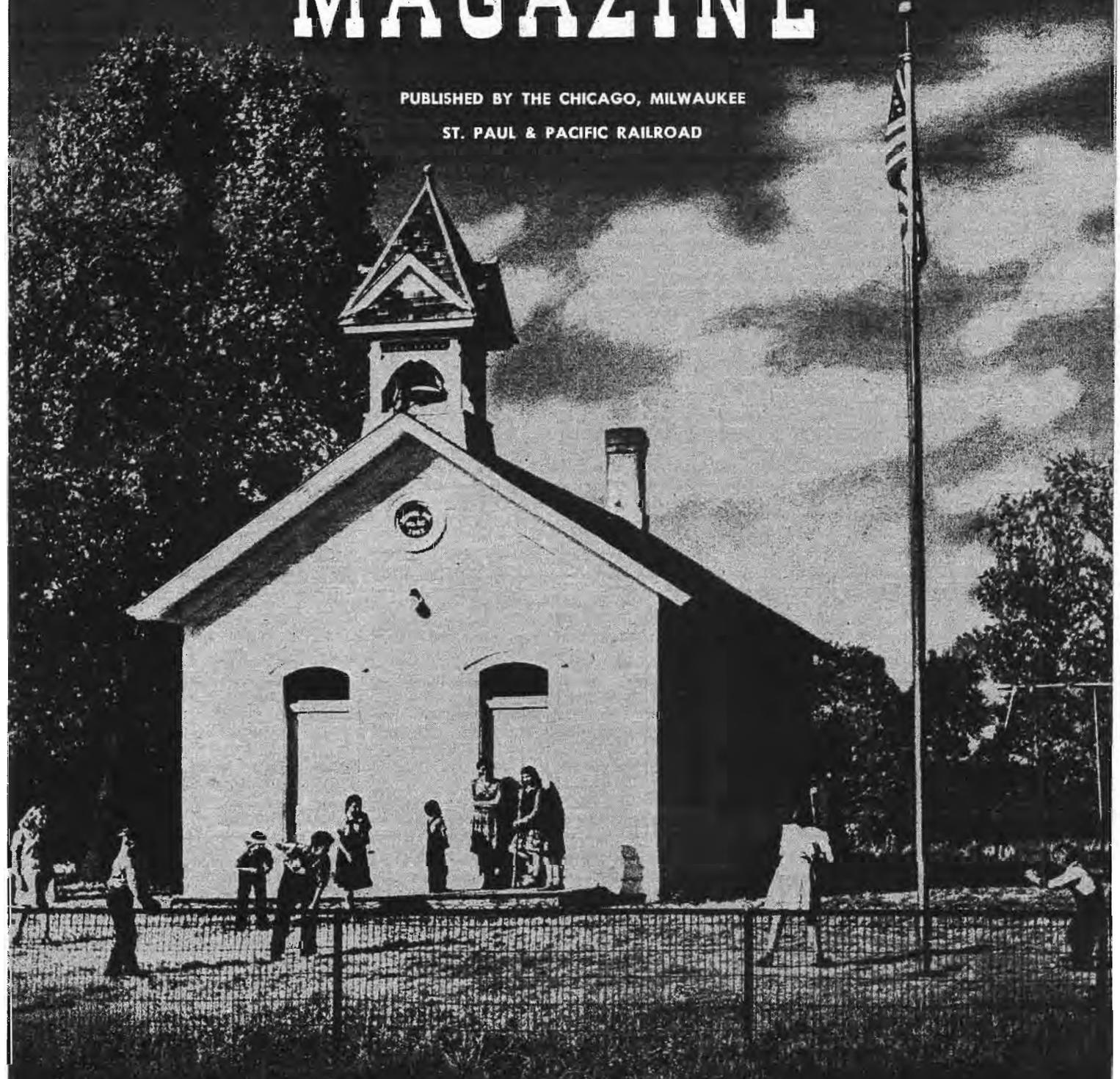


THE MILWAUKEE MAGAZINE

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



SEPTEMBER
1947



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PUZZLE: Station Scene, 1957. Find the man who is getting a steady income from U.S. Savings Bonds. He was smart enough to start buying, back in 1947.

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NEWS HEADLIGHTS

THE Railroad Retirement Board announces that the new sickness and unemployment benefits for railroad employes, which became effective July 1, resulted in payments totaling \$3,072,000 during July and the first week in August. Unemployment claims from 121,000 railroad people amounted to \$2,365,000; sickness claims from 23,000 totaled \$686,000; and 630 maternity claims came to \$21,000.

Railroad employes pay nothing into the fund from which these payments are made. It all comes from the railroad companies.

NEW loss and damage claims totaling 166,611 and amounting to \$4,360,329, were received by the Milwaukee Road during the first seven months of 1947. These figures represent an increase of 44 per cent over the same period in 1946.

THE Union Station in Kansas City, Mo., which is served by the Milwaukee Road and 11 other railroads, recently installed escalators to transport passengers between train-side platforms and the main floor of the terminal. Long considered one of the outstanding railroad stations in the United States because of its arrangement and convenience for users, as well as for its fine architectural lines, the Kansas City Union Station has had one drawback—stairways had to be used not only by arriving and departing passengers but by persons transferring from one train to another. Installation of the escalators, scheduled for several years, was delayed by the war. They are practically noiseless, are capable of carrying as many as 8,000 people an hour, and can be operated for either up or down travel, according to traffic requirements.

THE independent board of judges in the Financial World survey of annual reports for 1946 has selected the report of the Milwaukee Road as the best published by any of the northwestern railroads. In 1945 the Road's report won second place. The 1946 report, which came away with first place, was graphically and attractively presented, bearing on its front cover a full color picture of the Olympian Hiawatha, and on its back cover an artist's drawing of the interior of that train's unique type of diner, also in full color.

In recognition of its achievement, the Milwaukee Road will be awarded a bronze trophy at the Financial World Awards banquet in New York on Oct. 10.

A REPORT recently prepared by the finance and accounting department revealed an interesting and significant comparison between the Road's total transportation expenses for the entire system, for Lines East, and for terminals. The report was based on a study made during the month of January, 1947, and included expenses for yardmasters, yard clerks and station employes, as well as yard engine shifts.

It showed that during that month the aggregate transportation expenses in the Chicago, Milwaukee and Twin

City Terminals amounted to \$1,826,561, or 23.30 per cent of that for the entire system and 28.32 per cent of the figure for Lines East. Furthermore, a check made on Jan. 15, 1947, showed that on that day there were 17,383 cars in the three terminals, or 32.9 per cent of the number of cars on the entire system.

Largely as a result of these findings the position of general superintendent of terminals was created, effective Aug. 1, 1947. As announced in the August issue of the Milwaukee Magazine, J. J. O'Toole, formerly superintendent of the Twin City Terminals, was assigned to this important new position. Mr. O'Toole has been with the railroad since 1912.

AN ILLUSTRATED article in the Aug. 15 issue of the Seattle Times told of the extensive clearing and grading program now under way at the Milwaukee Road Ski Bowl in the Cascade Mountains, where more than 50,000 winter sports fans sped down snow covered slopes last winter. New rope tows are being installed which will open a complete new ski area for veteran and intermediate skiers 200 feet above the top of Rocky Point, which is at the 4,000-foot level. Here good, dry snow is assured during the entire Ski Bowl season. One of the pictures showed William Wallace, general passenger agent, Seattle, at one end of a two-man saw, helping to remove a giant cedar that stood in the path of a proposed ski run.

UP TO JULY 25 this year the passenger traffic department had operated a total of 117 extra trains and 499 extra cars, not including extra sections of regular trains or advance sections of the Afternoon Hiawatha to the Wisconsin Valley. The heaviest month was June, when 36 extra trains and a total of 114 extra cars were operated.

THE longest train tour in American railroad history will begin when the American Heritage Foundation's "Freedom Train" leaves Philadelphia on Sept. 17 to start its 33,000-mile, year-long trip around the country. This trip represents an unparalleled cooperative plan on the part of 52 railroads which have contributed not only the various component parts of the train but also the intricate routing that is required. Present plans indicate that the unique train will reach the Milwaukee Road on June 2, 1948, when it is received from the Rock Island at Davenport, Ia.

The Freedom Train, operating at all times as a special, will carry more than 100 of the nation's most priceless historic documents, such as the Bill of Rights, the Declaration of Independence and an early draft of the Constitution of the United States.

The purpose of the tour is to inspire in Americans a greater awareness of the principles that gave the United States its freedom and independence, and to stimulate a more active participation in national, state and local government and community life in order to protect these liberties.

We Do Our Own

It's that way with a large and active family.
Every day is wash day.

by L. C. KUSCH
*Assistant Superintendent, Sleeping
and Dining Car Department*

RAILROADS are not generally thought of as being in the laundry business, but most of them are, and due to the fact that the Milwaukee Road owns more sleeping cars than any other railroad, the laundry it has to operate is a big one. As a matter of fact, that portion of the commissary building in Chicago's Western Avenue coach yard where every day is Monday is considered to be the largest railroad laundry in the country.

Every sheet and pillow case on every Milwaukee Road sleeping car, as well as a number of Pullman cars in service on Milwaukee Road trains, has to be changed daily. Every dining car waiter dons a clean, fresh uniform for serving each meal. Add to this mountainous pile of daily "wash" the uniforms of porters and commissary department employes, covers for the backs of coach and parlor car seats, and thousands of dish and hand towels and the need for a laundry becomes apparent. One wonders, in fact, how it can all be rounded up, sorted, laundered, ironed and kept in circulation.

It is a big job and this is the story of how it's done.

The great bulk of the soiled linen comes into Chicago on trains, some of it all the way from the Coast, and other large quantities from Butte, Harlowton and Miles City, Mont., where that which accumulates on westbound trains is put off. The cars containing it are brought alongside the commissary building where the bags are tossed onto elevators and taken to the top floor. Here approximately 500 bags weighing from 25 to 60 pounds each are received daily, and here the laundering process begins.

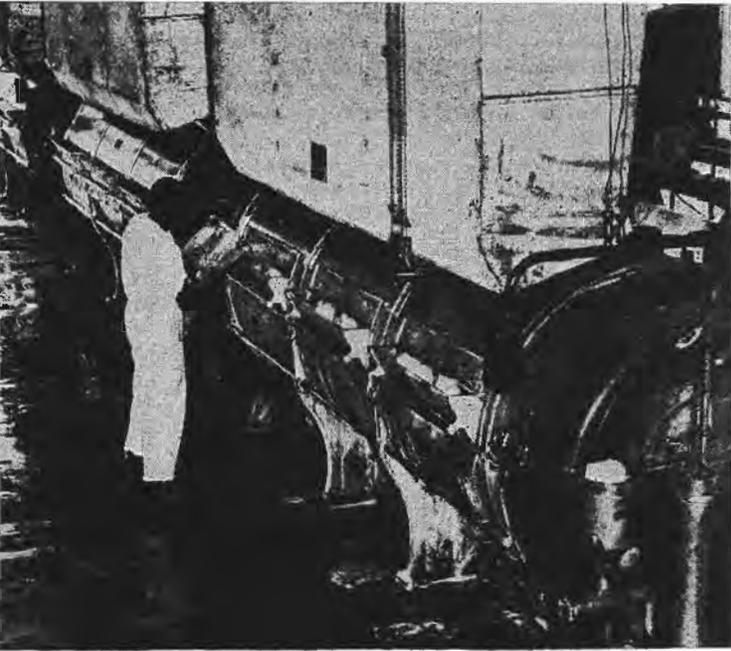
First comes the sorting. The linen is classified according to item and loaded into three different chutes, each of which consists of nine sections, the amount contained in each section conforming to the proper load for filling each of the nine pockets of a giant washing machine.

There are three of these over-sized washing machines, the largest made, and when the traps on the chutes are thrown, the soiled linen, already sorted and ready for the suds, drops directly into the pockets of the machines, the hatches are locked shut and the churning starts.

After adjusting valves which provide a proper amount of water at the precise temperature desired, the washmen subject the contents of each machine to a 60-minute process which includes washing with a soap solution, bleaching, rinsing and souring. The latter operation, incidentally, produces a result which is just the opposite of that which the word implies. Souring is a purifying process involving the use of specially prepared chemicals which neutralize any soap that may be left in the linen and also kill any bacteria that may have survived the washing.

Altogether, eight distinct processes are required to complete the washing operation. The machines are equipped with dumping valves which quickly empty them for each

The Milwaukee Magazine



Above: William Nicholson, washman, adds liquid soap to the water during the washing process. These three washing machines, measuring 10½ feet long by 4 feet in diameter, are among the largest made.



Above: Washmen William Nicholson, Percy Pickens and Annunziato Greco (left to right) take the wet linen from the washing machines for transfer to the centrifugal wringers.



Below: Like all of the pressers, Laura Griggs keeps three machines going at the same time. She can press a waiter's coat in two minutes.



James Callihan, porter on one of the Olympian Hiawatha's Touralux sleeping cars, stores his sheets, pillow slips and towels as the new car is made ready for the run from Chicago to the Coast. The locker on each of these cars carries approximately 1,000 pieces of immaculate linen.

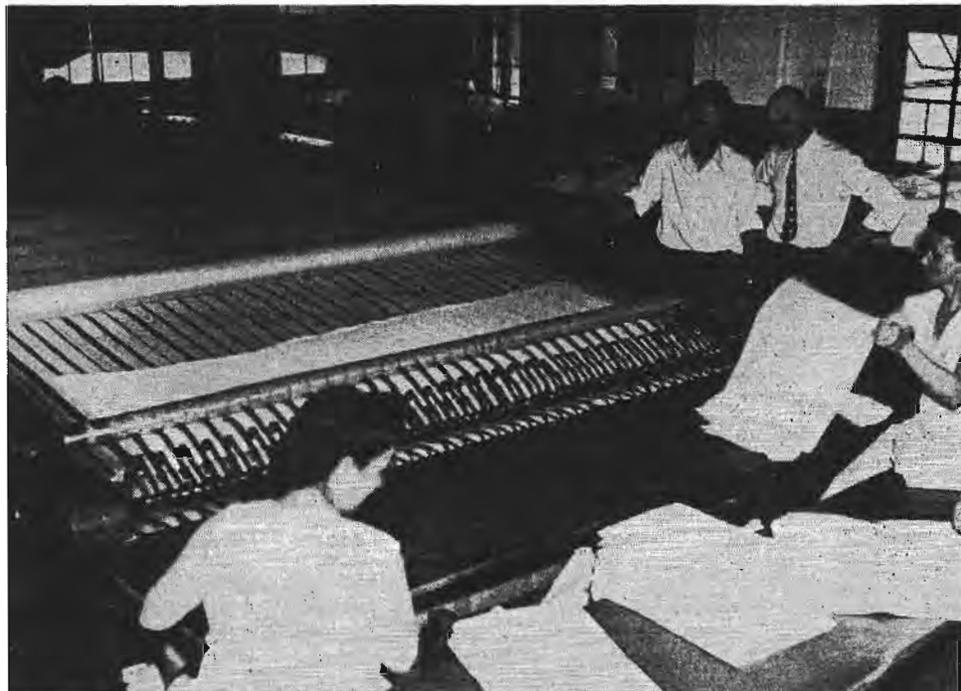
ers and driers, are enormous, one being 120 inches in width, and two 100 inches across, all equipped with safety devices. Linens are fed into the ironing machines, pass under and over the padded rolls and emerge in a steady white stream.

A constant steam pressure of 100 pounds, main-

tains the proper heat to dry and iron the various items.

The pieces are folded to conform to prescribed standards as they come from the ironing machines, and are then tied into bundles containing amounts suitable for efficient handling. Sheets are tied in packages of 10, pillow cases in packages of 20, hand towels in packages of 20, napkins in packages of 50. The bundles are placed in large canvas baskets from which they go to various storage shelves and are later put into clean linen bags for transfer to the cars on which the linen is to be used.

Beatrice Greco (left) and Lillian Schiarvone fold sheets as they come off one of the large ironers. In the background are C. J. Rozek (left), laundry manager, and L. C. Kusch, assistant superintendent of the sleeping and dining car department, and author of this article.



of the eight processes. About 4,500 gallons of water are used each hour in the three washing machines, the water being supplied from two huge tanks which refill themselves three times each day. The water is chemically softened so that it can be absorbed readily by linen surfaces.

They Give It a Whirl

Upon completion of the washing, the wet linen is placed in containers and taken by overhead crane to the four extractors, or wringers. These also are mammoth machines, 54 inches in diameter and equipped with every safety device. They are electrically driven to a maximum speed of 600 revolutions per minute. The centrifugal force they develop draws off the excess water and, within 25 minutes, leaves just enough moisture in the linen to permit proper ironing. About 400 pounds, dry weight, is thus treated in each load. Time controls on these machines are set for this process, which operates automatically.

Metal baskets containing this slightly moist linen travel via electric hoist to a chute where the loads are dropped through trap doors into large containers on the floor below, where the initial preparation is made for ironing.

Before being fed into the ironing machines the pieces are sorted and made ready according to size and item by a corps of women. This creates a busy scene of agile hands and steady application to the job in order to keep an adequate supply ready for the operators of the three ironing machines on this floor.

The ironing machines, like the wash-

The matter of ironing the white service uniforms for dining car waiters, cooks, sleeping car and coach porters is handled by three adept women who operate nine large steam presses.

In addition, there is a sewing room in which two seamstresses repair, remake and reclaim linen. Items which must be condemned from original use are cut down or made into other items.

Other machinery includes a dry tumbler which operates simultaneously with steam and air and adapts itself for use with articles which require drying only, such as linen bags. There is also a tumbler which is used to loosen and untangle smaller pieces which tend to wad together in the high speed wringers.

Seventy men and women are employed in the Milwaukee Road laundry and their output is tremendous, thanks to their skill and the efficiency of the machines with which they work. Normally, something in excess of 1,000,000 pieces of linen are processed here each month, and during the busy summer months the number is increased by half again that figure.

To maintain that kind of production, every day *has* to be wash day.

We like the story about the Army mule named Brad which was stationed at a Texas camp. One day when a list of promotions was tacked on the bulletin board, someone appended the following resolution:

"Whereas the mule Brad has performed acts beyond the call of duty, and whereas he has gained the respect and admiration of this company, be it resolved that henceforth he shall be addressed as Bradford and is hereby promoted to the rank of horse."

—This Week.

No man is too big to be courteous, but some men are not big enough.

U. S. Chamber of Commerce Head Former Milwaukee Road Man

EARL Owen Shreve, who was elected president of the National Chamber of Commerce on May 1, is a big-shouldered hard-working Iowan whose success story is typically American. And it is a particular satisfaction that it is a story which begins with the Milwaukee Road.

It was at the turn of the century that Shreve was the Milwaukee's agent-telegrapher at Harrisburg, S. D., and it was that experience which led to a course in electrical engineering at Iowa State College in Ames. On his graduation he was selected by General Electric Company scouts as a likely appearing future technician and given a two-year G-E indoctrina-



Earl O. Shreve.
(Chase - Stiller photo,
Washington, D. C.)

tion course. His first job was as a salesman in San Francisco. The smoke of the historic fire was still hanging over the city when he arrived there and he was drafted immediately to dig post holes for a fence around the G-E warehouse which was being erected amid the smoldering rubble.

His new assignment encompassed a far-flung territory. The stage coach was the most modern form of transportation in that locality at the time and illumination was mostly by gas mantle. Shreve was one of the pioneers in bringing about improvements in those lines. Later, as G-E resident agent in Nevada, he went through the excitement of a gold rush and its attendant labor troubles, a rowdy experience which lifted his position far above the humdrum. The lawlessness was wiped out gradually, largely through the efforts of men like Shreve, who were thinking in terms of industrial advancement.

Returns to San Francisco

Following his success in the gold fields, Shreve went back to San Francisco, which was the center of his operations for the next two decades. During that time he covered thousands of miles as sales specialist, assistant manager, and finally as head of the San Francisco office. In 1926 he went east to become manager of the industrial department at Schenectady. Three years later he was assistant vice president, then vice president, in 1934, and in

1945 vice president in charge of customer relations.

As a family man with three children Shreve also took an interest in the affairs of youth and became national representative of Schenectady Council of the Boy Scouts of America. He was also instrumental in furthering the careers of young engineers fresh from Iowa State campus and sponsored many of them for G-E positions. Iowa honored her famous alumnus in 1938 with the first Marston Medal for Engineering Accomplishment and again in 1943 with the Chicago Merit Award, an honor conferred annually by Chicago alumni to former students for outstanding service to the community or nation.

As a prominent personage in the in-

dustrial field, Shreve is a past president of the National Electrical Manufacturers Association. He is now on the governing board of that organization. He is also vice president of the National Fire Protection Association, chairman of the Contracts Advisory Committee of the U. S. Navy Industrial Association, a member of the New York State Chamber of Commerce and of Schenectady Chamber.

The events of a busy career have not dulled Mr. Shreve's recollections of that early training as a telegrapher—the job which set him on his course as an electrical engineer. He still remembers the dots and dashes of the Morse code and credits the telegraph key as his key to success.

Circus-Railroad Combine 75 Years Old

THE "Big Top" took to the rails just 75 years ago.

P. T. Barnum's "Greatest Show on Earth" became, in 1872, the first circus in the modern sense to be transported by railroad in circus-owned cars. Overnight, millions of children and grown-ups alike became devotees of the sawdust circle.

Realizing that his circus and menagerie had grown too large to trudge along the country roads from town to town, making only 20 miles or so in a day, the great showman decided to put it on the rails, jump 100 miles or more every night and show only in towns large enough to furnish good crowds.

Every year circuses, both large and small, travel via the Milwaukee Road. In mid-August of this year, for example, Milwaukee Road engines pulled the Ringling Brothers and Barnum & Bailey Combined Shows from Madison, Wis., to Freeport and Rockford, Ill., before giving them to the Rock Island for a stand in Joliet. The 108 cars, largest number the circus has ever owned, include 25 new coaches which were used as hospital cars during the late war. The flats, stock cars, coaches and sleeping cars ordinarily move in four sections.

In the summer of 1872 Barnum's show, which had previously been moved from place to place by teams of 600 horses, rolled out of winter quarters in a long train of brightly painted cars and began touring the country by rail.

Wherever the show went with its streaming Barnum banners, people flocked to see the spectacular circus train. And where, in the past, much time had been lost in traveling, all moves were now made by night and, for the first time, long hops from one important city to another were possible. Barnum prospered beyond expectations, and in time additional equipment was



W. C. Coup, the showman who is now credited with having put Barnum's circus on rails. As manager of the show, he conceived the idea of moving the circus by rail and later proved that his idea was a money maker, although Barnum required a lot of convincing before agreeing to let the iron horse get into the act.

The Milwaukee Magazine



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The Milwaukee Magazine, now in its 35th year of continuous monthly publication, is distributed free of charge to active and retired employes of the Milwaukee Road. The general subscription rate is \$1.00 a year. Single copies are 10c.

necessary to transport his huge "Museum, Menagerie and Hippodrome."

The show shared with the railroads the early operating difficulties in the West. In traveling to Denver, Barnum's train encountered huge herds of "thundering" wild buffaloes, and it was sometimes necessary to stop the train and let the animals pass.

However, Spangle and went ahead by leaps and bounds and soon became a world within a world, traveling on definite schedule and covering large sections of the nation in a single season.

And Gargantua is a seasoned traveler.

The Dollar and the Cent

A big silver dollar, and a little brown cent,

Rolling along together they went,
Folling along the smooth sidewalk,
When the dollar remarked—for the dollar can talk:

"You poor little cent, you cheap little mite,

I'm bigger and more than twice as bright.

I'm worth more than you a hundredfold,
And written on me in letters gold
Is the motto drawn from the pious creed,

'In God we trust,' which all may read."

"Yes, I know," said the cent, "I'm a cheap little mite,

And I know I'm not big, nor good, nor bright.

And yet," said the cent, with a meek little sigh—

"You don't go to church as often as I!"

—Wall Street Journal.

IT WAS NEWS IN THE MILWAUKEE MAGAZINE

Thirty Years Ago

TAKING stock of the railroads' wartime headaches, the September, 1917, issue of the Milwaukee Magazine reported on conditions among our European allies. In France, where most railroad men had been deployed to the fighting front, track and equipment had depreciated alarmingly. (The Milwaukee's gallant Thirteenth was among the American regiments engaged in rehabilitating the French system.) Russia, her North Sea shipping all but stopped by German submarines, was moving supplies to the war front via Vladivostok, a 6,000-mile haul largely over single track, and all railroad men knew what that meant. Unable to cope with such large-scale operations, she was looking to us for 2,500 locomotives (about half the yearly output of all shops in the United States and Canada) and thousands of cars.

