

# The MILWAUKEE MAGAZINE

PUBLISHED BY  
THE CHICAGO, MILWAUKEE,  
ST. PAUL & PACIFIC RAILROAD

JULY 1947





## What every bride shouldn't know:

WHAT it feels like to be poor . . .

What it feels like when your first-born needs an expensive doctor—and you can't afford it . . .

What it's like wanting a home of your own . . . and never quite getting it . . .

What it's like having your kids grow up not knowing whether they'll ever get to college . . .

What it's like to see your friends able to travel abroad—but never you . . .

What it's like to have to keep telling yourself, "He may not have money, but he's my Joe."

There is no cure-all for all these things.

But the closest thing to it for most of us is something so simple you almost forget it's there.

It is the Payroll Savings Plan. Or—for people not on payrolls—the new Bond-a-Month Plan at your bank.

Each is a plan for buying U. S. Savings Bonds automatically.

Either one of these plans helps you—as does no other system we know of—to save money regularly, automatically, and surely, for the things you want.

So if you're a newlywed or know one, here's a bit of friendly advice to take or give:

**Get on the Payroll Savings Plan** where you work or the **Bond-a-Month Plan** where you bank.

It's one of the finest things you can do to start married life right.

### Save the easy, automatic way...with U. S. Savings Bonds

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# NEWS HEADLIGHTS

THIS issue of the Milwaukee Magazine went to press prior to the first run of the Olympian Hiawatha, on June 29, but some time in advance of that date a number of cities along the route between Chicago and Tacoma were laying plans for welcoming the new streamliner.

A pre-inaugural run, called the Lake Washington Regatta Special, left Chicago on June 23 for Seattle, carrying the rowing crews of the Universities of California, Columbia, Cornell, Harvard, Massachusetts Institute of Technology, Pennsylvania, Yale, Syracuse, Princeton, Washington and Wisconsin, which were to take part in the Lake Washington Regatta on June 28. The group of more than 175 athletes and sports writers left New York on June 22 on the New York Central following the Poughkeepsie and Yale-Harvard Regattas. Arriving in Chicago the following morning, they and the special baggage cars containing their racing shells and other gear were transferred to the new train for noon departure. This Atlantic-to-Pacific tour of the rowing crews was the first movement of its kind.

Another pre-inaugural run of the Olympian Hiawatha was made from Chicago to Minneapolis on June 26 for representatives of the press.

PICTURES of the Twin Cities Hiawatha, drawings and leaflets relating to the Olympian Hiawatha, the Milwaukee Road history booklet and a copy of the company's annual report for 1946 have been sent to the Evanston (Ill.) Historical Society for placing in the corner stone box of that city's Municipal Building.

A GROUP of 150 Chicago industrial traffic managers were host to President C. H. Buford at a dinner in the Blackstone Hotel, Chicago, on the night of June 12. The Hon. Martin H. Kennelly, mayor of Chicago, was among those present.

A SPERRY rail detector car joined the never-ending hunt for rail defects early in June. This car is used in addition to the magnetic type detector car owned by the Milwaukee Road which operates continuously over the entire system. Since these cars are capable of detecting rail flaws hidden to the human eye, they do much to promote safe train operation.

UNDER the supervision of Frank W. Johnson, a furloighed Midwest Hiawatha conductor, the hand brake instruction car began its 1947 schedule on June 25 in Bensenville, Ill. Thirteen types of hand brakes, a ball lever type switchstand and an arrangement of steam and air hose connections are on display in the car. It will leave the Chicago Terminals on July 11 and proceed to Milwaukee Terminals. From there it will go to the Twin City Terminals and continue westward across the H&D and Lines West divisions.

The car was last exhibited at various points on the railroad during the period May 2, 1945, to December 5, 1945, when 3,444 employes took advantage of the instruction offered.

THE Milwaukee Road is included in a new rail-auto travel plan which became effective July 1. Working in cooperation with the Hertz Drivurself System and other similar services, the railroad will be able to offer business men and other travelers a plan combining the advantages of both rail and automobile transportation at reasonable prices.

This service is being inaugurated in 250 cities throughout the country, including 20 on the Milwaukee Road, and will later be available at additional points. In all of the cities small cars can be had at the minimum rate, and in most of the cities intermediate and large cars are also in service at proportionate rates.

THERE was an implication of faith in the safety of Milwaukee Road trains when 100 delegates to the 46th annual meeting of the Health and Accident Underwriters Conference in Omaha rode the Midwest Hiawatha from Chicago on May 25.

A DEVICE designed to create the best possible relations between the traveling public and employes has been undergoing a test on Milwaukee Road dining cars during recent weeks. Cards bearing the request for a frank expression regarding food and service were made available to all guests. The results were very encouraging.

Of the first 1,159 individuals replying, 655 described the food as "excellent," and 421 regarded it as "good." Of this same group 1,120 found the service to be "good," which was the best of the three adjectives from which the guest was given a choice; 24 said it was "fair," 7 regarded it as "indifferent" and 8 had no opinion.

THE Booster Club of Chicago, the Hiawatha Service Club of Milwaukee and the general governing board of the Milwaukee Road Women's Club rushed relief to flood-stricken employes in the vicinity of Ottumwa, Ia., late in June.

The appeal on behalf of the 50 or more homeless employe families came from Herschel Loveless who was, prior to the middle of April, an employe of the Road and chairman of the Ottumwa Service Club. During the crisis brought about by the overflowing of the Des Moines River he was city superintendent of streets and served as director of relief activities in the Ottumwa area; he has since returned to the railroad as B&B clerk. The immediate need, according to Mr. Loveless, was for canned food, linen and towelings, most of which was available at wholesale prices in Ottumwa stores.

The clubs sent cash gifts immediately and were collecting additional funds at the time this was written. It was hoped that large quantities of needed commodities purchased with those donations would reach the employe families shortly after the Fourth of July. The Red Cross was on the job from the outset, doing rehabilitation and relief work in the community generally.

The railroad rushed three centrifugal pumps to Ottumwa late in June for removing water from basements as flood conditions grew increasingly worse. Correspondent K. M. Gohmann's detailed account of the Ottumwa disaster appears elsewhere in this issue.

# Classrooms On Trains

*The New Trend in Education  
Is Fun for the Kids*



All set for a big afternoon, a group of Hector, Minn., school children start out for a sightseeing tour at Montevideo on May 7 in the care of a supervising mother. Left to right: Mike Olinger, DeLaine Dehnel, Luella Hauer, Deanna Knetel, Mrs. H. Knetel, Richard Houdek, Ronny Seldin and Sherman Graves.

WITH the cooperation of the railroads, educators have made many improvements in the system of teaching modern transportation methods to children. As one of the pioneers in this field, the Milwaukee Road has carried thousands of excited school kids. Among its more recent guests were 1,500 youngsters from 132 of the Rock County (Wis.) rural schools, who journeyed from Janesville to Chicago on May 1 for an educational tour and a glimpse into the operation of railroads. The trip was made on a 19-car special train, the Road's biggest postwar passenger run in Wisconsin.

For most of the children the excursion was also their first ride on a train and all were prepared for a whale of a time. Accompanied by 50 teachers and an interested group of their elders, the eager youngsters arrived in Chicago's Union Station in time to be conducted through the Morning Hiawatha, which had been spotted on the next track an hour ahead of its scheduled departure. The sleek lines of the streamliner, its luxurious interior and the explanation of its mechanical features fairly tied their tongues.

A tour of the station, the largest in the Midwest and constructed on the

vast proportions of a Greek temple, also was found impressive. "Must be almost six stories high," ventured one awe-stricken youngster.

Clutching their paper bags of lunch, they then boarded a fleet of motor buses and rode through Chicago's business district for a view of the skyscrapers, and then on to spend the afternoon at the Field Museum, the Shedd Aquarium and the Adler Planetarium. The return trip to Janesville was also made on the Milwaukee. Passenger Agent M. L. Metzger and Assistant General Passenger Agent Carl F. Dahnke, both of Milwaukee, were among the officials who accompanied the group.

### The Olympian Stops!

At Hector, Minn., 55 little second and third grade youngsters made a similar trip on May 7. Escorted by their teachers, Mrs. Popp and Mrs. Aronson, and 12 helpful mothers, they boarded the Olympian (now the Columbian) and rode 10 miles west to Montevideo, for a day of educational sightseeing. Plans for this eventful trip were made last winter and it was financed by a "big top" circus put on by the youngsters.

According to Martha Moehring, Milwaukee Magazine correspondent at

Montevideo, the experience was a novel one for the Olympian's passengers as well as for the children. Assistant Superintendent J. W. Wolf, Montevideo, and Traveling Passenger Agent Paul J. Nikolai, Minneapolis, conducted the train tour and long after the trip was over the children were still talking about "a man named 'Wolf'." From the reports which filtered back, Mr. Wolf must have had a pretty good time himself.

Civic and Commerce Association representatives, headed by Secretary Henry Johnson, met the group at Montevideo and escorted them to the Montevideo High School. There the children sat down to a substantial lunch, which was followed by a tour of the school premises. Then, out to the famous Zainer stables, where they watched a work-out of the Zainer string of riding horses, and then to the dairy to see how milk is bottled and to sample the ice cream. A tour of the city consisted of visits to the Northern States Power Company office, the post office, sewage disposal plant, police and fire departments, the large stores on Main Street, and to the Montevideo Bottling Works, where they saw how soda pop is made

The second and third graders of the Hector, Minn., school assemble on the lawn at the Montevideo station with their adult supervisors. In the background the Olympian, which took them to the city, leaves for the West.



and demonstrated how it should be drunk. After dinner they went to the Video Theater where they were allowed to watch operations behind the scenes, and then to the Hollywood, to view some Walt Disney cartoons.

On the return trip to Hector, Mr. Wolf was bombarded with a host of constructive suggestions, all revolutionary: to equip trains with playrooms for little girls only, where they could play without interference from rude boys; to sand the floors, thus providing a firmer footing, as well as a place for small children to play; carbonated beverages in the drinking fountains; to reduce the time lost in stopping trains, entrance and exits in ceilings, with sky hooks snatching passengers out and dropping them in. And, of course, ice cream cones to replace water and paper cups. The run on paper cups at the drinking fountain had created a situation.

When the Olympian reached Hector almost the entire town was on hand to welcome the weary travelers and to hear the recital of the highlights of their wonderful day. "We all had a marvelous time," said Mrs. Popp. "The tour was as revealing to the grown-ups as to the children."

**Lessons "On Wheels"**

Thirty-one sixth-graders of the Tippecanoe School, Milwaukee, Wis., with Mrs. Helen Langenohl, their teacher, rode the Morning Hiawatha to Portage on May 14, for a transportation lesson "on wheels." Milwaukee Road police officers Lt. J. A. Hayes and Lt. Richard Weckworth escorted the group. On hand to greet them as reported by K. D. Smith, Milwaukee Magazine corre-



Hi, Chicago! Part of the delegation of 1,500 Rock County (Wis.) school children who came to Chicago in a 19-car special train on May 1 salute the city on their arrival in the Union Station.



The 38 children (the dog doesn't count) of the Panora, Ia., grade school and their teachers who took a trip to Yale, Ia., on May 2 as part of their course in modern transportation. On the truck at the rear is Agent G. J. Foxhoven, who arranged the tour.

spondent at Portage, were Agent B. A. Gothompson, Chief of Police Francis Riley, Milwaukee Road Special Officer H. J. Little, and Walter Washburn, representing the local chapter of the D.A.R.

The educational tour began at the freight house, where they were shown how freight is handled en route. Then, on to the roundhouse, where Foreman Yates gave them first-hand information about engines and treated them to a ride on the turntable. A tour of the city and surrounding country, as arranged by Mr. Washburn, took them to places of local historical interest—the canal between the Fox and Wisconsin Rivers, the old Agency House, old Fort Winnebago, and down the Wauona Trail, which was once traveled by the French and Indian voyageurs. A return ride on the Afternoon Hiawatha was the perfect finish to an eventful day.

G. J. Foxhoven, agent at Panora, Ia., arranged a tour for 38 young pupils of the Panora grade schools on May 2.

# A Message to Parents About Infantile Paralysis

INFANTILE paralysis (poliomyelitis) breaks out infrequently in most places, but when it does come, knowing what it is, what to do about it, and where to turn for help is your greatest protection against it.

## Facts Fight Fears

Infantile paralysis, often called polio, attacks few people: 20 cases per 100,000 population usually is considered an epidemic.

Half of all those who get the disease recover without crippling. Another fourth with good care recover with little permanent crippling.

Deformities may be prevented and crippling lessened by prompt, complete and sometimes prolonged medical care.

## Precautions to Take

Summer is the chief danger period.

While the trip was only a seven-mile run to Yale, it was a bold adventure for children who were unaccustomed to riding on trains. The day before, Mrs. Brock and Mrs. Hensel, their teachers, laid the groundwork for the lesson with a class demonstration, using toy locomotives and cars. As the first step, the children were required to buy their own tickets, to give them confidence as well as to acquaint them with traveling methods. The exciting experience was voted the most memorable event of the school year.

Many Wisconsin schools have adopted this method of practical education. At Janesville, 325 fourth grade children made a round trip to Madison on May 14, traveling in five special cars. On the same date, about 60 pupils of the Cumberland School at Milwaukee traveled to Chicago and toured the Field Museum. Pupils of the Milwaukee Uni-

If infantile paralysis comes to your community, follow these suggestions.

*Call your doctor* immediately if any of these symptoms appear: headache, nausea, a cold, upset stomach, muscle soreness or stiffness, unexplained fever. Infantile paralysis starts in many different ways, most of them just like a lot of other childhood diseases. Be on the safe side.

*Avoid new contacts.* Try not to mingle with crowds. Local health authorities decide whether schools and other gathering places may remain open. If you can help it, don't take children to theaters, on trains, buses, boats or to beaches where they mingle with strangers.

*Don't get overtired.* Extreme fatigue makes you an easier victim. Too strenuous play, late hours, irregular

versity School took the same trip on May 16. To acquaint their pupils with the various modes of travel, the Hi-Mount Boulevard Third Grade School, Milwaukee, supervised an educational trip on May 20. The children went to Oconomowoc by bus, purchased railroad tickets at the Milwaukee Road ticket office, and rode back on the train. A group of approximately 50 students of the Lincoln School in Oconomowoc combined the transportation lesson with a trip to the recent music festival at Madison and teachers of the Grant School, Wausau, recently escorted several classes of children to Rothschild.

All reports on this teaching method, by educators and students, have been enthusiastic and also high in their praise of the courtesy and attention extended to them by Milwaukee Road employes.

schedules are possible invitations to attack by polio.

*Avoid chilling.* Don't stay long in very cold water.

*Don't swim in polluted waters.* Check with your health department beforehand.

*Keep Clean.* Wash hands before eating. Keep flies and other insects away from food. Don't leave garbage uncovered.

*Consult your family doctor* as to the advisability of removal of tonsils and adenoids, or other mouth and throat surgery, during the usual epidemic months.

## Quick Action May Prevent Crippling

Don't worry about expense, if your doctor says it's polio. Get in touch with the chapter of the National Foundation for Infantile Paralysis nearest your home. The telephone book or your health department will furnish the address. Cost of treatment will be paid, in whole or in part, if you can't pay it yourself. Few families, even with substantial incomes, can meet the full cost.

Be guided by sound medical advice. Do everything your doctor advises. Doctors agree that infantile paralysis can best be cared for in hospitals. There is no known cure for infantile paralysis. Good medical care may prevent or correct some deformities. There will be some who are permanently paralyzed. Do not believe those who, for one reason or another, promise to cure these cases.

Carry on your normal activities. Remember, most patients get well, and with good care the majority recover without crippling. Your fear or panic will only make it harder for your child.

## Headquarters for Help

Your doctor, your health officer and your county chapter of the National Foundation for Infantile Paralysis will do everything in their power to see that your community is ready to meet an epidemic.

Year-round services for infantile paralysis patients who can't pay full costs of care are provided by National Foundation chapters in co-operation with local health authorities. They include:

Paying hospital costs, transportation, care and treatment, purchase of equipment necessary for modern treatment in a hospital within your reach, payment for professional services necessary for adequate care, provision of braces, wheelchairs and other orthopedic appliances as well as regular medical check-ups for as long as necessary.

A man is relieved and gay when he has put his heart into his work and done his best.

—Ralph Waldo Emerson.



Children of the Lake Owasso School near St. Paul received a lesson in modern travel on June 2 when they boarded the Hiawatha for a trip to Red Wing, Minn., where the day was spent in sightseeing, hiking and a picnic. They are shown with their teachers, ready to board the train in St. Paul. (St. Paul Pioneer Press photo).

# K. F. Nystrom, Builder of the Hiawathas

WHEN the officers and employes around the Milwaukee shops speak of K. F. Nystrom, chief mechanical officer, as the "Old Man," they do not have reference to his years. It is, instead, an expression of friendship and a kind of hearty recognition of the fact that in the matter of mechanical training he is the father of them all.

When he, in turn, refers to his men as "My Boys," it is again an expression of honest regard—not the boss talking down to his employes.

If this man has a quality which stands out even above his skill and inventive genius, it is his talent for working on a kind of partnership basis with every man in his employ. One magazine writer, attempting an appraisal of his interesting character, made the following statement:

"Mr. Nystrom has done everything he could to stabilize employment, and the men and their leaders understand and appreciate this. He has shown a keen interest in the welfare of the employes, collectively and individually, and has attacked the safety problem not in the spirit of 'accidents must be stopped,' but rather in an intelligent and almost prayerful attitude in an effort to secure the co-operation of every employe in eliminating sources of accidents."

#### Modest but Persistent

As might be expected, such a man is modest, self-effacing and kindly. However, like all individuals who think creatively, he is not without temperament, and when he knows he is right he drives forward with vigor and remarkable persistence.

A striking instance of the relationship which exists between him and the men in the shops took place in 1934 when the first welded steel passenger cars were being built for the Hiawatha trains. It was generally conceded that the shops were not yet perfectly organized or equipped to undertake such a program, considering that to a large degree the undertaking was pioneer work. Difficulties were encountered from the very start and it looked as if the time schedule could not be met and that the expenses could not be controlled and kept within the estimates.

A mass meeting of all the men in the shops was called, and Nystrom talked to them. He explained the dilemma. It was their problem as much as it was his and the management's. Working together to the very limit of their skill

and efficiency they could put the Milwaukee Road at the head of the car building industry. They could demonstrate to a still-skeptical industry the hard scientific fact which the Milwaukee Road had already proved to itself—that welded cars were the cars of the future. They meant rail progress. If the men joined him in a whole-hearted effort to defeat the problems staring them in the face, they would be taking

on an extremely modest scale. He was graduated from the Mining School at Filipstad, Sweden, in 1904, as a mechanical engineer. He was at the head of his class and was awarded a prize of 500 kroner. During his college career he spent summer vacations working in machine shops in Stockholm and steel mills in other parts of the country.

After graduation he went to Germany to study high tensile steel, but



K. F. Nystrom

a long stride forward toward job security. Still better, they would earn for themselves the highest reward any job can pay—pride in accomplishment.

As a result the cars were delivered exactly on the date promised and enough money was saved (compared with what appeared for a time to be the probable cost) to purchase the first two Hiawatha locomotives and to air-condition 30 passenger cars.

Karl Fritjof Nystrom was born in September, 1881, in Aspa Bruk, Sweden, a small village dominated by an iron works. He was thrown largely on his own resources at the age of 14, working during his school vacations and living

soon decided to follow up his studies in this country. He arrived in 1905, with practically no knowledge of the English language, and was immediately attracted to Pittsburgh, the center of the steel industry.

Mastering the English language and getting started in industry was no easy task. He worked as a blueprint boy and then as an engineer for the Midland Steel Company, later taking a job with the American Steel & Wire Company, still at a bare subsistence wage. Overwork made him an easy target in a typhoid epidemic and for months he was confined to a hospital.

(Continued on page 11)



When the freight car shop is in full production 24 brand new box cars roll off the assembly line every day.

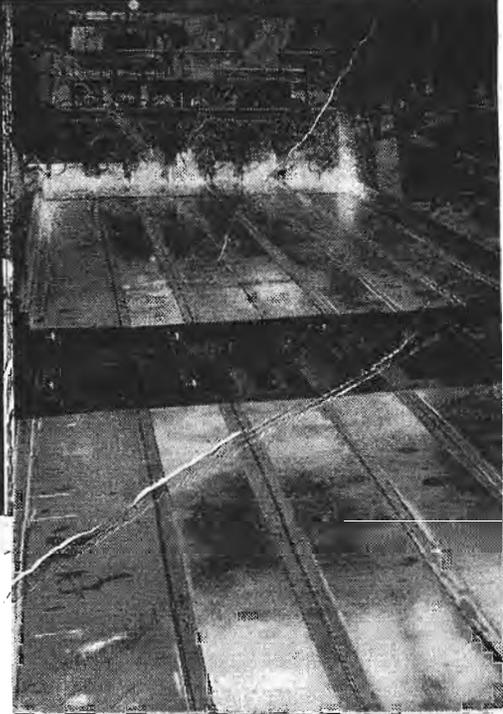
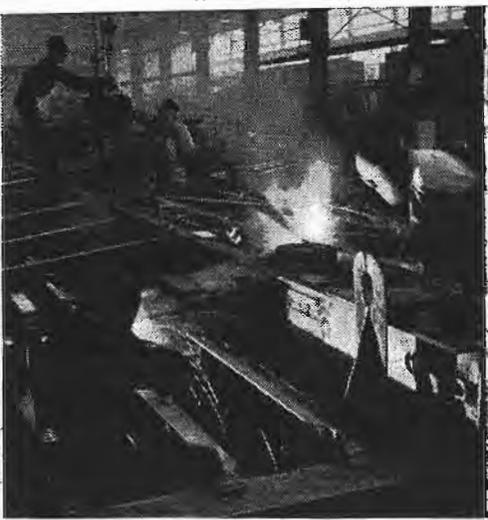
## Milwaukee Shops

THIS is the third, and last, of a series of articles in which the Milwaukee Magazine has attempted to acquaint employes of the railroad with what is, perhaps, its most interesting single operation—if the great variety of activities at the Milwaukee shops can be classified as a single operation.

The first article, appearing in the May issue, took the reader back to the early 1880s when the shops were established in their present location. It told not only of their development but recalled colorful personalities connected with the shops in years past and reviewed many all-but-forgotten incidents such as form the human history of any enterprise.

The second article, appearing in the June issue, attempted to remove some of the mystery from the complex business of building the cars for the new Olympian Hiawatha. That was a story of skill, from drawing board to paint shop. As a matter of fact any shop operation which one might choose at random would be found to involve a variety of highly developed skills.

Ten thousand men and women, or almost 27 per cent of this railroad's personnel, are employed in the mechanical department at various points. Of those 10,000 there are approximately 3,500, representing at least a dozen crafts, working in the Milwaukee shops, exclusive of yard and



Some of the steps in the building of a box car. Starting at the upper left, the pictures show: the upside-down assembly of a freight car underframe; turning the completed underframe right-side-up; spot welding the side sheets; applying side assemblies to the underframe; applying plywood lining to the roof sub-assembly, while at the right can be seen a righted roof ready for the application of a catwalk. (See the following page for pictures of final steps in the assembling operation.)

terminal personnel within the general shops area.

The building of the Olympian Hiawatha at the Milwaukee shops attracted a great deal of public and employe attention, but in the minds of other car builders and the railroad fraternity generally, the shops are probably thought of primarily as the place where the first lightweight, all-steel, all-welded freight cars were manufactured in quantity.

Chief Mechanical Officer K. F. Nystrom can take most of the credit for the national and international attention which for years has been focused on this railroad's freight car building principles and procedures in Milwaukee, but credit is also due to other officers who shared Mr. Nystrom's desire to set up complete car repair and construction facilities in Milwaukee.

An amusing story is told of how H. A. Scandrett, former president of the Road, came to lend his support to that project.

It happened in 1928 when Mr. Scandrett, who had just become the rail-

road's new president, was making an inspection tour of the shops, along with a group of directors. The weather was bitter cold and the car repair forces were doing all of their work, including heavy repairs, outdoors. The original car repair shop, (known as the slaughter house because the red paint used on the cars gave its interior a bloody look) had burned down in 1918. Up to that time it had not been replaced, despite the fact that Mr. Nystrom, who had come to the railroad in 1922 with years of car building experience, was nursing a great desire to see the Milwaukee Road build a large, modern structure which would not only house the car repair facilities but also provide space for new car construction.

#### The Weather Was Convincing

It is barely possible that the inspection party was kept out in the weather a little longer than necessary. In any event, the new president is said to have frozen his ears. Apparently he concluded then and there that if it was too cold for him, it was too cold for the car crews too, as authority was granted shortly thereafter for the building of a new car repair shop.

The new structure, 1000 feet long and 192 feet wide, was completed at a cost of \$1,000,000, including equipment, and went into service on Jan. 27, 1930. Today more than 800 men work in this building, approximately 300 of them being classed as the regular car repair force, and about 500 as car builders.

