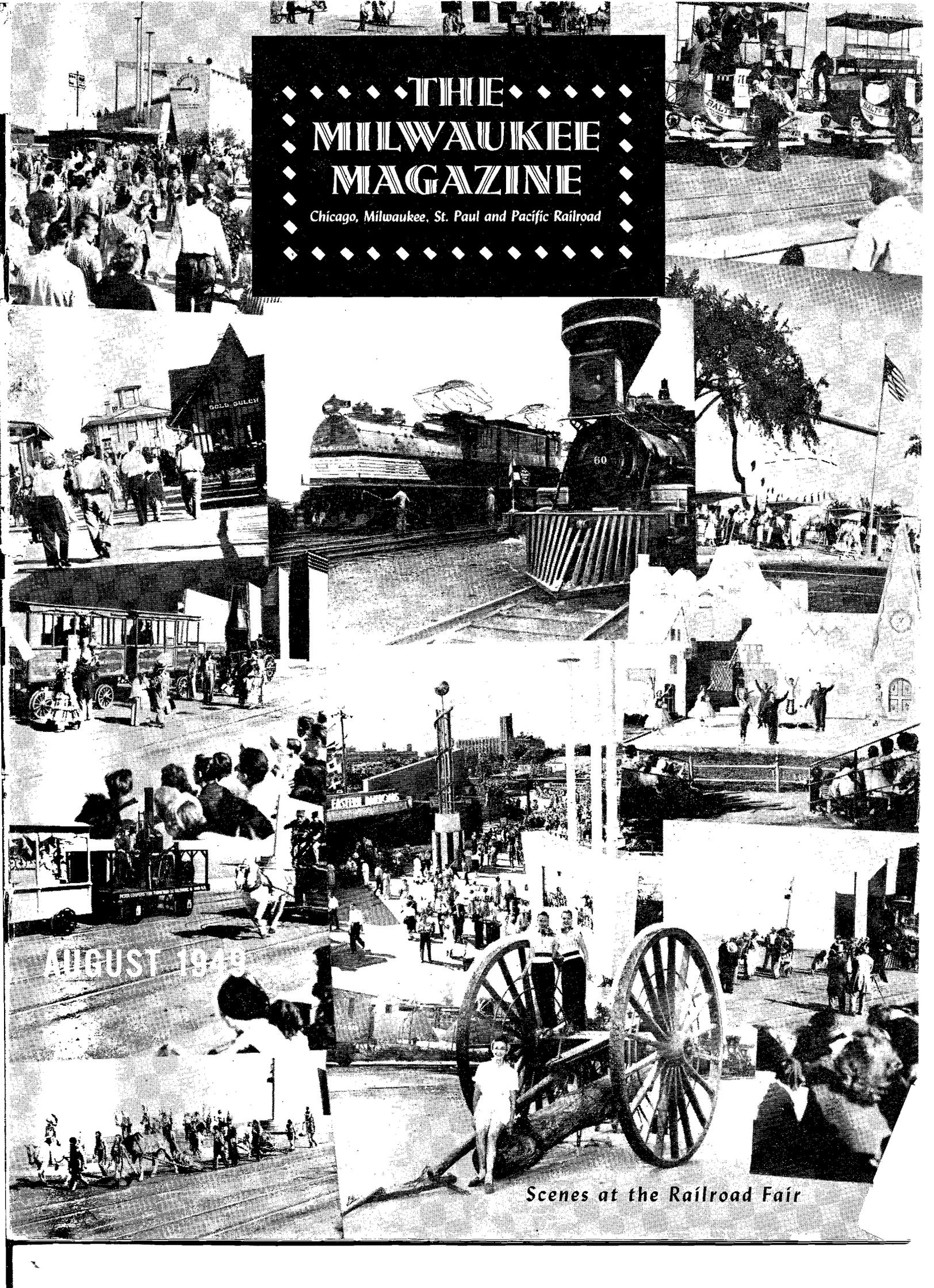


THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad



AUGUST 1948

Scenes at the Railroad Fair



What Makes Buzzie write Like this?

BUZZIE is just learning to write.

And every line he writes starts out with big, generous letters and ends up with little squeezed-up ones.

The trouble, of course, is that he hasn't learned to plan ahead. He concentrates on making those big letters, and lets the end of the line take care of itself.

Many grownups have the same trouble Buzzie has—not with their handwriting, but with their money.

They blow it all at the beginning, when it looks like there's nothing to worry about, and let the "end of the line" take care of itself. But it practically never does.

That's why the Payroll Savings Plan and the Bond-A-Month Plan are such a blessing. They are "human-nature-proof."

For you don't have to keep batting yourself over the head to save money when you're on one of these plans. The saving is done for you—automatically.

And remember, every U.S. Savings Bond you buy brings you \$4 in ten years for every \$3 invested.

So don't let your life run on like Buzzie's handwriting. Fix up the "end of the line" once and for all by signing up today for the Payroll Savings Plan—or, if you are not on a payroll, the Bond-A-Month Plan at your bank.

Automatic Saving is Sure Saving — U.S. Savings Bonds



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THE MILWAUKEE MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad

AUGUST
1949

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LET'S MEET THE CHALLENGE TOGETHER

"HOW are things going out your way, Joe?"

The officer who asked the question got a straight and immediate answer:

"Not too good!"

Joe is a supervisor of one of the Milwaukee Road's largest and most important operations. He directs the work of a large corps of men employed in various crafts at a number of points. One of the troubles his department is up against is the fact that the working force, large as it is, isn't as large as it was. As Joe pointed out to the officer, his force has been cut to a point where he and all the men are having to think harder and work harder than ever before in order to get the work out.

The situation is similar in other departments of the railroad and whether we like to or not, we have no choice but to face these facts: Business has fallen off, not only on the Milwaukee Road, but on practically all railroads. As a result, it has been necessary to lay off employes and to ask the remaining force to work still more efficiently.

What is the cause of it all and what is the Milwaukee Road doing about it? These questions are uppermost in the mind of everyone who looks to the Milwaukee for his livelihood. And they are not easy to answer. One might as well ask what has caused the general, nation-wide economic readjustment and what the country is going to do to stabilize the situation.

To a large extent the slower tempo of business generally

is responsible for the falling off of railroad carloadings, but with the government subsidizing trucks, barge lines and airlines, the railroads' troubles are multiplied. There is not only less business moving, but our competitors are able, by keeping a hand in Uncle Sam's pocket, to take much valuable traffic from the rails. Furthermore, the Milwaukee Road is obliged not only to compete with trucks, airlines and barge lines, as most other railroads are, but also finds itself in competition with coastal shipping for the movement of trans-continental traffic.

The railroad industry is doing everything possible to correct the grossly unfair governmental policies of subsidizing the railroads' competitors. For several months the Milwaukee Magazine has gone to its readers with articles designed to acquaint them with these facts which are of such vital concern to them. Meanwhile, the Milwaukee Road, like many other railroads today, is intensively researching every method, every operation, every traffic possibility, in the hope of finding a way out of our present difficulties.

As the supervisor said, things are not too good. Our problems are challenging, both to the railroad and to ourselves as individual employes. The challenge calls for our best thought, for our most conscientious effort in every task, and for new standards of cooperation between each other and between departments.

Let's work for our railroad as well as for ourselves. Let's meet the challenge together!



Open New Sioux City Passenger Station



RETURNING to the city where he had formerly served as trainmaster, and later as division superintendent, President C. H. Buford presented Mayor Dan J. Conley of Sioux City, Ia., with a large wooden key to the Milwaukee Road's new passenger station in that city on July 14, thereby officially opening it to the public. The attractive structure had been constructed at a cost of nearly a quarter of a million dollars.

The Midwest Hiawatha pulled in shortly before the ceremony began and stood by while the presentation of the key was made.

The opening ceremony preceded a "Milwaukee Road Day" luncheon given by the Sioux City Chamber of Commerce at the Martin Hotel. The luncheon program featured an address by President Buford in which he forcefully called attention to growing socialistic trends in governmental transportation policies.

In addition to Mr. Buford, the following Milwaukee Road officers and directors were guests of the Chamber

of Commerce: Leo T. Crowley, chairman of the Milwaukee Road board of directors; W. J. Froelich (formerly of Sioux City), director; Walter T. Mahoney, director; J. P. Kiley, vice president—operations; J. T. Gillick retired vice president; R. J. Middleton, chief engineer; B. J. Ornburn, engineer and superintendent bridges and buildings; A. O. Lagerstrom, assistant superintendent of buildings; K. E. Hornung, architect; H. S. Zane, freight traffic manager; Harry Sengstacken, passenger traffic manager; William Wallace, assistant passenger traffic manager; W. A. Dietze, public relations officer; and Frank J. Newell, assistant public relations officer. With the exception of Mr. Mahoney who lives in Sioux City, all of these representatives have headquarters in Chicago.

Together with city officials and civic leaders, they looked on with apparent pride as the beautiful new station was opened.

The two-story structure which Mayor Conley said "represents an-

other step in the progress of Sioux City," is spacious, being 42 feet wide and 106 feet long. To the level of the window sills the exterior is of concrete, and above this level all wall surfaces are of smooth-face red brick. The Douglas Street and trackside entrances to the waiting room are faced with Indiana limestone, which is also used for the window sills, coping and other trim.

President C. H. Buford presents the "station key" to Hon. Dan J. Conley, mayor of Sioux City, at the formal opening of the new station. Left to right: Harry Sengstacken, passenger traffic manager; J. P. Kiley, vice president — operations; Mayor Conley; Walter T. Mahoney of Sioux City, director; President Buford; Leo T. Crowley, chairman of the board of directors; W. J. Froelich, director; and R. J. Middleton, chief engineer.

On the first floor is located, in addition to the waiting room, the ticket offices, traffic department offices, lunch room, lounge and toilet facilities.

From the waiting room a window opens into the baggage room for the



Scene at the new Sioux City station on opening day.

purpose of checking baggage for movement by train. Coin lockers for storing luggage and parcels are located in a recess built into the wall, and checking service is also available in the lunch room.

The ample seating facilities consist of single, double and triple-seat furniture made of steel tubing with plastic upholstery. The women's lounge is decorated in tones of green with two of the walls finished in a gay floral pattern. Mirrors, "make-up" tables and comfortable chairs are provided for the convenience of women travelers.

All floor surfaces throughout the first floor are of marble chip terrazzo in tones of brown, cedar and green. The walls and ceilings are plastered throughout and painted in tones of beige and green. Corrugated glass has been used in large areas throughout the interior of the building for a pleasant decorative treatment which also serves the functional purpose of getting light into corridors which do not have exterior windows. The lighting throughout the first floor area consists of fluorescent fixtures recessed into the ceiling.

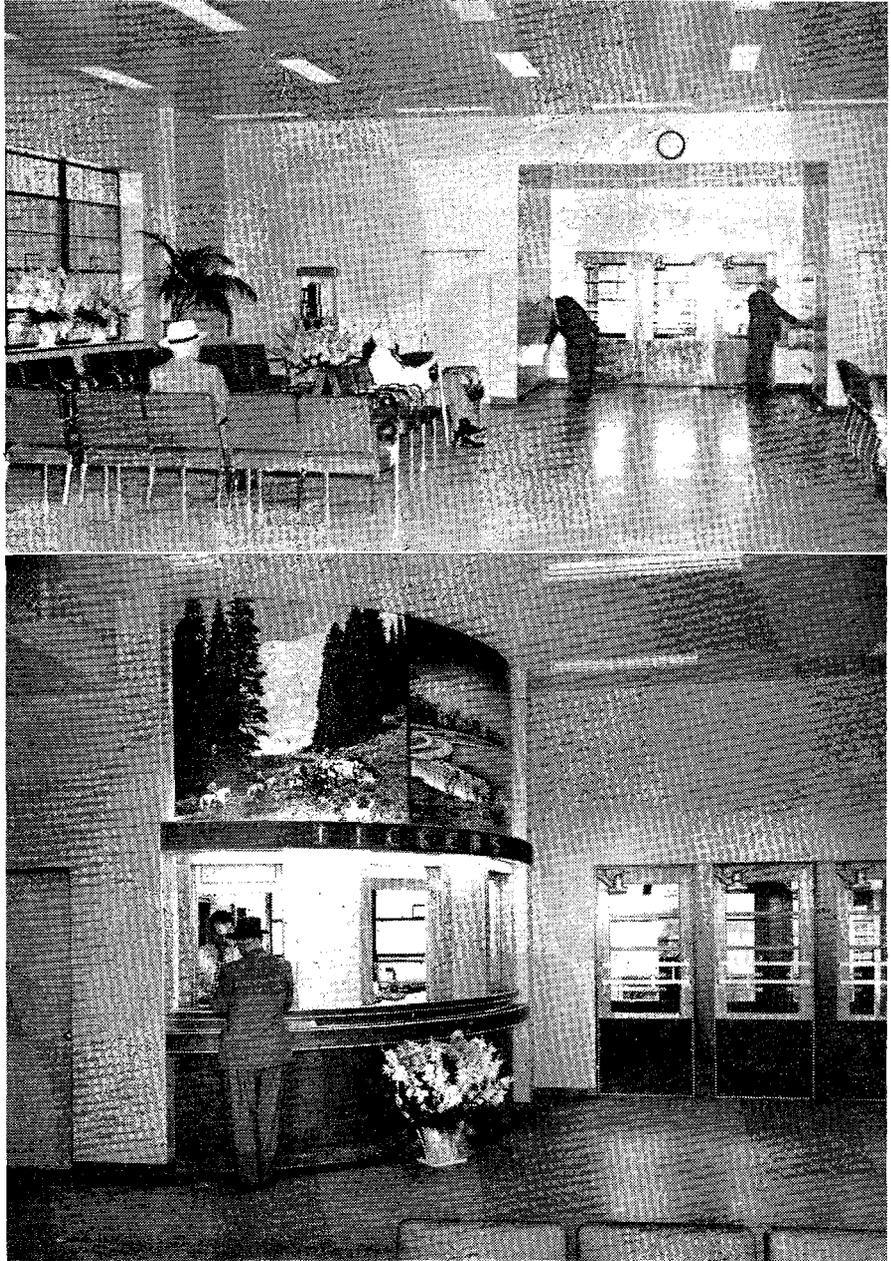
The second floor is occupied by railroad offices, including a general office, assistant superintendent's office, and offices for the chief dispatcher, train dispatcher and telegraph operators. Also on the second floor are locker room and toilet facilities for enginemen and trainmen in passenger train service.

Baggage and mail handling facilities occupy space to the west of the main body of the station. At the extreme west end of the building are offices of the Milwaukee Road police department and signal maintainers, as well as locker room and toilet facilities for employes servicing passenger train cars. Ice used in servicing passenger cars is stored there.

Parking areas for patrons' automobiles have been greatly increased, and an automatic heating system provides heat not only for the building but for passenger train cars parked adjacent to the station.

Buford Hits Government Policies

George A. Neal, president of the Sioux City Chamber of Commerce, presided at the luncheon which followed the ceremony at the station. In addition to speaking briefly himself on the subject of the Milwaukee Road's importance to the industrial and commercial life of Sioux City, he introduced Henry C. Shull, a Sioux City attorney, Leo T. Crowley, and Walter T. Mahoney, all of whom addressed the group. Mr. Mahoney, in



Two views of the first floor waiting room.

turn, made a number of introductions, concluding with the presentation of Mr. Buford, principal speaker of the day.

Mr. Buford opened his address with a brief review of the concurrent growth of Sioux City and the Milwaukee Road. He assured his audience that the railroad is aware of its obligation to provide suitable passenger service, and that it wants to make the facilities for that service comfortable and convenient, despite the fact that, like the railroads generally, the Milwaukee Road provides passenger service at a loss.

Adding that such losses are not the only serious problems confronting the railroad, he called attention to various measures now being introduced in state and national legislatures which would further regulate

and increase the cost of the railroad's operations.

"I cannot refrain from emphasizing this fact about the railroad industry," Mr. Buford continued.

"Our new station building here, as well as all the other facilities a railroad provides for serving the public and conducting its business, are paid for out of the railroad's own funds. In this respect the railroad business is unique among all forms of transportation in this country, because, with the exception of the pipelines, the railroads are the only transportation agencies which pay their own way, and they have to pay it with the money they take in over the counter for transporting persons and property.

"If the transportation agencies, such as truck lines, air lines, and

(Continued on next page)

Agent J. E. Leahey, Chestnut Street, Retires

by Richard Steuer

Correspondent, Chestnut Street, Milwaukee, Wis.

A RAILROAD career of more than 42 years ended on July 1 for John E. Leahey, agent at the Chestnut Street station in Milwaukee.

Mr. Leahey's introduction to railroading took place on Sept. 1, 1905, with the C&NW at Escanaba, Mich., where he "broke in" as a water boy on the ore docks. Later, between trips as a bicycle messenger for Western Union, he learned telegraphy and in 1907 he became a telegraph operator for the E&LS at Salva and Northland, Mich. His Milwaukee Road service started later that year, as operator at various stations on the Superior Division. In 1912 he was appointed agent at Sagola, Mich. Similar appointments followed at Republic, Mich. (1915), and Menominee, Mich. (1926), before he became agent at Chestnut Street in 1941.

His first years with the railroads hold interesting memories for Mr. Leahey. As a former water boy on the ore docks at Escanaba he remem-



Agent Leahey at his desk in the Chestnut Street station prior to signing out on July 1.

bers the shoulder yokes used for carrying water buckets and the enormous thirst of the dock hands. In those days it was traditional to make the "lazy man's run" at the end of the day. It was a big job for

Open New Sioux City Passenger Station

(Continued from preceding page)

waterways, which depend upon public facilities to conduct their operation, were also required to pay their own way, the true cost of their services would be borne by their users, rather than shifting a part of that cost from the users to the taxpayers."

Following a comparison between the conditions under which the railroads and their subsidized competitors are obliged to operate, he added:

"More than \$170,000,000 of public funds have been invested for navigation purposes alone on the improvement of the Missouri River channel between St. Louis and Sioux City, and an additional \$34,000,000 has been spent for maintenance of the channel.

"These typical public subsidies do not contribute to making general transportation costs economical, but tend to be a charge on the taxpayer for transportation facilities supplied for the use of a limited number of shippers."

It would be possible, he stated in

summarizing his observations on government transportation policies, for the competition of subsidized transportation so to undermine America's railroads that the government would have to take them over; and if that happens, it is reasonable to assume that before long all other forms of transportation and some privately operated businesses might also pass into government hands, or be so restricted in their activities that substantially all independent action would be taken from them.

"It has been a pleasure to me to be here at the official opening of our new Sioux City passenger station," Mr. Buford said in conclusion. "It is for the use and convenience of our friends and neighbors in the Sioux City area and we are happy to have been able to provide it for you. We hope it will meet your needs and be a symbol of the mutual respect and regard shared by Sioux City and the Milwaukee Road."

a boy of 16—two buckets on the yoke and one in each hand.

Another memory goes back to his first job as operator at Salva. Reporting for work one cold, stormy night, he noticed that the fuel box was empty and wired the division superintendent for a ton of coal. The reply was somewhat abrupt. The next morning, as the logging train rumbled past the station, a woodman's axe was tossed to the new operator on the station platform!

During his years with the Milwaukee Road, Mr. Leahey has earned the respect and good will of the shipping public and fellow employes alike. His plans for the future include renewing old acquaintanceships in the upper Michigan region and in Milwaukee, getting in a little fishing now and then, and taking life easy.

J. H. Valentine

JOHN H. VALENTINE, superintendent of the Milwaukee Division and widely known among employes and patrons of the railroad, died on July 6, a few days following a heart seizure. A chronic heart ailment had impaired his health in recent years, but he was active in performing his duties until his death.

All of Mr. Valentine's railroad service was on the Milwaukee Road. He was born at Cross Plains, Wis., on Oct. 3, 1888, and entered service as a telegrapher after being graduated from high school in 1904. For the next five years he was an agent-operator at various points on the La Crosse and Racine and Southwestern Divisions. In July, 1909, he became a telegraph operator in the dispatcher's office of the C&M Division in Chicago and later that year he was made train dispatcher. From October, 1918, to December, 1921, he was chief dispatcher of the Madison Division at Madison, and from December, 1921, to February, 1925, he was chief dispatcher at Savanna, Ill. His next appointment was as trainmaster of the Kansas City Division at Ottumwa, Ia., and he remained there until June, 1926, when he became assistant superintendent of the Chicago terminals. On Jan. 1, 1928, he was appointed superintendent of the Superior Division and on Nov. 1, 1930, he was appointed division superintendent at Terre Haute. His appointment as superintendent of the Milwaukee Division became effective May 1, 1932.

Funeral services for Mr. Valentine were held in St. Sebastian's Church, Milwaukee, on July 8. He is survived by his widow, a daughter and a son.

Monte-VID-EO *Salutes* Montevi-DAY-O



by Martha Moehring

**Correspondent,
Montevideo, Minn.**

MONTE-VID-EO, Minn., turned out full blast for its fourth Fiesta Days celebration, the town's annual salute to Montevi-day-o, Uruguay, its sister city 7,000 miles to the south. The three-day festival the week end of July 10 was attended by some 60,000 persons.

The 1949 fiesta was marked by the presentation to the city of a 13-foot bronze statue of Jose Artigas, Uruguayan patriot. The statue was a gift from the children of the South American city and was dedicated in an impressive ceremony in the public square on Sunday morning.

Dr. Jose Mora, Uruguayan delegate



The statue of Jose Artigas, Uruguayan patriot, is unveiled in Montevideo's public square. Left to right: Frank Oram, U. S. Department of State; Miss Celia Boasso, student-scientist of Montevideo, Uruguay; Robert Woodward, director of American Republic Affairs; Senator Hubert H. Humphrey; Mayor George Stanson of Montevideo, Minn.; Mrs. Jose Mora; Doctor Mora, Uruguayan delegate to the Organization of American States; and Mrs. Stanson.



Ardys Nelson, queen of the 1949 Fiesta Days, poses against a background of American and Uruguayan flags. At the left, Shirley Peterson who wore the crown last year.

August, 1949

to the Organization of American States, pulled the cord which unveiled the memorial and delivered the dedication speech. "We are proud to be constantly remembered by your people," he said. "Everything and everyone here has made us feel as if we are in a wonderland. I've even found many Alices for this wonderland among the beautiful and charming queens here."

Ardys Nelson, a winsome, blue-eyed brunette, was chosen as the 1949 fiesta queen. She is the daughter of Engineer Reuben Nelson and a sister of Fireman Maurice Nelson, so Milwaukee Road people were well satisfied with the decision of the judges.

The celebration was highlighted by band concerts, drum and bugle corps demonstrations, a giant parade, and so on. Distinguished visitors included Governor Luther Youngdahl; Senator Hubert H. Humphrey; Robert F. Woodward, acting director for American Republic affairs in the State Department; Miss Celia Boasso of Montevideo, Uruguay, a student of

plant pathology at the University of Montevideo; F. Molina Campos, well-known South American artist; William Shorter, vice president of Swift & Company at Montevideo, Uruguay; Frank H. Oram, of the State Department in Washington, D. C.; and a group of Uruguayan students from various colleges in the United States. The Milwaukee Road was represented by General Superintendent D. T. Bagnell of Minneapolis.