AN unprecedented tonnage of freight was piling up on the home front as equipment and facilities were taxed beyond capacity. The rich grain harvest in the Northwest posed a problem for the Milwaukee Road and brought an appeal to the loyalty of every employe from President A. J. Earling. "Operating efficiency was never so necessary as now," he said. "Any man who leaves undone any single thing which would contribute to the best operating results is failing to that extent to support the Government in the greatest crisis of its existence."

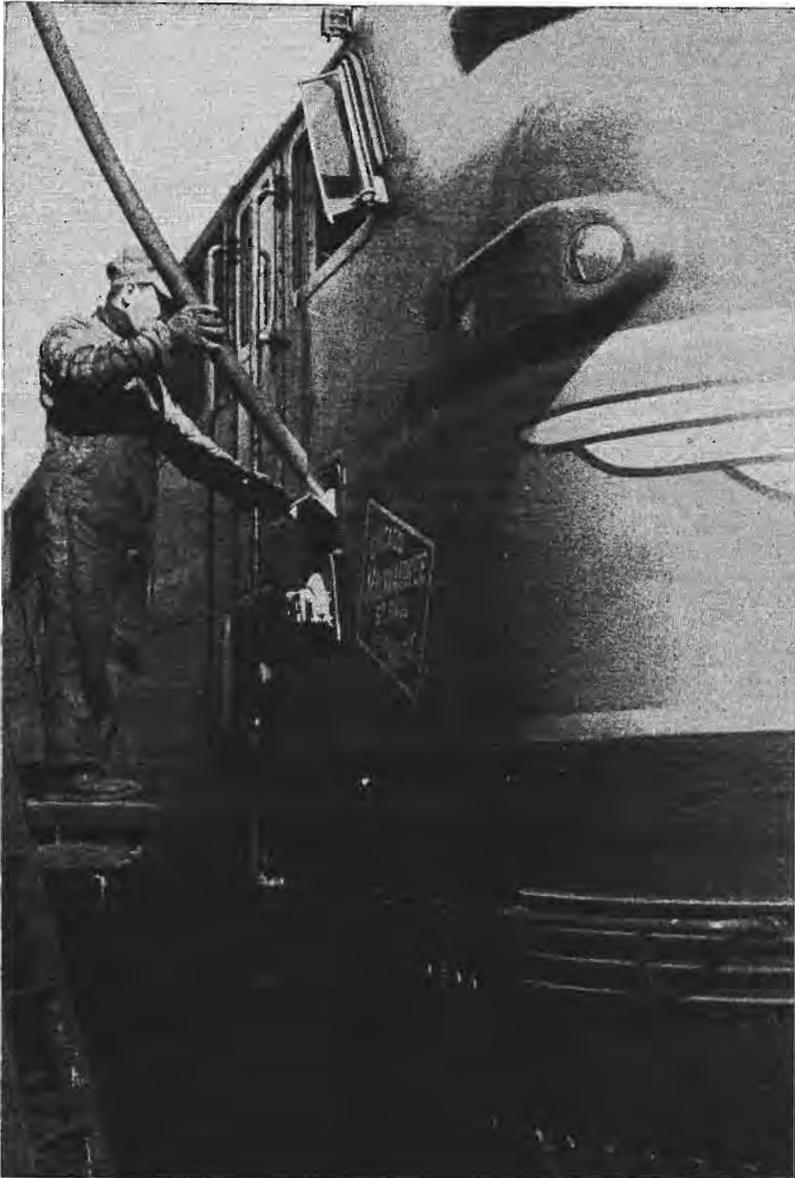
LONG trainloads of boys in khaki were moving over our lines in increasing numbers. September promised the largest troop movement in the history of the nation, with 1,087,000 Army recruits scheduled for transportation to their various cantonments. This did not take into account 350,000 members of the National Guard. Some idea of the tremendous task before the railroads may be gained from the fact that to move one field army of 80,000 men required 6,209 cars, with 366 locomotives and the necessary train crews—and all this without interference with regular traffic.

THE American Diplomatic Mission to Russia headed by Senator Elihu Root honored the Milwaukee Road on its return trip to Washington, D. C., by traveling over our lines from "a Pacific port" to Chicago—our road having been selected because of the novelty of being pulled by an electric locomotive. Gen. Hugh Scott, a veteran of the Indian wars on the Western frontier, skipped his breakfast to mount the engine at Avery and rode in it to Harlowton. The run to Chicago was made in 65 hours.

THE Army regulation limiting the age of recruits to 21 years was heartily sanctioned by Car Accountant W. E. Beecham, a seasoned campaigner of the Civil War. Mr. Beecham was just one of the host of young boys who had enlisted in the Union Army by stoutly maintaining that they were "over 18." In order to square the deception, he said that many of the young privates drew a figure 18 in their shoes, and then they were "over 18," sure enough.

A BLOOMER squad moved in on Milwaukee shops to wash the windows and interiors of the passenger cars and Foreman L. B. Jenson of the paint shop had a lady clerk, the first one thereabouts. Altogether, about 30 women had been engaged to ease the manpower shortage. Foreman Jenson had also introduced an air spray for painting freight cars. It did the job in fine order and enabled one man to turn out 10 cars a day—a new record.

NEWS Inventory: Herbert Hoover, then United States Food Administrator, advocated more wheat-less, meat-less meals; less pie and pastry; "A full garbage pail in America means empty dinner pails in Europe" . . . Seventy five employes in the Chicago offices volunteered for the National Guard Home Defense. . . . An analysis of electrical operation in the Rocky Mountains proved conclusively that the electric locomotive handled about three and a half times as many ton miles per month as the steam engine and that it cut 30 per cent from the time to do a given job. . . . Engineer John Allison of the Des Moines Division saved the life of a small child who wandered into the path of his fast-moving locomotive by the simple expedient of setting the air, climbing out of the window and dropping off of the pilot to scoop her up, in his arms. It was the second time he had figured in a spectacular rescue.



There is a sand box on either side of each pair of trucks on a Diesel locomotive, with screens across the openings to keep out stones and other foreign matter. Ordinarily two men work together in sanding Diesels—one on either side.

of pulling. Regardless of how powerful it may be, however, if its wheels slip on a wet rail, or one covered with ice or leaves, the locomotive can pull no load at all.

Locomotives must, consequently, depend upon something more than their weight on the rail to create traction, or adhesion between the wheel and the rail. Sand has been found to offer the best practical solution to the problem.

The advent of faster trains and high speed brakes has increased the need for sand, as it not only increases braking efficiency but also lessens the chance of flattening the wheels by sliding, which is the scourge of the high speed brake. In developments along these lines sanding equipment may be coupled with air braking equipment for completely automatic operation.

In addition to sanding locomotives some railroads have designed and engineered sanding equipment for their cars, to be used during emergency brake application and during heavy service brake application when made at speeds faster than a pre-determined standard. This equipment is entirely automatic and self-contained on the car in which it is installed. It will operate regardless of the position of the car in the train.

Where does this sand come from? Most roads get it from pits near their own right-of-way. Sand dunes along the ocean, naturally, serve as a source of supply for East and West Coast railroads, while Lake Michigan provides sand for most of the midwestern roads—and of a quality considered to be the very best.

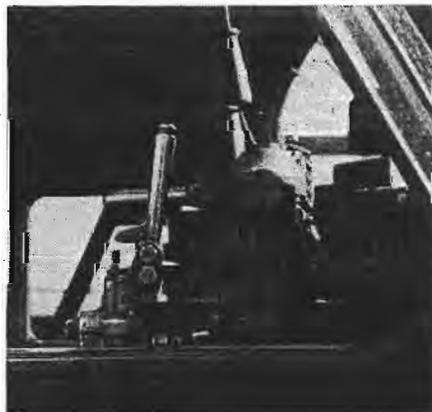
It Also Takes Sand

(All pictures taken at the Milwaukee shops by C. P. Fox, of Oconomowoc, Wis.)

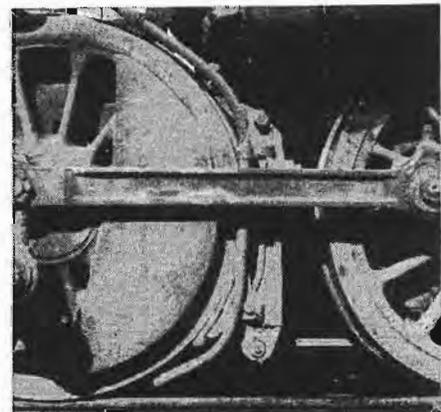
POWER is one thing; performance is something else. The difference, for instance, between what a locomotive is capable of doing and what it actually does under certain conditions constitutes a subject to which the railroad industry has devoted much time in study and money in research. It is a subject that the engineer in the cab and the engineer at the drawing board have to know a great deal about also, if the business is to move down the line.

The use of sand is one of the results of this study. To a large degree it shortens the gap between promise and performance.

All locomotives are built with a *maximum rated tractive power*, which indicates the load the locomotive is capable



Left: In the cab of a Diesel locomotive, the sander valve can be identified as the upright lever nearest the window. Ready to the engineer's hand, it operates the traps on the forward wheels. Right: Close-up of a sand pipe on a steam locomotive. The sand, which must be dry and free of foreign matter in order to follow the curvature of the pipe, is released onto the rail directly in front of the drive wheels to provide traction when starting with a heavy load.



There are many types of sand, but the most suitable is pure silica, and even this has to meet rigid specifications. It must contain neither too many large particles, which would tend to bounce off the rail, nor too much fine dust. It is especially important that locomotive sand be free of clay, loam and mica.

Consider for a moment the specifications set up by the Milwaukee Road's mechanical department for grading sand to be used by locomotives:

"Preparation: The sand must be well washed and free from decayed vegetable matter, silt, sticks or other extraneous matter.

"Chemical Tests: (a) Material soluble in hot concentrated hydrochloric acid—5% maximum. (b) Clay Content—0.5% maximum.

"Sieve Analysis: When graded on ASTM standard sieves, limits for size shall be as follows:

Passing 10 mesh. . . . 100%
 Passing 20 mesh. . . . 70% minimum
 Passing 60 mesh. . . . 40% maximum
 Retained on 100 mesh. 88% minimum

"Caking Test: In order that sand shall move freely in drying stove and sand dome, the sand shall stand the following test: A quantity of sand shall be thoroughly saturated with distilled water in a container 18 inches high and 1 inch in diameter. After drying, the sand shall run freely through an opening of ½ inch in the bottom of the container without shaking."

Test Tube Railroading

The following is one of the tests to which the sand is put, and pretty well proves that railroading is becoming a highly scientific business:

"Dry a 50 gram sample between 212 and 230 degrees F. and treat with 1.1 specific gravity hydrochloric acid until no further action is noted. Wash residue with ammonia, then water and dry as above. Difference in weight between original dry sample and final one is acid soluble."

The importance of this aspect of railroad operation is indicated by the fact that in 1946 the Milwaukee Road purchased 60,000 tons (1100 carloads) of engine sand and paid \$33,000 for it.

Much of this sand is bought pre-dried, the balance being dried by heating after it is received. All of it is then re-screened and blown into overhead hoppers, under which the locomotive stops when its boxes are to be filled.

Sand boxes on steam locomotives are always located at the top of the boiler where they are easy to reach for filling, and where the boiler heat will keep the sand dry. The capacity of these boxes varies with the type of locomotive, kind of service in which it is used, and the conditions along the line over which it operates. Some boxes hold as much



The Diesel sand tower at the shops in Milwaukee.

as three tons of sand. A four cylinder locomotive requires two sand boxes, one for the forward engines and one for those in the rear. Sometimes a locomotive will have two boxes side by side, one feeding each side of the locomotive.

Diesel-electric road engines, such as the 5400 h.p. type, have 16 sand boxes, or one for each wheel sanded. This means that there are eight boxes on each side of the complete four-unit engine, each box containing approximately 1800 pounds of sand. Comparatively speaking the Diesel switchers carry more sand for their size than do road engines, due to the type of service in which they are used.

Sand is carried from the sand box to the rail by a combination of gravity and air pressure traveling through a

pipe which clears the rail by 2½ inches, the minimum distance by which any metal object on a locomotive may clear the rail, according to Interstate Commerce Commission regulation.

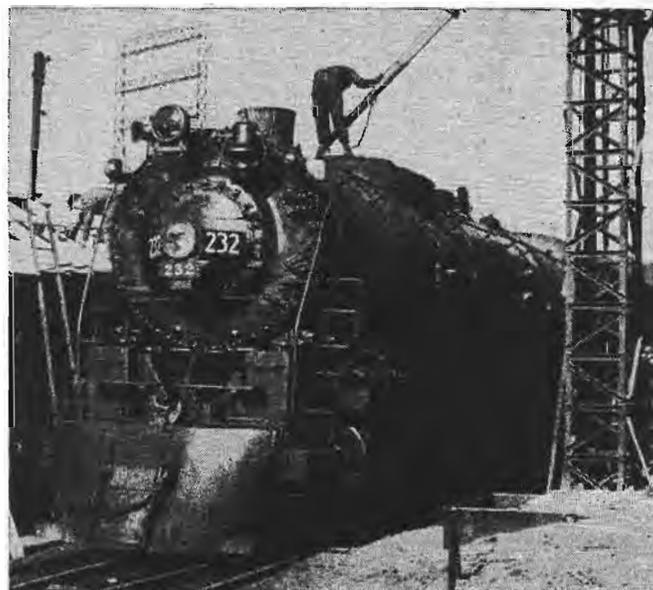
As the engine needs sand in front of or behind the drive wheels, the engineer in the cab operates the valve or combination of valves, placing the sand on the rail at just the place and time that it is needed. It is generally considered best not to allow the engineer to vary the amount of sand delivered to the rail, but to have the amount predetermined by the mechanical department. These amounts have to be very carefully gauged, with weather, grades, load to be carried and other factors being taken into consideration.

A Little Goes a Long Way

Locomotives on the average deliver from one to five pounds of sand to the rail per minute per trap. A water glass holds approximately one pound of sand. A locomotive moving at 10 to 12 miles an hour would travel about 300 yards in a minute, or three times the distance between the goal posts on a football field. Visualize sprinkling a water glassful of sand along this distance and you will realize how much sand is laid on the rail in so-called *trickle sanding*. Of course, this quantity is laid in front of each driver. If there are six drivers being sanded, each one will receive its correct portion of sand to give the locomotive the advantage of all of the tractive force it can develop.

With all of these aspects of sanding a locomotive, it can easily be seen why, comparatively speaking, sand is regarded as a very costly item by the railroad. It is just another of those big *little* things that make the operation of a railroad interesting—and complicated.

For full power at the rail a locomotive depends on sand.



Sand goes into the traps of a steam locomotive from the double sand towers for steam locomotives at the Milwaukee shops. These traps are located on top of the boiler, where the boiler heat keeps it dry and free-flowing.

Take a BOW

Agent Grenning Averts Accident

MATT A. Grenning, agent at Round Lake, Ill., made the headlines on July 22 by averting a collision between a fast train and a truck stalled on the Cedar Lake crossing, which is the main crossing in town. The incident was witnessed by a crowd of people at the station that morning who saw the truck driver miscalculate a turn near the east end of the platform. In



Matt A. Grenning

swering, the truck ran up a fire hydrant, the front wheels pawing the air and the back of the vehicle extending over the tracks. Agent Grenning happened to look out just then and took in the situation at a glance. A quick look at the clock showed him that No. 117, the fast Marquette Flyer, was due to pass in a minute or so and a look at the signal showed that it had already passed the last station where it could be warned of the impending danger. Grabbing some fuses, Grenning ran to head the train off and luckily met it about a quarter of a mile down the track. The engineer saw his signal and brought the locomotive to a stop about 50 feet from the truck.

In commending Agent Grenning for alertness, L. J. Benson, assistant to president, remarked that his quick action undoubtedly saved the lives of many of the bystanders, who were unaware of their danger, as well as passengers on the train. "It is employes like you," he said, "who assist in making our railroad a safe one on which to work and to travel."

Information at the Snap of a Finger

"MR. P. R.," as exemplified by Richard Mahood, ticket clerk at Savanna, Ill., certainly lives up to his well advertised reputation for dispensing service, according to H. Lundberg, of the Accurate Fuse and Manufacturing Company, Chicago. In crisp and rapid-fire terms, Mr. Lundberg describes the particular experience which incited this warm praise.

"Was in Savanna recently and had to get to small town in Iowa. Informed

your Mr. Mahood of my plight and, assure you, have never received so much courtesy and consideration. Such men as he, with courtesy at heart and traveling information at the snap of the finger, certainly are assets. Again assure you such considerations are rarely forgotten, especially by traveling people."

The Best of Advertised Lines

LAST November, Passenger Traffic Manager F. N. Hicks sent some travel information to Mrs. James E. Berry of Rochester, N. Y., for a contemplated trip to Seattle and other points on the West Coast. The prospectus must have pleased, for Mrs. Berry took the trip recommended. Here is her report:

"The food and service were far superior to all other trains I took, and I traveled on three or four other highly advertised lines. You are to be commended. I could recommend to anyone to travel 'Milwaukee Road.' The personnel, from porters and up the line, were considerate, polite and friendly. Thank you for your help in making my trip so pleasant."

W. C. Boynton "Most Able"

"WHENEVER it lies within my power I shall recommend strongly that travelers to the East should, if possible, avail themselves of your railroad. Your representative at Los Angeles [W. C. Boynton, city passenger agent] deserves the highest praise possible."

This unsolicited compliment comes from P. J. Sinnott of Victoria, B. C., who, with his wife and daughter, recently completed a tour through the States. "Splendid service was provided throughout the tour," wrote Mr. Sinnott, "but we were struck particularly by the superior service on that portion of the trip over your road, which was entirely under your supervision; by the efficiency with which Mr. Boynton cared for the large number of passengers and by the complete and prompt arrangements which accommodated them at all points. It was a big task but in the hands of your representative it was most ably handled."



W. C. Boynton

Praise From India and Alaska

FROM reports filtering in about the new Olympian Hiawatha it seems that the passengers are having the time of their lives. A sincere compliment came



E. J. Wellinghoff

recently from two travelers who live in places as widely removed as India and Alaska — Miss Moena Latif of Bombay, India, and Ruth N. Moonier of Palmer, Alaska, who were passengers on one of the first runs from the Coast. A great deal of their pleasure in the trip they attributed to the attention and courtesy of the crew, naming specifically Porter Robert Cox and Sleeping Car Conductor Thomas V. McKenna, and the services of E. J. Wellinghoff, traveling freight and passenger agent, Cincinnati, who

went along as the "voice" for the educational narration which is one of the features of the new streamliner.

"It was one of the most comfortable journeys I have ever had," wrote Miss Latif. "I shall return to India shortly and will take with me the memory of an extremely pleasant, comfortable and speedy journey, accompanied by excellent service."

Ruth Moonier, equally enthusiastic, declared it to be "the best train I have ridden on, and I've done some traveling. The food was fine—service wonderful. But the radio beats all. I really enjoyed the announcing."



Thomas V. McKenna

The Service Is What Counts

The Department of Justice appreciates good service, as indicated by the following letter from E. J. Sullivan, chief deputy for the United States Marshal, Northern District of Illinois:

"I wish to extend my appreciation for the splendid co-operation we have received from your railroad. On our shipment of June 12, through the efforts of City Passenger Agent Al Schirp of Chicago and others of your staff we were able to obtain space on very short notice, so short, in fact, that we only notified you an hour before train time.

"I also want to thank you for the wonderful co-operation we have received from your commissary and police departments in their service to us."

Spotlighting E. LeRoy Laus

"THE thoughtfulness of E. LeRoy Laus, baggage checker at your Milwaukee, Wis., station, deserves recognition," writes Eldred Klauser, chairman of the board of The Anson Eldred Company at Stiles, Wis.

As a grandson of the Anson Eldred who was one of the founders of the old Milwaukee and Mississippi Railroad (a predecessor road of the Milwaukee) Mr. Klauser says he has always had a sentimental interest in Milwaukee Road affairs. The service he refers to dates back to a recent trip to Pennsylvania, when he checked his baggage through at the Milwaukee station. In taking his ticket envelope from an inner pocket, a paper clung to it and dropped to the floor, unnoticed by him. There Mr. Laus found it some time later. Checking the name on the paper against the baggage, and thinking Mr. Klauser might need it on his trip, he took the responsibility of opening a catch on one of his bags and inserting it with a note of explanation.

Says Mr. Klauser: "It is nice to know that the employes of 'grandfather's railroad' give this sort of attention to its patrons." Furthermore, since this incident took place, he says he has cited it frequently as a splendid illustration of an employe's interest in his job and in the welfare of the people served by his company.

By Courtesy of Carson and Webster

WHO says it's hard to please the women? Certainly not R. E. Carson, general agent passenger department at Seattle, or Eugene Webster, traveling passenger agent, Seattle, who recently planned a trip for 60 of them, and to their entire satisfaction. The occasion was the national convention of the Daughters of the Nile at Rockford, Ill., involving 76 reservations all told, with individual reservations for



R. E. Carson

the return trip. Wrote Mrs. Jane L. Belland, queen of Hatasu Temple No. 1:

"I want to commend Mr. Carson for the pleasant and helpful way in which he assisted us with our reservations and personally planned an individual and enjoyable trip with each member. He was never too busy to give us his undivided attention. We thank him wholeheartedly."

Of Mr. Webster, who accompanied the group to look after things on the train:

"He arranged anything we wanted done for our comfort or amusement and was so pleasant and jolly about it. He too rates highly with us and we want him to know it was all appreciated. The trip on the Convention Special will always remain in our memory as a happy and harmonious one."



Eugene Webster

Foreman Cherwinker Looks Them Over

WHILE No. 79 was passing the section crew near Haskins, Ia., on July 21 the sharp eyes of Foreman Fay Cherwinker detected a broken wheel. The train was stopped and inspection disclosed that two and a quarter inches of tread were missing and 28 inches of flange had broken off. In commending him, Superintendent F. R. Doud said:



Fay Cherwinker

Mr. Cherwinker has been stationed at Haskins since he started with the Road 32 years ago and is foreman of what he calls a "100 per cent crew." His record reveals another fact which calls for commendation—in 32 years of service none of his men has ever sustained a reportable injury. That's being on the alert.

The Best Policy

PEOPLE are constantly losing things in railroad stations. Sometimes it's money, like the \$100 Conductor William O'Shea of the Milwaukee Division found last August in the Chicago Union Station. What happens to these lost articles? Well, if found by people like Bill O'Shea, they are turned over to the station master and an exhaustive search is conducted to locate the owners.

A hundred dollars isn't a fortune but it's a nice little bundle of money to find unexpectedly and station officials commended Bill for his "honesty and cooperation in turning in this considerable amount of cash so promptly." In this case, months of investigation failed to establish ownership and Bill reaped the reward of integrity when the money was returned to him a short time ago.

The "Sleeper Host"

COURTESY and tact in handling a large holiday crowd earned for Porter E. P. Walker the title of a gracious "sleeper host" from Mrs. Eugene Whitmore of Chicago.

Traveling on Memorial Day aboard the Sioux, Mrs. Whitmore found her car "more than full, with people sitting in the lounges, waiting for berths. Two tiny babies and several other children also added to Mr. Walker's work. Furthermore, the train was behind schedule and this in itself brought a host of additional questions. However, with all the stress and strain of his extra tasks, Mr. Walker was poised at all times. In fact, he cheered the passengers along their way and at every turn was a gracious 'sleeper host.'



E. P. Walker

"To me, he was an example for everyone who meets and serves the public."

APPOINTMENTS

Traffic Department

Effective Aug. 16, 1947:

K. R. Coughlin is appointed district passenger agent at Butte, Mont., and the position of city passenger agent is abolished.

Effective Sept. 1, 1947:

John K. Fell is appointed city freight and passenger agent at Davenport, Ia., succeeding J. A. Lineham who has been granted a leave of absence due to illness.

