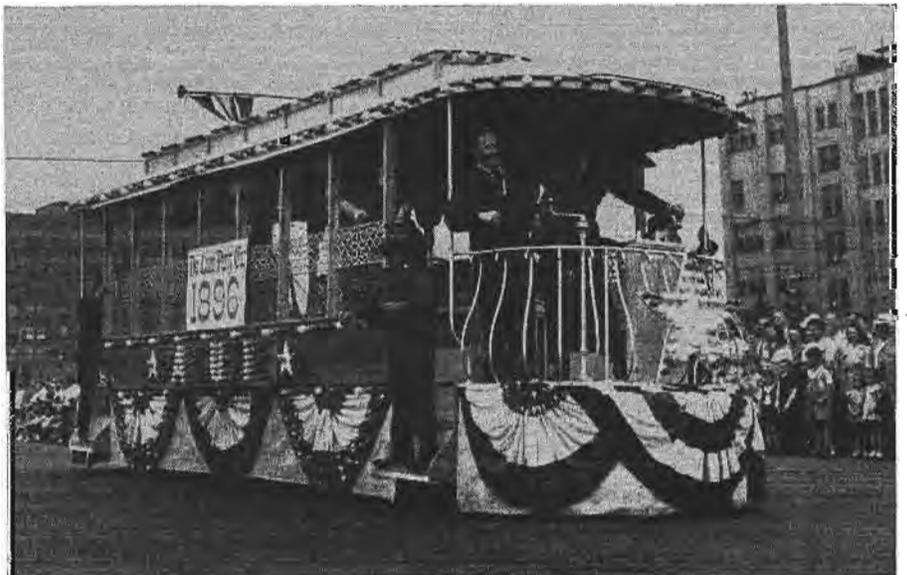
Rising production brought an epidemic of labor dissensions, but nothing could destroy Milwaukee's reputation as a well-governed municipality. Herbert Hoover cited it as the outstanding major city in the United States for freedom from organized crime. Its public health record was the finest in the country—its fire protection rates the lowest; in fact, Milwaukee was a good place in which to live. General Arthur MacArthur, who died there in 1912, expressed this sentiment of civic pride in the following statement: "When my retirement takes place I shall go to Milwaukee, buy a home and pass the remainder of my days in the city that saw my birth and my childhood. In all the experiences of a long life spent moving about the world, no city has appealed to me as much as does Milwaukee. I was born there and I trust that when I die the end will come to me in that fair city beside Lake Michigan."

Many colorful personalities have been associated with the city. George W. Peck, purveyor of witty banter and author of "Peck's Bad Boy", served a short term as mayor. Edna Ferber was a *Milwaukee Journal* reporter and incorporated her experiences in her autobiographical novel, "Dawn O'Hara." A

Milwaukee cigar clerk, Charles K. Harris, wrote the 90's most popular ballad, "After the Ball"; "Heaven Will Protect the Working Girl" was another Harris tear-jerker. The millionaire packers, Cudahy and Armour, started business in Milwaukee and General Douglas MacArthur considers Milwaukee his home and gives the Plankinton Hotel as his address.

The crowning achievement of Milwaukee's first hundred years as a city is a unique distinction—it is debt free. In 1922 the common council was authorized to create an amortization fund, designed to retire the city debt in 50 years. The fund grew, even during the depression years, and in 1944 equalled the city's bonded indebtedness. Because some of the bonds cannot be called in until 1952, the city will not be technically "debt free" until that time.

In other ways Milwaukee has shown its mettle. Carl F. Zeidler, who held the office of mayor at the beginning of World War II, lost his life at sea, as an officer in naval service; Zeidler was the youngest mayor in the United States and punched freight for the Milwaukee Road during his university days. Parts and equipment for the Manhattan Project were manufactured in 77 Milwaukee plants and 517 Milwaukee citizens worked on the atomic bomb project in other parts of the country. At the present time Milwaukee is working on the enlargement of Billy Mitchell Air Field, a tribute to a native son who endured national censure to establish the policies which are responsible for our present supremacy as an air power. This is only one of the challenges of the future. That Milwaukee is equal to them has already been demonstrated by the spirit which in 100 years erected a great city from the wilderness.



"The Marguerite," a street car which used to be rented for trolley parties back in 1896, rolls again (but not under its own power) in Milwaukee's Centurama parade.

RETIREMENTS

The following employes' applications for retirement were recorded during August, 1946

Chicago General Office

ALLEN, LOUIS A.
Asst. Engineer.
Aud. of Cap. Expend.....Chicago, Ill.
BLODGETT, CORA A.
Typist, Aud. Pass. Accts....Chicago, Ill.
COLE, RALEIGH C.
Clerk, Aud. Expend.....Chicago, Ill.
FRICKER, EDWARD J.
Clerk, Aud. Expend.....Chicago, Ill.
WHITSON, LAURA
Clerk, Car Acctnt.....Chicago, Ill.

Chicago Terminals

LEMKE, HENRY C.
Roundhouse Laborer.....Bensenville, Ill.
MAKOWSKI, JOSEPH S.
Carman.....Chicago, Ill.
McADOO, WILLIAM S.
Machinist.....Chicago, Ill.
NOERR, JOHN O.
Signal Maintainer.....Chicago, Ill.
RUSSO, ANDREW
Carman.....Chicago, Ill.
SEDLACEK, JOHN
Machinist.....Galewood, Ill.

Coast Division

ERICKSON, MARTIN
Carman.....Tacoma, Wash.
HAMILTON, JAMES I.
Switchman.....Seattle, Wash.

Dubuque and Illinois Division

LUEDKE, JOHN F.
Blacksmith.....Dubuque, Ia.
MACH, WILLIAM S.
Car Inspector.....Savanna, Ill.
SAWTELLE, PHILLIP S.
Agent.....Elgin, Ill.
STRONG, CHARLES M.
Brakeman.....Elgin, Ill.
WRIGHT, ASA L.
Machinist Helper.....Dubuque, Ia.

Hastings and Dakota Division

DRIPPS, STANLEY A.
Locomotive Engineer.....Aberdeen, S. D.
MAUNDERS, BERT L.
Section Laborer.....Virgil, S. D.
RYMAN, HARRY L.
Locomotive Engineer.....Montevideo, Minn.
STOCKS, RALPH E.
Brakeman.....Aberdeen, S. D.
ZOBACH, FRANK J.
Agent.....Ortonville, Minn.

Idaho Division

LEISTNER, PAUL
B. & E. Foreman.....Bellevue, Wash.
PERSON, CLAES H.
Extra Gang Laborer.....Spokane, Wash.
PIERSON, ARCHIE C.
Conductor.....Malden, Wash.
RICE, JOHN
Section Laborer.....St. Joe, Ida.

Iowa Division

BARNOSKE, JOSEPH W.
General Foreman Track.....Marion, Ia.
HEINEMAN, WILLIAM
Freight House Foreman.....Clinton, Ia.
LEE, NEWTON E.
Section Laborer.....Hawkeye, Ia.
LUCKOW, ALBERT P.
Section Laborer.....Lost Nation, Ia.
MICK, ORA
Conductor.....Savana, Ill.

Iowa and Dakota Division

ARNOLD, ARTHUR W.
Switchman.....Mason City, Ia.
BROWN, WILLIAM E.
Section Laborer.....Murdo, S. D.
DONNELLY, WILLIAM B.
Conductor.....Tripp, S. D.
KOTTKE, MICHAEL
Section Laborer.....Tripp, S. D.
MALONE, JOSEPH
Locomotive Engineer.....Murdo, S. D.
NELSON, NELS
Section Laborer.....Canton, S. D.

Iowa and Southern Minnesota Division

VICK, OLE T.
Section Foreman.....Elko, Minn.

Kansas City Division

BREWER, GLEN
Section Laborer.....Muscatine, Ia.
FITZPATRICK, ROBERT
B. & B. Carpenter.....Chillicothe, Mo.
PAYNE, TONY E.
Stockman.....Ottumwa, Ia.

La Crosse and River Division

MOSSER, CHARLES A.
Locomotive Fireman.....La Crosse, Wis.
RICKARD, FRANK E.
Conductor.....La Crosse, Wis.

Madison Division

SICKINGER, HERBERT L.
Clerk.....Monroe, Wis.
SLIGHTAM, WILLIAM E.
Locomotive Engineer.....Madison, Wis.
TEN EYCK, WALTER
Crossingman.....Broadhead, Wis.

Milwaukee Division

HUNTER, ALBERT A.
Locomotive Engineer.....Milwaukee, Wis.
KAMMERMEYER, ADOLPH J.
Locomotive Engineer.....Horicon, Wis.
McMAHON, EDWARD M.
Conductor.....Portage, Wis.

Milwaukee Terminals

ARNER, WILLIAM W.
Carman Helper.....Milwaukee, Wis.
BREMNER, ALEX
Carman Helper.....Milwaukee, Wis.
GRAHAM, THOMAS Z.
Machinist.....Milwaukee, Wis.
HOLTON, JOHN H.
Locomotive Inspector.....Milwaukee, Wis.
KRESL, JAMES
Machinist.....Milwaukee, Wis.
LEHMANN, WILLIAM E.
Upholsterer.....Milwaukee, Wis.
MILIK, PETER
Blacksmith Helper.....Milwaukee, Wis.
RADWAY, ARTHUR E.
Machinist.....Milwaukee, Wis.
SCHABARKER, WILLARD W.
Machinist.....Milwaukee, Wis.
SKORICK, STEVE
Section Laborer.....Milwaukee, Wis.

Superior Division

FLEMING, JOHN J.
Conductor.....Green Bay, Wis.

Terre Haute Division

KYLE, EDMOND P.
Conductor.....Terre Haute, Ind.
McFADDEN, JAMES D.
Switchman.....Faithorn, Ill.
McMILLAN, HOMER
Carman.....West Clinton, Ind.
SEALS, ARTHUR W.
Section Laborer.....Bedford, Ind.
WESTON, VERNIE J.
Brakeman.....Terre Haute, Ind.
WRIGHT, HENRY L.
Section Laborer.....Stockland, Ill.

Trans-Missouri Division

ELIAS, DEMETRIOS
Section Foreman.....Lavina, Mont.

Twin City Terminal

ANDERSON, CHARLES F.
Extra Gang Laborer.....St. Paul, Minn.
CAMPBELL, JAMES T.
Machinist.....Minneapolis, Minn.
HILL, HOWARD
Yard Clerk.....St. Paul, Minn.
PARKINSON, THOMAS J.
Boilermaker.....Minneapolis, Minn.
WEBER, THEODORE
Extra Gang Laborer.....Minneapolis, Minn.

The Subsidy Racket

(Continued from page 9)

pense that averages about twice as much per channel mile as it would cost to maintain a mile of railroad. When the shipper pays a railroad for freight service, he pays its full cost. When he pays for freight service on the inland waterways, he doesn't pay the cost of keeping navigation channels open. The taxpayer foots that part of the bill.

During the war the railroads handled something like 90 per cent of the country's inter-city transport load. In the prewar years, when subsidized competition made greatest inroads on their traffic, it was estimated they were handling under 65 per cent of the total. No railroad worker would be helped by the return of such conditions. But railroad workers will not have done their best to avoid such return if they neglect to acquaint everyone with the full extent of the millions in subsidy aid to other transportation and the injury and injustice to railroad workers that results from it.

Waterway, airway and highway carriers are able to offer rates lower than they could afford if they were required to pay the full cost of their services from rates and fares, as the railroads are. Until Congress establishes a policy requiring commercial carriers to pay for use of facilities provided at public expense, at least in proportion to the cost their maintenance imposes on the taxpayers, manifest discrimination against railroads will continue. And there is no basis for belief anywhere that such subsidy discrimination is 'a good thing' for any railroad worker.

What Is a Boy?

He is a person who is going to carry on what you have started. He is going to sit where you are sitting, and when you are gone will attend to those things you think are so important. You can adopt all the policies you please, but how they will be carried out depends on him. Even if you make leagues and treaties, he will have to manage them.

He will assume control of your cities, states and nation. He is going to move in and take over your prisons, churches, schools, universities and corporations.

All your work is going to be judged and praised or condemned by him. Your reputation and your future are in his hands. All your work is for him, and the fate of the nations and of humanity is in his hands.—*Courtesy Green Bay, Wis., Y.M.C.A.*

People in the same undertaking are natural friends. Each one is helping the other make a living.

The Vets

(Continued from page 6)

charge of lend lease and economic warfare, export control and food procurement for the world outside the United States.

Mr. Gillick concluded his introduction by saying, "Leo Crowley, we are happy and honored in having you with us tonight, and we are sorry your father did not live to see you connected with his railroad and his associates."

Mr. Crowley told of some of his recollections of early years in Madison when his father was working for the railroad—leaving the house before daylight in the morning and returning after dark in the evening. He spoke with reverence of the sacrifices his father made that his children might have a chance in life, and voiced his feeling of gratitude toward the Milwaukee Road for what it had meant to his father and his family.

"Employes of the Milwaukee Road," Mr. Crowley said, "many of whom have risen through the ranks to become officials, to me are a symbol of the democracy in this country."

Scandrett Addresses Group

Mr. Gillick next introduced President H. A. Scandrett, saying in part: "Unlike many men elected president of another railroad, he didn't bring a lot of 'smart guys' with him to take over our places; instead, from the very first, he was a 'Milwaukee man' and our friend."

"The great thing to me about a meeting of this kind," Mr. Scandrett began, "is the opportunity of renewing friendships. As Dr. Samuel Johnson once said, 'A man, sir, should keep his friendships in constant repair.'"

"The Veterans' Association is a great friendship organization," Mr. Scandrett continued. "This railroad is a great friendship organization and that is why I have been very happy ever since coming with the Milwaukee Road."

He then gave an explanation of the railroad's financial position and the causes, saying that it had become necessary to postpone work and improvements that were both desirable and necessary. He told his audience that it had been necessary to remove many employes from the payroll, but assured his listeners that all employes who had been removed from the payroll would be returned to the employ of the Road at the earliest possible moment.

The speaking program was followed by musical and comedy acts built around Joe Caravella's orchestra, which had also provided music during the banquet.

Great Day for the Vets

All in all, it was a great day, full of hand shakes, slaps on the back, and the repeated questions, "Do you remember . . . ?" and "How are they running the railroad without you?" On every hand were men whose years with the railroad had reached the 40, 50 or 60 mark, and there were a few who had been in service even longer. Together they form an invaluable reservoir of railroad history.

Among the old-timers whom the writer had an opportunity to talk with was Ben Dousman of Chicago, whose family has been connected with the Milwaukee Road since 1851. He was with the railroad continuously for 65 years before retiring from his position as special accountant in Chicago on July 1, 1944, and no vets convention is considered quite official without Ben on the premises. The writer also enjoyed a talk with M. H. Campion of Milwaukee, who turned in 57 years of service with the Road before retiring as boilermaker foreman at the Milwaukee shops 11 years ago. He was enjoying the convention in the company of his wife and son, Eugene E. Campion, a locomotive engineer in the Milwaukee Terminals, and his wife.

J. A. Strohmeier, Milwaukee Magazine correspondent for the freight auditor's office in Chicago, and himself a veteran, was on hand throughout the convention and reports that he never in his life saw so many men looking for their wives. The hunting husbands said that their wives had come along to keep an eye on them but were having such a good time that they not only failed to stand guard but couldn't even be found. Strohmeier says that amid all that wife hunting he found only one lady, a Mrs. McCauley of Bay View, Wis., who was attempting to locate her husband, and even she claimed to be



**NEVER
HANDLE MORE THAN
YOU CAN HANDLE SAFELY**
NATIONAL SAFETY COUNCIL

more interested in getting to the banquet. He reports talking with a number of old-timers who had seen old acquaintances for the first time in as much as 20 years, and others who had met men at the convention whom they had known through correspondence for many years but had never before seen in the flesh. In the truest sense of the word, the convention was a reunion.

A Day at the Dells

The second day of the convention was spent at Wisconsin Dells, Wis., where a throng of 2,500 (three heavy trainloads out of Milwaukee) enjoyed a lunch in the park near the Milwaukee Road depot and then took the two-hour boat trip up the Wisconsin River through the famous Dells. It was a delightful trip, which must have brought honeymoon memories to many of the vets and their wives.

The Hiawatha Tooters, who had played during the serving of lunch in the park, part of the time accompanying a local Indian vocalist named, as you might expect, Chief Silver Tongue, also entertained on the second train back to Milwaukee by going from coach to coach and enlivening the atmosphere with lots of slip horn and banjo.

While on their tour of the train, the Tooters found that there was a job already cut out for them in one of the coaches. Bill French, district safety engineer, and George Dempsey, general safety inspector from Chicago, had found a pair of newlyweds and were throwing a party for them; they needed only music to make it complete. George Kramer, a locomotive engineer on the first district of the Milwaukee Division, and his bride were the center of attention, and when the Tooters hove into view, the honeymooners were bombarded with Lohengrin's "Wedding March" and "Let Me Call You Sweetheart," to say nothing of the inevitable "I Love You Truly." And through it all, people threw paper "rice" and the Kramers bore up admirably.

It isn't every veterans' convention that winds up with a wedding celebration. For that and many other reasons known best to the vets themselves, who relaxed for two days in the company of old friends, the convention was an occasion to remember.

"Yes sir," stated the professor, "I have unearthed more than 20,000 bricks from the ruins of Babylon and Nineveh. Upon these bricks I have deciphered a great number of cuneiform inscriptions."

"You are quite an expert on bricks," ventured a friend.

"No; I really know very little about them. If I could learn to lay them in mortar in close juxtaposition, I would probably earn three times as much."

The Milwaukee Railroad Women's Club

★ Benseville Chapter

Mrs. James M. Calligan, Historian

Vacation time again is over and most of us are glad to get back to routine work and resume our duties where we left off. So on the beautiful day of Sept. 4 about 30 ladies gathered to make plans for fall activities. This was preceded by a delightful luncheon of sandwiches, cake and coffee served by our able committee.

Our president, Mrs. Starr Arnold, opened the meeting. Plans were made to again sponsor Bingo games for the early fall. These games have netted us nice profits in the past and provide an evening of pleasure for all. So please come out, ladies and bring your husbands and families, also your friends. All are welcome. Our chairman, Mrs. Bert Smith, has many plans to make these games much fun, besides being profitable to you.

The entertainment of the day was a handkerchief shower tendered Mrs. William Harney, our treasurer. She and her husband are leaving Benseville the latter part of the month to make their home in Arizona. The best of wishes and good luck from all go with them in their new venture. This concluded our first fall meeting and all felt they had enjoyed a very pleasant afternoon.



QUAINT QUILT

Patchwork quilts represent a good investment in time and money. Their popularity is not affected by style trends and they are as much in vogue today as when they were introduced by the early settlers of our country. An amateur seamstress can make this quilt, for patchwork consists only of straight seaming; precision of workmanship brings out the beauty of the design. This Double Irish Chain is an excellent pattern for utilizing small scraps of printed material and the sturdy parts of worn cotton garments and sheets. When used with a harmonizing ruffle attached to the bedspring, it becomes a decorative spread. Directions for making this double duty coverlet can be obtained from *The Milwaukee Magazine*, Room 356 Union Station, Chicago, Ill.

★ Marion Chapter

Maude Holsinger, Historian

Our regular monthly meeting was held at Memorial hall on Sept. 12 with 25 members present.

A dessert luncheon was followed by the business meeting which was presided over by our president, Mrs. O. W. Lundquist. In the absence of our secretary, who was in Florida, Mrs. Archie Conklin acted as secretary. Mrs. Don Fisher served as treasurer, Mrs. Cessford, our treasurer, being in Des Moines.

Our next meeting will be a family pot-luck supper in honor of our service men and women.

At the close of the business meeting card games were enjoyed, prizes going to Mrs. Bess Smith and Mrs. O. Neff.