A letter from President Truman was read on the Sunday morning dedication program. Senator Humphrey gave the main address.

Just Off the Cuff

by A. M. Kilian
Chief Dispatcher, Madison Division

Let's make our daily patrons feel
That we appreciate their fare
By adding little courtesies
On the railroad everywhere.
A tiny bit of courtesy
Drives gloom from any sky,
'Cause it's that little something
That money cannot buy.



TAXPAYERS

KEEP THE AIRLINES
IN BUSINESS

JOHAN X. GETDOUGH is bound to be a success in the grocery business. He has hit upon a formula for coining money that would make a counterfeiter whimper with envy.

When he decided to go into business a few months ago, Getdough first bought a few crates of groceries. Then he turned to an influential friend in Congress and said, "Look, I need a store. How about dipping into the public tills and coming up with sufficient funds to build to my specifications?"

The friend said, "Certainly, John. We'll send out government architects and engineers to help you build. I know the taxpayers won't mind kicking in a few dollars to finance your deal."

John still wasn't a happy man as he sat on the curb and watched the government men build his store. Suppose, he fretted, I don't make a profit on some of the items I sell. Who is going

A section of the new terminal building at Chicago Municipal Airport. A total of \$10,586,458 in public funds has been invested in the airport since 1926 of which \$7,421,701 was paid by the federal government and \$3,164,757 by the city. Like other railroads, the Milwaukee Road builds its stations with its own funds. The new Sioux City station alone cost the railroad nearly a quarter of a million dollars.

to make up the loss? Then he remembered his friend in Washington, placed a phone call collect, and explained his problem.

"Don't worry, John," sympathized the friend, "if you have losses on any items, John Q. Public will be glad to pay you the difference."

Getdough's store is open for business now and he's doing very well.

In fact, he's thinking of expanding and plans to get in touch with Washington right away so the boys can come out to enlarge the store for him. Of course, his competitors down the street are sweating these days because they had to pay their own way, all the way. And no one makes up any of their losses.

Fantastic, you say. In the grocery business, yes. But in the transportation business there is a parallel to the story. At the moment, the taxpayers have poured some 1½ billion dollars into civil airports, built and maintained principally for airlines which compete with self-sustaining railroads for passenger, mail, and freight revenue.

But that is only the beginning of



government subsidy as far as airlines are concerned. Testimony at a recent Senate committee hearing indicated that it is costing the taxpayers an additional \$39,571,000 a year for maintenance and operation of federal aids to air navigation, such as radio waves, weather service and control towers. No part of this cost is borne by commercial airlines, nor have they made any investment in the facilities.

In addition to these operating aids and facilities, which the airlines use at the expense of the rest of us (even though most of us don't use air transportation service) it is a matter of record that as at the end of 1945 the operation and maintenance cost of civil airports amounted to \$56,187,500 per year.

Combined, the price which the public is paying annually to maintain and operate civil airports and provide the airlines with navigational aids amounts to almost 100 million dollars, and there is every reason to believe that this annual burden of cost is becoming greater each year.

The airlines have still another sure source of taxpayers' money in the subsidies they receive for airmail contracts. J. Weldon Jones, assistant director in charge of fiscal analysis of the Budget Bureau, testified last April that mail payments to airlines this



year will total \$121 million as compared with \$84 million in 1948 and \$48 million in 1947. Not all of this mail pay figure can be considered subsidy, he said, since part would represent a fair and reasonable payment for the cost of handling the mail.

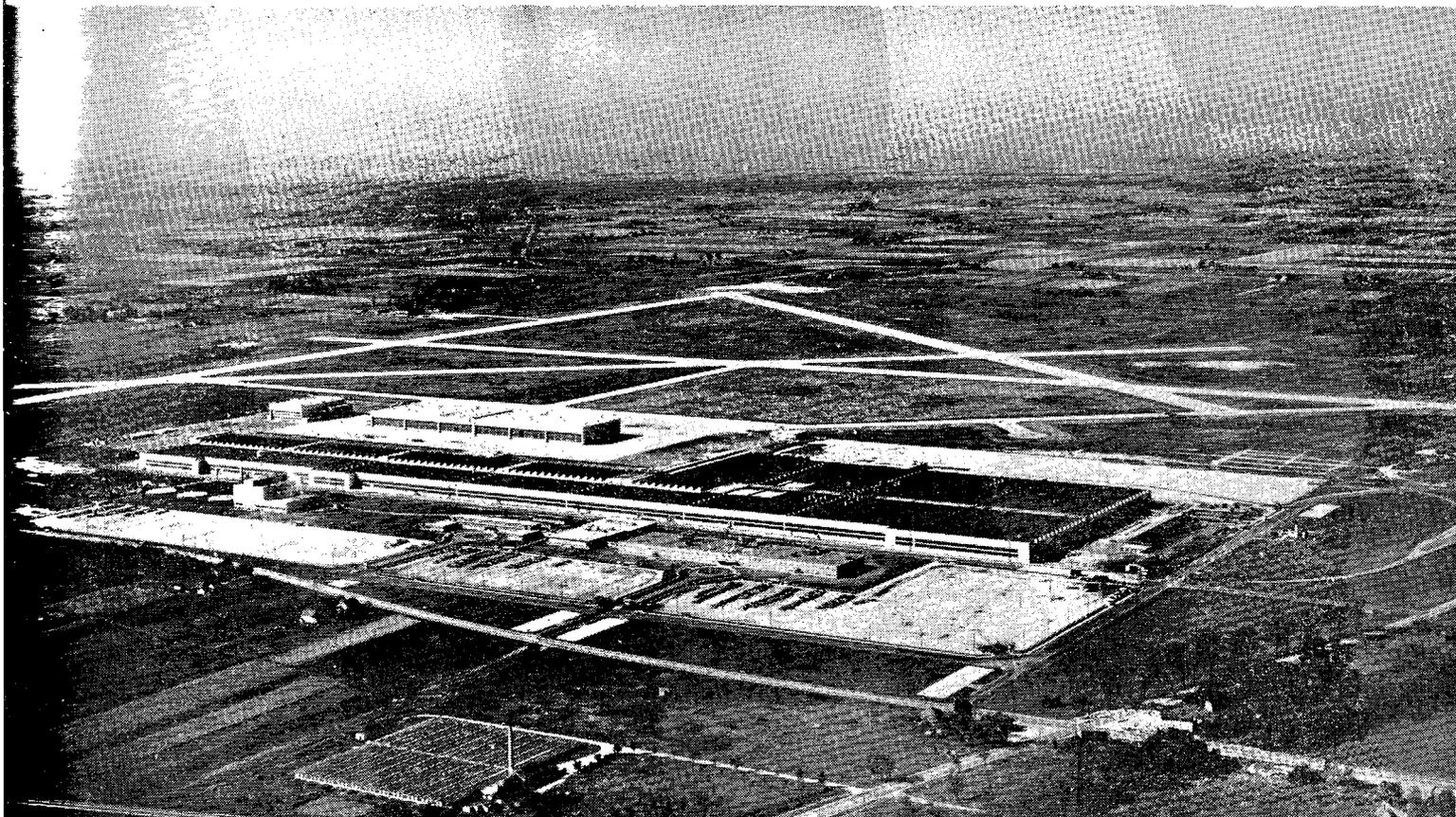
"While the breakdown between such cost and the subsidy element is not available," he added, "it seems reasonably clear that the subsidy is a

very large percentage of the total, probably well over half."

In this connection the House Appropriations Committee recently reported: "... the members of the committee were utterly amazed to learn of the decision of the Civil Aeronautics Board on Friday, February 25, 1949, granting an \$8,000,000 gift of the taxpayers' money to the "Big Four" airlines for transportation of airmail, a single pound of which they never actually carried. In making such decision under the guise of airmail subsidy, it would seem an expensive gesture of sympathy to these airlines for supposed business lost due to the grounding of a number of their Constellations and DC6's which they had previously been operating with defective and dangerous equipment."

In contrast, the railroads, carrying 94 percent of all first class mail, are paid one-third less than the airlines receive for handling the other 6 percent. The efficiency of railroads as mail carriers is highlighted by their record last year when the Post Office Department earned a surplus revenue of more than 100 million dollars from this service—a substantial part of which undoubtedly was used to make up deficits in airline mail service.

The subsidies given airlines through



The City of Chicago has a total of \$32,000,000 invested in O'Hare Field, formerly Douglas Airport, northwest of Chicago.

In addition, the federal government has poured another \$1,775,000 into the project and the state has contributed \$1,800,000.

the use of publicly provided airports is probably even greater than that which they receive through airmail pay, according to William T. Faricy, president of the Association of American Railroads.

"The Airport Operators Council," he said, "in a recent statement made to a committee of the Senate, pointed out that the public investment in civil airports (excluding military airports) amounts to more than ten times the investment in all the flight equipment of all the scheduled airmail carriers. The same organization noted that these airports are used for landing fees below a compensatory level, mentioning the experience of cities which received returns of from four-tenths to eight-tenths of one percent on their investment in landing fields."

An interesting case has come to light at Pueblo, Colo., where an airline was seeking to have runways lengthened, at the expense of taxpayers, to accommodate two of its planes.

"Reliable sources state that the approximate total charges paid by Continental Air Lines for landing fees and office space is about \$3,000 a year," the Pueblo Chieftain reported in its issue of last July 9. "For Braniff it is about \$2,500 and for Monarch about the same, making an approximate total of about \$8,000 received from the three major airlines which now make use of our municipal airport. . . .

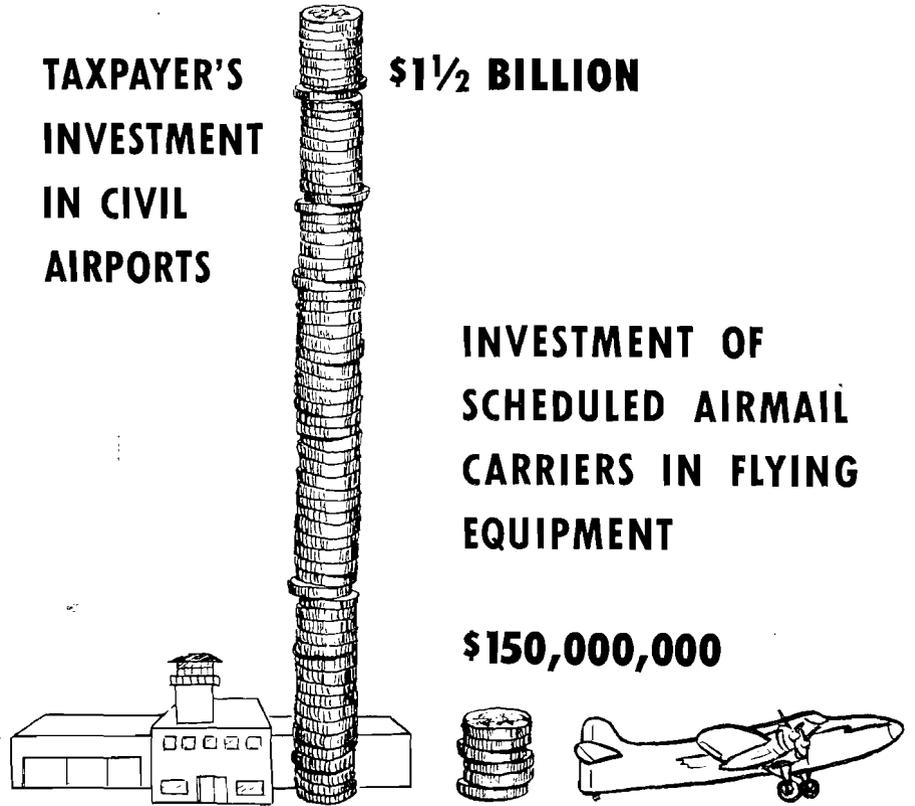
"If receipts from landing and office fees are therefore less than \$8,000 per

TAXPAYER'S INVESTMENT IN CIVIL AIRPORTS

\$1½ BILLION

INVESTMENT OF SCHEDULED AIRMAIL CARRIERS IN FLYING EQUIPMENT

\$150,000,000



The public investment in civil airports (excluding military airports) amounts to more than 10 times the investment in all the flight equipment of all the scheduled airmail carriers.

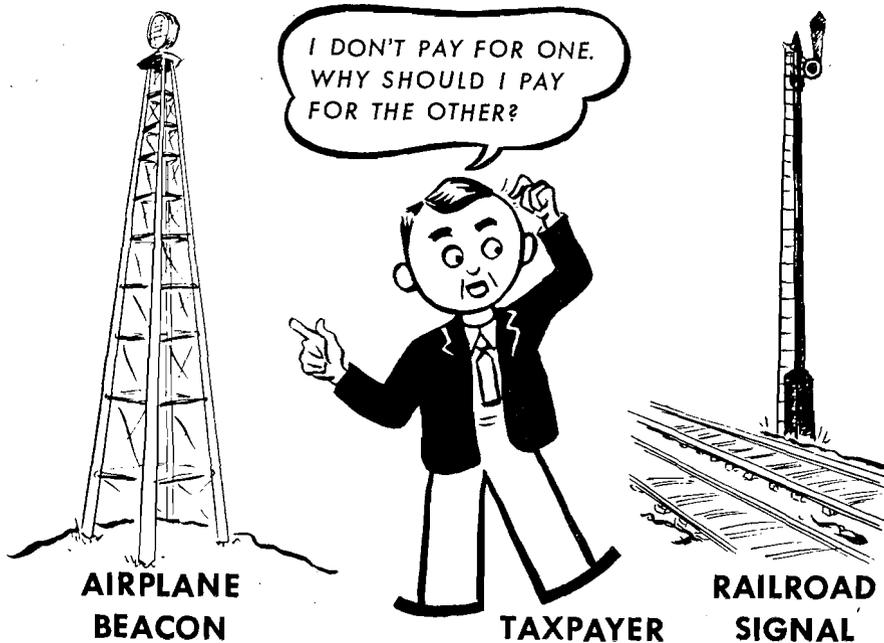
year, which is about 5 percent on a capital investment of approximately \$160,000, and the cost of the Municipal Airport is reliably estimated to have been about \$1,000,000 which at 5 percent should net \$50,000 annually, and not \$8,000, who is getting the best of the arrangement?

"In other words, the airlines which

now use this one Municipal Airport are still being subsidized to an extent of approximately \$40,000 annually."

Just a few weeks ago the Milwaukee Road dedicated its new \$250,000 station at Sioux City, Ia., which prompted President Buford to remark: "Our new station building, as well as all the other facilities a railroad provides for serving the public and conducting its business, are paid for out of the railroad's own funds. In this respect the railroad business is unique among all forms of transportation in this country because, with the exception of the pipelines, the railroads are the only transportation agencies which pay their own way, and they have to pay it with the money they take in over the counter for transporting persons and property."

This is the American way. And if the use of publicly owned facilities is essential to the conduct of a business, an adequate use charge should be paid by their users. Continued subsidization of airlines and other forms of transportation that rely on public gifts and the free use of other people's property is a growing threat to our system of private enterprise—the system that has made America a great nation.



AS A MATTER OF FACT

↔ ↔ The Milwaukee Road has received or expects delivery of 44 Diesel locomotives during 1949, the cost of which will total \$8,400,000. Already received are twelve 3,000 h.p. freight locomotives; fourteen 1,000 h.p. switchers; and four 1,500 h.p. road switchers. Expected before the end of the year are ten 1,500 h.p. road freight units; one 2,000 h.p. transfer locomotive; and three 1,000 h.p. road switchers with heating boilers. Class I railroads as a whole put 1,010 new locomotives in service during the first half of 1949, the largest number for any corresponding period since 1923. These included 969 Diesel and 41 steam.

↔ ↔ "Softening Up the Railroads" was the title of a hard-punching editorial on the government's reparation suits against the railroads which appeared in the Chicago Journal of Commerce on June 25, 1949. "No one in or out of the Department of Justice", the editorial stated, "needs a 50-pound exhibit of income accounts and balance sheets to know that if the government can recover anything like two or three billion dollars of alleged war-time overcharges, the railroads of this country will teeter on the brink of bankruptcy. . . . If the government were trying deliberately to make the position of the railroads so difficult that nationalization would seem the only possible way out, would anyone be surprised? Not anyone who knows the score."

↔ ↔ The railroads are one of the most important customers of the basic industries of the country. In normal years they purchase about 23 per cent of the total bituminous coal production, about 19 per cent of the fuel oil output, about 16 per cent of the timber cut, and about 17 per cent of the iron and steel output.

↔ ↔ Governor Warren of California makes the statement that it costs 22 per cent more to build highways that will stand up under truck pounding than those built for private vehicles alone. Governor Duff of Pennsylvania reports that a study made by his state revealed that it cost \$4,900 per mile per year to maintain pavement used by trucks, but only \$350 a year to maintain highways on which trucks do not operate—a ratio of 16 to 1.

↔ ↔ A list of 314 airport construction or development projects to be undertaken under the Federal Aid Airport Program during fiscal year 1950 was recently announced by the Civil Aeronautics Administration. The program involves \$67,273,519 . . . \$29,840,767 contributed in federal funds . . . \$37,432,752 in matching funds from local or state sponsors.

↔ ↔ RAILROAD operating expenses, including taxes, have risen 93 per cent since 1939. On the other hand, freight rates charged by the railroads as of Aug. 1 have increased only 51.7 per cent over that 10 year span and passenger fares have gone up but 25.4 per cent.

<i>Facts</i>	Average Cost in Minutes of Labor		
	U. S. A.	*GREAT BRITAIN	RUSSIA
1 quart Milk	10 min.	20 min.	1 hr. 18 min.
1 pkg. Cigarettes	9 min.	1 hr. 24 min.	2 hrs. 4 min.
1 lb. Lump Sugar	5½ min.	9½ min.	2 hrs. 34 min.
1 pr. Men's Shoes	7 hrs. 15 min.	11 hrs.	104 hrs. 30 min.

*Most prices established by government, often subsidized by consumer taxes. Many products either drastically rationed or available only on black market.

**NO AMERICAN
SHOULD EVER FORGET**

Keogh and Comanche

by Edwin Swergal

This is the second, and final, installment of an interesting review of events leading to the famous Battle of the Little Big Horn, which was fought, June 25, 1876, near the present Milwaukee Road line in the vicinity of Miles City, Mont.

The author, Edwin Swergal, employed in the office of division superintendent in Spokane, Wash., has written two previous articles for the Milwaukee Magazine: "Snoqualmie Pass" (November and December, 1946); and "The Bitter Root Range" (March and April, 1947).

Mr. Swergal's present article, built principally around the two central figures of Capt. Myles W. Keogh of the 7th U. S. Cavalry, and his mount, Comanche, sole survivor of the Battle of the Little Big Horn, offers a wealth of historical fact bearing on the Milwaukee Road and a vast portion of the territory it serves.

Part II

ACCOMPANIED by geologists, Lieutenant Colonel Custer and the 7th Cavalry moved (1874) from Fort Abraham Lincoln to the Black Hills by way of the wagon trail used by the Army and cattle men. Custer, Keogh and the entire 7th Cavalry were interested in the explorations because of repeated reports that gold had been discovered in the Black Hills region.

During the subsequent Sioux War there were some desertions of men who were lured by gold, although there is no record of desertions from the 7th Cavalry during this expedition. The geologists accompanying Custer soon verified the presence of gold deposits in commercial quantities, the first such discovery having been made near the present town of Custer, S. D., 50 miles southeast of Deadwood.

Following his report to the War Department regarding the discovery, Custer wrote for the public some interesting notes regarding the explorations. These latter reports, in the light of later historical events, appear to have constituted his death warrant, as the immediate influx of white men

resulted in incidents which led to an intensification of the Sioux War and set Custer, Keogh and more than 250 of their comrades on their last trail—the trail which took them to the fateful banks of the Little Big Horn.



Capt. Myles W. Keogh in 1860 when a lieutenant in the Pontifical Zouaves.

It may be a matter of information to many that Custer, as commander of the 12 companies comprising the 7th Cavalry, was not the only officer who suffered defeat on that memorable day in 1876. Two of his subordinate officers, Major Marcus A. Reno and Captain Frederick W. Benteen, with seven companies of the 7th Cavalry, fought on the same day three miles south of Custer Field. Although Major Reno's forces were entrenched during the afternoon that Custer and the five companies were engaged in deadly combat with the Sioux and Cheyennes commanded by War Chiefs Gall and Crazy Horse, Reno's engagement on the west bank of the Little Big Horn earlier in the day had been a serious affair.

One of the most persistent of all American historical controversies developed from the many analyses of military tactics involved in these two battles. Among other evidences of sustained interest in the controversy are the 72 books and pamphlets on Custer and 42 on the Battle of the Little Big Horn which were indexed in the Library of Congress in 1947. Immediately following the two battles, controversy and recrimination intensified to such an extent that, in 1879, by direction of President Rutherford B. Hayes, a military court of inquiry was convened in Chicago and, during February and March of that year, a great volume of testimony was recorded.

These two battles, in order to be clarified, should be thought of as taking place in two scenes: Battle of the Little Big Horn, Scene I (The Defeat of Reno); and Battle of the Little Big Horn, Scene II (Custer's Last Stand). A review of the battles in this manner is in process of preparation.

aration by the author of the present article.

We come now to the career of the most famous of all American cavalry horses, who so mysteriously survived after the death of his rider, Captain Keogh.

It was from Arabic stock brought to the American continent by the early Spanish explorers that Comanche was bred, and it may well be that his courage in battle and his stamina were inherited from forebears who were ridden to battle on the desert sands.

He stood 15½ hands high, weighed 940 pounds, and his coat was of a color variously referred to as "chestnut" and "claybank." As he stands today in the Museum of the University of Kansas, it is still apparent that he was handsomely built.

Comanche was taken into the 7th Cavalry at Fort Leavenworth in 1868. On Apr. 13 of that year, Captain Keogh, commanding a scouting detail southeast of Fort Larned, on the Arkansas River, was ambushed by Comanche Indians on Bluff Creek, in southern Kansas. When the action began the horse ridden by Captain



Curley, Custer's Crow Indian scout. Not having been with the 7th Cavalry at the time of the massacre, he lived until about five years ago.

Keogh was killed and Lieutenant Brewster ordered a sergeant to dismount and deliver his horse to the captain.

Although the sergeant's horse bore an army brand, he had not been definitely named. The Indians were attacking with gun fire and arrows, and an arrow severely wounded the horse while Captain Keogh was riding him. The stoic behavior of the horse so impressed Captain Keogh that he decided to purchase him and name him Comanche. The name was appropriate, as the Comanche Indians were of a stoic breed.

Comanche soon recovered from the wounds he suffered in the Indian battle on Bluff Creek, and remained with Captain Keogh and the 7th Cavalry during the following eight years until they parted for all time on the Sabbath day, June 25, 1876. On June 27, two days after Custer's Last Stand, Comanche, suffering from nine serious wounds inflicted by bullets and arrows, was found by Lieutenant J. H. Bradley wandering unsteadily and alone in the deserted Indian village nearby. This village, from which the warriors responsible

"Custer's Last Stand", the masterpiece of Edgar S. Paxton, hangs in the Florence Hotel in Missoula, Mont. In the opinion of Author Swergal and other students of history, this is considered the most authentic of the various "Last Stands" which have been painted.