F. J. Haggerty is appointed city freight agent at Chicago, Ill., succeeding J. W. Slattery, deceased.

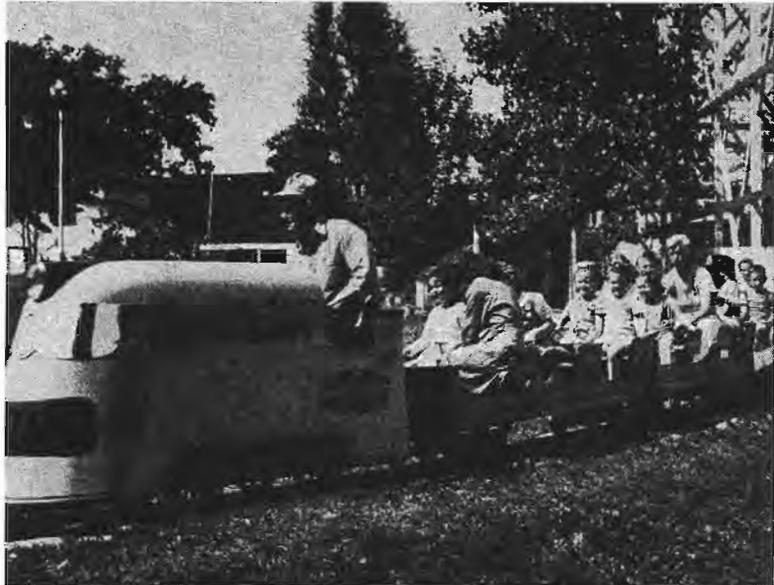
Engineering Department

Effective Aug. 15, 1947:

M. L. Bardill is appointed division engineer of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

B. E. Daniels is appointed division engineer of the Terre Haute Division with headquarters at Terre Haute, Ind.





Above: The junior streamliner was the favorite ride of the younger children and carried capacity loads all afternoon. Below: The daredevil driver of a scooter maneuvers two wary passengers down the dodge 'em course.



Below: It's Joe Murawsky, the Hiawatha clown, under the grease paint, seeing to it that every child gets his share of goodies. Below right: Eugene W. Weber, Archie W. Graff and Stanley J. Tabaka (left to right) take some of the children for a whirling ride.

Service CLUBS

Hiawatha Club Treats the Kids

THE Hiawatha Service Club played host for a day to 355 children in Milwaukee when it took them for an outing at State Fair Park on July 24. It was the second big day of its kind that the club has sponsored. The invitation was extended to the children of St. Joseph's and St. Rose's Orphan Asylums, the Lakeside Children's Center, the Lutheran Children's Friend Society and the Milwaukee Jewish Children's Home.

The youngsters, with their supervisors, rode buses and street cars to the amusement park where they were bolstered with hot dogs, cracker jack and pop in preparation for the strenuous afternoon before them. They were then presented with tickets to all 16 of the thrill-packed rides and for the next two hours the park rang with the laughter of children aboard the Roller Coaster, the Ferris Wheel, Silver Streak, Bug, Whip, Merry-Go-Round and other popular rides. The favorites were repeated as often as possible, some as many as 12 times. The supervisors enjoyed the rides as much as anyone in the group and were as carefree as their charges.

A halt was called to provide a brief rest from the exciting play and to serve a refresher course of ice cream. Meanwhile Joe Murawsky, the Hiawatha's famous clown, circulated through the crowd evoking howls of glee from his enraptured audience. The rides were resumed after the recess and continued until a call went out for the return trip. On leaving, the youngsters were presented with Milwaukee Road pencils and memorandum books.

General Chairman Stanley J. Tabaka and committee members Archie W. Graff and Eugene W. Weber were the official "daddies" for the outing and as a substitute for real fathers they appeared to make a hit. With





The Southeastern Service Club picnic at beautiful Deming Park, Terre Haute, on July 13, with the spotlight on Chairman William H. Craven and young Tommy Paton, the club's entry in the Terre Haute Soap Box

Derby. In the finals of the derby on July 27 Tommy carried the Milwaukee Road insignia to second place, falling short of first place by a bare five feet.

355 youngsters under foot it was a job that kept them moving every minute. It was a day which the children will remember for a long time and the club members found satisfaction in the knowledge that they provided them with one of childhood's greatest pleasures.

Southeastern Club Sponsors Soap Box Derby Entry

AS AN active supporter of community projects in Terre Haute, the Southeastern Service Club sponsored a Milwaukee Road entry in the local run-off for the annual All American Soap Box Derby, held on July 27. The derby is considered one of the greatest amateur racing events in the country and attracts a lot of competition; more than 10,000 persons viewed the races in Terre Haute last year. Prizes and trophies are awarded and the winner has the opportunity to enter the national derby at Akron, Ohio, with expenses paid, to race against semi-finalists from all over the United States and Canada. The grand prize is a four-year college scholarship and several valuable trophies.

The young sportsman who carried the Milwaukee Road colors was Tommy Paton, son of H. C. Paton, Terre Haute engineering department. Tommy is a veteran of other derbies and built his own motorless speedster in the Paton garage, with a little help from his father.

The race was an eight-mile grind down U. S. Highway No. 40, starting seven miles east of Terre Haute at 2 P.M. Thirty-seven cars lined up for the starter's gun, the drivers ranging from 11 to 15 years of age. Tom's first race was in heat No. 3 and he carried the Milwaukee Road and Southeastern Service Club insignias to victory in only 28.8 minutes. In his next heat, No. 9, he

bettered that time by three fifths of a minute and again crossed the finish line ahead of his rivals.

Tom was then up against the two best drivers in Terre Haute. It was a fighting race, in which he lost by a mere five feet. However, he "drove" a good race and was heartily congratulated by the Service Club delegation. His sponsors commended his fine sportsmanship and thanked him for the favorable publicity he won for their organization.

Each day, each week, each month, each year is a new chance, a new leaf and a new life—this is the golden, unspeakable gift which each new day offers to you.

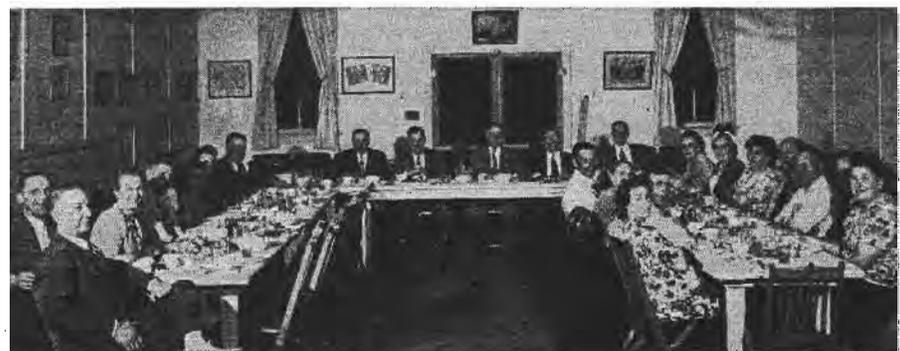
—Canon Farrar.

East End Wisconsin Valley Club Holds Party

THE East End Wisconsin Valley Service Club, a small but well integrated group, held an appreciation party in the Legion Hall at Nekoosa on July 23. The Womens Auxiliary of the American Legion prepared the dinner, which was of the all-you-can-eat variety. The weather was very warm but a large crowd attended and was vociferous in its praise of the delicious meal.

After dinner the group expanded in a medley of songs and Duke Harrison, a talented hooper, obliged with a fast tap dance. The "Rickel Corn Huskers"

Two views of the East End Wisconsin Valley Service Club appreciation dinner at the Legion Hall in Nekoosa on July 23. A close-up of the speaker's table would indicate that the chicken was done to a turn. Left to right: Treasurer George Hams, Vice Chairman Earl Hoehendel, Chairman Herb Cleveland and Secretary Les Staeger.



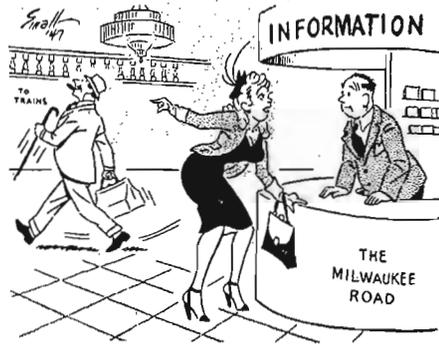
then took over and supplied music for dancing. Light refreshments topped off the program.

Coast Division Clubs Hold Picnics

MANY of the Service Clubs in the Pacific Northwest held picnics during the summer months in place of their regular meetings. One of the most successful was the Inland Empire Club outing held at Mission Park in Spokane on July 27. If the attendance of many retired employes and the obvious enjoyment of the club members was any barometer, the efforts of the picnic committee were well repaid. Those in charge were Chairman Leo Walsh, D. J. Sullivan, program chairman, E. W. Jacobson and G. A. Larson.

The Mt. Olympus Service Club held a picnic at Sequim Bay State Park, located on the shore of beautiful Sequim Bay on the Olympic Peninsula, Aug. 3. Here, too, the feeling of good fellowship was apparent. Just about every Milwaukee Road employe in the vicinity attended with his family. In contrast to the torrid temperatures reported in most parts of the country, the Mt. Olympus picnickers wore coats and sweaters. F. R. Smith, chairman of the club, headed the picnic committee, assisted by E. H. Keller and Miss Jean Rushton. Mrs. C. E. Thrasher, as head of the invitation committee, announced the picnic up and down the Port Angeles line.

At Bellingham, Wash., the Mt. Baker Service Club held a picnic at Fairhaven Park on Aug. 10. The employes at



"Can you tell me who that man is? He just kissed me good-bye!"

Everett were included in the picnic arrangements, swelling the attendance total to 87. Chairman W. E. Standsted was in charge of the program, with plenty of help from the club members. No specific duties were outlined but everyone cooperated in making the affair enjoyable.

North Montana Group Holds Annual Party

IN appreciation of its activities during the past year, the North Montana Service Club, at Great Falls, was honored with a dinner dance on July 19. The party was held at the Sportsmen's Club, on the banks of the Missouri River. Chairman Robert Ziegler handled the arrangements.

Speaking on the after dinner program, Mr. Ziegler thanked the members for the cooperation which had made the party possible. George Flynn, TFPA,

who was 'master of ceremonies, also addressed the gathering, explaining the various aspects of the Milwaukee Road's value to the North Montana area. Music for the dance was furnished by the Sportmen's Club orchestra.

Hiawatha Club Holds Ninth Annual Picnic

THE good weather which has favored the previous picnics of the Milwaukee, Wis., Hiawatha Service Club failed to materialize for the ninth annual affair, which was held at Pleasant Valley Park on Sunday, July 20. However, the rain which persisted throughout the morning stopped suddenly at 1:30 P.M. and the sun broke through the clouds with the promise of a fine day for picnicking.

As soon as the skies brightened, a steady procession of cars began pouring into the park. Several thousand of the hardier members who had gambled on the weather were already on hand and with the new influx the picnic went into full swing in short order.

Picnic Chairman Ed McDermott, Joe Reuter and George Thoms, together with their committees, worked hard in preparing and handling the day's program. There were games for all ages, the traditional Hiawatha Band concert, dancing, vaudeville acts, and plenty of refreshments. Unfortunately, two rival baseball games which had been scheduled with teams from La Crosse and Chicago had to be cancelled on account of the wet grounds.

In the cash awards which were a feature of the picnic, Harry A. Gehrke



A cross section of the crowd which attended the ninth annual picnic of the Milwaukee Hiawatha Service Club at Pleasant Valley Park on

July 20. In the background the Milwaukee Boys A Capella Choir sings a choral number. (Milwaukee Journal photo.)

won the first prize of \$100 and Harold E. Lemke won the \$50 second prize. Additional prizes of \$25 each went to Mrs. M. Schall, Mrs. Alice Einarson, J. R. Pruszka, Stanley Martin, J. R. Jennings and "Peanut" Kulka.

Old Line Club Picnics at Pardeeville

MEMBERS of the Old Line Service Club treated themselves to an outing at Pardeeville, Wis., on Sunday, July 27. The picnic started off with a satisfying dinner, served at tables decorated with the wild flowers which grow along the Milwaukee Road right of way.

Mayor Bannish, who was present as a guest of Lynn Rich, addressed the picnickers and welcomed them to the city. The afternoon was spent in playing baseball and other games, with the result that appetites were whetted for the evening meal.

Picnic or no, the Old Line never fails to hold a business session when it gets together. In the discussion held that afternoon it was decided to plan another outdoor gathering at Waupun for sometime in August.

In Tokyo, the Railway Board, fed up with impetuous passengers, announced that henceforth it will demand a 500-yen (\$10) charge for entering a train through a glass window.

Joe Reiter, Triple Threat Man

A SERVICE Club officer who is also a star athlete—that's Joseph A. Reiter, chairman of Unit 11 (store department) of the Milwaukee Hiawatha Service Club.

Joe, or "Rocky," as he is called, started out in the freight car stores in 1929, transferring shortly afterward to the garage, where he is now chauffeur and crane operator. Milwaukee Shops men are notoriously sports-minded and Joe, who was equally good at baseball, bowling and horses—riding the horses, that is—soon found himself manager of the store department softball team. He held down that job for 10 years and must have been good because the Milwaukee Road League managers awarded him the Sportsmanship Trophy in 1941. In 1942 he was elected league manager.

As for horses, Joe cuts a good figure in the saddle and was a star performer of the Hiawatha Band in 1943, with a specialty rope act. At the same time he was playing baseball and was chosen for the foundry softball team of 1946. In 1930 he fell in love and was married and has a 15-year-old son, Raymond.

Joe went through an apprenticeship before he was elected policy maker of his unit. His first office was that of vice chairman, in 1944, and he was re-elected in 1945. He was elected chairman in 1947 and also served on the general committee which planned the Hiawatha Club's famous annual picnic.



Joe Reiter and his wife, Lillian, in rodeo togs.

RETIREMENTS

The following employes' applications for retirement were recorded during July, 1947

Chicago General Offices

BINGHAM, GUY F.
Telegrapher Chicago, Ill.
HANSON, GERTRUDE L.
A/E Clerk Chicago, Ill.
MAIN, KATHERINE
Stenographer Chicago, Ill.
REYNOLDS, FRANK L.
Steward Chicago, Ill.
WHITAKER, CHARLES W.
Chef Chicago, Ill.

Chicago Terminals

BARCLAY, CARL A.
Switchman Chicago, Ill.
BARTOLINE, ALFRED
Machinist Helper Bensenville, Ill.
ENGEL, PETER
Trucker Chicago, Ill.
HILL, CLARENCE E.
Loco. Engineer Chicago, Ill.
MAROTTA, CHARLES
Switchman Chicago, Ill.
POBST, JOHN P.
Machinist Bensenville, Ill.
RIZZO, DOMINICK
Machine Operator Chicago, Ill.
TORTORELLO, CHARLES
Roundhouse Laborer Chicago, Ill.

Coast Division

ANTONOPOULOS, THEO. A.
Section Foreman Beverly, Wash.
ANTTILA, MATT
Section Laborer Seattle, Wash.
DENSMORE, WILLIAM G.
Coach Yard Foreman Tacoma, Wash.
EDWARDS, VICTOR
Boilermaker Tacoma, Wash.

GAHR, NICHOLAS
Telegrapher Beverly, Wash.
HEDDE, THOMAS O.
Ex. Gang Laborer Noble, Wash.
LONG, ROY A.
Store Helper Tacoma, Wash.
MANDELOS, NICHOLAS G.
Section Laborer Beverly, Wash.
OLSON, GUSTAF
Stationary Engr. Tacoma, Wash.
PRATT, FREDERICK
Section Laborer Elbe, Wash.
RHYSBURGER, DIRK C.
Civil Engineer Seattle, Wash.
SIMPSON, HARRY E.
Loco. Fireman Seattle, Wash.
SNYDER, CHARLES H.
Brakeman Tacoma, Wash.

Dubuque & Illinois Division

BELKNAP, GEO. W.
Conductor Dubuque, Ia.
KRUMVIEDE, GEORGE E.
Section Laborer Green Island, Ia.
LUDOVISSY, JOHN
Section Laborer N. Buena Vista, Ia.
RANGE, ARTHUR C.
Brakeman Elgin, Ill.
VOUGHT, WALDEN P.
Conductor Preston, Minn.
WINGERT, CHARLES I.
Section Laborer Lanark, Ill.

Hastings & Dakota Division

BAINHORN, HERMAN C.
Custodian Renville, Minn.
KIESLER, GEORGE
Agent Hutchinson, Minn.
PETERS, ADOLPH W.
Pumper Glencoe, Minn.

SHUCK, ORVILLE J.
Loco. Engineer Aberdeen, S. D.

Idaho Division

MULLER, CARL
Loco. Engineer Spirit Lake, Idaho

Iowa Division

BARRETT, WILLIAM P.
Telegrapher Rockwell City, Ia.
GREEN, EDWARD
Conductor Perry, Ia.
HARDING, WILLIAM L.
Car Inspector Cedar Rapids, Ia.
HIGGINS, FRANK E.
Electrician Cedar Rapids, Ia.
KEITH, FRANK S.
Loco. Engineer Perry, Ia.
LEE, JOE
Roundhouse Laborer Council Bluffs, Ia.
WILLETT, WALTER E.
Train Baggage Man Marion, Ia.

Iowa & Dakota Division

BARR, WILLARD E.
Loco. Engineer Mason City, Ia.
DICK-OFF, FRANK H.
Yardmaster Mason City, Ia.
MILLER, CARL A.
Section Laborer Weta, S. D.
RILEY, FRED W.
Brakeman Mason City, Ia.
SWEHLA, WILLIAM
Boilermaker Helper Mason City, Ia.
THOMPSON, ROBERT D.
Telegrapher Vermillion, S. D.
UHER, JOHN A.
Loco. Engineer Calmar, Ia.

Iowa & Southern Minnesota Division

WOOD, HEZEKIAH H.
Agent Freeborn, Minn.

Kansas City Division

LARSON, LOUIS B.
B&B Foreman Kansas City, Mo.

LaCrosse & River Division

DRAVES, CHARLES F.
Conductor Portage, Wis.
KOHLS, ARTHUR J.
Section Laborer Waterloo, Ia.
SMITH, BERNARD A.
Section Laborer Portage, Wis.

(Continued on page 17)



Grouped at the grave of Casey Jones for the memorial dedication are, left to right: Charles Jones, Casey's son; Barbara Jones, his granddaughter; the Rev. Joseph Cunningham; Mrs. Jane Brady Jones, Casey's widow; Lucius Beebe; Charles M. Clegg, Jr. (the memorial was a gift from Beebe and Clegg); Mayor George Smith of Jackson, Tenn.; and Sim Webb, Jones' fireman on the fatal run "into the promised land."

Lucius Beebe Immortalizes the Short Line

VERY likely the publishing of his latest book, *Mixed Train Daily*, will establish Lucius Beebe, roving columnist of the New York Herald Tribune, as the country's foremost railroad historian. Beebe had already achieved fame with his sparkling chronicles of cafe life when he diverted his talents from New York's main drag to adventure on the main line. The book was *High Iron*, published in 1938. Since then Beebe has further confounded those who regarded him as a dilettante and a man about town by writing three best sellers on the same subject, *Higliners*, *Trains in Transit* and *Highball*. His newest is heralded again by critics as an important documentary of railroad legend.

Mr. Beebe's other books and his syndicated column, "This New York,"

have served to identify him as an exponent of good living, an élégante who sets the pace for men's fashions, the Boswell of Broadway's better bistros. However, rail fans recognize him in an entirely different role, as the country's leading authority on short line railroads. And, indeed, Mr. Beebe is equally at ease in the habiliments of the drawing room and the wide-brimmed Stetson and clomping boots which he wears on his rugged safaris down the by-paths of the main line.

Today most of the short lines which flourished a century ago have folded up or have been incorporated into the large systems. There are, however, more than 500 short line roads still in business, although many of them have but a few miles of track and maintain per-

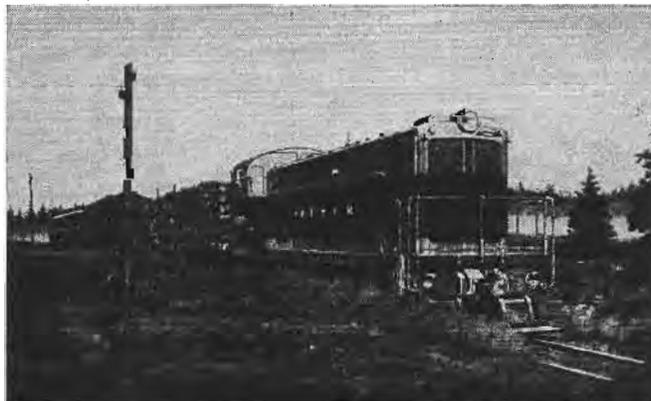
haps only a single locomotive. Some of those which figure in *Mixed Train Daily* folded up and disappeared even as it was being written. This in itself makes it a collector's prize and a valuable item of Americana.

The book contains more than 300 photographs taken by the author and by Charles M. Clegg, Jr., who is recognized as the most distinguished photographer in this specialized field. Featured in this notable gallery are action pictures of some of the short lines which connect with the Milwaukee Road. One of the most picturesque, in the opinion of the authors, is the Copper Range Railroad, operating between Houghton and McKeever, Mich., on the Upper Peninsula. The Manchester and Oneida, eight miles long, connecting at Oneida, Ia., is another. An oil painting executed especially for the book shows a combination of the antique and the modern, as a Diesel locomotive pulls an old time wooden combine on the Escanaba & Lake Superior, which connects with the Milwaukee at Channing, Mich.

On Aug. 7 Beebe and his photographer associate figured in news of interest to railroad people when they placed a memorial headstone on the grave of Casey Jones, the famous Illinois Central engineer who was killed on the southbound mail run at Vaughn, Miss., 47 years ago. The ceremony, which was held in Calvary Cemetery at Jackson,



Left: A train on one of the most picturesque short lines, the Copper Range Railroad, hits 70 near Beacon Hill shortly before making a connection with the Milwaukee Road's Chippewa at McKeever, Mich. Right: Antiquity and modernity roll in the same consist on the Escanaba and



Lake Superior, a short line which connects with the Milwaukee at Channing, Mich. Note the Diesel locomotive at the head end and the old-time wooden combine at the rear of this daily mixed train. (The original oil painting was executed for *Mixed Train Daily* by Howard Foggy.)

A train on the Manchester Oneida Railway plows slowly through a meadow near Oneida, Ia. The bobtailed look is the result of losing its caboose in a recent fire.



Tenn., was a simple one, attended by Jones' widow, his son Charles and a grand-daughter, Barbara Jones, together with about one hundred family friends and railroad people. Sim Webb, Jones' Negro fireman who survived the crash by leaping to safety at his engineer's insistence, was present and placed a wreath on the grave.

The memorial is of marble, standing about four feet high and bears in bas-relief a bronze replica of Casey's locomotive, No. 382. The inscription reads:

John Luther Jones
1864-1900

To the memory of the locomotive engineer whose name as "Casey Jones" became a part of folklore and the American language:

"For I'm going to run her till she leaves the trail—

Or make it on time with the south-bound mail."

This memorial was erected in 1947 to perpetuate the legend of American rail-roading and the man whose name became its symbol of romance and daring, "Casey Jones."

Mr. Beebe delivered a dedicatory address in which Jones took his place with Kit Carson, Buffalo Bill and other romantic characters of the national saga as part of American history and language. "In a calling and occupation which has given few names to the American lexicon, his will be forever brightest and best known as synonymous with the daring and romance of high iron and its golden age," said Mr. Beebe. "He lived and died in the fullest flower of railroad expansion and enterprise, and in the age of steam. There will be no songs written about or monument raised to the memory of any railroad man living or dying by the Diesel locomotive. The universal fame of his name in story and legend, in folklore and in fact, are the truest monument to Casey Jones, and what we erect here is but a tangible expression of that remembrance and esteem."

Retirements

(Continued from page 15)

SOMMERVILLE, GLEN A.
Agent Babcock, Wis.
WHEELER, MATTHEW J.
Conductor Minneapolis, Minn.

Madison Division

CRANDALL, IRVING P.
Warehouseman Milton Jct., Wis.
JENSEN, SAM
Pontoon Bridge Engr.
..... Prairie du Chien, Wis.

Milwaukee Terminals

COMDOHR, ALFRED C.
Upholsterer Milwaukee, Wis.
GALLARNO, JAMES A.
Loco. Shops Laborer Milwaukee, Wis.
GLADE, HANS W.
Switchman Milwaukee, Wis.
HENNESSY, JOHN J.
Switchtender Milwaukee, Wis.
JENNINGS, GUSTAVE
Chief Dispatcher Milwaukee, Wis.

KAY, WILLIAM H.
Loco. Engineer Milwaukee, Wis.
MCINTOSH, SAM A.
Boilermaker Helper Milwaukee, Wis.
NELSON, FRANK A.
Machinist Milwaukee, Wis.
PAHL, OTTO F.
Freight Checker Milwaukee, Wis.

Rocky Mountain Division

JERSEY, ARTHUR
Roadmaster Butte, Mont.
McSPARREN, ALFRED V.
Section Laborer Deer Lodge, Mont.

Seattle General Offices

ALLEN, H. EUGENE
Chief Surgeon Seattle, Wash.
SMITH, LYNN W.
Asst. Supt. Tel. & Signals. Seattle, Wash.