★ Chicago Fullerton Avenue Chapter

Teresa Zopf, Historian

Regular monthly meetings were resumed on Sept. 10. Reports were read and various activities during the summer discussed, which included considerable welfare work. Visits were made to Hines and Vaughan General Hospitals, where numerous gifts were distributed among the boys. It is hoped that all members will attend future meetings, as Mrs. Borgerson, president, and Mrs. Martin, our program chairman, are arranging for various kinds of entertainment at the meetings during the coming winter months.

★ Kansas City Chapter

Mrs. Guy Rhodus, Historian

On June 4th we had our annual picnic, this time at beautiful Luce Park. It was well attended and very much enjoyed by all. We were pleased to have with us Mrs. McCrum and Mrs. Martin, visitors. Our regular meeting and the last until the fall season was held after the picnic.

We are happy to report that our president, Mrs. Tarbet, was able to get another radio for the veterans at Wadsworth Hospital. This radio was another of our several gifts to the boys of this hospital.

We are sorry to inform you of the loss of three of our members, members of long standing and most loyal workers, Mrs. Larry Boyle, wife of Larry Boyle, engineer, who passed away some time back. Gus Westman, retired car foreman, and Sam Davis, retired conductor. The club wishes to extend our heartfelt sympathy to the families and friends of the deceased.

★ Spencer Chapter

Mrs. Leo Blanchard, Historian

The Spencer Club met Monday evening, Sept. 9, in the Farmers' Bank basement. A good size crowd was present. Mrs. Mary Cunningham from Whittier, Calif., and Mrs. Carrie Lockhart from Los Angeles, Calif., were welcome guests. The men were present too. They spent their time playing cards but joined the ladies for coffee and donuts. After the business meeting, Mrs. Marion Rose and Mrs. Pete McCauley served the lunch.

The Ways and Means committee reported \$30 cleared on basket raffle in June. The Good Cheer committee reported two cards and one bouquet sent; also a baby gift. A bingo party just for fun and a ple social to raise money were planned for October meeting. Mrs. Floyd merchant was selected to go with Mrs. Erkes to the Chicago Convention.

Channing Chapter Cheers Veterans

(The following letter was received by Channing Chapter of the Women's Club in appreciation of reading matter sent to Veterans Administration Home and Hospital, Wood, Wis.:)

"In behalf of the disabled soldiers permit us to thank you for the many magazines which you forwarded to us. We can assure you that the boys who read them will find many pleasant hours in them for their leisure time."

★ Tomah Chapter

Mrs. Francis Brown, Historian

After its summer recess Tomah Chapter assembled for its September meeting at the Legion Hall. Our first Vice-Pres., Mrs. Oliver Kimzey, conducted the meeting, in the absence of the president, Mrs. Ruff. Treasurer reported a balance of \$466.96 in the bank. Our membership drive was a success, gaining 25 members over last year, making a total of 505 members. Good cheer reported one funeral, one basket of fruit, six cards and 30 personal calls.

An auction was held for our club house fund and we cleared \$54. We now have a fund of \$785.57. There was a good turnout from Sparta. Mrs. Geo. Kiefer was the auctioneer.

Several members expressed their intention of going to the Annual Luncheon at the Sherman Hotel in Chicago, October 19th.

★ Lewistown Chapter

Mrs. Charles H. Koch, Historian

September meeting, the first since our summer vacation of three months, was held in the club rooms. Mrs. C. A. Nummerdor, president, was hostess at a delicious dessert luncheon. Following the luncheon meeting was called to order by Mrs. Nummerdor. The club motto was repeated. The secretary's and treasurer's reports were read and approved. Mrs. Earl Short reported 84 voting members and 119 contributing; six thank you cards were read. At the close of the meeting cards were played. Mrs. Earl Short scored high and Mrs. Rose Kinge low.

We held our annual picnic Aug. 28 at the fish hatchery. The day was beautiful and everyone had a nice time.

Our clubroom has been newly decorated and cleaned and is very attractive.

★ Wausau Chapter

Mrs. A. W. Kasten, Historian

Resuming our meeting after summer recess, the Wausau Chapter met Sept. 10. The matter of attending the convention which is being held in Chicago was discussed. Mrs. James O'Brien, Pres. Mrs. Felix Slomski and Mrs. Chas. Conklin are planning on attending. Good Cheer Chairman reported that \$6.00 was spent during the summer for gifts for members who were ill. Mrs. Henry Rige won the door prize.

There being no other business, the meeting was adjourned for cards. After the games refreshments were served by Mmes. Ralph Chamberlain, Cecil Parkin, G. W. Warner, Howard Parker and Earl Hazelwood.



Janesville Chapter

Mrs. J. W. Higgins, Historian

Greetings from Janesville Chapter. Though we have been rather inactive during the summer nevertheless we have been keeping up the very good work, and mutual assistance was given whenever necessary. Our September meeting, held Tuesday evening, the 3rd, had a goodly attendance and we were elated over the presence of Mrs. Agnes Porter, now residing in Mesa, Ariz. Mrs. Porter is a past president of our Chapter. She described her little Arizona town and extended to all of us a welcome to visit her at any time. A report was also given on the grand time that many of us had at the Vets Convention held recently in Milwaukee. Fourteen families were reached during the month, only one needing mutual assistance.

The great reaper has again touched our midst. Mrs. Jas. Kressel was called from us during the present month. Sixty out-of-town friends and relatives were served dinner after the funeral by Mmes. Bennett, Wallace, Kelleher, McCue, and Hagney. Another of our members has been very sick and we only hope at this writing she is much improved. Mrs. Wilcox, we are all praying for your speedy recovery. Fifteen members signified their intention of attending the Get-Together Luncheon to be held in October. Mrs. Rose Jackson served a very tasty lunch after our meeting. Mrs. A. M. Boucher won Bank Nite.



Ottumwa Chapter

K. M. Gohmann, Historian

In the absence of our president, Mrs. Fred Wilford, who is in Chicago because of the illness of her son and his wife, our first vice-president, Mrs. Harry F. Pile, presided at the opening meeting of this season held on Sept. 6, in the auditorium of the Ottumwa Gas Company. The usual luncheon was served previous to the meeting with Mrs. Norbert Davis, chairman of the committee, assisted by Mesdames R. O. Clapp, H. F. Pile and John Lindholm. Twenty-two were in attendance. Mrs. C. F. Ebert was unable to serve as luncheon chairman because of the death of Mrs. Mary McKee, the mother of Mr. Ebbert, on Sept. 3.

Reports were given by the various committee chairmen and the important topic of discussion was the serving of breakfast to the members of the Hiawatha Band, scheduled to be in Ottumwa on Sept. 15 for the opening program of the Iowa Centennial. Tentative plans were made and a committee appointed to arrange for a place to prepare and serve the breakfast, as our club house is still unavailable, because of the construction of the new bridge at Sherman Street. It was hoped that when we resumed our meetings in September our club house would have been moved to a new location and be in readiness for our use, as we have been without a meeting place for many months.



Channing Chapter

Mrs. W. L. Meyers, Historian

The first regular meeting after the summer recess was opened by President Mrs. Tuttle. The club motto was repeated and songs were sung by the members. The correspondence was read by Mrs. Huetter. Various reports were read and accepted.

The annual banquet and meeting of all the Milwaukee Railroad Women's Club chapters will be held in Chicago in October. Our club was extended an invitation. Motion was made and seconded that Mrs. Tuttle, with Mrs. H. Van Oss as alternative attend this meeting as a representative of our club. All members are invited to attend this gathering.

Our club went over the top again this year in membership and won a nice cash prize. The membership committee, Mrs.

C. Quist and Mrs. F. Van Oss, are to be commended for their splendid work.

At the close of the meeting, the social committee, Mrs. R. Deacon and Mrs. S. Techlewicz, took charge. Bunco and "500" were played. Lunch was served.

A Compliment for Porter Williams

"On July 9 I left Chicago for Butte, Mont., on the Olympian, served by a porter named James Williams. I have been West many times but this was my first time on the CMSTP&P, and may I say that every moment was a pleasure? I have never had so much kindness shown me as was this porter's constant aim, and all in his car spoke of

his happy disposition and desire to make everyone comfortable.

"I left Butte on Aug. 9 to return East and by a strange coincidence was on the same train as Porter Williams, but not in his car. However, he did not fail to ask about my comfort and told the porter in my car to take good care of me. I only wish I could always find such consideration when traveling.

"I expect to go West again soon and will surely go on the CMSTP&P for comfort. Is there a way in which I could travel in this porter's car?"

Mrs. Frank Warfel,
105 Midvale Drive,
Huntington, W. Va.

OVER THE TOP IN MEMBERSHIP

Membership Honor Roll — Year 1946

The General Governing Board takes pleasure in announcing that the following chapters have gone "over the top" in membership:

Chapter	Present Voting Membership	Voting Increase Over Dec. 31, 1945	Present Total Membership	Total Increase Over Dec. 31, 1945
Alberton, Mont.	51	5	100	11
Austin, Minn.	94	12	206	33
Black Hills	99	1	233	3
Butte, Mont.	43	..	115	3
Channing, Mich.	62	..	113	1
Council Bluffs, Ia.	63	21	167	54
Davenport, Ia.	40	..	236	1
Deer Lodge, Mont.	62	13	125	36
Des Moines, Ia.	62	11	134	22
Dubuque, Ia.	74	2	188	14
Great Falls, Mont.	18	4	63	6
Green Bay, Wis.	161	1	416	2
Harlowton, Mont.	109	2	190	3
Iron Mountain, Mich.	54	3	123	9
Janesville, Wis.	181	4	425	8
Lewistown, Mont.	84	3	203	17
Madison, S. D.	86	3	199	7
Madison, Wis.	141	2	304	10
Malden, Wash.	62	8	111	10
Marion, Ia.	149	1	301	16
Marmarth, N. D.	40	2	87	5
Marquette, Ia.	122	..	321	15
Mason City, Ia.	190	2	422	14
Milbank, S. D.	63	2	182	17
Miles City, Mont.	164	27	354	56
Milwaukee, Wis.	288	1	1,143	87
Minneapolis, Minn.	220	95	1,213	488
Mitchell, S. D.	93	4	209	37
Montevideo, Minn.	140	19	382	29
New Lisbon, Wis.	77	3	139	5
Othello, Wash.	60	1	184	5
Ottumwa, Ia.	301	24	764	12
Perry, Ia.	246	2	501	8
Portage, Wis.	102	2	241	7
St. Maries, Ida.	25	..	40	8
St. Paul, Minn.	106	1	405	2
Seattle, Wash.	78	20	267	28
Sioux City, Ia.	268	17	687	36
Sioux Falls, S. D.	70	17	205	29
Spencer, Iowa	50	5	115	5
Tacoma, Wash.	112	..	330	4
Three Forks, Mont.	56	2	108	5
Tomah, Wis.	219	3	506	20
West Clinton, Ind.	186	19	510	69

First in total membership award groups to exceed 1945 membership: Black Hills, Marmarth, Marquette, Milbank, Montevideo, New Lisbon, and Ottumwa Chapters.



ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

A special train over the division on Sept. 11 was the first official special out this way for several years, on account of the war. President H. A. Scandrett and party of officials, accompanied by directors of the Milwaukee Road, en route to Seattle, stopped off at Butte from 4 p. m. that afternoon until 1 a. m. the next morning. General Manager L. K. Sorenson and Superintendent A. C. Kohlhase of this division, with other division officers, accompanied them from Harlowton over the Rocky Mountain.

Lookit! Biggest tourist year Montana ever had and also biggest season the Gallatin Gateway Inn ever had, and now they are closed up. The cook in charge of all those swell feeds down there can stop long enough to—you guessed it—go fishing. Chef Frank Novak of Chicago, just sick and tired of all those fish stories all summer and who, regardless of the tall stories, cooked the fish for all and sundry, went fishing the other day up at Rat Lake, about 10 miles from the Inn. He didn't care much what he got, if any, but threw in a royal coachman and—oh boy! The sun shining on that spot of beautiful feathers was just what the Old Man of the Lake wanted. So, six and a half pounds of fighting rainbow returned with Chef Novak. No, Rat Lake is not completely surrounded by other fishermen now—that will happen next year, after they read this.

A wedding of interest to Milwaukee employees was that of Miss Doris Bembrick and Robert Lee Rhea of Miles City. Mrs. Rhea is the lovely daughter of Conductor and Mrs. E. C. Smith and Mr. Rhea is manager of extensive ranch interests between Great Falls and Miles City. Our best wishes are extended to them.

Born, on Sept. 12, to Conductor and Mrs. Eben Dickenson, a son and a daughter. Yes, a lovely pair of twins. Congratulations!

A lovely little girl was born the last of August to Mrs. Gordon Eastman, who will be remembered as Sue Keeney, daughter of Engineer and Mrs. Keeney. This is the Eastman's first child and we extend congratulations.

A beautiful wedding at the Federated Church in our town on Sept. 4 was that of Miss Mary Elizabeth (Betty) Merrill, eldest daughter of Mr. and Mrs. W. H. Merrill, and Bryson A. Lausch of Astoria, Ore. Mrs. Lausch grew to womanhood here and is a graduate of Three Forks High School and has attended the University of Washington for the past three years. She is a member of the Theta Upsilon sorority. Mr. Lausch is also attending the University of Washington, majoring in forestry. He was lately discharged from the service, having spent five years in the Army Air Corps, as lieutenant. Our best wishes are given to this young couple.

R. M. Fields, former division freight and passenger agent at Butte for several years, died in Santa Rosa, Calif., on Sept. 9, after an extended illness. Mr. Fields was well known on this division, having served since World War I and was at one time local ticket agent at Butte, going from there to Spokane. He returned to Butte in 1935 as division freight and passenger agent, where he remained until he retired, in Oct., 1944, on account of ill health. He is survived by his widow and two daughters, to whom we extend our sincere sympathy.

Engineer and Mrs. Lieb enjoyed a visit from their son Charles, who has now returned to his home in Seattle.

Engineer Brock and family have returned home after visiting home folks and friends in Michigan and Wisconsin.

Mrs. D. A. Robinson, wife of Engineer Robinson, was called to Mississippi first week in September on account of illness in her family.

Ed Townsley, retired engineer, and Mrs. Townsley are visiting here from their home in Missoula. They are guests at the McKenna home. Talk about time turning backward, they get younger looking every time I see them.

Callers the last of August on old Three Forks friends were Mr. and Mrs. Al Wagner from California. Mr. Wagner was for many years a fireman on the RM Division. He is a brother-in-law of Chief Dispatcher Bleichner of Butte. We were all glad to greet the Wagners once again. They look well and happy.

A brother of Engineer Percy Roberts, Bob Roberts, is here with his wife, visiting at the Roberts home. They are living in California. Mr. Roberts was in the old days a fireman on this division.

Conductor Joe Gordon and Mrs. Gordon are visiting in Chicago part of September and Conductor H. H. Jenkins and Mrs. Jenkins are in Tampa, Fla., where they are delegates to the convention of railroad trainmen and their auxiliary from the RM Division.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Lillian A. Atkinson, Correspondent

Asa Foster, formerly night roundhouse foreman, now of La Crosse, dropped in for a friendly chat with the boys at the roundhouse while he was in Wausau attending the Zor Shrine convention. Boiler-maker Charles Baker of Bensenville also called on his former associates while spending a few days of his vacation in Wausau.

Clarence Zander, son of Car Foreman John Zander, and family, located at San Diego, Calif., are visiting in Wausau.

Edward J. Tierney, retired engineer, passed away at his home in New Lisbon on Aug. 9. He entered the employ of the Milwaukee Road in 1873 as a callboy. Three years later he was promoted to locomotive fireman and a short time after that he became an engineer. He spent some time on the Valley Division at Tomah until New Lisbon was made the passenger division point. He retired in 1937. The Valley Division employees extend sympathy.

Northwoods Hiawatha Service Club sponsored an old-fashioned ice cream social complete with colored lights, music, cake and pop the afternoon and evening of Aug. 15. From the attendance it appeared there are many who still enjoy things as they were in "ye olden times".

Conductor J. H. Morrison applied for a pension to become effective Sept. 30, after completing 43 years' service.

Valley Hiawatha trains 200 and 201 look more like Milwaukee Road Hiawathas now that shrouded engines 801 and 812 have been assigned to this division and we can again proudly refer to our "speedliners."

Engineer Tom Burek is again able to be about after some time spent in the hospital.

SUPERIOR DIVISION

*J. B. Phillips, Correspondent
Superintendent's Office, Green Bay, Wis.*

We are sorry to report the death of Chief Train Dispatcher John T. Dinwoodie, who passed away on Sept. 4. John started to work on the Valley Division in about the year 1900 and transferred to the Superior Division in June, 1902, working as cashier at Marinette, Wis. He entered the dispatcher's office as an operator in September, 1903, was made an assistant dispatcher in February, 1904, was appointed chief dispatcher at Channing in June, 1918, and then transferred to Green Bay as chief dispatcher, which position he held at the time of his death. We extend our heartfelt sympathy to his family.

A. J. Farnham, assistant superintendent at Milwaukee, Wis., and Mrs. Farnham attended Mr. Dinwoodie's funeral. It was their first visit to Green Bay since Mr. Farnham was transferred.

Mr. and Mrs. A. Worthing and Mr. and Mrs. Henry Boles also attended the funeral. Mr. Worthing is a retired chief dispatcher and Mr. Boles was one of John's very good friends.

SEATTLE GENERAL OFFICES

Shelleah Williams, Correspondent

Peggy Heifort, Milwaukee Land Company office, and John Francis Wynne, recently discharged from the navy, were married on Aug. 19.

Bill Sarakenoff, car distributor in Mr. Meyer's office, was married, Sept. 8, to Agnes Elizabeth Davis. The couple was married in Spokane at the home of Bill's father, who is the Union Station baggage-man.

Another late summer wedding was that of Gretchen Kelsey, city ticket office, who is now Mrs. Anderson.

Floyd Christin returned to work in the passenger agent's office in September. He had been on a seven-month leave of absence while recovering from an auto accident. Lillian Javette of the same office turned in her typewriter for baby formulas and safety pins. She and her husband have adopted a baby girl.

Jewel Field, switchboard operator, who has been on a leave of absence since the first part of the year because of the illness and death of her husband, has returned to work.

Mrs. Mae Clinton, switchboard operator, and her husband drove to Wisconsin in August for a vacation.

Mary Lyle and Pat Gourley are the new stenos in the traffic department.

Margaret Hickey (G. M.'s office) and her mother vacationed in Pennsylvania, visiting relatives. Before they came home they made a side trip to Atlantic City.

The three Goldie sisters, Anna, Della and Mabel, went to Deer Lodge in September to celebrate their parents' golden wedding anniversary.

The Glenn Williamsons vacationed in Great Falls, their old home. Mr. Williamson is in Mr. Sanders' office.

We noticed: John O'Meara's desk decorated with a fancy bouquet of zinnias, grown by Roy Jackson; E. P. Sima's name in a Seattle newspaper as instigator of a petition that the rose be named Seattle's official flower; Jean Benner's attractive chataigne; F. B. Kibble filling in for vacationists.

I & S M DIVISION

East End

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

Recent appointments and changes on the division are H. J. Knopf, appointed clerk at Le Center; T. H. Finnegan, clerk, Montgometry; L. H. Okre, clerk, Hollandale; Art Nelson, bill clerk, Albert Lea; Pearl Heland, agent's steno-clerk, Austin, replacing Kemma Johnson, who is taking an extended leave of absence.

J. E. Theophilus was senior bidder for the position of agent at Grand Meadow. W. C. Derenthal, Vienna, received the position of agent at Granada. O. C. Groves was senior bidder for Vienna.

Clerk Oscar Tuffee, Albert Lea, president of the Eagles Club at that point, was a delegate to the national convention at Columbus in August.