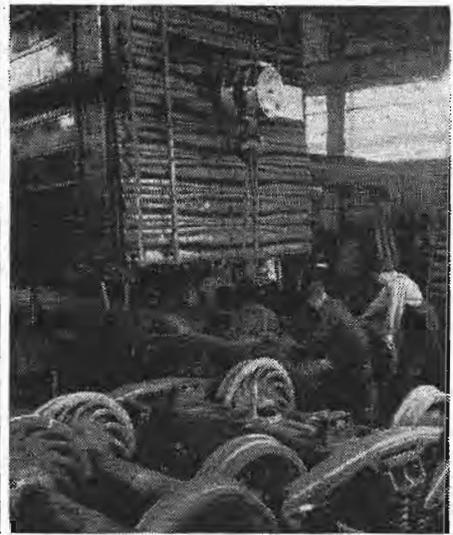
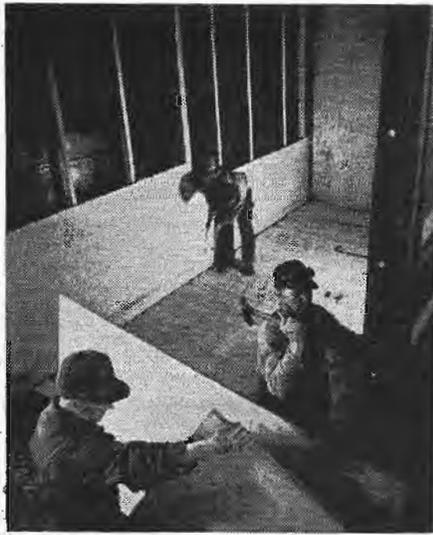
It was not until 1934 that the new shop was used for car building, but the beginning was auspicious, as the first cars manufactured in the new plant went into the original Hiawatha trains. Altogether, more than 300 passenger cars have been built in subsequent years.

Freight car construction was started in 1936, and since that time all of the



A. G. Hoppe, general superintendent locomotive and car department.





These pictures show, from the left: applying the roof assembly to the car; finishing interior with plywood side lining; and placing trucks under the car.

company's rolling stock, with very few exceptions, has been built there. Automobile cars, box, merchandise, hopper and gondola cars, as well as cabooses, have rolled from the assembly line in large numbers. Several specialized types of cars have also come from the drawing boards at the shops and materialized like magic under the tools of the skilled car builders. In 1942, for instance, they produced 18 stubby but sturdy "gun flats," 29 feet 3 inches in length, with a capacity of 100 tons. Thirty-five covered hopper cars of the same length, with a capacity of 70 tons, were completed in 1946.

Altogether, 17,636 freight cars had been built in the car shop by about the middle of June this year. Those figures are due for a considerable increase. The 5,000 freight cars authorized for construction in 1947 and 4,622 authorized for 1948, plus 125 passenger cars (in addition to the 60 Olympian Hiawatha cars) constitute the largest new car program in the history of the shops. The work will not be completed

until some time in 1948. Of the total, 1,250 freight cars will be purchased from private car builders.

By employing high-tensile steels which offer comparative lightness of weight together with great strength, and by welding the units together in-

It is easy to see that such a saving in weight, multiplied by the thousands of cars constructed and the many thousands of miles traveled by each would mean a great saving to the railroad.

Not only does welding open the door to construction methods which result in a lessening of weight, but it simplifies the assembling operation and speeds up over-all construction time. For instance, the holes which would have to be drilled for rivets are eliminated. Many of the parts, particularly in the underframe, now consist simply of plates of steel sheared to proper size and welded together, where formerly it was necessary to press and shape the parts to the desired pattern. Exhaustive tests have proved that a weld is stronger than the parent metal, which means that a welded assembly is actually stronger than one in which the metal is shaped under pressure.

It should be borne in mind, however, that the car shop has not been given over entirely to new car construction.



Harry A. Grothe, assistant shop superintendent.



John E. Bjorkholm, superintendent motive power.

stead of using rivets, the Milwaukee Road has led all car builders in this country in the trend toward lighter, more easily maintained and more efficient rolling stock.

By eliminating rivets and the overlap of metal necessary for holding rivets, together with the lighter weight of the material, important reductions in weight have been accomplished. In order to appreciate the importance of lightness of weight in freight cars it should be realized that for every ton of weight eliminated in a car, about \$12 in motive power and wear on car parts and track is saved for every 12,000 miles of service that the car undergoes. Some types of cars manufactured at the shops are as much as 4½ tons lighter than similar cars of old design.



Joseph A. Deppe, superintendent car department.

Repair work continues in the large, well-lighted structure of steel and glass. Ordinarily 18 to 20 freight cars can be given general repairs in a day, except during new car construction programs when the output of repaired cars is reduced to 6 or 8 daily.

The total operation which comes under the name of Milwaukee shops includes many things other than the actual building and repairing of rolling stock.

Originally, the shops designed and built a great many of the steam locomotives used on the railroad. In 1909 the maximum output of 91 locomotives was reached. Today 99 engines are serviced daily in the two roundhouses at the shops. Fires are cleaned, coal, water and sand are taken on, and each locomotive is given running repairs as needed. Eight engines a month, on the average, undergo heavy, or so-called classified repairs in the locomotive shop.

Among the new buildings to be built at the shops is a Diesel house, where the Road's growing fleet of Diesel locomotives will be taken for repair.

The modern oil and waste reclamation plant at the Milwaukee shops is one of the very few in this country owned and operated by a railroad; most roads have the work done under contract. Four hundred thousand pounds of dirty packing from locomotive, freight and passenger car journal boxes are run through the reclamation plant each month. Diesel oil is also reclaimed. Approximately 11,000 gallons of used oil are processed here in the course of a month, and 92 per cent of it is recovered and sent to the testing department for sampling before re-use to

The sleek, familiar Milwaukee Road cars come from the freight car shop in a steady stream. This picture was taken in 1945, but the design of the box cars in construction this year is essentially the same.



make certain that it will meet new oil specifications.

It will probably be news to the average Milwaukee Road employe that all of the many thousands of signs about the railroad are also produced at the shops in Milwaukee. In the year 1946, for instance, 4,365 wooden signs and approximately 2,586 metal ones of various kinds, such as station signs, railroad crossing, yard limit and "no clearance" signs were made there. In addition, the wood mill turned out 3,191 sign posts such as whistle posts and mile posts. A few years ago some of these signs were made in Tomah, Wis., but now they are all made in Milwaukee.

The story of the Milwaukee shops could go on indefinitely, for it is a strictly modern plant whose methods change with the changing times.

It is hoped, however, that this series of articles has served as at least an introduction to the old but modern, smoke-smudged but colorful Milwaukee shops.

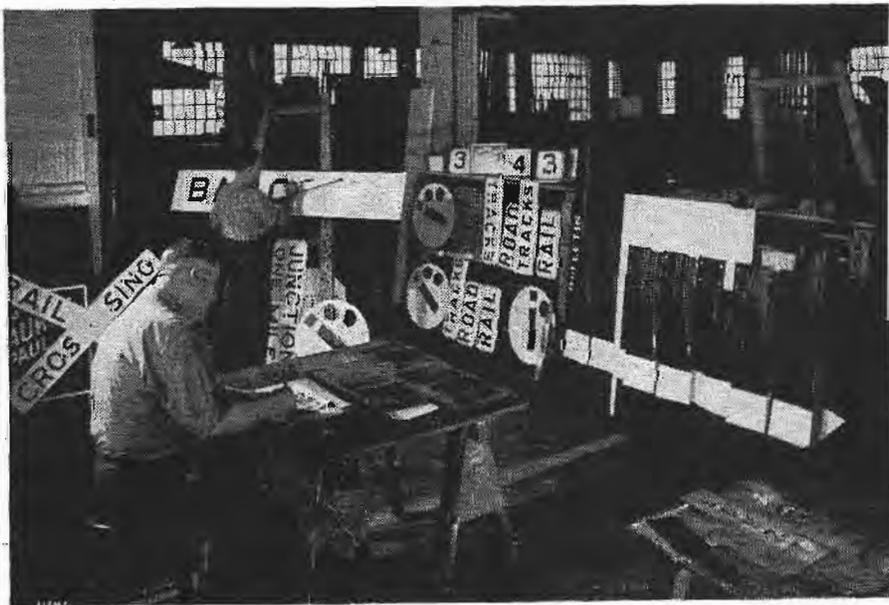
## K. F. Nystrom, Builder of the Hiawathas

(Continued from page 7)

Upon recovering he became a draftsman for the Pressed Steel Car Company. Later he was engaged as a member of the engineering staff of the Pullman Company. In the latter part of 1909 he went to the Southern Pacific during the electrification of its Oakland-Alameda interurban line and designed and supervised the construction of the first electric interurban cars for that service. Following this, in 1911, he was made assistant mechanical engineer of the American Car & Foundry Company. He was mechanical engineer of the Acme Supply Company in 1912-13 and by that time was well launched on his career.

In 1913 he became chief draftsman of the car department of the Grand Trunk, now the Canadian National. He accepted a similar position with the Canadian Pacific in 1918, but in 1920 returned to the Grand Trunk as engineer of car construction.

In 1922 he was appointed engineer of car design for the Milwaukee Road and has been with this company ever since. He was promoted to engineer of motive power and rolling stock in 1925 and served as master car builder



All of the signs for the entire railroad are made in the wood mill or the steel fabricating shop and go through the paint shop for lettering. Henry Weida is cutting stencils, while Mike Marrinelle paints a large sign in the background.

## 105 Gallons Was Right

WESLEY Nehf of the freight traffic department, Chicago, had just finished painting his garage (two coats, two gallons of paint) when he read in the June issue of the Milwaukee Magazine that more than 105 gallons of paint, varnish and lacquer were used in and on each car of the Olympian Hiawatha.

It seemed to Wes that the editor had absent-mindedly multiplied by 10, so he called him up and told him that no railroad passenger car he had ever seen was THAT much bigger than his garage. In order to give Mr. Nehf an answer, the Magazine asked K. F. Nystrom's office for a breakdown, and here it is in gallons:

Metal Primer .....	25	Sol Kleen (cleaning agency) .....	10
Inside Varnish .....	6	Bleach .....	6
Gray Lead Surface .....	5	Mineral Spirits .....	3
Heat Resisting Roof Paint .....	7	Linseed Oil .....	2
Yellow Exterior Body Color .....	6	White Shellac .....	2
Maroon Body Color .....	2	Turpentine .....	3
Black Truck Enamel .....	10	Clear Lacquer .....	3
White Paint .....	5		
Putty .....	4	TOTAL .....	105
Alcohol .....	6		

Of course, it isn't all paint, varnish and lacquer, and some of the substances, such as alcohol and mineral spirits, do not become a part of the car, but they are liquids, and they are used. Small quantities of rubbing varnish, paint drier, lacquer thinner and several other substances are also used, but are not included in the total.

Incidentally, the outside body of each car is given four coats of paint and one coat of wax. That's another one of the differences between a railroad car and a garage.

from July to September, 1927, at which time he was advanced to the position of superintendent of the car department. In 1937 he was promoted to the position of mechanical assistant to the chief operating officer, with general supervision of the car department, as well as supervision of engineering, designing, construction and co-ordination of facilities in the mechanical department. On Sept. 1, 1941, his jurisdiction was extended to include all branches of the mechanical department. Effective Jan. 1, 1945, his title was changed to chief mechanical officer.

Mr. Nystrom has close to 100 patents to his credit, but possibly his principal claims to distinction are the development of welded lightweight freight and passenger car construction and his highly successful experimentation with passenger car trucks.

### New Ideas Must Be Sound

Although it can be said of Mr. Nystrom that he possesses an open mind and is always seeking new ideas and new methods, he demands that their application be practical and sound.

"In the face of many new and radical changes," one of his associates said recently, "he has always insisted that the design must be practical, and above everything else, safe. He is a master of detail, and follows a project through to conclusion, from the time it appears on the drawing board to the finished article. In addition, he follows each move in the fabrication, suggesting ideas for the many dies and jigs, and the routine progress of each operation through the shop. He often comes back

to the shop when most of us are asleep. He is full of ideas, but will graciously withdraw any if it can be proved to him they are not entirely safe."

When Mr. Nystrom assumed executive duties he went at the broader task in a very direct manner. He recognized his lack of experience in supervising maintenance work and began meeting frequently and regularly with the car foremen—a practice he has never discontinued. The foremen were encouraged to make suggestions for more efficient and more economical operation. Keenly observant, ingenious and open-minded, Mr. Nystrom saw ways in which he believed current methods and practices could be improved. He discussed these freely and frankly at the meetings. No changes were made unless the group so voted. If objections were offered to the suggestions, he took them under further advisement and brought them up at later meetings; sometimes modified plans were eventually adopted.

This practice resulted in making the foremen more alert and more expert; it also developed methods and practices which have made possible more economical and effective maintenance.

Mr. Nystrom is noted for the pains he takes to "sell" ideas to his subordinates. He realizes that if men are to do their best work they must put their whole heart into it—that they must be enthusiastic. He will not tolerate "yes" men.

For a number of years Mr. Nystrom has been very active in various phases of engineering work outside the railroad. Although a member of the Meth-

odist Church, he has served for several years on the board of supervisors of the Marquette University College of Engineering, a Catholic institution in Milwaukee. It was on June 11, 1941, that that university conferred upon him the degree of Doctor of Engineering, *honoris causa*.

In 1945 he was elected to Fellow in the American Society of Mechanical Engineers, an organization of which he has been a member since 1921. Incidentally, it is a matter of considerable significance that the honor of election to Fellowship has been attained by only about 1 per cent of the society membership.

In 1946 he was elected as chairman of the Railway Division of the American Society of Mechanical Engineers, and since the completion of this one-year term has served on the advisory committee. During the recent war he was appointed consultant for the War Department Transportation Corps and, in addition, was a committee member of the War Production Board. He is also a member of the Army Ordnance Association and of the Society of American Military Engineers.

He has two sons, both of whom seem to have inherited their father's talents. Karl T. Nystrom, 36, is a graduate engineer and attorney who worked for a while as a production engineer at Milwaukee shops, and is now manager of production and development for the Standard Railway Equipment Company in Chicago. A. V. Nystrom, 31, has been with the Milwaukee Road for several years, and on June 15 was appointed assistant general superintendent locomotive and car departments, with headquarters at Milwaukee shops. He began his career as special apprentice at the shops, subsequently serving in a number of capacities at various points on the railroad.

Mr. Nystrom has always been a lover of the out-of-doors and is fond of fishing. His principal diversion is working around his summer home at Lake Nagawicka, near Delafield, Wis., from which he drives to his office in the shops, arriving at 7:30 every morning. An interesting sidelight on his character is evident from the comments of one of his friends:

"If you are there (Nagawicka) for long you are apt, very early in the morning, to observe him strolling about the place quietly studying the birds that abound thereabouts. They are all his friends; he never harms an innocent creature. His thoughts seem always to be of construction and protection."

He is a man of great accomplishment. His work has meant much to the Milwaukee Road, and will undoubtedly continue to mean much. As a matter of fact, he is quoted as having

made the following statement recently: "We can almost always find new ways of improving car construction. When I'm satisfied that we no longer can, then they can carry me away feet first."

Karl Fritjof Nystrom, Doctor of Engineering and builder of the Hiawathas, is truly a remarkable man and a credit to his industry.

## APPOINTMENTS

### Traffic Department

Effective July 1, 1947:

James O. McIllyar is appointed assistant to vice president with office at Chicago.

L. J. Kidd is appointed assistant to western traffic manager, Seattle, succeeding J. O. McIllyar, promoted.

Effective July 16, 1947:

R. F. Kelaher is appointed to the newly created position of general agent, freight department, with office in the Woolworth Building, 233 Broadway, New York, N. Y.

C. C. Burns is appointed assistant general agent, passenger department, New York, N. Y.

M. L. Metzger is appointed district passenger agent, Washington, D. C., vice C. C. Burns, promoted.

Lloyd F. West is appointed traveling freight and passenger agent with headquarters at Sioux City, Ia., vice H. M. Stuben, retired.

### Office of President

Effective July 1, 1947:

G. H. Walder is appointed chief purchasing officer, with headquarters at Chicago, to succeed D. C. Curtis, who is retiring at his own request after many years of loyal service with the Road.

### Office of Assistant to President

Effective June 15, 1947:

James A. Ogden is appointed district safety engineer, with headquarters at Savanna, Ill., vice C. W. Riley, resigned.

### Operating Department

Effective June 15, 1947:

W. F. Ingraham is appointed special representative to the general manager, headquarters at Mason City, Ia., with duties assigned to him by the general manager.

R. C. Dodds is appointed superintendent of the Iowa & Dakota Division, with headquarters at Mason City, Ia., vice W. F. Ingraham, promoted.

G. H. Rowley is appointed superintendent of the Iowa & Southern Minnesota Division, with headquarters at Austin, Minn., vice R. C. Dodds, transferred.

July, 1947

R. A. Middleton is appointed assistant superintendent of the Dubuque & Illinois Division, first district, with headquarters at Savanna, Ill., vice G. H. Rowley, promoted.

Effective June 16, 1947:

F. H. Ryan is appointed trainmaster of the Superior Division, with headquarters at Green Bay, Wis., vice L. W. Palmquist, promoted.

## Victory Committee Winds Up Its Affairs

THE party given by the Victory Committee, a patriotic organization of employes at Milwaukee, Wis., on Apr. 15, and which was intended to terminate the committee's wartime activities, left a credit balance in the treasury which resulted in a pleasant surprise for two Milwaukee Shops employes who are confined at the Veterans Hospital, Woods, Wis. The funds were used to purchase two radios equipped with magnetic under-pillow speakers for private listening.

One of the lucky recipients was Frank P. Daleke, a store department employe who was injured while serving with the ground force of the Air Corps. Frank beamed as it was presented and said: "My horoscope, as forecast in this morning's newspaper, predicted that I was going to receive a big surprise."

Leo F. Czaja, who received the other radio, is an employe of the passenger car department and a veteran of the Engineering Corps. "That under-pillow speaker will allow me to listen to the radio to my heart's content after 'lights out'," he said appreciatively.

The Victory Committee was a joint venture of the Hiawatha Service Club, the Milwaukee Chapter of the Women's

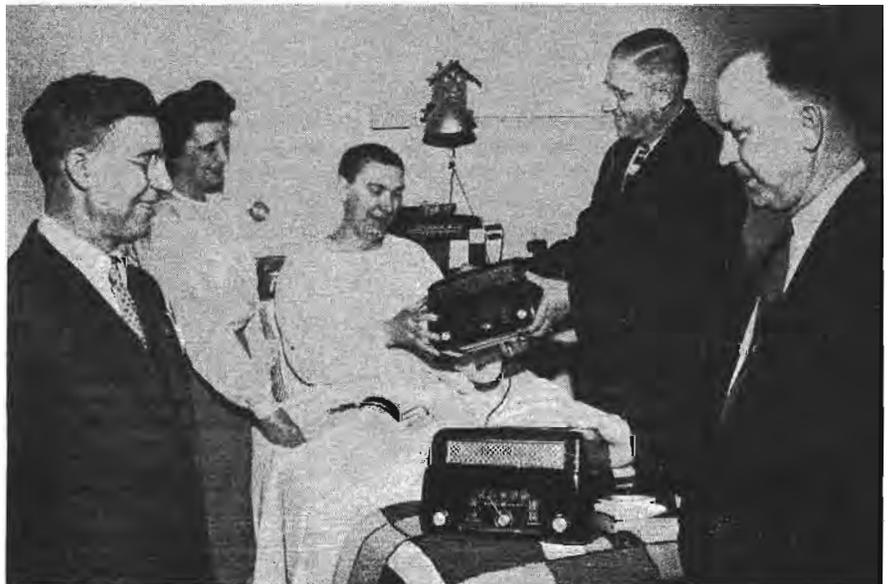


Leo F. Czaja, a passenger car department employe in the Milwaukee shops who is hospitalized at the Veterans Administration Hospital, Woods, Wis., dials the radio presented to him with the compliments of the Victory Committee. Members of the committee testing the under-pillow hearing device are, left to right, Rudy M. Freuler, Stanley J. Tabaka and Erwin C. Weber.

Club and American Legion Post No. 18, to promote the interests of local Milwaukee Road service men and women. During the four years it was in operation it sent them thousands of gifts and a news sheet, "Victory Briefs," which formed a tie between home and front.

Some people use language to express thought, some to conceal thought, and others instead of thought.

"I rather pride myself on one thing," said the young father. "Although I have the brightest, smartest, cutest, sturdiest and handsomest little son you'll ever see, I make it a point never to annoy other people by bragging about him."



Frank P. Daleke of the store department, Milwaukee shops, who is confined at the Veterans Administration Hospital, Woods, Wis., is presented with a radio by members of the Victory Committee. Sharing in his pleasure are, left to right: Rudy M. Freuler, past commander American Legion Post No. 18; Mrs. Daleke; Erwin C. Weber, chairman of the Victory Committee; and Stanley J. Tabaka, general chairman of the Hiawatha Service Club.



Looking east from the Des Moines River Bridge approach during the first flood, showing a portion of the main track washed out between the Race and River Bridges. The Sherman Street station can be seen in the distance at the left. The building to the right of it is the Salvation Army Center. Roundhouse Foreman Harold K. Hill took the picture while cruising in a boat.

## Report From Ottumwa

by Katherine M. Gohmann  
Correspondent, Ottumwa, Ia.

THE Kansas City Division, which has been hard hit by recent derailments and washouts brought on by heavy rains, suffered a major disaster on June 6 when the Des Moines River went on a rampage and flooded the city of Ottumwa, Ia. It was the worst catastrophe in the last 100 years of the city's history, with one-third of its area inundated and from 8,000 to 10,000 of its 44,000 citizens made homeless. A second flood following eight days later added to the damage and desolation.

In the initial flood on the night of June 6 the waters rose suddenly and a number of lives were lost in the process of evacuating the flood victims. In the confusion boats were crushed like match boxes and women and children were thrown into the angry current. Church Street in South Ottumwa became a center of desolation full of crater-like depressions, collapsed sidewalks, caved-in store fronts and ruined stocks. All electric power failed, plunging the city into total darkness. With the power failure the water supply was also cut off and Ottumwa was a stricken city. Although power was restored at 8:30 P.M. on June 7, water was not available for several days and then it was not fit for drinking, cooking or bathing.

The good neighbor policy was wonderfully demonstrated by nearby towns and cities which quickly responded to the emergency by sending in truckloads of treated drinking water. Distribution stations were established at numerous points throughout the city where large containers of the treated water

were placed, with faucets attached. Large bags of drinking water were suspended from trees at the stations for the steady stream of bucket brigades. Thousands of gallons of water were supplied.

Donations of food and clothing began pouring into the stricken area immediately. Tons of canned foods contributed by churches, organizations and individuals were shipped in by the Red Cross, which did a magnificent job of providing food, clothing and shelter.

School buildings were converted into refugee centers and churches throughout the city became emergency relief and feeding stations. The Salvation Army, although flooded out of its Market Street headquarters, operated from several other sources, assisting scores of refugees.

The Ottumwa Naval Air Station placed every man and facility at its command at the disposal of the city. Without the assistance of the Navy hundreds of lives would have been lost. Over 1,000 refugees were housed in the barracks at the air station during the emergency.

Herschel Loveless, an employe of the Milwaukee Road who resigned on May 1 to become superintendent of city streets, was appointed flood relief director. Mr. Loveless (known as "Little Dynamo") was formerly clerk to Chief Carpenter L. M. Farley and served for a year and a half as chairman of the Ottumwa Service Club. In reviewing the damage, Mr. Loveless estimated that property loss would exceed 10 million dollars and that 1,500 workers had been made idle when the city's economic life sloshed to a halt.

In the general suspension of business all restaurants, cafes, hotels and theaters were closed. Grocery stores in the flooded area were enjoined from reopening without a permit from a health inspector. The American Legion, the YMCA, YWCA and Red Cross headquarters were converted into cooking kitchens and feeding stations, all food being furnished by the Red Cross and transported by its mobile canteen to the naval station and to the various refugee centers, for distribution.

An aerial view of the Milwaukee Road tracks west of the Market Street Bridge in downtown Ottumwa, Ia., showing a string of cars on the track. In the center foreground the water approaches the intersection of Main and Green Streets.



On June 5 the Red Cross had commandeered the Milwaukee Road's Sherman Street station as a point of assembly for evacuees from Central Addition, who were transported from there to refugee centers by Navy buses. However, with the rising of the river the station had to be abandoned, as it was completely surrounded by water and accessible only by boat.

Superintendent F. R. Doud, Trainmaster Novak and other officials of the Road were on continuous duty for days. Section foremen and laborers worked unceasingly in an attempt to prevent damage and later to reconstruct tracks washed out between the Sherman Street station and the CB&Q tracks at Lawler tower. Also, a portion of track was washed out between the Wye and the west yard and between the Sherman and the Jefferson Street stations. Train service between these points was stopped for several days. Train dispatchers traveled by boat from the CB&Q tracks at Benton Street to the Sherman Street station. The roundhouse, yard office and the Jefferson Street freight house and passenger station, although surrounded by water, were not flooded.

With no telephone communication within the inundated area for a week and with all civilians instructed to stay away from the area unless personally involved, it was difficult to check and report on the Milwaukee Road employes who were affected by the flood. However, it was estimated that 20 per cent of the train and enginemen and 25 per cent of the mechanical department employes had to evacuate their homes. After the water subsided, Roy M. Hypes, a store department employe, found his house swept from its foundation and deposited on the opposite side of the road. Fireman G. E. Harding and his brother, Brakeman Glen Harding, both veterans of World War II, discovered that the home which they occupied with their mother and which they had recently remodeled and refurnished was completely destroyed. The homes of several freight house employes were severely damaged and a number of maintenance of way men and their families were made homeless. Practically all employes of the car department reported some damage to their homes.