Superior Division

NELSON, HANS
Section Laborer Oconto, Wis.

Terre Haute Division

MILLER, HARRISON M.
B&M Carpenter Terre Haute, Ind.
RINGGER, ALBERT E.
Switchman Faithorn, Ill.

Trans-Missouri Division

GREEN, MARION F.
Section Laborer Miles City, Mont.
JOHNSON, LEWIS H.
Coal Dock Opr. Raleigh, N. D.
KENNEDY, JOHN D.
Carman Helper Miles City, Mont.
OLSON, WILLIAM J.
Section Foreman Baker, Mont.
TAYLOR, GEORGE E.
Brakeman Mobridge, S. D.
YARGER, LEON A.
Loco. Fireman Melstone, Mont.
ZABEL, BERTRAM L.
Loco. Engineer Miles City, Mont.

Twin City Terminals

BEKIARIS, ANDREW P.
Section Laborer Minneapolis, Minn.
CARNAY, WILLIAM T.
Claim Clerk St. Paul, Minn.
CUNNINGHAM, JOHN G.
Crossing Flagman Minneapolis, Minn.
DUDLEY, JOSEPH C.
Loco. Engineer Minneapolis, Minn.
GRUBER, RALPH A.
Switchman Minneapolis, Minn.
HEGMEN, OSCAR C.
Machinist St. Paul, Minn.

Of Course You Remember

(The Cover)

REMEMBER? Of course you do, unless time has separated you completely from your good, green years. Whether yours was a country, town or city school, it was all about the same.

Your nose will recall the day . . . how, after three months of outdoors, it was struck again by that familiar aroma of freshly sharpened pencils and lots of small people like yourself.

The sudden regimentation and the command to sit still and not whisper came hard at first, and the thought of the arithmetic to come was like a rock in the pit of your stomach. It scared you, just like the perennial rumor that the teacher had bored holes in the paddle to improve the sting.

If yours was a city school, you probably got around to the opening day ball game a little later than the children on the cover, but these kids—at least the bigger ones—will get off for a while in October to help with the harvest. School will close early in the spring, too, so that Dad will have help with the plowing.

You had to grow up to find it out, but it was a pretty good time, the first day of school in September. This was the time and the place where you began to be an American. That blessing didn't really come about just because your parents were citizens. It happened right here . . . here where you played pigtail on the baseball team and sat down front with the other little guys.

Remember?

★ Sparta Unit, Tomah Chapter

Mrs. Wm. Hovey, Chairman

Sparta Unit garden committee had an unusually busy summer. Regardless of the cold spring, when our plants looked hopeless, our depot gardens and flower boxes were beautiful, due to the great efforts of the garden committee, consisting of Mrs. Ray Gamble, V. Welcher, Mrs. Leo Gruen, Mrs. Geo. Kiefer, Mrs. Geo. Shaw, Mrs. Joe Bruner, Mrs. Wm. Hovey, and Mrs. Chas. Shutter with her artistic ideas, and not forgetting General Superintendent Whalen and Superintendent Ayars, who so kindly supplied us with a water system and a new lawn mower.

It is estimated the plants had they been purchased at the greenhouse would have cost us one hundred dollars or more. Instead seventy cents worth of seeds were purchased through our unit funds and plants raised by members, also last year's beds brought hundreds of plants. Fifty iris plants and 50 tiger lily plants were furnished by Mike Weise from Viroqua.

The garden committee and all who participated in this fine job were proud to have our grounds and flowers beds at the height of their beauty for our annual family picnic on July 17. The day was perfect and the picnic a great success. Again open house was offered to all railroad men working about the grounds. We were pleased to have with us our president, Mrs. Rosenow, Mr. and Mrs. Archer Harris, Mrs. E. Hovey, and Mrs. A. Neuman from Tomah. About 100 persons enjoyed the delicious supper, and 35 children enjoyed the special goodies provided for them. Tables and benches were furnished and delivered without charge by our City Recreation Committee. Beautiful

Women's Club Chapter News

gifts were showered upon us by our surrounding merchants which were used for our bingo prizes. A humorous double reel picture was shown by Brakeman Stanley Woodworth. The club has a special privilege in using Mr. Woodworth's machine for club entertainment. All reported a very enjoyable time and felt the afternoon and evening was well spent.

Our May and June meeting was combined with an open house breakfast, which was served in the Milwaukee depot waiting room from 10:00 a. m. to 1:00 p. m. All men about the depot grounds were invited, come as you are, which proved to be a great success. Wild spring flowers were picked and donated by our section men. The decorating committee consisting of Mrs. Chas. Shutter, Mrs. Leo Gruen and Mrs. Joe Bruner beautifully decorated the tables and depot walls in spring flowers and colors to welcome our guests. Officers, widows, and retired veterans were pleasantly surprised with lovely wild flower corsages made by Mrs. Shutter.

William Ramsay, who recently retired, was honored guest. He was presented with a Herbert Hoover rose bush. He gave a nice tribute to the railroad ladies and said his hobby would be raising flowers and to help beautify the Milwaukee Road depot grounds. Our president Mrs. Rosenow and 15 ladies from Tomah joined the party. We are

happy to report about 85 persons were served at the breakfast. Thanks to the men and women who helped make this event such a success. We also wish to express our sincere thanks to Mr. Reekie, manager of the Central Gas Co., who furnished our stove free of charge, also the Fred Kramer Meat Market for two door prizes.

★ Aberdeen Chapter

Mrs. John Seiler, Historian

Our June meeting was held in the club rooms with a goodly number present; Mrs. Karr, our President, presiding. Reports were given by the chairmen. The membership committee is working hard to go over the top and is making good progress. The welfare committee reported two families being assisted. Delores Markuson and Gordon Goodspeed, both Central High school seniors, were announced as winners of the Lydia Byram musical award, given by the Aberdeen chapter. Mrs. Karr and Mrs. Jack Fowler gave very interesting reports on the recent district convention held in St. Paul.

Cards followed the short business meeting. Prizes went to Mesdames Fowler, Mayer, Zick, Karr, Murphy and Seiler. Mrs. Hartley and her committee served light refreshments. This was our last meeting until September, for which we are planning a pot-luck dinner, and here's hoping that all

Calico From Sunup To Sundown



MAKING children's clothes is fun when the printed pattern guides every step of the way, and it's thrifty, too, to make several garments from the same bolt of material. The long-sleeved nightie (left), the pert pinafore (center) and the down-to-the-floor party dress (right), all made of the same calico, are attractive designs for inexpensive cottons. All are Simplicity patterns, for sale at pattern counters or at the Simplicity Pattern Company, 200 Madison Avenue, New York.



our good Milwaukee women will turn out to open our fall and winter season with renewed vigor.

Scenes at the reception and tea given by Seattle Chapter in its club rooms on June 12 for the visiting members of the general governing board. Presiding at the beautifully appointed tea table, Mrs. L. K. Sorensen (left) and Mrs. A. J. Hillman pour for (left to right) Mrs. R. C. Sanders, third vice president general, Seattle; Mrs. G. W. Loderhose, president general; Miss Etta Lindskog, secretary general; Mrs. B. R. Johnson, president of Seattle Chapter; Mrs. O. P. Catlin, general luncheon chairman; and Mrs. C. H. Ordas, general constitution chairman.

★ *Lewistown Chapter*
Mrs. Charles H. Koch, Historian

June meeting of the Lewistown Chapter was held on the 5th. A dessert luncheon was served by Dana Mathew; Mrs. Ole Haanes, President, presided. Reports were read and approved. Thank you letters and cards were read and 86 voting and 129 contributing members were reported. Mrs. Earl Short attended the convention in Spokane. Our picnic will be held some time in August. This will be our last meeting until fall. The afternoon was spent in visiting.

★ *Iron Mountain Chapter*
Mrs. Robert Baldwin, Historian

Annual picnic for members and their families and we enjoyed the beautiful weather and at the city park. Potluck lunch was served and we enjoyed the beautiful weather and the fact that we were together again after our summer vacation from meetings. Ice cream was served the children before supper. Cards were played. A donation of money was made to the club by the men who attended. Good fellowship was the spirit of the day.

★ *Davenport Chapter*
Mrs. George Zell, Historian

Members of Davenport Chapter met on the 20th of July with their families at Fejesvary Park for their annual picnic. About 50 families enjoyed the outing. Coffee, meat, rolls and ice cream were donated by the club. After a bountiful supper, which everyone enjoyed, we had to leave the park, on account of the coolness of the evening. Mr. Ernest Johnson won the attendance prize.

Board members met at the home of our president, Mrs. Harry Hadaway. Plans were made for our coming meetings, which we will resume in September. We are hoping this will be a banner year. Twenty new members were received into the chapter.

Our good club chairman, Mrs. Larry Strauss reported much illness through the past months among our members, we are hoping for a speedy recovery for all. Many gifts of cards, fruit, candy and flowers have been sent to cheer them on their way to health.



★ *Merrill Chapter*
Mrs. Frank J. Mattson, President

On August 6, Merrill Chapter held its annual picnic at Council Grounds State Park, a very nice time being enjoyed by everyone. In July Merrill celebrated a centennial, distinguished guests being Hans Kaltenborn and W. T. Enjue, native sons, and Governor Rennbohm. Captain Carl Giese, son of retired section laborer Fred Giese, was also a visitor here.

Many of our members have been hospitalized this year. We hope good health prevails at this writing. Sincere sympathy is extended to Mrs. Christensen, our treasurer, whose husband passed away suddenly on May 31. Little did we think at the North Woods Service Club meeting the preceding Monday evening that it was to be his last time with us, as he was enjoying meeting many old friends.

The following poem was written by one of our members, Mrs. Etta Noel Akey,

A BANQUET DE LUXE.

The Milwaukee Railroad Women's Club stepped out one day to dine,
The bill was footed by the club which made it mighty fine.

They make a practice, once a year, to feed the ladies free,
But set the rate—six bits a plate—a trifle scant, you see.

But since it is six bits a plate, we'll try not make a holler,
But spread Good Cheer throughout the year;
They might raise it to a dollar.

They could even serve us finger-bowls, and food that comes quite dear,
If only prices take a drop before this time next year.

The ladies came from north and south, and also east and west,
With high anticipations—in Sunday raiment dressed.

And some of them wore nifty suits, because you see 'twas May,
While others wore their heavy coats; 'Twas gosh darned cold that day.

But all arrived en masse, at one, in cars and limousines,
A finer looking buch of gals as yet has not been seen .

They met at Cozy Corner—and when they all got there
Like the tale of Mother Hubbard, the tables all were bare.

Too many cooks can spoil the broth, the old folks used to say,
And through some misunderstanding this happened just that way.

They stood around in helpless groups, with plaintive little cries,
With thoughts of dinner fading fast before their famished eyes.

They thought about the Badger, fine food without a doubt,
But if they tried to get *them* down, we knew they'd throw us out.

Then some one said, "Well, it's a cinch we've surely got to eat,"
So some of them who still could walk, hot-footed down the street.

A bit of luck—at Milt's Cafe we sat us down to eat,
To stop that inward craving and rest our tired feet.

The food at Milt's was very good—of course not like the Ritz,
But it filled the empty cavities, and kept *within six bits*.

Then to the club rooms next, for cards, for hours now had flown,
But the janitor had locked the place, and left for parts unknown.

Another little set-back while we tried to pick the lock;
A few went home disgusted, 'cause then 'twas four o'clock.

We thought we heard blasphemous words come floating on the breeze,
Of course, it could have been a cough, or even yet a sneeze.

But some of us just stuck around and shivered more and more.
'Twas all in vain, for no one came to open up that door.

So we went down to Alma's house to finish up the day;
Someone had surely hexed the bunch; at least it looked that way.

Next year, the one who has that job should have it strictly bossed;
We'll do our best to help her out. We'll keep our fingers crossed.

★ *Harlowton Chapter*
Mrs. T. F. Welton, Historian

The August meeting was held on usual meeting night with an average attendance. At this meeting it was decided to have the September meeting as a picnic for members and their families. President Mrs. Cox appointed a committee to buy material and make new drapes and to make some badly needed refurnishing within reason. After adjournment cards were enjoyed and a most delicious lunch was served by Mrs. Larsen, Mrs. Larry, Mrs. Halverson and Mrs. Hutchinson.

In June we sent Mrs. Cavanaugh as delegate to convention and felt we were well represented, for Mrs. Cavanaugh always has

Diplomats

WHEN an engineer retires he is said to "pull the pin", but a conductor performs his last official act when he turns in his punch. A conductor's punch is his signature on the railroad, and like a policeman's "shield," it is his emblem of authority. Many a conductor leaving the road has asked that he be allowed to keep his punch and usually the request has been granted. He treasures its memory and authority.

The men who carry the punches are necessarily among the world's high ranking diplomats, for as they go through their trains, each seat presents a different face and another problem. One person is troubled, one is gay, one is garrulous, one taciturn, one is very old, one quite young. To all, the man with the punch must offer a cheery face and a friendly hand although at times his own heart may be heavy within him.

—From the Erie Railroad magazine.

Don't Pay Me Back . . . Just Pass It On!

(Excerpts from an article by Ethelberta Hartman in Your Life)

MY Aunt Blanche gave me the most valuable sermon I ever heard. . . . She gave it to me in little blue bowls, stew kettles, and jelly glasses over a period of years.

I taught school, and kept house for two perpetually hungry brothers. Often I'd come home tired out, only to be faced by yawning, empty cupboards.

Then I'd hear a quick step on the back porch. "Yoo hoo," Aunt Blanche would call as she'd pop open the door and set a dish on my table. "I thought maybe you could get your boys to finish up this stew. We've eaten so much of it, we're sick of it."

I knew well enough it was fresh from the kettle she'd made for their own supper, but it was the answer to my prayer and gratefully accepted. Sometimes it was a fresh pie, or cookies ("I baked too many"), a glass of jelly or a little dish of cottage cheese. Always she gave it with that same generous spirit, which made my accepting practically the same as doing her a favor.

One night I said, "Aunt Blanche, you're just too good to me! How can I ever repay you?"

It was then that she put into words the philosophy which had ruled her life. "I don't want you to pay me back; just pass it on."

Pass it on! Since then it has been the motif of my life, my key to happiness. I see it working in other lives and I see the bleakness of lives which do not hold the secret.

If I were down to my last penny, I could still carry out my "Pass-it-on philosophy", for there are always kind words and cheery greetings to pass around.

It's not an altruistic philosophy, but rather, a selfish one, from which I, the giver, receive the most good. There's a spiritual happiness, a warmth which can come only from helping others. Materially, it's like casting bread upon the waters, except that in this case it usually comes back turned to nice frosted angel-food cake.

For personal satisfaction, world-wide happiness, pass it on!

the interest of our club at heart. Also in June the ways and means committee with the aid of an appointed committee and numerous other willing members, served the appreciation dinner at the Moose Hall, which helped swell ways and means fund. Last winter during a cold spell the water pipes under the "beanery" or lunch room froze and ever since we have had to carry water from the depot which works quite a hardship on us and we are hoping the pipes to the club room will be repaired soon so we won't have to carry water all winter.

★ *Dubuque Chapter*
Mrs. A. J. Bensch, Historian

We enjoyed a dessert luncheon at our June meeting, which was well attended. Our president, Mrs. J. Litscher was unable to attend. Our vice president, Mrs. G. Laskey, presided. The meeting was opened with a salute to the flag and our club motto. Reports were read and approved. The main topic of our meeting was our family picnic which was held July 30 at Eagle Point Park, afternoon and evening. Supper was served at 6:30 p.m. Cards were played both afternoon and evening. The club furnished the

meat, coffee, cream, butter and rolls, everyone attending bringing a covered dish. There was a very large attendance and every one had a good time and plenty to eat.

Pineapple Square



THE PINEAPPLE pattern, popular with crocheters, lends itself particularly well to doilies. In the lacy centerpiece illustrated, the pattern forms a square with pointed edges. This design measures 23 inches from square to square, a nice size for the average table. The design can also be extended into a 54 x 54 tablecloth, which is finished with the same picot edge. Free crocheting directions can be obtained from the Milwaukee Magazine, Room 356 Union Station, Chicago, Ill.

Famous last words: "Don't bother stopping at this crossing, I know the train schedule."

The Milwaukee Magazine

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

August G. Kosiboski, storehelper in the freight car store, celebrated his 79th birthday on Aug. 12. Frank Wendt brought him a beautiful bouquet of gladiolas and some of the car department foremen and a group of his co-workers planned a little gathering for him. August is always on the job 30 minutes to an hour before the whistle blows.



August Kosiboski

Robert Freuler, 18, of the car department but formerly of the stores, enjoyed a two-week vacation during July with his brother, Donald. They toured Yellowstone Park, saw Denver, Pike's Peak, etc. It was Bob's first trip west and he wrote to his mother that he particularly enjoyed the man-sized breakfasts in Yellowstone—orange juice, cantaloupe, cereal, eggs and bacon, wheat cakes with syrup and butter, and coffee; hoped to get such service and food at home. Saw Governor Dewey at Old Faithful Inn. Bob has some beautiful colored pictures of his trip.

Stockman Edward Volkman of Savanna, formerly of Milwaukee shops, lost his father on Aug. 2; aged 60 years. He was buried in Milwaukee. Ed's friends here sympathize with him in his loss.

Walter Hubert Fischer, 68, of the lumber yard retired on Aug. 9, after 28 years of service with the Road. Started work on July 29, 1919, as a lumberman and continued as such until the past year or so. Walter is married. He expects to spend some time in the neighborhood of Slinger and Wausau. His co-workers presented him with some bottled mixture, cigars, tobacco and pipe. Walter was a conscientious worker, always on the job and did it well. His co-workers will miss his humor and spirit. and does a good day's work.

Stockman Rudolph M. Freuler spent a week at Lampson Lake, near Spooner. No fish, no bait, no nuthin' except hot weather and dipping in the lake twice a day. His co-workers rushed his stock of vitamin pills to him, which were found in his desk, and some salt tablets to offset the heat. Car Department Foreman "Sky" Guschl spent several days in the same neighborhood.

The game of life is a struggle. It can also be a great adventure. For the man who plays by the rules rather than by the shouts of the crowd, there are records to be topped and laurels to be won.

D & I DIVISION

First District

E. Stevens, Correspondent

Much to Yard Clerk Ray Kentner's amazement, the spinster club which he was so interested in organizing in the superintendent's office at Savanna is slowly disintegrating. During the past few months we have been basking in the glow from the lovely diamonds now worn by Marie Clifford, chief clerk's stenographer, Doris Cahlan, file clerk, and Isabelle Irons, general clerk.

July 19 heralded the arrival of a young son in the home of Mr. and Mrs. Donald Householder, Savanna; incidentally, the first grandchild in Captain of Police J. J. Oswald's family.

A farewell dinner was held at the Legion Home, Savanna, on Aug. 16 to honor Division Engineer R. D. Claborn, who was appointed to the president's committee effective that date.

Division Engineer M. L. Bardill succeeds Mr. Claborn on the D&I. We welcome the Bardill family back to Savanna.

After 55 years of loyal service Lineman Edward J. Flint, Savanna, elected to retire on Aug. 1. Lineman Flint has been located at Savanna since 1903. Now he can especially enjoy the fact that comes a heavy

rain storm in the dark of the night, he will not have to get out the old motor car to locate some tree that has fallen onto the telegraph wires.

The Rev. Harmon Bro, 28, a young minister located on the D&I Division, has notified his flock that he will serve as pastor of their church without salary and support himself, his wife and small daughter with a job as section hand on the Milwaukee Road. The Lanark Christian Church has about 100 members but as revenues have dwindled he has volunteered to turn back his monthly salary. He is performing all of his church duties in addition to his work on the section, and we are proud to have him as one of our co-workers. Reverend Bro is the son of Albin C. Bro, president of Frances Shimer College, Mt. Carroll.

Russell Darr, son of Conductor J. S. Darr, passed away at the home of a cousin in Savanna during July. Surviving are his parents and five sisters.

Otto C. Dickman, roundhouse employe at Savanna for many years, passed away in Jane Lamb Hospital, Clinton, on July 23 following an illness of several months. Surviving are his wife, two sons and three daughters.

William Hyde, retired conductor who was on the passenger train between Savanna and Davenport for many years, died at his home in Davenport on July 25.

Fred Briggs, retired fireman, passed away



The Hiawatha Service Club Band of Milwaukee, Wis., added to its list of awards by winning first honors in the Minneapolis Aquatennial Parade, July 19. This scene, snapped at band headquarters in the Minnetonka Hotel, shows Mayor Hubert H. Humphrey (left), Majorette Lois Kleist (center) and Drum Major Earl Roy (right) lending an attentive ear as Ruth Tolman, Aquatennial Queen of the Lakes, plays a solo on the piccolo. Donald R. McReavy, general chairman of the Aquatennial, directs the band in an obligato.

W. E. Barr Retires as I&D Engineer



Congratulating Engineer W. E. Barr at the end of his last run, left to right: Chief Dispatcher F. J. McDonald, Train Dispatcher M. P. O'Loughlen, Superintendent R. C. Dodds, W. F. Ingraham, special representative to the general manager, Conductor A. K. Foote, Trainmaster R. E. Sizer and Traveling Engineer R. R. Replogie.

W. E. BARR, veteran engineer of the I&D Division, made his last run for the Road on July 4, pulling into Mason City at the throttle of No. 22 at 10:00 p.m. It marked the end of 48 years of service and although the night was rainy, a large delegation of friends and co-workers turned out to extend their congratulations.

Railroading was a tradition in Mr. Barr's family. His father, John S. Barr, was the roundhouse foreman at North McGregor, Ia., for 23 years and four of the boys decided to be railroad men too. Willard, David and Thomas became engineers; Robert a switchman for the Southern Pacific.

Mr. Barr's first job, in 1899, was as a fireman at North McGregor. He worked out of there until 1907, when he moved to Mason City. His last 20 years of service have been spent in passenger service.

suddenly at his home in Savanna on July 30. At the time of his retirement Mr. Briggs had 45 years' service with the Road and had been on one of the yard switch engines for many years. Surviving are his wife and son Claude.

Ed Volkman, of the store department, Savanna, suffered the loss of his father who passed away in Milwaukee on Aug. 2.

Mrs. Andrew Sandholt, 84, mother of Machinist and Mrs. Joe Kobbe and Engineer and Mrs. Harry Krahn, passed away in the home of her daughter in Savanna on July 24.

Agent F. F. Johannsen, Fulton, passed away on July 15. Mr. Johannsen entered the service as an agent-operator on Mar. 4, 1908, and had been located at Fulton since Aug. 10, 1946. Mrs. Johannsen survives.

I & D DIVISION

Karen B. Rugee, Division Editor

The reason we are rather late with some of our news items is because we have been without a division editor since last April, when Margaret Lowmsberry became Mrs. George E. Meier, but we feel they will still be of interest to our readers. Margaret was steno-clerk in the superintendent's office and George is now a train dispatcher at Moberge. They paid a brief visit to the local offices on Aug. 14 and are looking fine.

We are glad to welcome R. C. Dodds to the division as superintendent. Congratu-

lations, too, to W. F. Ingraham on his appointment as special representative to the general manager.

Otto Secory, cashier in the freight office at Mitchell, was a visitor in the Mason City offices on July 15. Otto was employed in the superintendent's office and in the Mason City ticket office for a number of years.

C. F. Craven, retired engineer, who now lives in Long Beach, Calif., visited the Mason City offices on July 24.

Glad to see Freight Service Inspector O. E. Bradford back on the job after his recent illness.

C. E. Mutschler, chief clerk in the superintendent's office, and Mrs. Mutschler spent two weeks in July in northern Minnesota, fishing and resting; evidently mostly resting, because we didn't see any evidence of fish.

Mr. and Mrs. H. L. Kinney left, Aug. 3, for a vacation trip to points in Minnesota, California, Washington, Oregon, New Mexico, Colorado and Kansas. Mr. Kinney is the chief clerk in the Mason City freight office.

It's a girl for Mr. and Mrs. Leslie Portwood. Leslie was employed as coach cleaner in the car department and is now on furlough to attend school under the GI Bill of Rights.

We in the superintendent's office don't have to hold our breath every time the telephone rings now. The suspense is over and we are congratulating C. R. "Bob" Petersen, steno-clerk, on the arrival of an eight-

pound fifteen-ounce daughter. She just made the deadline—born Aug. 14.

Frank H. Dickhoff, yardmaster at Mason City, retired on July 14. Mr. Dickhoff entered service on Aug. 20, 1902, and has been yardmaster at Mason City since 1918. Now he and his Springer spaniel, Lark, can do some real fishing with the new rod presented to him by his Mason City friends. The highlight of the presentation by Trainmaster R. E. Sizer was when Frank opened the case and pulled out several handmade fishing poles, but later the real rod was presented and everyone agreed that there was no reason why a fisherman like Frank shouldn't be able to bring in plenty of fish with it.