Many of the figures represent actual persons and are shown in the approximate positions where they fell. Custer is shown, top center, with his left hand covering a wound in his side, while his right hand holds his revolver, thrown back for cocking.



for the massacre came, but which was now abandoned, was regarded by army officers and scouts as having been the most populous of its kind ever known to white men on the North American Continent. The number of men and boys of warrior age probably totaled 3,000 and the entire village consisted of probably 12,000 men, women and children. None of the commanders, including Sheridan in Chicago and Terry in the field, had expected a concentration of more than 1,000 Indians—perhaps not more than 500 in any Indian village.

Army forces arriving on the scene of the Battle of the Little Big Horn two days after the massacre found that, although the body of Custer was stripped of his buckskin suit (he was not wearing a regimental uniform, nor was his hair worn long, as often pictured), he had not been mutilated by the savages.

Many of Custer's officers and men had been stripped of their uniforms and had been savagely treated. The business of mutilating the bodies of fallen enemies was a task which ordinarily fell to the squaws and children, the warriors being content to take the uniforms and firearms.

In this particular battle the fighting was a furious hand-to-hand struggle, with the Indians making great use of war clubs, in addition to rifles and bows and arrows. Descendants of Indians who fought in the battle, now living at Crow Agency, near the battlefield, have told the author something of the style of fighting.

The scene was a dry, sage brush region. The battle was a mad, swirling maze of smoke and dust, pierced by shrill cries, the rumble of running horses and the roar of gunfire. It is likely, however, that despite the confusion and poor visibility, Custer was identified by some of the older Indians as the "big chief" and for that reason was shown a degree of respect by refraining from mutilating his body. By the same token, other officers who gathered about Custer, including his brother, Captain Tom Custer, and Captain Keogh, were also un-mutilated. It is a significant fact that Captain Keogh was not even stripped of his uniform. On his breast, bared by a Sioux warrior, was found a suspended medallion engraved with a Latin inscription.

Also, on one side of the medallion, which had been given Keogh

by Pope Pius IX at the time of his leaving the ranks of the Pontifical Army in Rome many years before, was the image of a peaceful lamb and the outlines of the Cross of Christ. The Indians could not have understood the exact significance of the medallion, but it is quite apparent that their superstition was



A part of the Custer Battlefield National Cemetery. At the top of the hill to the left can be seen the Custer Monument, in front of which are markers indicating the spots where Custer and some of his men are known to have fallen.

aroused. According to statements later made to white men, the Indians knew also that the grievously wounded Comanche was the horse which had been ridden by Captain Keogh. As might be imagined, they referred to him as "Heap Medicine Horse." The medallion worn by Captain Keogh was later recovered from the Sioux warrior by Captain Henry J. Nowlan of the 7th Cavalry.

The body of Captain Keogh, as well as the bodies of Colonel Custer and staff officers and enlisted men, were interred on the battlefield. Many of these bodies remain there, near the monument marking the scene of battle. On the bluff east of the Little Big Horn, three miles to the south, is located an appropriate monument marking the scene where the columns commanded by Major Reno and Captain Benteen were entrenched while defending themselves from repeated attacks by the

(Continued on page 42)



General Custer (a major general at the time) poses with a bear killed by him in 1874 during the Black Hills expedition. At his right is Bloody Knife, and at his left Private Nunan and Colonel Ludlow.



June Safety Record Best Since 1939

INCREASING interest in the program of accident prevention among Milwaukee Road employes resulted in an outstanding safety record in June. The month was remarkable for a total absence of fatalities and only 17 reportable injuries on the entire system.

Checking back over the railroad's safety records, it was found that this was the least number of reportable injuries for any month since May, 1939, and that it was the best June record since 1935.

According to L. J. Benson, assistant to president, credit for the remarkable showing belongs to a number of divisions, department and employe groups, and the large shops which went through the month without a reportable injury. The divisions thus credited were the Dubuque & Illinois, Terre Haute, Milwaukee, LaCrosse & River, Madison, Superior, Hastings & Dakota, Trans-Missouri, Idaho and Coast. The departmental groups were police, locomotive, B&B, station and freight houses, store, roadway and welding crews, paint and steel gangs, electrification, signal-telegraph, refrigeration and claim prevention, and general offices. The large shop points which reported perfect records were Milwaukee locomotive, passenger car, and store; Minneapolis locomotive, car and store; Terre Haute car; Chicago car; Tomah shops; Savanna rail mill; Tacoma locomotive, car, and store; and Dubuque reclamation.

It was estimated that almost 7,000,000 man hours were worked on the divisions and in the departments and shops where the records were established.

Section Foreman Monaco Averts Derailment

RETURNS from the Rocky Mountain Division show that Section Foreman Mike Monaco of Bryson, Mont., was recently asked to take a bow for a star performance on the accident prevention program.



Mike Monaco

The incident for which Monaco was cited happened on June 17 when No. 263, which was carrying 71 cars at the time, passed over his section near

LET'S LEARN FROM BRITAIN

From an editorial by the American Economic Foundation

FOUR years ago the British working man voted himself relief from the trials and tribulations of capitalism.

Laws were passed guaranteeing prosperity and security to the workers.

The only catch was that prosperity does not come from passing laws: It comes from producing more goods and services.

Unfortunately this truth was not given proper emphasis in the British plan which started out to simply change the distribution of what was being produced by soaking the rich.

Some of the taxes were more than 100 per cent of a person's income.

For four years this confiscation did have a small effect upon the welfare of the very poor people, but now comes the realization that there is no more to take from the well-to-do, and the people who are supposed to have benefited are still suffering from the same troubles they passed laws against.

The so-called "free" social services that the British people voted themselves require that the government take a whacking slice of their income in order to supply the "free"

services.

To say that the British people are disappointed in their experiment is an understatement: They have finally learned that they are paying for a ride on their own horse; that everything the government gives them is first taken away from them.

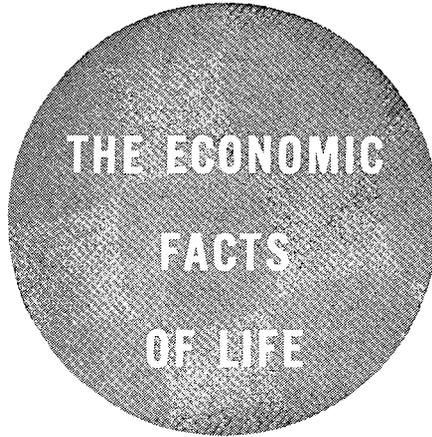
The plight of the British is a very unhappy one.

There seems to be no doubt that in the near future the British people will want to unravel their snarled-up economic affairs and resume the responsibility of taking care of themselves instead of having the government do it for them.

There is grave doubt, however, that they will be able to do so because it is much easier to take a clock apart than it is to put it back together again.

The system that made Britain a great and prosperous nation has been pretty well dismantled, and it would be a Herculean effort to restore it.

America should watch these efforts with a sympathetic and, if possible, helpful attitude, but by all means America should watch it with a determination not to make the same mistakes.



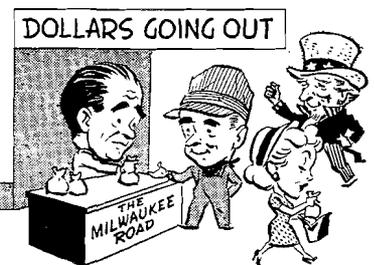
East Portal. Giving it a "running" inspection, he thought he detected a defective wheel and gave the signal to have the train stopped. A closer inspection showed that the wheel had a broken flange, with some 18 inches

missing, and accordingly, the car was set out at East Portal.

As the circumstances were reported by Superintendent Kohlhase, there is no doubt that Monaco's quick thinking averted a derailment and probably a bad pile-up of cars.



How are we doing?



	JUNE		SIX MONTHS	
	1949	1948	1949	1948
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc....	\$20,977,151	\$21,687,750	\$115,629,493	\$119,038,934
PAID OUT IN WAGES	10,133,131	10,372,348	61,258,013	60,845,784
PER DOLLAR RECEIVED (CENTS)	(48.3)	(47.8)	(53.0)	(51.1)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	627,586	626,940	3,786,996	3,625,943
PER DOLLAR RECEIVED (CENTS)	(3.0)	(2.9)	(3.3)	(3.0)
ALL OTHER PAYMENTS for operating expenses taxes, rents and interest	9,022,688	9,228,387	52,673,803	53,843,917
PER DOLLAR RECEIVED (CENTS)	(43.0)	(42.6)	(45.6)	(45.2)
NET INCOME	1,193,746	1,460,075		723,290
NET LOSS			2,089,319	

Appointments

Operating Department

Effective July 16, 1949:

W. J. Hotchkiss is appointed superintendent of the Milwaukee Division with headquarters at Milwaukee, Wis., vice J. H. Valentine, deceased.

A. J. Farnham is appointed superintendent of the Terre Haute Division with headquarters at Terre Haute, Ind., vice W. J. Hotchkiss, transferred.

P. J. Weiland is appointed superintendent of the Kansas City Division with headquarters at Ottumwa, Ia., vice A. J. Farnham, transferred.

A. C. Novak is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Dubuque, Ia., vice P. J. Weiland, promoted.

R. J. Kemp is appointed agent at Mason City, Ia., succeeding J. T.

Gerkey who has accepted the position of agent at Eau Claire, Wis.

Effective Aug. 1, 1949:

James T. Hayes is appointed trainmaster of the La Crosse & River Division with headquarters at La Crosse, Wis., vice A. C. Novak, promoted.

J. D. Simon is appointed trainmaster of the Rocky Mountain Division with headquarters at Butte, Mont., vice J. T. Hayes, transferred.

Robert C. Jones is appointed trainmaster of the Superior Division with headquarters at Green Bay, Wis., vice J. D. Simon, transferred.

E. P. Snee is appointed trainmaster of the Idaho Division with headquarters at Spokane, Wash., replacing D. W. Amick.

M. T. Sevedge is appointed trainmaster of the Hastings & Dakota Division with headquarters at Aberdeen,

S. D., vice E. P. Snee, transferred.

R. L. Hicks is appointed trainmaster of the Iowa & Dakota Division with headquarters at Mason City, Ia., vice M. T. Sevedge, transferred.

J. E. Ryan is appointed trainmaster of the Galewood District, Chicago Terminals, vice R. L. Hicks, transferred.

R. W. Riedl is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Davenport, Ia., vice J. E. Ryan, transferred.

S. E. Herzog is appointed trainmaster of the Madison Division with headquarters at Madison, Wis., vice R. W. Riedl, transferred.

R. F. Fairfield is appointed trainmaster of the Coast Division with headquarters at Tacoma, Wash., vice S. E. Herzog, transferred.

N. H. McKegney is appointed trainmaster of the Twin City Terminals and Duluth Division with headquarters at St. Paul, Minn., vice R. F. Fairfield, transferred.

O. C. Gore is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, Wis., vice N. H. McKegney, transferred.

Purchasing Department

Effective Aug. 1, 1949:

Lyman B. Rees is appointed stationery buyer, succeeding George W. Gale, who retired on July 31 after more than 29 years of faithful service in the purchasing department.

Traffic Department

Effective July 16, 1949:

J. E. Griller is appointed district passenger agent at Minneapolis, Minn.

C. A. Foote is appointed city passenger agent at Sioux City, Ia., succeeding J. E. Griller, promoted.

E. L. Johnson is appointed city freight agent at Sioux City, Ia., succeeding N. E. Capwell, retired.

Effective Aug. 1, 1949:

A. J. Von Tobel is appointed city freight agent at New York, N. Y.

R. B. Stewart is appointed traveling freight agent with headquarters at New York, N. Y., succeeding W. J. Knapp, who retired after 45 years of faithful service.

R. W. Braden is appointed perishable freight agent with office at New York, N. Y., succeeding R. B. Stewart, promoted.

Madison, S. D., Service Club Makes Good Will Trip

IN A community gesture of good will, members of the Madison, S. D., Service Club made a trip to Garden City, S. D., on Sunday, June 12, chartering a special train for the purpose. They were accompanied by 16 members of the Madison Elks Band, under the direction of Engineer John Kaisersatt.

The party arrived in Garden City at noon and marched to the American Legion Hall where the Legion Auxiliary served a dinner. After the dinner a program was held at the City Hall. John Kaisersatt, as master of ceremonies, gave a talk about the railroad and its interest in the community, in which he was joined by George Neu, division freight and passenger agent at Aberdeen, and Roy Jones, agent at Bryant. Jones also gave several humorous recitations. The motion picture, "A Railroad at Work", was shown, followed by a musical program furnished by the band and the Madison Men's Quartette.

A crowd of 265 people attended the affair. To show their appreciation for the entertainment, the entire group accompanied the visitors back to the Milwaukee Road station.

August, 1949



Eddie Carlson thanks his associates for their gifts of a weather guide and fishing rod. Others in the picture are, left to right, Mrs. Carlson, Henry B. Russell (rear), Ralph D. Claborn and Guy G. Macina. (Photo by George H. Lowrie.)

E. J. Carlson, Capital Expenditures Force, Retires

by George H. Lowrie

Budget Examiner, Capital Expenditures Office

WHEN Edward J. Carlson of the auditor of capital expenditure's office in Chicago hired out as a \$55 a month payroll clerk in the engineering department in 1904, it was without the expectation of being the honored guest at a retirement dinner to be given for him by accounting department associates almost half a century later.

During that half century he was to see 60-pound rail replaced by 130-pound as the "ten wheeled" locomotives were pushed into the background by mighty Mikados, Hudsons and Hiawathas. He would see the great electric locomotives come into the picture as the Milwaukee Road challenged the barriers of the Rockies, the Bitter Roots and the Cascades.

He was to see changes made in bridges and other structures as he grew up with the engineering department. In 1916 he became chief clerk to the district carpenter at Western Avenue and in 1918 he was made local storekeeper of the B&B and signal stock there. In 1919 he transferred to a third department when he became an accountant for the newly formed valuation section of the accounting department, in which he served in various capacities until he retired on June 30.

During the years he was with the Road he studied accounting and was graduated with the degree of B.A.

from the Chicago Institute of Accountancy.

"Eddie", as he is best known, is a quiet, efficient man who applies himself conscientiously to any task until it is accomplished. One of his attainments is his mastery of the cello which has won recognition in musical circles. He played first chair cellist with the Edison Symphony Orchestra at one time, and later with the Chicago Business Men's Orchestra.

The retirement dinner in his honor was held at the Gateway Restaurant on June 30, with 48 of his associates and old time friends present. H. G. Russell acted as toastmaster and R. D. Claborn, auditor of capital expenditure, on behalf of 66 well wishers, presented Mrs. Carlson with roses and Eddie with a complete fishing outfit and an Airguide combination weather instrument.

If a man goes through life with a chip on his shoulder, it is safe to assume that it isn't the only piece of wood up there.

A man who had a predilection for the word "gotten" one day sent his wife the following telegram: "Have gotten tickets for the theater."

When his wife received the telegram it read: "Have got ten tickets for the theater." So that evening she met her husband in the theater lobby accompanied by eight eager friends.

Presenting EMERY E. DAVIS

Winner of
Honorable Mention
in Essay Contest

PERHAPS he might be a farmer today instead of a railroad man if the drought of 1899 hadn't driven his family from their homestead near Valentine, Neb. He was 10 years old when his father abandoned the claim and moved to a small railroad town where he could get work with the C&NW. It was then that the boy first felt the magnetic influence of a railroad and when his father was assigned a regular job at a larger town he overlooked no opportunity to run errands for the agent and do odd jobs around the depot. From here on the story is told by the person who knows it best—Emery E. Davis, chief clerk in the general agent's office at Omaha, who was eighth on the list of employes who received honorable mention in the essay contest last fall.

"The agent was a true railroader, respected and admired by all the townspeople, and an excellent pattern for an impressionable youngster. At the age of a little over 15 I was given the job of helper at a station a few stops east of home, at the salary of \$25 per month. The time on duty averaged 12 to 16 hours a day, and seven days a week.

"At 17 I became a telegrapher, but found the work uninteresting in that it did not afford an opportunity to mix with people; that is, to know their problems and to help them. Consequently, I left the C&NW the fol-



Emery E. Davis

Honorable Mention

Why I Like to Work for the Milwaukee Road

To say why one likes to work for one's employer involves the question of why and to what extent the employe is interested in the employer's business.

The Milwaukee Road is more than a name. It is a symbol of a great transportation system, ranking among the foremost of the nation's railroads, a pioneer in the settlement and development of the nation. Beginning nearly a century ago with an initial construction of a 20-mile line, it now operates nearly 11,000 miles of standard railroad, serving a broad area of the Middle West and reaching the North Pacific coast.

From the beginning, the Milwaukee Road has been a builder, not alone of its own property but also a builder of production and manufacturing. Its tax payments to the states, counties and municipalities within which it operates have aided and in many instances made possible local and national projects and improvements essential to progress.

The thousands of men and women who supervise and maintain the far-flung properties and services of the Milwaukee Road have established themselves as solid citizens and substantial contributors to social and intellectual progress in their communities.

The Milwaukee Road's growth has not been without interruption. Financial difficulties, disappointments and misfortunes have been encountered, but due to the splendid courage of the Milwaukee Road family the organization has survived and progressed, kept pace with an advancing world in the development and introduction of the most modern passenger and freight equipment and service and justly holds a place of honor in meeting and conquering local and national emergencies.

The Milwaukee Road family is unique in the close relationship of those comprising it. Stockholders, executives, supervisors and those commonly called laborers, none of lesser consequence in the final analysis, all teamed together with the one great objective, the highest degree of uniform service.

I am proud to be a member of the Milwaukee Road family and privileged to share in its fine spirit of cooperation and loyalty to one another. I like to work for the Milwaukee Road because I am interested in the organization and its great task. Because I am afforded the privilege of meeting and endeavoring to solve new problems each day, to make new friends and to promote the outstanding merits of my employer.

I like to work for the Milwaukee Road because of the opportunity of putting forth my very best efforts to preserve the Milwaukee Road emblem as a symbol of cheerful and dependable transportation service.

E. E. DAVIS
Chief Clerk
General Agent's Office
Omaha, Nebraska

lowing year and took a job at Rock River, Wyo., with the Union Pacific. My railroad service has been uninterrupted since that time, with the exception of four years with the Union Stock Yards Company of Omaha. I transferred to the Milwaukee Road on Feb. 1, 1926.

"The years of practical schooling on every position in a local station have been an asset in my present position of chief clerk in the Omaha traffic department. My work affords a personal satisfaction that

comes from an ability to give our patrons the right answers to their questions and a helping hand with their problems.

"My hobby, which is shared with Mrs. Davis, involves a modest home built in conformity with our own ideas. Our rock gardens, outdoor fireplace, and a garden house screened and equipped for dining, offer enjoyable surroundings for social gatherings. I am especially interested in rose culture and have exhibited some of my best specimens."

Most Courteous— One Patron's Candidate

WHO is the most courteous employe on the Milwaukee Road? A letter from Mrs. H. B. Kildahl of St. Paul talks up **B r a k e m a n** George Charter, Minneapolis, as a candidate for the honor, b a s i n g her choice on the



George Charter

courtesy shown her on a recent trip to Aberdeen, S. D., on No. 15.

"When we boarded the Hiawatha at Minneapolis, Mr. Charter was wonderful to us all," she wrote. "He had a harassing job locating seats for us and getting us settled, but he was courteous through it all. I believe such outstanding courtesy should be mentioned, although I have found all Milwaukee Road employes very fine men."

Charter is a member of a family that is solid Milwaukee Road. His grandfather, now deceased, was a non-operating employe at Montevideo, Minn., for almost 50 years, his father is an engineer on the H&D with 43 years of service, one of his brothers has 23 years as an engineer on the H&D, and another brother has been in H&D train service for eight years. George hired out in train service in 1941 and was promoted to conductor in 1945. With the exception of his brother in engine service, who is now with the firemen's grand lodge in Cleveland, all of the family is now working for the railroad.

"Mercy Train" Rushes Aid to Othello Fire Victims

A MILWAUKEE Road "mercy train" figured in the quick hospitalization of five men who were critically burned while fighting a prairie fire at Othello, Wash., on June 24. The emergency trip was necessary due to the fact that Othello has no resident doctor. The special, a passenger locomotive and two cabooses, was hastily assembled and rushed the men to Ellensburg, 85 miles away, in the record time of an hour and a half. On board to administer first aid was Mrs. C. L. Morisette, clerk at Othello who is also a trained nurse. All main line traffic was sidetracked while the mercy train roared by.

Those burned were R. O. Brown,

Martha DeKeukelaere Retires After 30 Years of Service

MISS Martha DeKeukelaere, popular supervisor of the central typing bureau in the Chicago Union Station, surprised her business associates by announcing her retirement on July 31.

Martha's youthful and petite appearance belie her more than 30 years as a Milwaukee Road veteran, but they are substantiated by her service record which dates back to Sept. 18, 1918, when she took her first job under the late O. P. Barry, who was then ticket auditor. In 1920 she transferred to the office of vice president-operating, following that with a period in the office of the auditor of expenditures. Subsequently she became secretary to C. E. Oliphant, chief statistician. In 1933, through the consolidation of the Union Station typing bureau, she came under the jurisdiction of the comptroller's office. A number of promotions followed until, in 1942, she was appointed bureau head. Miss Julia Sachen succeeds her in that position.

Martha's retirement refutes any notion that leisure time is synonymous with inactivity. In the good years

ahead she intends to help keep house for her mother and indulge her plans for extensive travel. Twenty-four Union Station friends who were among her well wishers feted her at the Kungsholm Restaurant on July 21 with a surprise dinner at which her mother was present. Approximately 100 station employes subscribed to a cash gift which was presented to her and she received, in addition, a ceramic figurine for her hobby collection of miniatures. Mrs. Emma De Long of the typing force wrote a poem for the occasion which concluded with this tribute:

*Here's to Martha at parting,
To the years we have been together,
With the days of working and striving
Sprinkled with laughter and
pleasure.
Now that we are at that turn in the
highway
Where you, dear friend, are taking
the byway,
Wherever you may go, whatever you
may do,
Our best, sincere wishes will always
follow you.*



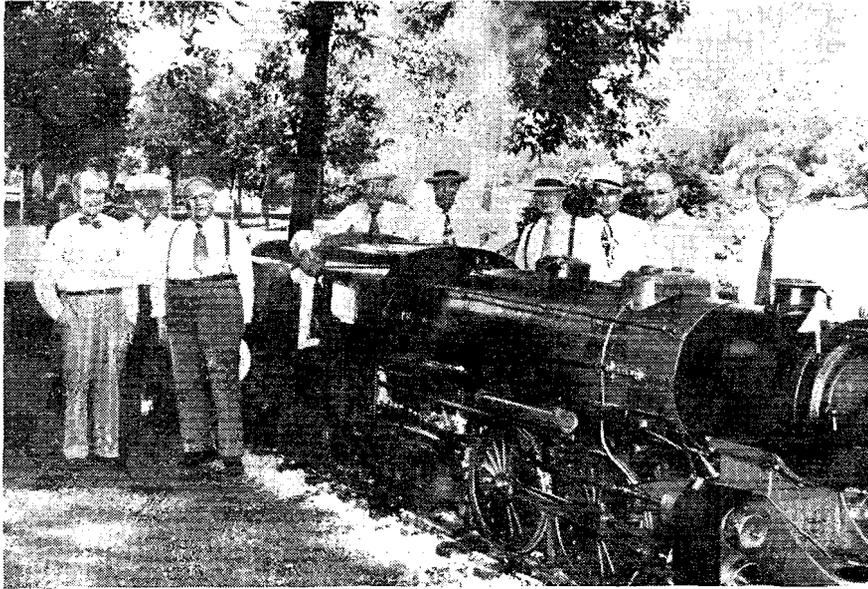
Scene in the Danish Room of the Kungsholm Restaurant on July 21 showing Martha DeKeukelaere (seated, second from right) and part of the group of her fellow employes who attended the retirement dinner in her honor. Others seated are, left to right, Grace Baldwin, Emma De Long, Theresa Glasl, Mrs. DeKeukelaere and Julia Sachen.