The second flood was anticipated and attempts were made to forestall destruction by the erection of sandbag barriers. More than 100,000 sandbags were used to construct an embankment almost two miles long, running from the Market Street bridge up Church Street and Richmond Avenue. In the west end of the city and at other weak spots in its defenses volunteer workers also constructed levees. Section Foreman Ferrell and his gang constructed sandbag



The flooded area in the vicinity of the Sherman Street station, seen from the air. The station and the Milwaukee Road restaurant are at the lower right. This view shows how the Milwaukee's main line held the second flood.

barriers along points on the Milwaukee Road right of way which had been flooded in the first catastrophe.

The Des Moines River inflicted its second blow on the soggy city on June 14. The section of track between Sherman Street and the Lawler tower was again washed out but track damage in other sections of the area could not be estimated until the water receded. A 10-day supply of provisions was cached in two South Ottumwa school build-

ings in the event that the section might be cut off for a long period.

Help came again from many sources. The Chicago Booster Club and the Milwaukee (Wis.) Hiawatha Service Club were among the company organizations which volunteered assistance to the victims. The Ottumwa radio station was silenced but an appeal for aid by Station WHO at Des Moines brought in a distress fund which exceeded \$50,000.

## Christ Miller, Man of Many Hobbies, Retires



Christ Miller

his long railroad career. He served as chairman for 15 years, during which he was legislative representative for five years (1940-1945). At various times he also represented the local organization at national conventions.

Christ is also a man of many hobbies. He used to be a cobbler, making all of his own shoes, and can also make violins. His beeswax flowers, which were the first ever seen around the Milwaukee area, are said to duplicate nature's own. Outdoor sports also claim his interest, as he is quite a fisherman, another hobby which he will now have time to indulge in.

IT MIGHT be said that Christ Miller of Milwaukee Terminals spent a great part of his 50 years of service with the Milwaukee Road in preparation for an interesting retirement. Christ started as a section hand in 1897 and from 1900 to 1907 worked on bridge building in the 16-mile canyon area between Harlowton and Lombard, Mont. In 1912 he came to Milwaukee as a machinist helper and then did some braking on the old Northern Division. He started in Milwaukee Terminals as a switchman in 1916. At the time of his retirement, on May 31, he was foreman at Burnham Bridge.

Now, in regard to those activities which have filled up his spare time: Since 1930, when he was elected local chairman of the B.O.R.T., Christ has been prominent in brotherhood movements. In fact, he has said that they provided him with the greatest satisfaction of



President C. H. Buford addresses the group of Lines East superintendents, assistant superintendents, district car supervisors and freight service inspectors at the loss and damage conference in Chicago.

## Loss and Damage Conference Held

A CONFERENCE was held in Chicago on June 6 for the purpose of discussing ways of bringing under control the serious situation which confronts our railroad with respect to loss and damage to freight, both carload and less-than-carload.

This meeting was attended by President C. H. Buford; Vice-President O. N. Harstad; Assistant to President L. J. Benson; Assistant to Vice-President W. L. Ennis; General Manager L. F.

Donald; General Superintendents W. J. Whalen and D. T. Bagnell; Superintendent Car Department J. A. Deppe, and Freight Claim Agent G. W. Loderhose, as well as all of the Lines East superintendents, assistant superintendents and district car supervisors, and the Lines East freight service inspectors.

Mr. Ennis acted as chairman of the meeting and after outlining in detail the tremendous increases in freight claim payments during the past few

years, and particularly since the end of the war, introduced in order: Messrs. Buford, Benson, Harstad, Donald and Loderhose.

All of the speakers emphasized the seriousness of the situation as a whole, pointing out some of the things which could be done to correct causes of loss and damage which cost the railroad \$2,015,745 in claims in 1946, as compared with \$463,522 in 1941; the claims for the first quarter of this year total \$596,480. Plainly, the situation calls for a remedy.

At the conclusion of these talks, the following papers were read:

W. L. Ennis, assistant to vice president, opens the loss and damage conference. Seated at his left are President C. H. Buford and General Manager L. F. Donald.





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"Why do people always put these labels on upside down?"

"Livestock Loss Prevention"—W. F. Ingraham, superintendent, Mason City, Ia.

"Prevention of Grain Losses"—R. C. Dodds, superintendent, Austin, Minn.

"Carload Damage"—Superintendent A. T. Berg, Aberdeen, S. D.

"Rough Handling"—E. G. Kiesele, superintendent, Chicago, Ill.

"Delay"—W. G. Bowen, superintendent, Savanna, Ill.

"Equipment (Classification, Trade Inspection, Open Top Loads, etc.)"—Superintendent Car Department J. A. Deppe, Milwaukee, Wis.

"L.C.L., Checking, Stowing, etc."—J. J. O'Toole, superintendent, Minneapolis, Minn.

It is the hope of all men responsible for a lessening of this drain on company resources that as a result of the meeting each division superintendent will carry on a determined campaign to bring about an improvement in his territory. This, not only with the idea of eliminating the terrific waste of money which results from loss and damage to freight, but for the sake of creating good will among our patrons.

### On Watching a Railroad at Work

SINCE its release last September, the Milwaukee Road educational film, "A Railroad at Work," a pictorial record which follows the Road's 11,000 miles of operations behind the scenes, has been shown to numerous railroad and civic groups. What do they think of it? Well—"I never paid much attention to trains until I saw this picture," wrote Beverly Blackwell, a pupil at the Thornton Jr. High School at Terre Haute, Ind., who viewed it recently.

Other pupils of the Indiana school were equally enthusiastic in letters writ-

## IT WAS NEWS IN THE MILWAUKEE MAGAZINE

### Thirty Years Ago

A BULLETIN issued by the Special Committee on National Defense of the American Railway Association and which appeared in the July, 1917, issue of the Milwaukee Magazine contained suggestions for increasing the efficiency of the railroads to facilitate the movement of men and supplies to the European war front. Pledging the Road's fullest support, J. T. Gillick, then assistant general manager, sent a circular to superintendents asking for recommendations on the suggested measures.

IN AN impressive ceremony attended by 2,000 people and made colorful by the presence of Company D, Railway Regiment, a company of Illinois National Guardsmen and the newsboys' band of the Chicago Daily News, employes at Galewood raised a large American flag over the yards. Sixteen of the oldest employes acted as color bearers for the huge banner. It was purchased through donations from employes and the steel pole, made at the Milwaukee shops, was donated by the Road.

THE "St. Paul" regiment of the Third Reserve Engineers, outfitted in khaki and campaign hats, was quartered at the Municipal Pier in Chicago and was rounding into condition under an intensive training program. All activities on the Road reflected the war. The Magazine announced that whole-hearted support was being given the Red Cross drive and that Liberty Bonds were heavily subscribed. It printed the second in its series of lessons on tying bandages, as illustrated in the Red Cross manual.

COMPANY forces, under Chief Engineer C. F. Loweth, completed the concreting of the 8,771-foot St. Paul Pass tunnel on the Idaho-Montana state line at the summit of the Bitter Root Mountains. The job, which was started in May, 1915, employed 300 men, who were quartered in a camp at Roland, Idaho. Power for the job was furnished by the plant at the east end of Snoqualmie Tunnel.

ROADMASTER F. H. Buffmire of the La Crosse Division reminisced on methods of operation in the early 60's, which was when he entered service. At that time track was laid with 45-pound chair iron fastened to hemlock and tamarack ties with three and a half-inch spikes. All section hands carried a buck saw and a select piece of hickory timber out of which to cut an emergency rail. The engines in service were all wood burners and the right of way was practically all corded. Fires were frequent. When derailments occurred the task of getting the equipment back on the track was largely a matter of physical strength.

THE conservation of the food supply was a national problem. "Take pains to study the banana, always reasonable and plentiful," counseled the Magazine. Remember, that was 1917. The statement that bananas contained more nutrition than potatoes produced some startling suggestions for their preparation. An experiment in boiling green bananas as a potato substitute, conducted in Boston of all places, was reported a marked success. They were peeled in warm water and boiled about 20 minutes, being soft and mealy when served.

PRELIMINARY work on the construction of the new Union Station at Chicago was started, as old buildings on South Canal Street were torn down. . . . It was rumored that Johnny Horan of Milwaukee shops had volunteered to "soda ash up" the Irish Sea to bring the German submarines to the surface. . . . Green Bay reported that in a sudden cold wave on June 13 the injector on No. 7777 froze up, that it burst a feed pipe and blew off a hose. . . . Mobilization of troops at Sparta, Wis., had business booming there. . . . Engineer William Hooper Sheldon, one of the Road's most colorful personalities who entered the service of the Road in 1869 after prospecting in the California gold fields and who was reported to have rounded the Horn and crossed the Isthmus of Panama, died at his home in Milwaukee. He built the tunnel at Tunnel City, Wis., and supervised the bridge construction at La Crosse and Sabula.

ten to Superintendent W. J. Hotchkiss. "It was very interesting to find out that so many people are concerned with making a railroad function," wrote Paul Brown, a seventh-grader. "Most people think that all there is to a railroad is a train and an engineer."

"I enjoyed the picture especially because there are so many things I don't

know about railroads," was another appreciative response. "The most fascinating scenes, to me, showed the parts of trains being made. I also enjoyed the scenes where people were traveling. It seemed to me as though I was on an adventurous trip. The picture is one of the most educational any boy or girl would want to see."

## An Introduction to Joe Thouvenell



Mr. and Mrs. J. L. Thouvenell with daughters Martha, Jacqueline and Mary. Martha (at her father's left) is out of uniform now and headed for a singing career.

IT IS not unusual, when Service Club activities are discussed, to have the name of Joseph L. Thouvenell, chairman of the club in the Tomah, Wis., area, creep into the conversation. Joe, who has been freight and passenger agent at Tomah since 1940, is a man who just gets things done, a fact which the Service Club and his community both appreciate.

Prior to the late war, Joe was state co-ordinator in Wisconsin for the railroads' amateur network, which was just getting started when the war forced it off the air waves. He then organized and headed the civilian defense program for the city of Tomah, became chairman of the salvage committee and city transportation co-ordinator. He is a twice past commander of the American Legion and served on the committee which waged the successful campaign that brought the recently completed Veterans Hospital to Tomah. He is also a Mason and a member of the Chamber of Commerce.

In the Thouvenell household the ability to get things done is not confined to Joe. During the war Mrs. Thouvenell assisted him as ticket clerk at the passenger station. She now operates a women's specialty shop. His three daughters, Martha, Mary and Jacqueline, take after their mother and their father. Martha, who was in the Cadet Corps during the war, is studying singing in New York, with grand opera as her goal. Mary is training as a nurse at the Methodist Hospital in Madison, Wis., and Jacqueline attends the Tomah High School, where her accomplishments on the piano are fully utilized by the music department and the student body.

Raising three daughters has been good training for two of Joe's other jobs—president of the Parent-Teachers Association of the Tomah schools and chairman of the Tomah Youth Committee. And occasionally he even finds time away from the business of the railroad and from community affairs to hunt and fish. He is good at that too.

## Reorganized Racine Club Holds First Annual Party

THE Racine Area Service Club, reorganized some time ago, held its first Appreciation Party at Racine, Wis., on May 17. The members of this staunch little group were served a steak dinner at the Nelson Hotel on that evening.

The guest speaker at the affair was W. C. "Tex" Reynolds, columnist of the Racine Journal-Times, who took the audience on a review of his travels in foreign countries during the years he spent with the American Military Government. The tour started with a

description of Casablanca, Africa, and a visit to the palace of the sultan of Morocco, with its beautiful gardens. Algiers was the next stop, with a side trip to observe Arab funeral customs. From Africa the voyage continued on to Italy, to Naples and the Isle of Capri. Mr. Reynolds drew a description of Mt. Vesuvius on the Bay of Naples at sunset and recounted his audience with Pope Pius. The magic carpet then crossed the Mediterranean to France and came to a stop at Salzburg.

Entertainment was furnished by S. S. Elsmo, an accomplished pianist and composer, with some assistance from carolers in the audience.

## Judge Owen Addresses Southeastern Service Club

PUPILS of the Wiley High School entertained at the May 6 meeting of the Southeastern Service Club at Terre Haute, Ind. The Misses Ann Hanrahan, Nancy Genuig, Virginia Phillipps and Mary Ellen Cravens presented a song and dance skit which was well received. Readings were given by Miss Hanrahan and Mrs. Robinson and Mrs. Deardorf and Mr. Harden furnished music for dancing.

In honor of Mother's Day a corsage was presented to the guest who had the largest number of children. The award went to Mrs. Earl Roberts, wife of a store department employe. The Wiley High School girls sang "Mother" while the flowers were presented.

The club "treated" to a chicken dinner on June 12. Guest speaker for the occasion was Judge DeWitt Owen of the Vigo County circuit court. His talk was so stirring that Chairman Bill Cravens was inspired to make him an honorary member of the club.

Judge Owen opened his remarks by touching on the "human relations" of an industry and its employes. "We should enjoy life while we are here," he stated. "Our lot in life is circumscribed by our ability and talent. However, no matter what our job, we are living for the joy of living and the joy of working. It is fine to see the employes of the Milwaukee Road enjoying life in such a movement as the Service Club."

The judge also related some interesting facts about the responsibilities of his position. "Many people think that all a judge has to do is to sit up on a bench, rap a gavel, try cases and hear lawyers talk," he said. He then outlined the varied duties of the post, such as guardianship of the aged, of dependent children, habitual drunkards, spendthrifts, the handling of wills and so on. In addition to trying cases in court he assumes control of public charitable trusts.

Another speaker on the program was J. R. Powell, a former judge of the Green County Court and also a former Milwaukee Road dispatcher, who spoke on railroad rates. "The rates charged today are not high enough to keep railroads healthy and prosperous," he said. "The railroads of the country should be in a position to replace their depleted equipment, to offer finer service and to pay a return to a public which is willing to invest its money in railroad stocks."

The committee members responsible for the fine program and entertainment were Arthur Cornell, George Lundwall, C. W. Pearce and J. A. Odgen.

## Northwoods Hiawatha Club Meets at Merrill, Wis.

THE party which Agent Floyd West of Merrill, Wis., promised the Northwoods Hiawatha Service Club some time ago became an actuality on May 26, when one of the largest groups the club has ever entertained accepted his invitation. Club Chairman J. L. Brown turned the entire proceedings over to Mr. West, who ably handled the master of ceremonies role.

The meeting opened with group singing led by N. J. Semmelheck, accompanied on the piano by Mrs. Harold Anderson. Mrs. Anderson is a well known pianist and choir director. W. B. Chilsen, publisher of the Merrill Daily Herald, delivered the principal speech of the evening, recalling the old days on the division when his father was employed by the Road as an engine wiper, with some reminiscences of his own employment with the Road. His rendition of Norwegian stories in dialect was the highlight of the program.

Other speakers were Division Superintendent M. P. Ayars, Assistant Superintendent S. F. Philpot, Assistant Public Relations Officer Frank J. Newell and TF&PA J. F. Wendland. Mr. Ayars spoke on the new Olympian Hiawatha service and on the improvement in freight schedules after the heavy snows of last winter. Mr. Philpot complimented the Merrill employes on their support of the traffic tip program. Public relations supplied the theme of the talk by Mr. Newell, who pointed out each employe's value as an ambassador of good will.

For entertainment, Mrs. Anderson

The youthful entertainers at the Northwoods Hiawatha Service Club meeting at Merrill, Wis., on May 26 and their director. Left to right: Murial Mathison, Russell Wilbur, Mrs. Harold Anderson, and Mrs. Anderson's daughters, Faye, Mary and Jean.



and her three daughters, who are proficient violinists, played several numbers. Other performers were Murial Mathison, pianist, and Darlene West and Russell Wilbur, singers.

## La Crosse Club Enjoys Varied Programs

AS members of the entertainment committee of the La Crosse Service Club, Wayne Goudy and E. W. Simdars have provided some fine programs. For the Apr. 22 meeting, which was a joint social gathering with members of the Milwaukee Women's Club, they enlisted the services of the Little Theater Group of the city recreation department. Miss Dodds of the theater group acted as mistress of ceremonies and introduced the various acts.

At the meeting of May 20 Chairman M. E. Barton spoke on the membership drive and appointed H. B. Christianson of the engineering department as membership committee chairman. A

proposal to purchase a dozen baseballs for the Kittenball team was carried.

After business was disposed of Chairman Barton introduced Sgt. J. T. Mitegra of the local recruiting station. Sergeant Mitegra gave a short talk about his work and showed three excellent moving pictures. Lunch was served later and the balance of the evening was devoted to playing cards.

## Hiawatha Band Marches In Patriotic Parades

THE Hiawatha Service Club Band, Milwaukee, Wis., took part in the parade which was a feature of Naval Reserve Week in Milwaukee. The Parade, held on May 15, included various units of the Navy and Veterans groups, Red Cross units and other industrial bands.

On Memorial Day the band shared the honor of leading Milwaukee's big holiday parade with the Milwaukee Police Band. In homage to the departed veterans the majorettes did not march, being assigned to a place of honor on the reviewing stand. A color guard from the Milwaukee Road Legion Post No. 18 accompanied the Hiawatha musicians along the line of march.

## Hiawatha Service Club Plans Mammoth Picnic

ANOTHER eventful day is in store for the thousands who enjoy the annual picnic of the Hiawatha Service Club at Milwaukee, Wis., which will be held this year on July 20 at Pleasant Valley Park. Games, races, free refreshments, a concert by the Hiawatha Service Club Band and a ball game between Milwaukee and Chicago employes are scheduled for the big affair.

General Chairman Stanley J. Tabaka has extended an invitation to all Service Clubs in the surrounding area. Admittance is free to Hiawatha Service Club



W. B. Chilsen, publisher of the Merrill (Wis.) Daily Herald, wields a cane to emphasize the Norwegian stories he related at the Northwoods Hiawatha Service Club party at Merrill on May 26. Mrs. Harold Anderson is at the piano. Also on the speakers' program, left to right: J. L. Brown, club chairman; E. E. Hazelwood, club secretary; Division Superintendent M. P. Ayars and Assistant Superintendent S. F. Philpot.

# Aberdeen Messenger Keeps Fit on Daily Marathon

BEING a messenger in the Milwaukee Road terminal at Aberdeen, S. D., involves walking about 25 miles a day, but Maude Dixon, the free-striding blonde who has held that position for almost four years, calls it fun. From 8 to 5 o'clock, Maude picks up and delivers messages at the offices in the terminal, besides making a circuit of business houses and firms in the city, to notify them of the delivery of goods. She also checks the location of freight cars on sidings and performs other duties of a like nature. Then, instead of collapsing of sheer fatigue at the end of the day, she eats a hearty dinner and usually spends the evening bowling.

Although Maude has covered an estimated 29,000 miles on foot since she became a messenger, she still likes to walk and attributes her good health, in large measure, to her work. In 1946, while the freight office force was de-

pleted, she did stenography for an eight-month period but lost 15 pounds and couldn't wait until she went back on the messenger detail. She blamed the weight loss on lack of appetite:

"I just never felt hungry while I was working inside," Maude recalls, "but when I do a lot of walking I eat a big breakfast and a big lunch and dinner, and besides that, I grab a snack once in a while during the day."

Attired in slacks or jeans, and a sweater, Maude is a familiar sight on the streets of Aberdeen, as she makes the circuit of the downtown and industrial section at a pace that would tire most athletes. Naturally, she has her problems, one of which is pedestrian traffic. Busy shopping days are apt to slow down her work. There are other hazards too. One day in the winter of 1943 she slipped on an icy rail and fell. After her injuries had been taken

care of she went home but the next morning found her back on the job. Careless motorists are also a hazard, and although Maude exercises great care in crossing streets, she has narrowly escaped injury several times.

Maude's hobbies are as strenuous as her work. For two years she held the women's high average among Aberdeen bowlers and for one year the championship in the women's singles. Her other interests are softball and baseball. She is a supporter of the Aberdeen baseball team and at one time was star batter for the Aberdeen Service Club's softball team.



Miss Dixon leaves the Aberdeen freight office on her daily 25-mile jaunt. (Photo courtesy Aberdeen American News.)

members but a small fee will be charged for non-members—75 cents for men and 25 cents for women. This will allow them to participate in all of the picnic benefits, including refreshments. Hourly attendance prizes of \$300 in cash will be given away; one \$100, one

\$50 and six \$25 awards. The drawings will be held at 6 P.M.

The committee in charge of the mammoth affair consists of Messrs. Ed McDermott, Joe Reuter and George Thoms.

## The Milwaukee Magazine

July  
1947

VOL. XXXV  
No. 4



Marc Green  
Editor

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Manager

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

Subscription rate \$1.00 Single Copies 10c

### Chippewa Service Club Resumes Meetings

ON the north end of the Superior Division, the Chippewa Service Club, which has been inactive for several months, resumed its regular meetings at Iron Mountain, Mich., on May 15. This brings the number of active Service Clubs on the division up to four.

At the meeting Chairman Otto O. Grade announced that Assistant General Freight Agent P. H. Draver had received a letter from the branch of the Ford Motor Company at Iron Mountain which was very complimentary to the Iron Mountain station force. It spoke well for the employes at that station and accounted for the Ford Company's special patronage.

Speakers at the meeting were Assistant Trainmaster Lisle Worthing, TF&PA H. W. Marquardt, and H. K. Matthews, chairman of the Green Bay Service Club. Their talks dealt with taxes, competition, traffic tips, and legislation detrimental to the railroads' interests.

Lunch was served and card games rounded out the evening.

### Rockford Club Appoints Program Chairmen

THE members of the Rockford Area Service Club at Rockford, Ill., who were appointed by Chairman Rudy J. Kemp to arrange the club programs for the ensuing months are a representative group of railroaders. Section Foreman Earl Parker directed the June program. The following members make up the remainder of the list: L. M. Truax, agent, July; E. C. Brasure, retired conductor, August; W. P. Hyzer, chief clerk, September; W. E. Somers, yardmaster, October; and C. J. Murray, car foreman, November. Mrs. W. E. Somers has been appointed publicity chairman.

At the business meeting on May 15, Mr. Kemp and Mr. Truax gave short talks. Coffee and sandwiches were served afterwards by Mrs. Kemp and Miss Clara Mahoney.

Know the hazards of your job . . .  
don't learn them by accident.

## Women's Club District Meetings Held in Milwaukee and Sioux City

Delegates and members of chapters in Illinois, Indiana, Iowa, Missouri and Wisconsin met at the Hotel Schroeder in Milwaukee, Wis., on May 10 for the first of four district meetings held by the Women's Club. Mrs. George W. Loderhose, president general, presided.

Reports of general officers and chapter presidents indicated the activity of welfare and other groups, as well as progress in the membership drives. Considerable time was devoted to general discussion of chapter problems and their solution.

A get-together luncheon followed the meeting. In attendance were the following general officers: Mrs. H. A. Scandrett, honorary president general; Mrs. Geo. W. Loderhose, president general; Mrs. E. W. Soergel, second vice-president general; Mrs. C. H. Buford, general director; Mrs. F. C. Munson, general director; Mrs. F. T. Buechler, general director; Miss Etta N. Lindskog, secretary general; Mrs. W. R. Dolan, recording secretary general; Mrs. C. C. Steed, general safety chairman; Mrs. C. H. Ordas, general constitution chairman; Mrs. O. P. Catlin, general luncheon chairman; and Mrs. J. L. Brown, general welfare chairman. Also attending were the presidents of the following chapters: Beloit, Bensenville, Channing, Chicago-Fullerton Avenue, Chicago-Union Station; Davenport, Dubuque, Green Bay, Iron Mountain, Janesville, Kansas City, Madison, Wis., Marquette, Merrill, Milwaukee, New Lisbon, Ottumwa, Portage, Savanna, Sparta, Terre Haute, Tomah, Wausau and West Clinton. A total of 225 were present.

Mrs. Loderhose gave an interesting talk on the club in general and the progress which had been made. She then introduced the officers at the speakers' table.

Mrs. C. C. Steed, president of Milwaukee Chapter, who was in charge of arrangements, was assisted by members of that chapter. A delightful program was enjoyed, consisting of vocal selections by Miss Lukaszewski and magician and juggler acts presented by the Hunter Artists Bureau. Club rooms of the Milwaukee Chapter were kept open during

the day and evening for the convenience of visiting members. The many courtesies extended by members of that chapter were greatly appreciated by everyone.