C. H. Thomas is the new yardmaster at Mason City.

Mr. and Mrs. Karl Walters have a new daughter. Mr. Walters is employed in the car department at Mason City.

Sioux City and Western Branch Lines

Helen H. Flynn, Correspondent

Charles O. Nelson, retired section foreman now of Sioux City, recently paid a visit to old friends at Hudson.

Agent Elmer L. Taylor, Hawarden, took part in a Sunday golf tournament at Yankton recently.

W. E. Novak, section foreman at Parkston, went to Seattle on his vacation. Agent A. J. Gorman spent his vacation visiting at his old home in Wisconsin.

Erick Anderson, 44, section foreman at Delmont, died on July 19 when he had a heart seizure while swimming. Funeral services were held at Delmont with burial at Geddes. Sympathy is extended to his wife and three children and to other relatives.

Harry L. Hoskin, chief dispatcher at Sioux City, retired on Aug. 1. He came to the Road at Sioux City in February, 1915, having previously been employed on the Illinois Central. His many friends on the old SC&D presented him with a wrist watch and a handsome tan cowhide bag. He and Mrs. Hoskin started driving to California on the morning of Aug. 1, planning to stop off at several places en route. He invites his friends to call on him when they are in Southern California.

J. H. Hennessy, trick dispatcher at Sioux City, has been appointed chief dispatcher here.

Mrs. Clarence F. Rifembark, wife of Conductor Rifembark, and daughter, are on a three-month vacation trip to Ahnnetvedt, Denmark.

Conductor L. W. Hilburn has taken the Platte line passenger run which was vacated by Conductor M. R. Burrell when he retired July 1.

Section Foreman and Mrs. L. W. Diede made a vacation trip to points in Canada and on the west coast.

Section Laborer Charles Diebols and family, Gayville, spent part of their vacation in July on a trip to the Black Hills region.

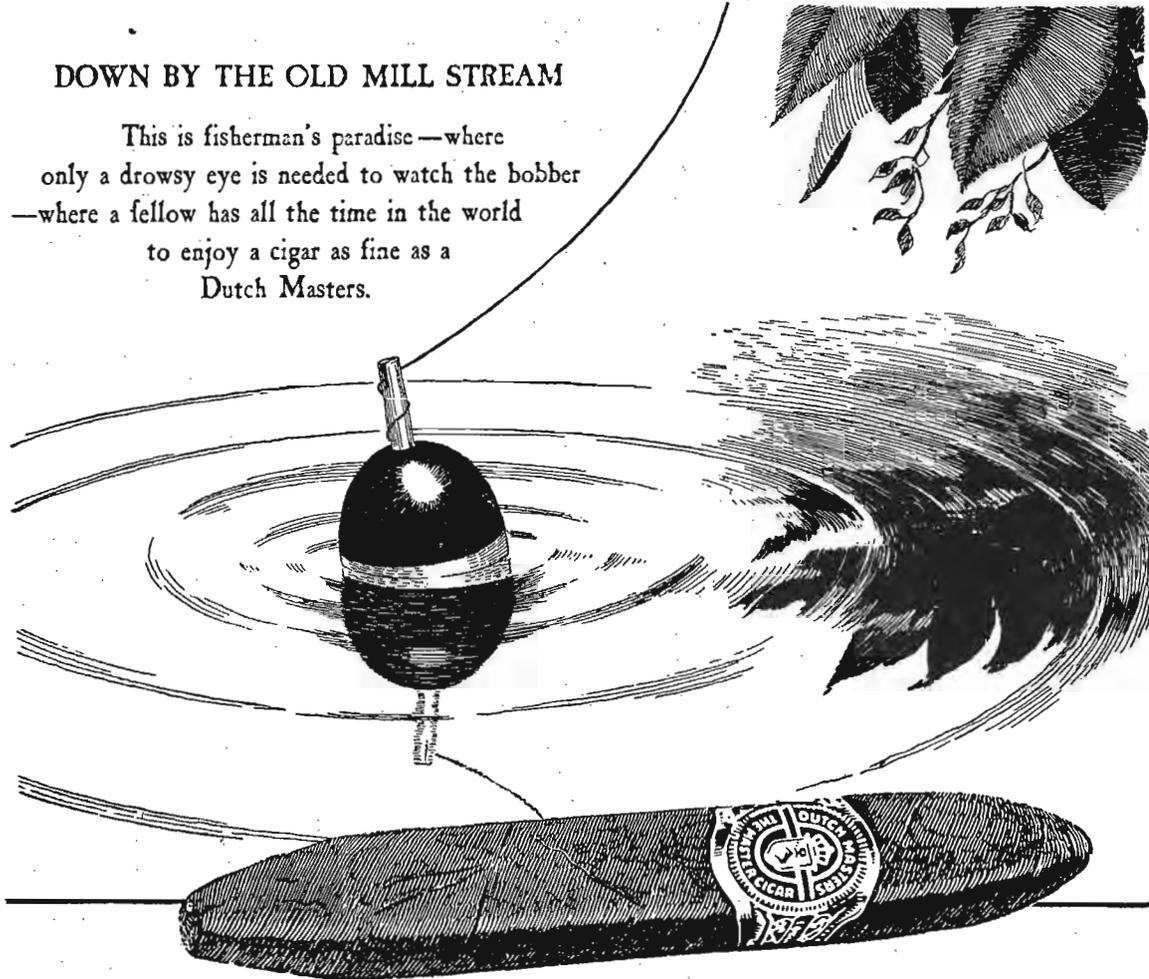
Maj. Donald T. Munsch, son of Agent Theodore Munsch, Gayville, is located with the Army Air Corps as chief operations officer at the Tokyo air field. He expects to spend two years overseas. His wife arrived in Tokyo on June 9.

Assistant Car Foreman L. H. "Burt" Collings is back from his vacation which he spent doing some interior decorating at his home.

While on his vacation Carman Milton J. Steeg decided that he had sufficient courage to say "I do," with the result that he is no longer a free man. We all wish him and his bride the best of luck and happiness.

DOWN BY THE OLD MILL STREAM

This is fisherman's paradise—where
only a drowsy eye is needed to watch the bobber
—where a fellow has all the time in the world
to enjoy a cigar as fine as a
Dutch Masters.



DUTCH MASTERS CIGARS

Sioux Falls Line

F. B. Griller, Correspondent

Lisle Young, regional assistant public relations department, showed the Road's motion picture, "A Railroad At Work", before the luncheon club of the Sioux Falls Kiwanis on July 17, with the assistance of DF&PA Zane and Safety Inspector Frank Washburn.

Ticket Clerk Earl Colgan, Sioux Falls, and his family left here in their car on Aug. 19 for Janesville, Wis. They planned to take the ferry trip from Milwaukee across Lake Michigan.

The housing shortage really worked a hardship on Electrician John Maddan and family. Being unable to find living quarters in Sioux Falls, John's wife and daughter have gone to Milwaukee to live with relatives until he locates a home.

Car Foreman Bill Trenkler, Sioux Falls, took his vacation in August, going to Mandan to see what the NP is doing; thence to Marquette and the Mississippi catfish.

Frederick A. Johnston, brakeman on 11 and 22 between Sioux Falls and Canton, enlisted in the Army and left for Highwood, Ill., on July 21.

It was 35 years ago, on July 23, 1912, that Harry M. Kelly put aside his new agent's cap and entered the service as a brakeman. His first trip was from Elk Point to Egan and the fireman was R. V. Manson. On their anniversary this year Harry was the

conductor and Bob the engineer, plying between Sioux Falls and Canton.

Indulging in the great American pastime, that is, taking in ball games, were Engineers White, Romslo and Kruck, and Switchman Miller, all of Sioux Falls, at Chicago on Aug. 1.

Yardmaster J. R. Bankson and family left Sioux Falls on Aug. 2 for a vacation at the Empress Hotel, Victoria, B. C.

Also taking his family for their vacation recently was Eddie Hoellwarth of the Sioux Falls freight office, who traveled to Los Angeles.

COAST DIVISION

Harry W. Anderson, Division Editor

Clara Carotte has sold the old homestead in Puyallup and it almost broke her heart to leave, as it had been her home for many years. However, when she found that it was purchased by a nice young couple who will give the place the care it has been accustomed to, she was greatly relieved.

Leo Jensen of the engineering department spent his vacation in Vancouver and Portland.

Harry Anderson, clerk in the superintendent's office, and wife spent their vacation in California, visiting friends in San Francisco and their son Kenneth in Los Angeles, where he is attending UCLA. Frank McConnell, retired hostler, and wife also made the trip, visiting their many friends there.

Douglas Woodward, steno in the trainmaster's office, is filling the vacancy created when Albert Ireland left us to return to California.

Charles Tusler, assistant division engineer, has been transferred to Seattle. Larry Weams has been appointed to his job.

Ruth Phelps, steno and time draft expert in the superintendent's office, took a vacation, the itinerary of which included Vancouver and the beaches at Ocean Lake, Ore.

Juanita Modglin, assistant superintendent's steno, was notified recently that her father was seriously ill in the hospital at St. Petersburg, Alaska. Before she had completed plans to see him she received the glad news that he was out of danger and improving. He is now well on the way to recovery.

Margery Wise is the new steno in the chief carpenter's office, replacing Lyle Van Winkle, who resigned to take a position with a company in this city.

Roundhouse Clerk Ivan Johnstead has been off for some time on account of illness. It is our sincere hope that he will soon be on the road to recovery.

Pipefitter John Soltis has been in St. Joseph's Hospital for several weeks and Machinist Len Rickett underwent an operation at the Doctor's Hospital. We hope that these boys will be ship-shape before the bowling season starts, as they are both top notch bowlers.

Speaking of bowling, the Milwaukee league bowlers met at the shops on Aug.

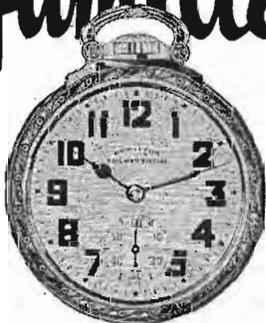


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... 20 Years Ago"**

THAT'S the way older railroad men talk after carrying a Hamilton 992 for many years. And the young fellow with a Hamilton in his pocket carries the touchstone of his future as a rail-roader—evidence of judgment, integrity and dependability.

The fine watch that has made rail-road history for the past 55 years is even finer now with Elinvar *Extra* hairspring. The demand is far greater, too. Deliveries to your watch inspector are made regularly, but the supply is soon exhausted. *Your* new Hamilton 992B may be in the next shipment. Be sure to find out. HAMILTON WATCH COMPANY, LANCASTER, PENNSYLVANIA, U.S.A.

Hamilton



THE WATCH OF RAILROAD ACCURACY

14 to elect officers and formulate plans for the season. I understand that the Milwaukee Bowling League is the oldest in the city.

Ethel Schmidt and Ruth Snyder of the store department, traveling by plane to Los Angeles and Southern California, visited relatives and friends.

The Joint railway employes had a picnic at Offut Lake on Aug. 17. A special train was run for the occasion.

Time Revisor Guy Bell wound up his vacation by visiting his brother in Spokane.

Seattle Yard

F. J. Kratschmer, Correspondent

Engineer J. W. Gallagher was off in July to take care of some repairs around his home. He also touched up his house with a new coat of paint.

Special Agent George B. Walkup went on a week's fishing trip to Beaver Lake, Can., recently.

Painter Joe McManus has been working around Seattle terminal, touching up derricks, turntables and anything else that needed a new coat of paint.

Margaret McNeilly, steno in the assistant superintendent's office, took her annual trip to Canada in August.

Boardman "Mike" Herman Herman took a two-week motor trip to North Dakota to visit with his folks. While back there he also visited friends in the Twin Cities.

The B&B forces under Harry Fordyce made a nice job of revamping the track scales in the yard recently.

Ivan Hawley of the car department spent a pleasant two weeks in July driving around to the various lakes and islands and picking up a few stray trout in the streams.

Your reporter also got the "bug" and spent a week at Twin Lakes, Idaho, visiting with Merle Miley, former Idaho Division brakeman.

Charles F. Doten is the new conductor on the Renton run.

Yardmaster A. L. McDonald attended the western yardmaster's convention in Portland in July. "Mac" is chairman of the western group.

Tacoma

R. A. Grummel, Correspondent

FREIGHT AND PASSENGER DEPOT

Many of the freight office employes motored out to Chief Clerk Powells' ranch at Lake Tanwax on Sunday, Aug. 10, and spent a very comfortable day in boating, swimming and playing games. The usual 57 varieties of delicious food were relished by all, and the deer were peeking around at all corners.

Tommy Norwood, assistant demurrage clerk, is back on his job after helping out on the time revising job in the superintendent's office at Spokane.

Al Goldsbrough, chief outbound revising clerk, has returned from a vacation in Minneapolis, his first trip back there in 20 years.

Claim Clerk Tom Dolle spent his vacation in painting his house.

Willard C. Miller, R. R. Moyles, Gordon Gates and B. A. Dykes of the yard office are enjoying their vacations at present.

Ralph Moyles, ACYC, made a trip to California and other pleasure points.

Tommy O'Dore, our genial ACYC, is availing himself of the GI Bill of Rights and will leave shortly for the East to enter college.

H. W. Montague, our GYM, who helps keep the White Owl Cigar Company in business, told your correspondent recently that the only difference between the NP yard

switching and the Milwaukee's is that we only delay a car now and then and the NP delays all cars. Hope the NP yardmaster, Pete Brewer, doesn't read this.

An orchid to Morris Fairchild, general manager of the Milwaukee Boom, for the good job he has done over a long period of years. By the way, the Milwaukee Boom is booming at the present time. Some 3,000 logs came in during July, (which was only a three-week month, according to tides, etc.) which is in excess of a good many months past. Mr. Fairchild has handled this dump through many trying circumstances. The unloading of the trainloads of logs which come in from the Morton territory and the CC&C are his problem. After the logs are unloaded into the water they must be separated according to species and grade. Each lumber company's logs must be kept separately and this requires constant supervision.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Marcia Ann, six and a half pounds, was born to Mrs. Jewell M. Campbell in Holton, Kan., on July 18. Mr. Campbell is OS&D clerk. He took the next train out for Kansas. Congratulations.

James B. Barnes, retired warehouse checker, was a recent visitor. He and Mrs. Barnes spent their vacation in Vancouver.

Frank and Betty Hertz, watchman and janitress respectively, spent a few weeks visiting in Chicago, their old home. During their time in the East Frank visited his mother in Memphis and Betty visited her brother in Detroit. Their places were filled temporarily by Frank Lowe and Marie Smith.

L. M. Weigand returned to his position as cashier on Aug. 4, after spending four weeks on the sick list.

A baby girl arrived recently at the home of Warehouseman Phelps, on the birthday of her big brother who was a year old on that day.

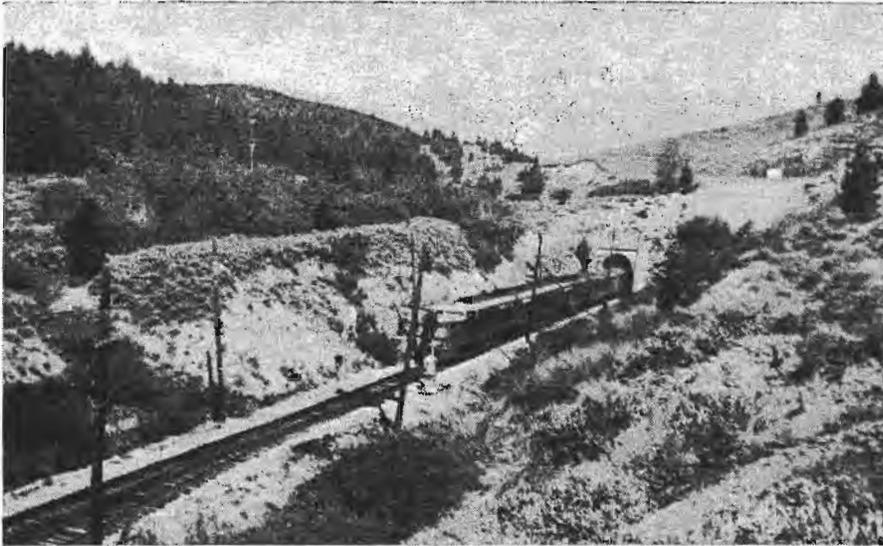
Charles H. Tusler, formerly assistant division engineer, was transferred to the office of the assistant chief engineer at Seattle on Aug. 1. His place in Tacoma has been taken by L. G. Wean.

Charles J. Randall, 61, team track supervisor for the past four years, died in a Seattle hospital on Aug. 4. Mr. Randall came originally from Duluth. He leaves his wife, Margaret, and three children in Seattle and a daughter in Duluth. Our sympathy to the bereaved family.

We are glad to report a visit recently from Edmond Haidys and his wife and daughter. Mr. Haidys is chief rate clerk in Mr. Nich-



NATIONAL SAFETY COUNCIL



George F. Collins of Deer Lodge, Mont., submits the above picture showing the first Olympian Hiawatha to reach the Rocky Mountain Division coming out of Pipestone Pass tunnel and crossing the Continental Divide. "Incidentally," Mr. Collins reports, "the engine was manned by the tallest engine crew on the Rocky Mountain Division—namely, Engineer H. A. Lieb and Fireman F. R. Eggleston." The picture was taken by R. D. Fowler, son of an H&D Division engineer.

ols' office, Chicago, and was vacationing in the Northwest.

Grace Rasmussen, former reclaim clerk and wife of your correspondent, is confined at present to the Providence Hospital with a fractured skull, caused by a fall. She is doing nicely.

Mrs. Bernice Campbell, widow of our former agent, W. H. Campbell, was married on Aug. 9 to Jack Gilmore of Seattle.

Very Tuson spent her vacation in California; Gertrude Deeny at Harrison Hot Springs, B. C.; Blanch Leech in Canada; Mazie Knowels at her home on Lake Stevens; Lavina McHugh at Yakima; Emil Nielson at Lake Winderness.

Bernice and Lillian Wirth left, Aug. 10, in their new Buick for New York. They expected to be away about a month.

H & D DIVISION

West H & D

W. H. Applegate, Division Editor

We didn't have to go far for this news. Adjuster Ray Ellsworth, in this office, and his wife, Adeline, recently became the proud parents of a son, Dennis Allen, born on Aug. 3.

On July 31 the stork brought James Edward Middleton to the home of Mr. and Mrs. Roger Middleton. Assistant Engineer Middleton responded with cigars at the office.

Captain of Police Emmett Burke became a great-grandfather on July 31 when a daughter, Lynne Marie, was born to his grandson and wife, the Jerry Maas of Chicago.

Jack Seiler, chief clerk in the division engineer's office, Aberdeen, and family took a vacation trip to Washington, D. C.

Don Keenan, son of Rules Examiner Jim Keenan and formerly H&D operator, who is attending the University of Minnesota spent his vacation working as relief operator in the Aberdeen dispatcher's office. Regular Operator C. H. Anderson is on vacation at present.

When last seen, Margaret Murray of the roadmaster's office and Florence Johnson of the traffic department office at Aberdeen were headed for Chicago and vicinity on vacations.

At this writing Trainmaster Jakubec and

family are vacationing in the vicinity of Wausau.

We regret to report that West H&D Engineer Clarence Johnson, who recently set out for a west coast vacation, took sick en route and had to return home.

J. M. Mitchellhill, former assistant division engineer, Aberdeen, who left us some time ago to take a managerial position with a Puerto Rican railroad, was a recent visitor in Aberdeen.

The stork delivered a daughter to the home of the Anton Waldts on July 26. Anton is checker at the Aberdeen freight house.

We regret to report the death, Aug. 6, of Ed Hohensee, baggage clerk at Aberdeen for many years. Sympathy is extended to his family.

Yard Conductor George Montague, Aberdeen; completed 40 years' service with the Road on July 4.

The golf champs around the Aberdeen station seem to be Ticket Agent Bill Nye and Agricultural Agent O. G. Clafin, the latter specializing in birdies. What gets us dubs is that Clafin performs his feats of magic with borrowed sticks.

Middle H & D

R. F. Huger, Correspondent

At this writing your correspondent and spouse are leaving for a vacation, intending to take in Coney Island and buy a share of the Bridge. E. Thielke is relieving at Bristol.

Agent W. A. Witte and family, Bristol, are spending their vacation at Lake Marion near Brownston; relieved by Irene Siepkes.

Bud Mayer is back dispatching at Montevideo on third track.

The Fred Mallas crew, which worked for some time in the vicinity of Andover, has bid us farewell and headed for Wisconsin.

East H & D

Martha Moehring, Correspondent

The latest to return from the Black Hills are Mr. and Mrs. Fred Bakke and Mr. and Mrs. Marnel Golie. Going through Hot Springs the men stopped for a dip in the springs and claim they are now ready for another strenuous year of railroading.

Assistant Superintendent Wolf and the Mrs. spent their vacation at their favorite

spot, Moose Camp Lodge near Pactola, and came back full of stories of Berniece's marvelous cooking and hospitality.

The Hi Johnsons have had a delightful visit with their little grandson, "Chappie", who came from Washington, D. C., with his parents, the Ray Chapmans, to get acquainted with his grandparents in Minneapolis.

Among the distinguished visitors here during the Fiesta Days was Superintendent D. T. Bagnell, Minneapolis, who was one of the speakers at the program which was re-broadcast to the South American Montevideo.

Tommy Hanlon of the signal department brought us birthday cake not long ago and so did Special Officer Madden. We appreciate such generosity. It makes a welcome addition to the afternoon saucer of coffee here at the yard office.

Operator John Dangel is enjoying his vacation on the west coast with his family, judging from the communications that come to us from various points. During his absence Ronald Cornell of Bath is holding down the operator's desk.

The "rails" mourn the death of 83-year-old Bertha Sands, who passed away recently after a long illness. During the years that she operated a rooming house in Montevideo she mothered some 30 East End trainmen. Mrs. Sands served meals to her boys up to the time her health became poor several years ago.

LeVere Natzel's gang has been putting in new ballast in the Montevideo yard and we are getting all polished up for another 10 years.

We extend sympathy to William Miller, section foreman at Corona, in the death of his mother recently.

Dispatcher F. W. Harvey is on vacation at this writing and sent us a beautiful post card from Denver. Dispatcher Jap Wik



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EXPLORING NEW HORIZONS IN '47

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WEST COAST WOOD PRESERVING CO.

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spent a part of his vacation at his old haunts in Aberdeen.

Signal Supervisor H. J. Dunn launched his newly finished boat, the Dan O'Leary, during his recent vacation. H. J. is right proud of the little craft, having made every inch of her with his own hands.

Engineer Steve Brophy and his wife have just returned from a nice vacation trip to Denver.

Engineers A. Sansbury and J. C. Dudley recently took their pensions and from now on they'll be fishing, loafing and visiting 'round. We wish them a long and happy retirement.

Leonard Aaro and John Lyddon of Aberdeen have been doing survey work around Montevideo in connection with the ballast program. They have been headquartering in Roadmaster Weiland's office.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Othello and Moses Lake have been working day and night crews to take care of the icing of potatoes from Moses Lake. The peak of the season was reached around July 30, with 92 cars. Through this busy time we ran approximately 50 to 75 cars daily, with an estimate of 2,000 carloads—and that is a lot of spuds. Two to three trains have been operating to Moses Lake daily. The early potato crop this year topped all previous records and we hope for even better next season.

Moses Lake is especially busy. Trainmaster Devlin made it his headquarters for several weeks. Supervisor D. Westover, PFI, who could only qualify as cook in the bunkhouse, is doing a fine job in this line, besides acting as official fire warden.

Foreman Wolk's B&B crew is back on the Bend Oreille line at Ione after several months on the desert around Moses Lake. The bath car in Wolk's outfit was badly burned by a gasoline fire, but no one was injured.

Foreman Parsons is being relieved by Relief Foreman E. W. Prescott of Wolk's gang. At present this gang is working on the bridge at the Plummer Wye. B&B Foreman Warn and crew are building on the west end of the Idaho Division. Foreman Papenfu's concrete gang finished the work at Lind and moved to North Bend, Wash.

Extra gang 959, under General Foreman V. Perrone, completed the rail laying and ballasting in the Plummer vicinity and is now surfacing the freight line between Ewan and Marengo. Section Foreman J. Perrone is working temporarily as foreman on this gang, with P. J. Glavas filling his place in Spokane yard and M. O. Berner working temporarily as relief for Glavas at Manito.