Milwaukee Road electrician who is chief of the Othello volunteer fire department, Everett Sanders, Orville Adams, Ray Myers and M. A. Terry. Brown and Sanders were both suffering from third degree burns.

The men were members of a fire fighting crew which was engaged in building a 100-foot trench to protect Othello from a prairie fire that threatened to advance on the town. The dry grass, waist high, was whipped by a treacherous 60-mile wind. They were trapped by the

blaze when the engine of their fire truck went dead on a country road and they were unable to outrun the flames. Other fire fighters who saw their plight were helpless to assist them and they were obliged to stay with the stranded truck while the fire swept around them.

Ten minutes elapsed before the fire was sufficiently spent to allow the rescuers to close in. The men were then rushed back to town, from where the mercy train carried them on to medical aid at Ellensburg.



The inspection group stands by while John B. Bjorkholm, retired Milwaukee Road superintendent of motive power, takes his turn in the engine cab of the Sandley locomotive. From left to right, Harry Doten, Monterey hotel manager; James Clare, Grand Trunk machinist; M. J. Brown, retired CB&Q master mechanic; G. E. Hogan, Milwaukee Road roundhouse foreman; W. W. Bates, Milwaukee Road master mechanic; M. P. Hannan, Milwaukee Road mechanical inspector; Lester Otto, federal inspector; Curtis Clare, Grand Trunk machinist; and Joseph Bodenberger, retired Milwaukee Road foreman of engines. (Janesville Gazette photo.)

Rail Officials Study Miniature System

THE operations of the Riverside and Great Northern Railroad, a miniature system located in Riverside Park at Janesville, Wis., were the subject of a study by officials of the Milwaukee Road, the CB&Q and the Grand Trunk on June 18. The Milwaukee Road delegation consisted of J. B. Bjorkholm, retired superintendent of motive power, Milwaukee; W. W. Bates, master mechanic, Milwaukee; M. P. Hannan, mechanical inspector, Chicago; and Joseph Bodenberger, retired foreman of engines, Bensenville, Ill.

The group made the trip especially to inspect several locomotive improvements developed at the Sandley Light Railway Equipment Works, which constructed and operates the miniature system. The feature which received the largest share of attention was an improved valve gear which the Sandley Works has patented for use on full size locomotives. Studies were also made of a newly patented change in the driving box and a front wheel mechanism which holds the locomotive to the rails on curves.

The mechanical features of the locomotive were explained by Norman and Elmer Sandley, and the visitors were taken for a ride over the

system, which extends from the south end of Riverside Park to a point a mile south and back.

Special Safety Conference Held at Milwaukee Shops

A DISCUSSION of safety on the job—how to prevent personal injuries and how to treat them when they occur—was the subject of a special safety conference at Milwaukee shops on June 22. It was the second such meeting held at the shops this year, the first having taken place on Feb. 15. Supervisory officers and foremen of both the shops and terminals attended in full force.

The meeting was conducted by District Safety Engineer W. A. French who reviewed the program outlined at the previous conference and called attention to the fine records which have been established by certain employe groups since that time. Dr. Irwin Schulz, company surgeon, reported on the progress made with the medical program, citing for specific commendation the promptness with which employes who receive injuries are being sent to the First

Aid dispensary and to the hospital for treatment. His associate, Dr. D. S. Thatcher, also delivered a favorable report which was based on cases handled in recent months. The doctors pointed out at the same time that it would be a help in the study of each case to know how the injury occurred and the employe's duties, and suggested that the foreman should furnish this information. They recommended a prescribed form which the injured person could present to the doctor when he reports for treatment.

A. G. Hoppe, general superintendent locomotive department, J. A. Deppe, superintendent of the car department, and D. H. Phebus, general storekeeper, all stated that the supervisors in their departments would be glad to adopt the practice and provide the details of every case. Cooperation was also promised by L. W. King, superintendent of Milwaukee Terminals, and Assistant Superintendent W. E. Swingle. A talk by L. J. Benson, assistant to president, climaxed the meeting. Benson complimented the group for the fine showing which has been made in accident prevention at the shops and terminals since the beginning of the year.

Always hold your head up, but be careful to keep your nose at a friendly level.

The original pressure group was the family group, and father was its objective.

Nervous? Not These Boys

WANT to stay sane?

Then be a locomotive engineer, say the findings of a recent study to determine the frequency with which nervous disorders occur among people in various jobs. After testing 300 people representing nine occupational groups, the two doctors making the survey at the Mayo Foundation found that neurosis was rarest among the men who drive the big engines.

Other groups tested, all of whom showed a much higher incidence of nervous disorder, included teachers, clergymen, housewives, lawyers, unmarried women, dentists, farmers and physicians.

—Central Headlight
New York Central System

Railroad Controls

The following editorial is taken from the *Seattle Post-Intelligencer* of July 13, 1949:

LEGISLATION now pending in both houses of congress, purportedly authorizing the federal government to exercise such controls over the nation's railroads as to promote safety of operation, goes so far beyond this laudable purpose that the real objective is obviously something entirely different.

The identical bills which are the vehicles of this legislation, S. 238 in the senate and H. R. 378 in the house of representatives, provide such complete physical control of railroad operation that federal management would be virtually complete.

This is not just a step in the direction of socialism, but socialism itself.

The American system of private enterprise cannot exist with management functions exercised by the government, nationalized enterprises being the inevitable consequence of that policy as its advocates unquestionably intend.

It is a notable fact that whenever federal controls are proposed over the productive enterprises of the country, laudable purposes are professed, but it later develops that these were merely incidental to the real purposes.

In all cases where the federal authority eventually assumes the management functions of private enterprise, the original legislative power which ultimately made this possible was not acknowledged to be of that nature.

But once the machinery of federal control is set in motion it tends to become more and more authoritarian and ultimately becomes absolute.

Pretending only to be concerned with the safe operation of the railroads, the authors of this legislation have provided such unlimited areas of federal control that, in its possible and probable application, the smallest detail of railroad operation would eventually be a matter of federal decision and authority.

It is clearly not in the national interest for the federal government to exercise the management functions of American railroads, even if its authority should be restricted to matters of safe operation.

The safety records of American railroads under private ownership and management have constantly improved throughout the years, and are unexcelled in the industrial establishments of this country, and are

infinitely better than the operation records of countries attempting socialized or nationalized industrial management.

Apart from the factor of safety, it is a matter of unhappy experience with the American people that government operation of productive enterprises, and even extensive government meddling in their affairs, means vastly augmented cost of operation and drastically diminished efficiency of service.

There would very certainly be less safety in the operation of the American railroads under the broad instruments of federal control provided by the pending bills in congress.

There would very certainly be ex-

cessive costs of railroad operation in consequence of these controls, with excessive rates to travelers and shippers and to the taxpaying public.

The hidden purpose behind this legislation is not to make railroad operation safer, cheaper or better, but to make federal authority over the railroad industries so complete as to constitute the real management and ultimately to compel federal ownership.

This is merely the long way around to the nationalization of the American way of life. British socialists have been able to accomplish the same end by direct means in their country but American socialists are compelled to resort to indirection.

Farm Neighbor Reports Broken Rail



Superintendent F. R. Doud (right) and Chief Clerk F. W. Liegois, calling on Elmer Greig to thank him for his neighborly good turn, found him engaged in putting up hay.

ELMER GREIG, who operates a farm two miles east of Stoughton, Wis., recently did a neighborly turn for the Milwaukee Road. Returning home late on a Sunday afternoon to start his evening chores, Mr. Greig noticed, as he drove over a private crossing near his farm, that some six inches of rail had broken off the main line track near the intersection. He realized immediately the impending danger to No. 118, the Minnesota-Marquette, which would soon be passing over the track at high speed and the necessity for reporting the broken rail at once. As he does

not have a telephone, he turned his automobile around and raced back to Stoughton where he reported the condition to Agent L. W. Eberle. The information was relayed in turn to the office of the chief train dispatcher, just in time to issue an order to No. 118 before its departure.

In recognition of this considerate act, Superintendent F. R. Doud, accompanied by F. W. Liegois, chief clerk in superintendent's office, made a trip to the Greig farm to thank Mr. Greig personally and tell him of the railroad's appreciation of his thoughtfulness.



Home Department.

FUN WITH FRENCH PASTRY



Mrs. Charlotte Turgeon, author of "Tante Marie's French Kitchen," demonstrates how the miniature puffs should look when they come from the oven.

EVERYONE enjoys French pastry but many of us are afraid to try it in our own kitchens because we think it's too hard to make or too costly, or both. For instance, the dessert described here would, in a smart restaurant, be called "Profiteroles au chocolat," a name which conjures up an awesome vision of temperamental chefs, hard-to-get ingredients, endless labor and considerable expense. But don't let the name frighten you—it's only miniature cream puffs with chocolate sauce, a dessert which can be made easily by any American cook. The recipe comes from "Tante Marie's French Kitchen," a just published cookbook of everyday fine cooking in the French manner, translated into standard American terms. Here's

how you go about making this dessert with the special French touch:

Choux a la Creme (say *shoe ala krem*), or Cream Puffs
 1 cup water
 ½ cup butter or salad oil
 1 cup flour
 1 teaspoon sugar
 ¼ teaspoon salt
 4 eggs

Bring water and butter to a boil. Add flour, sugar, salt. Stir vigorously three minutes over low flame. Remove from fire and break in eggs one by one, beating hard each time to a smooth paste. Drop balls of paste (teaspoon for tiny puffs, tablespoon or more for large puffs) on greased, lightly floured cookie sheet. Bake in 375° oven 30 to 45 minutes. Puffs are a delicate brown and absolutely dry outside when done. Cool

and make tiny hole in bottom through which to fill puff, which will be hollow. Fill with ice cream, pastry custard, or . . .

Fromage a la Chantilly (say *fro-maj ala shan-tea-ye*)—just sweet whipped cream

2 cups heavy cream
 ¾ cup powdered sugar
 1 teaspoon flavoring

Beat cream until thick but not stiff. Stir in sugar and flavoring—vanilla, coffee extract or fruit juice. This keeps in the refrigerator.

To turn cream puffs into the fancy **Profiteroles au Chocolat** (say *pro-feet-ah-roll oh shock-a-lot*):

Start with small cream puffs made with a teaspoon or less of dough. Fill with your choice of fillings mentioned. Put two or three in each dessert dish and pour over them a thick chocolate sauce.

It's an Idea!

For cooking pickles, the U. S. Department of Agriculture recommends enamelware kettles; aluminum or stainless steel kettles to heat acid pickling liquids. *Don't*, it cautions, use a copper kettle—as grandmother did—to make pickles bright green. Unless the copper is very bright, the acid will react with the tarnish and form poisonous salts. And don't use a galvanized pail; acid or salt reaction on zinc also forms a harmful substance.

How about utilizing color for hot weather comfort? There's scientific proof that lagging appetites are stimulated in a dining room with peach tinted walls and that a coat of white paint will reduce the temperature in the attic. Paint your golf balls and garden tools a clear pink, the most highly visible color against green. And to discourage gnats and mosquitoes that swarm around your porch light, use a pink or an amber bulb and place another bulb, painted blue, about 20 feet away. The pesky visitors will fall for the blue lure and leave you strictly alone.



Ten Ways to Worry Less

YOUR problems have little, if anything, to do with your worrying, according to an article in *Better Homes & Gardens* magazine.

The habitual worrier "dreams up" things to fret and stew about and actually makes them up out of thin air. Or else, the article says, he develops a morbid anxiety about remote possibilities which haven't one chance in a thousand of coming true. If a particular problem is solved, the worrier simply transfers the worry to his health, his children or his wife's affection. Worriers always find something to fret about.

Chronic worry actually is a state of mind which results when an inner sense of security is lacking, according to the article. The turbulence caused by inner anxiety and bewilderment cannot be bottled up and seeks expression through the worry processes. The individual seeks to rationalize this insecure feeling by attributing it to some outside cause.

A real sense of security can be achieved only through the expression of inner energies. Here are 10 ways listed in the article to worry less and accomplish more:

1. Don't think of problems as difficulties—think of them as opportunities for action.
2. After you have done your best to deal with a situation, forget it and go on to the next thing.
3. Keep busy. Keep your day filled with work, recreation and sleep.
4. Don't concern yourself with things you can't do anything about.
5. Stop building air castles. For the time being, eliminate day-dreaming completely.
6. Don't put off an unpleasant task until tomorrow. It simply gives more time for your imagination to make a mountain out of a possible molehill.
7. Don't pour out your woes and anxieties to other people. Their sym-

pathy makes it easy for you to feel sorry for yourself.

8. Get up as soon as you wake up. If you lie in bed, you may use up as much nervous energy living your day in advance as you would in actual accomplishment of the day's work.

9. Arrange your schedule to cut

down on hurrying. Hurrying helps to shatter poise and self-confidence.

10. Break up big projects into simple steps of action. Then negotiate those steps one at a time. Don't allow yourself to think about step number two until you've executed step number one.

The Milwaukee Road Women's Club

Report of Welfare and Good Cheer Activities for Year Ending December 31, 1948

Chapter	Spent for Welfare and Cheer	Value of Donations at No Cost	Families Given Aid and Cheer	Calls Made	Cheer Messages Sent	Ways and Means Earnings
Aberdeen, S. D.	\$ 925.55	\$ 63.10	292	400	407	\$ 36.06
Alberton, Mont.	14.06		2	4	1	
Austin, Minn.	62.12	205.50	139	701	299	
Avery, Ida.	101.95		20	14	4	150.94
Beloit, Wis.	167.55	50.00	37	39	30	68.50
Bensenville, Ill.	74.86		217	90	440	13.10
Black Hills	70.94		36	144	22	104.91
Butte, Mont.	47.32		39	48	20	18.00
Channing, Mich.	57.36		26	20	65	30.57
Chgo. Fullerton Ave.	538.76		131	103	52	161.50
Chgo. Union Station	15.13		3	39	58	
Council Bluffs, Ia.	79.73		41	210	93	22.48
Davenport, Ia.	93.96		81	63	51	74.19
Deer Lodge, Mont.	5.00		42	40	38	112.20
Des Moines, Ia.	60.30		14	232	28	
Dubuque, Ia.	61.84		79	133	43	
Great Falls, Mont.	145.68	30.00	14	41	17	25.25
Green Bay, Wis.	143.49		40	102	41	6.40
Harlowton, Mont.	52.63		42	36	8	207.00
Iron Mountain, Mich.	123.28	13.50	37	34	25	22.21
Janesville, Wis.	473.82		216	335	135	204.55
Kansas City, Mo.	93.80	108.50	86	86	58	86.85
La Crosse, Wis.	126.68		74	32	21	64.53
Lewistown, Mont.	93.47	19.85	59	106	78	
Madison, S. D.	103.86	47.75	114	244	80	2.87
Madison, Wis.	53.59	7.00	27	108	105	45.13
Malden, Wash.	64.01		6	5	42	34.20
Marion, Ia.	23.36		66	58	56	20.90
Marmarth, N. D.	64.66		50	5	35	
Marquette, Ia.	120.56	11.00	43	55	48	1.80
Mason City, Ia.	97.49		106	167	110	51.56
Merrill, Wis.	11.84	2.77	43	80	73	7.10
Milbank, S. D.	24.91	12.00	19	153	46	54.62
Miles City, Mont.	76.74	390.55	766	5,780	730	12.00
Milwaukee, Wis.	133.86		49	66	94	245.43
Minneapolis, Minn.	221.43	15.00	186	65	148	79.32
Mitchell, S. D.	78.85		144	51	128	
Mobridge, S. D.	128.04		175	185	175	8.50
Montevideo, Minn.	156.99	7.30	67	95	41	19.00
New Lisbon, Wis.	90.48	14.00	80	75	52	39.31
Othello, Wash.	24.82		51	46	24	113.25
Ottumwa, Ia.	64.38		289	138	191	31.72
Perry, Ia.	164.28		27	16	232	2.59
Portage, Wis.	43.00		31	59	23	49.95
St. Maries, Ida.	56.17	26.00	112	90	66	
St. Paul, Minn.	133.32	26.00	174	139	128	229.74
Sanborn, Ia.	89.79		41	28	47	25.00
Savanna, Ill.	45.17	50.00	82	11	39	
Seattle, Wash.	66.37		121	591	156	47.50
Sioux City, Ia.	259.36	63.00	133	121	219	97.68
Sioux Falls, S. D.	103.65	14.50	148	303	84	113.44
Sparta, Wis.	50.27	132.70	103	128	65	121.45
Spencer, Ia.	91.95		89	11	54	1.55
Spokane, Wash.	12.50		2	2	8	73.23
Tacoma, Wash.	486.16	115.00	277	461	123	206.88
Terre Haute, Ind.	132.39	10.00	122	181	59	134.69
Three Forks, Mont.		5.00	1	7	46	30.30
Tomah, Wis.	346.27	51.80	158	35	61	33.87
Wausau, Wis.	67.50	5.20	20	37	11	34.74
West Clinton, Ind.	238.05	31.50	43	333	93	13.05
Wisconsin Rapids, Wis.	65.10	1.00	78	42	36	4.49
Total	\$7,620.45	\$1,529.52	5,810	13,003	5,762	\$3,396.10

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

MILWAUKEE TERMINALS

Chestnut St. North Milwaukee
 and North Avenue

Dick Steuer, Correspondent

A number of house warming parties are expected shortly in this vicinity. The new home owners are the Jim Madushaws in the town of Lake, and the Bill Warners, the Elmer Ognenoffs and the Mel Watermans in Milwaukee. We'll give them a little time to get settled first.

While repairing a rusted downspout on his house, Cashier Max Woelfl slipped and fell 10 feet to the ground below. He suffered a slight spinal injury and has been getting around with two canes since the accident.

Our social note for the month concerns the marriage of Nathalie Corbett and Ernest Fabrizio on July 2. Nathalie is the daughter of Demurrage Adjuster Harvey Corbett. After the ceremony at Immaculate Conception Church and a reception at Odd Fellows Hall, the young couple left for a honeymoon in central Wisconsin.

We have a few vacation notes of interest. Larry Janus and two of his friends motored to Canada, parked their car and flew 30 miles into the interior. There, at Lawrence Lake, the party of three and their guide roughed it for three days. Their reward was walleyes at four to five pounds and northerners at five pounds and over. They had no trouble in catching the quota and had to throw back 20-inch walleyes—so Larry says.

Another fish story worth repeating is that of Hugo Gastel, yard clerk in Cherry yard. Hugo was fishing at Little Lake St. Germain when he hooked a good sized muskie. Just as he was about to boat his catch Mr. Muskie had other ideas and left for parts unknown. It was a thrill just the same, says Hugo.

The Tommie Regans motored through Wisconsin, going north to Wausau and west as far as Prairie du Chien.

Fowler Street Station

Pearl Freund, Correspondent

Our new member of the personnel, Assistant Agent F. R. Lewis, is in line for introduction at this time. Mr. Lewis comes to the local freight office from Minneapolis where he also served as assistant freight agent. Prior to this position he was an operative agent at various places, and in rapid succession was assistant agent at Rockford, Chicago Heights, and Mason City.

Another promotion of interest to us is that of E. J. Hoerl, former clerk at Fowler Street and chief clerk at Chestnut Street Station. From there he went to Chicago as public relations representative and, effective July 6, became assistant agent at Rockford.

Frank Sonnenburg, a recent visitor to the office, is proof that there is a future for all good rate clerks. Frank, a former rate clerk at Fowler Street and the general office in Milwaukee, left the Road some years ago to



R. H. Bronoel, operator at Appleton, Wis., and his bride, Miss Helen Haws of Neenah, Wis. They were married at the First Congregational Church in Menasha on July 2.

join the Carnation Company at Oconomowoc. He is now assistant general traffic manager of the Carnation Company at Los Angeles.

Charles Roessger is home again from Houston, Tex., having terminated his service in the Air Corps. He hopes to be accepted into the university extension division, but for the present he will operate an auto messenger run.

Bob Bohren, House No. 7, was away for two weeks to accompany recruits to Ft. Bragg, N. C., for training. George Lawrence was also there for the same period, acting as timekeeper.

Charles Schmidt, check clerk, was off for a week on account of illness. Goldie Swanson, trucker, is on a 30-day leave of absence at present. Emil Wrasse, retired delivery clerk, has been very ill and is confined to a hospital.

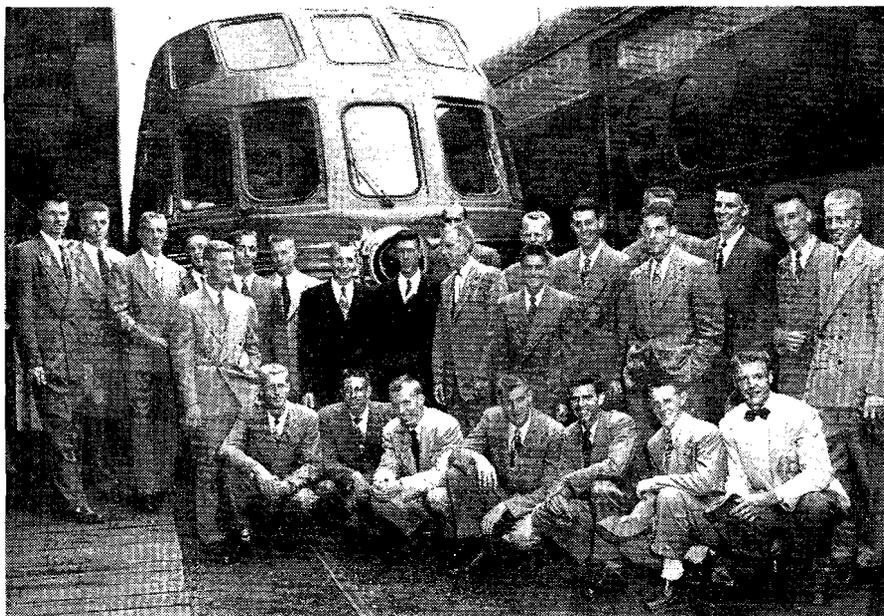
Word comes to us from Grace and Norbert Tillidetzke that they are the parents of a baby girl, Judith Ann, born on July 6.