### Sioux City District Meeting

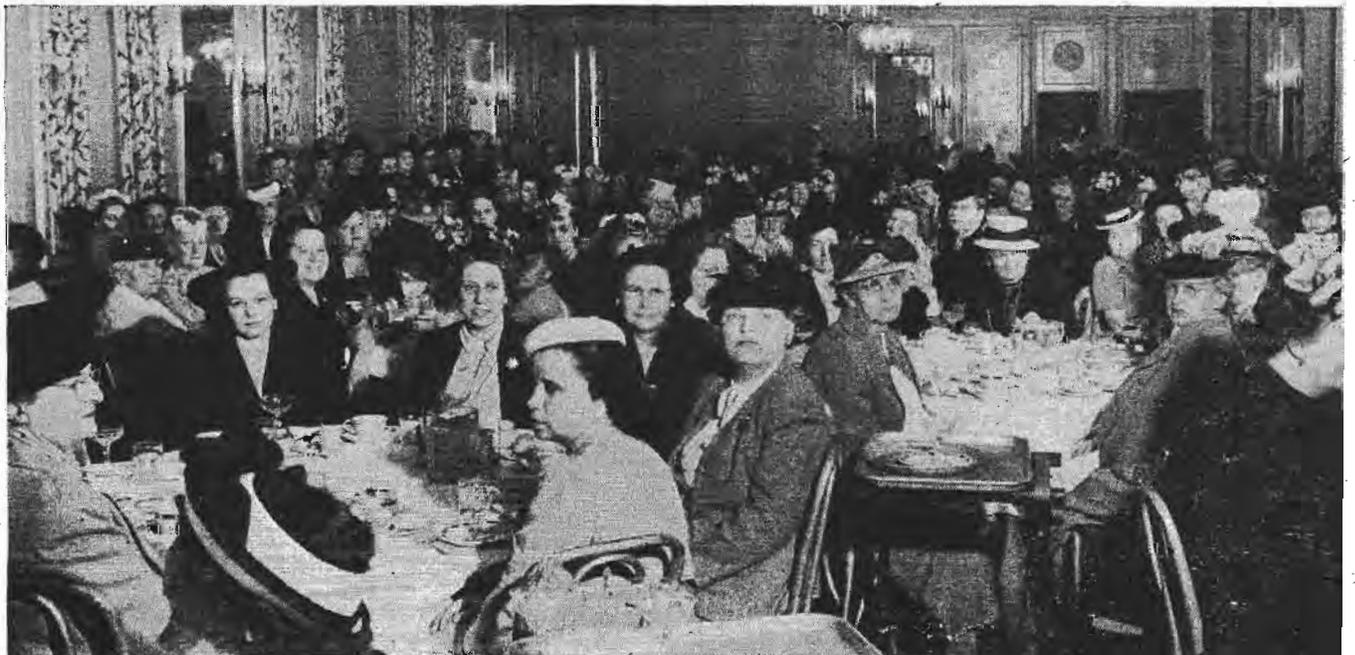
The second in the series of district meetings was held at the New Mayfair Hotel, Sioux City, on May 17, with approximately 135 members present. Mrs. George W. Loderhose, president general, opened the business session with delightful informality,

putting the local chapter and visiting delegates at their ease with her friendly manner. The report of Miss Lindskog, secretary general, reflecting the activities of the entire club and an excellent financial condition was greeted most enthusiastically.

The response to the roll call of the local chapters was a report of their various activities, with special emphasis on welfare and membership. This phase of chapter work was stressed as of great importance. So, also, were the get-togethers for mutual friendliness, cooperation and sociability. Believing that the Milwaukee Railroad Women's Club is on the threshold of a greater than ever future, Mrs. Loderhose challenged the chapters to raise the present membership of the club to 20,000 by the year's end.



Two views of the group of delegates who attended the district meeting of the Women's Club in Milwaukee on May 10.





Group in attendance at the district meeting of the Women's Club in Sioux City on May 17.

Present were Mrs. George W. Loderhose, president general; Miss Etta N. Lindskog, secretary general; Mrs. W. R. Dolan, recording secretary general; Mrs. Carl Anderson, general director; Mrs. J. L. Brown, general welfare chairman, and Mrs. C. H. Ordas, general constitution chairman; and presidents of the following chapters: Black Hills, Council Bluffs, Des Moines, Marion, Mason City, Mitchell, Perry, Sanborn, Sioux City, Sioux Falls, and Spencer.

Luncheon was served at one o'clock in the beautiful ballroom of the hotel. A delightful program under the supervision of Mrs. George Wean was presented. Luncheon music was provided by the June's All Girl Orchestra with selections by students of the Sioux City School of Music and the Briar

Cliff College, tap dances and Russian dances, and to conclude the program several humorous readings in the Scandinavian dialect by Mrs. J. O'Connor of Sioux Falls, which were greatly enjoyed.

A social hour held in the C.D.A. Club Room, with the Sioux City Chapter as hostess, followed the luncheon. A buffet supper was served by members of the Sioux City Chapter, and visiting members enjoyed card games and other entertainment and had the opportunity of becoming better acquainted while waiting for their trains. To Mrs. Jay W. Bailey, president of Sioux City Chapter, who served as chairman in charge of all arrangements, and members of Sioux City Chapter, are extended sincere appreciation for their gracious hospitality.

with cards and bunco at Memorial hall. Prizes in cards were awarded to Mrs. O. A. Beerman, Mrs. Charles Trask, Mrs. O. W. McBride and Mrs. Warren Johnson. At bunco, Mrs. Fred Goldin and Mrs. L. R. Lai

## Women's Club Chapter News

### ★ *Madison, S. D., Chapter*

Mrs. A. D. Walker, Historian

Members met at the home of Mrs. Leslie Beck, president, April 8. Routine business was taken care of. Mrs. Noel Dingman was named social chairman for balance of year succeeding Mrs. E. R. Letcher, who has been ill. Refreshments were served at close of meeting.

Observing 15 years of work and service in the community, the club, which was organized in 1932, held an anniversary party at the depot club rooms April 22. The affair started off with a pot-luck dinner, at which about forty were seated. Held in memory were the first president of the club, Mrs. M. L. Adkins, and the last, Mrs. Hans Westby, recently deceased. Cards were played for entertainment with awards going to Mrs. Ben Long, Milo Potter and Mrs. Leslie Beck. A gift was presented to Mr. and Mrs. Al Meinicke, who are soon to move to Detroit Lakes to make their home. A late lunch concluded the party.

Resuming their meeting at the club house, after holding winter meetings at the homes of members, the Madison club noted new panel curtains at the club house windows and a regular spring housecleaning. A short business meeting was held, after which lunch was served. Mrs. Verne Eggebraaten received the door prize. Small prizes were awarded in the games with most of those present winning some gift. There was a good attendance at our May social meeting, as each member was asked to bring one of the new members to the meeting. The men were

special guests. Whist and bridge were played for entertainment. The awards in cards went to Mrs. and Mr. Walker, Mrs. N. T. Dingman, Arthur Vogel, Mrs. Frank Campbell and Lewis Sharp. A late lunch was served by a committee of members.

### ★ *Marion Chapter*

Maude Holsinger, Historian

Our annual May breakfast was held May 8 in the Methodist Church dining room. Sixty ladies were in attendance. The tables were beautiful with flowers, miniature May poles and nut-cups in a color scheme of yellow and blue. Miniature trains were grouped around the officers' table, reminding us that we belonged to the big Milwaukee Railroad family. The decorating was in charge of Mrs. O. R. Ness, Mrs. B. H. Fulton and Mrs. W. F. Stewart. After the club motto was repeated our regular business meeting was held. A very favorable report was given by our membership chairman, Mrs. W. G. Hintz.

The meeting adjourned and the following program was presented in charge of Mrs. Richard Bristol and Mrs. Elmer Fisher. Three songs were sung by four-year-old Mary Ellen Umbdenstock, accompanied by her mother, Mrs. Byron Umbdenstock, on the piano. A piano selection of "Mother" songs was played by Mrs. Howard Martin. An accordion duet by Norma LeClere and Helen Hammond concluded the program.

Our social committee, Mrs. Donald Hempy and Mrs. Glenn Hempy, then took charge and the remainder of the afternoon was spent

### ★ *Green Bay Chapter*

Mrs. Russell Anderson, Historian

The Green Bay Chapter is proud of its club rooms, for it was just 20 years ago May 4 that the chapter held its first meeting in them. They share it with the Service Club, which is always on hand to help when needed.

The Women's Club with the help of the Service Club gave a May ball on May 24 at Ansgar Hall, with the Sherman La Violette Orchestra playing. Mrs. Jos. Brennan and Harold Matthews were co-chairmen, being assisted by Mrs. R. C. Anderson, Mrs. N. P. Pfrang, Mrs. E. McGregor and Mrs. Ray Miskimmis.

### ★ *Montevideo Chapter*

Mrs. B. E. Nordquist, Historian

Regular meeting was held the evening of May 2, Mrs. Daniels presiding. Good cheer reported one sympathy card sent and one gift given. Ways and means reported on the dance April 18.

We had our annual pot-luck supper on May 18. Mrs. F. Asburn is our new secretary, taking the place of Mrs. Marvin Stadel who is now living in Ely. We hope she will enjoy being back in Ely and that she will return to live in Montevideo again some day. Mrs. Tom Hanlon is the corresponding secretary. Mrs. H. Ryman won the attendance prize. Program consisted of a trumpet solo by three boys from Montevideo School. John Nelson gave us a talk on City Manager type of government for Montevideo. Mrs. F. Abrahamson sang two solos and a talk on Mother's Day was given by Mrs. Hembra. Two songs were sung by Mr. and Mrs. F. Abrahamson. A lovely lunch was served by Mrs. E. Guse and Mrs. O. Meyenburg.

### ★ *Black Hills Chapter*

Mrs. Anton Bitz, Historian

Our May meeting was opened with the salute to the flag and the club motto: Report of the Membership Committee, Mrs. Rudy Beckman, chairman, showed that we reached our goal. After the business meet-

ing a lovely lunch was served by Mmes. Lloyd McDonald, Carl Zickrich and John Whalen.

The Black Hills Chapter was greatly shocked to hear of the passing of Mrs. Thomas Hickson recently in Chicago. The Hicksons (Tommy and Adie to us) came to Rapid City in 1926. In November of that year Black Hills Chapter was organized. Mrs. Hickson was elected our first president and has served the club faithfully ever since, serving as president and in other capacities. Although they moved to Chicago after Tommy's retirement in October, 1945, they retained their membership in the Black Hills Chapter.

Tommy and Adie were in Rapid City for a few days in March and the club gave them a dinner party so they had the opportunity to visit with all the railroad people. Adie was an active member of her church, the Eastern Star and Royal Neighbors. She was also interested and active in all civic affairs. She will be greatly missed, and we extend our sincerest sympathy to Tommy, her daughter Marguerite, and grand-daughter Adeline.

### ★ Deer Lodge Chapter

Bessie Healey, Historian

The Deer Lodge "Milwaukee" women entertained, complimenting the members of the Butte club. The occasion was marked with a luncheon, informal program of music and cards. The hostess committee arranged a profusion of tulips, lilacs, and early garden flowers to add charm to the party appointments. Mrs. W. H. Graeter, chairman of the decorations, presented each guest with a lovely corsage. A luncheon dish was provided by each Deer Lodge member and dessert by the hostess committee, including Mrs. E. L. Hopkins, Mrs. H. J. McGuinn, Mrs. Eric Williams, Mrs. John Strong and Mrs. W. R. Craig. Scores for the bridge game were held by Mrs. Pete Olson and Delia Lewis of Butte, and for pinochle Mrs. A. A. Woolman and Mrs. W. A. Nesbit of Deer Lodge. A brief business meeting was held, Mrs. John Dorsey, presiding. Plans were discussed for a picnic during the summer to include husbands and families.

### ★ Perry Chapter

Mrs. W. S. De Lany, Historian

The Annual May Breakfast was held at the Presbyterian Church with 80 members present. The dining room was beautifully decorated with spring flowers and at each plate a small corsage of sweet peas. A very fine breakfast was served by the ladies. The President, Mrs. Ryan, held a short business meeting, at which time the membership chairman reported she only needed 10 members to go over the top. Miss Etta Lindskog, general secretary from Chicago, visited the chapter at this time, and gave a very interesting talk which everyone enjoyed. We wish she would come out more often. The close of the meeting was turned over to the program chairman and a very fine program was put on by the schools of Perry, made up of railroad pupils.

### ★ Terre Haute Chapter

Mrs. Albert Duensing, Historian

May meeting was opened by President Mrs. Bond with all repeating the club motto. A large crowd was in attendance with the men serving the 6 o'clock dinner. Baked ham was fixed by the committee with a large variety of covered dishes and pie and cake. The men in charge were Aaron Wright, chairman, assisted by Messrs. Cravens Franzwa, Powell, Ogden and Bond.

July, 1947

Nine of our ladies attended the convention at Milwaukee May 10 and they reported a fine meeting and a good time. Next month's meeting will be the annual picnic at Deming Park. The penny march amounted to \$2.09. Door prizes went to Mrs. Hartley and Walter Glass. The club sponsored a card party May 23.

### ★ Madison, Wis., Chapter

Mrs. C. H. McCrum, Historian

Madison Chapter met April 10. Luncheon was served. Easter decorations prevailed. Angel food cake, ice cream and coffee made up the menu. Mrs. Jay Shipley won attendance prize, while Mrs. A. M. Rogers got the surprise package.

May meeting was called to order with Vice President Mrs. John Hodgson presiding. Refreshments were served, Mrs. Lietz, Mrs. F. Rogers, Mrs. L. White, Mrs. Shipley, and Mrs. Parkin were hostesses. Because of illness in her family Mrs. Tomlinson was unable to attend.

### ★ Mobridge Chapter

Shirley Sizemore, Historian

Miss Lindskog visited our chapter the 7th of April. A luncheon was served at Mrs. Twining's home for Miss Lindskog and officers. A meeting was held at two that afternoon. On the regular club night April 21, a pot-luck supper was held at the club room for members and their families. The club furnished the ham and each member brought a covered dish. Between 200 and 300 persons were served.

### ★ Austin Chapter

Inez McCarthy, Historian

A committee consisting of Mesdames W. G. Eude, Wm. Tritchler, Leo McGovern, R. W. Graves and John Hogan served a delicious luncheon in the club rooms to about 50 members on May 1st. Mrs. Arthur Riley received the door prize, after which cards were played, Mrs. C. L. Sheedy, Mrs. Fred Smith, Mrs. Sam Seigfried and Mrs. John Lutz being the winners. Twenty-two members attended the district meeting in St. Paul on May 22 and greatly enjoyed the hospitality of the St. Paul and Minneapolis Chapters.

### ★ Harlowton Chapter

Mrs. Thomas F. Welton, Historian

Regular meeting of Harlowton club was held May 12 with a good attendance. The treasurer reported that the bingo party sponsored by the Ways and Means Committee in April was a financial success. At this time an apron was given away, also a set of tea towels. Proceeds from the bingo and sale amounted to about \$22. After the meeting the evening was spent playing cards. A delicious lunch was served by Mrs. Howard Goforth, Mrs. Vic Farley, Mrs. Kittie Goforth and Mrs. Joe Boucher.

### ★ La Crosse Chapter

Mrs. E. J. Monahan, Historian

Our chapter was represented by 29 members at the district meeting held in St. Paul. Mrs. John Rogowski, our president, was presented with a corsage by the attending members. Members from our chapter were, Mmes. Frank Rickard, Paul Muetze, Ben Dey, William Colgan, Arthur Johnson, George Deysach, Thomas Marlow, E. J. Monahan, Robert Ritter, Frank Wurm, Alfred Young, Thomas Keegan, Charles Hart, Charles Greener, Erwin Simdars,

George Kopeke, Roy Votaw, John Brinkman, Paul Lueck, Harry Peed, Nick Weber, James Palmer, Max Schultz, Ed. Behling, Thomas Pretasky Louella Love, Millie Steinmetz and Mrs. Virgil Roberts.

### ★ St. Maries Chapter

Mrs. Chas. Conley, Historian

Our May meeting was held on the 5th at the club house. Mrs. T. May of the Malden Chapter was a guest. Mrs. Wm. Seifert, the president, was absent. Her duties were taken over by our vice president, Mrs. Claude Hallead. Reports from various committees were given.

### ★ Benseville Chapter

Mrs. Paul Sturm, Historian

May 7th we met in our club rooms. A delicious hot lunch was served, with a huge birthday cake in the center of the table. Two handkerchief showers were the order of the day. Two of our loyal members are leaving for the state of Wyoming, Mrs. O'Donnell and Mrs. Plum. We don't like to see them move, but wish them lots of good luck in their new surroundings. Cards were played with nice bath towels as prizes. There was also a door prize. Mrs. Starr Arnold opened the short meeting.

Sixteen members attended the luncheon at the Schroeder Hotel in Milwaukee. All enjoyed themselves immensely, and so we are inspired to work harder and get more members.

### Knitted Pullover



A SLEEVELESS knitted pullover for the sportsman. If he's a man of action, he'll like this handsomely checked sweater. The model illustrated was worked out in blue and white checks, with navy ribbing and bands, but the pattern is adaptable to any favorite color scheme. He'll wear it all summer long over sport shirts, and under his jackets in cool weather. Directions for making it come in sizes 36 to 42 and can be obtained, free of charge, from the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

★ *Milwaukee Chapter*

Mrs. F. Whitty, Historian

A six o'clock birthday dinner and meeting was held May 19, about 125 members attending. On May 1 our club entertained two wards at the Veterans' Hospital. Woods, Wis. Mrs. Ross was chairman, several members were on the committee. Bingo was played. All of the boys enjoyed the party and prizes. They hoped we would come again soon.

Our pillow case card party held May 7 has netted \$195.00 so far. Sunshine chairman reported four cards sent. Three thank you cards were read, also a letter from the Recreation Department of the Veterans' Hospital. Sunshine fund \$3.85. A donation of \$29.00 was given by the members to buy prizes for another party to be held for the veterans. Meeting closed, after which cards were played.

★ *Aberdeen Chapter*

Mrs. J. J. Seiler, Historian

Our chapter held its regular meeting May 5 with a goodly number present. Many cards of good cheer, as well as flower bouquets were reported. Mrs. J. W. Allgier, chairman of the welfare, reported that five families had been assisted since the first of the year. Also a complete layette has been made for a needy family. Cards followed our business meeting, after which a light lunch was served. Mrs. Iver Bothum won the door prize. Hostesses for the evening were Mesdames Mills, Maketzky, Sproat and King.

★ *Janesville Chapter*

Mrs. George McCue, Historian

June meeting was called to order by President Mrs. Wm. Riley. Fourteen members attended the district meeting in Milwaukee on May 10, and spent a very enjoyable day. Our membership now totals 432 members and we have been notified that we have again won prizes in attaining this goal.

We regret the passing of two of our members in the past few weeks and our deepest sympathy is extended to the families of Mrs. John Falter and Wm. Morrissey. Mrs. John Davey is convalescing after a long illness and we all look forward to seeing her happy face in our midst again. She has been greatly missed by all. Several members are reported on the sick list by Mrs. Wallace, who is doing a grand job of spreading sunshine.

Our club rooms have had a face lifting, a new coat of paint and thorough cleaning and we are very proud of its appearance. Some new furnishings have been added in recent months to give it a very homey atmosphere.

**Any Train Would Do**

TICKET agents are equipped to answer a lot of questions, but occasionally they meet with a real poser. An agent at Lincoln, Neb., reported the following telephone conversation with a timorous traveler:

"Do you have a train leaving between 9 and 10 P.M., she asked?"

"Where do you want to go?"  
"It doesn't really matter," came the reply. "I'm only leaving my husband."

*Women's Club Membership — Dec. 31, 1946*

(A Comparison with Membership as of Dec. 31, 1945)

Chapter	VOTING			CONTRIBUTING			TOTAL		
	Dec. 31, 1946	Gain	Loss	Dec. 31, 1946	Gain	Loss	Dec. 31, 1946	Gain	Loss
Aberdeen, S. D...	479	...	2	676	...	67	1,155	...	69
Alberton, Mont...	52	6	...	55	12	...	107	18	...
Austin, Minn. ...	94	12	...	117	26	...	211	38	...
Avery, Ida. ....	41	...	18	97	...	13	138	...	31
Beloit, Wis. ....	88	...	1	116	1	...	204	...	...
Bensenville, Ill...	93	7	...	186	...	104	279	...	97
Black Hills (Rapid City) ...	99	1	...	134	2	...	233	3	...
Butte, Mont. ...	45	...	3	72	8	...	117	5	...
Channing, Mich. .	63	...	4	51	6	...	114	2	...
Chicago—Fuller- ton Ave. ....	310	...	136	572	...	73	882	...	209
Chicago—Union Station .....	211	...	20	880	...	89	1,091	...	109
Council Bluffs, Ia.	65	23	...	105	34	...	170	57	...
Davenport, Ia. ...	40	...	21	196	22	...	236	1	...
Deer Lodge, Mont. ....	64	15	...	66	26	...	130	41	...
Des Moines, Ia..	62	11	...	72	11	...	134	22	...
Dubuque, Ia. ....	74	2	...	114	12	...	188	14	...
Great Falls, Mont.	20	6	...	46	3	...	66	9	...
Green Bay, Wis.	162	2	...	256	2	...	418	4	...
Harlowton, Mont. ....	109	2	...	81	1	...	190	3	...
Iron Mountain, Mich. ....	56	5	...	69	6	...	125	11	...
Janesville, Wis...	181	4	...	244	4	...	425	8	...
Kansas City, Mo.	87	...	22	129	...	51	216	...	73
La Crosse, Wis. .	118	...	35	191	...	54	309	...	89
Lewistown, Mont.	84	3	...	119	14	...	203	17	...
Madison, S. D. ...	86	3	...	113	4	...	199	7	...
Madison, Wis. ...	141	2	...	163	8	...	304	10	...
Malden, Wash. . .	63	9	...	50	3	...	113	12	...
Marion, Ia. ....	150	2	...	153	16	...	303	18	...
Marmarth, N. D..	41	3	...	48	4	...	89	7	...
Marquette, Ia. . .	122	...	5	198	19	...	320	14	...
Mason City, Ia..	192	4	...	231	11	...	423	15	...
Merrill, Wis. ....	35	...	2	23	...	8	58	...	10
Milbank, S. D....	63	2	...	119	15	...	182	17	...
Miles City, Mont.	171	34	...	190	29	...	361	63	...
Milwaukee, Wis..	305	18	...	856	87	...	1,161	105	...
Minneapolis, Minn. ....	228	103	...	1,002	402	...	1,230	505	...
Mitchell, S. D..	93	4	...	116	33	...	209	37	...
Mobridge, S. D..	187	...	21	132	...	24	319	...	45
Montevideo, Minn.	140	19	...	243	11	...	383	30	...
New Lisbon, Wis.	79	5	...	62	2	...	141	7	...
Othello, Wash...	60	1	...	124	4	...	184	5	...
Ottumwa, Ia. ....	301	24	...	463	...	12	764	12	...
Perry, Ia. ....	246	2	...	255	6	...	501	8	...
Portage, Wis. ...	102	2	...	139	5	...	241	7	...
St. Maries, Ida..	26	...	1	15	10	...	41	9	...
St. Paul, Minn... 106	1	...	301	3	...	407	4	...	
Sanborn, Ia. ....	57	...	24	50	...	27	107	...	51
Savanna, Ill. ...	161	...	21	210	...	133	371	...	154
Seattle, Wash... 91	33	...	191	10	...	282	43	...	
Sioux City, Ia.. 273	22	...	423	23	...	696	45	...	
Sioux Falls, S. D.	71	18	...	135	12	...	206	30	...
Spencer, Ia. ....	51	6	...	65	...	...	116	6	...
Spokane, Wash.. 59	...	37	77	...	46	136	...	83	
Tacoma, Wash... 119	...	6	222	21	...	341	15	...	
Terre Haute, Ind.	79	...	54	103	...	47	182	...	101
Three Forks, Mont. ....	57	3	...	52	3	...	109	6	...
Tomah, Wis. ....	221	5	...	287	17	...	508	22	...
Wausau, Wis. ...	58	...	15	41	...	46	99	...	61
West Clinton, Ind. ....	188	21	...	328	54	...	516	75	...
Wisconsin Rapids, Wis. ....	20	...	5	27	...	9	47	...	14
<b>Total</b> .....	<b>7,139</b>	<b>445</b>	<b>453</b>	<b>11,851</b>	<b>1,002</b>	<b>803</b>	<b>18,990</b>	<b>1,387</b>	<b>1,196</b>

Voting loss, 8. Contributing gain, 199. Total gain, 191.

Respectfully submitted,  
General Governing Board.

## CHICAGO TERMINALS

### Sleeping and Dining Car Department

Marie Keys, Correspondent

A "once in a lifetime" thrill was experienced by Margaret Sohmer on her vacation when she attended the commissioning of her nephew as an ensign in the Supply Corps, U. S. Navy. He is the son of Rose Sohmer Skord, a former employe of the auditor of expenditure's office, and the late Mike Skord, whose last position with the Road was in the freight auditor's office.

Ruth Juhnke spent her vacation in Texas, visiting her sister.

Wilfred Sommer walked into the office recently, looking exceptionally well after his discharge from the Army. He and his wife, June, are, as you might say, on their second honeymoon, taking a vacation driving to California and other points west.

Our sincere sympathy is extended to Charles Rozek, manager of the laundry, in the recent loss of his mother, who passed away on June 9, four months after the death of her husband.

The friends of J. H. Hanthorn, former conductor, will be happy to know that his health has greatly improved and that he would be glad to hear from them by phone, letters or visits. His present address is 4002 West End Avenue, Chicago.

We hope that the hospitalization of Steward Strong will not be of long duration; also that Waiter James Allen will have a speedy recovery from his illness. Steward Wilmot's operation proved very successful and he should be among the ranks of his fellow-workers before many more days.

That 90-day leave of absence for Steward McClimans was the tonic he needed, as he has now returned to work. Chef Jesse Tate has recovered from the results of his accident and has been able to resume his job. Steward Bernadickt, too, was ill, for a short time.

Waiter C. E. Babbs entered the armed forces on Feb. 11.