The section forces from Worley, Manito and Gibbs have laid heavier rail on the passing track at Saxby.

Tie renewals have been completed on the POR line, from Dishman to Dalkens and also on the CDA line.

We are happy to report that W. T. O'Reilly, who spent some time in the hospital, is improving at his home.

Mrs. Tom Akcy, manager of the bunkhouse at Malden, has been ill and unable to attend to her regular duties. We are glad to hear that her condition is improved and that she is up and around.

Wallace G. Webster, retired conductor, is back in St. Maries after spending considerable time at the Veterans Hospital; and looking fine, according to reports.

Skimming over Lake Chatcolet, St. Joe River and Coeur d'Alene Lake in their new motor boat are Alice and Curt Krume of St. Maries. Mr. Krume built the boat, turning out a nice job and a boat that rides very smoothly. This is first-hand information, as I have had the pleasure of cruising around the lakes in it.

Roadmaster D. W. Loftus and family of the Iowa Division spent some time with Mr. Loftus' Brother, Roadmaster J. W. Loftus of St. Maries.

Miss Alyce Hearle of the agricultural and mineral development department enjoyed a trip to Seattle and Coast points.

Train Dispatcher R. E. Joyner, the recent winner of a new 1947 Tudor Hudson sedan, says he has been waiting for 35 years to hold a lucky ticket. For a car like that, most of us would be willing to wait, if we knew we'd get one.

George Gaub, retired clerk, drops in frequently to see A. L. Boyd and tells us he has a new Ford car with which he is very pleased.

George McGee, retired conductor, called at the office looking very spry in spite of his 73 (that is what he said) years. C. W. Little, another retired conductor, also dropped in recently, as did E. G. Slater.

After spending several weeks sampling California life and weather, Yard Conductor John Stilz is back on his job.

Curtis E. Weseman, father of Yard Conductor George Weseman, passed away on April 1 at Spokane, following a short illness. No doubt many of the old timers on the I&SM and H&D Divisions will remember him, as he worked as locomotive engineer out of Austin and Aberdeen prior to 1909, when he moved west with his family. A daughter also survives.

Charles Wilson, retired section laborer, Dishman, passed away at Sacred Heart Hospital on July 24. Funeral services were held at the Greek Orthodox Church in Spokane. He was the brother of Section Foreman James N. Wilson of Dishman.

Operator Ray, St. Maries relief, and Horace Wofford, second trick at Warden, are new employes on this division. Operators Newcom and Durkee are both stationed at Plummer Junction at this time.

Relief Section Foreman Leonard E. Weiss relieved Mr. Bradbury at Metaline Falls in July and has now taken over the Rover Section permanently.

Conductor Ralph W. Prosser, who was taken ill suddenly at Deer Lodge on a re-

cent trip over as passenger conductor, is improving rapidly. He was removed to Spokane to recuperate. We are all hoping that Ralph will be up and around soon.

George Covick, former carman on the Spokane rip track, recently employed in the freight house at Spokane, has been called back for carman's duty.

"Shorty" Miller, who returned recently from the Army, resigned his position as coach cleaner on July 28.

Cris Finsand has returned from an extended trip to California. He has been ill for some time and made several trips there for his health. We hope to see him around soon, completely recovered.

Everyone at Othello is pepped up over the prospect of a road straight north to the Pot Holes Dam. The Department of the Interior has started condemnation proceedings for the road and contractors will put it through. It will add new residents to Othello and further support to the railroad.

Explosives are being shipped along with cement to the Pot Holes Dam, which means that they are now constructing the main core. The material in the dam will approximate that in the Grand Coulee Dam.

E. K. Reynolds was absent in July, his wife being in the Deaconess Hospital for an operation. We have good reports on her recovery.

Car Foreman J. H. Barrett was in Seattle recently to see about getting a physician for the Milwaukee Road people at Othello. Mr. Barrett is mayor of Othello.

Several of the carmen who are interested in a mine in Montana are feeling pretty good, as reports on the analysis from the mine are very favorable. If they continue that way, retirement funds will be increased considerably.

TERRE HAUTE DIVISION

Faithorn District

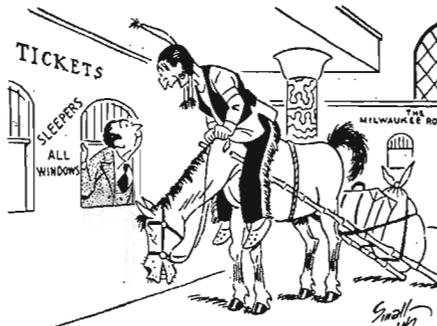
Berniece Sparks, Correspondent

The appearance of our buildings here at Faithorn has changed considerably in the past few weeks. The hotel and the yard office have both been painted. Just to show you the difference it has made, when Art Grote came to work one morning recently he walked right past the yard office. Fortunately someone working out in the yard notified him of his mistake, or goodness knows how far he would have gone.

Kenny Kintner relieved for our equipment maintainer, Jim Wilbur, during his vacation. Max Hootman and Edward Manwaring have been added to the Faithorn force as yard clerks.

Chief Clerk Ivan Carter spent part of his vacation visiting relatives at Bedford.

Word has been received that Switchman Albert E. Ringger died on Aug. 6 in a sanitarium at Joliet, where he had been ill for several months. Our sympathy is extended to his family.



"Naw! Give me berth — just left reservation."

West Clinton Area

Earl H. Lehmann, Correspondent

General Yardmaster R. T. Davis has been using his "Hiawatha" motor scooter to good advantage this summer. For example, Conductor Ditto and Cliff Currie might be over on the west side yelling, with no one able to understand them. "R. T." can ride over, just like that, and see what they want.

Carman John Foncannon visited his son, Lyman, in Wichita recently.

We reported Conductor O. S. Hadden as vacationing in Minnesota. It should have been Virginia. We are sorry.

We are glad to report that Carman Cooper Austin, who has been seriously ill since last spring, is improving.

Conductor W. W. Chambers has remodeled his residence here and it looks like a fine job.

Chief Clerk Homer McCown attended the American Legion convention at Indianapolis in August. He was accompanied by James Perona, postmaster and merchant of Blanford.

Storehelper Joe Presko and wife visited relatives in Chicago recently. Joe, a concrete expert, wanted to see what the sidewalks there were made of. He says "cement".

Operator Albert Gee attended the funeral of his sister-in-law at Worthington in August. His brother is agent for the NYC there.

Yard Clerk B. G. Hewitt came in contact with poison ivy while playing in the American Legion softball league and it has caused him a lot of trouble.

Assistant Car Foreman Carl Reuter and family recently spent several weeks with relatives and friends in Chicago, Wisconsin and Iowa.

Carman Glen Johnson was on the sick list during August.

Assistant Yardmaster F. E. Bush is the

acknowledged champion blackberry picker. After a 10-hour tour of duty he went out recently when it was 100 in the shade and picked six gallons.

Car Inspector Jack Dorfmeier and wife are the happy parents of a fine boy, named Jackie LeRoy.

Conductor and Mrs. Lee Brown are the parents of a son named James Lee, born in July.

Brakeman Charles Corado and wife announced the birth of a daughter in August.

Brakeman and Mrs. Bert Frink became the parents of a boy in August.

Carman F. N. Hunnicutt and wife entertained relatives from Tennessee in August. They had lots of fried chicken, etc.

Conductor and Mrs. S. E. McReynolds had an enjoyable visit in August from their son Darwin's two little boys. Darwin is a yardmaster in Minnesota.

"Boomer" Bill Dowling is braking at present for Conductor Frank Newkirk.

Your reporter and his grandson, Michael, 5, bought Mike's daddy (Assistant Storekeeper Alvin Reed) a lodge pin for his birthday. Could Michael have shared our secret with his dad? Anyway, Alvin did not seem very surprised.

Aggressive wife (to meek little husband, whom she had just raked over the coals for making a fool of himself at a party): "And don't be sitting there making fists at me in your pockets, either!"

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Harry Wahl and his wife celebrated their 43rd wedding anniversary on July 19. From the smile on Harry's face when telling of the happy day, I'd say he's still in love.

Old faithful "Kokomo", John K. Miller, turned up with a bit of news for me as usual. "Kokomo's" daughter is a Girl Scout group leader and planned on a trip to Camp Grey in Michigan during August.

Louie Mendel has been off to put up the hay on his Wisconsin farm. Louie tells me that the bushel of apples he promised me is as good as in the basement now. He has had to put props under all of his trees to keep the branches from breaking, they are that heavy with fruit.

Bob Henningsen, now on pension from Mr. Deviny's office, is enjoying life at Stone Lake, Wis. (address Whitefish Lake, Wis.), where he has a lovely home. Bob has looked forward to this for many years. Glad you have such a grand spot to enjoy, Bob, but we miss you around the office.

Luck was with Brakeman Dwight Young, the night of the Graziano-Zale fight. We had a small pool and Dwight drew number 6—lucky 6, if you remember.

Can you top this? Brakeman Ben Smith hasn't enough painting to do at home with a house 46 feet high and, so he won't get out of practice, has painted the complete top

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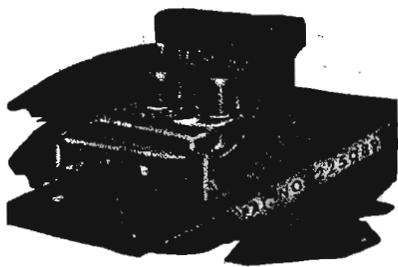
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part of our house for us. Can't figure it out myself, unless it is some of mother's good cooking or the hammock in the back yard and the iced tea when he is through painting. Or maybe Ben just likes to work.

We extend our sympathy to Ed Smith and family—Mrs. Emma Smith passed away in August after many years of illness. She leaves her husband and three sons and one daughter living. Ed and Emma didn't have things too easy but they always had plenty of friends. Even when Emma was ill for so long she could always smile and be pleasant.

Believe it or not, Bill "Bud" Hillebrand, Jr., second trick leverman at Cragin tower, finally got a day off and drove to Dubuque with his mother. They picked up his sister Julie, who had been vacationing.

While I was off from work due to an injury my Aunt Esther and Uncle Ed Mc Gillin visited our home, from Philadelphia. Even though I had a tough time of it, I had the most wonderful visit with the folks anyone could ask for. The last time I saw my aunt I was just five years old, so you can imagine how glad I was to see her and my grand new uncle. One evening Ben Smith and his conductor, Herman Rhode, came down to see us and we had a real evening, moving pictures and all. Yes, that new member in our family is also a railroad conductor, but Uncle Ed works for the Pennsylvania, out of Philadelphia.

Happy news. Our curly redhead got married in June and to a very lovely girl. Our boy is Bruce Bishop of Mr. Deviney's office. Lots of luck in that beautiful new trailer home you have.

What's this? Howard Lawrence seems to have had a vacation in the first part of August. At least, Tommy Fenan was working in his place.

Edith Keeley has been off for some time now under doctor's care but from reports, is doing nicely. Edith is our regular telephone operator at Galewood.

Ethel Novak, night telephone operator at Galewood, is now home to friends after a stay at the Edgewater Hospital.

Almost missed the issue, but she got here just in time. A baby girl arrived at the Harvey Riedel home around 10 o'clock the evening of Aug. 13. The Riedels have three boys in addition to Bonnie Joy.

Evie and Glenn Phillips finally had to move and store their furniture, and we are still hunting a place for them to call home. Do you know of any place? If so, please get in touch with Glenn through the Galewood crew director.

Joe and I celebrated our 11th anniversary on Aug. 23. They surely have been 11 happy years.

Congratulations and wishes for a happy future are extended to Ray Quillinan and his bride Dolores. They were married on Aug. 1 and took a trip around the lake for a honeymoon.

Western Avenue

T. A. Finan, Correspondent

Dominick Rizzo of the track department retired on July 15. Dominick has served as janitor at Western Avenue, Pacific Junction and Hermosa for years. As a means of expressing their appreciation, his many friends presented him with a handsome watch and chain. We hope it will mark off many hours for Dominick in the years to come.

Switchman Carl Barclay has retired, due to ill health. We hope that the rest will benefit him greatly, as he has a host of friends who are all pulling for him.

We hear that there is an addition to the family of Switchman Dick Willmer.

Our sympathy to Yard Clerk E. Kummars on the death of his wife recently.

Switchman George Evans was called to Merrill, Wis., recently on account of the death of his father.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

Took myself up Gallatin Canyon recently for a picnic dinner with a lot of other folks who had the same notion. On the way up stopped at Gallatin Gateway Inn just to see what I could see and first out was Manager Dan Young, right on the job, as usual. After a look around showing off to the friends who accompanied me, on we went up Karst Camp way. Everything was just as beautiful as always, Mother Nature outdoing herself in the wild flower line and fishermen by the hundred standing waist deep in that wild tumbling lovely river for which the canyon is named. After eating—well, all I could eat, on the homeward trip we stopped at the Inn again to see the flower garden and almost got lost in the tiger lilies. Never saw such a flower garden; had a notion to borrow a pair of scissors and help myself. Mrs. Scandrett was a guest and certainly looked as though she was enjoying her stay.

Walter Osterholm, agent at Piedmont, is in the hospital at Butte at the present time.

Leo Eroes died at his ranch home near Three Forks on July 20. Mr. Eroes was foreman of the RM Division trolley crew for about 20 years. He was born in Chicago and came here about 30 years ago. He was a veteran of World War I and had lived here since that time. He is survived by his wife and a step-daughter and step-son.

Mr. and Mrs. Bryson Lausch of Seattle are the proud parents of a daughter, born Aug. 13, which makes Boardman W. H. Merrill a grandpa for the first time.

The wedding of Miss Pat Palmer and Arthur Jersey, Jr., took place in Livingston on Aug. 2. Pat is the daughter of Mr. and Mrs. Palmer, near Big Timber and was a teacher in the Harlowton High School the past year. Mr. Jersey is the oldest son of Arthur Jersey, retired roadmaster, now of

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Tosten. He was in the armed forces for several years and for the past two years has been in engine service on the Rocky Mountain Division. We extend our best wishes to the young couple.

One of the outstanding floats in the annual pioneer trails celebration held the last of July was that of the Milwaukee Women's Club here. It was a coach and so like one on the Olympian Hiawatha standing nearby that it is a wonder the passengers did not think they were being left behind. Number 16 was held 20 minutes to see the parade, which was a very attractive and colorful affair.

A death of a well known former main line man was that of Passenger Conductor James Toy, who passed away suddenly at his home in Great Falls on July 20. Mr. Toy was freight conductor on the main line for 20 years but went to Great Falls where he had a passenger run between there and Harlowton. He is survived by his wife and four children, to whom our sympathy is extended.

Among other lucky people in the city, I received a gift box of great big red sweet cherries from the John Smeltzer orchards, near Big Fork on Flathead Lake. They are most delicious and we look forward to next season. Well, so do a lot of others, too.

Engineer and Mrs. H. Lieb have sold their nice home here to Conductor Charles Adams. Mr. and Mrs. Lieb were among the early Three Forks residents and will be missed, as we understand that they will move to Seattle to make their home near their son, Dr. Charles Lieb.

Mr. and Mrs. Owen Gosnell were in San Francisco for a month, at the convention of the B. of L. F. and C., Mr. Gosnell as a delegate. Mrs. Charles Guiot was a delegate to the ladies' Auxiliary.

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

Northern Montana

Pat Yates, Correspondent

Agent Delbert Flock, Coffee Creek, retired after 34 years of service. He opened Coffee Creek when the railroad came north and had the agency since Oct. 20, 1913. Mr. and Mrs. Flock have a cabin at Big Fork on Flathead Lake and are really enjoying their retirement.

R. M. Hale, roadmaster here for quite a number of years, was promoted and transferred to Butte. A stag party was given for him, with a dinner at the Burke Hotel. He was also presented with a Parker 51 pen and pencil set. Relieving Mr. Hale here is Roadmaster T. A. Spatafore, from Missoula. Engineer Otto Davey is in the hospital, recuperating from an appendectomy.

Roundhouse Foreman Art Keeler and Mrs. Keeler are back from a vacation spent with Mr. Keeler's family in Portland.

Floyd Damschen, water service man from the main line, bid in the water service job at Lewistown left vacant by Otto Blatter, now retired, who had the job for many years. Mr. Damschen is no stranger to us, having started out in Lewistown.

We are sorry to report the sudden death of Conductor J. J. Toy, known to everyone here as Jimmy. Conductor Toy started his railroading on the Milwaukee in April, 1908, working on the main line; then on the Northern Montana. Jimmy will be greatly missed by those who knew him. I never met him when he didn't have a smile or some little joke to tell. It made him happy just to see other people happy and laughing.

Engineer William Bratz is home, after spending several weeks in the hospital. We are all looking forward to his return to work.

Engineer Joe Mondloch is back on the job, after spending about a month in the hospital with pneumonia.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent

Funeral services were held early in July for Mrs. Della Judd who died while visiting in New Smyrna, Fla. She was the mother of Engineer Ralph Judd and Mrs. John Wagner, wife of machinist helper, and grandmother of Fireman D. K. Judd.

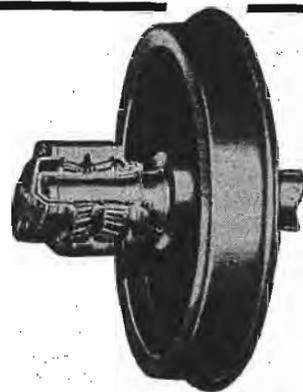
Joseph Calhoun, an engineer on the Iowa Division for many years before his retirement several years ago, died at his home in Perry in July. He had been ill for several months.

Joseph Poole, retired section foreman, died at the home of his son, Foreman D. R. Poole at Bayard, in July. He was also the father of Mrs. Clark Lewis, wife of relief agent. Mr. Poole had worked for the Milwaukee for many years, retiring in 1935.

Six new engineers are running into Council Bluffs, although they will most likely be

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on the left hand seat of the cab for some time. The group consists of Charles Rankin, Kenneth Hunt, Dale Taylor, Charles Stout, Howard Finley and E. A. Miller. The examinations were given by the train rules examiner and Traveling Engineer Phleger.

Traveling Engineer J. T. Phleger has a new grandson, a boy being born recently to his daughter, Mrs. Nath of Waterloo.

Stephen Swanson, born recently to Mr. and Mrs. Robert Swanson of Eagle Grove, is the new grandson of Conductor Homer Johnson.

A daughter, born in Grass Valley to Mr. and Mrs. Roger Snipe, is Engineer J. Snipe's first grand-daughter.

Mrs. Delbert Baldwin, wife of a clam shell operator, died at the family home in Perry the latter part of June.

George Pantier, who worked in the car department for many years, died of a heart ailment after a long illness.

In the home of Switchman McMahon two deaths were reported recently; Mrs. McMa-

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hon's mother died two months after the death of her husband.

Conductor Lee Tolbert, who has been making his home in Omaha since his retirement, suffered a stroke in July. He was treated at a hospital and later returned to his home.

Conductor Carl Vodenik now answers to the call of "grandpa". A boy was born recently to his son Homer and wife.

Kathy Heard, little daughter of Mrs. June Heard, agent at Rembrandt, entered a baby beauty contest recently and was awarded second prize.

"Thomas Francis" is the name which Fireman F. T. Conners and wife gave to their new son, born at the Perry Hospital in June.

This year Assistant General Yardmaster E. E. Banyard's vacation was of special importance as he and Mrs. Banyard went to Brigham, Utah, to make the acquaintance of their first grandchild.

Recently returning from San Antonio, Tex., were Henry Hansen, locomotive department employe at Council Bluffs, and wife. They spent their vacation visiting their daughter Adeline and getting acquainted with their first grand-daughter.

Engine Foreman Roy Michael, Sr., is again "grandpa". Robert Michael is father of a baby girl, born July 25.

Howard Loper was recently appointed second trick yardmaster, Earl Hannum being appointed third trick yardmaster. L. E. (Red) Underwood is now relief yardmaster here in the terminal.

The car department bids a hearty welcome to new employes Joe Elonich and Leroy Lake, coach cleaners. Leroy is the son of Air Brakeman Max Lake, a Milwaukee Road employe for many years. Other new employes welcomed are Patrick Daeges, carman helper, and Laborer Kenneth Lewis.

Congratulations are extended to Eugene Boatright, an employe in the freight house, and Mrs. Boatright for the arrival of a young "miss" on July 19. Pamela Ann is the Boatright's first child.

Max Eckert, an employe in the store department, has been seriously ill for some time. He underwent a major operation at an Omaha hospital but we understand he has improved considerably. We all wish him a speedy recovery.

Details of the wedding of Miss Virginia Jacobsen and Capt. Harold Grossmann of Palisades Park, N. J., in Berlin, Germany, have been received by the bride's parents, Car Inspector and Mrs. Nels C. Jacobsen of Council Bluffs. The ceremony was performed on May 24 and a reception was held at the Wannsea Officers Club, after which they had a 30-day honeymoon in Belgium, Holland, France and on the Riviera. Brig.

Gen. C. E. Ryan, the bride's boss, gave her in marriage. Virginia worked for the war department in Omaha before leaving in January, 1946, for Berlin, where she is a secretary.

East End

Benjamin P. Dvorak, Correspondent

Vacations are in order at the Cedar Rapids ticket office. Second Trick Operator J. R. Allen and Third Trick Operator R. F. Johnston have returned from theirs and Yours Truly is on his vacation as this is written.

There were two changes in the office personnel of Division Engineer Whitford at Marion in July. Joy Strong, who served as chief clerk for a number of years, severed his connection with the Road and Clifford R. Taylor resigned as secretary-clerk. Both of them are planning to go into business, operating Karmel Korn shops. Joy has not announced his location but Clifford is opening in the Denver business district.

Vern M. Reichert has succeeded Joy as chief clerk. Vern has had many years of experience with the Road in various departments. His last position was that of OS&D clerk in the Cedar Rapids freight office.

Katherine M. Gohmann, formerly of the Kansas City Division, is occupying the position vacated by Clifford. She left the position of stenographer-clerk to Chief Clerk John W. Sowder, office of superintendent at Ottumwa. Katherine was the KC Division correspondent of the Magazine at Ottumwa for 20 years.

Assistant Engineer O. W. Lundquist and family left recently for Yellowstone National Park and Terry, Mont., for a vacation and a visit with Mr. Lundquist's sister.

E. W. Failor, time revisor, entered Mercy Hospital in Cedar Rapids on Aug. 2, suffering with bursitis.

Recent vacations in the Cedar Rapids freight office: J. D. Feiereisen, switching clerk, and Milo Dlack and Bill Metela, checkers.

Changes in the office personnel: Messenger Dick Seeger on Naval Reserve cruise; Verto Reichert to superintendent's office; Bud Houston taking OS&D; Virgil Dvorak as assistant cashier; Kenneth Freeman took transit clerk; Dave Perkins on expense and car record clerk; Charlie Zobl acting on general clerk job; Gene Houston relieving on vacations.

General Agent F. W. Houston made a trip into Wisconsin the latter part of July, to visit his mother and renew old friendships.

Mr. Claytor, the Boys State governor sponsored by the American Legion, is working for the Milwaukee on the section during summer vacation. Some honor, to have a governor working for us.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Special Officer Ed Warner and family were called to Oakland, Calif., recently by the serious illness of Mr. Warner's mother.

Agent Robert Clark and family spent their vacation at Manitoba, Can., where they enjoyed some excellent fishing.

Mrs. A. G. Atha, wife of our chief dispatcher, and their son Allen spent several weeks with relatives in California.

F. C. Williams, our former agent, his wife and daughter, Mrs. J. R. Anderson of New York City, were called here by the serious illness of Mrs. Williams' mother, Mrs. Hannah Larson, who is now much im-

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proved. Mrs. Anderson, who is a noted singer, delighted her many friends here by singing at the various churches and at other gatherings. Her host of admirers in this part of the country are proud of her progress in the musical world.

Agent W. C. Boyle has that lonesome look since his wife and son Victor left here, Aug. 3, for the West Coast and California, to visit relatives and friends. Mr. Boyle intends to join them there for his vacation.

Conductor Louis Scheffelbein and wife attended the graduation exercises of their son-in-law, John Lohr, on June 15 at Blacksburg, Va. He graduated with honors in chemical engineering at Virginia Polytechnic Institute. They also visited at the home of Louie's brother, Dr. Harry H. Scheffelbein, at Welch, W. Va. With their daughter and son-in-law they also drove to Washington, D. C., where they were guests of Johnny's parents, Mr. and Mrs. George Lohr. While there they visited many places of interest.

Merle Dokken began working as helper at the yard office during vacation time.

Mrs. Helen Hilton, trainmaster's clerk, is taking a three-month leave of absence.