Newcomer Donald Ross has completed two and a half months of messenger service and is listing the railroad first among his future plans, although he has completed one semester of chemistry at Marquette U.

John C. Jasinski, a former trucker and checker in the warehouse, made his appearance in the office recently as messenger. He left to spend a year and a half in the U. S. armed service and returned to do yard clerking in the various districts. He expects to enroll at Marquette this fall.

Sympathy is extended to Mrs. Josephine Conway on the death of her father, Hans Jorgensen.

Kathleen Allison, clerk at Fowler Street, was the victim of an armed robbery July 17, at the Airway Theater on South Howell Avenue where she works several evenings as cashier. Two young men approached her as though they intended to buy tickets. One produced a pistol and ordered her to hand over the money, which she promptly did, and



Three University of Washington rowing crews—the varsity, junior varsity and freshman eights—lined up before the Sky Top Lounge of the Olympian Hiawatha before they left for the East on June 12 to compete against the University of Wisconsin at Madison and in the Poughkeepsie Regatta. They were defending champions of both events. (Seattle Times photo.)

the youths fled. Three squads of deputies were unable to find a trace of them.

Jack Klima and his wife reported a wonderful trip to Jasper National Park, 200 miles from the Alaskan border. His biggest achievement, however, was the ride on horseback to the Columbia ice fields. We can understand now why he enjoyed complete relaxation at Banff following this trip.

COAST DIVISION

Harry W. Anderson, Division Editor

S. E. Herzog, trainmaster at Tacoma, has been transferred to Madison, Wis. Eddie had been here a good many years and was well liked. His friends here wish him the best of luck.

Vacationers include Alvin Nance who went back to the old homestead in Missouri, Francis Kirkland who figured on going no place in particular and everywhere in general, Harry Anderson who vacationed in upper Michigan and Wisconsin, and Florence McMahon who spent hers in Tacoma.

Esther Delaney and Tommy Norwood are relieving in the time department during vacations.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Lorenzo G. Fox, retired warehouse foreman, and wife left early in July to spend six months in eastern Canada and at their old home in Michigan.

Willa Lindsey, timekeeper local freight, left on July 16 to attend the national Methodist conference in Albion, Mich. She expected to be gone about two weeks.

Harry Anderson, chief import and export clerk, has returned from a three-week tour of the southwest states. He visited Grand Canyon and other points of interest and also called on our old friend Charles Ganty, retired clerk now residing at San Bernardino, Calif.

Lillian Wirth, rate clerk at the local freight office, is confined to Providence Hospital at present but is improving slowly. Mina Dow, also of the local freight office, is confined to the same hospital. These girls can really get together on the subject of illnesses.

Gertrude Deeny, clerk local freight, suffered a severe case of pneumonia and has been told to spend the balance of the summer east of the mountains. She is now at Wenatchee regaining her health.

Your correspondent and wife are spending their vacation in the Canadian Rockies, in the vicinity of Canmore, Banff and Lake Louise.

Linwood Bartholomew, track watchman at Easton, toured the southwestern states during July. This is three times over the same route. Must be something down that way that catches his eye.

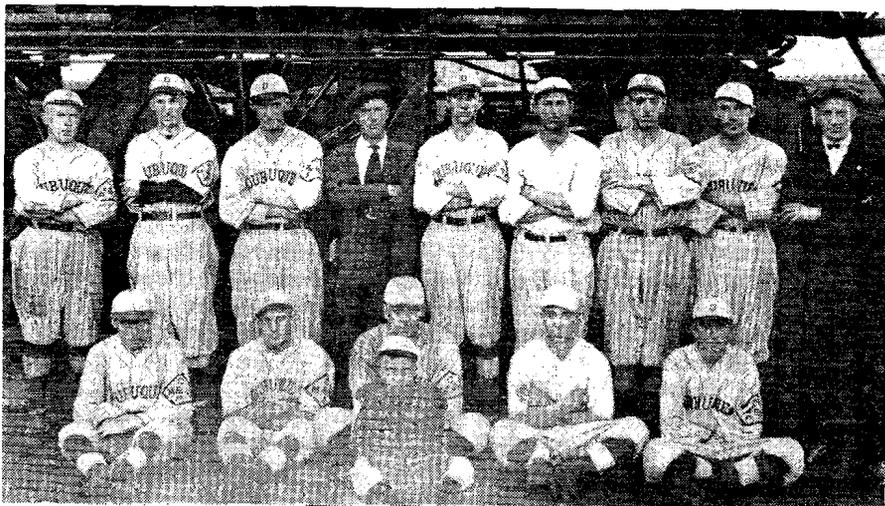
Myrtle Kruse, of the cashier's office, spent her recent vacation in Yellowstone Park.

Frank Quigley, assistant chief clerk in charge of car desk, has returned from a two-week tour of Oregon and Washington. While away his position was filled by Mary Webb.

Have you seen the beautiful Hudson being driven by our messenger, Carl Wohlers? A real car.

Assistant Agent Guy Anderson spent his vacation painting his house and is ready for Old Man Winter once more.

Those Were the Days



"I RECENTLY ran across these old photographs which might be of interest to a CMS&P man as souvenirs of the *really* good old days," wrote Carl V. Riley, official U. S. court reporter for the northern district of Iowa at Dubuque, to his friend "Pete" Weiland, superintendent of the Kansas City Division. Riley was employed as a yard clerk at the Dubuque shops in 1920 when the shops' baseball and basketball teams were the champions of the Dubuque Industrial League. Although a lot of water has gone over the dam since that time, Riley has been able to identify all of the men and, in most cases, their present whereabouts.

Here is his identification of the baseball line-up. Front row, left to right: Louis McDonough, catcher, now The Reverend McDonough, pastor of St. Mary's Church, Eldora, Ia.; Harrison "Didge" Wunderlich, shortstop, head bartender Dubuque Elks Lodge No. 297; Merlin McKinney, catcher, engineer on the D&I Division (long ball hitter of the team); Mickey Hanson, mascot, son of roundhouse foreman; Tony Weiler, pitcher, machinist at Dubuque; Max Wiehl, left fielder, certified public accountant, Dubuque. Back row: Carl Riley, center

field; Dan Hall, third base, railway supplies salesman; Bill George, first base, with the Firestone Company (Ohio); Harry Hanson, manager, was, and may still be, roundhouse foreman for the SP in California; Ted Reuter, outfield, machinist at Dubuque; Frank Meyers, pitcher, retired and living in Dubuque (probably Dubuque's best fisherman); George Wimmer, catcher, last employed as roundhouse foreman for the GCW at Oelwein, Ia., recently deceased; Emory Forkes, pitcher, bus driver with the Interstate Power Company, Dubuque; Al Breckler, business manager.

The basketball team. Seated, left to right: Pete McInerney, storekeeping department, last heard from at Rockford, Ill.; Ed Kiesele, captain and center, now superintendent of the Chicago terminals; Carl Riley. Standing: Oscar Ohde, machinist (a fellow we always liked to have around); Louis Schwartz and Art Herron, both of the storekeeping department and believed to be still with the railroad; Art Schuster, storekeeping department, a grocer in California; and Ray McMahon and Ray Moore, machinists, present whereabouts unknown.



You Are Invited!

THE J. H. Foster Service Club of Minneapolis invites all employes in the Twin Cities area to an outdoor frolic at Excelsior Amusement Park on Saturday, Sept. 10. The management of the park will make special rates for Milwaukee Road people and their families on that date and the club has planned an afternoon and evening of good fun. One of the attractions will be a broadcast of Cedric Adams' radio program, "Stairway to Stardom," which will originate at Excelsior Park on that date.

Employes in the Chicago area are invited to be the guests of Milwaukee Road Pioneer Post No. 768 of the American Legion at the installation of officers on Sept. 17. An open house and dance will be held on that date at the Logan-Avondale Post, 2507 North Kedzie Boulevard. Friends of employes are included in the invitation.

Seattle Yard

F. J. Kratschmer, Correspondent

A blessed event occurred again for Mr. and Mrs. Faye Fox with the arrival on July 10 of a seven pound-twelve ounce baby boy, David Grant. Faye is our clerk in the yard office. This brings his family up to two boys and a girl.

Hayden Weber, car department write-up man, is going strong in the poultry business and at present has quite a flock of fryers on hand. Hayden took off a few weeks in July to do some work around his ranch and also made a trip to Vancouver.

B&B Carpenter Sam Clark has been off duty for more than two months as the result of an accident. Going home from work one afternoon Sam, in attempting to evade an oncoming automobile, fell on the street and fractured his left forearm.

Morris C. Cook, switchman on the disabled list, is a regular caller at the yard. He is now putting in his time on his property which is a large plot of land covered with flowers and shrubs.

Byron P. Walker, retired locomotive engineer, and Jim Perry, retired switchman, were recent callers at the yard. Both boys are going strong.

Some of the boys who took vacations recently: Boardman John Lee, worked around home and took a trip to Everett; Switchman Ned Blatchley, took care of the family; B&B Carpenter Andy Cross, journeyed over to Great Falls; Machinist George Dolan, painted his house and made other repairs; Helper Ray Holmes, went out looking for clams and other seafood; Machinist Charley Balch, kept busy around his home; Assistant Car Foreman Ivan Hawley, rested at Rosario Beach; Brakeman Fred Diehm, caught himself a few salmon; Car Inspector Horace Morrow, took the family for an outing at the lakes.

For the information of old timers who have been wondering as to the whereabouts of Clyde Medley, former car foreman, Clyde is now loading supervisor with the Trans-Continental Freight Bureau with headquarters in Seattle and is a frequent business caller at the local car department.

Car Inspector Dave Perry returned to work on Aug. 1 after several months' leave of absence during which he visited his old home in Wales.

Martin Buski, retired car inspector, has returned from a visit with his daughter in Cedar Rapids.

George Kraft, airman in the car department, is still off duty under doctor's care.

Locomotive Engineer Oscar Lano of the Renton run was on the sick list for several weeks during July.

Tacoma

R. A. Grummel, Correspondent

Thanks to our departments for our clean safety record so far this year. A safety program pays big dividends to all of us in cash and in a clear conscience. Aside from causing needless suffering, accidents cost money, lost pay, and economic waste. Accidents certainly are becoming a national threat when the President takes a hand. In March he opened a conference with an appeal for united effort to promote industrial safety, which he described as "one of the highest purposes of mankind".

One of the problems confronting retired people is what to do with their spare time. The Magazine is printing a series of articles on the experiences of those who have retired in order to help present employes who are looking forward to it. N. F. Bingham, an old friend of mine and a friend of a good many Tacoma and Port Angeles people who now resides at Hilcrest Apartments, 423 South G. Street, Tacoma, called one day for the purpose of putting in his two cents worth. He is not writing to the Magazine about his solution, stating that if he did so the editor would think he was just crazy. Mr. Bingham started working for the Milwaukee Road in 1903 on the H&D Division as agent and operator and after eight years worked for the GN for a spell as operator. Returning to the Milwaukee as operator at Everett,

he worked up to the position of train dispatcher and later as chief dispatcher. He held the chief dispatcher's position at Port Angeles for 17 years—he also worked as train dispatcher in Tacoma for a number of years, retiring in 1940. He has two sons—one a doctor in Los Angeles and the other a contractor in the same city. He and his wife spend the winter months in Los Angeles and the summer in Tacoma. Here is Mr. Bingham's advice: "Forget about hobbies, forget about work. Join the Elks Club, live among your old friends and relatives. Visit and enjoy every moment of your time." Mr. Bingham thinks that fear of not being able to keep busy after retirement shortens your life.

Each Magazine time we expose one of our worries. This month we have been worrying about what disposition Claim Clerk K. D. Alleman has made of his "Black Maria" gabardine sport shirt and that dazzling Florida tie. We are wondering if he left them in Florida.

The freight office was pleasantly surprised one day recently with a visit from Veronica Wendt, former messenger girl here, and her charming baby daughter.

Mrs. Jean Rennick, only daughter of Warehouse Foreman O. C. Cardle, has joined her husband, a captain in the veterinary division of the Army, in Balboa, the Canal Zone.

Vacationing at the present time are: George S. Schwartz, checker in the warehouse; Ivar Berven, cashier; Bob Huntsman, board clerk in the yard. Mr. Berven and family vacationed in Vancouver and Victoria; Mr. Huntsman and wife also in Canada, visiting at Banff and Victoria.

Understand Yardmaster H. W. Montague is quite a connoisseur of the art of cake baking. With this skill he'll never have to worry about his retirement, as the demand



The Minneapolis Aquatennial parade of 1949 which was held on July 23 and which included in the line of march such national celebrities as Vice President Alben W. Barkley, Bob Hope, Arthur Godfrey and Bebe Shopp, the Miss America of 1948, awarded top musical honors to the Milwaukee Road Hiawatha Service Club Band of Milwaukee. The band is shown here in its headquarters at the Nicollet Hotel being welcomed by civic officials and officers of the Aquatennial Association. Left to right: Eugene W. Weber, band director; Miss Lee Jaenson, "Queen of the Lakes;" Patricia Kuszewski, band majorette; W. N. Dickson, Aquatennial Association president; Mayor Eric Hoyer; Carl Bremicker, general chairman; Dave Silverman, vice president of the Aquatennial Association; and Earl Ray, drum major.

for this type of learning is worthy of any master of arts degree.

This correspondent was glad to receive information from Mike Mitchell, one of our B&B men, as to the whereabouts of one of our former messenger girls who did an excellent job during the war. Patricia Mitchell is now Mrs. Harold L. Harig and lives in Grand Rapids, Mich. She has a fine young son Michael.

TWIN CITY TERMINALS

Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Rosella Orsch changed her name to Wall on June 18, walking down the aisle of St. Olaf's Church in a lovely white net with veil and train, preceded by four bridesmaids. Two ministers officiated at the double ring ceremony, so the knot was tied securely. A reception was held after the ceremony.

Marjorie Hipke is all a-dither these days after receiving a beautiful diamond from Johnny Hemingsen.

Employees who vacationed in July: Harry Nee and wife spent two weeks at Farm Island where the fishing is reported to be good. Fred Johnson and wife attended the Shriner's convention in Chicago. Elmer Davies and wife visited relatives in Green Bay.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Carman Helper John Androff retired on July 18 after 35 years of service. Mr. Androff first worked from Mobridge to Miles City for two years; then two years at Minneapolis shops and two years on the River Division prior to starting his service at Minneapolis coach yard where he had been for twenty-nine and a half years. He and his wife plan to travel around the country in their leisure time.



John Androff

Joseph J. Drinka of Milwaukee has been promoted to the position of general car foreman of the Twin City terminals, succeeding Jacob Hansen who was appointed district general car foreman of the northern district.

From Miss Ella Siegler who vacationed in the Southwest and called on Mr. and Mrs. Frank J. Tschohl at Albuquerque, N. M., we learn that the Tschohls still like Albuquerque 100 per cent. Mr. Tschohl is a retired car foreman from St. Paul, Aberdeen and Minneapolis.

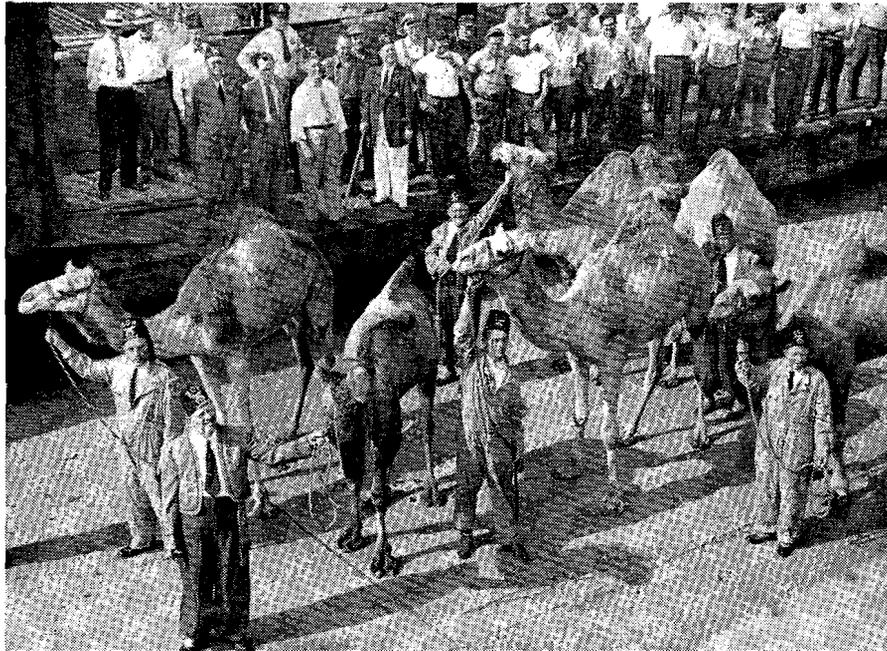
Clerk George Ward of the store department office who had been on leave returned to work the latter part of May. We are glad to see him back. Our apologies for the late mention.

Congratulations to T. Krawczynski who became a bridegroom on July 9.

Mr. and Mrs. Roy E. Billmark became the parents of a baby boy on July 4.

Welder Lawrence J. Olson and family have moved to Los Angeles, Calif., where he has obtained employment.

Clerk Einar Hauger and family vacationed



Zor Temple Camel Patrol, of Madison, Wis., the only Shriner camel patrol in the world, leaves the unloading platform at Union Street, Chicago, for the parade which highlighted the Imperial Council Session at Chicago on July 19-20-21. Three hundred members of Zor Temple Shrine came in on the special train. Other large groups for whom the Road ran extra trains were Ararat Temple of Kansas City, which brought its White Horse Troop, Zurah Temple of Minneapolis and Temple El Riad of Sioux Falls, S. D. (Chicago Daily News Photo.)

in northern Minnesota recently; also saw some baseball games in Chicago.

Chief Clerk Charles Laird, as adjutant in Zurah Temple Shriners parade, attended the convention in Chicago on July 17. He returned to Minneapolis for the Aquatennial parade on July 23.

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Trainmaster Bill Hjorth was recently transferred from St. Paul to Minneapolis, and Trainmaster Dick Fairfield from St. Paul to Tacoma.

Traveling Auditor Frank Covnick and crew are checking the St. Paul freight station at present.

From what I hear of the Chicago Railroad Fair, it is worth the trip to Chicago. Our steno, Gladys Murphy, is there right now looking it over. As for me, I hope, I hope, to see it.

Illness has kept Al Thelen home for several weeks.

Marion Cashill is a real honest to goodness international traveler. She leaves for Canada shortly.

I'll be seeing you at the Chicago Railroad Fair.

H & D DIVISION

Middle H & D

R. F. Huger, Correspondent

At this writing our independently operated softball team has won 10 games and lost 4. Representatives of nearly every department are participating. We play two games per week, Tuesdays and Thursdays, and are always glad to see our fellow employees at the games, watching us represent the railroad.

Foreman Jim Palmer and wife returned

recently from a visit to the Chicago Railroad Fair. They also watched the Cubs play ball.

Dispatcher L. E. Larson has resumed work after a month's vacation.

Dispatcher B. F. Fuller and wife returned recently from a vacation in the Black Hills. Insurance policies were sold right and left.

Learned recently that M. R. Fetzer, former agent, and wife are the proud parents of a baby girl.

Congratulations to Agent A. J. Fasching, Hosmer, and Mrs. Fasching on the recent addition of a girl to their family.

Third Trick Operator Dolly Simonson, Bristol, took the big step on July 15 and became Mrs. Lory Friend.

Agent Stan Winn and wife are vacationing at the present time.

Brakeman Spence Zerr returned recently from Chicago where he underwent surgery. He has since returned to work.

Dispatcher Gene Albrecht is "batching it" for several weeks. His wife is taking in the sights of California.

Agent Lyle Koffler, Virgil, married Phyllis Jacobson of Woonsocket on June 4. We met the bride, accepted a choice cigar, and can report that Lyle's tastes are exceedingly good.

Vicki Jean Long is a late arrival at Aberdeen, having reported here on July 20. Instrumentman D. H. Long is the proud papa.

Young Ben Radabaugh recently advised us that his parents, Tommy and Dolores, are moving to Avery, Idaho, where Tommy has bid in as foreman.

Look back along the endless corridors of time and you will see that four things have built civilization; the spirit of religion, the spirit of creative art, the spirit of research, and the spirit of business enterprise.

—Dr. Neil Carothers, American economist

Former Employee Now Cartoonist

THE cartoon on this page is the work of LaVerne E. Wall, a native of Miles City, Mont., who was employed in the Milwaukee Road superintendent's office at Miles City several years ago. At that time Mr. Wall displayed marked talent as a cartoonist and was known for the clever drawings which illustrated the safety news letters. Deciding to adopt art work as a profession, he pulled up stakes at Miles City in 1945 and moved his family to Chicago where he was able to attend the big art schools. At the present time he holds a full time job in the safety department of the Illinois Central for which he has created "Hazardous Hal," a cartoon character whose antics serve as object lessons to safety minded IC employes. He also does considerable free lance work and is beginning to win recognition as an up-and-coming cartoonist.

East H & D

Martha Moehring, Correspondent

Operator Wayne Dunlap spent his vacation with his son Charles who owns and operates a mink farm at Stewart. There were around 500 minks to be fed and watered daily so Wayne lent a hand. In hot weather they have to be watered every few hours. Their food is a mixture of horse meat, mink meal, rabbit, fish and tomatoes. Three coach dogs serve as watch dogs and they do a good job, reports Wayne.

Conductor Timmy Collins has a lovely back yard at his home in Minneapolis which proves that his thumb is green under the cinders and oil. One of the unique things that friends talk about is the profusion of morning glories which twine around an old Christmas tree. "Mighty purty," say the visitors to the garden.

The night employes around the yard office had a terrific scare during a severe electric storm recently when lightning hit the 85-foot radio tower just outside the dispatcher's window, scaring them three-fourths out of their wits.

Mr. and Mrs. Steve Brophy recently spent a nice vacation in Kansas City where the Brophy clan of five brothers and their wives got together. Just about that time Steve was also awarded his 40-year service button.

Another of our men with a long service record is Engineer Carl (Pat) Hanson who rounds out 50 years this month, 46 of them as an engineer.

P. J. Lawler, retired conductor, called here to look up some of the old timers on a recent trip up from Los Angeles where he now makes his home.

Sorry to hear of the death of Mrs. Lou Mainzer, wife of retired conductor, who lives in Minneapolis.

Among Chicago Railroad Fair visitors were the James Maddens and the Pat Maloney's. They liked it.

We lost a mighty good friend this month in the passing of E. J. Ruehmer. E. J. was chief dispatcher from 1942 to 1945. Due to poor health he retired in 1946 after 34 years of service on the H&D. He made a long, valiant fight against Hodgkins disease and it was with deep regret that we heard of his passing.

MILWAUKEE DIVISION

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

It is with sadness that we mark the passing of Superintendent J. H. Valentine on July 6. His death ended a long career on the railroad, that took him from telegrapher on through various steps of dispatching, then to trainmaster and eventually to superintendent. He had been superintendent of the Milwaukee Division since 1928, after serving in that capacity at Green Bay and Terre Haute.

Brakeman Clarence E. Manley was stricken suddenly when about to go on duty at the Union Station in Chicago recently. Efforts of an inhalator squad failed to revive him.