### Bensenville

Dorothy Lee Camp, Correspondent

Snow May 29 this side of La Crosse? Yes, and I have the proof all in colored movies, showing the snow we drove through and the apple trees and lilacs all in bloom. Made a very lovely picture. We saw all of this as Joe and I were coming home from St. Paul. We brought our nephew, Roger Strantz, along with us to see what Chicago looks like. So far the thing he has enjoyed most is watching the Milwaukee Road operate, and shaking hands with a little monkey at Brookfield Zoo. Yes, both events are in our home movies also. I will be showing them soon to the gang in the Bensenville office.

Train Director Charlie Newman of Galewood will spend much of his vacation in June and July visiting his mother who is ill in a Waukegan hospital.

Ethel Novak, telephone operator, was elected vice president of a new chapter of the Mother's Purple Heart Club, in June. Ethel is one of our mothers that lost a

son, Lt. Harold Novak, during the war. We are proud to say that Ethel is still keeping up her good work to help our vets.

Happy birthday to Galewood correspondent Howard Lawrence. Howard will be one year older in years on June 21, but one year younger in the way he feels.

Frank "Russ" Arms sprained his ankle June 10 while at work on the rip track. His conductor, John R. Harding, started out for the Bensenville office with "Russ" riding piggy back, when John turned his ankle and both landed in the cinders, John on the bottom. In spite of the pain "Russ" was having, they both laughed so hard they could hardly continue on to the office.

Bob Phillips, son of Len Phillips of Deviney's office, graduated from Leyden C.H.S. in Franklin Park, in June. Bob has joined the Army and is now at Fort Sheridan.

"Red" Lubeking's son, Len, graduated from Bensenville grade school in June after a very successful year with his music. A new trumpet was his well earned graduation present.

Louie Mendell's calf we have all read about is now a tasty bit of veal for the table. I will now be looking forward to the bushel of luscious apples Louie has promised me from his farm.

Mrs. John K. Miller is visiting with Louie

Mendell's wife on their farm in Wisconsin while both husbands are busy working here on the railroad.

Walter Koch of Bensenville graduated in June from grade school. Walter won first place at Downers Grove, Ill., with his trumpet solo at the same time the school band won first place. Again at Bloomington, Ill., for the state contest, both Walter and the band won first place. Our young friend has also been a tap dancer for the past five years. Proud father is Arthur Koch, night general yardmaster of Western Avenue and Galewood.

Lou Freeman of this office had a very pleasant vacation being boss at home with his pet dog as assistant boss.

During a recent storm "Kickapoo" Sampson had a real scare when lightning struck a live wire, causing it to fall about six inches from his car. At a distance it looked like his car was on fire. Everyone yelled "There goes your car, Kickapoo." But we see the car is still running fine.

We all wish to extend our sympathy to Mrs. Harry Cameron on the recent loss of her husband and a wonderful boss to all of us in the office. We all had great respect for Harry and will miss him more than words can tell. As a boss they didn't come any finer. A pleasant word and an ever present smile, and willing to understand



Engineer George Arney, Bensenville, Ill., who piloted the Midwest Hiawatha for the past five years, retired on May 29. Congratulating him as he leaves the Union Station in Chicago for his last run are, left to right: Traveling Engineer Russell A. Pike, Conductor Fred Winston (eldest man on the Midwest crew), Engineer Arney, his fireman, Charley Lippincott, Engineer Roy Austin and Trainmaster J. J. Van Bockern. George started working for the Road on Sept. 6, 1899, as fireman and was promoted to engineer on Dec. 11, 1903. He will do some fishing in Minnesota and then plans to live in California.

## Cliff Steinhauser Quits Harlowton Post

JULY 1 marked the retirement of C. E. Steinhauser, after 18 years as freight agent at Harlowton, Mont. Cliff, as everybody calls him, has lived a colorful and varied railroad career since he started as baggageman-clerk on the Rock Island at Hutchinson, Kans., in 1902. By 1910 he was chief inspector at Hutchinson for the Western Weighing and Inspection Bureau. In 1911 Horace Greeley's advice to "go west" brought on a migration to Aberdeen, Wash., where he spent six months as a clerk on the Northern Pacific. In those days Cliff wore an imposing "Jerry Colonna" moustache.

A look into the future at that time convinced Cliff that the Milwaukee Road was going places and he accepted a position at the joint Milwaukee-OWR&N station as revising clerk and cashier. In 1917 he moved to Seattle to work for the Road as clerk and as a dock wallop on the water front. It is suspected that he developed his robust physique while on that job.

Cliff arrived in Harlowton on Aug. 21, 1921, to serve as cashier. A photographer who happened around recorded the move for posterity. The desk at which Cliff is seated (sans moustache) is still in use, as is the wall safe. The promotion to agent came in 1929.

His kindly and genial nature seems to have broadened with the years. His retirement will take him to a place he has at Ralston, Wash., where he will pursue his favorite hobbies, gardening and farming, on a small scale.



C. E. Steinhauser



The office force at Harlowton, Mont., in 1921. That's Cliff Steinhauser in the white collar. The others are, left to right, Al Davies, now chief clerk at Missoula, A. I. Christiansen, retired, and Bert Roberts, now PFI at Seattle.

his men—that was Harry Cameron, general car supervisor.

Ed Erickson of Bishop's office is having a nice long vacation in California with friends and relatives.

We all lost a friend when Ray Shad, special officer nights in Bensenville yards resigned from the railroad police force on June 13. Ray was very well liked and a grand fellow to work with.

Willy Sullivan of William Bishop's office was off with the flu the first part of June. Willy lost a good deal of weight but looks fairly well after his sick spell.

Sorry to see that Bob Doran has left us for the love of his life—in Kansas City, Mo. Wedding bells should be ringing very soon now that Bob has left the railroad.

Frank Behrens is again on the sick list. We understand that he is in Hines Hospital. This is the second time since the first of the year that Frank has been off with a

spell of sickness. We hope this one will be shorter than the last one.

John Phillips of Deviney's office is chief cook and bottle washer at his home, his wife having recently come home from the hospital and a very serious operation. She is doing nicely.

Until next time, Good Railroading!

## MADISON DIVISION

W. W. Blethen, Correspondent

Best wishes are extended by employes on the Madison Division to Trainmaster R. A. Middleton, who has been appointed assistant superintendent of the D&I Division, first district, with headquarters at Savanna, Ill.

Wilbert and Delrosa Bruns, South Wayne, announce the arrival of a second daughter, Margaret Anne, on June 12; weight seven pounds three ounces.

Rae Scherneck, B&B department clerk, and Patricia Stutz, clerk in the freight department at Madison, took a trip to the west coast.

B. M. McNulty, chief clerk in the freight office at Madison, retired on June 10 after 35 years of continuous service in that department. He has taken a position with the J. J. Fitzpatrick Lumber Company at Madison, as traffic manager. On his last day of service he was presented with a remembrance from his fellow employes.

John Conway, former rate clerk, will fill the position vacated by Mr. McNulty.

Howard France, interchange clerk on the east side, was appointed to fill the position of rate clerk in the freight department.

Chief Carpenter W. M. Cameron and wife and Assistant Chief Carpenter H. A. Cameron and wife attended the 25th wedding anniversary celebration of Mr. and Mrs. Joseph Secker (né Jean Cameron) on June 7 at Chicago.

Rae and Bob Scherneck drove to St. Louis to witness the graduation of their daughter Joy from the University of St. Louis. Patricia and Fred Stutz also made the trip for the event.

Assistant Division Engineer Frank R. King is receiving congratulations on the arrival of his second grand-daughter, on May 13.

## ROCKY MOUNTAIN DIVISION

Nora E. Decco, Correspondent

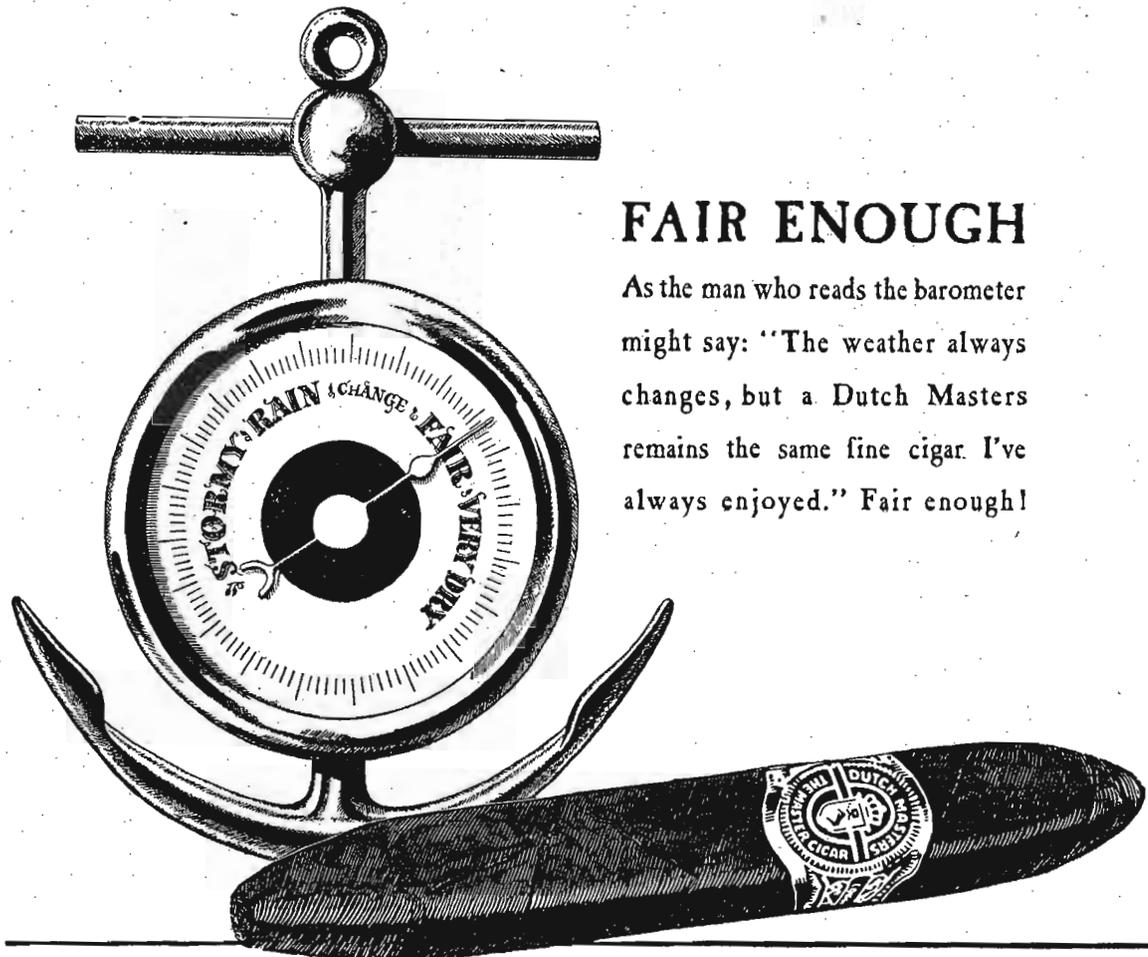
When you read this our Gallatin Gateway hotel will be open for the big business of taking care of tourists to Yellowstone Park, of which we learn there will be large numbers this year. Well, Old Faithful is all set and right on the job as usual and all the wild flowers up the canyon are in bloom; rain every day and almost every night in June and the rivers are high. And, believe it or not, you can get fish out of them, too. All the bears are waiting like hitch hikers along the roads for handouts or what have you (be sure you don't leave any eats in your cars along the thumb roads if you park while you go after a snapshot). Everything is washed and combed and shining like the kids at a Sunday school picnic, so bring on the passengers. With the new train, we understand Dan Young will have an additional bus which, with the two he already has, will take care of lots of folks out this way for a good time. And, believe me, they will have it, too.

A sad accident occurred at Ruby Lake dam a short distance from Deer Lodge on June 1 when Howard Rundell lost his life while fishing with a group of friends and relatives at a family picnic near the lake. Mr. Rundell was a fireman on the Rocky Mountain Division for several years during the war. His companion, a cousin, who was in a small boat at the time, was also drowned. Mr. Rundell is survived by his wife and other relatives, to whom we extend sincere sympathy.

Several weddings of interest to our division have been in the newspapers the past month. The first was that of Margaret Mathison, daughter of Train Baggage Oscar D. Mathison and Mrs. Mathison of Deer Lodge, and Theodore Hansen, son of Mr. and Mrs. Arthur Hansen of Drummond, on June 1 at Deer Lodge.

Carol Marie Addis, lovely youngest daughter of Sub-Station Operator Addis and Mrs. Addis of Francis, and Jerry Martin Waldorf, son of Mr. and Mrs. S. D. Waldorf of Bozeman, were married in Bozeman on June 7. Carol is a graduate of Gallatin High School and attended the University of Montana at Missoula for two years, later transferring to Montana State at Bozeman. She

The Milwaukee Magazine



## FAIR ENOUGH

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

# DUTCH MASTERS CIGARS

was employed in the department of agriculture economics. Mr. Waldorf served 18 months in the Army Air Corps. Both will attend Montana State college this fall.

Another lovely young girl well known here, Mary Fiske, youngest daughter of Sub-Station Operator Fiske and Mrs. Fiske of Piedmont, and Frank T. Anderson, son of Mr. and Mrs. T. Anderson of Silverhill, Ala., were married on June 8 at Whitehall. They will make their home in Bozeman, where Mr. Anderson will attend Montana State.

Engineer and Mrs. McGrath have returned from a month's visit with relatives in New York state.

Walter Klare is home after a major operation in a Butte hospital. He is much improved in health.

A test train composed of new equipment for the Olympian Hiawatha was run over the division the first week in June. It was a fine looking train and the men who brought it into the station had no complaints to make as to its handling. We see Engineer McKenna got his name in the paper and wish to add that he has now served 40 years with the Road, as daughter Helen whispered to me that he just received a pin to that effect.

Signal Maintainer and Mrs. Clarence Martin have gone to the west coast for a month. While Clarence is away Charlie McPherson will look after the track, signals and fishing between Eustis and Piedmont (if that is correct).

Miss Dorothy Ivanhoff of New York City

is a house guest at present of Conductor and Mrs. Cady of this place. Miss Ivanhoff's father was a fireman on the Rocky Mountain many years ago, leaving it for New York, where the family has lived since.

Jack Grace, who has been in the Army for some time, has been discharged and will return to the Rocky Mountain, where he was a conductor when drafted. He spent seven months in Japan.

A son was born to Engineer and Mrs. Hayden Levesque at Townsend on May 24. Congratulations! This is their third child and also third son.

Mrs. Walter McGough and children have returned to Spokane after a visit with her parents, Engineer and Mrs. Letcher Gibbs.

Fireman and Mrs. L. U. Brock have returned from spending their vacation in Seattle.

Engineer and Mrs. C. C. Adams are building a very nice home in Three Forks. Also, Engineer Joe Daniels is building a nice log residence right across the street from yours truly. Thus, I can report progress.

John Smeltzer, retired engineer, and Mrs. Smeltzer spent a few days in Three Forks, en route to Livingston and return to Polson, where they now live.

Conductor Halford Rector, who was injured more than a year ago, has retired. He and Mrs. Rector, with their son, have moved to Denver where they will locate.

Mrs. Peter Pogreba, wife of the late Conductor Pogreba, visited her son Russell at Trident and her Three Forks friends over

Memorial Day. Her home is now in Great Falls.

Engineer LaGrange, who has worked on the Rocky Mountain Division almost ever since there was one, has retired. The LaGranges have a nice cherry orchard at Flat Head Lake near John Smeltzer's and will move there to live. We wish them the best of everything.

Storekeeper Otto E. Schrerb, Yard Clerk Dale Middleton, Brakeman Hoyt Peugh and Brakeman Oren Stead, all of Deer Lodge, have also retired. The very best wishes of the entire division go with them and we trust that much happiness will be their share, now that they are finished with their years of work.

### Northern Montana

Pat Yates, Correspondent

Ruth Marie Toy, daughter of Conductor and Mrs. J. J. Toy, a senior in the Great Falls High School, and Doris Hildahl, daughter of Yard Foreman and Mrs. Dan Hildahl, a freshman in the Great Falls school, were two of the 85 students out of a group of 1,700 who won Heisey Memorial awards of \$50 each on May 20. These awards are based on effort, citizenship and scholastic ability. Ruth also holds the 140-word-per-minute Gregg transcript award. There are approximately 1,000 of these awards in the United States.

Conductor J. P. Smeltzer is back on the

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HEALTH — ACCIDENT — LIFE (Death from any cause)

HOSPITAL BENEFITS • NON-CANCELLABLE POLICY  
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## EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



job after spending the winter in California.

Chief Dispatcher Mike Welch took his vacation with Operator A. M. Peterson filling his position. Bruce Cederholm filled Peterson's job.

Another face back on the job after a long absence is that of Conductor Goldbrand.

You had better wear a chest protector when you start on the job here mornings, when the boys start telling about the rain-how trout they caught the night before. Yes, they have the banks of old Spring Creek all broken down, dragging out the big ones.

## KANSAS CITY DIVISION

*K. M. Gohmann, Division Editor*

Barbara McCullough, grand-daughter of Victor Grimsley of the maintenance of way department, took first place in the gas model airplane contest at Des Moines on June 1, competing against model plane enthusiasts from all over Iowa. Her brother Claude, leader of the Hornet Gas Model Club, placed second and received a special gold plaque for consistent flying performance.

Gerald Anderson, youthful agent at Hayesville, has been ordered to leave this part of the country for a more healthful climate. He and his mother, Mrs. Glen Anderson, wife of the agent at Parnell, left on June 4 for Laramie, Wyo.

Michael Allen, born on May 18 to Mr. and Mrs. L. E. Hoffman of Tucson, Ariz., is the grandson of Conductor R. C. Gladson, who will soon leave for a visit to Tucson. Mrs. Gladson has been there since May 10.

A son was born to Mr. and Mrs. Emery L. Jobe on May 3 at the St. Joseph Hospital in Ottumwa; Emery is the son of Locomotive Engineer J. L. Jobe.

Mr. and Mrs. Harry R. Vaughan were recently in Cincinnati, where Mr. Vaughan was a delegate to the 18th quadrennial convention of the Brotherhood of Railway Clerks. On their return trip they stopped in Chicago to attend a recital given by the Augustana Choir. Their daughter Marilyn is a member of the choir.

Pvt. Joseph L. Doser, son of Mr. and Mrs. J. F. Doser of Ottumwa, spent an 11-day furlough at his home in May, following the completion of his basic training at Ft. Lewis, Wash. Joseph enlisted in the Army on Feb. 26 and qualified as an expert rifleman. At the expiration of his furlough he reported to Camp Kilmer, N. J., for assignment to occupation troops.

John D. Welch graduated from the motor mechanic school at Great Lakes Naval Training Station with a 92 plus mark, fourth highest ranking in his class.

Visitors to the office of superintendent on May 29 were Mr. and Mrs. A. P. Lutz of Chicago. They spent several days in Ottumwa as guests of Mr. Lutz's mother.

For five years Bob Lewis of the store department planned a sightseeing tour, via motorcycle, and started out to realize this

dream on May 19. Weather conditions prevented his covering the entire trip he had outlined; to the northwest coast, thence to California. Glendo, Wyo., became his destination and although he was prevented from carrying out his plans he had a very interesting vacation.

Mrs. S. R. Rolison, mother of Engineer Wilbur Rolison, has been a patient in the St. Joseph Hospital for some time. She sustained serious injuries in a fall down the stairway at her home.

Leonard J. Buehler, retired engineer, and wife left for Bakersfield, Calif., on June 1 to establish their residence. Their home in Ottumwa has been sold to Roundhouse Foreman L. V. Ooots.

Arlene V. Alderdice, daughter of Mr. and Mrs. William J. Alderdice of Ottumwa, became the bride of Robert G. Fisher, son of Mr. and Mrs. Gerald Fisher, on June 1. Mr. Fisher is employed by the Dain Manufacturing Company in Ottumwa. His father is employed in the mechanical department of the Road.

Marian Jean Smith, daughter of Mr. and Mrs. Hugh B. Smith, and Jacob A. Williams, son of Mr. and Mrs. Nicholas Williams, were married on June 1 in the First Christian Church in Ottumwa.

Capt. and Mrs. John D. Reed have returned to Ottumwa, to re-establish their residence. They had been making their home in Denver at the Rocky Mountain arsenal. Captain Reed has been with the Army since 1943. He will resume his work as a locomotive engineer. Their daughter Gloria has just completed her junior year of study at Creighton University at Omaha and another daughter, Alicia, is returning from her junior year of work at Marycrest College in Davenport. The Reeds returned in time to observe their 31st wedding anniversary with another daughter, Mrs. Patricia Bowden.

With the arrival of train No. 94, way freight, at West Yard terminal on May 17, Conductor Milton O. Wallen terminated his duties with the company. He celebrated his 65th birthday on May 18. Conductor Wallen entered the service of the company on March 3, 1908; promoted to conductor on Apr. 19, 1915. His 39 years of service were on the KC Division and he has lived in Ottumwa since 1890. He has a half acre of gardening and one acre of corn.

Section Laborer Newton I. Skinner, west yard, Ottumwa, retired on May 17. He entered the maintenance of way department in October, 1906.

Switchman James E. Quick retired on June 2. He had not performed service since Feb. 28 because of ill health. His first employment was as call boy, in June, 1902; promoted to brakeman in March, 1903, and has been working as a switchman since Sept. 1, 1918.

Howard Utterback, retired engineer, died in the St. Joseph Hospital on June 4. He had been making his residence in the Bal-

lingall Hotel in Ottumwa for four years. He was an employe of our company from 1903 until March, 1945, when he retired; burial near Sigourney, Ia. His son Harry survives him.

Mr. and Mrs. W. G. McGowan were in Marion for the funeral of Mr. McGowan's brother Harley who died on May 24, after an illness of six months. Harley McGowan is survived by his wife Ruby.

Winn Chambers, retired brakeman, died on June 3 in the St. Joseph Hospital in Ottumwa. He is survived by his widow, Mrs. Flo Chambers. Winn retired in January, 1942.

A recent death was that of Mrs. Hannah I. Peckham, 93, of Washington, Ia., the widow of John W. Peckham, at one time with the maintenance of way department of our company. She had been in failing health since injuries sustained in a fall six years ago. Her husband preceded her in death in July, 1930. She leaves a daughter, Mrs. James Morrison of Washington.

## IDAHO DIVISION

*Mrs. Ruth White, Correspondent*

The new Speedliners have been the big topic of discussion here for some time and track and section forces have been busy getting things in condition for the faster trains. General Track Inspector R. G. Simmons and Assistant Engineer of Maintenance of Way A. W. Nelson made their semi-annual inspection on the main line tracks, accompanied by Division Engineer Ross and the division roadmasters.

Electrician Ray N. Jacobs, Spokane, has been assigned temporarily to riding the new trains between Othello and Tacoma, effective July 3.

The renewals are heavy this year. The section forces under Roadmaster Allen are making a fine showing on the Metaline Falls and Coeur d'Alene branches. Having completed the work outlined by Mr. Allen and Mr. Loftus, the Jordan ditcher, in charge of Operator Frank Bond of Ellensburg, Wash., has been turned over to the Coast Division. Ditcher X162, in charge of W. E. Blake, is being operated on the main line between St. Maries and Manito. Operator Blake's camp is located at Mozart at present.

Operator R. M. Ferguson has moved shovel No. 25 from the old tunnel east of Rosalia to Spokane for repairs, after completing the bank widening operations between Malden and Seabury. When repaired, this shovel will probably be used in place of shovel No. 33, operated by O. E. Leggett of Missoula, Mont., who is loading processed gravel into the Spokane Bridge pit for use in ballasting the main line east of Plummer, where extra gang 959, under General Foreman Vince Perrone, is doing a heavy ballast job. Mr. Leggett is making his home in Coeur d'Alene temporarily and his camp



Retired rails turned out in force for the Iowa Day picnic in Los Angeles in April, and these former employes of the old Sioux City & Dakota Division were among them. Shown in the front row, left to right, are former Conductors W. Panton, W. B. Anderson and Elmer Slater. Standing, left to right, are: Jesse Hughes, brakeman; William Rands, conductor; O. M. Thompson, engineer; Thomas B. Thompson, engineer; Art Kent, brakeman; J. J. Barejs, engineer.

is located on the rubbish track at Spokane Bridge.

Section Foreman V. L. Schultz of Dalkena attended the annual convention of the Grange at Boise, Idaho. Mrs. Schultz and son Mickie accompanied him. Relief Foreman J. W. Reynolds was in charge during his absence.

James R. Beatson, employed as lineman for 30 years, retired on May 15. To honor the occasion and also to celebrate his birthday, the Road employes at Othello put on a dance and party, with a midnight potluck lunch at the home of Mr. and Mrs. L. L. Stinebaugh. "Jim," as he is called by his friends, has lived at Othello since 1943. Agent G. C. LaValley presented him with a signet ring engraved with his dates of service and Mrs. Beatson with a set of jewelry. Out-of-town guests were Agent R. A. Kinnear and Mrs. Kinnear of Beverly, Frank Larson of Beverly, and Bill Roberts of Spokane.

S. W. Bridegroom has taken over the duties of lineman and will be stationed at Othello.

According to the marriage license bureau, it's wedding bells for Ralph Cole of the perishable freight department at Othello and Bernadine Gibbs; Brakeman Wallace C. Savitz and Dolores Michel of Malden and Tekoa; and Warren Schauls, machinist helper at Othello, and Oleta Ganor, daughter

of Mr. and Mrs. W. H. Evans of Othello.