First Trick Car Clerk George Hilton and his wife and daughter Carol Ann spent their vacation at Los Angeles with relatives.

Third Trick Car Clerk Jack Fuller and wife spent two weeks with Jack's parents, Mr. and Mrs. Athol Fuller, at Jefferson, Ia.

Second Trick Car Clerk Larry Hourigan and wife are at present in the Black Hills to take in the "Days of '76" at Deadwood.

Miss Barbara Caldwell, R.N., daughter of J. L. Caldwell, retired yardmaster, was married on July 27 at the Congregational Church at Mobridge to Leo Eugene Shay, Jr., son of Mr. and Mrs. Leo Shay. Miss Patsy Fraher, daughter of Conductor Ralph Fraher, and Mrs. Frances Williams Anderson sang during the ceremony. The bride was attended by her cousins, the Misses Mary Ann, Jane and Nancy Caldwell, with Miss Marcia Bomers as flower girl and Billy Deringer as ring bearer. The groom was attended by his brother Lee. The ushers were James Kuehn, Billy Jay and Robert Lundwall. A reception followed the ceremony, after which the bride and groom left for a trip to the Black Hills. Barbara is a graduate of Mobridge High School,

Ancker Hospital at St. Paul and the Patricia School of Fashion Modeling at Hollywood, Calif. She served as a Western Air Lines stewardess at Los Angeles. Mr. Shay is also a graduate of Mobridge High and of the School of Science at Wahpeton. He is a Navy veteran, with four and half years' service. They are making their home in Mobridge.

Among the out-of-town guests at the Caldwell-Shay wedding were Emil B. Johnson, retired yard conductor, and wife and Mrs. J. L. Dixon of Chippewa Falls, Mr. and Mrs. Homer Martineau of Yakima, Mr. and Mrs. Alreid Kuehn and Mrs. Brandon of Sioux Falls, Miss Lizzie Evenson of Long Beach, Calif., Mr. and Mrs. Eldon Clark of Watertown, S. D., Mrs. Hoen of Webster and James Kuehn of Faith.

Engineer Fred Oeschle and wife are in San Francisco at present, attending the national convention of the Brotherhood of Locomotive Fireman and Engineers, Fred being chairman of the Mobridge local.

Conductor and Mrs. John Hardcastle are sporting a new Chevrolet car and Mickie and her Labrador puppy, Chico, are enjoying some fine rides.

Mrs. Lorraine Hand, Western Union clerk, and son Jerry left on Aug. 13 for a vacation at Buffalo, N. Y.

John Rothman, retired trainmaster of Menominee, Mich., stopped off at Mobridge on a return trip from the west coast for a few days' visit with old friends.

Agent W. C. Boyle and wife enjoyed a visit from Maj. Maynard Booth and wife of Oklahoma, who flew here in their private plane. Major Booth, who was a Jap prisoner for four years, is in the Army Air Corps. Mrs. Booth is also a pilot and took Mrs. Boyle up for her first plane ride. Later Major Booth gave Mr. Boyle and Victor a few thrills in the air.

We extend sympathy to Machinist Helper Lon Green on the death of his wife, Lottie, on July 27 after a lingering illness. Mrs. Green had been a reporter and society editor for the Mobridge Tribune for 25 years and her column, "Lottie's Letter", was enjoyed by many. Besides her husband she leaves two daughters, Mrs. Don Morris and Mrs. Robert, and three grandchildren.

We also extend sympathy to Operator D. E. Goodspeed on the death of his wife at the Bismarck Hospital on June 9. She was taken to her former home at Mott, N. D., for burial. Mr. Goodspeed has been transferred to Miles City.



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We are sorry to lose Engineer and Mrs. Fred Parkinson, who have moved back to Miles City. Mr. Parkinson will take over his run on the new Hiawatha between Miles City and Harlowton.

Mrs. J. O. Willard and Marian, wife and daughter of our trainmaster, spent several weeks at White Sulphur Springs, Mont., visiting Mrs. Willard's brother, Supt. G. A. Wetherell, and his family.

Conductor L. W. Clark, Mrs. Clark and daughter Nancy Gay, accompanied by Mrs. G. H. Twining, left recently for Los Angeles to spend some time visiting relatives. Miss Barbara Stutenroth is taking Nancy Gay's position during her absence.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

Joe Kulischek's new title is "claim clerk". Bill Burfiend left the expense desk to take over the duties of the over short and damage desk.

One of our contract draymen, George Schwanz, met his death on Sunday, Aug. 10, by drowning in the St. Croix River near Stillwater. He was the fiancé of Georgine Sweet of this office and they had planned to marry in the near future. We all share in Georgine's grief.

The heat was really turned on at St. Paul in the first half of August. We had two 104-degree days, two 100-degree days, and with one exception all others were over ninety. Arizona has nothing on us. We need rain badly at present. Our last real rain was on June 26.

St. Paul Traffic Department

Brooksie Burk, Correspondent

Maj. Robert Burns, son of General Agent and Mrs. R. A. Burns, has been transferred from Quantico, Va., to Washington, D. C. After a short leave spent in St. Paul, Robert, his wife and small son will move into or near the Capitol City—wherever the housing situation will permit.

Another "confirmed bachelor" has bitten the dust—maybe weddings are contagious. On Aug. 2, City Freight Agent Jack Maher acquired a lovely bride—a gal he met while

he was in our Duluth office. Sincere congratulations and best wishes to the new Mr. and Mrs.

The Mahers are victims, too, of the "no apartments for rent" situation. Mrs. Maher will remain temporarily in Duluth, in the beautiful home Jack and his father built while he was in Duluth.

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

Oriole M. Smythe, Correspondent

Congratulations to Car Inspector A. B. Olson, married at Minneapolis on July 21.

New arrivals in our employes' families: a baby girl, Paula, at the home of Mr. and Mrs. Joseph W. Nepsha, and a girl at the home of Mr. and Mrs. Walter Doege on July 12; a girl, Beva Kay, to Mr. and Mrs. Kenneth R. Peterson on Aug. 8.

Ella Siegler, personal stenographer, vacationed at Hart Lake in northern Minnesota. Stenographer Lois Barrett has taken a three-month leave.

Assistant Foreman Floyd Manser is confined to Northwestern Hospital. All of us hope for an improvement in his condition.

Gust Johnson, who enjoyed a three-month visit in Sweden, returned to work on Aug. 2.

Andrew P. Johnson, 70, formerly employed as machine operator at Minneapolis wood mill, died suddenly on July 23. He had retired about three years ago after 40 years of service.

**Minneapolis Local Freight and
Traffic Dept.**

Leda M. Mars, Correspondent

Irene Burchard has taken a three-month leave of absence and Vivian Bodine has been assigned to her position.

Vera Friberg has resigned her position at the local freight to resume her duties as housewife.

Wilmot Ray and wife motored to Yellowstone Park, via the Black Hills and Rapid City. They also spent some time visiting at Brainerd.

Larry Johnson and wife drove to Detroit Lakes for a vacation.

Otto Ponzer made his regular trip to New York. There must be some attraction there.

Archie Benolkin visited Seattle and then down to Los Angeles to attend the deaf and dumb convention; also visited friends and relatives.

Mel Forshum of the depot ticket office has been vacationing.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Pearl G. Nee, Correspondent

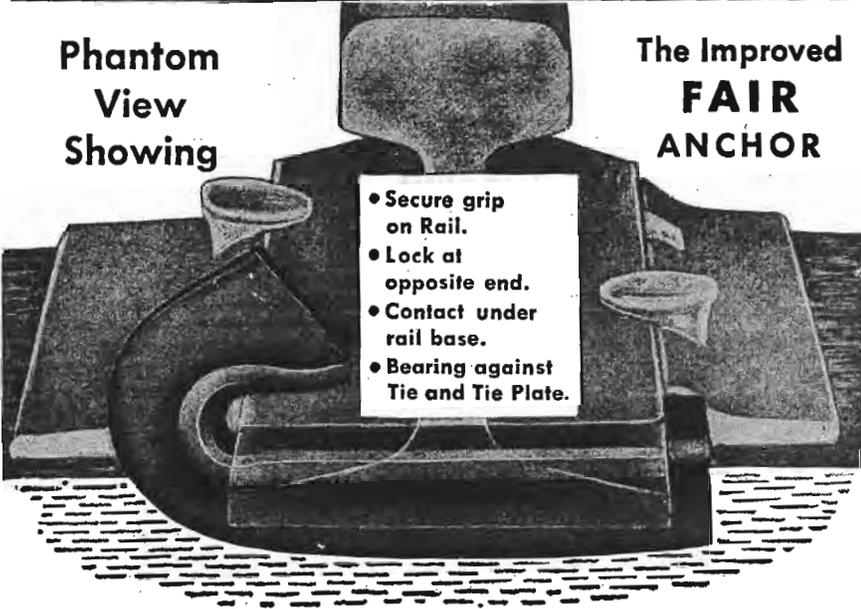
We are sorry to report that the following Wausau employes are hospitalized at this time: John Schultz, engineer; Otto Cleveland, trainman; Steve Schulz, engineer; Charles Harbaugh, engineer; Mike Donovan, conductor; and Del Warner, train dispatcher. Good luck fellows, and we hope you will be back on your respective jobs very soon.

John Brown, chief clerk to the agent at Wausau, and Mrs. Brown spent a week at Honeymoon Lodge on Lake Nokomis, near Heafford Junction.

The children's camps all moving from the North Woods at present remind us of "dear old golden school days".

"Hey," cried Satan to the new arrival. "You act as if you owned the place!"
"I do," came the reply. "My wife gave it to me before I came."

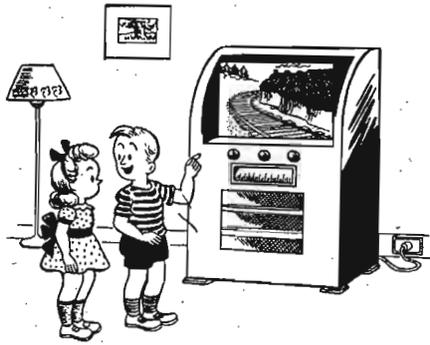
**Phantom
View
Showing**



**The Improved
FAIR
ANCHOR**

- Secure grip on Rail.
- Lock at opposite end.
- Contact under rail base.
- Bearing against Tie and Tie Plate.

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



"Here she comes . . . get ready to wave at the engineer."

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent

George Ballard, at one time a stationary fireman here, paid us a visit recently. He is now a fireman on the L&R Division.

Herbert Schuldt, a carman helper, was recently put up as carman. Car Cleaner Erwin Ruediger was put up in the helper's position.

Donald Bliss is back at the coach yards. He was out at the shops for some time.

Harry Gustapaglia, ex-stationary fireman from the yards, paid us a visit recently. He is now a fireman on the road.

The bowling season is getting under way again and according to Captain Ed Berndt there may be some changes in the line-up this season.

Jim Leiberg, steamfitter helper on the night shift, is going to the Veterans Hospital at Woods, Wis., for treatment of a foot infection which he acquired while overseas with the armed forces.

Fowler St. Station

Mrs. Mickey Doss, Correspondent

Joe Haug was married recently to Carol Ahl, in a ceremony at St. Rose's Church. At the wedding reception the bride's sister, June, and Melvin Seilenbinder announced their engagement.

Back in the office is your ex-correspondent Dorothy Bertha, now Mrs. Robert George Frank.

A surprise wedding was that of Ted Wojtasiak and Cecelia Klamra. They are honeymooning at present on Ted's farm while he recuperates from a recent operation.

House Messenger Edna Grams has a lovely new diamond from her Eugene Hieser and, comes October, that ring will have a companion wedding band.

One just can't omit a note about Ray Gustafson's boy—who turned out to be "Mary."

Another new bundle was delivered recently to Grace Bannon, now Mrs. Crotty.

Our sympathy to the family of Mrs. Dolores Schneider, who died recently. Dolores left the Road when her husband returned from overseas service. An embolism following the birth of her son was the cause of death.

Had visitors in the office recently, in the persons of John Metz, Eddie Bates and Otto Manteufel—all retired to a life of rest and ease.

A special invitation was extended to George Bergler to cross the lake to Ludington and visit some of his Pere Marquette friends. California also seems to be a popular vacation spot. Mike Kurth has some fine pictures he took on the Coast; Emma Steiner is in California at present. George Roessger spent his vacation in Indiana. Beatrice Lang is back, with a beautiful coat of tan, from Denver and Frank Schlosser took off recently to the Black Hills.

Lucille Stowell is back at the office after a month's tussle with "flu." In the warehouse, Ed Franzen and Johnnie Sagadin have returned after long sieges of illness. At this writing Viola Geigel and John Geisler are also on the "sick list."

Home on leave after two and a half years with the Marines in Hawaii, Guam and China, is Kenny Stelzel, former yard clerk. According to his dad, he really did all right with the chopsticks he brought home—that is, until Mrs. Stelzel brought on the jello.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

One of those flower covered cards received by Andy Duffy, review bureau, from Tim and June O'Meara, both former co-workers, told of the birth of Tim, Jr., on July 23.

Patricia Farley, waybill filing bureau, left us, Aug. 23, to prepare for her return to high school—one more year until graduation; also Patricia O'Donnell, for the same reason.

William Kures, who started to work here as a messenger and served three years in the Army, left us, Sept. 2, to study under the GI Bill of Rights. When finished he will be a beautician.

Ben Miles, government rate clerk, spent the week of July 20 in the Alexian Brothers Hospital.

Paul Kirst, itemed last issue, sent us a card from Los Angeles requesting a "thank you" to all for his going away gift.

Earl Alden, machine accounting room, has overcome the housing situation and was married on Aug. 29; the bride, Gloria Gleich. Many friends presented a wedding gift and extended congratulations.

Dr. William Johnson, a rate clerk here many years ago who left to study medicine, called on us, July 23, and shook hands



CARBON AND ALLOY STEEL CASTINGS

A For
Wehr Every
Steel Service

WEHR STEEL CO.
MILWAUKEE, WIS.

Present Day
SAFETY Requirements
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Equipment

LAKESIDE FUSEES

Fill the Bill
SAFE DEPENDABLE EFFICIENT

**LAKESIDE RAILWAY
FUSER COMPANY**
Beloit, Wisconsin

MARSH & McLENNAN

INCORPORATED

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 |

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

| Name | Department or Occupation | Location | No. of tips submitted | |
|--------------------------------|---------------------------------------|--------------------|-----------------------|------|
| | | | Pass. | Frt. |
| Chicago General Offices | | | | |
| Abrams, R. E. | D. F. C. A. | Chicago, Ill. | 1 | |
| Allen, Ray | Adjuster | Chicago, Ill. | 1 | |
| Austerman, F. E. | Asst. Engineer | Chicago, Ill. | 1 | |
| Benson, L. J. | Asst. to President | Chicago, Ill. | 1 | |
| Bloom, Edward G. | Clerk | Chicago, Ill. | 1 | |
| Bost, M. R. | Water Inspector | Chicago, Ill. | 2 | |
| Cark, F. L. | Ch. Clk. Engr. | Chicago, Ill. | 1 | |
| Essig, Gertrude | Car Acctnt. Off. | Chicago, Ill. | 1 | |
| Henley, Wm. M. | Asst. Engr. | Chicago, Ill. | 2 | |
| Karch, Martha | Aud. Capt. | Chicago, Ill. | 1 | |
| Ladewig, Ruth | Expend. Off. Clerk, Pay-master's Off. | Chicago, Ill. | 1 | |
| La Fontaine, Leo. | Asst. Mgr. M.E.B.&M. | Chicago, Ill. | 1 | |
| Langer, F. X. | Trav. Auditor | Minneapolis, Minn. | 1 | |
| Lima, Rose | Clk., Car Acctnt. | Chicago, Ill. | 1 | |
| Little, C. L. | Chief Clerk to Gen. Adj. | Chicago, Ill. | 1 | |
| Lowrie, Geo. H. | Asst. Engr. | Chicago, Ill. | 1 | |
| Lowry, Frank C. | File Clerk, Pres. Off. | Chicago, Ill. | 1 | |
| Lykken, Palmer G. | Adjuster | Chicago, Ill. | 1 | 1 |
| Macina, G. G. | Budget Examiner | Chicago, Ill. | 1 | |
| McCormick, W. D. | Clk., Frt. Dept. | Chicago, Ill. | 1 | |
| McNamee, Patricia | Secy., Legal Dept. | Chicago, Ill. | 1 | |
| Mueller, Marie | Tel. Operator | Chicago, Ill. | 2 | |
| Rezab, J. J. | Trav. Cim. Adj. | Minneapolis, Minn. | 2 | |
| Shemroske, J. A. | Engr. Acctnt. | Chicago, Ill. | 1 | |
| Shortall, E. | Steno.-Clerk, Tax Dept. | Chicago, Ill. | 1 | |
| Stark, W. F. | Clerk, Frt. Aud. | Chicago, Ill. | 1 | |
| Stenge, Richard | Clerk | Chicago, Ill. | 1 | |
| Touhey, A. | Steno., Pay-master's Off. | Chicago, Ill. | 2 | |
| Werner, J. | Station Pass. Agt. | Chicago, Ill. | 1 | |
| West, P. P. | Div. Water Insp. | Terre Haute, Ind. | 1 | |
| Zorn, Frank | Clerk | Chicago, Ill. | 1 | |
| | | | 35 | 1 |

| Chicago Terminals Division | | | | |
|-----------------------------------|------------------|-------------------|---|-----|
| Abrams, N. | Route Clerk | Galewood, Ill. | 1 | 1 |
| Anderson, L. F. | Asst. Div. Supt. | Bensenville, Ill. | 1 | 4 |
| Bishop, N. | Asst. Agent | Galewood, Ill. | 6 | 6 |
| Boeck, H. F. | Chief Clerk | Galewood, Ill. | 4 | 4 |
| Eorman, H. A. | Route Clerk | Galewood, Ill. | 4 | 4 |
| Brown, H. | Rate Clerk | Galewood, Ill. | 1 | 1 |
| Carter, R. | Clerk | Galewood, Ill. | 1 | 1 |
| Connelly, J. | Rate Clerk | Galewood, Ill. | 1 | 1 |
| Cuicci, Alfred | Carman | Chicago, Ill. | 1 | 4 |
| Dyba, T. | Route Clerk | Galewood, Ill. | 4 | 1 |
| Ensor, A. | Rate Clerk | Galewood, Ill. | 1 | 1 |
| Evans, R. | Clerk | Galewood, Ill. | 1 | 4 |
| Ewing, J. J. | Clerk | Galewood, Ill. | 4 | 4 |
| Kerwin, J. J. | Rate Clerk | Galewood, Ill. | 1 | 4 |
| La Salle, Frank | Stower | Chicago, Ill. | 1 | 114 |
| Le Mire, G. E. | Rate Clerk | Galewood, Ill. | 1 | 2 |
| Lemke, E. | Clerk | Galewood, Ill. | 2 | 1 |
| Newquist, F. H. | Carpenter | Chicago, Ill. | 1 | 9 |
| Oesterling, J. J. | Rate Clerk | Galewood, Ill. | 1 | 1 |
| Reimann, B. | Rate Clerk | Galewood, Ill. | 1 | 1 |
| Ronschke, H. E. | Mach. Helper | Chicago, Ill. | 1 | 4 |
| Willison, H. | Asst. Chf. Clerk | Galewood, Ill. | 1 | 4 |
| | | | 5 | 165 |

| Coast Division | | | | |
|-----------------------|------------------------|-------------------|----|---|
| Black, A. G. | Red Cap | Tacoma, Wash. | 2 | |
| Brown, May D. | Steno., Ch. Disp. Off. | Tacoma, Wash. | 1 | |
| Carrotte, Clara | General Clerk | Tacoma, Wash. | 1 | |
| Coble, W. H. | Freight Agent | Lynde, Wash. | 3 | |
| De Guire, C. E. | Clerk | Tacoma, Wash. | 2 | |
| Eshelman, W. M. | Inspector | Tacoma, Wash. | 1 | |
| Fullerton, Ruth | Stenographer | Tacoma, Wash. | 1 | |
| Gleb, Arthur | Chkr., Warehouse | Tacoma, Wash. | 1 | |
| Godsbrough, A. | Clerk | Tacoma, Wash. | 1 | 1 |
| Lackey, A. L. | Ret. Boilermaker | Bellingham, Wash. | 1 | |
| MacDonald, J. C. | Asst. Gen. Supt. | Tacoma, Wash. | 1 | |
| Modglin, Juanita | Stenographer | Tacoma, Wash. | 3 | |
| Muth, L. D. | Steno., Traffic | Tacoma, Wash. | 1 | |
| Oldenburg, Lucille | Clerk | Seattle, Wash. | 1 | |
| Olson, A. W. | Asst. Supt. S&DC | Tacoma, Wash. | 1 | |
| Rasmussen, F. W. | Chief Clerk | Seattle, Wash. | 1 | |
| Rusch, H. | Stenographer | Tacoma, Wash. | 1 | |
| Thompson, W. G. | Conductor | Bellingham, Wash. | 1 | |
| | | | 23 | 1 |

| Name | Department or Occupation | Location | No. of tips submitted | |
|--------------------------------------|--------------------------|----------------|-----------------------|------|
| | | | Pass. | Frt. |
| Dubuque and Illinois Division | | | | |
| Dahmen, Andrew | Mach. Helper | Marquette, Ia. | 3 | |
| Dubmeyer, A. | Cutter | Dubuque, Ia. | | 6 |
| Fisher, Darrell | Carman | Savanna, Ill. | 2 | |
| Fisher, J. H. | Car Foreman | Savanna, Ill. | 1 | |
| Haberbush, J. H. | Clerk | Savanna, Ill. | 2 | |
| Horsfall, C. | Carman | Dubuque, Ia. | | 1 |
| Horsfall, K. | Cutter | Dubuque, Ia. | 1 | |
| Hoyer, Harry | Carman | Savanna, Ill. | 4 | |
| Hoyer, J. E. | Lead Carman | Savanna, Ill. | 2 | |
| Johannsen, Bret | Cutter | Dubuque, Ia. | 1 | |
| Kurt, Francis B. | Clerk | Waukon, Ia. | 14 | 9 |
| Millar, Lucille | Clerk | Dubuque, Ia. | 1 | |
| Minteer, H. C. | Asst. Engineer | Savanna, Ill. | 1 | |
| Oson, E. W. | Chief Dispatcher | Dubuque, Ia. | 2 | |
| Schwartz, L. V. | Div. Storekeeper | Savanna, Ill. | | 2 |
| Smolek, John | Car Inspector | Savanna, Ill. | 1 | |
| Swingley, Charles | Box Packer | Savanna, Ill. | 1 | |
| Unmacht, H. A. | Gen. Foreman | Dubuque, Ia. | 2 | |
| | | | 38 | 18 |

| Hastings and Dakota Division | | | | |
|-------------------------------------|--------------------|--------------------|----|---|
| Anderson, Emil W. | Section Foreman | Marvin, S. D. | 1 | |
| Berg, A. T. | Superintendent | Aberdeen, S. D. | 1 | |
| Helmeke, Gordon | Laborer | Aberdeen, S. D. | 1 | |
| Heiningsen, Dorothea | Steno.-Clerk | Aberdeen, S. D. | 1 | |
| Kane, William J. | Div. Chf. Clk. | Aberdeen, S. D. | 1 | |
| Kaumann, M. L. | Secy. to Solicitor | Aberdeen, S. D. | 1 | |
| Lydson, J. W. | Instrumentman | Aberdeen, S. D. | 1 | |
| Lundberg, A. F. | T. B. M. | Minneapolis, Minn. | 1 | |
| Menzia, Anton | Storehelper | Aberdeen, S. D. | 1 | |
| Mertz, W. G. | Lead Car Insp. | Aberdeen, S. D. | 4 | |
| Morlarty, W. J. | Chf. Clk., Store | Aberdeen, S. D. | 2 | |
| Kasdall, M. S. | Stock Yd. Frmn. | Aberdeen, S. D. | 1 | |
| Schaer, Duane L. | Cashier | Fargo, N. D. | | 2 |
| Seiler, J. J. | Chief Clerk | Aberdeen, S. D. | 1 | |
| | | | 17 | 2 |

| Idaho Division | | | | |
|-----------------------|------------------|-------------------|----|---|
| Allen Blanche M. | Wife of Rdmaster | Spokane, Wash. | 7 | |
| Allen, C. F. | Roadmaster | Spokane, Wash. | 2 | |
| Brochie, F. W. | Capt. o Police | Spokane, Wash. | 1 | |
| Stromberg, N. F. | Work Supervisor | St. Maries, Idaho | 1 | |
| | | | 11 | 0 |

| Iowa Division | | | | |
|----------------------|---------------|---------------------|---|---|
| Manton, Mrs. Thos. | Wife of PFI | Cedar Rapids, Ia. | 1 | |
| McGee, M. W. | Cashier-Clerk | Council Bluffs, Ia. | 1 | |
| Miller, L. J. | Agent | Springville, Ia. | 2 | |
| Nelson, M. H. | Mech. Dept. | Perry, Ia. | 2 | |
| Wenstra, W. W. | Legal Dept. | Omaha, Neb. | 1 | |
| | | | 7 | 0 |

| Iowa and Dakota Division | | | | |
|---------------------------------|----------------------|--------------------|----|---|
| Brown, J. W. | Gen. Agt. URT | Mason City, Ia. | 1 | |
| Entwistle, Jack | Car Repairer | Mitchell, S. D. | 1 | |
| Gal, Albert J. | Chf. Carp. Clerk | Mitchell, S. D. | 1 | |
| Ingraham, W. F. | Spcl. Repr. | Mason City, Ia. | 1 | |
| Kalayian, Dr. D. S. | Co. Surgeon | Parker, S. D. | 1 | |
| Kvidahl, M. B. | Roundhouse Clk. | Sioux City, Ia. | 1 | |
| Macha, Floyd | Section Foreman | Lawler, S. D. | 1 | |
| Moran, Grace | Secretary | Mason City, Ia. | 2 | |
| Murphy, J. M. | Roadmaster | Sioux Falls, S. D. | | 2 |
| Paullin, C. L. | Painter | Mitchell, S. D. | 2 | |
| Schiltz, R. J. | Machinist | Mitchell, S. D. | 1 | |
| Sheldon, M. W. | Fireknocker & Pumper | Sioux Falls, S. D. | 2 | |
| Woonas, J. A. | Section Foreman | Mason City, Ia. | 1 | |
| | | | 15 | 2 |

| Iowa and Southern Minnesota Division | | | | |
|---|-----------------|----------------|---|--|
| Carlson, Martin | Carman | Austin, Minn. | 1 | |
| Golden, A. E. | Section Foreman | Oakland, Minn. | 2 | |

| Name | Department or Occupation | Location | Pass. | Frt. | No. of tips submitted |
|-------------------|--------------------------|-------------------|-------|------|-----------------------|
| Hayes, Albert | Operator | Albert Lea, Minn. | 1 | | |
| Johnson, Charles | Agent-Operator | Sherburn, Minn. | 3 | 1 | |
| Jones, S. O. | Agent-Operator | Hixby, Minn. | | 1 | |
| Lunde, W. H. | Carman | Austin, Minn. | 1 | | |
| Olson, Mrs. H. L. | Wife of Agent | Brownsdale, Minn. | 3 | | |
| Olson, Helen | Daughter of Agent | Brownsdale, Minn. | 2 | | |
| Wood, George L. | Car Foreman | Austin, Minn. | 1 | | |
| | | | 14 | 2 | |