Wally J. Kummert is the new operator in the dispatcher's office at Milwaukee. He is really making the brass pounders up the line take notice with his lightning slinging.

While watching out for poison ivy one day recently, Roadmaster Russell Scott found a \$5 bill along the right of way at one of the supply train stops near Lake, after Trainmaster Norman Soergel and the conductor had passed by. These honest individuals refused to claim it, so Russell is prosperous these days.

Third District

D. A. Dunning and H. G. Brown, Correspondents

Operator R. H. Porten, Sr., of Horicon is vacationing at Pelican Lake. His son, R. H. Jr., is filling in during his absence. The resort hotel which is owned by the Portens dates back to the early days when it was patronized almost entirely by lumbermen. Indian trophies of all kinds have been found in the vicinity and the location on beautiful Pelican makes all third district employes green with envy.

Employes of the third district will never forget our late superintendent, J. H. Valentine. He was a very capable and thoughtful man and will be missed by all on our railroad.

"Lady", Milford Drager's cocker spaniel, is the proud mother of puppies. Congratulations.

MADISON DIVISION

W. W. Blethen, Correspondent

In a ceremony performed before the fireplace in the home of her parents, Miss Joan Andree Kline, daughter of Train Dispatcher O. S. Kline, was married on July 16 to James S. Smith. Mrs. Leslie B. Seely, Jr., (Rhuby Jean Kline) of Los Alamos, N. M., served as matron of honor. Following the reception the young people left for a motor trip through the Ozarks. They will make their home in New Orleans.

Conductor Charles Richter, Janesville, retired on June 20 following a railroad career of 48 years. For many years he was a familiar figure on trains 21 and 6 between Mineral Point and Milwaukee.

Switch Foreman C. B. Corcoran is receiving congratulations on the arrival of another grandson, Michael John, born to Mr. and Mrs. Kenneth Corcoran of Cleveland, Ohio, on July 4.

A boy, John Anthony, arrived at the home of B&B Carpenter Kenneth Rynes of Madison on July 9.

Conductor Wilbur McConnell returned to work on July 11 following an illness.

Train Dispatcher and Mrs. L. E. Larson of Aberdeen, S. D., were recent guests at the home of Train Dispatcher Rollie Marlett in Madison.

Funeral services for Conductor Henry J. Hurlbut, 69, who died at his home in McGregor, Ia., on July 20, were conducted at the Pilkington Funeral Home on July 22. Further services were held on July 23 in the Frautschi Funeral Home, Madison—interment in Madison. Mr. Hurlbut had been a Milwaukee Road employe for 47 years and operated between Madison and Marquette as passenger conductor for many years. He made his home in Madison until seven years ago when he purchased the Scenic Hotel at McGregor, Ia. He is survived by his widow Elizabeth, a son Robert, district agent at Madison, and a daughter, Mrs. Norman Sielehr of Madison.

The Cozy Corner Restaurant which has been operated by Agent and Mrs. G. C. Schuler of Orfordville for the past 21 years has been leased to Wayne Schmale of Beloit. Hope the new management will maintain the same high quality of the food. Those chicken and baked ham dinners!

Mrs. Rose Reed, widow of Engineer William L. Reed, died at a Madison hospital on July 25 following a long illness. She was employed as a matron at the Dane County Home until early this year when her health failed. Services were conducted in St. James Catholic Church with burial in Calvary Cemetery.

Engineer E. J. Burmeister is receiving congratulations on the arrival of his first grandchild, Kitty Ann, born on July 12 to Mr. and Mrs. Edward A. Doyle (Lois Burmeister) of Madison.

Announcement of the engagement and approaching marriage of Miss Arlene Meuer to Robert Lumsden of Madison is made by Baggage Agent and Mrs. William D. Meuer of Middleton.

Trainmaster D. W. Riedl has been transferred to Davenport.



"I see McTavish is taking another trip."

after breakfast

When a man's in the woods and the alarm clock that rings "hurry-to-work" is worlds away, there's plenty of time to light up a Dutch Masters and leisurely enjoy the nut-sweet taste of this fine cigar—even after breakfast!



DUTCH MASTERS CIGARS

S. E. Herzog, Tacoma, has been appointed as trainmaster on the Madison Division.

The marriage of Mrs. Viola Cashulette and Engineer Lester Showers took place in Bethel Lutheran Church on July 9. Following a wedding trip, the newlyweds are at home at 447 West Mifflin Street, Madison.

Trainmaster and Mrs. R. W. Riedl vacationed by taking an automobile trip to Seattle.

Mrs. Paul Smithson, wife of Conductor Smithson, is recuperating at her home following an operation.

Telegraph Operator A. L. Carpenter has been appointed agent at Muscoda.

Charles Ziel, retired engineer, passed away at his home in Prairie du Chien on July 29 following a long illness. Mr. Ziel retired in June, 1938, with 39 years of service. Funeral services were conducted at Richland Center. He is survived by his widow and a son, Conductor Joseph R. Ziel.

Dick Brew, retired conductor, died on July 1 following a heart seizure. Mr. Brew retired in June, 1937, following 33 years of service.

Fred Korber of Platteville, retired section foreman, died on June 6 while on a visit to relatives in Tennessee.

Chief Train Dispatcher and Mrs. A. M. Kilian vacationed recently at Minocqua and Solon Springs, Wis. Bill Kline, assistant to roundhouse foreman, and his family vacationed at Minocqua.

ROCKY MOUNTAIN DIVISION

Nora B. Decco, Correspondent

If there are any tourists who have not seen Yellowstone Park, they better hurry as not many weeks are left to feed the bears and back away from Old Faithful when it starts growling. Best year the park has ever had; in fact, best year any of our playgrounds out here have ever had. When we think of the national debt it may not seem like big money to say that \$60,000,000 was spent in the state last year and \$10,000,000 more will no doubt be added to that figure this year. Most of the tourists seem to drive down our main street, and they have everything along but the cat. Most of them are out for a grand good time, and they have it. Boats are the most popular and every sort of a trailer house that was ever wished on father—oh, these hills and curves are grand for some of them!

Engineer and Mrs. Owen Gosnell have had as house guests Mr. Gosnell's sister and her husband from Decatur, Ill. . . . Engineer and Mrs. William Whitehead have had Mrs. Whitehead's nephew, Rev. James Apple, and his wife from Sumner, Wash. . . . Engineer Joe Evans and his nice family left on Aug. 1 for a trip into the Dakotas. . . . Conductor Lauren Rice and the Mrs., with Mr. Rice's parents from the Madison Valley are taking all kinds of trips and will also go and see the state fair in Great

Falls. . . . Conductor and Mrs. Al Workman are in Columbia City, Ind., with the home folks at present. . . . Arthur Buchen, retired engineer, Mr. and Mrs. Roy Cleveland, and who else but T. J. Hansen (remember him?) all have been off their own division and TJH even took time off to call me up. He is to blame for that picture—there should be a law!

John Smeltzer, retired engineer, is visiting Engineer E. A. Smeltzer and family here at present. He has sold his cherry orchard near Polson. Joe Smeltzer, retired conductor, long of the Northern Montana Division and Lewistown, now of California, and Mrs. Smeltzer are also visiting the E. A. Smeltzers.

The fifth annual Pioneer Trails celebration was held on July 16 and 17 and there were 3,000 people, believe it or not, all trying to get around each other on the main street at the same time. The parade was a dandy, with 130 horses and riders to show off, a nice band with a beautiful young lady turning hand springs in the lead, and many floats, old time dancers and a man sitting on a rocking chair on top of his horses' back—yes, he was smoking his pipe and the horse looked as if he liked it, too. He got a prize for doing it all. The Olympian Hiawatha was held here 20 minutes so the passengers could get a first hand look at the real thing.

On July 28 Eugene Clarence Lile, youngest son of Chief Substation Operator

Thomas Lile of Eustis, and Miss Blanche Dorothy Benjamin, youngest daughter of Chief Substation Operator Ted Benjamin of Francis, were quietly married in Butte. Eugene is working at Piedmont and they will make their home there.

Norman T. Rider, captain of police for the Milwaukee on this division who had retired about three months ago, died in Butte the last of July. He had been in ill health for some time. Mr. Rider had been captain of police for 23 years, 19 of them in Butte. He was born in England where two sisters survive him. In addition, he is survived by his wife, two sons in Spokane, a daughter in Butte, and two brothers, one in Vancouver and one in Victoria, B. C. Henry M. Richmond has been appointed captain to succeed him here.

Mrs. Augusta N. Dixon, mother of Conductor Warren Dixon, died in Missoula on July 23 after several weeks' illness. She and her husband came to Three Forks in 1913. Since his death she has made her home with her daughter Marjorie in Missoula. In addition to the daughter she is survived by a son Warren and two grandchildren; also, two sisters.

Northern Montana

Pat Yates, Correspondent

We have some fine looking characters running around here since so many of the men are growing beards for our "Go Western Days". One has to look twice to be sure he is talking to the right fellow. This month's news items are rather scant as I didn't grow a beard and it has kept me busy dodging the Vigilantes and their kangaroo court.

George Martin of the roundhouse has been laying off due to illness.

The following men are vacationing or have just returned: Yard Clerk Bill Lancaster, Machinist Chris Mathews, Engineers Cy and Bob Spring, Bill McCollum, Jerry Gillen and Red Moritz, Fireman Joe Barry, Car Inspector S. W. Finkbinder, and Mrs. Mable Wolters and husband, chief clerk to assistant superintendent. Engineer Joe Holecek is visiting two retired engineers, John Smeltzer and Harry La Grange, formerly of Lewistown and now living at Flathead Lake.

Switch Foreman Noel Kennett returned re-

Specialties

DELICACIES FOR THE TABLE
Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

R.B.W.A.

Membership Drive

The Railway Business Woman's Association, Chicago chapter of the National Association of Railway Business Women, is currently conducting a drive for new members and invites all women employes with one year of service to join. The association engages in such activities as fashion shows, teas, picnics, luncheons and dinner dances, tours of Chicago and its environs, sewing and millinery classes, and charity work. The initiation fee is \$1 plus annual dues of \$2.25. Details can be had from Miss Leona Dietrich, Room 54 Fullerton Avenue, who is membership chairman of the Chicago Division.

cently from Effingham, Ill., where he visited his mother who celebrated her 87th birthday.

Congratulations to Mr. and Mrs. Jack Neff on the arrival of a baby boy named Warren. Mrs. Neff is the daughter of Switch Foreman Noel Kennett.

John Petro of Alhambra, Calif., retired section foreman, is here visiting friends.

Joe Smeltzer, retired conductor, and Mrs. Smeltzer, now of Vera Cruz, Calif., are here visiting relatives and friends. A bridge party was held at the Roy Gilhams in honor of Mrs. Smeltzer.

Conductor Spayde who was on the Agawam line out of Great Falls for many years is now running passenger between Great Falls and Harlowton.

LA CROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Recently a big cottonwood tree fell across our telegraph lines just east of Portage and it took the combined efforts of Lineman Stoneberg, Signal Maintainer Shoemaker and Supervisor Elefson and two section crews to clear the main line ahead of the Olympian. Fast work with the old cross-cut saws did the trick. Conductor G. W. "Spot" Clemmons, when he heard about it, said, "Why didn't you call me out? I bucked a big tree near Poynette all alone one night with nothing but the saw we had in the coach for emergencies. Took me 30 minutes."

We are sorry to lose Train Dispatcher Francis Ryan who has taken the chief dispatcher's job on the Terre Haute Division. Dispatcher R. Beck is on his job temporarily.

Second District

H. F. Ogden, Correspondent

Walter A. Ebersole, agent at Eau Claire since May 1, 1918, retired on July 1. Before coming to Eau Claire he held a position in the traffic department. His friends wish him many happy years in his retirement.

Joseph T. Gerkey was appointed agent at Eau Claire on July 1. His past service on the railroad included several operator positions on the Dubuque, I&SM and River Divisions, one time at Eau Claire, and also the positions of assistant agent at Rockford, agent at Chicago Heights and agent at Mason City.

I. P. Deschneau, agent at Red Wing, Minn., retired on Aug. 1. Mr. Deschneau was first employed on the River Division as an operator on July 11, 1900. He held several agent-operator positions and had been agent at Red Wing for 10 years.

Robert F. Hemming, formerly clerk at Winona, Minn., and trainmaster's clerk at La Crosse, is now employed as trainmaster's clerk on the CB&Q at La Crosse.

James F. Hough of our police department at La Crosse, underwent a throat operation in Chicago in July. He expected to be back on the job Aug. 1.

Third District

M. G. Conklin, Correspondent

The Northwoods Hiawatha Service Club held its annual picnic at Oak Island Park, Wausau, on July 8. The club furnished hot dogs, coffee, ice cream and pop. A large number of children were present and they certainly felt they had "hit the jackpot" with the abundance of ice cream cones and pop; a very enjoyable day for all who attended. The only thing overlooked was a trophy for Chief Clerk Hazelwood for his skill in horseshoe pitching.

Henry Knopf, veteran carman, died on July 17. He entered Memorial Hospital six weeks before for treatment but had been released and was resting at his home when death occurred. He leaves his widow and son.

M. E. Millard, retired locomotive engineer, and family have been visiting friends and relatives in Wausau and this vicinity. Mr. Millard stopped in the office for a visit and told us he has located his family permanently at West Palm Beach, Fla. He has not been idle. During the war years he took a position, and is still holding it, as chief boiler engineer in one of the large hotels in West Palm Beach.

W. B. Wilcox, car foreman at Wausau, and Mrs. Wilcox spent a week's vacation at Moose Lake.

Engineer George Schubring motored to Canada for a week's fishing. He was ac-

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

WALTER BLEDSOE & COMPANY



Yardmaster John R. Harding of Elgin, Ill., his wife Lucille and son Jerry snapped by the souvenir photographer at a "Breakfast in Hollywood" radio broadcast during their west coast vacation in June. Bacon and eggs were being served.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Arthur Brett, chief clerk to western traffic manager, has been transferred to Portland, Ore., as traveling freight and passenger agent with headquarters at Eugene.

Robert Bigelow, city freight agent, has been promoted to the position of chief clerk to western traffic manager.

Douglas S. Carmichael has been transferred from position of chief clerk in traffic department at Portland to city freight agent in general agent's office.

Sympathy is extended to Mrs. Berniece Gilmore of the general manager's office on the death of her mother, Mrs. Anton Haffner, in Seattle on June 16.

Delores Krininger, general agent's office, is spending her vacation at Carmel-by-the-Sea.

Sympathy goes to Mrs. Agnes Mooney, chief telephone operator, on the death of her brother, Anthony Kilcoyne, in Seattle on June 30.

Betty Jackson, freight claim department, is spending her vacation at Gallatin Gateway, Yellowstone Park and Denver, and will see the Grand Canyon by mule. She will also visit Mesa Verda National Park before returning home.

CHICAGO TERMINALS

Bensenville

Dorothy Lee Camp, Correspondent

Rate Clerk Ted Pugeseck and wife Ann, former bill clerk at Bensenville, both enjoyed a wonderful fishing vacation in Knora, Ont., Can. At the end of a good day's good fishing Ted left a friend to take the motor off of their boat and returned to find him sitting in the lake with the motor in his lap—the boat had tipped, dumping motor and friend into the water.

Herb Duga, night chief clerk at Bensen-

panied by J. P. Horn, retired roundhouse foreman, and Frank Pond, retired engineer.

Engineer Wilcox is another who spent his vacation at a lake—Clear Lake.

Frank LaFave, janitor at Wausau, and his young son spent two weeks at their cabin near Boulder Junction.

Engineer Theodore Slomske, Mrs. Slomske and children spent their vacation with relatives in Chicago and Milwaukee.

Trainman Elmer Jonas and Mrs. Jonas were very enthusiastic over their trip to Chicago on which they took their son Ronald to the Railroad Fair.

Nickolas Obey, veteran engineer, died on July 20. He had been ill for only a short time and his death was a shock to those who knew him. Sympathy is extended to Mrs. Obey, daughter Elizabeth of New York City, and two sons, Harold of Tomah, Wis., and Lieutenant Commander R. J. Obey, who is with the Navy in Washington, D. C.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent

T. A. Boehmer, assistant foreman Miles City roundhouse, has been attending Diesel school in La Grange, Ill.

Mr. and Mrs. Leonard Kirchoff of Miles City attended the national Elks convention in Cleveland in July.

Vacations are in full swing at present. Roundhouse Foreman J. S. Walters and wife of Miles City spent a week visiting in Tacoma. . . . Roundhouse Foreman A. L. Running, Mobridge, spent part of his vacation visiting his parents in Miles City and also went to Tacoma. . . . Boiler Foreman F. L. Denson and wife of Miles City are on an auto trip in the South at present. . . . Dan Gilmer, clerk in superintendent's office, returned Aug. 1 from a trip with his family through Yellowstone Park. . . . Time Revisor Joseph Peschl visited his parents and sister in Minnesota.

Arnold Running, chief clerk to master mechanic, and Leonard Kircheff, stenographer to superintendent, Miles City, attended the state convention of Elks in Bozeman July 21-22-23.

Miss Delores Wolfe resigned her position as stenographer in division engineer's office and became the bride of William Virag, locomotive fireman at Miles City, on Aug. 6.

The Milwaukee family extends sympathy to the relatives of Chief Dispatcher C. L. Cawood who passed away suddenly at his home, and to relatives of Machinist L. A. Perkins, Miles City, who passed away recently at the local hospital.



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ville, and wife enjoyed a short trip to Denver while Herb had his vacation.

Harry "T Bone" Fronk, after many years of service to the Road and a life time of making friends, has pulled the pin, so to speak. "T Bone" thinks it's time he started enjoying his retirement.

Leo Vess, switchman at Division Street, passed away on July 25. Burial was from the Mee-Rame Funeral Home in Chicago.

Bob Henningsen, formerly of the Bensenville office, dropped a line to Wally Hamann recently from his hotel—the R&H Hotel—in Stone Lake, Wis. Bob misses his old friends and says, "How about a few letters?"

Little Pamela Kay Hegge arrived on time on track 1 at Janesville, Wis., in July, tipping the scales at seven pounds, two ounces. She is now at home to friends of her daddy, Jay Line Brakeman Bert Hegge, at 836 Prospect Avenue.

Lyall "Kickapoo" Sampson reported eating sweet corn out of his garden this year on July 4. None of this "knee high by the 4th of July" stuff for Sampson—he says he thinks that's small corn.

CHICAGO GENERAL OFFICES

**Auditor of Station Accounts and
Overcharge Claims**

Mary Rose Burke, Correspondent

The central station accounting bureau was brightened recently with two new sparkling diamond rings appearing on the fingers of Margie Staub and Mary Jane Corbett. Mary Jane is planning to be married in November, but Margie favored a short engagement and became Mrs. Lester Thiede at the Bethlehem Evangelical Church on July 29. The couple spent their honeymoon at a Montana dude ranch.

Ask Jack Jennings how he has been sleeping lately and he'll just groan. And it isn't the hot weather that keeps him awake, either. It seems that his new son, John Michael, who was born on July 11, wants to let the world know he is alive but unfortunately he chooses the early hours of the morning to let his voice be heard. In spite of it all, Jack is proud of his heir.

Some of our traveling men whom we seldom see were in the office this month. Joe Dede and Francis Joynt stopped in on

their vacations, and Frank Covnick, C. E. McGrew, W. K. Peterson and Ralph Junker were in on business. We understand that several of our traveling men are sporting new cars this summer, namely Leo Lutgen, Joe Dede, George Halsey and Jack McCann.

Congratulations are due Phillip Popp who became the father of Kathleen Marie on July 28.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Edgar Dunning returned to work on July 11 looking very much improved with an Arizona color, after an absence of almost a year on account of illness. His wife and family remained in Phoenix because of his wife's health.

Mr. and Mrs. Joseph Franz enjoyed a scenic vacation early in June at Denver, Salt Lake City and Colorado Springs.

Gertrude Essig and Genevieve Rembac attended the R.R.B.W. convention at Denver in July; also visited Colorado Springs and upon their return enjoyed a lake cruise to Mackinac Island.

An air-minded vacationist was Elsie Vehlow who flew from Chicago to Atlanta where she missed plane call, but later flew to Miami and Havana, Cuba, where she was instructed in the latest type of rumba.

Mrs. Marie Simpson presented her husband with a baby boy on July 14. Mrs. La Verne Young (Penny) announced the arrival of a baby girl on July 27.

Mrs. Anna Olechno was honored with a stork shower on July 8 when she resigned for the blessed event.

Carl Denz was presented with another grandchild on July 6.

Sympathy was extended to Elsa Augustin on July 12 in the loss of her sister, after a long illness.

Eleanor Weidner had a lucky ticket in the July 21 drawing of the Welfare Club, receiving \$150.

Malanie Fergon was favored with a bridal shower on July 28 and married to Edward Polack on July 30.

Advice has been received that Pearl De LaBarre Sacks, formerly of our office and now living in Seattle, underwent surgery recently and is slowly recovering.

Clyde Osborn became ill on July 5 and is at home under treatment.

Jake Lewin again underwent surgery on July 11. Marie Gaerte is still convalescing at home.

Mr. and Mrs. Irven Stegar celebrated their silver wedding anniversary on July 23.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

To live is to learn. When will the Chinese lilies bloom, or even start? That's the \$65 question for Dan Feeley, Sadie Domek and Al Dinoffria. They bought the seeds at the office door from a persuasive salesman, who told they they'd sprout in three days and bloom in ten. About 40 more employes in the Fullerton Avenue building had the same experience. Not a seed has sprouted.

Susan Stops, interline bureau, at home for some time due to a foot injury, is getting along so well that she is r'arin' to get back to work.

Dorothy Smolenski, accounting machine bureau, was married to Roy Slusin on July 23. Elaine La Beau, of the same bureau, was one of the attendants. Well wishers



Ronnie, David Allen, Bonnie Joy and Robert Reidel, children of Ye. dmaster Harvey Reidel of Bensenville yard, enjoy an outing in Chicago's Lincoln Park. The picture was snapped in front of the bear cage. There were protests when David Allen and Bonnie Joy had to dismount—they wanted to ride the bear home.

and office friends gave Dorothy a Toastmaster.

Don Brazda, who perforates the dates on the waybills in the estimated earnings bureau, spent two weeks in August at Whitehall, Mich. He is a Boy Scout troop leader, teaches swimming, and similar subjects to the Scouts who gather there annually.

William Prehler, review bureau, spent a two-week vacation in the cherry country around Sturgeon Bay, Wis. He arrived there on July 31 just around the time Grant Miller, review bureau, and Al Gerke, ubiquitous bowling league secretary, left to return to work.

Off for Lake Beulah, Mich., on Aug. 6 was Bill Kures of the rate revising bureau. He took Mrs. Bill along.

Office of General Adjuster

Clifford E. Little, who held the position of chief clerk and adjuster, passed away on June 23. Mr. Little was born in Iron Mountain, Mich., on Jan. 24, 1888. He entered the service of the Road on Mar. 1, 1909, as a stenographer and clerk and was promoted to chief clerk and adjuster on Nov. 13, 1919. He is survived by his widow, Eva, of Chicago, and by a sister, Mrs. Bertie Moran, of Powers, Mich. Interment was at Green Bay, Wis.