Chief Clerk L. L. McGovern vacationed the latter part of August and early part of September by attending the vets' convention in Milwaukee and renewing acquaintances at Savanna, Dubuque and Des Moines.

Chief Carpenter W. E. Tritchler also attended the vets' convention and, while he says that had nothing to do with it, he was confined to St. Olaf Hospital at Austin for about 10 days for treatment for carbuncles. He is back on the job at this writing.

Mrs. R. C. Dodds also paid a prolonged visit to the hospital during August for pneumonia treatment. Glad to report she is now at home and getting along fine.

Word has also reached us that Tom Murphy, retired conductor, is recuperating at his home following an operation at Miller Hospital, St. Paul.

Several deaths occurred in our railroad family since last writing: Conductor W. N. (Bill) Kilgore suffered a stroke at Rushford on Sept. 9, while on train No. 172. He was taken to St. Francis Hospital, La Crosse, where he passed away early the next morning.

Mrs. J. E. Moudry, wife of the agent at Le Center, passed away on Aug. 27.

Train Dispatcher Harry Peed, LaCrosse, brother of O. C. Peed, chief dispatcher at Austin, died suddenly at his home on Sept. 9.

Conductor George A. Johnson, Mrs. Johnson and Mrs. W. R. Smith boarded No. 118 on Sept. 12 en route to Miami, Fla., where they will attend the national convention of the B. of R.T.

Safety Engineer Frank Washburn notified us they have a 10-pound grandson in the family and henceforth he is to be addressed as "grandpa."

Erle Jorgenson is relieving at Albert Lea while Bill Poeschel and family are on vacation. Kermit Olson is handling Erle's work in the dispatcher's office.

Your correspondent would appreciate receiving notes of interest from the various departments and stations on the line for this column. Please send them in. Would also like some pictures.

Did you know we have "The Shadow" on our division? Ask Conductor Bill Smith for details.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Congratulations to Fireman LeRoy Peterson and to Sam Herman on their recent marriages.

Ken Schmidt is well on the way to recovery after his recent accident.

Our sympathy to Switchman C. D. Anderson on the death of his father, a former yardmaster in Chicago terminals.

Switchman A. Kilcoyne retired on Sept. 1, after a long career in railroading. He will reside near Seattle.

W. C. Christensen is attending the trainmen's convention in Miami, Fla., as a dele-

gate; also, Mrs. George Evans, as a delegate to the ladies auxiliary.

Our sympathy to Mike Pfeiffer on the death of his wife.

Andrew Russell, James Makowski and John Gurka retired from the car department on Sept. 1.

Our sympathy to Engineer Otto Kamrodt on the death of his wife.

Our sympathy to the families of Machinist Hollister Marcy and Engineer Adolf Udem on their recent deaths.

Switchman Al Belyea has retired, to Indiana, after many years on the Milwaukee Road.

The newly formed Hiawatha Post Number 934 will hold its installation of officers and an open house at Northwest Hall, North Western Avenue, on Oct. 19. It is hoped that a large turnout will welcome this new venture of our returned veterans. Refreshments and dancing will follow the installation. Incidentally, Hiawatha Post's softball team finished third in the 9th district of the American League and is now actively engaged in forming a bowling league.

Bensenville

Dorothy Lee Camp, Correspondent

Walter Christiansen, day trainmaster of the new south yards at Bensenville, is going around with that proud "grandfather" look. His daughter gave birth to a baby girl in August.

Mr. and Mrs. Howard Lawrence celebrated their 26th wedding anniversary on Aug. 19.

Two of our ex-servicemen are taking advantage of the government education plan. Glen W. Guthrie has gone to attend the University of New Mexico at Albuquerque, N. M. Roger C. Alderson decided to stay closer to home and is now at Bradley Polytechnic Institute in Peoria, Ill. Best of luck to both.

Al Belyea, familiar around the Chicago terminal for a good many years, retired on Sept. 1. Al and his family will enjoy life on some 20 acres in the northern part of Indiana. Al states that there are about 20 lakes very near his place. What a fisherman's paradise that will be! To quote Al, "I have enjoyed my stay with the Milwaukee very much and think it is one of the greatest systems in the world. Am proud that I can brag of putting in 36 years on it."

Bill Sartwell is also reported as retiring.

Fred Diviney's and William Bishop's offices in the vicinity of Bensenville

are very fortunate in having so many new ex-GIs and former employes who have been in the armed forces returning to work. Here is a complete list, up to Sept. 12, of our returned servicemen: Henry Grayas, Arthur Broker, John Padour, George Shaw, Joseph Maturno, Bernard Halverson, Clifford Childers, Raymond Tuillinan, Waldemar Grosnick, J. R. Corrigan, Paul Bourke, Glenn Guthrie, John J. Kerwin, Jr., Robert Scorza, Richard Stark, Robert Breu, George Panza, Anthony Martinek, Robert Moberg, Roger Anderson, Arnold Sloyer, Harry G. Grauer and William Sullivan. Former teletype operator in William Bishop's office, William Sullivan, was the last to be welcomed back. William started back on his old job on Sept. 9.

Henry Grayas went to Wesley Memorial Hospital for an appendectomy on July 5 but is back to work and feeling fine. But his favorite sport, motorcycling, is out for some time. Henry enlisted for military duty before Pearl Harbor and has been out of the service less than a year.

Sleeping and Dining Car Department

William R. Jones, Correspondent

Our deepest sympathy to the families of Waiter Albert Mark Dobbins, who passed away on Aug. 18, and Porter William H. Brown, who passed away on Aug. 15.

It was quite an occasion here in the office on Aug. 16 when we stopped to celebrate Thomas J. Rowley's 30th anniversary with the Road. He was presented with a beautiful pen and pencil set; also, a serving from the delicious homemade chocolate cake that Dorothy Miner brought to make it a special treat.

Conductor J. E. Borrer, who has been in the navy, was confined to Great Lakes Hospital and is now on the road to recovery. We hope it won't be long before he is in the best of health.

On Aug. 24 we had the honor of welcoming another married man to our circle when Jimmy Nolan said "I do." He and his bride received a number of fine gifts.

We had a pleasant visit from F. H. Earnest, retired conductor, who is planning a visit to Florida, now that his garden enthusiasm is over. We also had a visit from W. H. Johnson, retired chef, who is taking a trip to California.



The station at Clayton, Ia., nestling at the foot of the wooded hills which skirt the banks of the Mississippi River, has a setting of rare natural beauty. The landscaping which enhances it is the work of Agent H. J. Hansel. A picture similar to this view recently graced the cover of the colored supplement of the Des Moines Sunday Register.

Now that Margery Lambin has decided to retire on Sept. 14, we want to extend our best wishes for many pleasant days to do all the things she has been planning. Lee Trela our office boy and former GI, is stepping into Margery's place. Needless to say, we are all with him in his promotion and are ready to help him wherever we can.

We lost one of our faithful workers for a while when Wilfred Sommer, our laundry manager, was inducted into the army on Sept. 9.

The "welcome home" sign is out for the following GIs: Porter I. O. Brewin, Cook Thomas Shane, Cook H. Allen, and Porter J. Hurd, Jr.

IDAHO DIVISION

*Mrs. Ruth White, Correspondent
Superintendent's Office
Spokane, Wash.*

The Idaho Division has been silent for many months but I hope to renew interest in the doings along the line, with the help of my fellow employees.

Perhaps it is in my favor that much time has elapsed since the last Idaho news appeared, as Miss Brath was a fine correspondent and hard to equal. Calling her "Miss Brath" is rather obsolete, as Maree left her job as file clerk in the superintendent's office a year ago, to be married and go to Washington, D. C., where her husband was to be stationed. But army orders change quickly, so Mr. and Mrs. Kenneth Eybee (that's Maree's new name) came back West to live at Pullman, Wash., where Kenneth attends WSC. Maree, by the way, works for the dean of pharmacy. Had a long letter from her the other day. The same as ever; give her a typewriter and there's no stopping her.

Taking over the job of file clerk after Maree left us was Edwin Swergal, who was later displaced by H. B. Kipp. Mr. Swergal has spent many years doing various types of work on railroads. We hope he will continue with the Milwaukee Road, but as yet his plans are indefinite. He loves traveling and has done much of it in his work. Whatever his plans, we wish him "happy landing."

Edwin Alleman, a former Coast Division employe recently discharged from military service, displaced Mr. Kipp in the chief dispatcher's office. He is a new member of the Idaho Division and we hope he will like us and his work.

Although Alice Kennedy Krume, recent bride and former stenographer to Chief Dispatcher Beal, has resigned from her duties in Spokane, she will still be a part of the Milwaukee family. Her husband, E. C. Krume, Jr., is employed in the car department at St. Maries. Mr. Krume, a Spokane boy, spent considerable time in the South Pacific during the war. After his discharge last spring he renewed his acquaintance with Alice and they were married on June 1. Both young people are from railroad families; Alice's father is the car forman at St. Maries and Mr. Krume, Sr., is connected with the I.C.C.

Another romance culminating in marriage is that of Operators Shirley Guyer and Vincent Carroll, St. Maries. Shirley is vacationing from her duties as operator and taken up "operating" a home for Vince, who was discharged from the navy last March. We send congratulations and best wishes to "Mr. and Mrs."

C. E. Peterson, division engineer's office, spent his vacation in Canada, visiting Lake Louise and Banff Springs, riding horseback, swimming, eating and sleeping. The weather was an ideal change, since it was very hot in Spokane.

Trainmaster F. E. Devlin, Jr., also vacationed during the month of September. There is a new addition to the Devlin household and if you want to see his eyes light up, just ask him about Mortimer, his thoroughbred English bulldog, who is so homely he is cute. During the recent dog show in Spokane "Morty" took a blue ribbon; got his picture in the paper. Carman Howard Jensen is spending his

vacation visiting friends and relatives at Deer Lodge and he plans to take in Yellowstone Park. This late in the season, the bears should be well fed and more tame than usual.

Young Larry Johnson, son of Mr. and Mrs. L. H. Johnson, OS&D clerk, now has a baby sister, Patricia Ann. She was born on Aug. 20 at the Deaconess Hospital and tipped the scales at seven pounds, seven ounces. Pretty good, "Tiger," pretty good. Don't forget to tell us when she says "Daddy." Of course, we are willing to wait a couple of months or until Christmas, maybe.

Mrs. Gladys Crawford, formerly stenographer at the freight house, was assigned to the chief dispatcher's office. Mr. Ramsey's new stenographer is Mrs. Minnie Weistaner, who left her job as bill clerk in care of Nelson Albin. "Al" is a young fellow just out of the service and recently employed as yard clerk. The Albins are to be congratulated on the birth of their baby girl. Milo Bowen and Harley Peterschick, both veterans of the war, are the new yard clerks in Spokane yard.

In memoriam: We extend our sincere sympathies to families and relatives of those who have passed away in recent months: Conductor H. R. Freeman, Sr., Conductor J. L. Shaner, Brakeman W. S. Simmons and Yard Conductor L. B. Modeland. With the exception of Mr. Simmons, all were veteran employes and known to many on the division.

It took a year for all the boys from the operating department to come marching home, but we were very fortunate in that they all returned safely. From last September until July, W. R. Sanderson, D. F. Murray, J. Arrigoni, J. L. Rogers, F. J. Russett, R. C. Krebs, L. M. Hanson, W. B. Cass, G. A. Battleson, H. W. Schirmer, R. K. Nelson, J. W. Jacobs, C. F. Donovan, Jr., and H. N. Barrill came out of the fight and back to the rails, to do a little more traveling under much better conditions. To all these returned veterans we say, "Glad to have you back with us once more."

To the conductor's roster we welcome several of these same boys, who in past months have satisfactorily passed the examination given by Rules Examiner J. R. Weatherly. Messrs. Krebs, Murray, Sanderson, Jacobs and Donovan can now take charge. As several of the old heads have retired of late, we need this group of new conductors and know they will do their best in their new capacity.

Speaking of retirements, the personal record bureau has been busy keeping the files up on retiring employes. We announce the retirements of Conductor E. O. Dubel, Brakeman H. W. Terrien and Conductor W. G. Webster.

Conductor A. C. Pierson, who has just passed his 76th birthday, turned in his keys and rule book after 34 years of service with the Milwaukee. Mr. Pierson started railroading in 1908 as a freeman on the C&O, back in his home state of West Virginia, coming out West for Mrs. Pierson's health. We wish Mr. and Mrs. Pierson much happiness in their retirement.

Conductor F. J. Noble, who has not worked for several years, is also receiving

his annuity. He has lived over at Puyallup, Wash., during the time he has been out of service. Operator J. E. Smith retired on Aug. 1, although he just went back to operating during the war. He had previously worked for railroads back East and also on maintenance of way for the Milwaukee Road.

We welcome to Spokane L. C. Robinson, retired operator with 34 years of service in the Seattle office. The Robinsons recently purchased a home here and are getting nicely settled. A very staunch Milwaukee booster is Mr. Robinson and although he is past 70 (but doesn't look it) he still feels as though he should be working, but agrees that the younger fellows should be given a chance to equal a record like his own.

Operator M. L. Carver, who spent four years in the army, is now working at Malden. Records show that Paul Tift spent three years and three months in the service and is now operator at Plummer Junction. C. N. Beal took over the duties of agent-operator at Calder, Idaho, a position he held before entering the navy in 1944. F. E. Scwell, with over five years' service in the army, is now agent-operator at Clarkia.

I have been promised several news items from different departments for next month and hope you folks won't forget. Get your station in the news—send in that human interest story—jot it down when it is fresh in your mind. It is what you want to read that we want to print.

KANSAS CITY DIVISION

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

The new women's golf champion at the Ottumwa Country Club is Mrs. C. E. Wingate, wife of a conductor. She was awarded a sterling silver plate for winning the tournament at the close of the season.

Bruce Meadows, a high school student and son of Conductor L. J. Meadows, was a second violinist in the string ensemble from Ottumwa, sponsored by the McDowell Club and selected as one of the groups furnishing the musical program for the Iowa State Fair in Des Moines on Aug. 25.

Ellen Mae Martin, who finished at Drake University, Des Moines, in August, accepted a position as teacher in the Fremont, Ia., school. Her sister, Mary Alice, has entered the training school for nurses at the St. Joseph Hospital in Ottumwa. They are daughters of Night Ticket Agent Glen Martin, Sherman Street station.

Mr. and Mrs. Leroy Van Auken spent a short vacation with Mrs. Van Auken's parents, Chief Clerk and Mrs. J. W. Sowder, in Ottumwa. On Sept. 15 they reported at Drake University, where Leroy is taking a course in business administration and Norma a course in music. Norma will serve as receptionist in the students' union building, in connection with office duties in the union building. The Van Auken's are occupying one of the 200 trailers in the Drake trailer camp which are for the exclusive use of veteran students.

A recent wedding was that of Miss Geraldine Schoech, daughter of Roadmaster and Mrs. H. E. Schoech of Chillicothe, Mo., to Lt. James J. Jenkins, son of Mr. and Mrs. F. U. Jenkins, of Maplewood, Mo., in the Presbyterian Church, Liberty, Mo. They spent their honeymoon at Estes Park, Colo., and will make their home in Liberty, where Mrs. Jenkins will teach English and speech in the high school. Mr. Jenkins, who received a B.S. degree from the University of Chicago in August, 1944, is now on terminal leave from the Army Air Force and will continue his studies at the William Jewell College in Liberty this fall. Both young people were listed in "Who's Who in American Colleges and Universities".

Mr. and Mrs. W. H. Vosburg returned from their vacation in late August. They had attended the wedding of their son, Charles, to Miss Margaret Hubble on Aug. 22 in Columbus, O., where Charles has a position with the Curtis Wright Aircraft



UMPIRES IRK EVERYBODY, MISTER BUT THOSE POP BOTTLES AIN'T DOING THIS SET ANY GOOD.

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Carrol F. Zimmerman, operator at Seymour tower, was married on Aug. 11 to Miss Betty V. McKee of Sewal in the parsonage of the United Brethren Church. They spent two weeks in southern Missouri and points in Kansas, returning to Seymour to make their home.

Miss Evonne McClure, daughter of Rev. and Mrs. A. D. McClure, was married to Clifford E. Herrington, son of Brakeman and Mrs. William J. Herrington, at the Pentecostal Church of God on Aug. 4. Mr. Herrington served with the 8th Air Force in the European Theater. They will make their home in Ames, where the groom has enrolled at Iowa State College.

Mr. and Mrs. W. I. Wendell returned on Sept. 8 from Rochester, N. Y., where they attended the marriage of their daughter, Constance Mary, to William J. Venor, son of Mrs. Fan Venor and the late William Venor of Rochester. The wedding took place at St. Augustine's Church. The bride's sister, Mrs. John Shea of Amsterdam, N. Y., was matron of honor and another sister, Mrs. Jack Mercer of Ottumwa, was the bridesmaid. After a honeymoon in Montreal and Quebec, Can., the young couple returned to make their home in Rochester, where Mr. Venor is employed as a spectrophotometrician with the Eastman Kodak Company. He served as a lieutenant in the air forces, having two years' overseas duty as a pilot in the European Theater.

Miss Janice Beth Santee, daughter of Conductor and Mrs. E. E. Santee, became

the bride of Richard Brown Collins, son of Dr. and Mrs. C. M. Collins, formerly of Ottumwa and now making their home in El Cajon, Calif., on Sept. 7 in the Church of the Latter Day Saints in Ottumwa. The groom had served two and a half years with the Navy Air Force. Mr. and Mrs. Collins will make their home in Iowa City, where he will resume his college course.

Mrs. W. E. Ross left Ottumwa on Aug. 28 to join her husband in Spokane, Wash., where he has been appointed to the position of division engineer. Mrs. Ross had been living with her mother, Mrs. M. Nelson, while Lieutenant Ross served overseas in the navy.

A son, Michael Harlan, was born on Aug. 11 to Mr. and Mrs. Burdette Savage. The father served in the Infantry on Okinawa. Grandparents of little Michael are Engineer and Mrs. Azel Savage.

Section Laborer Allen Headley and wife have a son, Michael R., born on Aug. 23 at their home in Ottumwa.

Time Revisor C. H. Baker and wife were in Chicago the weekend of Sept. 7 for the dedication of the Elks National Memorial building, CHB going as a representative of the Ottumwa Elks. They were met in Chicago by their daughter, Mrs. Frank Anderson of Benton Harbor, Mich., who returned to Ottumwa with them for a visit.

Mrs. D. L. Carbaugh is in Rochester, Minn., at the Mayo Clinic. She has been in ill health for several months and was confined to the St. Joseph Hospital.

The death of Mrs. Jennie McDonald, 94,

occurred on Aug. 19 at the home of her daughter, Mrs. R. O. Clapp, in Ottumwa.

Steven Paul Gage, 36, son of Chester Gage, retired hostler, died on Aug. 19 at the St. Joseph Hospital in Ottumwa. He had been living in Charlton, where he was employed by the *Des Moines Register and Tribune*. He is survived by his wife, three sisters and one brother, Wheeler Gage, employed by the Milwaukee at Bensenville, Ill.

Mrs. Willa R. Pearce, 70, died at her home in Burlington, Ia., on Aug. 13. She was the mother of Mrs. John D. Green of Ottumwa.

Daniel R. Shea died on Aug. 23 at the St. Joseph Hospital in Ottumwa, following a sudden illness. He recently retired as superintendent for the Olympic Commissary Company. His survivors are his wife and four sons. The elder, James D., is assistant superintendent at Sioux City.

Samuel J. Davis, retired conductor, died on Sept. 8 at the age of 78. He had retired on June 28, 1937, with 43 years' service and has since made his home in Kansas City. Mrs. Davis survives him.