We extend best wishes to the newlyweds, Mr. and Mrs. Don Hays. Mr. Hays is OS&D clerk at Spokane.

The new clerk relieving at the Othello roundhouse during the absence of Laura Berkey is Harry T. Dransfield, son of the roundhouse foreman at Channing, Mich., where Harry was also employed prior to entering military service.

We are sorry to hear that Chris Finsand has found it necessary to be off again, after returning from an extended illness. Section Laborer Albert Cameron, Metaline Falls, was confined to the Deaconess Hospital for a few weeks. He is able to be about and hopes to return to work soon. Charles Wilson, retired section laborer, a brother of Section Foreman J. N. Wilson of Dishman, is ill at present in a sanitarium near Opportunity.

Charles Forrester, brother of Fireman George, was killed accidentally in an automobile accident at Kellogg, Idaho. He had been employed for a good many years as roundhouse laborer and mechanic's helper at Spokane, leaving the service of the Road in 1943. He is survived by two small children and his mother.

Michael Schauls, a former employe, passed away at his home near St. Maries, Idaho, recently. He is survived by his wife, daughters Blanche and Marylyn, and sons Robert,

William and Warren. Mr. Schauls left the service as fireman in February, 1945, on account of failing health.

Eddie Alleman, clerk in the dispatcher's office, and his family have moved into a new home in the northwest part of Spokane, and he is looking forward to a lot of work in connection with lawn, etc. Last time seen, he was looking for a garbage can.

Congratulations to Firemen Vaughn Browning, Paul Edmunds, Eugene Starkey and John Zeller for successfully passing the transportation rules examination for locomotive engineer conducted by Train Rules Examiner J. R. Weatherly.

In recent months the following brakemen were promoted to conductor: F. J. Russett, J. L. Rogers, M. R. Moreland, G. A. Battleson, D. E. Ickes, J. C. Grillo, L. M. Hanson, D. B. Jackson and S. C. Ellis.

Here's the "info" at a glance, as Maree would say (Maree Brath, former file clerk in the superintendent's office, now Mrs. Kenneth Bybee of Pullman, Wash.). A baby boy was born to Mr. and Mrs. Bybee on May 20; his name, Kenneth Lee, Jr.

We welcome R. E. Joyner to Spokane. He is working as train dispatcher, coming over from Tacoma. Dispatcher L. M. Matson of Spokane took over the agency at Coffee Creek, Mont.

Mrs. Grace Coplen, wife of Agent C. H. Coplen, St. Maries, and former cashier at that station, died on May 20 after an extended illness. Besides Mr. Coplen, she is survived by a daughter, Mrs. Dorothy Chesser, and a son, Tyler B., who is now cashier at St. Maries. Our heartfelt sympathy goes to this family.

## IOWA DIVISION

### Council Bluffs Terminal

Agnes Christiansen, Correspondent

Sincere sympathy is extended to Chief Dispatcher J. J. Kindig, who lost his wife recently. Mrs. Kindig had a long siege of illness.

Division Engineer J. M. Shirley became a "two-time" grandpa within a few weeks recently. Daughters were welcomed in the homes of both of his sons.

Fireman Richard Balsbaugh finished his job with Uncle Sam recently and returned to the Iowa Division.

F. M. Blakslee, agent at Defiance, has taken a three-month leave and gone to New York to visit relatives.

Gordon Younie, who relieved at Council Bluff yard and at Manilla, is now a full fledged Iowa Division operator. He transferred from the I&D.

Engineer Tom Rellihan has returned to work following a long illness.

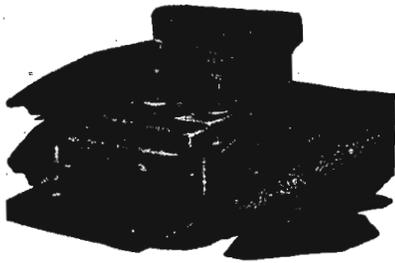
Joan Smith, daughter of General Yardmaster E. E. Smith, was elected editor-in-chief of the Abraham Lincoln High School paper. She was also elected to the National Honor Society for receiving five As.

Carol Jacobsen, daughter of Car Inspector

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An excellent snapshot by Agent Willard K. Peterson of Sanborn, Ia., a gifted amateur photographer. Here he has snapped No. 63 passing the station at 30 m.p.h. just as Engineer Harry Walters retrieved the orders from the hoop. All that can be seen of Engineer Walters is a disappearing elbow.

**TERRE HAUTE DIVISION**

**West Clinton Area**

*Earl H. Lehmann, Correspondent*

and Mrs. Nels Jacobsen, is also a member of the National Honor Society. Her special subject was shorthand. The Jacobsens also have a new grandson. This caused quite a lot of excitement, as he is the first boy in this family, the Jacobsens being the parents of five girls and having two grand-daughters. The grandson, Brian Nels, was born on May 7 to Mr. and Mrs. Shiroid Blaney.

Carman Helper LeRoy Birdsong underwent a tonsilectomy on May 9. Said LeRoy: "Much worse than I anticipated."

Car Inspector and Mrs. Henry T. Jensen and their two-year-old son Wayne have arrived safely in Copenhagen where they will visit their parents. Your correspondent received a letter from them posted at South Hampton, England, which stated that they had a wonderful crossing, with the exception of two days of stormy weather, which little Wayne survived better than his parents.

Did you know that Omaha is located in almost the exact center of the United States? That it is the second largest livestock market and meat packing center in the world and makes more butter than any other city in the world? That it is the home office for more than 30 insurance companies and that 10 railroads operate in and out of the city? And that Nebraska is the only state in the Union which has no sales tax, income tax, nuisance and luxury taxes, and no debt?

The reason you never see angels pictured with whiskers is that most men who get to Heaven make it only by a close shave.

The wedding of one of our younger conductors and a California lassie headlines this month's news. Conductor William Young, son of Brakeman O. A. Young, and Miss Bernice Jennings, sister-in-law of Yardmaster Cyrus Bodle, Jr., make up the happy couple. They were married in Kentucky about the middle of May. Thanks for the "headline" cigars, Bill. (By the way, Bill is your reporter's nephew.)

Carman and Mrs. Kenneth Gowen are the parents of a baby daughter, born on May 23. Our congratulations.

Chief Clerk Homer McCown vacationed the last two weeks of May. Away on vacation at the same time was Yardmaster Cyrus Bodle, Jr. He was relieved by F. E. Bush.

Master Mechanic Roy Magnuson and Roundhouse Foreman Bernard LeBow are to be congratulated on their safety mindedness. Under their supervision a large billboard has been erected which can be read easily from the state highway. Mr. Magnuson recently held a slogan contest on safety. The first prize went to Johnny Varda of the roundhouse.

Conductor and Mrs. C. N. Blake are preparing for a trip to California, to visit their son Max and family.

Conductor Charles F. Colwell returned to

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**Potosi Tie & Lumber Co. ST. LOUIS DALLAS**

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work in May after a year's illness. He chose the early morning miners train.

Chauffeur Gilbert McDaniels and wife are the proud parents of a son, born on May 29. They have named him Gilbert Ray. Mrs. McDaniels is a daughter of Roundhouse Foreman Ray Lockman of Latta.

Brakeman M. W. Brown, who was injured in an unusual accident some time ago, is now in the Veterans Hospital at Danville, Ill.

Brakeman Lawrence Crum has been unable to work lately on account of illness.

Carman Howard Hunnicutt and family were Tennessee visitors during the latter part of May.

Cyrus Bodle, retired hostler, father of Yardmaster "Cy" Bodle, is seriously ill in the hospital at Paris, Ill.

John McDonall, retired engineer and former trainmaster, was a West Clinton visitor during the latter part of May.

Engineer Ben Gaither is on the sick list as these items are written. We hope for his early recovery.

**Faithorn District**

*Berniece Sparks, Correspondent*

A familiar face seen around the yard office lately is none other than that of Clerk Elroy Luecke, who has returned from military service.

John E. Ryan was appointed trainmaster at Davenport, Ia., on June 1. We wish him lots of luck, but we are going to miss the Irishman around here.

Everyone here seems to have developed the "garden planting fever," with Operator John F. White doing his part. I understand he planted a lone onion in Special Officer "Speed" Thunherst's flower bed in back of the yard office. Well, it will be something new in the line of flowers, anyway.

**Terre Haute District**

*T. I. Colwell, Correspondent*

Our new division engineer, M. L. Bardill, finally located a nice six-room house in the southeast part of Terre Haute and has moved his wife and son Martin to this city.

Naomi E. Criss, roadmaster's clerk, attended the Elk's convention at Evansville over the week end of June 7.

Mr. and Mrs. Frank E. Galvin and daughter Julia visited in Terre Haute the week of June 11. Mr. Galvin was formerly chief carpenter on this division, now located at La Crosse, Wis.

We welcome to the Milwaukee family Robert Dean, new clerk in the traffic department. Mr. Dean replaces Herman Cruse, who resigned.

James A. Ogden has accepted a position as safety inspector on a territory out of Chicago. We wish Jimmy a lot of success on his new assignment.

Chief Dispatcher Ed Bevington, who has been ill for several weeks, expects to return to work soon. When he returns Dispatchers Jack Wright and Ralph Hunt expect to start their vacations. Jack says he is going to do a little visiting down in Tennessee. Operator Don Hehman will act as relief dispatcher during vacations and Operator Russell will relieve Hehman.

Operator Petrie will relieve Hyslop at Bedford during June so Hyslop can take a vacation.

Operator J. R. Sims is relieving Operator Swindle, who has been ill.

"Mel Hall" is the name of the new operator. At present he is working at North Harvey.

**More luck comes from using horse-sense than through finding horseshoes.**

July, 1947

**I & D DIVISION**

**Sioux City and Western Branch Lines**

*Fred Costello, Correspondent*

A recent visitor to Sioux City was the irrepressible and ever-young Walt Anderson, retired conductor, who is now living in California. We understand he is known among his California friends as the "Glamor Boy of Beverly Hills." Walt looks better than he did when he retired, and reports playing 18 holes of golf three times a week.

W. H. "Bill" Wright of the Sioux City baggage room has taken his wife to the West Coast for her health.

Emil Popper, baggage agent at Sioux City, and George Popper, general foreman of Sioux City yard, were called to Tama, Ia., June 10 due to the death of their father.

Miss Marie Kvidahl, roundhouse clerk at Sioux City, took her vacation during the fore part of June, visiting at Denver, Lake Okoboji, and of course, Vermillion, S. D. (where the heart interest lies).

Robert D. Thompson, operator at Vermillion, S. D., retired due to ill health on June 1. He entered the service of this company on Nov. 1, 1918, and had been operator at Vermillion continuously since Mar. 4, 1919.

Another old timer who will take a much needed rest is Emil Obland, depot ticket agent at Sioux City, who retired June 30 after 39 years of faithful and efficient service in the Sioux City ticket office. During his many years in the ticket office Emil made a host of friends among business men and the traveling public in general through his genuine friendliness and courtesy, and he will be sadly missed, both by his co-workers and patrons of this railroad.

A girl can be gay in a classy coupe,  
In a taxi they all can be jolly.  
But the girl that's worth while  
Is the girl who can smile,  
When you're taking her home on a trolley.



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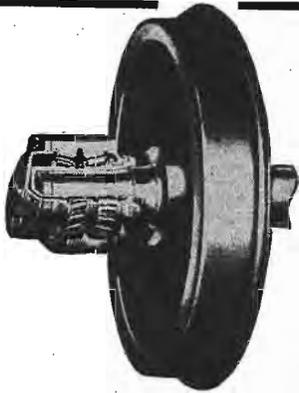
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Address..... Telephone.....

City..... State..... Time to Call.....

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TRACTORS AND  
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## Sioux Falls Line

*F. B. Griller, Correspondent*

PFI Leonard A. Mostrom vacationed through the East the first two weeks of June, with stops at New York City, Washington and Staunton, Va.

Switchman Jimmy Thompson, Sioux Falls, took a trip to the Pacific Northwest via motorcycle. It is reported that he ran out of gas en route and had to thumb for tow service.

Carman Glenn Kasak, Sioux Falls, used the Olympia route and thence to California, visiting his brother Melvin near Yosemite. At one time Melvin was roadmaster's clerk here at Sioux Falls.

George H. Elton, our genial and rotund agent at Canton, was entertained recently at the home of Fred and Mary Burke in Canton with a surprise dinner in honor of his 50th anniversary with the Road, most of it as agent and operator. It was attended by 16 guests, who presented George with an Eversharp pen as a token of their esteem.

Operator George Raines and Mrs. Raines took a trip through the Black Hills the latter part of May.

## TWIN CITY TERMINALS

**Minneapolis Local Freight and  
Traffic Dept.**

*Leda M. Mars, Correspondent*

Pauline Seiler was back with us again for a couple of weeks relieving Irene Burcharth who took a trip to Seattle, Tacoma and then down to Grass Valley, Cal., to visit her daughter who resides there.

Gladys Mirocha Johnson was back again to relieve Bob Keenan while he was on his vacation.

Jennie Goss spent a week in Omaha with her sister who was ill in the hospital.

Naomie Washington, who works in the depot, is to be married very soon and the girls at the depot are giving her a shower.

Milton Kutz and his wife spent their vacation visiting friends in Dallas, Tex.

Stewart Elmslie, chief clerk in the freight traffic department, has been ill in the hospital but is recovering and will be back to work very shortly, we hope.

Our weather has been so out of kilter this year that southern vacations are in order and Ruth Jackson will be heading for Louisville, Ky., over the Fourth of July.

Jeanne Villas, our war-time tracing clerk (now Mrs. Tommy Dorsey), celebrated finding an apartment by inviting the traffic department girls to lunch. We always knew Jeanne could make grand cake but now can vouch that she is a swell cook.

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and  
FORWARDING  
POOL CAR  
DISTRIBUTORS**

Lauren Lewis, diversion clerk, spent his vacation at Alexandria, Minn., but it was rather chilly and he came back without a sun tan.

Mark O'Brien, a naval trainee and former office boy in the traffic department, was killed in a plane accident at Wold Chamberlain Field. He was taking off in a plane with an instructor when the plane was hit by another one landing on the field.

## St. Paul Traffic Department

*Brooksie Burk, Correspondent*

Remember our little Rosemary Fuchs, formerly secretary to H. M. Larson, AGPA? Rosemary is now a secretary in the freight department of the Pennsylvania Railroad at Minneapolis. But more important is the news that Rosemary was the sweetest bride the month of June ever saw. Yup, on June 7 Miss Fuchs became Mrs. Joseph Hudalla.

There is another bride around here, too—the secretary in the office of General Agent R. A. Burns. I believe her name used to be Brooksie Luth. Seems that on May 29 she changed single blessedness for marital bliss, and her name to Mrs. Darwin Burk. After a perfect honeymoon in northern Minnesota the happy couple returned to an apartment (which they were most fortunate to find) at 701 Summit Avenue. Mrs. Burk will continue being a Milwaukee Road employe in addition to her housewifely duties.

## St. Paul Freight House

*Allen C. Rothmund, Correspondent*

Martin P. Graven, formerly freight agent at St. Paul, passed away at Washington, D. C., on May 23. He served as agent at Menomonie, Wis., and at Winona, Minn., before taking over the St. Paul agency. Burial was at Menomonie.

W. P. Radke, agent at St. Paul, was guest speaker at the J. H. Foster Service Club meeting at Minneapolis on May 21.

Fred Overby's mother passed away on May 14.

We just learned that Brooksie Luth of the general agent's office was married on May 29. "Mrs. Burk" it is.

Ed Hansen of the cashier's office was on the sick list lately and Frank Hennessy of that office is ill at home at present.

## South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent*

Congratulations to District General Car Foreman C. E. Barrett on his promotion to Lines West, with headquarters at Tacoma. We wish him success and good luck in the new location.

Congratulations to Ernest Buchholtz on his appointment as district general car foreman at Minneapolis shops. Mr. Buchholtz was general car foreman at the shops from 1939 to 1941. Welcome is extended to the family on their return to Minneapolis.

Congratulations to Mr. and Mrs. Alfred O. Wing, at whose home a baby girl arrived on May 19.

Lois Barrett, stenographer, vacationed at Davenport.

Carman George Mandell retired on May 16 and will take life easy near Farmington.

Sympathy is extended to the relatives of Jacob Dec, coach cleaner at Minneapolis coach yard, who passed away on June 2; to Mrs. Algot Casperson, wife of Carman Algot Casperson, who passed away on June 1.

Congratulations to Carman Harold R. Anderson, Minneapolis shops, on his appointment as equipment maintainer at Madison, S. D.

## TRAFFIC TIP CARDS SUBMITTED DURING MAY, 1947 AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	No. of tips submitted	
		Pass.	Frt.
<b>Hastings and Dakota Division</b>			
Grandpre, R. E.	Clerk, Car Dept.	Aberdeen, S. D.	1
Helmka, Gordon	Laborer, Store Dept.	Aberdeen, S. D.	1
Henningsen, Dorothea	Steno-Clerk	Aberdeen, S. D.	1
Larson, Mrs. H. M.	Wife of B&B Carp.	Frederick, S. D.	2
Meier, Adam	Section Foreman	Hillsview, S. D.	1
Menzia, Anton	Storhelper	Aberdeen, S. D.	3
Moe, A.	Ticket Clerk	Montevideo, Minn.	2
Moehring, Martha	Chief Clerk	Montevideo, Minn.	2
Moriarty, W. J.	Chf. Clerk, Store	Aberdeen, S. D.	3
Rasdall, M. S.	Staty. Fireman	Aberdeen, S. D.	1
Riedl, Robert	Instrumentman	Aberdeen, S. D.	1
Ryan, Winifred	Clerk, Store	Aberdeen, S. D.	1
Seiler, Mrs. J. J.	Wife of Chf. Clerk	Aberdeen, S. D.	1
Teske, Theo.	Section Foreman	Eureka, S. D.	1
Wahl, Chris	Carman	Aberdeen, S. D.	2
			23
			0

<b>Idaho Division</b>			
Allen, Blanche M.	Wife of Rmstr.	Spokane, Wash.	1
Devlin, F. E.	Trainmaster	Spokane, Wash.	1
Donovan, C. F.	Conductor	Malden, Wash.	1
Gengler, J. C.	C. C.-D. M. M.	Spokane, Wash.	1
Hoover, Fred P.	Yard Conductor	Spokane, Wash.	1
Olson, C. A.	Operator	Spokane, Wash.	1
			6
			0

<b>Iowa Division</b>			
Bruce, F. O.	Rate Clk. & Opr.	Council Bluffs, Ia.	1
Davis, E. E.	Chief Clerk	Omaha, Neb.	1
Eckman, Ruby	Clerk	Perry, Ia.	1
Gustafson, Mrs. D.	Wife of Agent	Anamosa, Ia.	1
Nelson, M. H.	Crane Operator	Perry, Ia.	2
Schmidt, T. P.	Car Foreman	Council Bluffs, Ia.	1
Schonberg, C. E.	Lead Carman	Council Bluffs, Ia.	2
Wahl, R. A.	Signal Maintainer	Paralta, Ia.	4
			13
			0

<b>Iowa and Dakota Division</b>			
Aleck, Jim	Sec. Laborer	Harrisburg, S. D.	1
Boyle, D. R.	Machinist Helper	Sioux City, Ia.	1
Erickson, G. E.	Boiler Foreman	Sioux City, Ia.	1
Hurley, Paul	Night R. H. F.	Mason City, Ia.	1
Lagan, William	Acting Chf. Clerk	Sioux Falls, S. D.	1
Leach, W. J.	Chief Caller	Sioux City, Ia.	1
Mitchell, B. J.	Chief Clerk	Sioux City, Ia.	1
Moran, Grace	Secretary	Mason City, Ia.	1
Morgan, C. M.	Storekeeper	Mitchell, S. D.	1
Morgan, F. D.	Asst. R. H. Frmn.	Sioux City, Ia.	1
Murphy, J. M.	Roadmaster	Sioux Falls, S. D.	2
Rugee, Carrie B.	Secretary	Mason City, Ia.	2
Sheldon, M. W.	Pumper	Sioux Falls, S. D.	3
Shoemaker, J. B.	Asst. Agent	Sioux City, Ia.	1
Wood, G. L. Jr.	Car Foreman	Mitchell, S. D.	1
			14
			5

<b>Chicago General Offices</b>			
Benson, L. J.	Asst. to V. P.	Chicago, Ill.	4
Bradford, E. H.	S. C. Porter	Chicago, Ill.	1
Dougherty, C. R.	Asst. Mgr., RS&CP	Chicago, Ill.	1
Edwards, O. G.	Law Dept.	Chicago, Ill.	2
Eldridge, E.	Freight Clerk	Chicago, Ill.	1
Fletcher, H. D.	Paymaster	Chicago, Ill.	1
Graves, Vila M.	Asst. Secy.	Chicago, Ill.	4
Harper, Francis W.	Steno-Clerk	Chicago, Ill.	3
Hunter, W. L.	Asst. Gen. Solicitor	Chicago, Ill.	1
Keifer, R.	F. S. I.	Chicago, Ill.	1
Lowry, Frank C.	File Clerk, Pres. Off.	Chicago, Ill.	2
McNamee, Patricia	Secy., Law Dept.	Chicago, Ill.	2
Mintz, R. D.	Clerk, Paymasters Off.	Chicago, Ill.	1
Nelson, W. E.	Secy. to P. T. M.	Chicago, Ill.	1
			19
			6

Name	Department or Occupation	No. o. tips submitted	
		Pass.	Frt.
<b>Superior Division</b>			
Anderson, R. C.	Conductor	Green Bay, Wis.	5
Blindeam, John	Carman	Green Bay, Wis.	1
Friess, I. A.	Train Dispatcher	Green Bay, Wis.	1
Goodell, A. R.	Agent	Lena, Wis.	1
Kasten, Harry F.	Signal Maintainer	Iron Mountain, Mich.	1
Kenney, A. V.	Agent	Plymouth, Wis.	2
Kramer, W. F.	Chief Clerk	Green Bay, Wis.	1
La Veau, F. J.	Agent	Republic, Mich.	1
Miller, J. E.	B. & B. Foreman	Green Bay, Wis.	4
Miskimins, Roy R.	Mgr. Mir. Transp.	Green Bay, Wis.	3
Pfrang, Norman	Truck Dispatcher	Green Bay, Wis.	3
Willman, R. E.	Agent	Amberg, Wis.	1
			15
			9

<b>Terre Haute Division</b>			
Daniels, B. E.	Asst. Div. Engr.	Terre Haute, Ind.	8
			0
			8

<b>Trans-Missouri Division</b>			
Althaus, C. J.	Counterman-Chauffeur	Miles City, Mont.	1
Anderson, Dora H.	Cashier	Mobridge, S. D.	2
Bennett, H. P.	Chief Clerk	Roundup, Mont.	1
Bethke, O. H.	Gen. Clerk, Supt. Off.	Miles City, Mont.	1
Boehmer, A.	Asst. Foreman	Miles City, Mont.	1
Boggs, Russell	Counterman	Miles City, Mont.	2
Brady, James W.	Asst. Time Revsr.	Miles City, Mont.	15
Certain, James	Engineer	Miles City, Mont.	1
Eggen, Carl	Pipefitter	Miles City, Mont.	1
Field, R. J.	Yard Clerk	Roundup, Mont.	2
Geelhart, H. M.	Roadmaster	Roundup, Mont.	1
Handley, C.	Storehelper	Miles City, Mont.	2
Heward, B. L.	Chief Clerk	Miles City, Mont.	1
Huff, Pearl	Clerk, D. M. M. Office	Miles City, Mont.	1
Johnson, Mrs. H. C.	Wife of Agent	Miles City, Mont.	1
Keeler, D. C.	Conductor	Harlowton, Mont.	1
Kelm, A. M.	Tankman	Miles City, Mont.	1
Knesal, Mrs. E. W.	Wife of Rmstr.	Miles City, Mont.	1
Kurci, G. E.	Second Operator	Roundup, Mont.	1
Nelson, S. W.	Yardmaster	Miles City, Mont.	1
Olson, Mrs. Wm. J.	Track Dept.	Miles City, Mont.	1
Rittlerodt, Wm.	Section Foreman	Roundup, Mont.	3
Ross, Mrs.	Widow of Agent	Miles City, Mont.	1
Schneider, J.	Section Foreman	Keldron, S. D.	1
Stamp, H. L.	Div. Storekeeper	Miles City, Mont.	1
Thompson, Mrs. A. O.	Wife of Agent	Bucyrus, N. D.	5
Wilson, R. T.	Telegrapher	Miles City, Mont.	1
			50
			1

<b>Twin City Terminals</b>			
Blake, H. C.	Asst. Engineer	Minneapolis, Minn.	2
Campbell, H. R.	Car Department	St. Paul, Minn.	1
Corcoran, Frank	Gen. Car Supvr.	Minneapolis, Minn.	2
De Field, S. L.	Asst. R. H. F.	Minneapolis, Minn.	1
Gee, H. E.	M. & B. Agent	Minneapolis, Minn.	1
Lewis, Lauren E.	R/C Clerk	Minneapolis, Minn.	1
Muir, L.	Stockman	Minneapolis, Minn.	1
O'Neil, W. H.	Smoke Abatement Engr.	Minneapolis, Minn.	1
Radke, W. P.	Freight Agent	St. Paul, Minn.	1
Young, Robert J.	Tracing Clerk	Minneapolis, Minn.	2
			9
			4