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

That old bird with the long stilt-like legs has promised to visit Cora Kissel, Doris Early and Bernice Brezinski. They all have taken leaves of absence to await his arrival. His stopovers at the homes of Pearl Nerroth, formerly of the B&V Bureau, and Alice Erickson, formerly of the typing bureau, have been announced. It was an even split between boys and girls, Pearl announcing the arrival of George Alexander on July 11 and Alice the arrival of Cheryl Alice on June 30.

Lillian Hansen has taken over the helm of the computing bureau left vacant when Frieda Wysocki went on leave of absence.

Charles Kleeman of the material bureau has been appointed to the traveling accountant forces.

Ted Livas of the B&V bureau has been

elected commander of the Milwaukee Road Pioneer Legion Post. Installation ceremonies and a dance are scheduled for Sept. 17.

The combinations of Kate Crowley-Bob Gorski, Virginia Southwick-Ken Jednachowski, and Aileen Gray-Ray Hutchinson all promised to "love, honor and obey" during June. Adeline Connick became the bride of Chester Gatto at St. Ferdinand's Church on July 23.

New members of the "old timers" club are Bob Hayden with 35 years of service and Frank Frick with 30 years. Both hail from the material bureau.

Those "faraway places" called loudly this year. Among those returning recently from vacations were Mary Burns, back from the Grand Canyon, Yellowstone Park and points west; Frances Meyers and Mabel Klug who chose the Pacific Northwest and Canadian Rockies; Steve Krumpack who visited his sister at Springfield, Mo.; Bunny Gable and husband who motored to Colorado; and Alvira Grasso and Carol Cetwinski, who took in New York and Wisconsin, respectively. Lou Gibson visited Prairie du Chien, Wis., and McGregor, Ia.—he wanted to see if the corn was really tall.

Sympathy is expressed to Betty Melincoff whose father passed away in Indianapolis, and to Rose Pattock in the loss of her sister here in Chicago.

That's all for this month, and remember—if you hear of anything which might interest your friends who read this column, please bring it to the attention of Yours Truly and I'll see what can be done about setting it up in print.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Ardell Westerberg and her niece spent their recent vacation in California. Jo Roberts went to Pine Point at Elkhart Lake, Wis. Lucille Miller is extolling the marvels of the lodge at Heafford Junction where she spent her vacation. Pat and Bruce Germain drove to Newark, N. J. Flo Hurless set out on her first trip to the west coast and the Canadian Rockies.

Bill Butler's wife presented him with a son, Kevin, on July 13.

Marie Popp is the proud mother of a girl born on July 28.

Jo Goetz spent her vacation arranging her new home in Norwood Park.

Erna Reck and Marge Anderson have invested in new cars, and boy, are they snazzy!

Ken Stone and his wife vacationed on a real ranch in Colorado. Gloria and Augie Rogers added their presence to the population of Mauston, Wis., for two weeks. Fred Dittman and family spent a week at Fox Lake. Art Freitag and his wife visited their son and his family in Winston-Salem, N. C.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

We wish to announce the engagement of Marie Olson of the reservation bureau to Elmer Warren Harritt of Loyalton, Calif. Miss Olson will be married on April 15, 1950, at St. Luke's Lutheran Church in Reno, Nev. Mr. Harritt is remodeling his home in Loyalton for the bride-to-be.

Owing to the abolishment of a position in the city ticket office, Arthur A. Dreutz is back in the reservation bureau.

Kenneth Neuman is back as messenger in the city ticket office and D. C. Lueck is in Mr. Hitzfeld's office.

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TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Superintendent W. J. Hotchkiss and Mrs. Hotchkiss leave the Terre Haute Division Aug. 1 to make their home in Milwaukee. The Hotchkiss' took an active interest in the Service Club and Women's Club and in other civic and social activities and will be missed by their friends here. A dinner to honor Mr. Hotchkiss was held at the Terre Haute House on July 30, at which an appropriate gift was presented to him.

In the recent safety award edition of the Magazine we overlooked mentioning the fine cooperation of Conductor Paul W. Thompson who follows photography as a hobby and who has a lot of valuable photographic equipment. Paul was responsible for the front cover of the Magazine, along with several other good pictures.

Frank Pearce, wife and daughter Judy, visited his parents, Chief Clerk and Mrs. Fred G. Pearce, during July. Frank is a former employe of this division and is now an engineer for the Stanolind Company at Tulsa, Okla.

Christine Hammond Reichert was in St. Luke's Hospital in St. Louis during July, recuperating from an illness.

Dispatcher "Doc" Heller and Mrs. Heller report a very pleasant vacation. After visiting in Moberly, Mo., they visited with F. G. McGinn, our former trainmaster, and also with George E. Passage, retired assistant superintendent, who has several cottages on a lake about 11 miles from Portage, Wis.

Bill Allen, retired dispatcher, visited his son in New York and relatives and friends in Colorado Springs during July.

Trainmaster and Mrs. William Plattenberger have a new boy at their home. He was born July 19 and has been named Thomas Charles.

Francis H. Ryan came to this division from the L&R Division on July 5 as chief dispatcher. While he was here Jack Wright worked the third trick, replacing Jim Anderson who took over the agency at Lewis, Ind. Ryan left on July 28 and returned to La Crosse and Wright has again taken over the chief's duties.

The Service Club golf team has been competing with other teams once a week for some time now, and while it is not very far up in the team standing at the present time, it is improving each week. The team consists of Assistant Division Engineer R. J. Coffee (captain), Division Engineer H. C. Minter, F. W. Baker, DF&PA, Operator Pat Bailey, Dick Franzwa of the store department, and Dick Meek of the traffic department.

West Clinton Area

Earl H. Lehman, Correspondent

The marriage of Miss Wilma Armstrong, youngest daughter of Engineer R. D. Armstrong, and Jack Allen of Newman, Ill., took place at the First Christian Church in Newman on July 2. The Rev. Gilbert Weidman, a cousin of the bride, performed the ceremony.

Miss Barbara McCown, youngest daughter of Chief Clerk Homer McCown, and Wesley Ford, of Princeton, Ind., were married on July 16. Miss McCown had been teaching in the Princeton high school for the past year.

Miss Patricia Myers, daughter of Carman Rex Myers, and Joseph Harper of Clinton



This is Earl H. Lehman, the Milwaukee Magazine reporter at West Clinton, Ind., with his grandson Mike, leaving for a vacation trip. Mike took along plenty of lemonade.

were married at the United Brethren Church in Jonestown on Aug. 7. A reception followed the ceremony.

Miss Mary Jeanette Snodgrass, daughter of Blacksmith Elgar Snodgrass, and James Ferguson were married at the First Church of the Nazarene in Terre Haute on Aug. 7. The newlyweds left for Colorado where they will live for the next year, then return to Terre Haute.

Operator Virgil Russell has bid in the relief operator position at West Clinton.

Conductor J. E. Carpenter worked one of the yard jobs during July.

Conductor Mack Chambers rested up on his vacation with a visit to the hills of Owen County.

Carpenter Foreman Lawrence Burdsall is on a six-week vacation at present. We understand that he intends to paint his house.

Conductor Burt "Pappy" Bush and his "Old Men's" team played the high school boys baseball team on July 17. Burt's team was beaten.

Brakeman and Mrs. Herbert Perry returned home late in July after enjoying the salt air on the Florida coast.

Fireman and Mrs. Ralph Gibbons are the parents of a daughter, Linda Kay, born recently.

Engineer Carl Van Meter was visited by his brother Clyde of Albuquerque, N. M., recently. It was their first meeting in more than 16 years.

Robert "Bob" Hancock, son of Carman Raymond Hancock, and Miss Gloria Epley were married in South Bend on June 26. Bob is a brother of Carman Paul and Brake-man Everett Hancock.

Car Inspector and Mrs. Elza Hale enjoyed a trip to the Railroad Fair in Chicago during July. Conductor J. L. Maloney and wife also reported a fine time at the Fair.

The explosion we heard on July 5 was the canner "blowing up" at the Vickers' home. Max was helping to can green beans and he said there were beans all over Jonestown.

Night Roundhouse Foreman H. J. Richards and wife visited with their daughter and family in Kansas City recently.

H. T. Gish, foreman of section 20, spent two weeks in July down in Old Kentucky.

Brakeman Fred Jackson had the misfortune to have his trained horse fall on him recently.

Carman and Mrs. Emil Bauer spent a two-

week vacation with Emil's twin brother in California.

Conductor H. C. Spaulding and wife spent the latter part of July with their daughter Margaret and son-in-law in Texas.

Carman and Mrs. Paul Foltz visited in California recently.

Storekeeper Harold Patton and wife visited in Chicago and Detroit recently.

We have some good fishermen here—Engineer Reed McGinnis, Brakeman Max Vickers, Clerk Ray Williams, Store Helper Elishia McDonald and others—but Conductor O. S. Hadden is the best all around caster we ever saw. He practised on his lawn until he became so good he could hit a tin can at 30 feet, then he used an open jug.

A wedding of interest to the folks of this area in July was that of Conductor Vernon Botner and Miss Alice Pounds of Clinton. Vernon is the son of Carman Paul Botner and brother-in-law of Conductor Fred Burgess.

We are glad to report that Howard Melsheimer, retired carpenter foreman, is improving nicely from a recent illness at his home in Elnora.

MILWAUKEE SHOPS

Car Department—Office of Shop Superintendent

George E. Fiebrink, Correspondent

Once again we had the pleasure of working with Mrs. Katherine McElwee. She returned to work for a week during the vacation of our regular timekeeper, Harriet Boyle. Katherine was Mr. Grothe's stenographer before she left us to take up the duties of a mother.

Vince Freihoefer, our own good will ambassador, has everyone convinced about going to Mexico for a grand time. Alice Nelson, our typist, fell under his verbal spell and went to Mexico for two weeks. She has since returned with the same view as Vince. Mr. and Mrs. Joseph Valesano also returned from a Mexican trip and told us of the charm of the country and its people.

John Jennings became passenger shop carpenter foreman on Aug. 1.

Bill Weatherall has transferred to Davies yard to take a foreman's job in that area.

A. E. Tellefson, pattern wood mill foreman, spent a week end in Chicago recently, visiting the Railroad Fair.

Cabinetmaker Foreman Henry Niver has planned his vacation in New York.

During the rain storms that hit us recently General Foreman George Bilty put on his little mining cap, picked up a shovel and hose and pumped the water out of his cellar just like the rest of us did.

The car and locomotive foremen had their annual picnic on July 31. Everyone had a fine time, including the wives and kiddies.

Store Department

Earl L. Solverson, Correspondent

Herman Janke, chauffeur, won the 102nd prize of \$13 at the 52nd congress of the North American Skat League at the Eagles Club in Milwaukee recently. The tournament was held in 13 cities with a total attendance of 1,571, with 368 playing in Milwaukee. A flood and other events reduced the attendance.

Chester Raasch, formerly of the general storekeeper's department and later with the NYC at Milwaukee, filled in for a week in the general storekeeper's office before taking over a job in the advertising department at Blatz Brewing Company.

Received a letter from August Kosiboski's daughter stating that August had recovered from a short illness and was preparing to enjoy his 81st birthday at Manistee, Mich. August retired in 1947.

Nick Urmanski was 65 on July 29 and retired on July 30. He started as a store department laborer, then five years as a teamster, and was a chauffeur since 1932, except for a few years in servicing equipment in the garage. Nick was known in all departments in the shops and to many of the business concerns in and around Milwaukee. He recently obtained a 1949 Nash which is fully equipped for fishing and camping and he and his wife plan to tour most of the United States in the next few years and to enjoy that which they planned and saved for. His co-workers arranged a party for him at the North Avenue freight depot and presented him with gifts suitable for traveling, etc.

Milwaukee Road Post No. 18 of the American Legion will have open house on Sept. 19 in the clubroom at 734 North 26th Street during the installation of the post and unit officers. This is an invitation to all veterans and their wives and friends to attend.

Locomotive Department

Leone Schneider, Correspondent

We are sorry to report the death of Gang Foreman Joseph Bartlein. He began his service with the Road as a clerk in the store department in 1907. In 1908 he became a timekeeper in the car department and in 1909 a timekeeper for the foundry department. He became a wheel record clerk in 1910 and a chief clerk in the foundry in 1915, which position he held until 1931 when he became a gang foreman. He passed away following an operation. Sympathy is extended to his wife.

Weighing in at seven pounds, James Richard decided that Mr. and Mrs. William Hotzfield would certainly welcome him, being such a wonderful baby boy. Mr. Hotzfield is assistant to mechanical superintendent Diesel power.

On July 29 a chicken hawk with a broken

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leg was found under the shrouding near the air pump. The engine on which the bird was found arrived the evening before on No. 14—the Chippewa Hiawatha—and was discovered when the day forces were making their routine inspection. The bird—which was thought by at least one person to be an eagle—was taken to the office of Police Lieutenant Weckwirth and photographed, after which the Humane Society took charge of it. The wing spread was 44 inches and the bird had plenty of fight left when turned over to the Humane Society representative.

On the sick list is Walter Kobylinski, coremaker in the foundry.

D & I DIVISION

First District

E. Stevens, Division Editor

Switchman and Mrs. Ed O'Neal, Savanna, have returned from a vacation trip to California where they visited their son-in-law and daughter and grandson.

Freight House Foreman and Mrs. Russell Eaton vacationed in Savanna, Ga., with their son Allen and wife during July.

Chief Time Revisor and Mrs. C. H. Plattenberger visited in Terre Haute, Ind., in July, becoming acquainted with their first grandson, Thomas Charles, who arrived at the home of Trainmaster and Mrs. William Plattenberger on July 15.

Mr. and Mrs. Hans D. Jess and daughter Gerry (accounting department, Chicago) vacationed with Yardmaster and Mrs. Fred Orr at their summer cottage at Riverview, south of Savanna, in July.

Donald Ackerman, son of Brakeman and Mrs. Chester Ackerman, Sabula, Ia., has returned home after completing a year and a half in the U. S. Maritime Service. He arrived in Corpus Christi, Tex., on June 13 after a long voyage to South Africa.

New arrivals: A daughter in the home of Storekeeper and Mrs. Kenneth Barbian, Otumwa, on June 23, making Lead Boilermaker Ben Nutt of Savanna a grandfather; a son, Michael, in the home of Chief Dispatcher's Clerk Frank Cimino, Savanna, in July.

Terry O'Neal, only son of Switchman James E. O'Neal, Savanna, was married to Elizabeth Ringberg, daughter of Mr. and Mrs. Walter Ahrens of Warrenville, on July 8.

Brakeman George R. McDonnell was married on June 26 to Miss Gloria Mae Eggers

of Andover, Ia. The honeymoon was spent in the Black Hills and Rapid City, S. D.

In a pretty afternoon wedding in St. John's Catholic Church on July 2, Jean M. Cottral, clerk in the superintendent's office at Savanna and only daughter of Iowa Division Conductor Max Cottral, was married to Lawrence V. Davis of Savanna. After the ceremony the bride and groom were given a ride around town in a mule-drawn surrey. A reception was held later in the Catholic Hall.

Leo Vacaro, one of our young firemen on the first district, died at his home on July 12 following a heart seizure. Surviving are his widow, two sons, mother, two sisters and four brothers. He had been in railroad service since 1929.

Division Engineer M. L. Bardill suffered the loss of his father on July 7 at the Bardill home in Dubuque.

Mrs. Charlotte Wires, mother of William Wires of the accounting department, Chicago, died in the home of her daughter Emma in Hanover on July 10.

Mrs. Nels Peterson, wife of car department employe at Savanna, passed away on July 21 following a long illness. Surviving, besides her husband, are two sons and three daughters. Conductor Gordon Peterson of the first district is a son.

Congratulations to Loras I. Evans of the division engineer's office at Savanna who assumed his new duties as assistant engineer of budget in the auditor of capital expenditures office, Chicago, on Aug. 1; to A. C. Novak who comes back to the D&I as assistant superintendent of the second district with headquarters at Dubuque; and to Assistant Superintendent Weiland who was promoted to superintendent of the Kansas City Division on July 16.

Mr. and Mrs. Kenneth Ryan who are attending school in Boston, are spending the summer months with Mrs. Ryan's parents, Chief Clerk and Mrs. C. E. Kinney, Savanna. Patricia Kinney the Kinneys' younger daughter, who attends Northwestern University, is also home for the summer vacation. Marion and Pat are helping us out during the vacation period.

Quad Cities Area

Marion L. Arnold, Correspondent

We are sorry to see J. E. Ryan leave for his new job at Galewood. We have enjoyed working with him for the past two years while he has been trainmaster at Davenport. R. W. Riedl is the new trainmaster.

Vacation trips in this area: Switchman Pete Crouse and family spent two weeks in California recently, as did Yard Clerk Harry Camiff and wife. OS&D Clerk Anne Murphy and her husband motored to Colorado, returning by way of the Black Hills and the Bad Lands of North Dakota. Engineer Chet Schreiner and family motored to Cheyenne, Wyo., to see the annual rodeo in that city. Roundhouse Clerk Arvid Tubbs and family visited Chicago and the Railroad Fair.

Flagnan John Reddish is still confined to his home on account of illness.

Mrs. Charles Tubbs, wife of ice house employe, has returned from the hospital. Mr. and Mrs. Tubbs have two sons working at Nahant, Russell as PFI and Arvid as roundhouse clerk.

Frank Berry, operator at Nahant, is sporting a new de luxe Chevrolet which he won at the grocers' picnic recently.

Sign on a struggling lawn: "Your feet are killing me."

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ELECTRO-MOTIVE DIVISION

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A nostalgic picture showing the personnel of the Savanna, Ill., yard force shortly after the turn of the century. According to Frank D. Reynolds, retired telegrapher of Seattle, Wash., the year was about 1905 and the men are, left to right, Harry Bahne, clerk; Reynolds, operator; J. W. Cook, yardmaster; Ed Gabouri, clerk; and Tom Brennan, chief clerk. Gabouri, Cook and Bahne have passed away. Brennan is now retired and living in Savanna.

I & D DIVISION

Karen B. Rugee, Division Editor

F. E. Lonn, storekeeper's office, Mason City, spent two weeks in July fishing on Lake Nipagon, northeast of Port Arthur, Can. He was accompanied by his brother Lloyd of Duluth and M. P. Ekberg of St. Paul. Fred reports that this is a repeat trip to bring back the big ones they tied up last year.

C. C. Smola, division storekeeper, and E. L. Grote, master mechanic, made a trip to Austin by auto on July 18. Mr. Smola was contemplating a chiropractic adjustment for an aching back but reports that a sudden jolt on the fast trip corrected his ailment. Oddly enough, the same jolt resulted in an ache in Mr. Grote's back. Wonder what another good jolt would have done?

The boys have it this month! Carl Dunavan, chief yard clerk, Mason City, is a proud grandfather. The baby is the son of Mr. and Mrs. Wayne Dunavan, Mason City. This is the first grandchild. Gus Pelehos, section laborer, Mason City, celebrated his vacation when his wife presented him with a son. The Pelehos' have a small daughter. Also, it's a boy for Bert C. Gibbs, fireman at Sanborn, Ia. What happened to the girls?

Joe Bergemeyer, former B&B foreman, is making his annual visit in Mason City. California must be a wonderful state because Joe doesn't show any signs of aging.

W. E. Van Maren has taken over the position of clerk at Elkader. He is the son of N. P. Van Maren, former DF&PA at Mason City.

Judy Hogan, stenographer in the Mason City freight house, spent a week in Havana, Cuba, recently. What we can't understand is how she came back no more tanned than when she left. We thought Cuba was the land of sunshine but Judy explains that they don't dance the rumba in the sunshine.

Loretta McKee, formerly employed in the freight office at Mason City, and Marvin Hagen, Lake Mills, Ia., were married on June 25. After a wedding trip to Canada and northern Minnesota they will make their home in Cascade, Ia. Mr. Hagen is employed by the Des Moines Register and Tribune as district supervisor.

In addition to maintaining her home and raising three youngsters, Mrs. William Braheny found time during the winter and spring to conduct a class in home nursing. Certificates have been received from the national Red Cross office for 28 girls from St. Joseph High school, Mason City, who completed their training under Mrs. Braheny, who is a registered nurse. During those months Bill, steno-clerk in the superintendent's office, became very experienced in the art of baby sitting.

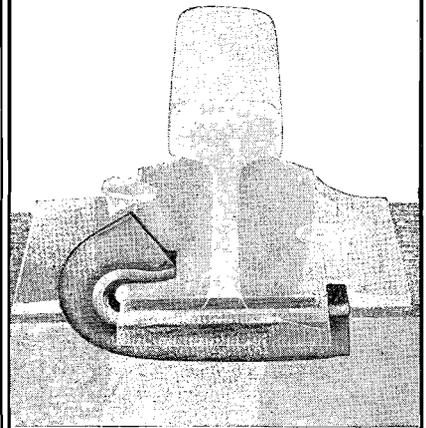
A farewell luncheon was held at the Eadmar Hotel, July 16, to honor Trainmaster M. T. Sevedge and Agent J. T. Gerkey who are transferring to Aberdeen, S. D., and Eau Claire, Wis., respectively. Employees from the division offices were present. That's part of railroading—saying goodbye to old friends and hello to new ones—and we wish them the best of luck in their new jobs.

Mr. and Mrs. R. C. Dodds have returned from a fishing trip in northern Minnesota. They were accompanied by their son Robert of Aberdeen and his family.

Mr. and Mrs. Homer Young, Algona, Ia., have returned from a trip to Seattle where they visited their daughter who is a registered nurse in one of the hospitals. They also visited friends whom they had not seen for 26 years, in Olympia, Wash. They rode the Columbian to Seattle and Mr. Young reports that we can be proud of this train and the courtesy of the trainmen on the run. Mr. Young is clerk to Roadmasters Loftus and Murphy at Algona.

Carl J. Iverson, section laborer at Ruthven, Ia., has returned from a fishing trip on Lake Vermillion in northeastern Minnesota, and Snow Bank Lake, which is five miles from the Canadian border. The trip was made with his sister Mary and friends from St. Paul. They followed the Iron Range country going up and the north shore drive of Lake Superior on the return trip. Fishing is Mr. Iverson's hobby and he has spent his vacation fishing in Minnesota for the past 15 years. The photograph shows him with a small portion of the 53 northern pike, plus a few walleyes and croppies, which were caught on the trip. Mr. Iverson has been at Ruthven since April, 1908.

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- Contact under rail base.
- Bearing against tie and tie plate.

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Albert J. Gall, Correspondent

A. W. Parker, roundhouse foreman at Mitchell, is vacationing in Chicago at present, visiting his mother.

Alfred Clifford, retired machinist helper at Mitchell, passed away recently.

H. Watkins, storekeeper's clerk, is back at work after helping his father on the farm.

Perry Paullin, machinist helper at Mitchell who is the Exalted Ruler of the local Elks Club, attended the national Elks convention in Cleveland. He also took in some big league ball games while he was there.

Roy Peterson, roundhouse foreman from Avery, Idaho, is visiting old friends in Mitchell.