Recalled to active service in the army, Lt. Col. Robert H. Nevins, located at Fort Jackson, S. C., in command of the 138th Ordnance Battalion, finds life very interesting and the climate ideal. There are numerous lakes with fish and plenty of quail. A few miles from the fort there is good duck, wild turkey, and deer hunting. For the present his family will remain in Ottumwa.

Another recalled to active service in the army is Capt. John D. Reed, Sr., who

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reported on Aug. 13 at Fort Francis E. Warren, Wyo. He and Mrs. Reed will occupy a house on the post. Their daughter, Gloria, entered Creighton University for a post graduate course in nursing while Alicia enrolled at Marycrest College in Davenport.

Reggy Towns, son of Lawrence Towns, night roundhouse foreman at West Yard, and Donald Yoder, son of Engineer Walter Yoder, were discharged from the Seabees on Aug. 8. Both served as seamen first class and were together for eight months at Pearl Harbor.

John E. Palmer, S1/c, was graduated on Aug. 16 from the aerographer school at Lakehurst, N. J. He spent four days with his parents, Engineer and Mrs. Joseph Palmer, en route to the naval air station at San Diego, Calif., where he is aerologist at the navy weather central.

On Aug. 22 S/Sgt. Sammie B. Van Cleave received his discharge from the army and will resume work as a brakeman in the near future. Sammie was overseas from May, 1945, until August, 1946, having been stationed in Japan since September, 1945. His wife and son, Gary B., have been living in Montezuma, Ia., and will return to Ottumwa as soon as he finds a place for them to live.

MADISON DIVISION

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

On Sept. 4 the Blessed Sacrament Church was the scene of one of the loveliest weddings of the season when Miss Patricia Mae Fellers, daughter of Mr. and Mrs. Rolland H. Fellers of Madison, became the bride of Fred Statz, Jr. Following a honeymoon in northern Wisconsin, Mr. and Mrs. Statz are at home at 1822 West Lawn Avenue, Madison. "Pat" has been employed in the freight office as a clerk for the past three years. Congratulations and best wishes to the newlyweds.

Charles Kirwin, retired crossing flagman, and Mrs. Kirwin of Madison, observed their 51st wedding anniversary on Aug. 25 with a family dinner at their home. Charlie was employed in the roundhouse for many years before he was transferred to the police department as a crossing flagman, the position he held up to the time of his retirement in 1937.

Train Baggage man Troy Lawton resumed work the latter part of August after being absent for several months on account of illness.

Section Foreman Clifford Carroll and Mrs. Carroll of Edgerton announce the arrival of a son, Terry Wayne, on July 16.

Charles Doran, retired engineer, and Mrs. Doran of Madison announce the recent marriage of their daughter, Charlene, to Robert H. Stanley of Orange, Calif. The newlyweds will make their home at Vernalis, Calif.

I. C. Cooley, fireman on the Richland Center branch, has been confined to a hospital but is now at home. Hope to see him back on the job soon.

Warehouseman and Mrs. John Statz of Madison announce the arrival of a baby girl, Kathleen, on Aug. 22.

District Passenger Agent M. L. Olson and Mrs. Olson of Madison vacationed in Yellowstone Park. "Marsh" is still telling about the big ones that got away.

Wyla Blethen and Rae Scherneckner en-

tertained on Aug. 27 at a miscellaneous shower in honor of Patricia Fellers.

Conductor and Mrs. J. F. Connelly of Madison announce the marriage of their daughter Dorothy to Clayton E. Milestone on Aug. 28 in Luther Memorial Church.

Joy Scherneckner, daughter of Mrs. Rae Scherneckner, has been vacationing at home for three weeks. Joy is taking nurse's training at St. Louis.

Charles Conlin, son of Freight Agent J. F. Conlin of Madison, arrived home the latter part of August after spending several months in military service in Germany.

Train Baggage man Eugene Horr of Waukesha passed away on Aug. 23 at the age of 93. "Gene" retired in 1929 after 48 years of service.

Section Laborer Joseph Novey, 66, of Prairie du Chien, died at the Beaumont Hospital on Sept. 6 as the result of an injury sustained on Sept. 5. Sincere sympathy is extended to the Novey family.

Acting Chief Carpenter W. M. Cameron. Mrs. Cameron and daughter Joan vacationed in Colorado, Utah and Oregon.

Marilyn Dempsey, daughter of Storekeeper J. O. Dempsey and Mrs. Dempsey, was home recently from Kansas City, Kan., where she is taking cadet nurse's training.

IOWA DIVISION

Middle, West and Des Moines

Conductor John Cannon and Mrs. Cannon have returned from Colorado, where they spent a most enjoyable vacation, taking in the sights around Denver and Colorado Springs. When John went back to work on his run on the Spirit Lake way freight he had a new engineer, as William Chase, who had been with him for a long time, was transferred to one of the runs out of Des Moines. Mr. Chase was married a few months ago and is now making his home in Des Moines. He stayed on the Perry run until the close of the golf season.

Alva J. Gregg, retired conductor who lived in Perry, Ia., passed away on Sept. 4. He was born in Belmont County, Ohio, on Sept. 2, 1869, and started working for the Milwaukee Road as a brakeman in 1891; in 1899 he was promoted to freight conductor, and was a passenger conductor from 1924 until 1937, when he retired. Members of the local Masonic Lodge attended the services. Mr. Gregg is survived by his wife.

Freight Platform Foreman A. V. Airhart, Mrs. Airhart and daughter have returned from Chicago, where Mr. Airhart underwent treatment at the Wesley Memorial Hospital. Glenn Guinn was on the job during his absence.

Engineer A. J. Deitrick, who has been second man on the Des Moines Division seniority list for some time, planned to retire in September. He started work on the division in 1904.

Harold Peterson, who formerly held the job of cashier at Perry, has decided to remain in California, where he has secured employment. Mrs. Peterson and their daughter joined him there recently.

Walter H. Applegate, 86, retired employe, died at his home in Marion, Ia., on Sept. 2, following a long illness. He was born on Aug. 11, 1860, at Brookfield, Ohio, but moved to Marion with his parents while still a small boy. Mr. Applegate worked three times for the Milwaukee Road before beginning his last period of service, which last 47 years. He retired on July 1, 1937, as chief clerk in the master mechanic's office. Altogether, his service record covered 55 years. Surviving him, in addition to his wife, are two daughters, three grandchildren and a great-granddaughter. The Applegate family made their home in Perry for some time when the division master mechanic's headquarters were in Perry and Mr. Applegate was chief clerk for Mr. Foster.

Out of each dollar of revenue, railroads in 1946 pay 53 cents for wages.

Council Bluffs Terminal

Agnes Christiansen, Correspondent
Car Foreman's Office

We welcome to the Council Bluffs store department Sodie Blake, former chief clerk at Ottumwa, who replaced Arthur Lowe on Sept. 1. Mr. Lowe was storekeeper here for many years.

Replacing Lee Winfrey, who was transferred to Cedar Rapids as general yard foreman, is V. J. Sands, formerly of Perry, who is now general yard foreman at Council Bluffs.

There were 23 members of the veterans' club of Council Bluffs who attended the convention held in Milwaukee on Aug. 28 and 29. Everyone had a wonderful time and is looking forward to the next convention.

The stork found this month to his liking and seems to have made the car department a regular stop.

Congratulations to Mr. and Mrs. Russell Bolton on the recent birth of a son, Russell Grant. Mr. Bolton is a car inspector at this point and Mrs. Bolton is the former Lillian Kinder, ex-correspondent for the Magazine.

Congratulations are also in order to Mr. and Mrs. Raymond Larsen, whose son was born on Sept. 11. The proud father is a carman helper and the mother, Geneva, was also an employe of the Milwaukee while Ray was serving Uncle Sam.

Carman Helper Ual Birdsong and Mrs. Birdsong are the parents of a son born Sept. 12. We extend heartiest congratulations!

And now the grand honor goes to Lead Carman Carl Schonberg, who informed us of the arrival of his first grandchild, who was also born on Sept. 11 and is the daughter of Mr. and Mrs. Robert Schonberg.

Julius Hansen, roundhouse custodian here for many years, has resumed his duties again. We are all glad to hear that he has improved considerably. He wishes to express his thanks to the many Milwaukee employes who so kindly remembered him during his illness.

At this writing General Car Foreman T. P. Schmidt and Mrs. Schmidt are enjoying their vacation. They are spending part of it with their daughter and her family at St. Paul.

Things have been rather quiet, as far as news is concerned. If you have any news, please bring it in or give me a ring. I will greatly appreciate a lead to news whenever possible.

The home of David Frank Fairchild has a new addition. An eight-pound girl was born on Aug. 25 and the name is Sandra Kay.

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, III.

Cpl. Omar Thunherst, son of Special Officer "Speed" Thunherst, recently received his discharge from the First Marines. He had been in the service 25 months, during which he took part in the invasion of Okinawa. He was later stationed at Tientsin, China.

Engineer F. C. Metz attended the Veteran Employees Association reunion banquet at Milwaukee, and aside from being a little chilly, he says a good time was had by all.

Congratulations to Dave Cribbs. There has been a noticeable change in him and after making a few inquiries, I find he has a brand new grandson.

"Ollie" Duensing, formerly of Faithorn and now of Terre Haute, paid us a visit a few weeks ago. One thing about Ollie—he never fails to keep a promise, or should I say "threat"? At any rate, we were glad to see him and hope that he stops in again whenever he is up this way.

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Terre Haute District

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

It is with regret that we report the passing of Assistant Car Foreman Clarence E. Schwartz, at West Clinton, Ind., on Sept. 3. Mr. Schwartz had been in the employ of the Milwaukee in the car department since September, 1922, and was promoted to assistant car foreman in September, 1943. Sympathy is extended by his many friends in Terre Haute and West Clinton.

Maj. Gordon Carmichael, son of Clerk "Bobby" Bair, arrived home from Japan on Aug. 30. Doctor Carmichael had been overseas for some time and his family and many friends are glad to have him back with them again.

Chief Clerk to Superintendent Fred G. Pearce and Mrs. Pearce are spending their annual vacation with a son in New York.

West Clinton Area

Earl H. Lehmann, Correspondent

We are very sorry to report the sudden death of Locomotive Engineer Fred "Cotton" Nichols, which occurred on Sept. 3 at Terre Haute. He had many friends in West Clinton territory and we wish to extend our deepest sympathy.

Deepest sympathy is also extended to the family of Lt. Jack Ferguson, who died of injuries sustained in a motorcycle accident near Teutopolis, Ill., on Sept. 2. He was the nephew of Conductor H. H. Ferguson and son of Warren Ferguson, former conductor.

Our popular storekeeper, Harold Patton, was in Dubuque, Ia., on business during the first week of September.

Assistant Storekeeper Alvin Reed, his wife and four-year-old son, Michael, attended the Indiana State Fair at Indianapolis, with his paternal grandparents, Engineer "Jady" Reed and wife.

Brakeman Carl Richards and Mrs. Richards are the proud parents of a son born on Sept. 1. They have named their new heir "Samuel James". We extend our hearty congratulations.

Section Foreman Dave Thurman is the latest employe to take the pension. We wish him a long and happy retirement.

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MILWAUKEE TERMINALS

Muskego Yard

Grace Johnson, Correspondent

Several of our yardmasters and switchmen have been doing some real, or shall we say "reel" casting. Ben O'Connor, some weeks ago, claimed that Montello was the only place to fish. Fred Curd, the old cane pole fisherman, swears by his favorite spot and catches everything, he says. Ed Curvan, retired switchman, must have quite a rendezvous for railroad vacationers, as many of the fellows have headed for his place this summer. Herbie Knickerbocker (retired as of July 1) has a secluded haven where he gets real bites (you remember we told you about the mammoth brand of insects who bite the unsuspecting visitor to Koshkonong Lake). Is Walt Dreyer going up to Al's place for the big muskies this year? Walt has been doing a man-sized job in the absence of John Schuh. John being on what we think was an extended honeymoon, Yellowstone Park and all, had a whole month to enjoy life away from the railroad. Seeing John and his fair spouse at the Wisconsin Dells during the vets' convention made us think he thought Wisconsin was a pretty good place too.

Engineer Bill Perry, Stowell district, and his wife thoroughly enjoyed the excursion to the Dells also and were not too tired to start out the next day for Akron, O., to attend the Welsh music festival there.

Art (formerly known as "Seagull") Weidig has a new title; "Fire-fightin' Artie" they call him. The other day when Art blew the famous "seagull" signal he was fighting fire with fire, as he put out a blaze in a freight car that might have been serious. Modesty is a virtue, Art, but you might know someone would learn that you were a hero.

Bowling has begun for the "Munson Express" (or is it the Milwaukee Express?). The line-up for this year shows that Assistant Superintendent A. J. Farnham, Frank Kuklinski, Fred Ladwig, Clarence Schwab, Lloyd Montgomery and Webb Mulhollon are getting their pins all set to beat an all time record and have promised to take on any team in Chicago—any time, any place—with dire results predicted for Chicago. Of course if our assistant general manager should happen to be in on this deal you all know where to place your money. The fact, however, that Bill Stark rolled 363 (I, too, thought at first that it was for one game) encourages the boys in regard to winning here at home.

The Walter Williams' have a new baby, born on Sept. 16. Don't know at this writing if it is a potential switchman or just one of those little girls made of sugar 'n spice and everything nice.

Everyone is going to miss our stenographer, Mrs. Bernardine "Bernie" Reilly, who is moving to Dubuque, where she has accepted a banking position. From rail-

road stenographer to bank president's secretary is really something. Now we know inflation will cease. In all seriousness, however, "Bernie" has done an excellent job the past two years at Muskego yard and we will all miss her and hope that she will miss us.

John Petrie, who has been on the sick list for a long time, is back on the job and everyone is glad to see him. John Larkin is still on the sick list but is improving rapidly and we'll be seeing him soon, I hope. The fellows all want to send their best wishes to Bill Barber, who has been off for quite some time on account of an injury.

Pete Schroeder, star songster of the Harnischfeger party the other night, is offering lessons in voice to those who can qualify; must be experienced especially on "In the Good Old Summertime" and "I've Been Workin' on the Railroad."

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Coach Yard

Richard Flechsig, Jr., Correspondent

Bob Mehle and Bob White, car cleaners, left the railroad and enlisted in the Maritime Service.

George Ballard and Harry Gustapaglia, who at one time were stationary firemen here at the yards, paid us a visit.

Fred Lohf, a former carman and now on the retired list, was down for a short visit.

Christina Salma, who was off for a while with a bad arm, is back on the job.

This year we hope to see our bowlers as the top ranking team in the league. Let's all go out and give them the backing they deserve. The team consists of the following: Capt. Ed Berndt, George Schneider, Ray Stark, George Laetsch and Jim Crowley.

H & D DIVISION

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

We are pleased to report that Chief Carpenter O. E. Blake is back from Rochester after a long siege of illness and is now looking fine. We hope the going is good from now on and that he will be regularly among those present on the job.

Dave Mulcahay, supervisor of telegraph and signals, Aberdeen, is confined at the Lakeview Sanitarium, Madison, Wis. We know Dave would appreciate some letters and cards and that his friends will see to it that he receives them.

Most of the signal crews that have been engaged in the C.A.B. work between Aberdeen and Mobridge have been moved to the Trans-Missouri Division. They did a fine job on the West H&D.

Welcome, Fred L. Strelbal, newly appointed assistant engineer at Aberdeen. Fred formerly worked out of Chicago on the Sperry rail detector car.

Walt Fuhr, assistant division engineer at Aberdeen, boasts that if we had held up the column for a few days he would have been able to announce the arrival of a son at his house. For the next issue we'll report on what sort of a prophet he turned out to be.

The Directors' Special paused briefly at Aberdeen on Sept. 10 on the way west.

Lieutenant of Police Martin Silvernail is vacationing at Aberdeen, S. D.

Effective at this writing, we are losing Agricultural Agent Govert Dyke, who has been induced to make a promotion move to Butte, Mont. Dyke is a guy we all like and we hate to see him go. Congratulations, though, and good luck.

Leonard Montague, veteran passenger conductor on the Mitchell line, has been missed by passengers and employes alike during the past several months while he has been ill and confined to St. Luke's Hospital. It was always a homey, chummy ride with Conductor Montague on the south line local.

I've lost my notes about the item, but someone claims that Passenger Conductor Frank Wilcox is a lousy cribbage player and perhaps it's just as well his name isn't mentioned here, for F. E. had a 28 hand the other night and unbiased reports indicate he is a shark.

An anonymous report, which we believe came from someone in the division engineer's office at Aberdeen, advises of a recent appendectomy undergone by Timekeeper Dudley Mainz. This is apparently old stuff because my associate correspondent reports from Montevideo that Dudley was there recently and is leaving us to establish himself at Milwaukee. Good luck and don't forget where Aberdeen is.

"Is-Everything-All-Right" (we mean Sam Toney) recently returned from a two-week vacation spent around his home town, Madison, Ill., visiting his brother. Sam also took in the veterans' convention at Milwaukee.

On Sept. 18 the Milwaukee league bowling teams begin their 1946-47 season at the Aberdeen alleys. There will be eight



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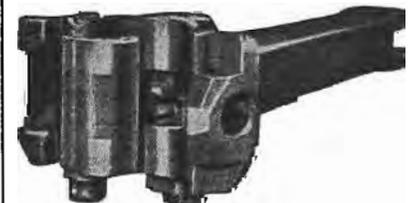
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teams this year. The members were determined by drawings. President Moffenbier and Secretary Blake continue at the helm. We expect to have a great season and this column will report anything of interest and the team standings from time to time. It is planned to have the players wear the Milwaukee Road emblems this year, advertising department please note.

Margaret Murray and Pearl Hopp went to Fargo-Moorhead over the Labor Day weekend. We understand that no fish were caught but they sure had the "hooks" out.

The spiffy gentleman you recently observed driving the classy De Soto convertible around Aberdeen is none other than our own Carl Borgh, electrician. Carl is one of the select few possessing a 1946 model.

Welcome to Aberdeen, Assistant Solicitor Melby, who has joined Solicitor Judge Campbell's legal department staff.

East H & D

Martha Moehring, Correspondent
Montevideo, Minn.

The last of the vacationers has now returned and everybody is working harder than ever. Assistant Superintendent Wolf went out to the Black Hills for a few days and his fish stories are many and varied. In order to have Black Hills atmosphere 12 months out of the year, he brought along a beautiful picture of Mt. Rushmore Memorial for the office. His chief clerk (me) took a ride along the North Shore drive in northern Minnesota and insists that the picture on the opposite wall of the office is just as inspiring. It happens to be a calendar with a color plate of Silver Cliff, just out of Duluth.

Brakeman Al Kirschbaum spent his vacation near Milaca, at a fisherman's paradise called Lost Lake. Only he and two other guys know where it is and in three hours they caught enough fish to last for the rest of their vacation. None of them will divulge the secret of how to get there. If they did, the name of the lake would have to be changed.

Traveling Engineer W. G. Pierson ran into a couple of snags on his trip. When we asked him for his vacation story he muttered something about getting involved with some one-way streets, a traffic cop and a wrong address on his driver's license. To sum up the whole thing, Walt says, "It's much cheaper to go by train!"

Agent W. D. Smith took his family to Chicago and came back minus his daughter, Marjorie, because she is now Mrs. Alex Peterson and is making her home in Chicago. Smitty and his wife went on to Pontiac and Detroit, Mich., and to Lake View, Smitty's home town, where they had a homecoming celebration at that time. Smitty tells us he saw a lot of old friends and among them was one he hadn't seen for 42 years. Must be they were mere infants when they last saw each other or else Smitty carries his years very well.

Dudley Mainz stopped in at the office to say hello and goodbye. He has been timekeeper for Whitman's gang for four years and is leaving us to go to Milwaukee. Dudley was immaculate, as usual, and he wore that luscious red tie of his!

Brakeman Lewis Lotti is no longer a single man, having found himself a wife in Minneapolis. We extend a Lotti congratulations!