Kansas City Division

| | | | | | |
|------------------|-------------------|------------------|---|---|--|
| Bowen, Nell | Steno.-File Clerk | Ottumwa, Ia. | 1 | | |
| Crane, Beulah | Tracing Clerk | Kansas City, Mo. | 1 | | |
| Dornis, Clyde | Loco. Engineer | Ottumwa, Ia. | 1 | | |
| Farley, L. M. | Chief Carpenter | Ottumwa, Ia. | 1 | | |
| Gohmann, K. M. | Steno.-Clerk | Ottumwa, Ia. | 2 | | |
| Oots, Mrs. L. V. | Wife of R. H. F. | Ottumwa, Ia. | 1 | | |
| Sowder, J. W. | Chief Clerk | Ottumwa, Ia. | 2 | | |
| | | | 9 | 0 | |

La Crosse and River Division

| | | | | | |
|--------------------|-----------------|------------------|----|---|--|
| Bezovsky, Leo C. | Shop Supervisor | La Crosse, Wis. | 1 | | |
| Blanchfield, E. O. | Cashier | Merrill, Wis. | 1 | | |
| Douglas, W. D. | Carman | La Crosse, Wis. | 1 | | |
| Fick, John L. | Laborer | Tonah, Wis. | 1 | | |
| Frazier, I. L. | Gate Clerk | Merrill, Wis. | | 1 | |
| Frye, M. J. | Chief Clerk | Merrill, Wis. | 1 | | |
| Ruder, George | Warehouse Frmn. | Merrill, Wis. | | 1 | |
| Ruder, William | Yard Clerk | Merrill, Wis. | | 1 | |
| Ruprecht, D. J. | Trucker | Merrill, Wis. | 1 | | |
| Schaad, Gregory | Trucker | Merrill, Wis. | | 1 | |
| Smith, D. K., Jr. | Chief Clerk | La Crosse, Wis. | 1 | | |
| Steen, A. C. | Chief Clerk | La Crosse, Wis. | 1 | | |
| Sturm, R. A. | Agent | Reeseville, Wis. | | 1 | |
| Sundet, A. O. | Freight Agent | La Crosse, Wis. | 1 | | |
| Voeltzke, F. | Warehouse Frmn. | Wausau, Wis. | 1 | | |
| Wolfe, Iroy F. | Laborer | Tonah, Wis. | 1 | | |
| Wyss, E. | Trucker | Merrill, Wis. | | 1 | |
| | | | 11 | 6 | |

Madison Division

| | | | | | |
|-----------------|------------------|----------------|---|---|--|
| Killian, A. M. | Chief Dispatcher | Madison, Wis. | 1 | | |
| McInteen, J. A. | Clerk | Waukesha, Wis. | 1 | | |
| Neese, Ira | Cashier | Waukesha, Wis. | 1 | | |
| Sloan, E. V. | Telegrapher | Waukesha, Wis. | 2 | | |
| | | | 5 | 0 | |

Milwaukee Division

| | | | | | |
|--------------------|-----------------|------------------|----|---|--|
| Benzing, Henry | Equip. Mntr. | Horton, Wis. | 1 | | |
| Cole, L. W. | Roadmaster | Horton, Wis. | 1 | | |
| Francey, Elenore | Supt.'s Office | Milwaukee, Wis. | 1 | | |
| Grelmke, E. | Section Foreman | Beaver Dam, Wis. | 1 | | |
| Johnson, W. W. | Section Foreman | Horton, Wis. | 2 | | |
| Krummel, W. J. | Car Foreman | Hacine, Wis. | 3 | | |
| Kuhaupt, Gordon | Trackman | Horton, Wis. | 1 | | |
| Leitz, A. F. | Trackman | Horton, Wis. | 1 | | |
| Marx, Earl M. | Trackman | Horton, Wis. | 4 | | |
| Muenchow, Gordon | Warehouseman | Horton, Wis. | 1 | | |
| Somers, Mrs. W. E. | Wife of Ydmster | Hockford, Ill. | 1 | | |
| Whitby, H. E. | Misc. Clerk | Horton, Wis. | 3 | | |
| Willers, J. H. | Section Foreman | Horton, Wis. | 1 | | |
| | | | 21 | 0 | |

Milwaukee Terminals

| | | | | | |
|--------------------|--------------------------|-----------------|---|----|--|
| Chuberton, E. | Car Inspector | Milwaukee, Wis. | 1 | | |
| Kalacinski, C. | Load Inspector | Milwaukee, Wis. | | 7 | |
| Keller, E. A. | Chief Clerk | Milwaukee, Wis. | | 2 | |
| Pritzlaff, Elsa M. | Clk., Tel. & Sig. | Milwaukee, Wis. | 1 | | |
| Rieboldt, F. C. | Ret. Foreman | Milwaukee, Wis. | 2 | | |
| Spende, J. V. | Station Force | Milwaukee, Wis. | | 1 | |
| Weber, A. R. | Clerk, Roadmaster's Off. | Milwaukee, Wis. | 1 | | |
| Wilkommen, Edw. | Blacksmith Hipr. | Milwaukee, Wis. | 2 | | |
| | | | 7 | 10 | |

Miscellaneous & Off Line

| | | | | | |
|-----------|--------------|-----------------|---|---|--|
| Redes, R. | Tracer Clerk | New York, N. Y. | 2 | | |
| | | | 2 | 0 | |

| Name | Department or Occupation | Location | Pass. | No. of tips submitted |
|--------------------------------|--------------------------|--------------------|-------|-----------------------|
| Rocky Mountain Division | | | | |
| Aleson, C. L. | Special Officer | Spokane, Wash. | 1 | |
| Allen, Eurma | Steno.-Clerk | Butte, Mont. | 2 | |
| Kester, R. C. | Clerk | Lewistown, Mont. | 1 | |
| Larson, Walter N. | Car Inspector | Great Falls, Mont. | 1 | |
| Newbury, M. | Clerk | Lewistown, Mont. | 1 | |
| Peterson, A. M. | Operator | Lewistown, Mont. | 1 | |
| Storror, Mae | Steno.-Clerk | Butte, Mont. | 2 | |
| Zahradka, W. J. | Chief Clerk | Butte, Mont. | 1 | |
| | | | 10 | |

Seattle General Offices

| | | | | | |
|-----------------------|-------------------------------|----------------|----|--|--|
| Browne, Myrtle | Auditing | Seattle, Wash. | 1 | | |
| Brundage, W. W. | C. F. A. | Seattle, Wash. | 1 | | |
| Carmichael, D. S. | Chf. Clk., AGA | Seattle, Wash. | 2 | | |
| Fowler, Ruth E. | Milw. Land Co. | Seattle, Wash. | 1 | | |
| Hale, W. E. | Asst. Lbr. Agt. | Tacoma, Wash. | 1 | | |
| Henderson, Edna | | | | | |
| Mae | Steno., GAFD | Seattle, Wash. | 2 | | |
| Horak, Agnes | Clerk | Seattle, Wash. | 2 | | |
| Hurlbut, C. G. | A. P. C. A. | Seattle, Wash. | | | |
| Jackson, Mary E. | Clerk, Frt. Clm. Dept. | Seattle, Wash. | 2 | | |
| Jensen, Betty | Auditor's Office | Seattle, Wash. | 3 | | |
| Lyons, Leonard D. | Spl. Supervisor | Seattle, Wash. | 1 | | |
| Mahoney, John S., Jr. | Chf. Clk., GAFD. | Seattle, Wash. | 1 | | |
| Mankey, D. T. | Asst. Treasurer | Seattle, Wash. | 1 | | |
| McFadden, V. R. | Trav. Jt. Fac. Acct. | Seattle, Wash. | | | |
| McGallard, S. O. | Investigator, F. C. Dept. | Seattle, Wash. | 4 | | |
| Mumford, E. H. | Stenographer | Seattle, Wash. | 1 | | |
| Mumford, M. C. | Chief Clerk | Seattle, Wash. | 1 | | |
| Rathon, H. E. | Struct. Draftsman | Seattle, Wash. | 1 | | |
| Robinson, H. A. | Secy., AGFA | Seattle, Wash. | 1 | | |
| Sanders, R. C. | G. F. A. | Seattle, Wash. | 3 | | |
| Smith, L. W. | Ret. Asst. Supt., Tel. & Sig. | Seattle, Wash. | 1 | | |
| Stoll, E. J. | Asst. Ind. Engr. | Seattle, Wash. | 2 | | |
| Strassman, J. N. | Accounting | Seattle, Wash. | 2 | | |
| Walla, Ruth | Secretary | Seattle, Wash. | 1 | | |
| | | | 35 | | |

Superior Division

| | | | | | |
|----------------|-------------------|----------------------|---|--|--|
| Brennan, M. M. | Daughter of Supt. | Green Bay, Wis. | 1 | | |
| Kasten, Harry | Signal Maintainer | Iron Mountain, Mich. | 1 | | |
| McGregor, Earl | M. M. T. Co. | Green Bay, Wis. | 1 | | |
| Neveu, J. J. | Chief Clerk | Menasha, Wis. | | | |
| Praugh, N. T. | Truck Disp. | Green Bay, Wis. | | | |
| | | | 3 | | |

Terre Haute Division

| | | | | | |
|-----------------|------------------|-------------------|---|--|---|
| Bailey, Patrick | Teleg. Operator | Terre Haute, Ind. | 1 | | |
| Brough, Leo | Carman | Terre Haute, Ind. | 1 | | |
| Daniels, B. E. | Asst. Div. Engr. | Terre Haute, Ind. | | | 2 |

Trans-Missouri Division

| | | | | | |
|--------------------|--------------------|--------------------|----|--|---|
| Bankey, Mervin | Mach. Helper | Miles City, Mont. | | | |
| Bennett, H. P. | Chief Clerk | Roundup, Mont. | 1 | | |
| Boggs, Russell | Counterman | Miles City, Mont. | | | 1 |
| Brady, James W. | Asst. Time Rvsvr. | Miles City, Mont. | 6 | | |
| Child, M. H. | Section Foreman | Bucyrus, N. D. | 1 | | |
| Dimick, G. F. | Agent | Isabel, S. D. | 1 | | |
| Geelhart, H. M. | Roadmaster | Roundup, Mont. | 4 | | |
| Hilleman, R. A. | Brakeman | Miles City, Mont. | 2 | | |
| Kirchoff, L. R. | Supt.'s Secy. | Miles City, Mont. | 2 | | |
| Lindow, H. A. | Ret. Store Dept. | Miles City, Mont. | 1 | | |
| Lueder, Mrs. O. C. | Wife of Sec. Frmn. | Mahto, S. D. | 2 | | |
| Manley, A. F. | Roadmaster | Mobridge, S. D. | 1 | | |
| McLarray, R. F. | Store Laborer | Miles City, Mont. | 1 | | |
| Peterson, Oscar | B&B Carpenter | Miles City, Mont. | 1 | | |
| Reveling, O. O. | Conductor | Miles City, Mont. | 1 | | |
| Schueler, E. A. | Machinist | Mobridge, S. D. | 1 | | |
| Show, Oliver | Section Foreman | Timber Lake, S. D. | 2 | | |
| Slamp, H. L. | Div. Storekeeper | Miles City, Mont. | 1 | | |
| Tarpo, N. | Section Foreman | Miles City, Mont. | 3 | | |
| Taylor, R. W. | Asst. Sec. Sdkman | Miles City, Mont. | 1 | | |
| Tripp, M. A. | Agent | Narmarth, N. D. | 1 | | |
| Wanneho, A. M. | Conductor | Miles City, Mont. | 1 | | |
| Warner, E. H. | Police Dept. | Miles City, Mont. | 1 | | |
| | | | 36 | | |

Traffic Tips Reported During July, 1947

| Division | Pass. Tips | Freight Tips | No. of Tips Per 100 Employees |
|---------------------|------------|--------------|-------------------------------|
| Seattle General | 35 | 4 | 22.2 |
| Chicago Terminals | 5 | 165 | 5.2 |
| Dubuque & Illinois | 38 | 18 | 3.3 |
| Trans-Missouri Div. | 36 | 2 | 3.1 |
| Iowa & S. Minnesota | 14 | 2 | 1.7 |
| Milwaukee Division | 21 | ... | 1.6 |
| Coast Division | 23 | 1 | 1.5 |
| Chicago General | 35 | 1 | 1.4 |
| Idaho Division | 11 | ... | 1.3 |
| Hastings & Dakota | 17 | 2 | 1.2 |
| La Crosse & River | 11 | 6 | 0.7 |
| Iowa & Dakota | 15 | 2 | 1.0 |
| Rocky Mountain | 10 | ... | 0.9 |
| Terre Haute | 2 | 12 | 0.9 |
| La Crosse & River | 11 | 6 | 0.7 |
| Superior Division | 3 | 3 | 0.7 |
| Madison Division | 5 | ... | 0.6 |
| Iowa Division | 7 | ... | 0.5 |
| Milwaukee Terminals | 7 | 10 | 0.3 |
| Miscellaneous | 2 | ... | 0.1 |
| Twin City Terms | ... | ... | ... |
| TOTALS | 306 | 228 | 1.5 |

Auditor of Station Accounts and Overcharge Claims Office

Carmen Wald, Correspondent

Eugene C. Fraser, retired traveling auditor, passed to his eternal rest on Aug. 10. Mr. Fraser was born at Portage, Wis., but had been a resident of Milwaukee for many years. He started with the Road in station service on Jan. 2, 1897, and always gave generously of his time and energy. In 1917 he joined the traveling auditor's staff and served on it until Oct. 1, 1944, when he retired on account of ill health. His death is mourned by a host of friends, who will miss his golden friendship and experienced advice. His widow, Hazel, son Donald and daughter Marjorie survive.

Scotty Milton left us on Aug. 11 to seek a new trade. Scotty, now with the Paramount Die & Casting Company, had been employed here since August 23, 1938. All his friends wish him the best of luck.

The beautiful diamond Marge Dittberner now wears on the third finger of her left hand was presented to her by Don Ostien on July 25.

The beautiful north woods gives many of the masters of the rod and reel something to talk about.

George Aff did some early fishing at Maywood, Wis.

A. J. Frandsen didn't mention the results of his fishing trip at Crivitz Lake.

Mr. and Mrs. W. P. Heuel and family occupied a cabin at Crivitz Lake, accom-

panied by Mr. and Mrs. Kraebber. Both families enjoyed their fishing skill and brought home a carload of fish (says Mr. Kraebber).

Jack Vraney and family relaxed in the forest country of the north woods.

Catherine Haupt says there are plenty of fish for all at Birchwood, Wis. Cathy enjoyed a fishing trip with her father.

Mary Jane Corbett had a pleasant vacation at Duluth and Superior.

Eleanor Harrer vacationed in New Mexico, where she visited Vera Snapp Moffett, a former Milwaukee Road employe.

Oscar Jensen's mother and dad returned, July 26, from a two-month visit to Denmark, their native country. Mr. and Mrs. Jensen went to New York to greet them.

Harold Goodstein and family took their long-planned trip to Los Angeles.

The sun was over-generous to our little brown girl, Margaret Staub, who sun bathed along the shores of Lake Michigan.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

There have been some changes recently in the city ticket office. Cashier Harry Hauser has taken a three-month leave of absence and gone to Long Beach, Calif. for his health. Heinz Reupert has taken Harry's place and Francis Seibel is assistant cashier.

Bernice Murphy and Roy Huntsman, from Walter Keller's office in the Union Station, are now in the city ticket office.

Bernice Monahan, of the reservation bureau, is back after a leave and is again in good health.

City Freight Agent James W. Slattery, general agents' office, Chicago, had a sudden heart seizure and died at his home on the evening of Aug. 14. Mr. Slattery was born in Chicago on Sept. 22, 1885, and was with the Road for 46 years. He was employed in various capacities at Galewood and Western Avenue and had been city freight agent for the past 15 years. His wife, Elizabeth, and a sister survive. Jim was a conscientious and loyal employe and will be missed by many friends.

When prosperity comes do not use all of it.

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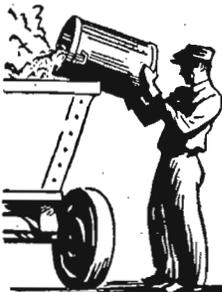
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Mr. Walker scrutinizes an old stone hitching post with the eye of a connoisseur.

a few of these still to be found along the streets in Mankato, relics of the '90s, when the quarries here were in full operation. That led me to thinking I might write a history of the old hitching posts." And here's one of the interesting things about hobbies. As Mr. Walker says, "You never know what you will get into. Next thing I knew, it had 'busted out' into a poem." Of course he called it,

Hobbies and Hitching Posts

WHAT to do after retirement? The experience of retired men can be of value to people who are approaching their later years. Let's consider a typical retired railroad veteran, Daniel E. Walker of Mankato, Minn., who had been with the railroad 53 years before retiring as agent at Mankato 10 years ago. At 81 Mr. Walker keeps up his home, enjoys his car and garden and looks fit as a fiddle.

Retirement can be the springboard to many pleasures for a man who has been on the job 53 years. Mr. Walker's hobbies when he retired were his car and his garden and in the full days ahead he intended to try out another hobby which he had always thought would be a lot of fun.

"If there is something you always wanted to do when you were a kid and never had the chance to try, retirement will provide just that opportunity," Mr. Walker says. "If you don't have a hobby, by all means get one. Don't just sit down and wait for one to overtake you. There are a lot of things that can be done for yourself and for others.

"I have had a lot of fun taking colored pictures. In a recent 'still life' camera contest I submitted one of an old stone hitching post. There are a few of these still to be found along the streets in Mankato, relics of the '90s, when the quarries here were in full operation. That led me to thinking I might write a history of the old hitching posts." And here's one of the interesting things about hobbies. As Mr. Walker says, "You never know what you will get into. Next thing I knew, it had 'busted out' into a poem." Of course he called it,

The Old Stone Hitching Post

*When I recall from the early days
The old gray mare and the span of bays
And other things that bring to the fore
The horse and buggy days of yore,
From out of the past that I loved the most
Stands forth the old stone hitching post.*

*No more do they drive a coach and four,
No more do savages pass our door.
The days are short now, the shadows long,
I hear at dusk a whipporwill's song,
And in the shadows there lurks the ghost
Of a goodnight kiss at the hitching post.*

*In Mankato at the river's bend
There stands a post of another portend.
It marks the place and records the date
When 38 Indians met their fate.
But thoughts veer away from that fierce host
To dwell once more on the old hitching post.*

*Flow on, old river, on to the sea.
Shine on, bright stars, on the land about me.
'Mid storm and strife and 'neath skies of blue
It stands there steadfast, so firm and true
As years roll by, so let's give a toast
In praise of the old stone hitching post.*

Car Accountant's Office

Harry M. Trickett, Correspondent

Evelyn Kuntz resigned from the office to enter training as a cadet nurse about three years ago. She was graduated recently from St. Mary of Nazareth School of Nursing and visited us on July 16.

Calmar Gasmann's son submitted to surgery on July 14 at Wesley Memorial Hospital. It was the seventh operation on his left arm as the result of an injury.

Virginia Palm was entered in the Chicago Times contest for Miss America but was eliminated in the finals.

Emilie Dodovich and Katherine Boyk enjoyed their vacation at Yellowstone Park, stopping at Gallatin Gateway Inn.

Sympathy was extended to Joseph Kowal in the loss of his father on July 28, at Nashville, Ill.

Angela Nixon, who was elected secretary of the Milwaukee Road Womens Bowling League, has announced that arrangements have been made for a bus to pick up the girls at the office each week at 5 p. m. in order to bowl at 5:30.

Carl Denz observed his 35th year of service with the Road on Aug. 1.

Your correspondent and Mrs. Trickett proudly announce the arrival of Charlotte Anne, seven pounds twelve and a half ounces, on Aug. 7 at the Sherman Hospital

in Elgin. We appreciate the many greetings received from office friends.

Shirley Herion of the sorting bureau resigned on Aug. 16 and is going to Boston and other points east.

Loretta Holtfodt was given a bridal shower on Aug. 15 and presented with a tea set. She was married on Aug. 16 and is now Mrs. Mikklisen.

A special award goes to H. H. Kester who, assisted by Officer Williams, effected the evacuation of several girls from our office from a stalled elevator, Aug. 12. It was necessary for them to leave through the roof of the elevator by ladders to the floor above.

I & S M DIVISION

H. J. Swank, Division Editor

Yardmaster Bert Voorhees, Austin, suffered a heart seizure on July 25. He is coming along nicely at home at this time.

Time Reviser Rose Krulish vacationed in the Ozarks during July.

Chief Carpenter's Clerk Ray Hoffman was also on a vacation in July.

Roadmaster Joe Larkoski was confined to the hospital for a week during July but is back to work and feeling fine.

We extend sincere sympathy to the bereaved family of Charles M. Leighton, Sr., former engineer, who died on Aug. 9.

Charlie had been retired since 1941 and had a host of friends on the I&SM.

Special Officer Ira Syck of Austin is on leave of absence and spending some time with relatives in California.

To the boys at Miles City, Art Laefle sends "greetings."

Donald Bednar was appointed to the newly established yard clerk position at Austin, effective Aug. 15.

Rumor has it that Dispatcher Carl Swan, Conductor Bill Smith and John Healy, retired section foreman, have been setting new records at the Osage golf course. Healy says that Smith holds the record for putting the most balls in the creek in one round.

We just came across an item which appeared in the Farmington County Tribune, issue of June 13, reading as follows:

"William Bell, well known retired railroad man here, had a leg amputated at Sanford Hospital. Mr. Bell was injured in a fall recently at the recreational parlor." Bill was operator at Farmington prior to his retirement.

Two little girls, on their way home from Sunday School, were solemnly discussing the lesson. "Do you believe there's a Devil?" asked one.

"No," said the other promptly. "It's like Santa Claus—it's just your father."

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