C. M. Morgan, Mitchell storekeeper, has returned from a trip to California to visit his mother; also was in Chicago for the Shrine convention.

Ed Hutzenbuehler who underwent an operation is back on the job as night roundhouse foreman at Mitchell.

Chief Carpenter Kruse of Mitchell and family are vacationing in the Black Hills at present.

Agents Huntsman of Interior and Kentsch of Reliance are vacationing in Chicago; yes, taking in the Railroad Fair.

Pat Iliff, chief clerk at Rapid City, spent his vacation seeing the Black Hills; acquired a nice tan, too.

Mabel O'Neil, former clerk in the freight house at Mitchell and now with the NYC in Chicago, spent some time visiting friends at Mitchell and Rapid City.

I & S M DIVISION

H. J. Swank, Division Editor

Charles M. Olson, operator and relief train dispatcher at Austin, and Miss Virginia Tatro of Hibbing, Minn., were married at Hibbing on July 23. They honeymooned in the Paul Bunyan playground of the northwoods.

Christian C. Hedegard, retired section foreman of Minnesota Lake, passed away at the home of his daughter in Austin on June 6. He was the father of Victor Hedegard, former section foreman at Plymouth, and Henry H., former section foreman at Mazepa and now of Montgomery, Minn.

Corinne M. Jahren died on July 12 at St. Olaf Hospital, Austin. She was a sister of Passenger Conductor Edward Jahren and of Helen Holden, agent at Houston, Minn.

The many friends of J. R. "Jack" Stokes were shocked to learn of his sudden death



Carl J. Iverson, section laborer at Ruthven, Ia., displays samples from the haul he made on his annual fishing trip this summer. For details see Karen B. Rugee's I&D Division news.

on July 3. Stokes held the regular assignment of agent at Rose Creek, Minn., but had been working for the past two years as relief train dispatcher at Austin. His death was the result of an accident. After completing work that day he was driving to Rose Creek when his automobile struck the steel girder of a bridge about a mile from his home. He died the following morning in St. Olaf Hospital, Austin. Sympathy is extended to his widow, Dorothy.

Train Dispatcher Carl Swan, Austin, was called to Milwaukee on account of the death of his sister on June 7.

Victor B. Gillott, well known telegrapher, died at the Park Hotel, Wells, on June 25 at the age of 76. He had been ill for about a year. "Vic" started in railroad service on Dec. 1, 1890, and was operator at Wells for more than 20 years. He retired on June 12, 1937.

The many friends of Fred B. Easton, former agent at Bradley, S. D., were grieved to learn of his death at the Eitel Hospital, Minneapolis, on June 21. Fred hired out with the Road on Aug. 18, 1918, and on Nov. 30, 1918, was appointed agent at Bradley where he remained for more than 30 years. He was well liked by fellow employes and highly respected in his community.

Carl J. Scheel, section laborer at Albert Lea, was stricken with a heart seizure while attending a dance in Austin on May 28 and died suddenly.

I. R. Crawford, first district telegrapher, was elected secretary-treasurer of the O.R.T. at the convention held in Tampa, Fla., in June. He took over the office on July 12.

For service beyond the call of duty, Andy Nelson, former lineman, was installed as senior member of the "8-Ball" club at Austin and was presented with the black and white pin for his coat lapel.

Harvey Peterson, roadmaster's clerk, vacationed at Sucker Bay in June and brought back evidence that he is a fisherman. Barbara Wacholtz relieved on his job.

On June 19 your correspondent and family took off on a vacation (which accounts for the absence of I&SM news in the July issue of the Magazine), visiting the Wisconsin Dells and the Milwaukee zoo. Then, via the Milwaukee Clipper to Muskegon, Mich., from there to Grand Rapids, and then on to Mackinaw City; the next day by ferry to St. Ignace and up the trail to Sault Ste. Marie to view the locks. This being our first extensive drive through Michigan and Wisconsin, we now understand why people who have been in northern Michigan and Wis-

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consin say that they are on a par with our own Minnesota.

We welcome Stella Weichselbaum, from Faribault. When her position there was abolished she displaced V. A. DeFor as bill clerk at Austin.

Dick Swank, who worked as weed mower helper the past two summers, is going through boot camp with the U. S. Marine Corps at San Diego, Calif. He is the son of Mr. and Mrs. H. J. Swank of Austin.

Ray Hoffman, chief carpenter's clerk, spent a week at Lake Sylvia during July, but reported that the fish were evidently taking their vacation at the same time he was.

Chief Clerk Leo McGovern, wife and daughter, spent their vacation in July driving through the Black Hills and Yellowstone Park, and a week in Seattle with daughter Kathleen.

Trainmaster Jerry Nentl will be very happy to have you call and tell him you have a house for rent. He needs it by Sept. 1.

John W. Malone, operator at Fairmont, has transferred to Alpha as agent.

R. W. Schulze, who holds permanent assignment at Bradley, S. D., has bid in temporary assignment at Fulda while J. C. Whalan, the regular agent, is off to undergo an operation.

A. W. Short, former agent at Granada, has resigned. R. C. McDaniel was senior bidder for his home station.

Marlys K. Case is working Minnehaha station on temporary bulletin while I. R. Crawford is away.

C. E. Lewis has been appointed agent at Easton, Minn.

Operator H. P. Mordaunt, Mankato, was off for the month of July after being overcome by the heat. He was relieved by F. J. Olson, agent at Good Thunder.

Operator Ray Burnett, Wells, returned to work on Aug. 1 after an absence of three months, part of which was spent in the Vets Hospital in Minneapolis.

Agent D. J. Ott, Harmon, is relieving as train dispatcher at Dubuque.

R. J. Whipple has returned to his regular assignment at Blooming Prairie after an extended leave of absence. It permitted Archie W. Finnegan to assume his assignment at Lime Springs, but only for a short stay as he is now the senior bidder for the agency at Rose Creek.

Charles M. Olson was approved on operating rules as train dispatcher on July 20. He will work the swing job at Faribault, releasing F. H. Bradash who will work the temporary vacancy as train dispatcher at Austin in place of L. R. Stokes, deceased. Relief Dispatcher H. E. Otterness will assume his regular position on second trick at Rosemount.

New operators who have been employed recently: G. D. Tucker, Brownsdale (who was married recently to Jeanne Case and honeymooned in Wyoming); A. B. Kalland and W. L. Detlefsen, now relieving at various points; and student operators now undergoing training—Rodney D. Boyd, Castle Rock, and F. W. Kachelmyer, Good Thunder.

Engineer Ole Winjum, Faribault, has returned to work after being hospitalized for two weeks with a case of hives.

Interest in the Austin and Faribault baseball games runs high when the two teams meet. Two of the Faribault players are the sons of Conductors "Bud" Mealey and John Schuldt.

The engagement of Lineman E. W. Anderson, Austin, and Helen Olson, daughter of Mr. and Mrs. Harold Olson (agent), Brownsdale, has been announced.

Conductor and Mrs. Art Reilly have returned from their vacation which they spent on a cruise of the Great Lakes to Buffalo, N. Y.

Special Officer Ralph Churchill has purchased a home in Austin and will move his family soon.

John Schultz, former ticket clerk, received a nice write-up in the Austin daily paper following the announcement of his retirement on July 1. John had been employed as ticket clerk at Austin for more than 34 years and was widely known and well liked. At present he is confined to Mercy Hospital, Dubuque.

Due to Schultz' retirement, the following appointments were made on bulletin: Dwight Kneesern, ticket clerk; V. Blanchfield, freight received clerk; and Warren King, yard checker; all at Austin.

IOWA DIVISION

Middle, West and Des Moines

Viola Ranes, Correspondent

The Fonda Times of July 14 carried the following item: "50 Years Ago—A trio of Milwaukee officials left Fonda yesterday morning to go over the line of extension to locate stations between Fonda and Spencer. The new town in this county will be located on Sec. 31, Dover Township, seven miles northwest of Fonda on the land of A. Hauser. The name of the new town had not been settled upon yesterday. [The town was later named Varina.] In about 60 days the CM&StP railroad will commence the erection of a new passenger and freight depot on Second Street, Fonda, Ia."

Raymond Cross is still in the Veterans

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Hospital in Des Moines following a tractor accident, but is getting along nicely now. He has been transferred from a private room to a ward where he enjoys the company of other veterans.

Michael Donelson, the little son of Brake-man and Mrs. H. L. Donelson and grandson of Brakeman H. B. Johnson, is wearing a body cast due to an injured arm. The little fellow who is 17 months old slipped while going upstairs.

R. E. Bills, P 2/c, U. S. Navy, recently spent a few days at the home of his parents, then left for Norfolk, Va., and a subsequent cruise to Puerto Rico. Richard found a 30-day leave too long to be idle, so worked part time on the freight platform with his father.

Engineer Percy Salzgeber is a patient at the Veterans Hospital in Des Moines where he was taken following a heart seizure.

Our sympathy to Mrs. James McClellan, wife of Lineman McClellan, whose father, C. E. Shomler of Rockwell City, passed away recently. Mr. Shomler worked for the Milwaukee with his son-in-law for a short time several years ago.

There is a new grandchild in the family of Engineer and Mrs. Arthur Corner and Mr. and Mrs. S. T. Legvold—a daughter born to Mr. and Mrs. S. T. Legvold, Jr. Lars Legvold is the baby's great-grandfather.

Brakeman Oscar Woolson has returned home to convalesce from surgery.

Mrs. Ray Murphy, wife of ticket clerk and daughter of Conductor J. M. Reel, suffered an injury to her hand when she caught it in a washing machine wringer recently.

William Higgins, retired employe, is carrying his arm in splints as the result of missing a step while going down stairs.

Machinist Charles Bradley who has worked for the Road many years, is one of

the newer members of the group of retired railroad people in Perry.

Berle Robinson, operator at Collins, has been cited for a commendation by Superintendent Beerman for reporting a hot box on No. 63 the morning of July 22 as the train passed his station. Collins' alertness was credited with preventing what might have been a serious derailment.

East End

Benjamin P. Dvorak, Correspondent

Mrs. M. J. Rourke was released on July 22 from Mercy Hospital, Iowa City, where she had been confined for a month. For the present she will be with a daughter in Dewitt and will later stay with her daughter, Mrs. R. A. Whiteford, in Marion. After her full recovery she will return to her home in Oxford Junction.

A son was born, July 17, to Mr. and Mrs. Marion C. Hansen. The father is one of the young conductors on the division.

Locomotive Engineer Robert E. Strayer retired on July 13. He entered the service of the Road as a fireman on June 1, 1898, and was promoted to engineer on Mar. 7, 1903. At the time he retired he was motorman on the Calmar line passenger train.

Guests in the home of Engineer and Mrs. E. F. Peters, Cedar Rapids, are Mr. and Mrs. Grant Neal of Trenton, Mo. Mrs. Neal is a sister of Mrs. Peters. Their brother, Conductor C. E. Wingate, his wife and daughter Joan, are also guests of the Peters' at present.

Richard Holman, father of Mrs. Fred Howe, her brother Delbert, wife and daughter, and Mrs. Audrey Howe, mother of Traveling Engineer Fred Howe, all residents

of Ottumwa, were visitors in Marion during July.

Mrs. M. H. Gallatin and son Jimmie of Homestead, Fla., are spending the summer in Marion with her parents, Chief Clerk and Mrs. G. W. Miller.

Mrs. Ed Forbes left Marion on July 14 for Los Angeles where she will make her home with her daughter Margaret.

John S. King, retired B&B carpenter, died at his home in Marion on July 5, following a long illness. He is survived by a brother, Henry A., of Santa Barbara, Calif.

W. F. Cooney, retired engineer, and Mrs. Cooney are entertaining their son and daughter-in-law, Dr. and Mrs. Raymond Cooney of Seattle. Doctor Cooney was recently released from the Army and will practice veterinary medicine in Seattle. Another of the Cooneys' sons was recently mentioned in the "Foto Facts" of the Cedar Rapids Gazette—William, 22, who applies his leisure time to painting. He had two years of art training at Loras College, Dubuque, before entering the Army. While he served overseas, he did a cartoon strip about a private. He was practically reared in the railroad business and his favorite subjects for painting are coal towers, yards, and old time water towers.

Mrs. Harold Mullaley and her daughter Eileen visited recently in Council Bluffs with Mrs. Mullaley's brother, Agent James McGuire, and family.

The death of Michael Villhauer, 87, occurred on June 23 in Mercy Hospital, Iowa City, where he had been confined following a stroke on June 19. He was the father of Mrs. S. C. Thomas of Marion.

A recent visitor in the Marion office was Mrs. Charles M. Towers and her son Jimmie, seven months. Mrs. Towers is the former Betty Peck, at one time employed in the

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WAVE on leave . . . Nadine Calhoun, HM 1/C, daughter of Agent E. D. Calhoun of Varina, Ia., pictured as she arrived home for a month's visit with her parents. Nadine has concluded five years of service as secretary to Rear Admiral Hunt and Rear Admiral Boone in San Francisco. Her next assignment is at the Naval hospital in Bethesda, Md.

Marion store department. She is now living in Ames where her husband attends Iowa State College.

Mr. and Mrs. Kenneth Rains of Vancouver, Wash., visited recently in Marion with her parents, Mr. and Mrs. W. E. Smith. Her mother accompanied them on their return trip, which included a tour of the Black Hills and Yellowstone Park. Mrs. Smith spent a month in the Northwest.

Roadmaster J. L. Vavra and wife vacationed at Lost Island Lake near Spencer, where they enjoyed some good fishing. Assistant Engineer L. R. Boetcher stayed at Excelsior Springs, Mo., while on vacation in July. Those vacationing at Lake Okoboji in July were Mr. and Mrs. Jerry Gordon of Marion, Dispatcher N. Gorman and family, and Statistician Virgil B. Dvorak and wife, all of Cedar Rapids.

Crane Operator F. W. Starling and wife were in Somerville, N. J., to visit Mrs. Starling's parents. En route home they stopped at Ft. Belvoir, Va., to visit Mr. Starling's brother Vernon and at Lafayette, Ind., as guests of Dr. and Mrs. Floyd Waskkl.

Mrs. George Hennesey of Cedar Rapids is spending a month in Los Angeles with relatives. Roundhouse Foreman Hennesey made a return visit to his old home in Milwaukee while on vacation in July.

Signal Maintainer O. W. McBride and wife of Marion, attended the Railroad Fair in Chicago. En route home they visited his brother, Signal Maintainer W. B. McBride, Slater, Ia., who was recently hospitalized at Rochester on account of ill health. He is now back on the job. A. L. Powers of Chillicothe relieved O. W. McBride on vacation and also relieved W. B. McBride during his leave.

Night Baggage man Kenneth Silker, on vacation in July, was relieved by Ed Failor.

George Straubinger, second trick operator at Cedar Rapids passenger station, is relieving M. Marchant on vacation. He also relieved William Hodgson, third trick operator, early in July. The second trick at Cedar Rapids is being filled temporarily by James Houstman of Olin.

George Straubinger is the proud father of a boy born in July.

C. T. Noland was temporarily assigned to the position of expense and car record clerk. David W. Perkins was appointed temporarily to the position of assistant cashier Cedar Rapids freight house.

Chief Dispatcher L. S. Dove and wife are spending several weeks at Lake Ox near Pequot Lakes, Minn. Dispatcher N. Gorman is relieving Mr. Dove and Don W. "Pete" Peterson is working the swing job. Pete recently acquired a brand new Willys Overland station wagon.

Chicagoans visiting in Cedar Rapids and Marion are W. K. Lothian and wife, their daughter and son-in-law, Mr. and Mrs. L. E. Fuller, Jr., and their son Jac and daughter Lee. Mr. Lothian, now retired, was at one time employed in the superintendent's office in Marion.

Council Bluffs Terminal

Agnes Kinder, Correspondent

Car Inspector Nels Jensen and his wife celebrated their 21st wedding anniversary on June 2. They are contemplating a trip to Estes Park and Colorado Springs with their son and daughter in August.

Storekeeper Sodie Blake and Mrs. Blake spent their vacation in July at Klamath Falls, Ore., and at Redding, Calif., with their daughter and son-in-law who recently moved there.

Car Inspector Russell Anderson and wife and small daughter Pamela left Aug. 1 to spend a two-week vacation in Los Angeles.

Oiler Ira Havens and wife went to Minnesota to fish while on their vacation in June.

Sympathy is extended to Fireman and Mrs. Jack Eischeid in the loss of their infant son at birth on June 23.

While playing for the Milwaukee ball team recently, Switchman Pat Connel suffered a broken finger.

Joe Matuszeski, car department employe,

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The picture to bear out the story of one day's catch for the Vern J. Sands fishing party at Deer River, Minn. Left to right: Vern Sands, section foreman at Council Bluffs, Ia.; Melvin Sands, section foreman at Hawkeye, Ia.; Melvin Burkhart, shipping patron of the Milwaukee Road; and Jack Sands, store department employe. For details read the Council Bluffs terminal news.

spent his vacation attending the horse races at Ak-Sar-Ben in Omaha. How he came out is a mystery, but he is still driving his old Ford.

B&B Foreman Carl Johnson and crew have put the final touches on the remodeling job at the freight house.

Latest addition to the store department is Storehelper Walter Weldon who was recently transferred from Cedar Rapids.

Switchman Val Hilburn was off duty in July due to illness.

George Jacobs, freight house employe, is enjoying his new Chrysler "New Yorker" which he purchased June 30.

When July 1 rolled around Henry Hansen and wife took their annual southern vacation and visited with their daughter Adeline and her family in San Antonio, Tex. Mr. Hansen is a locomotive department employe.

Car Inspector "Woody" Southard and family are at this writing driving in their new "Fleetline" Chevy to Elgin, Neb., to visit relatives.

Oiler Vernon Larsen and family have returned from their vacation at Arnold Ranch in Nenzel, Neb., where they were guests of Mr. Larsen's sister. Also spending their vacation at the ranch were Otto Larsen, retired carman, and wife who visited with their daughter.

Air Brakeman Max Lake and family spent their vacation visiting in Marion and Cedar Rapids.

Car Inspector Wilbur "Bill" Russ and family are at this writing visiting in Davenport. Bill was looking forward to fishing. Also at this writing, Car Foreman and Mrs. T. P. Schmidt are vacationing in Long Beach, Calif., where their son Martin lives.

During June, Section Foreman and Mrs. Vern J. Sands spent their vacation at Ball Club Lake Lodge, Deer River, Minn., of which Ed Childs, who is a member of the Milwaukee family, is proprietor. They were accompanied by their son Melvin, who is section foreman at Hawkeye, Ia., and his family; also by their son Jack and his wife. Jack is a Milwaukee employe also. They all had a swell time and very good luck at fishing.

Were it not for a man's faults, he might live and die without ever hearing his name mentioned.

It is with narrow-minded people as with narrow-necked bottles; the less they have in them, the more noise they make in pouring it out.

—Alexander Pope

Keogh and Comanche

(Continued from page 14)

Sioux. During later years the bodies of some of the men who fell in the Battle of the Little Big Horn were disinterred and removed to selected burial grounds. The body of Custer was reinterred at the United States Military Academy at West Point, and that of Keogh was reinterred in Fort Hill Cemetery in Auburn, N. Y.

When Comanche was found in the deserted Indian village, observers decided, according to the location of the wounds, that Captain Keogh had been riding far on one side of his mount, the body of the horse serving as a shield. It was at first thought that the horse would have to be shot, but closer examination led the 7th Cavalry quartermaster and regimental veterinarian to believe that he could be saved. He was, accordingly, led carefully to the steamboat *Far West*, which had moved south from the mouth of the Big Horn River (where the town of Custer is located) to its confluence with the Little Big Horn. Thus he returned to Fort Abraham Lincoln where he was faithfully cared for by Blacksmith Gustav Korn [see picture in July, 1949, issue of the Milwaukee Magazine] until Korn's death in the Battle of Wounded Knee Creek, 50 miles south of Imlay, S. D., on the Milwaukee Road. As Comanche gradually recovered, his fame as the sole survivor of the famous battle spread, and he was much discussed and written about.

On Apr. 10, 1878, at Fort Abraham Lincoln, Colonel S. B. Sturgis, commander of the 7th Cavalry, in recognition of the valorous and unusual military record of Comanche, his remarkable recovery from many

wounds sustained in the Battle of the Little Big Horn and, also, as a living memorial of the distinguished record of his owner and rider, Captain Keogh, issued a formal regimental order. It is one of the most extraordinary in the annals of the United States Army. The order read:

"1. The horse known as Comanche, being the only living representative of the bloody tragedy of the Little Big Horn, Montana, June 25, 1876, his kind treatment and comfort should be a matter of special pride and solicitude on the part of the 7th Cavalry, to the end that his life may be prolonged to the utmost limit. Though wounded and scarred, his very silence speaks in terms more eloquent than words of the desperate struggle against overwhelming numbers, of the hopeless conflict, and heroic manner in which all went down that day.

"2. The commanding officer of Troop I will see that a special and comfortable stall is fitted up for Comanche. He will not be ridden by any person whatever under any circumstances, nor will he be put to any kind of work.

"3. Hereafter upon all occasions of ceremony (of mounted regimental formation) Comanche, saddled, bridled, draped in mourning, and led by a mounted trooper of Troop I, will be paraded with the regiment."

On June 25, 1886, ten years after the Battle of the Little Big Horn, Comanche participated in the reunion of the 7th Cavalry, held on the battlefield.

Comanche was about 30 years old when he died at Fort Riley on Nov. 6, 1891. His mounted body was retained by the University of Kansas and was later exhibited at the World's Columbian Exposition in Chicago in 1893, as well as at the Louisiana Purchase Exposition in St. Louis in 1904. During recent months there have been reports that Army authorities desired the return of Comanche to the Army, probably due to the increasing recognition of his historical importance.

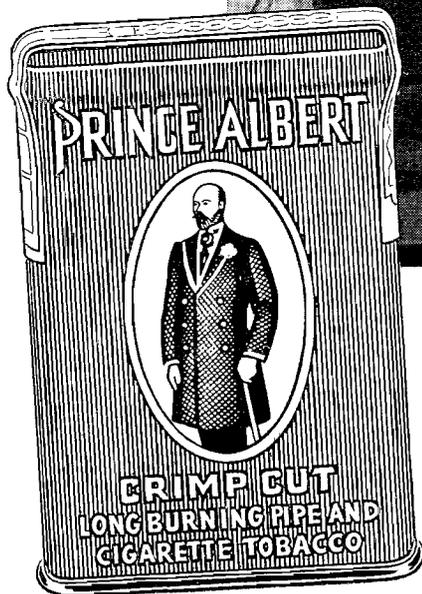
It should be restated that during the campaign of 1876, in the Yellowstone and Big Horn River valleys, loyal and sacrificial service was given to the 7th United States Cavalry and to the great State of Montana by a valiant man and a valiant horse—Captain Myles W. Keogh and Comanche.

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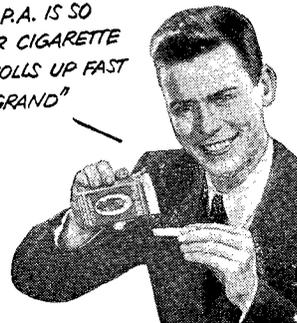
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