Roadmaster Bill Weiland has moved his family to Montevideo. The question of housing has been solved in the popular fashion of the day. Bill already has his basement dug and in about six weeks the family will move in. There remains the major problem of securing lumber to build the part that will be above ground and Bill will welcome all donations of lumber, nails, shingles, paint, etc. He had a birthday just recently and his three boys went on a shopping tour. Bill shelled out the necessary cash so they could buy his present and they set out. The first thing on the list was a bag of popcorn for each of them. That matter taken care of and disposed of, the three continued on their way. After a period of shopping around and looking for something extra special they became hungry again. This time a doughnut making machine gave them the necessary energy to continue on the grueling tour of duty. They couldn't resist a funny book apiece so that purchase was made. Then they settled down to the serious business of getting the birthday present. It turned out to be a nice pair of bedroom slippers. The best part of the whole deal was that there remained enough money out of the funds so that three ice cream cones were the final purchase. These were consumed with a sigh of contentment, knowing that their job had been well done.

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

Mr. and Mrs. Arthur J. La Rue (Maran Droese) announce the arrival of Judith Lynn on Aug. 19.

Jack Culver's dream for many years came true when he resigned on Aug. 30, after 17 years of service. He was presented with a cash purse. He has purchased farm property near Rudolph, Wis., and will become a dairy farmer.

Having been on a furlough for several months, due to ill health, Julia Feindt returned to work on Aug. 16, feeling greatly improved. Natalie Bong, who had been on a furlough since May 1, visited the office on Aug. 16. She resigned because of ill health. Marie Leike submitted to surgery at Augustana Hospital on Aug. 21 and is now convalescing at home. She is not expected to return to work for several weeks.

A bridal shower for Lorraine Davini was held in the office on Aug. 22. Her wedding occurred on Aug. 24 and she is now Mrs. Don Junius. Frances Schinler also had a bridal shower, Aug. 30, and was united in marriage to Theodore Wagner of the auditor of passenger accounts office, on Aug. 31. All their co-workers were invited to the reception.

Mr. and Mrs. Carl Denz attended the Veteran Employees Association convention at Milwaukee, Wis., on Aug. 28.

The Wisconsin State Fair held at West Allis, Wis., in August revealed that we have a lot of "fair" minded people in our office, as I find that Bessie Berger, Clara

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Veterans who were initiated into the American Legion by the ritual team of Pioneer Post No. 768 at an installation party on Sept. 21. Front row, left to right: Bill Rysick, John Brock, Frank Shannon, Commander Smith, Ray Wons, Norb Izdepski and Ed Greza. Second row, left to right: Vernon Lindahl, Ralph Carlson, Ted Livas, N. J. Boyle, Frank Hamam, Skip Sabacinski, Russ Gunderson, Elmer Schulz, Fritz Miller and John Miskell. Back row, left to right: Past Commanders Montgomery, L. Anderson, Berghauser, McCulley and Vice-Commander Wiegref.

Wood, Rose Parker, Helen Degnar and Elsie Graeing all enjoyed the exhibits.

It was a chilly evening on Aug. 29 when Caroline Gerstmayr and several others modeled swimming suits at the Moose peace rally held at Soldier's Field.

Hay fever season is here again and Janet Tabor, one of the victims, has been home since Sept. 3.

After the office endured a dry, thirsty summer, because of the lack of cool water in our fountain, your correspondent discovered on Aug. 21, that by pushing the electric plug further into the electric outlet the motor started in the fountain, which resulted in all of us enjoying a good drink.

Purchasing Department

Josephine O'Hara, Correspondent

Eleanor Magnuson, who squeezed her arm in the door of a bus one morning, found herself under quite a handicap for several days. You never know what may happen next!

John Beton and Don Russo, who motored to California on their first peacetime vacation, are keeping us well posted on their trip. From the various cards sent by the boys we deduce that to them all points west of Chicagoland are strictly agricultural, including the Lincoln Highway Bridge spanning the Mississippi River, which to our boys was merely a "cow pasture," costing them 15 cents to cross.

Ida Tucker spent a very pleasant time with the veterans of our railroad when she worked on the registration committee of their annual convention, which was held in Milwaukee recently.

News has reached us that another one of our members who attended the convention was very helpful to the entertainment committee. A mother-daughter skit was presented and the mother, who played the role of a donkey in the skit, needed a rider, so when a call went out into the audience for such a person, Morgan Pritchard stepped forward and it is said that he was in excellent form on his donkey ride.

Marilyn Rycroft was pleasantly surprised at her home on her 21st birthday by her co-workers and friends. We like your birthday parties, Marilyn.

Ben Perlick is back on the job and although this means catching that certain train every day, he looks well and is happy to be among us again.

Freight Claim Department

Ray Allen, Correspondent

Dick Kass has returned to work in the record bureau after serving 15 months in the navy. Dick said he had a pretty big time, especially while stationed in Hawaii.

That little man with the bow and arrow is still working overtime in the FCD and doing a thorough job. Among his latest victims is Rita McCarthy, record bureau, who will be married on Oct. 26.

Phyllis Brodd will "latch on" to Richard Maack on Nov. 17. The happy ceremony will be at Holy Trinity Church, Chicago. Honeymoon plans are still indefinite. Of course they will honeymoon, but haven't decided on the place as yet.

Cliff W. Breckan of the OS&D bureau also has a "little merger" planned for Oct. 26. That is the day on which he will marry his childhood sweetheart, Margaret Keith. Following the big event Cliff and Marge are taking off for California and other interesting spots of the Golden West.

If that love bug keeps going at this pace, we should insist on having the office sprayed with DDT. But seriously, folks, all of your friends in the FCD wish you the best, even if it does cost us a two-bit piece.

Rosemary Mills of the typing bureau resigned on Sept. 14 and will devote her full time to being a housewife. Rosemary, we are going to miss that merry chuckle of yours, so be sure to pay us a visit now and then.

P. L. Riemers, formerly of the FCD, now retired, dropped in last month to say hello to the gang.

Some really "slick" additions to the freight claim department are Delores Demuth, formerly of A. C. McClurg Company, Evelyn Holenka from the Shotwell Mfg. Company, Grace Powers and LaVerne Hoglund, all working in the typing bureau; also, Marion Calbou and Peggy Burns, helping Bill Enthof in the record bureau. You know, fellas, this correspondent job does have its advantages. I have all the phone numbers too.

Claim Adjuster Lawrence Larson and family recently enjoyed a short vacation at Niagara Falls.

The FCD was well represented at the veterans' convention in Milwaukee last month. The old timers attending were Freight Claim Agent George Loderhose, Assistant Freight Claim Agent M. B. Mortensen, Chief Clerk James Llewald, Jay

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Goodenough, Claim Adjusters Joe Harrington, Fred Brodhagen, Carl Larson and Adolph Koplin, Revisors Al Kuehn and John Hamm. The fair sex was well represented by Anna Nasheim, Marie Horatt, Ethel Haynes and Hattie Kosen. District Freight Claim Agents Dick Abrams of Milwaukee and Eddle Suhrbier of Minneapolis were also around, giving out with that old "guff" they are famous for. Tom Newton, former head clerk of the revising bureau, now retired, also got away from his farm long enough to come down to the convention and "chin" with the old bunch.

Claim Adjuster Kenneth French and Jeanne Gallis were incorporated on Sept. 14 at Cleveland, O. After the festivities the bride and groom left Cleveland for a 10-day honeymoon trip to Canada.

Barbara Nawrocki of the typing bureau and Chick Macaluso were married on Sept. 8 at St. Charles Church, Chicago. After a short honeymoon trip, Chick and Barbara will be back in Chicago to make their home.

Harold "Curly" Miller, who is Bill Enthof's "right bar" in the record bureau, has returned from a two-week fishing trip. Come on, "Curly", let's see some pictures of the big catches. "Right bar" is a term used in the game of euchre and does not refer to the other kind.

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

William Fisher, after many years of service, retired on Sept. 7. Bill seeks to improve his health by lapping up some of that California ozone. A monetary salutation was presented to him by his co-workers and we all wish him loads of luck and good health.

Edgar Allen Poe probably had the station accounting bureau in mind when he wrote the poem "Bells", as there hasn't been much of a lull since the first of the year. Catching up with some of the middle-aislers, we find that our pretty blonde, Jean Labant, became Mrs. Frank White on Aug. 10. The wedding took place at Our Lady of Lourdes rectory, followed by a small reception at the Edgewater Beach Hotel. A romantic honeymoon was spent at Mackinac Island and Niagara Falls.

Howard Atherton took Arlene Hanson as his lifetime partner on Aug. 3. The ceremony was held at the Austin Boulevard Christian Church. George Smith served as best man. One of the main attractions of the wedding was Howard's simply out-of-this-world necktie.

Sophie Kus was married at her home town of Armstrong Creek, Wis., on Aug. 31. In keeping with the bridal tradition was Sophie's wedding gown of white satin, with sweetheart neckline. The white illusion fingertip veil was held in place by a dainty row of orange blossoms. The bridal bouquet consisted of white roses and lilies. Bridesmaid was cute little Terry Brandt, wearing a blue marquisette gown similar to the bride's, and carrying pink roses.

Barbara Brunn, now Mrs. Wallace Enger, was married on Aug. 24. Barbara was a lovely bride in a powder blue suit with a corsage of white gardenias.

Surprise of the month came from Thelma McGinnis and Art Petri, who decided they could face life's trials and tribulations more easily together and joined hands on Aug. 7. Best of luck to the Petris.

Credit goes to Fred Brink for telling the best fish story of the year without exaggeration.

Exchanging drawls with the Southerners was Louise Texas Kaitila, who vacationed in Kentucky. Ever hear Lou pronounce "horrible character"?

Elmer Linden spent his vacation making daily trips to the hospital to visit his daughter, who suffered from a bad case of tonsillitis. We're all glad to hear of her complete recovery.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Loretta Waitas and Raymond Sullivan were married on Oct. 5 at St. Peter Caninius Church and their reception was held at the Central Plaza. Loretta's many friends gave a shower at which she received many lovely gifts.

Edith Hopke and Bill Foss were married on the same day at Nazareth Evangelical Church. Their reception was attended by many of Edith's co-workers.

June Mathison and Naomi Johnson decided to cement our relations with Mexico by making a vacation trip there. June is a movie camera fiend and should really have a holiday. Here's hoping I'm invited to view the results.

Kay Swanson announced her engagement to Bob Broadhead.

Our vacationists are traveling far and wide. This is a list of what I could get:

Juanita O'Klak went to Denver and June Dabms to New York. Juanita Chambers and Wanda Wlos flew to Detroit. Not to be outdone, Stella Murphy flew to Des Moines. Irene Barry did Wisconsin and threatens a repeat.

Josephine Lazare announced her marriage during July to Wally Issel and at the same time resigned her position. Josie will be missed—but plenty. However, we wish her luck and plenty of happiness.

Jimmy McCauley and his wife found an apartment and are busy furnishing it. Jim refuses to tell how it was done. What we want to know is—do we get an invite to the housewarming?

Vic Quaritsch practiced for weeks to be best man. His only gripe was that he wasn't to be allowed to kiss the maid of honor when the groom kissed the bride.

Bob Klein resigned to accept another position and Ernie Rizzo did the same.

Olga Taramelli celebrated her 19th birthday and reports a deluge of gifts—O. K., Olga!

Tim Martin must have been practicing his Boy Scout duties because he came in contact with an ax and lost a piece of his thumb.

Some people think of the depression as the good old days when there was only a shortage of money.

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**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING AUGUST, 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					Malsion, Anton P.	Loco. Crane Engr.	Aberdeen, S.D.	1	
Abrams, R.E.	Asst. F.C.A.	Milwaukee, Wis.	1		Menzia, Anton	Storehelper	Aberdeen, S.D.	1	
Allaire, N.S.	Clerk	Chicago, Ill.	1		Mertz, W.G.	Carman	Aberdeen, S.D.	4	
Andrews, J.A.	D.C. Waiter	Chicago, Ill.	3		Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1	
Bachman, C.J.	Detailer	Chicago, Ill.	1		Murphy, J.V.	Elec. Helpr. Appr.	Aberdeen, S.D.	1	
Carlson, E.J.	Aud. Cap. Exp. Off.	Chicago, Ill.	1		Murray, J.F.	Section Laborer	Ashton, S.D.	1	
Carr, Frank	Rate Clerk	Chicago, Ill.	1		Seiler, J.J.	Chf. Clk., Div.			
Cassin, J.J.	Dem. Inspector	Chicago, Ill.	1	1	Spatafore, John	Engr. Sec. Foreman	Aberdeen, S.D.	1	
Culver, C.L.	Spec. Tax Agt.	Chicago, Ill.	1				Ashton, S.D.	1	
Dummer, Edw.	Equipment Check.	Chicago, Ill.	1					28	0
Graves, Vila M.	Asst. Secy.	Chicago, Ill.	1		Idaho Division				
Haeger, Florence	Clk., Car Acctnt.	Chicago, Ill.	2	2	Allen, Blanche M.	Wife of Rdmstr.	Spokane, Wash.	2	
Haupt, D.	Abstracter	Chicago, Ill.	1		Eluff, P.B.	Loco. Engineer	Spokane, Wash.	1	
Hettinger, W.F.	Hd. Clk., Car Acctnt.	Chicago, Ill.	1		Wurth, T.C.	Carman	Avery, Idaho	1	
Johnson, Weed	Claim Invest.	Chicago, Ill.	1					4	0
Karch, Martha	Aud. Capt. Exp. Off.	Chicago, Ill.	1		Iowa Division				
Kester, Harry H.	Bureau Head	Chicago, Ill.	1		Anderson, Sam H.	Mech. Dept.	Perry, Iowa	1	
Kuba, W.F.	Clk., Transp. Dept.	Chicago, Ill.	1		Christiansen, A.C.	Steno-Clerk	Council Bluffs, Ia.	1	
Kus, Sophia	Mach. Opr.	Chicago, Ill.	2		Fraser, W.C.	Legal Dept.	Omaha, Neb.	2	
Maday, F.	Rate Clerk	Chicago, Ill.	1		Jordan, W.	Train Dsptr.	Marion, Iowa	2	
McCormick, W.D.	Clerk	Chicago, Ill.	2		Nelson, M.H.	Mech. Dept.	Perry, Iowa	1	
Montgomery, Betty	Comp. Opr.	Chicago, Ill.	1		Schonberg, Carl E.	Lead Carman	Council Bluffs, Ia.	1	
Nehf, W.W.	Clerk	Chicago, Ill.	4		Searight, Nancy	Clerk	Council Bluffs, Ia.	2	
Risberg, R.E.	Clerk	Chicago, Ill.	2		Wenstrand, W.W.	Legal Dept.	Omaha, Neb.	2	
Roth, Alfred	Draftsman	Chicago, Ill.	1					12	0
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1		Iowa and Dakota Division				
Wilson, Frank J.	Chf. Clk.	Chicago, Ill.	1		Bailey, J.W.	Time Revisor	Sioux City, Ia.		1
Wiltz, E.	Instrumentman	Chicago, Ill.	1		Broome, A.C.	Clerk	Sioux City, Ia.	4	7
Woodward, A.	Dem. Insp.	Seattle, Wash.	3		Findley, J.H.	Carpenter	Mitchell, S.D.	1	
			37	3	Flynn, Helen	General Clerk	Sioux City, Ia.	4	
Chicago Terminals Division					Foster, W.S.	Sect. Foreman	Avon, S.D.	1	
Abrams, N.	Rate Clerk	Galewood, Ill.	2	2	Caetze, J.J.	Clerk	Mitchell, S.D.		3
Bishop, N.	Asst. Agent	Galewood, Ill.	4	4	Glander, A.M.	Chf. Carp.	Mason City, Ia.		1
Boeck, H.F.	Chief Clerk	Galewood, Ill.	5	5	Hennes, Mrs. C.S.	Wife of Eng.	Sioux City, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.	2	2	Hopkinson, E.J.	Loco. Engineer	Sioux City, Ia.	1	
Brown, H.	Rate Clerk	Galewood, Ill.	3	3	Janssen, Casper	Sec. Laborer	Avon, S.D.	1	
Caruso, S.M.	Clerk	Galewood, Ill.	1	1	Malloy, J.P.	Agent	Tabor, S.D.		1
Dyba, T.	Rte. Clerk	Galewood, Ill.	2	2	Medin, M.V.	Pass. Conductor	Sioux City, Ia.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	1	1	Mitchell, R.J.	Chf. Clk.	Sioux City, Ia.		1
Evans, R.	Clerk	Galewood, Ill.	1	1	Murphy, E.A.	Conductor	Sioux City, Ia.	1	
Ewing, J.J.	Clerk	Galewood, Ill.	3	3	Paullin, F.E.	Clerk	Mitchell, S.D.	2	
Greenlimb, P.E.	Recon. Clerk	Chicago, Ill.	4	4	Schiltz, Ray	Machinist	Mitchell, S.D.	3	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	3	3	Sopoc, S.	Sect. Foreman	Tripp, S.D.		1
Krygl, M.J.	Clerk	Galewood, Ill.	1	1	Stedronsky, R.P.	Telegrapher	Lake Andes, S.D.	4	1
LeMire, G.E.	Rate Clerk	Galewood, Ill.	95	95	Tomic, R.J.	Foreman	Lake Andes, S.D.	1	
Lemke, E.	Clerk	Galewood, Ill.	1	1	Woodhouse, W.H.	Baggage man	Mason City, Ia.	2	
McGrath, Tom	Asst. Cashier	Chicago, Ill.	1	1				27	16
McQuinn, D.	Clerk	Galewood, Ill.	1	1	Iowa and Southern Minnesota Division				
Morgan, F.	Clerk	Galewood, Ill.	1	1	Alme, A.	Section Laborer	Madison, S.D.	1	
Oefftering, J.J.	Rate Clerk	Galewood, Ill.	4	7	Bast, B.W.	Whse. Foreman	Madison, S.D.	1	
Reiman, B.	Rate Clerk	Galewood, Ill.	7	7	Bast, Mrs. B.W.	Wife of W.H.F.	Madison, S.D.	1	
Siwek, G.	Clerk	Galewood, Ill.	1	1	Bast, L.B.	Trucker	Madison, S.D.	1	
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.	3	3	Baumann, L.W.	Clerk	Madison, S.D.	1	
			0	143	Betty, V.L.	Stenographer	Austin, Minn.	4	
Coast Division					Burrell, O.	Sec. Laborer	Wentworth, S.D.	1	
Anderson, Millie	Abstract Clerk	Tacoma, Wash.	2		Casey, John	Brakeman	Madison, S.D.	1	
Coble, W.H.	Freight Agent	Lynden, Wash.	1		Crabbs, F.	Rdmstr's Clk.	Madison, S.D.	1	
De Garmo, A.	Frt. Serv. Insp.	Seattle, Wash.		1	Crabbs, Mrs. F.L.	Wife of Tkt. Clk.	Madison, S.D.	2	
De Guire, C.E.	Clerk	Tacoma, Wash.	2		Gregerson, J.R.	Daughter of Clk.	Madison, S.D.	3	
Dode, Tom	Claim Clerk	Tacoma, Wash.	1		Heyer, G.	Bill Clerk	Madison, S.D.	2	
Esheleman, W.M.	Inspector	Tacoma, Wash.	1		Hoffman, Mrs.	Sec. Laborer	Madison, S.D.	1	
Ludwick, J.R.	Frt. Agent	Seattle, Wash.	1		Ray H.	Wife of Chf. Carp. Clk.	Austin, Minn.	1	
Rusch, Helen	Stenographer	Tacoma, Wash.	1		Holden, Helen	Agent	Houston, Minn.	2	1
Tuson, Vera	Clk., Loc. Frt.	Seattle, Wash.	1		Jastram, H.	Sec. Laborer	Madison, S.D.	1	
			10	1	Johnson, Charles	Sec. Laborer	Madison, S.D.	1	
Dubuque and Illinois Division					Jones, S.O.	Agent-Operator	Sherburn, Minn.	2	1
Claussen, W.H.	Agent-Operator	Canton, Minn.	3		Klopf, L.H.	Agent-Operator	Bixby, Minn.		5
Dubmeyer, A.	Cutter	Dubuque, Ia.		5	Krause, G.S.	Sec. Laborer	Madison, S.D.	1	
Fisher, J.H.	Car Foreman	Savanna, Ill.	4		Kutcher, J.	Sec. Laborer	Madison, S.D.	1	
Hacker, Karl	Laborer	Dubuque, Ia.	1		Lawler, J.D.	Conductor	Madison, S.D.	1	
Kurt, Francis	Clerk	Waukon, Ia.	1	4	Lucas, G.	Sw. Conductor	Madison, S.D.	1	
Maus, T.	Helper	Dubuque, Ia.	1		Martinson, N.	Sec. Foreman	Madison, S.D.	2	
Schmidel, George	Chf. Clk., Frt. Traf.	Dubuque, Ia.	1		Martinson, R.	Sec. Foreman	Madison, S.D.	2	
Swain, V.	Stower	Savanna, Ill.	1		McKinney, George	Sec. Laborer	Madison, S.D.	1	
Thompson, L.E.	Crane Operator	Davenport, Ia.	1		Moose, W.P.	Switchman	Madison, S.D.	1	
Withhart, F.M.	Check Clerk	Dubuque, Ia.	2		Moose, Mrs. W.P.	Trucker	Madison, S.D.	1	
Youngblood, L.A.	Machinist Tester	Savanna, Ill.	18		Nelson, A.	Wife of Trucker	Madison, S.D.	1	
		Marquette, Ia.	1		Olson, Helen	Dispatcher	Madison, S.D.	1	
			33	9	Olson, Mrs. H.L.	Daughter of Agt.	Brownsdale, Minn.	1	
Hastings and Dakota Division					Olson, Kenneth	Wife of Agt.	Brownsdale, Minn.	1	
Bullock, J.H.	Crossing Flagman	Aberdeen, S.D.	1		Olson, Kenneth	Son of Agent	Brownsdale, Minn.	1	
Davies, A. Lloyd	Instrumentman	Aberdeen, S.D.	2		Palmer, L.H.	Cashier	Madison, S.D.	1	
Gast, O.H.	Carman	Aberdeen, S.D.	2		Palmer, Mrs. L.H.	Wife of Cashier	Madison, S.D.	1	
Grandpre, R.E.	Clerk	Aberdeen, S.D.	8		Peterson, R.A.	Agent-Operator	Winnebago, Minn.		4
Henningsen, Dorothea	Steno-Clerk	Aberdeen, S.D.	1		Schultz, B.E.	Clerk	Madison, S.D.	1	
Henrikson, O.	Asst. Car Foreman	Aberdeen, S.D.	1		Vogel, A.P.	Roadmaster	Madison, S.D.	2	
Kelly, John	Carman	Aberdeen, S.D.	1		Vogel, Mrs. A.P.	Wife of Rdmstr.	Madison, S.D.	1	
Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	1		Vogel, A.P., Jr.	Sec. Laborer	Madison, S.D.	1	
					Walker, A.D.	Clerk	Madison, S.D.	1	
					Wopat, E.L.	Agent	Chandler, Minn.	1	
					Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	3	
								53	11