<b>Milwaukee Terminals</b>			
Douglas, Ed	Machinist	Milwaukee, Wis.	1
Hamann, Mrs. Edith	Stenographer	Milwaukee, Wis.	1
Kosobucki, Edw.	Crane Engineer	Milwaukee, Wis.	1
McConville, C.	Stenographer	Milwaukee, Wis.	1
Paulsan, Wallace	Cabinet Maker	Milwaukee, Wis.	1
J'wallisz, S. S.	Clerk	Milwaukee, Wis.	1
Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	1
Starosta, Joseph	Asst. Car Foreman	Milwaukee, Wis.	1
			8
			0

Name	Department or Occupation	No. of tips submitted	
		Pass.	Frt.
<b>Chicago Terminals</b>			
Abrams, N.	Route Clerk	Galewood, Ill.	1
Bishop, N.	Asst. Agent	Galewood, Ill.	4
Boeck, H. F.	Chief Clerk	Galewood, Ill.	6
Borman, H.	Route Clerk	Galewood, Ill.	4
Brown, H.	Rate Clerk	Galewood, Ill.	4
Carter, P.	Clerk	Galewood, Ill.	1
Dyba, T.	Route Clerk	Galewood, Ill.	4
Enso, A.	Rate Clerk	Galewood, Ill.	4
Evans, R.	Clerk	Galewood, Ill.	1
Ewing, J. J.	Clerk	Galewood, Ill.	4
Grill, Wm. J.	Car Order Clerk	Chicago, Ill.	1
Kerwin, J. J.	Rate Clerk	Galewood, Ill.	4
LeMire, G. E.	Rate Clerk	Galewood, Ill.	108
Lemke, E.	Clerk	Galewood, Ill.	1
Mueller, E. J.	Asst. Foreman	Bensenville, Ill.	1
Oettinger, J. J.	Rate Clerk	Galewood, Ill.	8
Pobloske, B. G.	Asst. Agent	Galewood, Ill.	1
Pollock, Chas. E.	Mach. Appr.		
	Loco. Dept.	Chicago, Ill.	1
Reimann, B.	Rate Clerk	Galewood, Ill.	1
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.	4
			3
			162

### Dubuque and Illinois Division

Blosch, Fred. M.	Lead Acet. Cutter	Dubuque, Ia.	1
Davidshofer, J. C.	Laborer	Dubuque, Ia.	1
Dubmeyer, A.	Cutler	Dubuque, Ia.	3
Fisher, J. H.	Car Foreman	Savanna, Ill.	2
Hull, G. H.	Agent	Davenport, Ia.	1
Keck, W.	Cutler	Dubuque, Ia.	1
Kurt, Francis B.	Clerk	Waukon, Ia.	5
Ohde, O.	Ret. Pipefitter	Dubuque, Ia.	2
Rowley, G. H.	Asst. Supt.	Savanna, Ill.	1
Schmieg, Wm.	Conductor	Savanna, Ill.	1
Unmacht, H. A.	Gen. Foreman	Dubuque, Ia.	1
			18
			18

### Milwaukee Division

Benzing, Henry	Eqpt. Maintainer	Horicon, Wis.	1
Freinwald, Franklin	Fireman	Horicon, Wis.	2
Harper, R.	Trackman	Horicon, Wis.	5
Johnson, W.	Section Foreman	Horicon, Wis.	1
Krummel, W. J.	Car Foreman	Racine, Wis.	3
Kuhaupt, H. J.	Trackman	Beaver Dam, Wis.	1
Laurence, A. B.	Section Foreman	Mayville, Wis.	1
Willers, J.	Section Foreman	Horicon, Wis.	2
			16
			0

### Seattle General Offices

Bouldin, Charlotte	Chief Clerk	Seattle, Wash.	1
Dewhurst, Ella	Stenographer	Seattle, Wash.	1
Greengard, S.	Exec. Dept.	Seattle, Wash.	1
Jackson, Mary E.	Clerk	Seattle, Wash.	1
Jones, Ralph H.	Asst. Engr.	Seattle, Wash.	1
Long, R. B.	Rt. of Way Agent	Seattle, Wash.	1
McGalliard, S. O.	Invest. Frt. Clm.	Seattle, Wash.	1
Morgan, H. R.	Asst. Engr.	Seattle, Wash.	3
Mumford, M. C.	Chf. Clk., Law Dept.	Seattle, Wash.	3
Notske, Edward J.	Asst. Tax Agent	Seattle, Wash.	1
Nupp, J. E.	Clerk	Seattle, Wash.	1
O'Meara, J. J.	Chief Clerk	Seattle, Wash.	1
Reynolds, F. D.	Ret. Telegrapher	Seattle, Wash.	1
Sackerson, R. G.	Gen. Mgr., Milw. Land	Seattle, Wash.	1
Stoll, E. J.	Asst. Ind. Engr.	Seattle, Wash.	1
Strassman, J. N.	Auditor	Seattle, Wash.	5
			19
			6

### Iowa and Southern Minnesota Division

Green, H. H.	R. H. Foreman	Madison, S. D.	2
Hayes, Albert	Operator	Albert Lea, Minn.	8
Johnson, Charles	Agent-Operator	Sherburn, Minn.	1
Jones, S. O.	Agent-Operator	Bixby, Minn.	2
Larkoski, J. A.	Roadmaster	Austin, Minn.	1
Moore, C. H.	Agent	Lime Springs, Ia.	1
Olson, Mrs. H. L.	Wife of Agent	Brownsdale, Minn.	3
Olson, Helen	Daughter of Agent	Brownsdale, Minn.	1
Olson, Kenneth	Son of Agent	Brownsdale, Minn.	1
Seeman, A. A.	Dispatcher	Austin, Minn.	1
Trueb, T. A.	Local Storekeeper	Madison, S. D.	1
Willard, C. A.	Machst. Helper	Madison, S. D.	1
Wood, G. L.	Car Foreman	Austin, Minn.	1
Wopat, E. L.	Agent	Chandler, Minn.	1
			23
			2

Name	Department or Occupation	No. of tips submitted	
		Pass.	Frt.
<b>La Crosse and River Division</b>			
Blanchfield, E. C.	Cashier	Merrill, Wis.	1
Brown, John L.	Chief Clerk	Wausau, Wis.	1
Conklin, Mildred	Steno. to Asst. Supt.	Wausau, Wis.	1
Douglas, Willard	Carman	La Crosse, Wis.	1
Frazier, I. L.	Rate Clerk	Merrill, Wis.	2
Frye, M. J.	Chief Clerk	Merrill, Wis.	1
Marcon, R. J.	Lead Insp.	La Crosse, Wis.	2
Rhodes, C. O.	Station Force	Watertown, Wis.	3
Ruder, George	Section Foreman	Brokaw, Wis.	1
Ruder, William	Whse. Foreman	Merrill, Wis.	1
Schaad, Gregory	Trucker	Merrill, Wis.	1
Sien, John M.	Ret. Conductor	Watertown, Wis.	3
Semmelhack, N. J.	Operator	Merrill, Wis.	1
Vachreau, H. L.	Ret. Tr. Dispatcher	Wausau, Wis.	1
Wyss, Ed	Trucker	Merrill, Wis.	1
			13
			4

### Madison Division

Agner, C. H.	Train Dispatcher	Madison, Wis.	1
Barry, N. J.	Conductor	Milwaukee, Wis.	1
Blethen, W. W.	Secretary	Madison, Wis.	1
Coleman, James	Agent	Whitewater, Wis.	1
Cox, R. W.	Brakeman	Janesville, Wis.	1
Cox, V. D.	Ticket Clerk	Janesville, Wis.	2
Frank, William	Clerk	Janesville, Wis.	1
Hunter, Albert J.	Car Repairer	Janesville, Wis.	1
Kilian, A. M.	Chief Dispatcher	Madison, Wis.	1
Kilne, O. S.	Train Dispatcher	Madison, Wis.	1
Kurth, I. A.	Train Dispatcher	Madison, Wis.	1
McGeen, John	Clerk	Waukesha, Wis.	2
McLean, R. D.	Operator	Janesville, Wis.	1
McNulty, J. F.	Cashier	Madison, Wis.	1
Moore, K. C.	Engineer	Madison, Wis.	1
Necese, Ira S.	Cashier	Waukesha, Wis.	1
O'Neill, F. W.	Engineer	Madison, Wis.	2
Parkin, C. A.	Train Dispatcher	Madison, Wis.	1
Smithson, P.	Conductor	Richland Center, Wis.	1
Stewart, Jesse L.	Check Clerk	Janesville, Wis.	1
Tyver, F. L.	Baggage man	Madison, Wis.	1
Yahnke, Paul H.	Freight House Foreman	Janesville, Wis.	1
			24
			1

### Kansas City Division

Baker, C. H.	Time Reviser	Ottumwa, Ia.	1
Bowen, Nell	Steno-File Clerk	Ottumwa, Ia.	1
Cain, Kathleen	Steno-Clerk	Kansas City, Mo.	1
Chadwick, W.	Sec. Foreman	Rutledge, Ia.	2
Chrisman, Mrs. F.	Wife of Loco. Engr.	Ottumwa, Ia.	1
Gohmann, K. M.	Steno-Clerk	Ottumwa, Ia.	1
Henson, H. L.	Steno	Ottumwa, Ia.	2
Sowder, J. W.	Chief Clerk	Ottumwa, Ia.	1
			8
			2

### Rocky Mountain Division

Allen, E.	Steno-Clerk	Butte, Mont.	1
Baumgartner, W. J.	Operator	Lewistown, Mont.	1
Cloke, Stanley J.	Brakeman	Lewistown, Mont.	1
Irby, J. B.	Secy. to AGF&PA.	Butte, Mont.	1
Jerabek, Charles	Carman	Deer Lodge, Mont.	1
Lancaster, W. C.	General Clerk	Lewistown, Mont.	1
			5
			1

### Coast Division

Bahl, George E.	Asst. Whse. Foreman	Seattle, Wash.	1
Carrote, Clara	General Clerk	Tacoma, Wash.	1
Cowling, P. L.	Rate Clerk	Tacoma, Wash.	1
Davidek, W. A.	Boilermaker	Tacoma, Wash.	1
Germain, Margaret	Tel. Operator	Bellingham, Wash.	1
Goldsbrough, A.	Clerk	Tacoma, Wash.	1
Gould, Alice	Steno-Clerk	Seattle, Wash.	1
Hebenden, C. R.	Ret. Loco. Engr.	Bellingham, Wash.	1
Holcomb, R. H.	Whse. Foreman	Bellingham, Wash.	2
Mahoney, Betty	Steno-Clerk	Seattle, Wash.	1
Morgan, Jean H.	General Clerk	Seattle, Wash.	2
Pentecost, Al	General Foreman	Tacoma, Wash.	1
Reed, Lloyd L. Jr.	Loco. Fireman	Tacoma, Wash.	3
Storlie, Oscar	Asst. Foreman	Tacoma, Wash.	1
			16
			3

## Traffic Tips Reported During May, 1947

Division	Pass. Tips	Freight Tips	No. of Tips Per 100 Employees
Seattle General	19	6	12.9
Chicago Terminals	3	162	5.1
Trans-Missouri Div.	50	1	4.6
Madison Division	24	1	3.5
Superior Division	15	9	3.0
Iowa and S. Minnesota	23	2	2.7
Dubuque & Illinois Div.	18	18	2.1
Hastings and Dakota	23	...	1.4
Coast Division	16	3	1.2
Iowa and Dakota	14	5	1.2
Kansas City Div.	8	2	1.2
Milwaukee Division	16	...	1.2
Chicago General	19	6	1.0
Idaho Division	6	...	0.9
Iowa Division	13	...	0.9
La Crosse and River	18	4	0.9
Rocky Mountain Div.	5	1	0.6
Terre Haute Div.	...	8	0.5
Twin City Terminals	9	4	0.4
Milwaukee Terminals	8	...	0.2
Miscellaneous	...	...	...
<b>TOTALS</b>	<b>307</b>	<b>232</b>	<b>1.6</b>

### CHICAGO GENERAL OFFICES Freight Auditor's Office

J. A. Strohmeier, Correspondent

Fred Miller, review bureau, treated everybody to candy May 22, his 25th anniversary on the Milwaukee Road. He and his family started for Tomahawk, Wis., June 14, where he has made an annual trip to fish for 10 years. He took his new ball point pen with him stating he would use it under water writing a Blue Cross on the fish.

Otto Reinert, review bureau, left for California to meet his wife. Together they will stop off at Albuquerque, N. M., on their return trip for a brief visit with Sam Spense, formerly employed here.

James Murrin and family started for Denver and points west to visit relatives, and to deliver a multiple letter from office employes to their old friend Matt Sweeney, now living in Denver. Jim vowed he'd catch some mountain trout this trip.

"Here's One for the Book," is the heading of a little card received by Tim Wood, from Mr. and Mrs. Edward Neu, announcing the arrival of Robert George Neu on May 21, 1947. Weight 11 pounds. Mrs. Neu is the former Marge Holzman who was employed here for a number of years.

Jay Betts, interline bureau, is on furlough on account of illness. Frank Caufield returned to work June 16 after a hospital check-up. We hope both will regain good health soon.

Mona Sanders, employed here many years ago, paid us a brief visit on June 16 greeting old friends, Mrs. Whiteman, Tillie Mayer, Clara Linke, Mabel Underwood, Ann Anderson and others.

Nina Clark, accounting machine bureau, returned to work June 16 after a furlough of several months to care for her ailing father.

The former Norma Hurtienne, now Mrs. Chase, who was married June 8, returned to work June 16 after honeymooning in Chicago.

Walt Stark, review bureau, took his wife, son and daughter for a circle trip through the East, Niagara Falls, a ride on the Hudson Bay Line, New York, Philadelphia, Baltimore and Washington, to show them the historic places he's been telling the

children about when helping them do their homework. Clem Carroll, interline bureau, is doing the same for his family, only they are going the other way around visiting Washington first.

They're off—Vancouver or bust! Sayde Domek, accounting machine bureau; Mary Gironne, estimated earnings bureau; and Amelia Boever, switching bureau, will visit Grand Canyon and points of interest along the West Coast all the way to Vancouver, returning via Lake Louise. Bet the girls will have a grand time.

Al Gerke's bowlers: Our winners in the State Tournament, A. Peterson, P. Wells, M. Konertz, F. Brodhagen and H. Tobin, hauled down \$25.00 in prizes. It's reported the most sought after

bowler after his release by the Pioneers is Frank Mueller. The team offering the most shirts can sign him.

We're glad to welcome back W. Hettinger and hope his strenuous service in the Army will help him to up his score to a 190 average. Captains are asked to get teams lined up for next season. Organization meeting will be held about Aug. 15.

### Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Arthur P. Sommers and Beverly J. Nancarrow were married on April 12 at St. Alphonsus Church. The reception which followed was attended by many of their friends at the office. Art and Beverly received a beautiful set of silver from us and good wishes for health, wealth and happiness.

Mildred Skampa and James Kahb exchanged vows at Grace Lutheran Church on June 7. The typing bureau presented Mildred with a beautiful lamp.



### CARBON AND ALLOY STEEL CASTINGS

A For  
Wehr Every  
Steel Service

**WEHR STEEL CO.**  
MILWAUKEE, WIS.

### DELICACIES FOR THE TABLE Specialties

Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables

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CHICAGO, ILLINOIS

On the Job

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*Around the Clock...*

### Tailor-made Protection for Milwaukee Employes

- Natural Death SALARY SAVINGS LIFE INSURANCE
- Accident & Sickness Disability
- Accidental Death and Dismemberment
- Hospital-Surgical (including Family Coverage)

Convenient Payroll Deductions — Prompt Claim Service

Our  
60th  
Year

**PROVIDENT  
LIFE AND ACCIDENT  
INSURANCE COMPANY**

Our  
60th  
Year

CHATTANOOGA, TENNESSEE

## CARTER BLATCHFORD, Inc.

80 E. JACKSON BLVD.  
CHICAGO

### RAIL JOINTS

Reformed to meet specifications  
for new bars.

### VULCAN XX STAYBOLT IRON

### VULCAN ENGINE BOLT IRON

### VULCAN IRON FORGING BILLETS

### LOCOMOTIVE FORGINGS

#### AXLES

#### CRANK PINS

#### PISTON RODS



## Grain Doors

## Railroad Cross Ties

## Hardwood Lumber

## Timbers

### Webster Lumber Company

2522 Comc Ave., West  
St. Paul, Minn.

Wedding bells rang out for Doris Kogler and Eugene Girard on June 7 at St. Benedict's Church. Eileen Joyce and Mary Leemputte of the typing bureau were the bridesmaids. "Lemp" came to work the following Monday all smiles, as she caught the bride's bouquet. Doris received many beautiful gifts and we wish the newlyweds all the happiness life can hold.

Joyce Boivin and Roland Briar became engaged on Apr. 23 and Joyce is still walking on air.

Pat Lutz received a beautiful diamond from Louis Glatz, which accounts for her cheery disposition during the past weeks.

Frank Bednarek is back to work again after quite a battle with rheumatic fever.

### Passenger Traffic Department

Roy H. Huntsman, Correspondent

Bernice Murphy who was in the reservation bureau is now in the city ticket office, 179 West Jackson Boulevard.

Virginia Gort, typist in the passenger rate department, was married on June 8 to Ralph Kurt. There were approximately 200 guests at her reception and immediately afterwards she and her husband went to their three room apartment and the next day left for Niagara Falls for a week's stay. She wore a six-yard train.

We have a new office boy in the passenger rate department, Dominick Odierno.

Miss Fran Siebel, typist in the passenger rate department, has gone to the city ticket office as an accountant.

The wedding of Neva Jewell of Elgin and Gail Meintzer of Deerfield took place at 7:00 p.m. on June 21, at the First Methodist Church of Elgin. In the bridal party were Guyla Seiller, the bride's pal since high school days, as maid-of-honor; Neva's sister, Charlotte; and the best man, George Moen. A reception for relatives and a few friends of the young couple was held at Neva's home. After a honeymoon in the West, they returned to their apartment in Elgin.

### Car Accountant's Office

Harry M. Trickett, Correspondent

Many bridal showers took place in the office during the latter part of May and early June, at which the following brides were feted:

Sophie Rolek, Evelyn Rugen and Dolores Lenz, all married on May 24 and returned to work on June 2.

Grace Mosiman and Jerry Hatam selected June 2 for their wedding.

La Verne Stammer (Penney) took her marriage vows on June 14. Rose Milink was given a shower on that day and was married on June 21.

Elsa Augustin was called to Denver on May 15 by the serious illness of her brother, who has since regained his health.

Sympathy was extended to Marie Leike in

the loss of her mother on May 19, after a lingering illness.

Margaret Marshall submitted to surgery on May 22 at St. Mary of Nazareth Hospital and is convalescing at home.

Lorraine Junius resigned on May 15. Florence Hehr resigned on May 31 after eight years' service and was honored with a baby shower.

Louise Schellenberger took a leave of absence on May 19 on account of ill health.

Ralph Upham enjoyed a restful vacation early in May, when he and his wife traveled to Jacksonville, Fla., by rail and took a 10-day ocean cruise, which included many Cuban ports.

The Memorial Day week end brought David Staley to Chicago; he visited us on May 31. Dave is now our traveling freight and passenger agent at Cincinnati.

Upon his return from vacation Joseph Kowal reports having instructed his five-year-old son Denis in the art of fishing. Upon his first catch he was very elated, so hereafter Joe will always have a companion for his trips.

Introducing our new office girl, Betty Weifenbach, who was instructed in her duties by our smiling Virginia Palm, now assigned as a car record clerk.

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

Independence Day was Don Hanratty's final day of freedom. On July 5 Nora Kane became Mrs. Hanratty at St. Andrew's Church. Nora and Don are both shop time-keeping bureau employes. A great day for the Irish.

The solitaire situation is still simmering. Josephine Schlatter's (shop timekeeping) is the latest. "Joe" has named Bernie Ruman her number one lucky striker.

Dorothy Peterson, accounts receivable bureau, was Dorothy Myrda when she left for the week end recently and Mrs. Peterson when she returned.

May 17 marked the marriage of Frank Tessler and Bernice D'Alton at St. Theodore's Church. A good gathering of Milwaukee Road folks represented their many friends in the Fullerton Avenue building.

Engagement rings—wow, what a seller! Caroline Cernik and Michael Lavinio announced their engagement on May 21. On June 7 Lillian Kampfe and Hubert "Zeke" Glombeck also "dood it." Congratulations to all.

The Legion's versatile hurler, Ray Litka, and his bride have returned from a trip to the West.

"Promoter" John Gross is having rough going with the golf league this season. Between our weather and other disturbances, Bartlett Hills' course isn't exactly the driest in the world. Should summer really arrive, however, the league will finish the schedule if it takes until 1948.

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INSURANCE

164 WEST JACKSON BOULEVARD, CHICAGO

Chicago	New York	San Francisco	Detroit	Washington	Pittsburgh
Minneapolis	Boston	Buffalo	Cleveland	Columbus	Indianapolis
Milwaukee	Duluth	St. Paul	St. Louis	Los Angeles	Phoenix
Seattle	Portland	Vancouver	Montreal	Havana	London

### Golf Tournament

THE Milwaukee Road Boosters Club of Chicago promises a wonderful time to golfers who keep Aug. 3 open for the club's annual golf tournament. The contest, which is scheduled for the Mohawk Country Club, in the Chicago area, is open to all employees. William Houck, Room 44 Fullerton Avenue general offices, is in charge of entries and reservations.

Henry "Bud" Zimplemann of the bill and voucher bureau has at long last become a Chicagoan again. Since returning from service Hank had been commuting.

Sincere sympathy is extended to Mildred Mangano on the loss of her mother, and to E. E. Moore, whose wife passed away recently.

Congratulations to S. F. "Frosty" Akers, recently appointed extra gang time inspector. He recently made his "student" trip under the watchful eye of Fred Winkler.

Ex-railroaders "Skip" Sabacinski and Harriet, his better half, became the proud parents of a baby girl recently. Bernice Harriet has now taken over their attention.

Congratulations to Val Rosenbach, our genial elevator man, who recently took unto himself a wife.

## I & S M DIVISION

### East End

H. J. Swank, Division Editor

We are sorry to report that Store Helper Matt Schumacher died at Rochester Hospital on May 19. Our sincere sympathy is extended to his bereaved family.

We were sorry to learn of the sudden death of Fred Campbell, retired conductor, at his home in Calmar, Ia., on June 10. Fred was a former passenger conductor on the I&M, who retired on Nov. 30, 1940, after more than 51 years of service.

We are glad to report that Freight Service Inspector Bradford went through his operation with flying colors and is well on the mend.

Brakemen A. N. Sorman and Floyd J. Sanders have made application for annuity on account of disability.

It is time to say goodbye again to our good friend Superintendent Ray Dodds. When he returned to the I&SM in May, 1942, we were sure it was for "keeps," but fate decreed otherwise and he has now transferred to the I&D, with headquarters at Mason City. He will replace Superintendent Ingraham, who has been promoted to special assistant to the general manager.

A hearty welcome to Glenn H. Rowley, who has been appointed superintendent of the I&SM.

Agent S. O. Jones, Bixby, is breaking in as train dispatcher at Austin.

Changes are taking place rapidly on the division. Those on the roster for June were as follows:

R. M. Olson, now serving as general chairman of the O.R.T., was senior bidder for the agency at Rushford. F. R. McDaniel was holding the job on temporary bulletin.

J. W. Malone, formerly agent at Hayward, moved to Kinbrae.

Mrs. Margaret Rafferty, who was working at Adams while J. F. Hartley was off duty with an injured ankle, was senior bidder for Hayward.

July, 1947

R. E. Gilbertson goes to Oldham, S. D.

M. J. Kingsboro, Rose Creek, has bid in at Plymouth and L. R. Stokes, operator at Faribault, was senior bidder for Rose Creek.

Harry E. Borgen goes to Freeborn, left vacant when H. H. Wood retired.

P. F. Finnegan is relieving for three months at Farmington while Agent C. R. Anderson is away. D. J. Malek, Elko, will take the Castle Rock agency while Mrs. Malek handles Elko.

Mrs. C. R. Anderson, trucker, Farmington, is also on leave. Her position is being filled by T. H. Finnegan, extra clerk.

Operator J. C. Hanson, Fairmont, utilized his vacation to undergo an operation. Understand that Charlie Stephenson, operator at Albert Lea, is going to do likewise. While he is away his position will be handled by Operator C. M. Olson, who recently returned from the Veterans Hospital, where he left his appendix.

Brakeman Bob Helmey is on leave of absence and is operating the weedburner again.

Lineman A. G. Nelson, Austin, was senior bidder for the division lineman's position at New Lisbon, Wis. Hate to see you leave, Andy.

Roadmaster's Clerk H. M. Peterson spent his vacation at Leach Lake in northern Minnesota; relieved by Kermit Olson.

Passenger Conductors Bill Smith and Frank Jeffers journeyed to Canada for their fishing.

We regret to report the death of Section Foreman Lynn Doherty, Grand Meadow, on June 12. He had been off for some time on account of illness.

## Time Is Our Business

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Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN  
29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH  
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Youngstown Corrugated Steel Freight Car Doors  
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Cleveland

500 Fifth Ave.  
New York

—PLANTS—  
Hammond, Indiana • Youngstown, Ohio

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COMPLETE HOME FURNISHINGS

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A Reliable Store With Reliable Merchandise  
Open Mondays and Thursdays Till 9:30 P.M.