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Kansas City Division					Harris, H.E.	C.F.A.	Seattle, Wash.	2	
McGuire, E.L.	Dispatcher	Ottumwa, Iowa	1		Hickey, Margaret L.	Stenographer	Seattle, Wash.	1	1
			1	0	Lovell, Chas. G.	Asst. Elec. Engr.	Seattle, Wash.	1	
La Crosse and River Division					MacClellan, F.J.	Claim Adjuster	Seattle, Wash.	1	
Blanchfield, E.	Cashier	Merrill, Wis.	1		McGalliard, S.O.	Investigator	Seattle, Wash.	3	
Brown, John L.	Chief Clerk	Wausau, Wis.	1		Naramore, H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1	
Buffmire, E.C.	Roadmaster	Watertown, Wis.	1		Neumen, L.E.	Dist. Adjuster	Seattle, Wash.	1	
Crawford, Leonard H.	Storehelper	Tomah, Wis.	5		Pinson, J.F.	Asst. Engr.	Seattle, Wash.	1	
Dietz, J.H.	Car Foreman	La Crosse, Wis.	1		Spisak, John B.	Field Supvr., Milw. Land Auditor	Centralia, Wash. Seattle, Wash.		1 11
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Strassman, J.N.				
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		Williamson, Glenn M.	Clk., Gen. Frnt.	Seattle, Wash.	1	
Goudy, Wayne	Storekeeper	La Crosse, Wis.	1					22	13
Grube, Bess	Clerk	La Crosse, Wis.	5		Superior Division				
Johnson, William L.	Foreman, Frog Shop	Tomah, Wis.	1		Brossel, C.	Agent	Menasha, Wis.		
Karow, C.A.	Cashier	Winona, Minn.	2		Bundy, Otto	B. & B. Carp.	Marinette, Wis.	2	7
Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	2		Dysland, Otto	Carman	Green Bay, Wis.	1	
Kopacek, J.W.	Carman	La Crosse, Wis.	2	1	Cotto, Florence	Cashier	Green Bay, Wis.		6
Little, H.J.	Police Dept.	Portage, Wis.	2		Herman, M.B.	File Clk. & Steno.	Green Bay, Wis.	1	
Muetze, Paul F.	Carman	La Crosse, Wis.	3		Kenney, A.V.	Agent	Plymouth, Wis.		1
Newman, A.L.	Section Foreman	Winona, Minn.	1		Kessey, H.J.	Ret. Carman	Menasha, Wis.	1	
Reidelbach, Marge	Clerk	La Crosse, Wis.	1		King, Frank	Engineer	Green Bay, Wis.	1	
Ruder, George H.	Whse. Foreman	Merrill, Wis.	1	2	Kwasny, C.	Carman	Green Bay, Wis.	1	
Ruder, William	Yard Clerk	Merrill, Wis.	1	1	McGregor, Earl	Truck Driver	Green Bay, Wis.		1
Rudolf, Frank C.	Carpenter	Tomah, Wis.	1		Neveu, J.J.	Chief Clerk	Neenah, Wis.		1
Schaad, Gregory	Trucker	Merrill, Wis.	1		Spore, Wm.	Truck Driver	Milwaukee, Wis.		1
Smith, Daniel K. Jr.	Chf. Clk. to DSK	La Crosse, Wis.	1					7	17
Thorn, Louis W.	Multiple Drill Opr. Clerk	Tomah, Wis. Wausau, Wis.	1 1		Terre Haute Division				
Voeltzke, W.F.	Clerk	Tomah, Wis.	1		Gauer, Edgar Jr.	Car Dept.	Terre Haute, Ind.	1	
Weissenberger, J.A.	Carman	La Crosse, Wis.	6		Stangle, Jessie, J.	Car Dept.	Terre Haute, Ind.	3	
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2		Waterbury, C.L.	Div. Engineer	Terre Haute, Ind.	1	
Wise, Wilbert	Chauffeur	Tomah, Wis.	1					5	0
			43	5	Trans-Missouri Division				
Madison Division					Lueder, O.C.	Sec. Foreman	Mahto, S.D.		1
Blethen, W.W.	Stenographer	Madison, Wis.	2		Revling, Olaf	Conductor	Miles City, Mont.	1	
Dempsey, Marilyn	Clerk	Madison, Wis.	4					1	1
Glenn, W.H.	Ret. Flagman	Madison, Wis.	1		Twin City Terminals Division				
Hurlbut, H.J.	Pass. Conductor	Madison, Wis.	1		Brenny, Kathlenn	Clerk, Store	Minneapolis, Minn.	1	
Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	1		Faldet, Emma L.	Clerk	Minneapolis, Minn.	1	
Meuer, Wm. O.	Bag. Agent	Madison, Wis.	1		Gallagan, John J.	Police Dept.	Minneapolis, Minn.	3	
			10	0	Hentges, H.R.	Inspector	St. Paul, Minn.	1	
Milwaukee Division					Kalberg, J.	Storehelper	Minneapolis, Minn.	2	
Benzing, Henry	Equip. Mntr.	Horicon, Wis.	2		Lindgren, R.	Clerk	Minneapolis, Minn.	1	
Francey, Elenore	Secretary	Milwaukee, Wis.	1		Prescott, C.F.	Instrumentman	Minneapolis, Minn.	1	
Krummel, W.J.	Car Foreman	Racine, Wis.	3					10	0
Wagner, C.F.	Police Dept.	Beloit, Wis.	3		Milwaukee Terminals and Shops				
Wickler, C.F.	Agent	Delaven, Wis.		1	Adams, Charles	Welder	Milwaukee, Wis.	2	
			9	1	Beer, Joseph	Laborer	Milwaukee, Wis.	2	
Milwaukee Terminals and Shops					Bloomquist, J.E.	Clerk	Milwaukee, Wis.	4	
Adams, Charles	Welder	Milwaukee, Wis.	2		Burczyk, John	Staty, Storehldr.	Milwaukee, Wis.	1	
Beer, Joseph	Laborer	Milwaukee, Wis.	2		Douglas, Edgar	Machinist	Milwaukee, Wis.	1	
Bloomquist, J.E.	Clerk	Milwaukee, Wis.	4		Filut, S.C.	Chief Clerk	Milwaukee, Wis.	1	
Burczyk, John	Staty, Storehldr.	Milwaukee, Wis.	1		Giencke, C.	Secy. to SCD	Milwaukee, Wis.		1
Douglas, Edgar	Machinist	Milwaukee, Wis.	1		Herzog, Peter F.	Patternmaker	Milwaukee, Wis.	1	
Filut, S.C.	Chief Clerk	Milwaukee, Wis.	1		Keller, E.A.	Chief Clerk	Milwaukee, Wis.		1
Giencke, C.	Secy. to SCD	Milwaukee, Wis.		1	Martin, Stanley	Chief Clerk	Milwaukee, Wis.	1	
Herzog, Peter F.	Patternmaker	Milwaukee, Wis.	1		Murawski, E.P.	Clerk	Milwaukee, Wis.	1	
Keller, E.A.	Chief Clerk	Milwaukee, Wis.	1		Rainer, Francis P.	Clerk	Milwaukee, Wis.	1	
Martin, Stanley	Chief Clerk	Milwaukee, Wis.	1		Rieboldt, F.C.	Ret. Foreman	Milwaukee, Wis.	1	
Murawski, E.P.	Clerk	Milwaukee, Wis.	1		Shipman, H.M.	Est. & Val. Engr.	Milwaukee, Wis.	1	
Rainer, Francis P.	Clerk	Milwaukee, Wis.	1		Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	1	
Rieboldt, F.C.	Ret. Foreman	Milwaukee, Wis.	1					18	2
Shipman, H.M.	Est. & Val. Engr.	Milwaukee, Wis.	1		Off Line Offices and Miscellaneous Group				
Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	1		Gilmartin, W.A.	Traffic Dept.	New York, N.Y.	1	
					Reches, R.G.	Clerk	New York, N.Y.	1	
								2	0
Rocky Mountain Division					Steiner, Mrs. J.F.	Wife of Car Foreman	Great Falls, Mont.	1	
					Ugland, George	Clerk	Deer Lodge, Mont.	1	
								2	0
Seattle General Offices					Beeuwkes, R.	Elect. Engineer	Seattle, Wash.	1	
					Blaine, Homer	Checker, Milw. Land	Aberdeen, Wash.	1	
					Brundage, W.W.	C.F.A.	Seattle, Wash.	2	
					Burriss, Ethel	Clerk	Seattle, Wash.	1	
					Crane, E.B.	Princ. Asst. Engr.	Seattle, Wash.	1	
					Goodman, C.F.	Asst. Chf. Clk.	Seattle, Wash.	1	
					Greengard, S.	Exec. Dept.	Seattle, Wash.	3	

Traffic Tips Reported During August, 1946

Division	Pass. Tips	Frnt. Tips	No. of Tips per 100 Employees
Seattle General	22	13	18.4
Iowa and S. Minnesota	53	11	7.4
Chicago Terminals	—	143	4.3
Superior	7	17	3.3
Dubuque and Illinois	33	9	2.7
Iowa and Dakota	27	16	2.6
La Crosse and River	43	5	2.1
Chicago General	37	3	1.6
Hastings and Dakota	28	—	1.6
Madison	10	—	1.4
Iowa	12	—	0.8
Coast	10	1	0.7
Idaho	4	—	0.7
Milwaukee	9	1	0.7
Milwaukee Terminals	18	2	0.4
Twin City Terminals	10	—	0.4
Terre Haute	5	—	0.3
Kansas City	1	—	0.1
Rocky Mountain	2	—	0.1
Trans-Missouri	1	1	0.1
Miscellaneous	2	—	0.1
TOTALS	334	212	1.6

Members of the chief disbursement accountant's golf league pose with the 1946 champion, Quentin Robinson (holding trophy) in front of the accounting department offices at Fullerton Avenue, Chicago. Smiling, left to right: Bob Wilson, Bernie Williams, H. C. Johnson, "Champ" Robinson, Willard Wilson, W. A. "Doc" Wires, John Gross and John Mooney.



Auditor of Expenditure's Office

Bernie Williams, Correspondent

We write with regret of the passing of an old friend, Raleigh C. Cole, 58, died on Aug. 27 at Terre Haute, Ind., after an extended illness. He is survived by his daughter, Evelyn MacQuithy. A native of Illinois, Raleigh was employed by the CTH&SE as a section foreman before coming to the accounting department in 1922. Before his illness he was employed in the timekeeping bureau of the CDA office.

On the sunny side of the news, there were four weddings. The first was strictly an office affair; Harriet Gutowski of the war bond bureau and "Skip" Sabacinski—ceremony at St. Hedwig's Church. Friends from the Road attended the large reception at Polish Alma Mater Hall.

Julie Simon of the KP girls and Tommy Green, ex-CDAer, joined forces on Sept. 7 at St. Vincent's Church. Connie Specht was Julie's maid of honor.

Anne Skupien and Ted Mitrenga took their vows on Sept. 14 at St. Hyacinth's Church.

Helen Burrows and James Mattingly were married on Aug. 31 in Chicago and are making their home on a farm in Maryland.

Engagement of the month: Ruth Christensen, payroll bureau, and David Soudar, Jr. Congratulations!

Eunice Gustafson of the material bureau turned in her resignation the early part of September and took off for new fields. Good luck, Eunice.

The champion crop grower of Deerfield, Ill., Arno Frantz, who also spends some time in the statistical bureau, took 19 ribbons, including nine blue ones, for prize exhibits at the Deerfield festival. So many ribbons are exceptional but out of 20 entries its "super," "Superman" Frantz has ribbons on display all over the sixth floor.

"Hank" Harter, bond bureau boss, has new duties now; newly installed member of the Hampton Heights, Wauwatosa, Wis., volunteer fire department. Henry answers all calls. Ex-Sergeant Harter is just a private in his new outfit.

New arrival in the supervisor of payroll taxes family is John Drew Kissel, date, Aug. 22. Proud papa, Chester Kissel, has finally passed the cigars to his smoke-hungry pals. Congratulations Mr. and Mrs. Kissel.

Mr. Sowler's SPT gang threw another of their famous outings on Sept. 8 at Lily Lake, where John Kissel operates the Lakeside Inn. Fun was naturally had by all. Just call on John for a delicious steak dinner. (Adv.)

The SPT "tab" department is blossoming with considerable dramatic talent. Our starlet, "Little Mary" Holmberg, is scheduled for one of the leading roles in "Arsenic and Old Lace," to be presented soon by the Uptown Players. Meanwhile, Henry "Mike" Neven looks promising in his role of noble son of an unscrupulous banker in "Bertha, the Beautiful Typewriter Girl," to be staged soon at St. Augusta's Auditorium.

Four of our ex-servicemen have asked for leave of absence to attend college under the GI Bill of Rights. Bob Warger, Louis Brandfellner, Jack Acke and John Erickson are the fellows scholastically inclined. We wish them the best of luck.

In a championship fight, decided on the final night of play, the CDA Golf League title went to Quentin A. Robinson, who nosed out two other hopefuls by two points in the last standing. Finishing in a tie for second place, Harry C. Johnson and Johnny Gross divided second and third money while Bob Wilson finished a strong fourth. A fine dinner and get-together followed the last rounds, and while some of the duffers didn't do so good on the links, they finished strong at the banquet table.

Final Standing

	Won	Lost	Ties	Pts.
Quentin A. Robinson	8	2	1	17
H. C. Johnson	7	3	1	15
Johnny Gross	7	3	1	15
Robert Wilson	7	4	0	14
Willard Wilson	6	4	1	13
John A. Mooney	5	4	2	12
Emil B. Rachner	4	4	3	11
Rudy Thoren	5	5	1	11
W. A. "Doc" Wires	3	5	3	9
Bernie Willtams	4	6	1	9
Billy Grear	3	8	0	6

A fine trophy was donated by the Booster Club and is now proudly displayed on the Robinson mantle.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Back on the job and liking it: Jack Conway, after serving three and a half years in the army and attaining the rank of lieutenant. He is helping Art Gentszke, statistical bureau, find out what is going on with figures.

The Milwaukee family getting bigger in a hurry: Born to Mr. and Mrs. Billy Conden, Interline, on Aug. 28, at Lewis Memorial Hospital, William Jerome, five pounds, and James Melvin, also five pounds. Dad Conden (seems but a short time since he was a messenger), who has three girls, Margie, Eleanor and Rita, wanted a boy and hit the jack pot. The whole interline bureau is sticking out its chest.

John Kreiter, estimated earnings, back on the job after an argument with the doctor and surgery. Both seem to have won, judging from John's fine appearance. Says he doesn't know just what the doctor removed but it was enough.

Friday the 13th: Fred "Fritz" Miller, review, and Mrs. Miller off to California tonight. Route: CRIP to Denver, DRGW to Salt Lake, Western Pacific to San Francisco and back haul to Chicago via AT&SF, stopping over at Albuquerque, N. M., to check over monthly report with Sam Spense.

Sept. 12, John Burns of Interline tells us, is the anniversary of his first employment by the Milwaukee Road, 51 years ago. He and his granddaughter celebrated her birthday on the same date.

On Sept. 21 our Shirley Ann Brandau is to be married to William Buerger, Jr. She has worked in different bureaus in the

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- Counter, box toe and bottom filler all leather. Shank is made of steel.
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K910

He: "Do you know the Scotch football yell?"
She: "Yes. 'Get the quarterback! Get the quarterback!'"

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freight auditor's office and is active in the Women's Club. On applying for a marriage license, Sept. 6, with her Bill was interviewed by a radio commentator for station WIND and presented with a singing tea kettle.

June Marx, accounting machine room, has taken the fatal step with Tim O'Meara, well known to freight auditor's office employees. Tim recently left us to join the Chicago police force, after his short stay with us on returning from the army. The "I do's" were said on Aug. 30. The office presented her with a beautiful gift.

Helen Burke, switching bureau, returned to work after two days' illness, on Sept. 12. Her friends at the office had a surprise for her birthday, Sept. 10, a big cake, but had eaten most of it by the 12th. Helen had two surprises: first the cake, then the small amount—just the center—left for her. Excuse: They were afraid it might spoil.

Assistant Head Clerk William Boedecker, rate revising bureau, recently received congratulations and birthday greetings from employees at a great party at his home. Bill is a 35-year Milwaukee Road vet. The party was great and lasted until the "wee" hours of the morning.

Edward M. May, for many years assistant freight auditor and recently promoted to the assistant comptroller's office, though usually very quiet, has been doing quite a bit of smiling. Investigation found the case to be a brand new grandchild, born to his daughter, Virginia May Jankowski.

The bowlers are on their way again, opening the season at Lakeview Alleys (50 alleys), with the Hiawathas taking the lead. Frank Jueller, "Jinx," leads the individuals with 183. They bowl at 6:30 p.m. on Tuesdays. New officers are: president, W. Houck; secretary, Al Gerke. Al says that visitors are always welcome.

Our softball team is a contender for second place in the industrial league.

I & D DIVISION

*Margaret C. Lownsberry
Division Editor
Mason City, Ia.*

Our sincere sympathy is extended to Wilber Meyers, whose father passed away on Sept. 10.

M. L. Kemp recently received a letter from Mrs. Bert Brandt, which said that Bert had the misfortune to receive second degree burns at his home in Wells, Minn., on Aug. 31, while attempting to light the stove. Bert is now hospitalized in a Mankato, Minn., hospital. We all wish him a speedy recovery.

Conductor John Leibold left the Milwaukee Road after 40 years of service to devote his time to fishing and taking it easy at his home in Clear Lake. Good luck, John.

Conductor F. C. Miller has retired to take the pension.

A son was born to Mr. and Mrs. Elmer Isaacson at the Mercy Hospital in Mason City on Sept. 6.

Congratulations to Mr. and Mrs. G. M. Lambert of Luana, Ia., who recently celebrated their 50th wedding anniversary. Mr. Lambert started with the Milwaukee Road in 1896 as night operator in Postville. He has been agent at Monona for 48 years.

L. J. Skopec is recuperating at his home after an illness. We all wish Louie a speedy recovery.

Visiting with old acquaintances at Mason City in August was Joe Bergemeyer, retired B&B carpenter. Joe now lives in Redlands, Calif.

Agent C. C. Searls, Postville, is spending his vacation making improvements around his home.

Mr. and Mrs. Elias Kelroy celebrated their 25th wedding anniversary on Sept. 4, and were honored by relatives and friends.

Trainmaster R. E. Sizer and District Safety Engineer F. M. Washburn have been holding "safety first" and claim prevention meetings on the division during September.

Another case of small town boy being led astray in the big city: Our local agent, Fred R. Lewis, formerly of Chicago Heights, went to Chicago for a vacation. He saw the city—the city saw him, and five local boys took him for his money, watch, cigarette case, lighter and all of his loose belongings, on Canal Street. (Imagine a former Chicagoan being on Canal Street after dark.) That's his story and he will stick to it.

Sioux City and Western Branch Lines

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

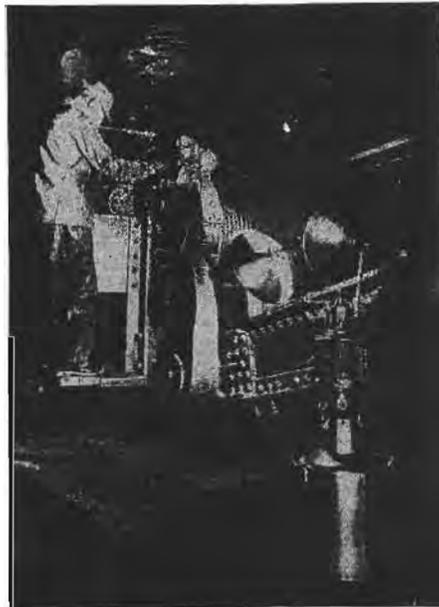
Engineers Olaf Hagen and John West have returned to service at Sioux City after a pleasant vacation in Florida and other summer resort points.

Frank M. Gallant, retired conductor, who made his home at Sioux City for many years, died in a hospital at Alhambra, Calif., on Aug. 20. Mr. Gallant was born at Coon Rapids, Ia., and served in the 49th Iowa Infantry in the Spanish-American War. He entered the service of this company on July 12, 1904, and retired on Aug. 30, 1945. He was buried at Sioux City on Aug. 23, pallbearers being A. T. Kirby, C. C. Mallory, Albert Cropley, Glen Johnson, Keith McCauley and Edgar Moore.

Switchman William H. Falke died at Sioux City, after a lingering illness, on Aug. 29. Mr. Falke had not been able to work for a number of years prior to his death.

Agent George Ferguson of Yankton, S. D., who has been living in a trailer for some time on account of the housing shortage, has given it up and gone back to a hotel.

Our nomination for the meanest man in the world is the red-haired gent in the Sioux City police department (we are using no names) who took his three-year-old son down to the circus grounds when the



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Ringling Brothers circus was at Sioux City and let him watch the unloading. Then he took the youngster home and said to him, "Now, Jimmy, daddy took you to the circus, so daddy'll just take a buck and a half out of your piggy bank to pay for your ticket."

Robert Foster, son of Roland "Red" Foster, has entered firing service at Sioux City.

Switchman Frank C. Evans, Sioux City, who was recently seriously injured, is convalescing nicely.

Passenger Conductor Fred A. Gardner, Sioux City, recently underwent an operation for goiter. It sure is a funny world. Some people will go to any lengths to keep from getting their throat cut and others just ask for it.

Miss Colleen Wagner, 18, daughter of Switchman and Mrs. Ed R. Wagner of Sioux City, died in a local hospital following an operation on Sept. 19.

While passing through Denver recently, the wife of your correspondent visited with Pete Deignan, retired switchman, formerly of Sioux City. She reports that Pete is hale and hearty and enjoying his retirement. It does seem as though Pete could come back and pay us a visit once in a while. Come on, Pete.

District Safety Engineer Frank Washburn of Minneapolis attended the rules classes held in Sioux City on Sept. 3, 4 and 5 and really gave the boys the business on safety. Two hundred and seven employes attended the classes.

Sioux Falls Line

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

Sympathy to Carman O. K. Johnson, Sioux Falls, for the loss of his son, James, who died suddenly on Sept. 8 after a two-day illness.

A late item, but we wish to report the marriage of Assistant Interchange Clerk Harold L. Mostrom, Sioux Falls, on July 8, to Beverly Joan Anderson of Dallas, Tex. Harold is an Air Corps veteran, having seen service in India. He plans to enter Southern Methodist University at Dallas, where the couple will be at home after Sept. 10. Harold is the son of FSI L. A. Mostrom of Sioux Falls.

With regret we announce the death of Mrs. Ella Jeppesen on Sept. 10 after a four-month illness. Ella was known for her pleasant personality behind the lunch counter at the Sioux Falls passenger station.

Our genial conductor on the Midwest Hiawatha, Fred A. Gardner, entered a hospital at Sioux City the fore part of September for a throat operation. We are all wishing for his speedy recovery.

Sanborn-Rapid City

*Margaret Kelly, Correspondent
Mitchell, S. D.*

Erasing a one-hole deficit in the final nine, Sid Shearer, Mitchell roundhouse employe, defeated Jake Armentrout 2 to 1 to win the Lakeview Men's Golf Club championship. Shearer covered the final round in 36, par, while Armentrout was three over regulation figures. For the 36 holes Shearer was six over, shooting 160 to Armentrout's 152.

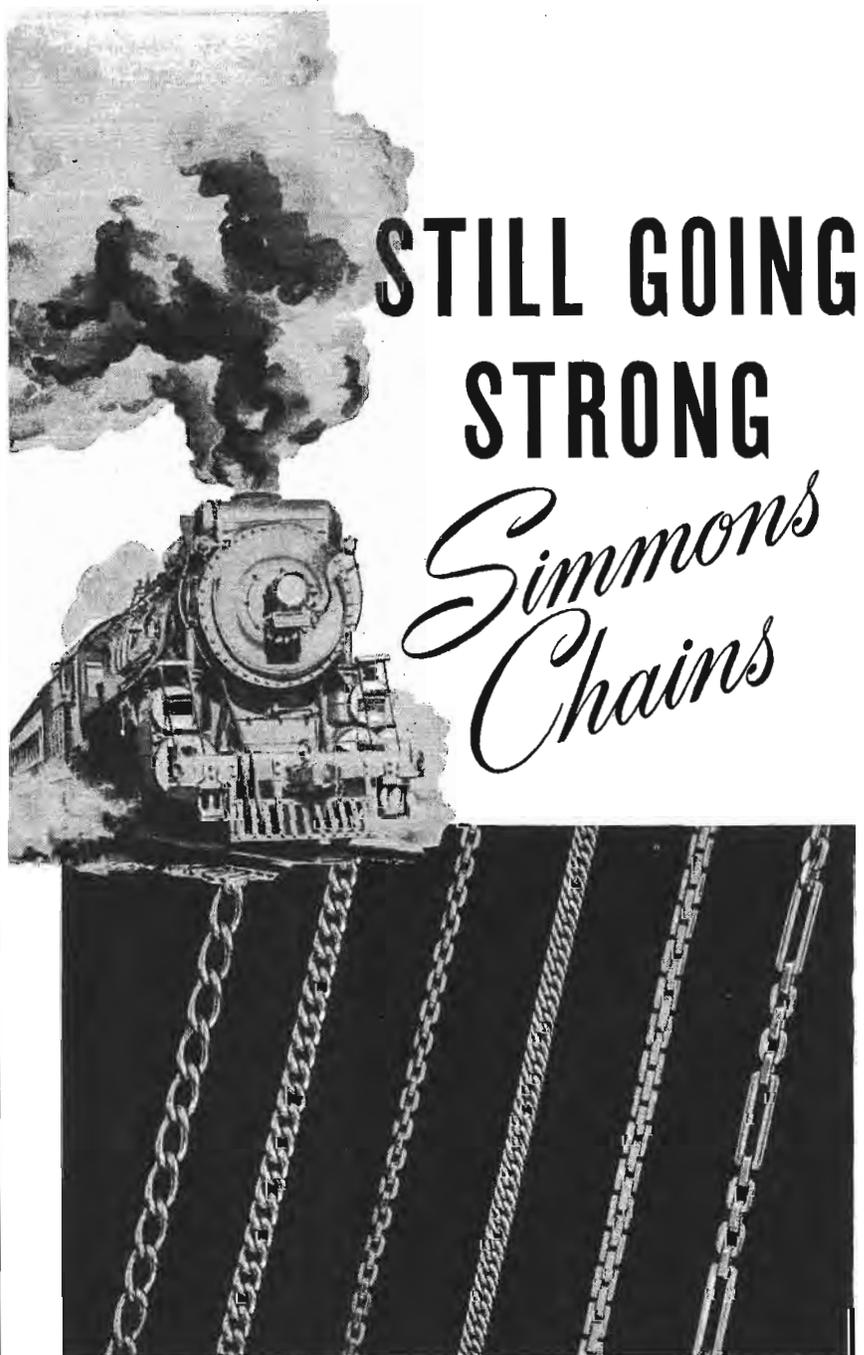
Among new brakemen recently employed at Mitchell and Rapid City are Barton Smith and Walter L. Koch.

Dispatcher V. K. Drury is back on the job after recuperating from an emergency appendectomy.

John E. Welland is now permanent section foreman at Marion Junction, S. D., replacing Nels Johnson who moved to Mitchell as foreman of the east section.

J. D. Hill, I&D passenger brakeman, retired in September after more than 40 years of service. Jimmy's going to "just look around" now.

Delbert Burke, trick dispatcher at Mitchell, has been acting chief dispatcher recently in the absence of E. H. Platt.



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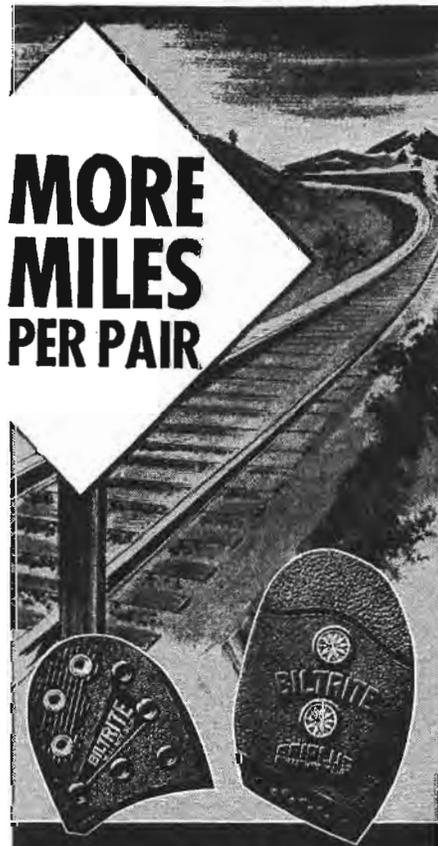
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TWIN CITY TERMINALS

**Minneapolis Local Freight and
Traffic Dept.**

(Contributed by Gladys Johnson)

Florence McCauley spent her vacation with Gene Jacobsen, formerly a stenographer at the local freight. The Jacobsens have a lovely cabin at Sand Lake, a few miles out of Virginia, Minn., where Gene and her husband are in the soft water service business.

Leda Mars spent a few days in Chicago and visited the Mars candy factory.

Fred Beckstrom, former freight house employe now on pension, dropped in to say hello. Fred had been in the hospital but is now as spry as ever.

The local is getting its share of new arrivals. Little Patty Nelson, nee Flaherty, has a baby daughter; Emmett and John Keenan both have boys—looks like more future railroad men in the Keenan family; Syl Smith, a baby daughter.

Mr. Anderson, former assistant agent at the local, has taken a new position as agent at Aberdeen, S. D. We were sorry to lose him but wish him lots of luck at his new job. Mr. Radke, formerly at Milwaukee and Crane, Ind., has taken over and we all extend a welcome.

**South Minneapolis Car Dept.
and Coach Yard**

Oriole M. Smythe, Correspondent

Representing the car department from Minneapolis at the employees' veterans' meeting at Milwaukee on Aug. 23 and 29 were Messrs. and Meses. C. E. Barrett, J. Hansen, R. E. Melquist and J. C. Weatherell. A grand reunion and fine time was reported by all.

Vacation trips were enjoyed recently by Foreman R. E. Melquist and wife, who visited Seattle and the west coast; Carman Harry T. Hauger, wife and daughter Denise, who journeyed to Los Angeles, Hollywood and Long Beach, Calif., and had all of us enthused with, "It is the grandest place to live"; and Car Inspector Aimer Peterson and wife, who converted the auto and traveled to California on a month's trip. Clerk Luther Cadow and wife vacationed at Glacier Park and enjoyed every day of it.

Carman Carl A. Carlson was welcomed on his return to work, following three months' absence due to a serious operation.

Congratulations to Grandpa! Foreman J. C. Weatherell reports a new grandson, born recently to Mr. and Mrs. Richard Weatherell at Milwaukee.

Also, congratulations to Grandma! Steno O. Smythe's new granddaughter arrived on Sept. 11, born to Mr. and Mrs. John M. Smythe at Minneapolis. This baby is our second grand-daughter and all concerned are doing fine.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Several new faces in the office lineup. Betty Jaspersen, relief operator, is pinch-hitting and June Demos is here again; same for Elleen Fiehn.

Elsie Monheim is more than ambitious. She operates a farm, in addition to her job. Next year look for her at the 4-H building at the fair grounds.

Alex McCool and Gladys Murphy are on the sick list.

Ed McCoy is back after quite a sick spell.

Bill Burfiend is on his honeymoon.

Don Soderquist and Joe Hanson, two young men in the office, hail from and also live in Hastings, Minn. Hastings, as you may know, is one of the oldest cities in the state. It boasts of owning one of the two spiral bridges over the Mississippi River. Many well known men were born there, including the late poet and the former mayor of St. Paul, Larry Hodgson.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Sickness, stay 'way from our door! Chief Clerk H. F. Grevett suffered a relapse not long after he returned to work following his illness, as was reported in the last issue of the Magazine. With our chief clerk and our rate clerk, Bill Murley, "on the blink", the rest of us have learned what it is to keep the telephoning public happy—more or less. If ever your office needs a chief clerk or rate clerk, just let City Freight Agents Bert Hoen or George Baker know. They're well qualified after their sessions as "sech." CPA Frank Arndt was on vacation during most of the "shortage."

September 14, 1947, will be the first anniversary of the wedding of Eugene Burns, son of General Agent R. A. Burns, and Miss Betty Sjoberg, Gene's "gal" since their childhood days. Best wishes to the happy couple from all of us.

Recently I saw some pictures of little Jimmy Burns, taken since he and his parents, Lt. Col. and Mrs. Robert Burns, went to Hawaii. What a sturdy little



Engineer Ira L. Dickey (left) of the Trans-Missouri Division who recently retired, is congratulated on his last run by Superintendent J. T. Hansen of Miles City.

"hunk of man" he is and what a proud grandpa is our general agent.

On my annual visit to Chicago—very enjoyable, too, thank you—I met Mr. Green, our editor. I wish more of our "scribblers" could do so, for after meeting him I have a much better idea of the fundamentals of good reporting.

TRANS-MISSOURI DIVISION

East End

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



Yard Conductor Emil B. Johnson

Yard Conductor Emil B. Johnson retired on April 1. He began his railroad career as a brakeman with the Wisconsin Central at Minneapolis in 1901, later working as conductor on that line and on the Soo Line. He also worked for the Northern Pacific at Tacoma, Wash., and for the Great Western at Minneapolis. The Johnsons have one son, Lt. Col. Richard Johnson. The Johnsons are now making their home in Chippewa Falls, Wis.

Engineer Ira L. Dickey retired 15 days after his 65th birthday. He had been a railroad employe for 47 years, 36 of those years in the service of the Milwaukee railroad. He began his first railroad job on his 18th birthday, as a fireman with the Pittsburgh and Erie Railroad. In that same year he was transferred to the Pittsburgh Western Railway, a position he held

until his advancement to engineer in 1910, when he moved to Mobridge. He will continue to make his home here.

Conductor Louis W. Scheifelbein and wife left for Miami Beach, Fla., where Mr. Scheifelbein will be a delegate to the trainmen's convention being held there. They will be met by their daughter Joan, Mrs. John Lohr, of Arlington, Va., who will spend some time there with them.

Mrs. C. E. Coutts, wife of Conductor Coutts, also left for Miami, where she will be a delegate to the ladies' auxiliary of the trainmen's convention.

Cashier Edwin C. Carlson of Miles City is spending his vacation with relatives at Mobridge and in the surrounding country.

Roundhouse Foreman Otto Alpperspach, Faith, S. D., who has been a patient at the Mobridge Hospital, is much improved and back on the job.

Conductor Carl Schneider and wife spent a six-week vacation in California, visiting their daughter, Beatrice (who is employed in the clerical department of the Southern Pacific Railway), and relatives and friends on the west coast.

Agent Holsey Johnson of Miles City passed through here on Sept. 10, en route to St. Paul. He was called there by the sudden death of his sister, Mrs. O. B. Tripp, following a stroke. Mrs. Tripp was the wife of O. B. Tripp, retired agent, formerly of Hettinger, N. D. We extend sincere sympathy to the bereaved family.

Agent Steve Fuller, Scranton, N. D., a former Mobridge dispatcher, stopped off here to visit old friends, en route to Detroit, Mich., and Garden City, Kan., to visit his two sons, Wade and Robert.

Mrs. Ethel Robertson returned from a visit with the Pridgen family, now living in Snohomish, Wash. She also visited her brother at Eugene, Wash.

Nancy Gay Clark, daughter of Conductor L. W. Clark and Mrs. Clark, has returned to her studies at Dakota Wesleyan University at Mitchell, S. D., where she is majoring in music.

Floyd Staph, son of Carman J. F. Staph and Mrs. Staph, has returned to his studies at the School of Mines at Rapid City, after a visit at his home here.

Howard Preston, recently discharged from the navy, a son of Engineer Claude Preston and Mrs. Preston, is returning to the University of South Dakota at Vermillion. The Preston's daughter, Luanne, is entering the McMurray School for Girls at Jacksonville, Ill.