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UNIVERSAL • ROPER • MAGIC CHEF  
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FRIGIDAIRE • NORGE • MAYTAG

## Washing Machines

MAYTAG • ABC • NORGE, ETC.

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ESTABLISHED IN '87  
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FRICTION DRAFT GEARS

*to absorb vertical shocks*

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MONTREAL

## MILWAUKEE SHOPS

### Store Department

Earl L. Solverson, Correspondent

The two-time Wisconsin skat champion, Rudolph Freuler, attended the National Skat Tournament at the Milwaukee Auditorium on June 15, but did not get the usual breaks. He played 27 games, winning 24 and losing 3, which should entitle him to a prize.

Herman Jahnke, chauffeur, also played in the tournament, losing one out of 27 games with a net of 26 games, which may be high and worth several hundred bucks. He also did well in the pre-skat and post-skat sessions and may collect.

The writer was a bachelor for eight days while the wife, daughter and son participated in the son's postwar graduation at Harvard University in Cambridge, Mass., on June 5. The 1945, 1946 and 1947 classes were all graduated at this time. The writer expected several invites to dinner but it appears that all were afraid of my capacity.

Fred Braun, check clerk in Section G, with his wife and another couple made a two-week automobile trip of 6,300 miles in a new car, Milwaukee to New Orleans, San Antonio, Painted Desert, Petrified Forest, Grand Canyon, Carlsbad Caverns and Del Rio, where they crossed the border into Mexico. Then up the West Coast to Los Angeles, Hoover Dam, Death Valley, Salt Lake City, Yellowstone Park, Black Hills and back to Milwaukee. Had only one day of rain, which was at Salt Lake City. Started driving about 5 A.M. and terminated about 4:30 P.M. every day. The only trouble experienced was one flat tire due to low pressure.

The following officers of Milwaukee Road Post No. 18 and Auxiliary were elected on June 12:

#### Post Officers

Commander, Harold Wood; 1st Vice Commander, Frank Brewa; 2nd Vice Commander, Walter Stibor; Adjutant, Earl Solverson; Finance Officer, Joseph Hallander; Chaplain, Rev. C. N. Bittle; Service Officer, LeRoy Heider; Sergeant-at-Arms, Joseph Foren; Sergeant-at-Arms, Rudolph Freuler.

#### Auxiliary Unit Officers

President, Mrs. Hazel O'Brien; 1st Vice President, Mrs. Katherine Hardenbrook; 2nd Vice President, Mrs. Clara Weidig; Secretary, Mrs. Eleanor Zunker; Treasurer, Mrs. Ione Hallander; Chaplain, Mrs. Angelina Brewa; Historian, Mrs. Norma Freuler; Sergeant-at-Arms, Mrs. Ann Carlson; Sergeant-at-Arms, Mrs. Pearl Sutter.

Tom Taugher, clerk on the upper floor of the main storeroom, has been at home for the past month due to illness. His son reports that he is improving and we look forward to his complete recovery and early return to work.

## Car Department

Marshall L. Johnson, Correspondent

Have you noticed all of the high school and college students who have started working in the last few weeks? It's a sure sign that balmy days can't be too far off. One of these summer workers in the freight shop is Stanley Chandler, who attends the University of Wisconsin at Madison. What we can't figure out is how come he goes to Wisconsin when his father, Bill Chandler, is head basketball coach at Marquette University. How come, Stan? Guess it's following in the footsteps of Pop, who also attended Wisconsin.

Henry Albert Bach retired recently after almost 45 years of service. Henry started working for the Road at Dubuque way back in September, 1896. He was employed at that point as machinist until 1936, when he transferred to St. Paul for several months. Eventually he showed up in Milwaukee, in 1941, and has worked at the car shops as a machinist since that time. On May 19 he announced that the time had come to live a life of leisure, and we hope just that, and with it good health for many years to come.

The most surprising news comes from the freight shop office, where word has leaked out that eligible bachelor Vince Freihofer has taken the step just before the so-called fatal one. Somewhere right around May 1 Vince and Miss Dorothy Jaeger agreed that some day they would say "I do" together.

June is the month for brides and bridegrooms, among whom we can count Machinist Apprentice Mike Moritz. Mike exchanged rings with Miss Muriel Hansen on June 14. Florida was the main stop on their honeymoon.

John Armbruster, carman in the freight shop, was married to Miss Dolores Hafner in May.

Donald Ahl, carman in the freight shop, was seen passing out cigars to his friends. That could only mean one thing, since Don is married. Yessir, it was a baby girl at the Ahl home during the latter part of May.

Where can one find Orville Fox when he isn't working at the machine shop? "Sky" Guschl said it is somewhere east of Waukesha. It seems that Orville bought a home west of the city limits but still in Milwaukee county and he is putting in plenty of hard work getting everything in shape.

We extend sympathy to the families of the following men who passed away recently: Frank Hauck, John Hohnadel, Andrew Tolstoy and Glen Lipscomb.

Nature is wonderful. A million years ago nobody knew we were going to wear glasses, yet look at the way she placed our ears.

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## George Kiesler, Top H&D Agent, Retires

AGENT George Kiesler of Hutchinson, Minn., who topped the agent's seniority list on the H&D Division, announced his retirement on May 5. He held nine years' seniority over all agents in his district, which is the largest on the Road.

Mr. Kiesler started working at Hutchinson 58 years ago, in the days when men considered it a privilege to learn telegraphy without pay (there was always a standing list) and when the work day often extended from 4:30 A.M. to 9 at night. Since that time he has filled positions at Hickson, N. D., Hopkins, Minn., Hotel St. Louis at Minnetonka (now closed) Lakeville and St. Louis Park. Much of that service was in telegraphy; he has long been a member of the Order of Railway Telegraphers. He returned to Hutchinson as agent and has served there in that capacity for many years, in the same station where he had been an apprentice.

Mr. Kiesler is a golf enthusiast of years' standing, having been one of the local pioneers in the sport. In announcing his retirement he disclosed that he plans to spend a great deal of his leisure in perfecting his game.



George Kiesler

returned to Hutchinson as agent and has served there in that capacity for many years, in the same station where he had been an apprentice.

## H & D DIVISION

### East H & D

Martha Moehring, Correspondent

Conductor George Meyer reports that the highlight of his recent vacation was a jaunt to Fairmont, Minn., where the Meyer-Krug families held a reunion on the occasion of the golden wedding of his oldest sister. The clan gathered from California, Chicago, New York and Texas and the big affair was held at the banquet room of the Hotel Augusta. He says there wasn't a quiet moment.

But there are quiet moments around the Montevideo yard office these days, with Pat Maloney on his vacation. He and Effie set out for the Black Hills in their trusty Ford and the gang around the office is breathlessly waiting for the annual avalanche of postal cards.

Over at Conductor Wayne Harding's there's a new tax exemption named Brian Clark and the same is true at Engineer Howard Gardner's. Howie and Pearl named theirs "Steven."

Because of the joint birthday of Chief Dispatcher Mathis and your correspondent, the yard office force was treated to pink ice cream and cake by the two "veterans" on June 2. Conductor George Daniels also "set 'em up" on his birthday. (Other conductors please note.)

Conductor Sam Alsaker spent his vacation at Portland, Ore., at an Army convention. He expected to have quite a reunion with former buddies who served with him in France in World War I.

There are a few changes on the dispatcher's boards these days. F. H. Harvey and B. W. Miner replaced Lloyd Walleen and V. W. Merritt. In the yard office, Marshall Clay resigned and went into business. He was replaced by Gene Tryon.

Victor Person, retired section foreman, passed away recently in the Veterans Hospital at Minneapolis. Engineer Harold M. Cleath also passed away recently, after a long illness. We extend sympathy to their families.

George Gunderson, train baggageman on 15 and 16, took his wife and daughter JoAnn on a vacation trip last month. They expected to visit his sons, and relatives at El Paso, Los Angeles, San Francisco, Seattle, Oakland and Bremerton.

Conductor Floyd Ashburn took a leave of absence, due to the bronchial asthma of his son Myles, and the family has gone to Buena Vista, Colo. Floyd writes that they have gone up into the hills near Twin Lakes where it takes three hours to travel five miles on mountain roads, and they don't come back to civilization more than once a month, when they pick up the mail and provisions. They have deer, bear and trout right at the cabin door.

Sympathy goes out to Conductor Orlando Kerswell's family for his sudden and tragic death during the height of the recent storm at Hector, Minn., when a splinter of wood entered the caboose near where he was sitting, killing him instantly.

Roadmaster Bill Weiland spends all his spare time on the acre of ground surrounding his basement house. When it starts producing the grocery store on the corner might as well go out of business.

The test train of the new streamliner "wooshed" into town last month and Monte-

video's Main Street practically pulled its shades for the occasion, judging from the crowd that gathered at the depot to "look 'er over."

## Middle H & D

R. F. Huger, Correspondent

Frank Gobershock, brakeman on Nos. 5 and 6, took his vacation up North, among the "beeg" ones. Brakeman George "Tootsie" Eastman also took his vacation.

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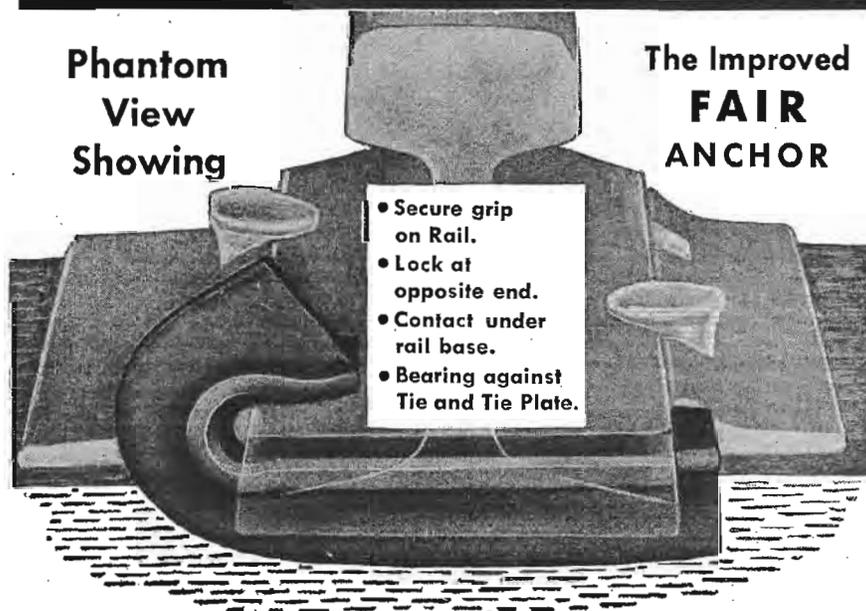
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Operator Paul Glander, Webster, vacated in Washington, D. C.

L. H. Walleen, Jr., dispatcher at Montevideo, left our division and transferred to the Dubuque territory in the same capacity, taking his family.

Mike Koenigs, pumper and engine watchman at Bristol, is back to work following a siege of pneumonia.

Operator G. H. Smith bid in the position of agent at Woonsocket.

Freight Conductor Al Oswood returned recently from a vacation at Big Stone Lake, Ortonville; along for company, Brakeman Bob Finch, Middle H&D. They reported some good fishing.

Dispatcher Wayne Merritt, who came to the H&D from Savanna recently, is enjoying his vacation at the present time.

**MILWAUKEE TERMINALS**

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

*Dick Steuer, Correspondent*

Since vacation time has rolled around again, it's only proper that we should write a few lines about those wonderful days. Steno Phyllis Kowalski visited relatives in Clinton, Ind. She traveled in grand style—the Hiawatha to Chicago and the new daylight streamliner of the C.&E.I., the "Whippoorwill," to Clinton. The Bill Kaegler family and grand-daughter Julie Ann vacationed near Edina, Mo., and by a stroke of good luck, left before that area was flooded.

Ernie Reinhardt is an outdoor man through and through. He wanted to enjoy the healthful rays of the sun while working

recently, so he pulled down the venetian blinds, right out of their sockets!

A little note to our neighbors in the north, that news is what we want to print. Drop us a line and we'll see that you get a little ink too.

**Fowler St. Station**

*Mrs. Mickey Doss, Correspondent*

On May 10 at St. Mary's Church, Cascade, Wis., Cleo Ninnemann became the bride of Eugene J. Wiffer. The young couple will make their home at Little Elkart Lake temporarily.

May 17 was the date Yard Clerk Roy Singer took Lucille Kasal for his wife.

From the warehouse comes word that Checker T. Collins entered the ranks of the "two can live as cheaply as one" class and by the time the ink on this page is dry Hattie Faeh, clerk at House 7, will be Mrs. Paul Bakula.

Could it be the thought to "make something" of their vacations which prompted the letters to the various broadcasting systems from Walter Geisinger and Felix Coerper. Felix was off to Detroit and New York, while Percy went west to Hollywood and Los Angeles. Johnnie Geisler's vacation took him to Florida with the return ticket reading "stop off St. Louis," his old home town. Barney Nowicki of the cashier department vacationed in California too—so said the society section.

On the sick list for a long while—Checker Beverly Sobczak and Esther Millard, clerk in House 11, and Lucille Brower. Our hope is one of these days they will all feel fine.

I was surprised to learn no one wrote for the Magazine during my absence. I don't want to miss anything or anyone, but my sources of information are out of practice "remembering" for me.

**COAST DIVISION**

*Harry W. Anderson, Division Editor*

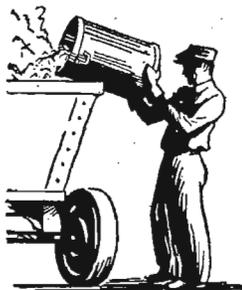
Lyle Van Winkle, stenographer to chief carpenter, has returned from her vacation in California. While in Valejo she had her first airplane ride, in a small training plane piloted by a former RAF flyer and it was simply thrrrrrilling—that is, the ride.

Larry Weams of the engineering office is now a bona fide member of the Hole in One club, and I don't mean socks. He qualified for the distinction recently at the Allenmore golf course.

We were shocked to hear that Bob Roberts of the store department died suddenly in the hospital on the night of June 6. Bob was well liked by everyone who knew him and had been in the store department for many years. He was always willing and had a cooperative spirit that was certainly appreciated among the various departments of the organization. To say that he will be missed is putting it mildly. We extend our

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sincere sympathy to those left to mourn his loss.

The Milwaukee softball team played its first game on June 2. The boys play each Monday and Friday at about 6:15 P.M. at Wapato Park. Come out and watch them perform.

Dale Ritche, stenographer to assistant superintendent, left the Road to take a job with an insurance company in Tacoma. Albert Ireland was appointed to his job. Albert had only been on the job for a few days when he was hospitalized with an infection in his foot.

Conductor T. C. Harvey lost his son in an automobile accident recently. Our heartfelt sympathy goes out to him.

Louie Seaman, secretary to superintendent, is being transferred to the store department to take the job made vacant by the death of Bob Roberts.

Yvonne De Guire, daughter of Cecil De Guire, clerk at Tacoma shops, has received her library science degree from Rosary College, River Forest, Ill., and has accepted a position at the Tacoma library.

Jack Horr, son of P. R. Horr, deceased machine shop foreman, was married recently at Houston, Tex., to a Texas girl. Mrs. Mary Horr, his mother, attended the wedding.

Barry Glen, former master mechanic at Miles City, has been transferred to Tacoma as shop foreman.

Paul Jasmer, retired shop employe, has just returned from a vacation in California, full of vim and vigor.

#### BELLINGHAM

Fred Kemp, retired roundhouse foreman, recently turned in another tip to the passenger department for one of those round trips to New York. Where do you get them all, Fred?

W. A. "Bill" Squires, retired passenger agent, and wife are back in Bellingham after a trip to California to visit friends and relatives. They expect to stay home through the summer and go back, to Pasadena, for the winter.

Conductor Ervin Jackson is in St. Luke's Hospital recovering from a ruptured appendix.

By the time this is printed Conductor J. R. (Jess) Walton will have retired. As a little advance information, Jess intends to spend his retirement on a ranch just out of Enumclaw, Wash. Many happy days of retirement for him is the wish of the Milwaukee folks on the Bellingham branch.

#### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Frank Hertz, watchman at our 1901 Utah freight house, broke his leg recently while cranking his truck. Seems that the truck was in gear and jumped over Frank, pinning him against another car. His place is being taken by Frank Lowe, ex-serviceman son of Mrs. Hertz.

Joint Interchange Clerk R. J. Dougherty was robbed of some \$65 while on his way to work the night of May 15. The robbers were dressed in Army uniforms.

James Bycroft, son of Mr. and Mrs. J. R. Webb, left by plane on May 25 for Adak, Alaska, where he will work for the Puget Sound Drake Company. He is under a year's contract. His parents have heard that he arrived safely and likes it in the far North.

Jean Helen Morgan, interchange clerk, was married on May 30 at St. Catherine's Church, Seattle, to Thomas L. Jacobs of Seattle. They will make their new home in Juneau, Alaska, where Mr. Jacobs is employed as a radio technician at broadcasting station KINY. Miss Morgan, originally from Butte, Mont., was employed in the

local freight office for the past year and a half.

Marilyn Louise, six pounds thirteen ounces, arrived at the home of Mr. and Mrs. R. H. Woodard on May 8. Mrs. Woodard was at one time clerk in the local freight office.

Agent J. R. Ludwick and Freight Service Inspector A. Degarmo left, June 7, for Chicago to attend the annual session of the freight station section of the AAR. Mr. Ludwick was to speak on the shipping of neon signs. Mrs. De Garmo went along and the De Garmos spent their vacation in the East.

Arnold Weslow, barge captain for the past 15 years, was married on June 7 to Eita Traver of Bonners Ferry, Idaho, a personnel clerk at the Marine Hospital. After the wedding they left for Niagara Falls, New York City, Washington, D. C., and other eastern cities. They will make their home in Seattle.

Myra Rupp Varnett returned to her stenographer's position in the cashier's office on June 2 after 30 days of honeymooning in Utah and other western states. While in Utah she visited her daughter and family.

Mrs. Ella Bankert, mother of General Clerk Genevieve Roberts, died on May 31. She was taken to her old home in Yale, Ia., for burial. Our sympathy to the bereaved family.

Richard Dougherty has taken over the position as warehouse clerk-checker in place of Bob Parsons who has gone to the local as reclaim clerk. Margaret Brundage, recently reclaim clerk, is now interchange clerk in the place of Jean Morgan, resigned.

Bernice W. Clausen, nee Bernice Facer, returned on June 9 after two months of newly married life to protect extra work in the local freight office.

Olie B. Mathis was recently employed as warehouse checker, F. W. Herth as yard clerk and Hjalmar Holmes and Glen Warner as joint interchange clerks. We welcome these new employes to the Milwaukee family.

Mabel Goldie, correction clerk, spent her vacation in the hospital having her tonsils removed, and at her home in Deer Lodge, recuperating.

#### Seattle Yard

F. J. Kratschmer, Correspondent

Switchman Bill Ridalls returned to work on May 19 after seven weeks off duty due to illness. Aside from losing a few pounds, Bill doesn't look any the worse for his experience.

Bob Davidson, clerk in the track department office, took a leave of absence on May 17 for his health. Both Bob and his wife have been in poor health for some time. They will visit with Mrs. Davidson's sister at Rupert, Idaho, and also make a trip to Port Angeles, Wash.

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The small roundhouse force at Seattle under Foreman R. W. Janes is to be congratulated on a job well done. Diesel 1600, which was due for a general overhauling, was nicely taken care of by the boys at Seattle, owing to the fact that Tacoma shops were crowded with work and could not handle it. All main bearings on the engine were changed out and four cylinder heads, pistons and liners pulled, two of which were renewed. Other minor repairs were made while the engine was tied up for about eight days. The work was done by Mr. Janes, his two machinists, Charley Balch and George Dolan, and Nightman Ray Holmes, who was called in for several days to assist. The job was done in addition to the regular daily routine of taking care of power, making it all the more noteworthy.

Joe Kelly, formerly of the yard and freight departments, recently transferred to the Transcontinental Freight Bureau as inspector in Seattle. Sorry to lose you, Joe, but it is nice to have you still working around where we are.

This item is a little late, but it will acquaint you with the new electrician in the car department. He is R. C. Riewald, formerly with the Union Pacific.

We always thought that Brooklyn had all the 101 degree baseball fans, but the yard office boasts a real one in the person of Miss Margaret McNeilly, stenographer in the assistant superintendent's office. Yes, boys, Margaret knows her baseball and she also knows the strength and weakness of every player on the Seattle team, besides

many on the opposing teams. Margaret likes to review the games on the following day and it is interesting to hear her tell of the good plays and the misplays which happened, and what should have happened. Of course, like most other fair fans, she does have her favorite players.

Yardmaster A. L. McDonald left for Chicago on May 31 to attend the convention of yardmasters in that city. Mr. McDonald is general chairman of yardmasters on the West End. Mac hoped to take in a ball game or so while there. Frank Hanley was acting yardmaster during his absence.

Carl Mueller, Spirit Lake, Idaho, formerly engineer and fireman on the Idaho Division around Spokane, was a Seattle visitor on June 4. Carl has been in poor health for the past few years and made the trip to consult local Milwaukee doctors.

Laura Tomte is temporarily holding down the position of clerk in Track Foreman S. O. Wilson's office. Bob Davidson being on a leave of absence.

The smokes were on Danny Cartwright, checker in the yard office. Yes, Danny went out and did it, on June 7, taking as his wife Miss Gloria Caroline Bulgarelli of Renton, Wash. The ceremony took place in the bride's parish church at Renton, after which a reception was held in V. of F. W. hall. Here's wishing them a long and happy married life.

Jack L. Werner, formerly interchange clerk, displaced Yard Clerk Frank Walker on May 23, the latter exercising his seniority on the team track clerk position.

ened to throw out—and discovered that an exotic, brilliant red bell-shaped flower six to seven inches in diameter was dangling from the tip of a scrawny stem, with a bud close by. This was too much for Ivar. Many of his friends have gone out to see the bloom but so far no one has been able to identify it.

Mrs. Ingrid Mann's (our genial PBX operator's) son Wayne has been chosen to represent the College of Puget Sound as star jumper at the National Intercollegiate Track and Field Meet at Salt Lake City, June 20 and 21. Mann's best effort was a six-foot five-and-three-quarter-inch leap in a triangular meet, believed to be the best jump on the coast this season.

C. E. Morton, TCFB inspector, has returned from the railway clerk's convention in Cincinnati. He also attended the first night ball game of the big league.

Depot Ticket Clerk Glen I. Russell and wife left recently for Morrisville, Vt. This was the first time in 43 years that Mr. Russell went back to his home town. En route to their destination they planned several stopovers and expected to return by way of Montreal, Quebec.

Bill Clerk Gene Hallen and wife have returned from vacationing at the home of Gene's mother in Long Beach, Calif.; also went deep sea fishing and visited in San Diego.

Robert Huntsman, boardman at Tacoma yard, honeymooned in Mansfield, Ohio, with his bride, Minnie Jurich, pretty car department clerk.

## Tacoma

R. A. Grummel, Correspondent

Agent R. A. Grummel recently attended the annual session of the freight station section of the AAR, held at the Congress Hotel in Chicago.

Several employees of the freight office motored to the Olympic Peninsula during May to view the glories of Nature's floral display—the rhododendrons, the state flower, at the height of their bloom in the Puget Sound vacation area of the Evergreen Empire. Cashier Ivar Berven brought many of the blossoms back and kept the office in flowers for two weeks.

Speaking of flowers, Mr. Berven was amazed one morning recently when he walked out on his back porch to water an old cactus plant he has had for several years—a scrawny thing his wife had threat-

## CAR DEPARTMENT

Matt Engels, night car inspector at Seattle, received word recently that his sister in the East had passed away, leaving two boys aged seven and nine orphaned. Matt has taken the boys into his home to raise.

Carman Harry Bennett, Seattle, was called to Sioux City recently on account of the serious illness of his father, who until his retirement worked as a carman for the Road at that point. We can now report him as greatly improved in health.

George Schindler, carman at Seattle, enjoyed a vacation in Spokane.

W. P. McGraw, a carman at Tacoma shops for many years and now retired, is visiting relatives in St. Louis and Ft. Smith, Ark.

Car Inspector Leonard Taylor and Mrs. Taylor are vacationing in Boston and New York City.

Machinist Joe Rabdau, Tacoma shops, and his wife and children visited with relatives in St. Paul.

Ellen Raske, coach cleaner at Tacoma coach yard, made a recent business trip to Chicago.

Mike Chervenak, carman at Tacoma shops, and Mrs. Chervenak visited relatives in Minnesota and Detroit, Mich.

Mrs. Bernice Riippi, formerly employed as stenographer in the office of the district general car foreman, has a little baby girl at her home who arrived on May 9 and has been named Christine Lynne.

C. A. James, clerk in the car department, spent the greater part of his vacation preparing rhododendrons and working on the joint exhibit of plants from his garden and those of a nurseryman friend for the annual rhododendron show held in Seattle on May 10 and 11. Their combined display was awarded first prize. Mrs. James attended the rhododendron show held in Portland May 23-25, ever on the lookout for new plants to add to their already large collection. Cliff is a charter member of the American Rhododendron Society of Portland and a member of the Royal Horticultural Society of London.

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