Mrs. Ross Grange, wife of Conductor Grange, has returned from a trip to Vancouver, Wash., where she spent some time visiting her daughters.

Car Clerk Larry Hourigan and wife spent their vacation with relatives in North Dakota.



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Car Clerk George Hilton and Helen and daughter, Carol Ann, picked up George's mother, Mrs. Joe Hilton, at Rapid City and spent their two-week vacation in a cabin in the Black Hills.

Conductor and Mrs. Vern Cotton have moved to Miles City. Their home here is being occupied by Dispatcher Tom King.

Mrs. Frank Schneider, wife of Machinist Frank Schneider, was called to Menominee, Mich., by the serious illness of her mother.

Mrs. John Klein and son, Bobbie, have returned from a trip to Los Angeles, where she visited with her daughters and their families. On her return trip she was accompanied by her son, F. O. John Klein, ATC, recently released from the service. He had been flying cargo ships from India to China.

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and Supt. of Car Dept.

Harold Montgomery, Correspondent

We take pleasure in offering our best wishes to Mr. and Mrs. Joseph Drinka on their recent marriage. Joe didn't let us know until almost "gong time." This is also the first time that Joe ever took a honeymoon on his vacation. The young lady who grabbed off our Joe was Miss Helen Nohl. Brother Martin got some first hand information about wedding ceremonies being the head usher at the church wedding.

While we're offering felicitations let's give a few more boys the glad hand. Elmer F. Reinke (our modern male Portia) has become a father again. This time, however, his wife got her way and they have a daughter. The young 'un, Mary Margaret, looks just like daddy Elmer, having very little hair and no teeth—but good looking. Best wishes to the Reinke family. Yes, we got our cigars.

Another young chap, Fred G. Wiegatz, became a proud (it's a boy) father on Sept. 17. Rumors are that the youngster is good looking—looks like his mother. Best wishes to the Wiegatzes—Fred, Esther and Wyon.

Mr. and Mrs. Art Schultz announced the wedding of their oldest daughter, Priscilla, to Donald Crull, formerly of the Army Air Corps.

Congratulations are in order for Clare Wilson, who was married four months ago. In addition, he became an uncle for the 14th time when his brother Thomas announced the arrival of Patricia Rose on Aug. 31. Tom, an upholsterer, is now the proud father of eight young Wilsons.

Rudolf Broeksma and the "Missus" finally made that long planned trip to the Pacific Coast. The last time Rudy was in or near the Pacific ocean was long ago, when he was in the Dutch navy. He couldn't resist getting off at Tacoma and putting his feet in the ocean and then starting back for Milwaukee on the next train. No sir, no staying at hotels for Rudy. A wonderful trip was reported and also a restful one. Now bring on all those car drawings—Gr-r-r!!!

The Milwaukee Road bowling league opened the season with 16 teams. Clarence Schwab of Muskego yards is our new president, Ed Mueller of the upholstering department is vice-president and Arthur L. Schultz is again secretary-treasurer. The league bowls on Tuesday nights at 7 p. m. at Bensinger's or Central Lanes at 27th and West Kilbourn.

Sorry to lose Shirley Folz of the superintendent of car department office, whose job was vacated on Sept. 15. She decided to go to the University of Wisconsin and was given a farewell present of an automatic record player by her many friends, who hated to see her go.

Congratulations to Mr. and Mrs. Willard Stark on the arrival of Nancy Ann, seven pounds, thirteen ounces, on July 12. We understand that she really does her parents proud.

Walter J. Czaskaske is convalescing from an attack of appendicitis—and on his vacation, too! Walter's condition was not too good for awhile, due to his appendix bursting and creating a little havoc, but he's on the mend and will be back with us soon.

The foundry "Hiawathas"—champions of the Milwaukee Road softball league, took on a team of the old "Hiawathas" and after a nip and tuck 1-0 battle for eight innings, the bottom fell out for both teams in the last inning; the final score in 9 innings, 7 to 5, in favor of the foundry. The team is managed by Ray Stuart and coached by another oldtimer, Paul Skrbac.

Joe McDonald, the superintendent of car department mail clerk, has resigned and will take up new duties as a clerk in the new Wauwatosa depot, starting on Sept. 19. A farewell present of a billfold was presented to Joe by his admirers (male and female) and best wishes were in order for his new venture.

Among those back at work again are William B. Reitmeyer, a former lieutenant colonel in the Transportation Corps, after 46 months' service in World War II. Bill also served in World War I, for 18 months in the Infantry as a second lieutenant. He is now back at the drawing board as draftsman, working the electrical and air conditioning on new car program.

Julia A. Larson, formerly stenographer at the test department and S.M.P. office, is back again in the mechanical department. She is now clerk-stenographer, working on the new passenger car program out of K. F. Nystrom's office. Welcome back, Betty.

Willie Lehman has decided to "pull the pin" after 30 years' service in the upholstering department. Willie is going to retire to a farm near Dousman and take things easy. He has been a faithful worker and has figured on his future so he has not a worry in the world. Good luck and best wishes.

Sorry to announce the passing of Paul Drinka, retired carman and father of Martin and Joseph Drinka of the mechanical engineer's office. Deepest sympathy to the Drinka family.

With regret we announce the passing of

Lieutenant of Police William H. Hart, Jr. Milwaukee shops. "Howard", as he was known to road men, had never recovered from the loss of his wife, two years ago, and his son, one year later. He was a "grand big guy". Deepest sympathy to Mr. and Mrs. William H. Hart, Sr., and his daughter, Jean.

"Butch" Krueger is back with us after 28 months in the navy as a lieutenant (j.g.). You wouldn't think so much ability could come out of such a small package. That ain't all muscle up there between his ears though, boys! Nice to see you back again, "Butchle". Now Joe won't have to work so hard.

Car Department

George L. Wood, Jr., Correspondent

It was just six years ago this month that this column reported the accident of Machinist Apprentice Orville Fox, which resulted in a broken leg. At that time Orville was a promising candidate for the University of Wisconsin's football team and we recall that Coach Harry Stuldreher was more than somewhat unhappy upon hearing the news. This month it's Assistant Machine Shop Foreman Fox, who limits his football to reading the sports page.

We were well represented at the National V.F.W. convention held in New Orleans this past month. World War I vet, Frank Synek, and World War II vet, Ted Detzek, attended the festivities.

Carman Apprentice and Mrs. Gussie Damske are doubly happy this month. Twin boys arrived at their home on Sept. 11.

If the freight shop office personnel don't seem to be their usual happy selves, it's because they will no longer have the daily visits of the main office mail boy, Joe McDonald. Joe has accepted a job on Lines West (Wauwatosa station).

Carpenter Tom Yank passed away on Sept. 18. Mr. Yank has been with our company since 1911. We extend sincere sympathy to his bereaved family.

Miss Bernice Clark changed her name to Mrs. Rae Schaeffer on Aug. 24. Congratulations to the happy couple.

A "blessed he-vent" of special interest to second shift freight shop employees took place on Sept. 7 at the home of Welder John Link.

The blacksmith shop group is welcoming back Frank Wegner and Matt Schram, who have both been absent for several months due to illness.

Blacksmith Apprentice John Ostrowski left the bachelor ranks in favor of Miss

Sylvia Feller on Aug. 17. Congratulations to John and bride.

Those who have retired from active service effective this month are Cabinet Maker Mike Ciganek—44 years' service; Carman Edward Jones—25 years' service; and Machinist Tom Graham—30 years' service. May the rests which they have so well earned be long and enjoyable.

Most recent to return from military service and back to their jobs in the department are Harry Stoss, Ervan Beigelman and Robert Martin.

Store Department

Earl L. Solverson, Correspondent

Dennis, 6, and Diana, 7, children of Russell Pritchard of the district storekeeper's office, were awarded first prize of \$15 in the amateur contest at the Hiawatha picnic on Aug. 17 at Heidelberg Park. They danced a polka.

Storekeeper August Kosiboski, Section G, celebrated his 78th birthday on Aug. 12. His co-workers presented him with a gift.

Stockman Rudolph Freuler made a trip across Lake Michigan on the Clipper on Saturday, Aug. 17. A friend sent him a large fish hook made of steel, with a chain leader and some heavy rope, so he could catch some of the big ones on the way over and back. His co-workers came to work on Monday with plates, knives and forks, feeling certain that he would hook some fish. Rudy's alibi was that his friend did not furnish the proper kind of bait for the type and size of the hook. Looks like we'll have to do our own fishing in the future.

Locomotive Department

Ray Stuart, Correspondent

Stork news: A baby boy, Lawrence, was welcomed by Mr. and Mrs. Walter Graczyk. Walter is a wheel molder and a very faithful worker. Not to be outdone, Mr. and Mrs. Bill Roberts welcomed Judy Ann to their fold. Bill is a chipper in the foundry. Congratulations to both families.

The wedding news of the month: Laborer Sigmund Miszczak took his bride to see Niagara Falls on their honeymoon. Hope everyone got a cigar; Sigmund distributed them to his co-workers. Laborer James Cullen popped the question to Shirley Saxe and her answer made him a very happy fellow. They will marry soon.

The Cal Kents flew to see their son Ronald at Washington, D. C., prior to his leaving for China. Ronald worked at the foundry during his summer vacations and recently enlisted in the Marines. Cal and

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wife think the railroads are pretty nice to travel on and came back by train.

The good news of the month is to hear of the rapid recovery of Wheel Foreman Herman Mau. We are glad to hear he is able to be up and around after a siege of pneumonia.

We are sorry to hear of the death of George Schmechel's mother. Her husband had been a wheel inspector at the foundry for a number of years.

COAST DIVISION

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

Our energetic and good natured chief clerk, Lester Ellis, left for a two-week vacation, taking a boat trip to Canada.

Clarence Otto, former telegraph operator who retired in 1945, passed away while visiting his mother. The remains were shipped to Ellensburg, where his daughter resides.

A blessed event occurred at the home of Brakeman K. A. Hartman. Congratulations!

The Milwaukee bowling league held its annual meeting and decided to give the league a feminine touch by having two ladies' teams besides the eight regular men's teams. That makes the odds 4 to 1.

Time Revisor William Fitzgerald (Fitz to you) left for his vacation on Sept. 3.

Roadmaster A. E. Moxness was around the other day with an armfull of cokes and a box of cigars, his chest expansion considerably increased and I doubt if his hat is now the proper size. And no wonder—he is now a grandpa. The stork delivered a seven and a half-pound boy at the home of his daughter Shirley (formerly of the Tacoma freight office) in Boston, Mass.

Believe it or not, we have a vocalist in our midst; Frances Sommers, who recently rendered a few selections at a wedding. Who knows, one of these days she may be in grand opera.

Vacation time is in full swing in the engineering department. Florence McMahon spent her vacation just relaxed at home. Leo Jensen, curve ball bowler, went to his old stamping grounds in Montana, visiting friends and relatives. Herb Davis spent his vacation fishing at salmon beach. By the way, Herb is going to do some 600 bowling this year, he said. Yep, that's what he said. Herb Beers spent his vacation painting the house. Hope he doesn't get any tobacco juice mixed with the paint. Larry Weams and Ray Herwin have been spending so much time at the Hyak ski bowl that they could almost set up permanent residence. Ray returns about the middle of September to enter the College of Puget Sound.

Conductor Wellington G. Andrews, who has been retired since 1937, passed away on Aug. 23.

Ruth B. Wheeler, cashier at Auburn, was married to Dr. Henderson of that city on Aug. 25. We wish them a lot of happiness.

BELLINGHAM

Bob Holcomb, returned GI, has displaced Warehouseman Bob Bardwell, who is a veteran of both wars. The change came just in time to allow Bob Bardwell to attend the American Legion convention in Bellingham. It was rather difficult to keep our minds on our work while the boys were marching, especially when they passed the depot.

Section Foreman Ed Cave and his wife are planning a trip to England, the first in 15 years, to visit his 80 year-old mother. Allen Cameron, retired sectionman, is leaving on the same boat for a visit to his home in Scotland. They will leave New York on Sept. 6 on the SS *Argentina*.

Brakeman Gerald (Red) Cross received word of his mother passing away in California. The Bellingham line extends sympathy.

Tacoma

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

FREIGHT OFFICE AND PASSENGER STATION

Chief Clerk O. R. Powels was host to the entire freight office employees—passenger station and yard office—a few Sundays ago at his farm at Lake Tanwax, located in nature's own setting. It was a beautiful day for a sport festival of boating, swimming and hiking, swimming taking first place. Young Roger Grummel, nephew of Agent Grummel, captured the gold medal for the day by saving the life of one of the employees who, while swimming, suddenly got a cramp in his shoulder. High honors in cribbage went to Claim Clerk Tom Dolle. A very tasty buffet lunch was served outdoors.

Al Goldsbrough, outbound revising clerk, is spending his vacation in Vancouver, B. C., also taking in the sights at Victoria. Took his wife along for protection.

E. N. King, who works at the passenger station and also in the cashier's department, is vacationing at his uncle's beach home with the "Mrs.," who recently returned from the hospital.

David Evans, just released from service a short time ago, is new in our warehouse, relieving Mr. Gleb, who is substituting for Warehouse Foreman Cardie, who is on vacation. Mr. Gleb just returned from a very pleasant vacation in Hollywood, Calif., spending several days at Catalina Island, where he saw Movie Star Betty Grable. No wonder he is so full of "whim, vigor and vitality" since his return.

Mrs. Ada Schwanke, general clerk, is temporarily helping out at the NP but expects to be back in this office soon.

Thomas O'Dore, assistant demurrage, is filling in at the passenger station, working as ticket and baggage clerk while Mr. Tvetter is relieving at the yard.

General Clerk R. L. Sommers resigned and has accepted a teaching position in the Junior High School at Auburn, Wash.

YARD OFFICE

Bob Shipley, a former trainmaster, Coast Division, now supervisor at Tacoma yard, is visiting his folks in Wisconsin and is being relieved by Carl Tvetter. Bob has a heavy bet on with one of his co-workers that he will bring back at least one muskellunge on ice from Tomahawk Lake, Wis.

Mrs. Anne Beaumont, who has been on leave of absence, was called back to relieve A.C.Y.C. Willard Miller, who recently took unto himself a lovely bride and is now honeymooning.

That Mona Lisa smile on Helen Alleman's face is for a brand new granddaughter—Edward Alleman's new baby.

Seattle Yard

F. J. Kratschmer, Storekeeper

Congratulations to daddy Mike Herman, day boardman in the yard office. This time it is a bouncing seven-pound baby girl born on Aug. 14. Mike is now the proud father of three swell children—two girls and a boy.

Frank Nelson, yard switch foreman, after 35 years' service with the Milwaukee Road at Seattle, decided to take the pension on Aug. 31. Frank began his railroad career with the Northern Pacific at Spokane in 1900. After seeing service with the Great Northern, Union Pacific, and Southern Pacific, he started to work for the Milwaukee in Seattle in March 1912. Frank has been foreman on the 6:30 a.m. Union Depot run for so long that he felt out of place anywhere else, and he will also be missed by the many friends he had dealings with. He served time as switchman, yard conductor, night yardmaster and general yardmaster.

Storekeeper F. J. Kratschmer left on Aug. 31 for the middle west, where he visited with relatives in Illinois, Kansas and Missouri. He also took in the Card-Cub ball game in St. Louis on Sept. 5.

We are glad to see back amongst us again the smiling face of Engineer Oscar Lano, who had been on the sick list for several months. Oscar underwent two major operations while off, but we are glad to say that he now looks better than ever.

Roundhouse Foreman R. W. Janes and wife drove over to Wenatchee, Wash., in August and spent a week visiting and touring the Washington apple center.

The track forces under Sam Wilson have just completed a nice job of installing a double switch to the new extension of the Sears Roebuck building at Stacy Street. A fill of about three feet was necessary to bring the tracks up to the level of the building. The two tracks inside the building will each hold three cars. Track laying machine No. 11 operated by "Tubby" Smith was used in connection with this work, and the tracks were ready for service nine days after work started.

Margaret McNeilly, steno in assistant superintendent's office, flew to Vancouver, B. C., with her mother on Sept. 9, starting a two weeks' vacation which she intended winding up at the Puyallup fair. It was Margaret's first trip in the air, and she was just a trifle nervous.

Special Agent Charley Miller, formerly of Tacoma, has taken over similar duties in Seattle, replacing George Walkup.

The car toads have been toeing the mark of late, since Car Clerk Melba Batson's husband was recently appointed assistant chief of police of the Seattle police force.

J. I. Hamilton, yard conductor, took the pension on July 15 after 47 years of railroad service, 30 years of which were with the Milwaukee. Mr. and Mrs. Hamilton took a trip to Kentucky early in September, to renew some old acquaintances.

PFI man Bert Roberts took a long jaunt back to Boston, Mass., the early part of September. Bert is going to try and have them move the world's series up a little so he can take in a game.

Carman Emery Detrow spent a short time in Aberdeen, S. D., during August, visiting with his folks, and also his son George, who just recently left the Seattle car department.

Ted Beaumont, car inspector, meandered over to Montana last month 'cause he had nothing else to do. Ted had not fully decided when he left whether he would hunt for big game, fish the trout streams or just lose himself on the prairies.

Seattle Local Freight Office and Marine Dept.

*F. W. Rasmussen, Correspondent
Local Freight Office*

A baby boy was born to Mrs. Robert Phelps on July 25. Mr. Phelps is a warehouseman for the Milwaukee and also attends classes at the University of Washington. Congratulations!

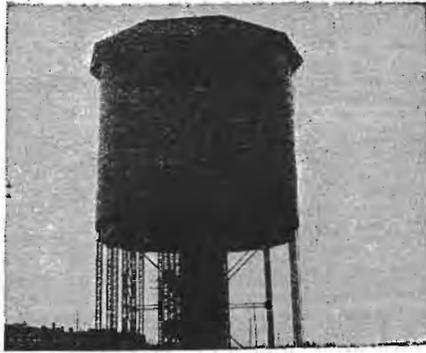
Charles M. Breuklander, warehouseman and yard clerk, suffered a heart attack on Aug. 16 and died on the following day. Burial was at Valentine, Neb. He was employed by the Milwaukee for about three years. Prior to that time he worked for the Chicago and North Western. He leaves his wife and a daughter.

Mazie Knowles, our notification clerk, entertained the entire staff of the cashier's office and their families at her summer home at Lake Stevens near Everett on Aug. 11. Reports have drifted back that Mazie can really put on the parties.

Richard Hill, former yard clerk in Seattle and later boardman at Cle Elum, was shot and killed at Cle Elum on Aug. 30 as the result of a quarrel. Burial was at his old home in Montana.

We wish to report the recent marriage of Miss Muriel McFarland of our claim department to Robert L. Schultz in Missoula, Mont. Mr. Schultz was recently separated from the service and is now railway mail clerk, running out of Spokane. Congratulations!

Bert Roberts, PFI in Seattle for the past 25 years, and Mrs. Roberts left, Sept. 8, for an extended trip to the Atlantic coast and other points. Bert is on sick leave and needs a rest.



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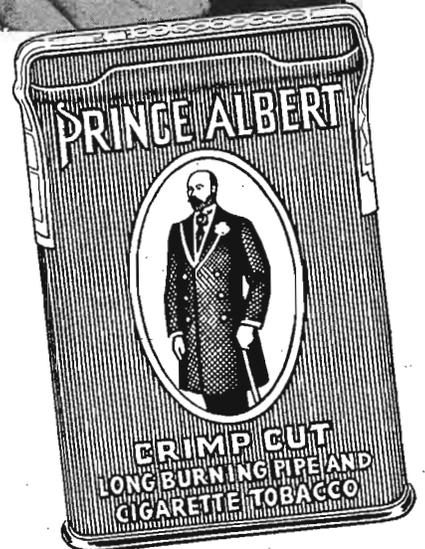
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